

## **Draft minutes of the CEVNI Expert Group**

1. The CEVNI Expert Group held its twentieth meeting on 24–26 June 2013 back-to-back with the forty-third session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3, 26–28 June 2013).
2. The meeting was attended by Mr. R. Vorderwinkler (Austria), Mr. K. Van den Borre (Belgium), Mr. I. Ignatov (Bulgaria), Ms. D. Filipović (Croatia), Mr. S. Bober, Mr. B. Oriwohl (Germany), Mr. G. Labanauskas (Lithuania), Ms. N. Dofferhoff-Heldens (Netherlands), Mr. K. Błaszkiwicz (Poland), Mr. V. Abornev, Ms. V. Ivanova (Russian Federation), Mr. L. Mihajlovic (Serbia), Ms. L. Hlavenková (Slovakia), Mr. M. Bühler (Switzerland), Mr. R. Wisselmann (Central Commission for the Navigation of the Rhine, hereafter CCNR), Mr. P. Caky, Mr. P. Margic (Danube Commission, hereafter DC), Ms. V. Blanchard, Mr. M. Magold, Ms. M. Novikov (UNECE).
3. Ms. P. Brückner (Moselle Commission) and Mr. Ž. Milkovic (International Sava River Basin Commission) were not able to attend the meeting.
4. The following items were discussed:
  - I. Adoption of the minutes of the nineteenth meeting (CEVNI EG/2013/7)
  - II. General exchange of information
  - III. Continuation of the consideration of the draft chapter 10 (CEVNI EG/2013/9)
  - IV. Consideration of pending amendment proposals (CEVNI EG/2013/3, CEVNI EG/2013/4, ECE/TRANS/SC.3/WP.3/2013/2/Add.1, CEVNI EG/2013/5, CEVNI EG/2013/6)
  - V. Consideration of the proposed amendments to CEVNI submitted by CCNR necessary to align CEVNI with RPNR (ECE/TRANS/SC.3/WP.3/2013/10 and Add.1)
  - VI. Other business
  - VII. Next meeting
5. Item “Other business” of the provisional agenda was not discussed due to lack of time.

### **I. Minutes of the nineteenth meeting**

6. The CEVNI Expert Group considered the minutes of its nineteenth meeting on 12 February 2013, as contained in document CEVNI EG/2013/7 and in the annex to the report of the forty-second session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/84), and adopted them with the following corrections:
  - (a) in the French version, item 7 (d) *replace* systèmes informatiques *with* appareils AIS (système d’identification automatique);
  - (b) reword the first sentence of para. 27 as follows

The Group asked the secretariat to draft amendment proposals to CEVNI in English, French and Russian based on the tables prepared by CCNR, and submit them for consideration by the CEVNI Expert Group at its twentieth meeting in June 2013.

## II. General exchange of information

7. The participants exchanged information on their latest CEVNI-related activities. The following elements were highlighted:

(a) Mr. Margic informed the Group that the DC was in the process of collecting national deviations to CEVNI. Relevant information had been received from Austria, Croatia, Hungary and Serbia and was in translation. It is expected that this work would be finalized by the end of 2013.

(b) Ms. Dofferhoff-Heldens informed the Group that the translation of CEVNI into Dutch had been finalized. The comparison of the existing sets of national legislation on inland navigation in the six regions of the Netherlands with CEVNI has been completed. Harmonization of national regulations is expected to start soon.

(c) Ms. Hlavenková informed the Group that CEVNI was being applied with no deviations.

(d) Mr. Wisselmann informed the Group that CCNR was continuing work on revising article 4.07 of the Police Regulations for the Navigation on the Rhine (PRNR) concerning Inland AIS requirements. It is expected that by the end of 2013 a final version of article 4.07 of PRNR would be adopted.

(e) Mr. Vorderwinkler informed the Group that national deviations from CEVNI in Austria had been sent to UNECE and DC.

(f) Mr. K. Van den Borre informed the Group that the technical transposition of CEVNI into national regulations had been finalized. The legislative process is expected to be finalized by the end of 2013. He advised that inland navigation legislation would be transferred to the regions. This process is expected to be carried out in 2015–2016.

