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Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

Forty-third session

Geneva, 26–28 June 2013

Report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

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I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter, the Working Party or SC.3/WP.3) held its forty-third session from 26 to 28 June 2013 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Belarus, Belgium, Bulgaria, Croatia, Germany, Lithuania, Netherlands, Poland, Russian Federation, Serbia, Slovakia and Switzerland.
3. The International Labour Office (ILO) was represented. Representatives of the following intergovernmental organizations also took part in the session: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC). The European Boating Association (EBA) and Euromapping participated in the session at the invitation of the secretariat.
4. Mrs. Eva Molnar, Director of the UNECE Transport Division opened the meeting.
5. In accordance with the decision of SC.3/WP.3 at its forty-second session (ECE/TRANS/SC.3/WP.3/84, para. 7), Mrs. Victoria Ivanova (Russian Federation) chaired the forty-third session of the Working Party.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/SC.3/WP.3/85, Informal document SC.3/WP.3 No. 19 (2013)

6. The Working Party adopted the provisional agenda (ECE/TRANS/SC.3/WP.3/85).
7. It was agreed that the draft report of the current session would be limited to decisions only, the final being prepared by the Chair with the secretariat's help and circulated afterwards.

III. Inland waterway infrastructure (agenda item 2)

A. European Agreement on Main Inland Waterways of International Importance (AGN)

Documentation: ECE/TRANS/120/Rev.4, ECE/TRANS/SC.3/WP.3/2013/8, Informal document SC.3/WP.3 No. 12 (2013)

8. The Working Party recalled that at its forty-second session the Working Party requested the secretariat to prepare a proposal to include provisions on security of inland waterway infrastructure in the existing text of the AGN (ECE/TRANS/120/Rev.4) rather than in an extra annex thereto (ECE/TRANS/SC.3/WP.3/84, para. 13).
9. The Working Party considered the amendments to the AGN introducing security provisions prepared by the secretariat (ECE/TRANS/SC.3/WP.3/2013/8) and the comments of Belgium, Bulgaria and the Russian Federation contained in informal document SC.3/WP.3 No. 12 (2013). The Working Party took note of the statement by the delegation of the Netherlands, supported by Germany and Switzerland, that they cannot support the inclusion of security provisions in the AGN until discussions within the Maritime Security Committee of the European Union (EU) are concluded, possibly in July 2013.

10. The Working Group decided to submit the amendment proposals contained in document ECE/TRANS/SC.3/WP.3/2013/8 with the concerns raised by delegations to the Working Party on Inland Water Transport (SC.3) with a view to taking a final decision on this proposal.

B. Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”)

Documentation: ECE/TRANS/SC.3/144/Rev/2, ECE/TRANS/SC.3/WP.3/2013/9, Informal document SC.3/WP.3 No. 13 (2013)

11. The Working Party recalled that, at its forty-second session, the Working Party invited Governments and River Commissions to submit changes to the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”) (ECE/TRANS/SC.3/144/Rev/2), if any, to the secretariat (ECE/TRANS/SC.3/WP.3/84, para. 19).

12. The Working Party approved the amendments to the Blue Book received by the secretariat and reproduced in document ECE/TRANS/SC.3/WP.3/2013/9 with the following corrections:

(a) In para. 4, correct the length of the Volga section from Rybinsk Lock to Krasnoarmeysk to 2,158 km.

(b) In para. 5, correct the class of the section of the Drava from class VI to class IV.

(c) In para. 14, add the parameters submitted by Belgium in informal document SC.3/WP.3 No. 13 (2013).

13. The secretariat was requested to prepare a draft addendum to ECE/TRANS/SC.3/144/Rev.2 and submit it to SC.3 for final approval before its issue.

14. Delegations were encouraged to keep the secretariat informed of any further amendments to be made to the Blue Book concerning their E waterways and ports.

C. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revised)

Documentation: ECE/TRANS/SC.3/159/Rev.1, Informal document SC.3/WP.3 No. 15 (2013)

15. The Working Party recalled that, at its forty-second session, the Working Party invited Governments to advise the secretariat of any new infrastructure projects to ensure the efficiency of Resolution No. 49 as a working instrument for monitoring the implementation of the AGN (ECE/TRANS/SC.3/WP.3/84, para. 21).

