

Draft minutes of the 21st meeting of the CEVNI Expert Group

1. The CEVNI Expert Group held an extraordinary twenty-first meeting on 18–20 September 2013 at the invitation of the Central Commission for the Navigation of the Rhine (CCNR) at the Palais du Rhin in Strasbourg (France).
2. The meeting was attended by Mr. R. Vorderwinkler (Austria), Mr. K. Van den Borre (Belgium), Mr. N. Gerhardt (Germany), Mr. G. Labanauskas (Lithuania), Mr. K. Błaszkiwicz (Poland), Mr. E. Brodsky, Ms. V. Ivanova (Russian Federation), Mr. M. Macura (Serbia), Mr. R. Wisselmann (Central Commission for the Navigation of the Rhine, hereafter CCNR), Mr. I. Matics (Danube Commission, hereafter DC), Ms. P. Bruckner, (Moselle Commission) Ms. M. Novikov (UNECE).
3. Ms. N. Dofferhoff-Heldens (Netherlands) 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 20th meeting (CEVNI EG/2013/12)
 - II. General exchange of information
 - III. Continuation of the consideration of the draft chapter 10 (CEVNI EG/2013/14)
 - IV. Continuation of the consideration of the draft article 4.07 (CEVNI EG/2013/15, CEVNI EG/2013/18)
 - V. Continuation of the consideration of the proposed amendments to CEVNI submitted by CCNR necessary to align CEVNI with RPNR (CEVNI EG/2013/17, CEVNI EG/2013/19, CEVNI EG/2013/20, ECE/TRANS/SC.3/WP.3/2013/10/Add.1)
 - VI. New revision proposals from CCNR based on the comparison of the German version of CEVNI and RPNR and amendment proposals concerning CEVNI language versions discrepancies from CCNR and the secretariat (CEVNI EG/2013/16, CEVNI EG/2013/21, CEVNI EG/2013/22)
 - VII. Other business
 - VIII. Next meeting
5. Item “Other business” of the provisional agenda was not discussed due to lack of time.

I. Minutes of the twentieth meeting

6. The CEVNI Expert Group considered the minutes of its twentieth meeting on 24–26 June 2013, as contained in document CEVNI EG/2013/12 and in the annex to the report of the forty-third session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/86), and adopted them with the following correction:

Reword paragraph 15 as follows

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.

II. General exchange of information

7. Mr. Pauli opened the meeting and welcomed the participants to the Palais du Rhin. He underlined the importance of the group for learning from each other's experience.

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

(a) Mr. Labanauskas informed the Group that since 2010 CEVNI 4 was applied with no deviations.

(b) Mr. Van den Borre informed the Group that the transposition of CEVNI 4 into national legislation was under way and expected to be completed by July 2014. Regions will become competent for their inland waterways.

(c) Mr. Macura informed the Group that CEVNI 4 was implemented in Serbia through relevant DC and International Sava River Basin Commission regulations.

(d) Ms. Ivanova informed the Group that changes were being introduced into the normative framework of the Russian Federation. The new draft regulations, which will include a number of articles from CEVNI, are under consideration. Harmonization of national regulations with CEVNI is expected to continue.

(e) Mr. Matics informed the Group that the implementation of CEVNI 4 by DC Member States was under way. DC was the first to take over CEVNI 4 as the basic set of rules to be amended or supplemented by national regulations, if required.

(f) Ms. Bruckner informed the Group that work on the harmonization of Police Regulations for the Navigation of the Moselle with CEVNI 4 was ongoing. Differences in the provisions of the Police Regulations for the Navigation of the Moselle, RPNR and CEVNI 4 have been identified. Moselle Commission Member States are expected to decide how to address these differences in the autumn of 2013.

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

III. Continuation of the consideration of the draft chapter 10

9. The Group made several amendments to the draft chapter 10 finalized at its twentieth meeting based on the working document prepared by the secretariat (CEVNI EG/2013/14). It requested the secretariat to prepare the draft chapter 10 in the UNECE working languages in order to consider annex 11, Safety checklist for bunkering fuel. The Group agreed to consider the Bunkering Safety Check-List for Bunker Delivery to Maritime Ships available from the International Safety Guide for Inland Navigation Tank-Barges and Terminals (ISGINTT) website in English, French and Spanish for possible supplement of annex 11.