## III. Continuation of the consideration of the draft chapter 10

8. The Group finalized draft chapter 10 based on the working document prepared by the secretariat (CEVNI EG/2013/9). It agreed to consider annex 11, Safety checklist for bunkering fuel, when the French and Russian translations have been prepared by the secretariat.

## IV. Consideration of pending amendment proposals

9. The Group considered the pending proposals from the previous sessions (CEVNI EG/2013/3, CEVNI EG/2013/4, ECE/TRANS/SC.3/WP.3/2013/2/Add.1, CEVNI EG/2013/5, CEVNI EG/2013/6) and agreed as follows:

### A. Proposal to introduce the term “large vessel”

10. The introduction of a new definition of large vessel would only be used to designate “any vessel other than small craft” (CEVNI EG/2013/3, part I; CEVNI EG/2013/4). This would simplify twenty-eight articles currently including exceptions for small craft. The Group took note of the opposition of the Russian Federation to the introduction of a new term and concerns raised by CCNR over the additional harmonization difficulties such an introduction would entail. Nonetheless it decided to recommend SC.3/WP.3 to introduce a new definition of large vessel in article 2.01.

### B. Amendments to chapter 6

11. Accept the proposal of Belgium (CEVNI EG/2013/3, part II).

12. *Delete* para. 4 of article 6.27 *reading*

The trailing of anchors, cables or chains at or near a weir is prohibited.

13. *Amend* para. 2 of article 6.18 *to read*

This prohibition does not apply to vessels undertaking manoeuvres or heading towards a stopping place, except in the following cases:

- (a) less than 100 m from a bridge, lock or weir, ferry-boat or floating equipment at work;
- (b) on sections of the waterway marked with the prohibitory sign A.6 (annex 7), in accordance with the provisions of article 7.03, para. 1 (b).

### **C. Draft article 4.07**

14. The Group considered the draft article 4.07 (CEVNI EG/2013/5 and CEVNI EG/2013/6) as well as the proposal of CCNR (ECE/TRANS/SC.3/WP.3/2013/2/Add.1) and comments from Belgium (informal document SC.3/WP.3 No. 14 (2013)).

15. Noting the opposition of CCNR, the Group decided nonetheless to strongly recommend CCNR to consider revising the Rhine Vessels Inspection Regulations with a view to avoiding the proliferation of AIS equipment on small craft causing disturbance to navigation.

16. The Group asked the secretariat to prepare a draft of the revised article 4.07 based on its discussions with a view to finalizing it.

### **D. Amendments to article 6.07**

17. The Group took note of the comments provided by the secretariat in part IV of CEVNI EG/2013/3 regarding its decision to amend article 6.07 at its eighteenth meeting.

### **E. Amendments to article 3.07 (2)**

18. *Amend* the English version of article 3.07 (2) *as follows*

The use of lamps or searchlights in such a way that they cause dazzle constituting a danger or ~~inconvenience~~ **disturbance** to navigation or to traffic on the banks of the waterway is prohibited.

### **F. Amendments to article 7.03**

19. *Amend* the name of article 7.03 *to read*

Anchoring and use of telescopic piles (spuds)

20. *Add* a new paragraph 3 *reading*

The competent authority may extend the application of paragraphs 1 and 2 to telescopic piles (spuds).

### **G. Amendments to annex 2, paragraph 2**

21. In connection with the proposal of Belgium to delete paragraph 2 of annex 2 (CEVNI EG/2013/3, part VI), the Group noted that the Group of Volunteer Experts on Resolution No. 61 had finalized the draft chapter 4, "Safety clearance, freeboard and draught marks". It decided to postpone consideration of Belgium's proposal until the adoption of chapter 4 of Resolution No. 61.