16. The Working Party took note of the amendments to the revised Resolution No. 49 submitted by the Russian Federation reproduced in informal document SC.3/WP.3 No. 15 (2013). The Working Party decided it would be reasonable to collect Governments’ amendment proposals over 2–3 years and only then proceed with the next amendment of the revised Resolution No. 49. The Working Party requested the secretariat to transmit this suggestion to SC.3 for approval.

17. The Working Party invited Governments to inform the secretariat of new or completed projects, if any, with a view to adopting an amendment to revised Resolution No. 49.

IV. European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised) (agenda item 3)

18. The Working Party recalled that, at its fifty-third session, SC.3 decided to maintain the CEVNI Expert Group, which is composed of representatives of River Commissions and interested Governments and is charged with monitoring the implementation of CEVNI and considering amendment proposals to CEVNI submitted by Governments and River Commissions (ECE/TRANS/SC.3/183, para. 13).

A. Status of amendments to CEVNI

Documentation: ECE/TRANS/SC.3/115/Rev.4 and Corr.1, ECE/TRANS/SC.3/2010/6, ECE/TRANS/SC.3/191, ECE/TRANS/SC.3/2012/5

19. The Working Party noted that SC.3, at its fifty-sixth session, approved as pending the amendment proposals to the fourth edition of CEVNI (CEVNI 4) as reflected in ECE/TRANS/SC.3/2012/5. It noted also that the CEVNI Expert Group was currently considering further amendment proposals to CEVNI.

B. Amendments to chapters 1–8 and annexes 1–8

Documentation: ECE/TRANS/SC.3/115/Rev.4 and Corr.1, ECE/TRANS/SC.3/WP.3/2013/10 and Add 1 and informal document SC.3/WP.3 No. 14 (2013)

20. The Working Party noted that the CEVNI Expert Group had a special extended session on 24–26 June. It further noted that the CEVNI Expert Group had finished considering amendment proposals transmitted by Governments and started considering proposals transmitted from CCNR to align CEVNI and the Police Regulations for the Navigation of the Rhine, reproduced in documents ECE/TRANS/SC.3/WP.3/2013/10 and Add 1.

21. As a follow-up to the CEVNI Expert Group meeting, the Working Party requested the secretariat to prepare the minutes of the extended meeting of the CEVNI Expert Group and amendment proposals to CEVNI 4 already agreed. The secretariat was requested to draft a consolidated document with outstanding issues regarding a number of amendment proposals by CCNR, which the CEVNI Expert Group decided to return to CCNR for further consideration.

22. The Working Party was informed by the secretariat that once the draft CEVNI 5 is completed in the course of 2014, a decision needs to be taken on the means of administering it in all UNECE working languages. It requested the secretariat to prepare a document presenting argumentation for providing official translation and interpretation services to the CEVNI Expert Group for consideration by SC.3.

23. The Working Party noted that until such arrangements are put in place, the CEVNI Expert Group would continue to use English as its working language to agree on the substance with subsequent translation of its proposals in all other working languages as addenda to SC.3/WP.3 reports.

24. The Working Party thanked the CEVNI Expert Group for its work and noted that the next meeting of the CEVNI Expert Group would take place on 18–20 September 2013 at the Palais du Rhin in Strasbourg (France) at the invitation of CCNR.

C. Revision of chapter 10, “Prevention of pollution of water and disposal of waste occurring on board vessels”

Documentation: ECE/TRANS/SC.3/WP.3/2012/4, ECE/TRANS/SC.3/WP.3/2012/12, ECE/TRANS/SC.3/WP.3/2012/13 and Add.1, and informal document SC.3/WP.3 No. 12 (2012)

25. The Working Party noted that the CEVNI Expert Group had finalized the draft chapter 10 and requested the secretariat to prepare a document with the revised chapter 10 for consideration at its forty-fourth session.

V. Mutual recognition of boatmasters’ certificates and professional requirements in inland navigation (agenda item 4)

Documentation: ECE/TRANS/SC.3/2012/4

26. The Working Party was informed that the Inland Transport Committee, at its seventy-fifth session, had approved the decision of SC.3 to establish an Expert Group on mutual recognition of boatmasters’ certificates and harmonization of professional requirements in inland navigation (IEG), based on its Terms of Reference contained in document ECE/TRANS/SC.3/2012/4 (ECE/TRANS/236, para. 30).