10. CCNR advised that it would express its opinion on the draft chapter 10 after it has been translated into the working languages of UNECE and considered by the relevant working body of CCNR.

IV. Continuation of the consideration of the draft article 4.07

11. The Group considered the working document prepared by the secretariat reproducing the text of article 4.07 agreed at its twentieth meeting (CEVNI EG/2013/15) and the proposals and comments of the Russian Federation (CEVNI EG/2013/18).

12. The Group decided to accept the proposals of the Russian Federation, except for the exemption for sea-going ships. The Group decided to come back to this issue at a later stage.

IV. Continuation of the consideration of the proposed amendments to CEVNI submitted by CCNR necessary to align CEVNI with RPNR

13. The Group considered the amendment proposals to CEVNI contained in ECE/TRANS/SC.3/WP.3/2013/10/Add.1 as well as the comments and proposals from the Russian Federation contained in CEVNI EG/2013/17, CEVNI EG/2013/20 and CEVNI EG/2013/22, and from the Danube Commission contained in CEVNI EG/2013/19, and decided as follows:

14. Accept the amendment proposals set out in ECE/TRANS/SC.3/WP.3/2013/10/Add.1 for the following: article 5.03; article 6.04, paragraph 4; article 6.28, paragraph 9; article 7.07, paragraph 1; sketches 22, 41, 47 and 48 of annex 3; new sketches 56bis and 57bis of annex 3; sketches 58 and 59 of annex 3; to delete footnote to the “Do not approach” signal in heading A, section III of annex 6 and move it to chapter 9; headings B and C, section III of annex 6; adding the indication of paragraphs to the reference articles for signs and marking of annex 7; to delete footnote 1 of annex 7 and move it to chapter 9; second paragraph of the general remarks in annex 7; headings A.5, A.5.1, A.6, A.7, A.9 of annex 7; headings B.2 to B.4b of annex 7; headings E.5, E.5.3, E.5.4, E.5.5, E.5.6, E.5.7, E.5.8, E.5.9, E.5.10, E.5.11, E.5.12, E.5.13, E.5.15, E.6, E.7, E.25 of annex 7; paragraph 4, section II of annex 7; title of annex 8; new section IV bis of annex 8.

15. *Amend article 1.08, paragraph 4 to read*

Without prejudice to paragraph 3, the individual life-saving equipment listed in No. 44 of the ship’s certificate shall be available for distribution and shall correspond to the number of adult and child passengers. ~~Without prejudice to paragraph 3, the life saving devices suitable for passengers mentioned in the ship’s certificate shall be available on board of the vessel. Life saving devices shall be available for distribution to passengers and will correspond to the number of adults and children.~~

16. *Amend the title of article 4.04 to read*

Distress signs signals

17. *Amend article 4.05, para. 1 to read*

1. Every radiotelephone ~~set~~ **installation** carried on board a vessel ~~or floating establishment~~ shall conform to **the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways**; and shall be ~~operated~~ **used** in accordance with, ~~the requirements of the competent authorities~~ **the provisions of this Arrangement. Details of these provisions are provided in the radiotelephony guide for inland navigation.**

Vessels navigating in inland waterways not covered by the provisions of the above mentioned Regional Arrangement shall carry on board a radiotelephone installation operated in accordance with the requirements of the local competent authorities.

18. *Amend article 4.05, para. 2 to read*

2. Motorized vessels, excluding small craft, ~~ferry boats and floating equipment~~ may ~~sail~~ **navigate** only if they are equipped with ~~two~~ **a radiotelephone installations in proper working order for ship-to-ship, nautical information and ship-to-port-authority networks.** ~~When under way, the radiotelephone installations for the ship to ship and nautical information channels must be permanently in a ready to transmit and ready to receive state. The channel allocated to nautical information may only be left for a short time in order to transmit or receive information on other channels.~~

The radiotelephone installation shall ensure that two of these networks are monitored simultaneously.

The ship station used in the radiotelephone service for inland waterways may consist of either separate equipment for each of the service categories or equipment for combinations of several of those.