#### IV. Consideration of the proposed amendments to CEVNI submitted by CCNR necessary to align CEVNI with RPNR

22. The Group considered the amendment proposals to CEVNI contained in ECE/TRANS/SC.3/WP.3/2013/10 and decided as follows:

23. Accept the amendment proposals for the following: article 1.01, definition (a) 5 and (d) 1, 13 and 18; article 1.02, paragraph 7; article 1.04, paragraph 2; article 1.09, paragraphs 2–3; article 1.12, paragraph 1; article 1.13, paragraph 1; article 1.14; article 1.15, paragraphs 2 and 3; article 1.18, paragraph 2; article 1.22, paragraph 1; article 2.01, paragraph 2, article 3.01, paragraph 4; article 3.08, paragraph 5; article 3.09, paragraphs 1 and 3; article 3.13, paragraphs 1 and 7; article 3.14, paragraphs 1–3; article 4.01, paragraphs 1 and 3; article 4.06, paragraph 2.

24. *Amend article 1.01, definition (d) 9 to read*

The term ‘state of intoxication’ means a state occurring as a result of the use of alcohol, narcotics, medicines or other ~~similar~~ substances and determined in accordance with national legislation and practice;

25. *Amend article 1.01, definition (d) 10 to read*

The term ‘reduced visibility’ means conditions in which visibility is reduced owing to **e.g.** fog, haze, snow; **or** rain ~~or other reasons~~;

26. *Amend article 1.02, paragraph 1 to read*

Every vessel or assembly of floating material, except vessels in a pushed convoy other than the pusher, shall be placed under the authority of a person having the necessary competency. This person is hereinafter referred to as the boatmaster. **Boatmasters are considered to possess the necessary competency if they hold a valid boatmaster’s certificate.**

27. *Add a new paragraph 2 in article 1.09, reading*

**The age requirement shall not apply in the case of small craft having no motive power of its own.**

28. *Amend the English version of article 1.18, paragraph 2 to read*

A boatmaster whose vessel **or assembly of floating material** is in danger of sinking or becomes impossible to control is under the same obligation.

29. *Amend the Russian version of article 1.18, paragraph 2 to read*

Та же обязанность лежит на судоводителе судна **или соединения плавучего материала**, которые рискуют затонуть или потеряли маневренность.

30. *Add a new article 1.24 reading*

##### **Applicability in ports, loading and unloading zones**

**These regulations shall also apply to water surfaces that are a part of ports and loading and unloading zones, without prejudice to the specific requirements of the waterway police enacted for these ports and loading and unloading zones and called for by local conditions and loading and unloading operations.**

31. *Amend article 2.01, paragraph 1 (c) to read*

(c) **One of the following:**

(i) **Its unique European vessel identification number, which is made up of eight Arabic numerals. The first three digits are used to identify the country and the office where this unique European vessel identification number was assigned. This identification mark is mandatory only for vessels that have been assigned a unique European vessel identification number; ~~its official identification number~~**

~~The official identification number shall be inscribed in accordance with the instructions given in point (a).~~

or

(ii) **Its official number, which is made up of seven Arabic numerals, possibly followed by a letter in lower-case type. The first two digits are used to identify the country and the office where this unique European vessel identification number was assigned. This identification mark is mandatory only for vessels which were assigned an official number that has not yet been converted into a unique European vessel identification number.**

**The unique European vessel identification number or the official number shall be displayed under the conditions laid down in subparagraph (a) above.**

32. *Amend article 3.08, paragraph 2 to read*

A single motorized vessel **more than 110 m long** ~~may in addition~~ **shall be required to carry by night at the stern a second masthead light placed in the axis of the vessel and at least 3 m higher than the forward light, in such a way that the horizontal distance between these lights is at least three times the vertical distance.** ~~A single motorized vessel more than 110 m long shall be required to carry this second masthead light.~~

33. *Amend the Russian version of article 3.09, paragraph 3 to read*

Суда буксируемого состава, следующие за одним или несколькими моторными судами, предусмотренными в пунктах 1 и 2 выше, должны нести:

Ночью:

видимый со всех сторон ясный белый огонь, расположенный на высоте не менее 5 м. **Эта высота может быть уменьшена до 4 м в случае судов, длина которых не превышает 40 м;**

Днем:

желтый шар, расположенный в надлежащем месте и на такой высоте, чтобы он был виден со всех сторон.