27. The Working Party was informed about the current state of developments regarding the preparation of an EU legal instrument on professional requirements in inland navigation, to replace Directive 96/50/EC. The new legal instrument will include professional requirements of all crew members, more detail on how training is to be provided and focus on modernizing professional requirements in inland navigation. Public consultation results are currently being analysed. Review of by the Impact Assessment Board is expected by the end of 2013, which should allow to determine an expected date for completion of this legal instrument.

28. The Working Party was further informed that a new administrative arrangement had been concluded by the European Commission (EC) and CCNR fostering closer cooperation between them. This administrative arrangement involves, in particular, modernizing crew qualification. Furthermore, CCNR has mutually recognized boatmasters’ certificates issued by Austria, Bulgaria, Czech Republic, Hungary, Poland, Romania and Slovakia as equivalent. Work is currently under way concerning the possibility of recognizing ordinary crewmen certificates of non-member States of CCNR. The CCNR working group on modernization of qualifications and the common review board for exchange of best practices has been opened to observer States.

29. Finally, the Working Party was informed about work carried out by the DC in connection with training in inland water transport, requirements for issuing boatmasters’ certificates with a view to their mutual recognition and professional requirements for crew and personnel on-board inland navigation vessels. The DC Recommendations on Boatmasters’ Certificates and the DC Recommendations on Training of Inland Navigation Personnel have been adopted and applied. The draft revised chapter 23 of the DC Recommendations on Technical Requirements for Inland Navigation Vessels has been finalized by DC and transmitted to the EC and UNECE as the concerted proposal of DC member States. All the documents mentioned above have been translated into English. Depending on the progress in developing the EU legal instrument, DC plans to organize an additional meeting of its group of experts on professional requirements for crew members in the autumn of 2013 or spring 2014 to revise its documents in accordance with the EU legal instrument and developments within UNECE, if required.

30. In order to ensure that convening of a meeting of the IEG would bring added value to the ongoing work, SC.3/WP.3 decided to ask SC.3 to advise if it would be appropriate to schedule the first meeting of IEG in February or June 2014, back-to-back with the relevant SC.3/WP.3 sessions. The secretariat was requested to circulate the agenda for the first meeting of the IEG to Governments and ask them to confirm their participation in the work of the IEG.

VI. Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised) (agenda item 5)

Documentation: ECE/TRANS/SC.3/172/Rev.1 and Amends.1–2, ECE/TRANS/SC.3/WP.3/2013/11, ECE/TRANS/SC.3/WP.3/2013/12, Informal document SC.3/WP.3 No. 11 (2013)

31. The Working Party took note of the work of the Group of Volunteer Experts on Resolution No. 61 at its seventh meeting (Zagreb, 4–6 June 2013) and noted the amendment proposals reproduced in informal document SC.3/WP.3 No. 11 (2013). It decided to transmit the amendment proposals to chapter 2 and new section 3–6 to SC.3 for adoption.

32. The Working Party invited Governments to consider the draft chapters 4, 15a and 22a laid down in informal document SC.3/WP.3 No. 11 (2013) and provide their comments to the secretariat by 6 November 2013 for discussion at the forty-fourth SC.3/WP.3 session.

33. The Working Party took note of the considerations of the secretariat on possible revision of chapter 23 “Crews” based on the work carried out by DC in this field (ECE/TRANS/SC.3/WP.3/2013/12) and decided to transmit this document for consideration of the Group of Volunteers and IEG. In this connection DC advised that the text of the draft chapter 23 had been translated into English and would be made available to the secretariat. It invited delegations to submit their comments on the proposals contained in document ECE/TRANS/SC.3/WP.3/2013/12 to the secretariat by 6 November 2013.

34. The Working Party took note of information provided by the ILO on a study to assess the living and working conditions on-board inland navigation vessels in the ECE region, which was due by the end of 2013. The research focused mainly on laws, regulations and other measures that may have an impact on the work of personnel in inland navigation as well as on current conditions and practices. The Working Party felt that the study could be a valuable input to the work of IEG and asked ILO to transmit the text of the study, once completed, to the secretariat in due course.