19. *Amend article 6.03, paragraph 2 to read*

When vessels are proceeding in convoy, the ~~visual~~ **prescribed** signals ~~prescribed~~ in articles 3.17, 6.04 and 6.10¹ shall be shown or emitted only by the vessel carrying the boatmaster of the convoy or side-by-side formation or, in the case of a towed convoy, by the ~~towed~~ **motorized** vessel at the head of the convoy.

20. *Amend article 6.08, paragraph 1 to read*

On sections marked by the signs A.4 or A.4.1 (annex 7), passing and overtaking are prohibited. The prohibition referred to in the preceding sentence may be limited to vessels and convoys above a certain length or breadth; in such cases, the length or breadth is indicated on a rectangular white board fixed below the signs A.4 and A.4.1. In addition, the provisions of article 6.07, paragraph 1, apply by analogy.

~~On approaching a section marked with the prohibitory signs A.4 or A.4.1 (annex 7),~~

~~(a) — On waterways for which “downstream” and “upstream” are defined,~~

- ~~• Vessels or convoys proceeding upstream shall stop at the approach of vessels or convoys proceeding downstream and wait until they have passed through the section;~~

~~(b) — On waterways for which “downstream” and “upstream” are not defined,~~

- ~~• The corresponding rules in article 6.07 apply.~~

21. *Amend article 6.10, paragraph 7 to read*

Paragraphs 2 to ~~6~~ **5** above shall not apply to small craft in relation to other vessels or to small craft overtaking other small craft.

22. *Add a new paragraph 2 in article 6.19 reading*

This prohibition shall not apply to small movements at berthing places and places of loading and unloading, insofar as safe stopping is ensured, and in harbours.

23. *Amend article 6.21, paragraph 5 to read*

Passenger vessel with passengers on board shall not sail ~~in side-by-side formation as part of a convoy~~. ~~Sailing in side-by-side formation shall be permitted only for the emergency towing of a passenger vessel.~~ **This prohibition shall not apply in cases where an auxiliary towing vessel is required or in case of emergency.**

24. *Amend article 6.21bis to read*

A pushed barge outside a pushed convoy may be relocated only:

- (a) If coupled to or towed by a motorized vessel,**
- (b) In accordance with the regulations or with the authorization of the competent authority,**

~~Outside a pushed convoy, a pushed barge, may only be moved:~~

- ~~(a) — Being coupled side-by-side to a motorized vessel or~~

¹ The CEVNI Expert Group decided to come back to the proposal by Belgium to delete references to articles 3.17, 6.04 and 6.10 at a later stage.

~~(b)~~ (c) On short distances when a pushed convoy is being formed or broken up,

~~(e)~~ (d) Being coupled side-by-side with vessel which has a steering device and a sufficient crew.

25. Amend article 6.22 to read

1. When the competent authorities announce by the general prohibitory sign A.1 a – f (annex 7) that navigation is suspended, all vessels shall stop short of that sign.

2. **Navigation on waters displaying the sign**

(a) **A.1a (annex 7) is prohibited for all vessels;**

(b) **A.12 (annex 7) is prohibited for all motorized vessels;**

(c) **A.1g (annex 7) is prohibited for all vessels, with the exception of non-motorized small craft.**

26. Amend article 6.29 to read

1. By derogation from article 6.28, paragraph 3, the following shall have priority of passage through locks:

(a) **Vessels carrying the sign described in article 3.27;**

(b) **Vessels carrying the sign described in article 3.17.**

2. When **vessels referred to in subparagraphs (a) and (b) above** approach lock basins or are made fast in them, other vessels shall facilitate ~~as much as possible~~ **the passage by such vessels to the extent possible.**

3. **The provisions of this article also apply to any other types of crossings such as ship lifts and inclined planes.**

27. Amend article 6.30 to read

Article 6.30 – General rules for navigation in reduced visibility²; ~~use of navigation by radar~~

1. In reduced visibility, all vessels shall navigate by radar.

2. Vessels under way in reduced visibility shall proceed at a safe speed as required by the reduced visibility and the presence and movements of other vessels and local circumstances. They shall use the radiotelephone to give other vessels the necessary information for safety of navigation. Small ~~vessels~~ **craft** under way in reduced visibility ~~shall use ship-ship channel or the channel prescribed by the competent authorities.~~ **may navigate only if they are also on listening watch on the ship-ship channel or on any other channel prescribed by the competent authorities.**

3. When stopping because of reduced visibility, vessels shall, as far as possible, keep clear of the fairway.

4. Vessels proceeding on their course shall, when meeting another vessel, keep to the right as far as is necessary to allow passing port to port. The provisions of articles 6.04, paragraphs 4, 5 and 6 and of article 6.05 shall generally not apply in reduced visibility. However, passing starboard to starboard can also be allowed by the competent authorities when navigational conditions of particular waterways so require.