Однако

a) если длина состава превышает 110 м, то он должен нести два из предусмотренных выше огней, первый из которых помещается в передней, а второй в задней части состава;

b) если в составе имеется ряд – более двух – счаленных судов, то эти огни или этот шар должны нести только два наружных судна счала.

Сигнализация всех буксируемых судов состава должна по возможности помещаться на одинаковой высоте над уровнем воды.

34. *Amend article 3.13, paragraph 1 to read*

Motorized small craft proceeding alone shall carry by night **either:**

(a) **A masthead light, bright instead of strong, at the same height as the side lights and not less than 1 m forward of them;**

(b) **Side lights, which may be ordinary lights; they shall be at the same height and on the same perpendicular to the axis of the craft and be screened inboard so that the green light cannot be seen from the port side and the red light cannot be seen from the starboard side;**

(c) **A stern light;**

or

(d) **The masthead light prescribed in subparagraph (a) above; however, this light is to be placed at least 1 m higher than the side lights;**

(e) **The side lights prescribed in subparagraph (b) above; however, these lights may be placed side by side or in the same lamp in the axis of the craft, at or near the bow;**

(f) **A stern light; however, this light may be waived provided that the masthead light referred to in subparagraph (d) above is a bright white light visible from all directions.**

~~(a) A masthead light; this light shall be in the axis of the craft, at least 1 m higher than the side lights, and shall be bright instead of strong;~~

~~(b) Side lights; these lights may be ordinary instead of bright and shall be placed either:~~

~~(i) As prescribed in article 3.08, paragraph 1 (b); or~~

~~(ii) Side by side or in the same lamp, in the axis of the craft, at or near the bow;~~

~~(c) The stern light prescribed in article 3.08, paragraph 1 (c). However, the requirement to carry this light may be waived; but in such case, the masthead light referred to in (a) above shall be a bright white light visible from all directions.”.~~

35. *Amend article 3.16, paragraph 1 to read*

Ferry boats not moving independently shall carry:

By night:

(a) A bright white light visible from all directions, at a height of not less than 5 m; this height may, however, be reduced if the ferry boat is of a length of less than 20 m;

(b) A bright green light visible from all directions, about 1 m above the light referred to in (a) above.

By day:

A green ball at a height of not less than 5 6 m.”.

36. Reject the proposal to introduce a new paragraph 5 in article 1.21 and invite CCNR to consider rewording it.

37. Reject the proposal to introduce a new article 1.25. This provision is already included in article 9.01, paragraph 1.

38. Reject the proposal to introduce a new paragraph 7 in article 3.09. This provision would seem more appropriate in article 3.20.

39. Reject the proposal to introduce a new paragraph 7 in article 3.13. This provision is already covered by article 3.12, paragraph 3.

40. Reject the proposal to introduce a new paragraph 5 in article 3.20. This provision should be included in chapter 9.

41. Maintain the wording of the following articles: 1.02, paragraph 6; article 1.03, paragraph 4; article 1.04, paragraph 3; article 1.08, paragraphs 2 and 4; article 1.09, paragraph 4; article 1.19; article 2.01, paragraph 4; article 2.05, paragraph 1; article 3.08, paragraph 1; article 3.09, paragraphs 2 and 7; article 3.10, paragraph 2; article 3.16, paragraph 3; article 3.20, paragraph 1; article 3.30, paragraph 1; article 3.31; article 3.32.

42. The Group asked the secretariat to compile a consolidated list of amendment proposals which were not accepted by it and return it to CCNR working bodies for further consideration with a view to possibly aligning them with CEVNI provisions.

43. Invite the Russian Federation to prepare a proposal on amending article 1.08, paragraph 4, for the consideration of the Group.

44. Invite Belgium to prepare a proposal on amending article 1.22, paragraph 2, for the consideration of the Group.

45. Invite the DC to consider the proposal on amending article 4.05, paragraphs 1–5 and provide their comments for the consideration of the Group.

## **V. Next meeting**

46. The CEVNI Expert Group agreed on the following preliminary date for its next meeting:

18–20 September 2013    Twenty-first meeting of the CEVNI Expert Group.

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