35. The Working Party was informed that the eighth meeting of the Group of Volunteers was scheduled for the first half of 2014. It thanked the River Commissions for hosting meetings of the Group of Volunteers and noted the valuable sharing of experience that these meetings enabled. It approved the agenda of the meeting and invited delegations and River Commissions to take active part in the forthcoming meeting of the Group of Volunteers.

VII. UNECE Convention on the Measurement of Inland Navigation Vessels (agenda item 6)

Documentation: E/ECE/626-E/ECE/TRANS/546, ECE/TRANS/SC.3/WP.3/2013/13

36. The Working Party considered the overview of the provisions, status and application of the Convention prepared by the secretariat as reproduced in document ECE/TRANS/SC.3/WP.3/2013/13. It recognized the importance of this Convention for international inland water transport and invited Governments which were not yet Contracting Parties to consider acceding to it.

VIII. Establishment of common principles and technical requirements for pan-European River Information Services (RIS) (agenda item 7)

A. International Standard for Tracking and Tracing on Inland Waterways (VTT)

Documentation: ECE/TRANS/SC.3/176, ECE/TRANS/SC.3/WP.3/2013/14, Informal documents SC.3/WP.3 Nos. 9, 10 and 16 (2013)

37. The Working Party took note of the amendment proposals to Resolution No. 63 prepared by the secretariat based on the proposals received from the VTT Expert Group reproduced in document ECE/TRANS/SC.3/WP.3/2013/14.

38. The Working Party considered the information provided by CCNR in Informal document SC.3/WP.3 No. 9 (2013) and recognized the importance of harmonizing technical prescriptions in the field of vessel tracking and tracing in inland navigation, which are published by the EU, CCNR and UNECE.

39. In this context, the Working Party recognized that it would be more appropriate to include the additional information in section 2.4.2.1 and chapter 3 of document ECE/TRANS/SC.3/WP.3/2013/14 in separate technical clarifications, referenced in Resolution No. 63, as they do not constitute technical prescriptions.

40. The Working Party took note of the position of the Russian Federation reproduced in informal document SC.3/WP.3 No. 16 and requested the secretariat to ask Governments to provide their comments with a view to possibly further adapting the draft revised Resolution No. 63 accordingly.

41. The Working Party was informed of the publication of a leaflet developed by the VTT Expert Group and addressed to crew members as reproduced in Informal document SC.3/WP.3 No. 10 (2013). The Working Party noted that the leaflet was made available on the SC.3 website with information for Governments who may wish to translate it into their national language to facilitate the use of VTT equipment.

B. Guidelines and Recommendations for River Information Services (RIS) (Resolution No. 57, revised)

Documentation: ECE/TRANS/SC.3/165/Rev.1, Informal document SC.3/WP.3 No. 17 (2013)

42. The Working Party was informed of the comments by Governments on possible revision of Resolution No. 57 received by the secretariat decided that this Resolution did not require revision for the time being.

43. The Working Party decided that the next revision could take place in 2014–2015. During this revision, SC.3/WP.3 could consider the insertion of additional definitions in the annex to Resolution No. 57 as proposed by the Russian Federation in informal document Sc.3/WP.3 No. 17 (2013).

IX. Pan-European Rules on General Average in Inland Navigation (agenda item 8)

Documentation: ECE/TRANS/SC.3/WP.3/2011/7, ECE/TRANS/SC.3/WP.3/2012/17 and Add.1, ECE/TRANS/SC.3/WP.3/2013/6

44. Considering that further work on the draft pan-European rules on general average would require the participation of legal experts, the Working Party decided to postpone consideration of this item for the time being and invite SC.3 to provide guidance on the relevance of continuing consideration of this issue by seeking legal assistance.

X. Recreational navigation (agenda item 9)

Documentation: ECE/TRANS/SC.3/147/Rev.2, ECE/TRANS/SC.3/WP.3/2013/15, ECE/TRANS/SC.3/WP.3/2013/16

45. The Working Party noted the work carried out by Euromapping in connection with adding to the map contained in annex II to revised Resolution No. 52, European Recreational Inland Navigation Network, the names of missing links.