5. ~~Towed convoys shall immediately proceed to the nearest safe berthing or anchoring areas, if a communication with visual sign, between the towed vessel and the motorized vessel, is not possible. For towed convoys proceeding downstream, navigation by radar is prohibited except for reaching the nearest safe berthing or anchoring areas. For~~

² The wording “reduced visibility” used in CEVNI and “thick weather” used in RPNR is considered harmonized.

~~such towed convoys provisions of the Article 6.33 are applicable.~~ **In reduced visibility, vessels and convoys unable to navigate by radar shall immediately proceed to the nearest berthing area.**

28. *Amend article 7.08, paragraph 2 to read*

An efficient watch shall be kept continuously on board stationary vessels carrying the markings provided for in article 3.14 ~~or vessels which, having carried substances referred to in paragraphs 1, 2 and 3 of article 3.14, are not free of dangerous gases.~~ However, the competent authorities may exempt vessels berthed in harbour basins from this requirement.

29. *Amend article 8.01, paragraph 4 to read*

On board the vessels referred to in paragraph 3 above it shall be imperative immediately to:

- (a) Close all windows and openings to the outside;
- (b) Extinguish all ~~unprotected~~ **fires and naked lights**³;
- (c) Stop smoking;
- (d) Stop all unessential auxiliary machinery;
- (e) Avoid creating sparks.

If the vessel is stationary, all engines and auxiliary machinery shall be stopped or unplugged.

30. *Amend article 3.32 to read*

Article 3.32 – Prohibition of smoking or using ~~an unprotected light or flame~~ **fires and naked light**

1. If other regulations prohibit

- (a) smoking;
- (b) using ~~an unprotected light or flame~~ **fires and naked light**;

on board, the prohibition shall be indicated by **circular white boards bordered with red, with a red diagonal and a picture of a burning match or, alternatively, by**⁴ circular white boards bordered with red, with a red diagonal and a picture of a cigarette emitting smoke.

The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, they shall be about 60 cm in diameter.

2. By night, the boards shall be illuminated so as to be clearly visible on both sides of the vessel.

31. *Amend annex 1 as follows*

For Slovenia: delete footnote, add the abbreviation “SLO” in accordance with the confirmation from the Ministry of Transport of Slovenia.

32. Postpone consideration of deleting the content of annex 2 and replacing it with the inscription [left void] with the indication of a reference to the relevant resolution until the draft chapter 4 of Resolution No. 61 has been adopted by SC.3.

33. *Amend annex 3, paragraph 1.1, as follows*

³ Proposed by the secretariat following verification in the ADN as requested by the CEVNI Expert Group.

⁴ This amendment proposal was provisionally approved by SC.3/WP.3 at its forty-second session (ECE/TRANS/SC.3/WP.3/2013/2, para. 18, and ECE/TRANS/SC.3/WP.3/84, para. 24).

The sketches which follow relate to the signals (marking) provided for in the articles of chapter 3 of CEVNI, ~~but not to those provided for in, or authorized by, the footnotes.~~

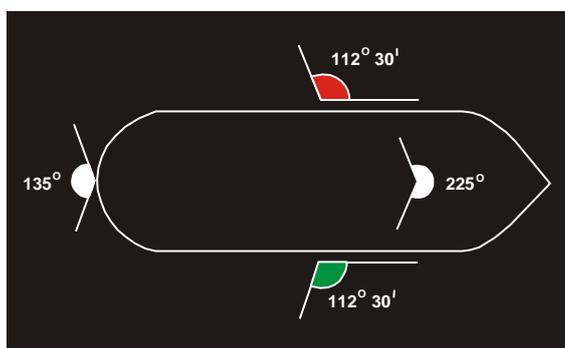
34. Amend annex 3, paragraph 1.2, as follows

1.2 The sketches **of this annex** are for guidance only; reference should be made to the text of the regulations which alone is authoritative.