46. The Working Party recognized that inland waterways used for recreational navigation were equally important for the network as a whole, even though the scale of recreational infrastructure related projects is inherently different to the strategic development of inland waterways of international importance. The Working Party believed that including missing links in the recreational network could encourage the creation of such links and facilitate recreational navigation.

47. The secretariat was requested to ask Governments to verify the draft map and advise of any corrections to be made to it by 6 November 2013.

48. The Working Party took note of the guidelines on application of Resolution No. 40, International Certificate for Operators of Pleasure Craft, prepared by EBA and reproduced in ECE/TRANS/SC.3/WP.3/2013/16. It recognized that the wide dissemination of this information could promote the movement of pleasure craft on European inland waterways.

49. The Working Party decided to invite delegations to provide comments on the guidelines prepared by EBA by 30 August 2013. From that date the guidelines could be published on the SC.3 web page.

50. The Working Party accepted the proposal of the secretariat to include the abbreviation “ICC”, International Certificate of Competence, in Resolution No. 40 to ensure consistency between the guidelines and the Resolution No. 40 itself.

51. Further to a query raised by Belgium, the Working Party noted that the list of countries appearing in annex IV of Resolution No. 40 (whether applying the Resolution in question or not) was the same as the list of countries applying other UNECE Resolutions in the field of inland navigation and appearing in an annual SC.3 document on application of resolutions.

XI. Other business (agenda item 10)

A. Diesel engine exhausts

Documentation: Informal document SC.3/WP.3 No. 18 (2013)

52. The Working Party considered the information on the application of chapter 8a of Resolution No. 61, the number of registered inland navigation vessels and diesel engine age submitted by Governments and reproduced in informal document SC.3/WP.3 No. 18.

53. The Working Party invited Governments which had not yet submitted this information to send it to the secretariat by 30 September 2013 to contribute to the discussion paper on diesel engine exhausts currently being drafted by the secretariat.

B. Introduction of a theme topic for SC.3 sessions

Documentation: ECE/TRANS/SC.3/WP.3/2013/17

54. The Working Party considered the proposal by the secretariat to introduce specific policy theme topics at the annual SC.3 sessions.

55. The Working Party supported the proposal and felt that this approach could increase the visibility of the work of SC.3 and could provide a wider perspective of the technical work carried out by the Working Party.

56. The Working Party noted that the role of recreational navigation in a pan-European perspective could be an interesting subject, bearing in mind that there is no intergovernmental forum dealing with this topic.

XII. Tentative timetable (agenda item 11)

57. In accordance with the decision taken by the Working Party at its forty-second session to extend the duration of the meeting of the CEVNI Expert Group (ECE/TRANS/SC.3/WP.3/84, para. 33), the Working Party devoted a part of the first day of its session to the meeting of the CEVNI Expert Group. This allowed the CEVNI Expert Group to make considerable progress on considering amendment proposals to CEVNI.

58. The Working Party took note of the comments by several delegations expressing their satisfaction with the provision of interpretation services for the CEVNI Expert Group meeting, ensuring that documents in all three UNECE working languages are aligned and avoiding subsequent mistakes in translation.

XIII. Adoption of the report (agenda item 12)

59. In accordance with established practice, the Working Party adopted the decisions taken at its forty-third session on the basis of a draft prepared by the secretariat.

XIV. Tentative list of meetings

60. The Working Party may wish to note the following tentative list of UNECE meetings on inland water transport in 2013–2014:

18–20 September 2013	CEVNI Expert Group, twenty-first meeting (Strasbourg, Palais du Rhin);
16–18 October 2013	Working Party on Inland Water Transport, fifty-seventh session (Palais des Nations, Geneva);
19–21 February 2014	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation, forty-fourth session (Palais des Nations, Geneva);
25–27 June 2014	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation, forty-fifth session (Palais des Nations, Geneva);
12–14 November 2014	Working Party on Inland Water Transport, fifty-eighth session (Palais des Nations, Geneva).

Annex

Decisions of the CEVNI Expert Group taken on 24–26 June 2013

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. The Group strongly recommended 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

а) 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;

б) 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 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.