In the case of additional markings which may be prescribed, the sketches illustrate:

- either the additional markings alone; or
- where necessary for clarity, both the basic marking (or one of the possible basic markings) and the additional marking.

Only the additional marking is described below the sketch.

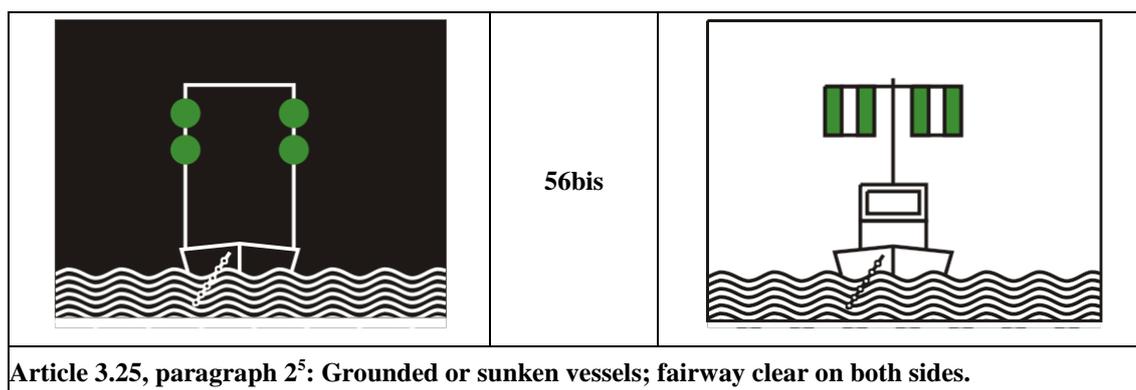


Article 3.01, paragraph 1: The horizontal arc along which the masthead light, the side lights and the stern light are visible.

36. Amend the caption under sketch 29 of annex 3 as follows

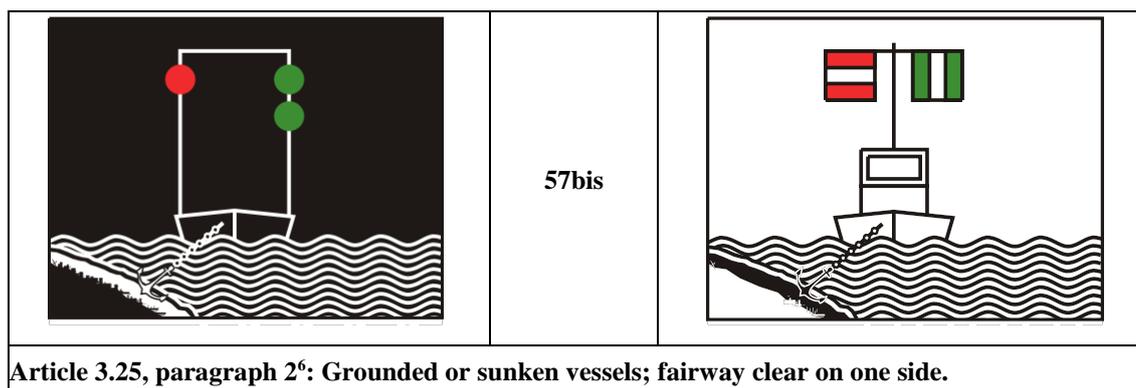
Article 3.13, paragraph 5: ~~Small~~ Sailing **small** craft less than 7 m long carrying a white light visible from all directions, and on the approach of other vessels displaying a second ordinary white light.

37. After sketch 56 of annex 3, add the following new sketches, corresponding to sketches 49a in RPNR:



38. After sketch 57 of annex 3, add the following new sketches, corresponding to sketches 50a in RPNR:

⁵ The original proposal of CCNR contained a reference to article 3.25, paragraph 2, and not paragraph 4 as mentioned in ECE/TRANS/SC.3/WP.3/2013/10/Add.1.



39. *Add a footnote to sketch 66 reading⁷*

The first sketch illustrates the new sign for “Boarding prohibited”. The second sketch illustrates the existing sign. For a transitional period both signs may be used.

40. *Add a footnote to sketch 67 reading⁸*

The first sketch illustrates the new sign for “Prohibition of smoking or using fires and naked light”. The second sketch illustrates the existing sign. For a transitional period both signs may be used.

41. *Amend the reference to chapter 3 for sketch 67 as follows*

Article 3.32: Prohibition of smoking or using ~~an unprotected light or flame~~ **fires and naked light**

42. *Amend heading A.1 of annex 7 as follows*

“No entry (general sign) (see articles **3.25, paragraph 2 (b)**, 6.08, 6.16, 6.22, 6.22 bis, 6.25, 6.26, 6.27 and 6.28 bis)”.

43. *Add a new heading A.1.1 of annex 7:*

A.1.1 Sections closed to use, no entry except for non-motorized small craft (see article 6.22)

A.1g



44. *Amend heading A.13 of annex 7 as follows*

~~All~~ Sports or pleasure craft prohibited¹

The competent authorities may also use this board to prohibit small craft.

45. *Add the following definition in article 1.01 (a):*

The term “sports or pleasure craft” means any vessel used for purposes of sports and recreation and not financial gain⁹.

46. *Amend heading C.4 of annex 7 as follows*

There are restrictions on navigation: **see the information plate below the sign** ~~make enquiries.~~

47. *Amend heading E.5.12 of annex 7 as follows*

⁶ The original proposal of CCNR contained a reference to article 3.25, paragraph 2, and not paragraph 4 as mentioned in ECE/TRANS/SC.3/WP.3/2013/10/Add.1.

⁷ See ECE/TRANS/SC.3/2012/5, para. 17.

⁸ See ECE/TRANS/SC.3/2012/5, para. 17.

⁹ Belgium proposes to delete the words “and not financial gain” from this definition. The CEVNI Expert Group agreed to come back to this definition at a later stage.

Berthing area reserved for all ~~vessels~~ **vessels** that are not required to carry the marking prescribed in article 3.14, paragraph 1 (see article 7.06)

48. *Amend heading E.7.1 of annex 7 as follows*

Berthing area reserved for loading and unloading vehicles (~~Maximum duration of berthing permit may be added on an information plate below the board~~ **see information plate below the sign**)

49. *Amend paragraph 1 of section I of annex 8 as follows*

1. Marking

The waterway, the fairway, as well as the danger points and obstacles are not always marked.

Floating waterway markings, ~~Buoys, when used~~, shall be anchored at approximately 5 m distance from the limits that they indicate.

Groynes and shallows can be marked using fixed marks or buoys. These marks or buoys shall, usually, be placed on the borders of groynes and shallows or in front of them.

It is necessary to keep a sufficient distance from the marks and the buoys to avoid the risk of getting on the ground or hitting an obstacle.”

50. Maintain sketch 65 of annex 3 to represent the features mentioned in article 3.30, paragraph 1¹⁰.

51. Postpone consideration of the amendment proposal concerning replacing the term “efficient” with “effective” to article 7.08, paragraph 2, until a later stage.

52. Postpone consideration of the amendment proposal to heading A.18 of annex 7 until the definition of “sports and pleasure craft” referred to in para. 45 above is finalized.

53. Reject the proposal to delete paragraph 1.1 of annex 3. This provision is necessary to indicate that sketches do not stand on their own, but only illustrate the relevant provisions of chapter 3.

54. Reject the proposal to number the third sentence of paragraph 1.2 of annex 3 as paragraph 1.3 and renumber paragraph 1.3 as 1.4.

55. Reject the proposal to amend sketch 16 of annex 3 by adding another stern light.

56. Reject the proposals to delete sketches of day marking Nos. 38 and 40 of annex 3.

57. Reject the proposal to amend headings A.12 and A.20 of annex 7.

58. Reject the proposal to replace heading E.23 with the two signs under heading E.21 of RPNR.

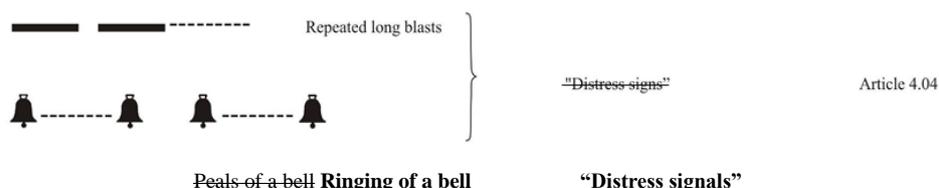
59. Invite Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) to consider incorporating the existing sketches 66 and 67 from CEVNI in addition to sketches 1 and 2 of appendix 3 of Resolution No. 61.

60. Recommend to SC.3/WP.3 to consider deleting the definition of “peal of a bell” in annex 6, section III¹¹.

61. Recommend to SC.3/WP.3 to consider amending part A, section III of annex 6 as follows:

¹⁰ The CCNR proposal to modify article 3.30, paragraph 1, as mentioned in ECE/TRANS/SC.3/WP.3/2013/10, page 20, was returned to CCNR for further consideration. The CEVNI Expert Group had asked CCNR to consider maintaining day display features mentioned in (d) and (h).

¹¹ See ECE/TRANS/SC.3/2012/5, para. 18.



62. Recommend to SC.3/WP.3 to consider deleting part F (c), section III of annex 6 (signals for stationary vessels in reduced visibility) and amending article 6.31 accordingly.

63. 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.

VI. New revision proposals from CCNR based on the comparison of the German version of CEVNI and RPNR and amendment proposals concerning CEVNI language versions discrepancies from CCNR and the secretariat

64. The Group began considering the amendment proposals to CEVNI contained in CEVNI EG/2013/16, as well as the comments and proposals from the Russian Federation contained in CEVNI EG/2013/21 and decided as follows:

65. Accept the amendment proposals to the following articles as set out in part I of CEVNI EG/2013/16: article 1.01 (d) 13; article 1.02, para. 2; article 1.02, para. 2 (e); article 1.02, para. 7 (b); article 1.06; article 1.09, para. 2; article 1.10, para. 1 (c); article 1.15; article 3.14, para. 2; article 3.18, para. 1; article 3.20, paras. 1 and 2.

66. Amend the French and Russian versions of article 1.02, para. 2 (e), respectively, *as follows*
Dans **tous** les autres cas le conducteur du convoi doit être désigné.

Во **всех** других случаях судоводитель состава должен быть назначен.

67. Amend the English version of article 3.14, para. 1 *as follows*

1. Vessels carrying out transport operations involving **certain** flammable substances that are referred to in ADN shall carry, in addition to the marking prescribed elsewhere in these regulations, the following marking in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN:

By night:

A blue light;

By day:

A blue cone, point downwards

as indicated in ADN, Chapter 3.2, Table A, column (12) or Table C, column (19).

These markings shall be in a suitable position and high enough to be visible from all directions. The blue cone may be replaced by one blue cone at the bow and one blue cone at the stern of the vessel, at a height of not less than 3 m.

68. Amend the French version of article 3.14, para. 1 *as follows*

1. Les bateaux transportant ~~des~~ **certaines** matières inflammables visées dans l'ADN doivent porter, outre la signalisation prescrite par d'autres dispositions du présent Règlement, la signalisation suivante, conformément aux prescriptions du paragraphe 7.1.5.0 ou du paragraphe 7.2.5.0 de l'ADN :

De nuit :

Un feu bleu;

De jour :

Un cône bleu, pointe en bas,

comme indiqué dans l'ADN, chapitre 3.2, tableau A, colonne (12) ou tableau C, colonne (19)

Ces signaux doivent être placés à un endroit approprié et assez haut pour être visible de tous les côtés. Le cône bleu peut être remplacé par un cône bleu à l'avant et un cône bleu à l'arrière du bateau, à une hauteur de 3 m au moins.

69. The CEVNI Expert Group decided to come back to the Russian version of article 3.14, para. 1 at a later stage.

70. Accept the amendment proposals to the following articles as set out in CEVNI EG/2013/21: article 3.18, para. 1; article 3.26, para. 1.

71. The CEVNI Expert Group asked CCNR to consider the amendment proposals by the Russian Federation to article 3.09, para. 3 (a) and (b), contained in CEVNI EG/2013/21 and formulate an amendment proposal.

V. Next meeting

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

17 October 2013 Twenty-second meeting of the CEVNI Expert Group.
