



Economic and Social Council

Distr.: General
29 November 2017

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

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

Fifty-second session

Geneva, 14-16 February 2018

Item 6 (a) of the provisional agenda

Standardization of technical and safety requirements in inland navigation: European Code for Inland Waterways (CEVNI) (Resolution No. 24, revision 5)

Outcome of the twenty-sixth meeting of the CEVNI Expert Group and amendments to the European Code for Inland Waterways

Note by the secretariat

Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2018-2019 (ECE/TRANS/SC.3/2017/24) to be adopted by the Inland Transport Committee at its eightieth session (20-23 February 2018).
2. At its sixty-first session, the Working Party on Inland Water Transport took note of the main decisions of the twenty-sixth meeting of the CEVNI Expert Group held on 3 October 2017 (ECE/TRANS/SC.3/205, para. 41). The full report of the meeting, including amendment proposals for CEVNI, is reproduced in the Annex.

Annex

Draft minutes of the twenty-sixth meeting of the CEVNI Expert Group

1. The CEVNI Expert Group held its twenty-sixth meeting on 3 October 2017 back-to-back with the sixty-first session of the Working Party on Inland Water Transport (SC.3, 4-6 October 2017).

2. The meeting was attended by Mr. B. Birkhuber (Austria), Mr. R. Vorderwinkler (Austria), Mr. B. Van Acker (Belgium), Ms. H. Liégeois (Belgium), Mr. H. Schindler (Danube Commission, hereafter DC), Mr. I. Matics (DC), Mr. Z. Milkovic (International Sava River Basin Commission, hereafter SC), Ms. C.Paddison (European Boating Association) and Ms. V. Ivanova (UNECE secretariat).

3. Delegates from the Central Commission for the Navigation on the Rhine, hereafter CCNR, and the Mosel Commission were not able to attend the meeting.

4. The Group adopted the provisional agenda (CEVNI EG/2017/7):

- I. Adoption of the minutes of the twenty-fifth meeting.
- II. General exchange of information.
- III. Amendment proposals to Articles 6.31 and 7.08.

Document: CEVNI EG/2017/7

- IV. Aligning provisions of CEVNI and SIGNI.

Document: CEVNI EG/2017/8

- V. Amendment proposals concerning vessels using LNG¹ as a fuel.

Document: ECE/TRANS/SC.3/2017/8

- VI. Amendment proposal concerning the standard for a LNG bunker checklist.

Document: ECE/TRANS/SC.3/2017/9

VII. Amendment proposals that may emanate from amendments to Articles 1.07, 4.07, 7.06, 12.01, annex 7 and a new annex 12 of to the Police Regulations for the Navigation of the Rhine and to Articles 1.01 and 9.05 of the Police Regulations for the Navigation of the Mosel.

Document: ECE/TRANS/SC.3/2017/10

VIII. CEVNI Status document and updating Chapter 9 on the basis of the questionnaire on regional and national special requirements filled-in by Governments.

Documents: ECE/TRANS/SC.3/2017/6 and ECE/TRANS/SC.3/2017/25

- IX. Other business:
 - (a) Amendment of Article 10.06.1;

¹ *Note of the secretariat:* Liquefied Natural Gas.

- (b) Definition of the ferry-boat;
- (c) Meaning of sign C.5 (Annex 7).
- X. Next meeting.

I. Adoption of the minutes of the twenty-fifth meeting

5. The Group adopted the minutes of its twenty-fifth meeting held on 13 June 2017 in Geneva.

II. General exchange of information

6. The Group took note of the information about the implementation of CEVNI 5 by the participants. Mr. Matics informed about the outcome of the meeting of the Expert Group held on 20 September 2017 dedicated to the harmonization of the Basic Provisions for the Navigation on the Danube (DFND) with CEVNI 5 which should be considered at the meeting of the DC Working Group on Technical Issues and then at the eighty-eighth session of DC on 13 December 2017. Mr. Van Acker informed the Group that harmonizing the national regulations with CEVNI was still under way.

III. Amendment proposals to Articles 6.31 and 7.08

7. Following the discussion and clarifications by SC, the Group agreed on the following:

- (a) *Modify* paragraph 2 of Article 6.31, “Sound signals when stationary”:

2. The provisions of paragraph 1 above shall not apply to vessels in a pushed convoy other than the pusher. In the case of a side-by-side formation, they shall apply only to one vessel in the formation. In the case of a towed convoy, they shall apply only to the towing vessel ~~and the last vessel in the convoy.~~

- (b) In Article 7.08, paragraphs 1 and 2, *replace* “vessels” by “vessels and convoys”.

8. The Group decided to continue the discussion of Article 7.08, a new paragraph 4, at its next meeting.

IV. Aligning provisions of CEVNI and SIGNI

9. The Group took note of the answers to the online questionnaire on signals of fixed lights and the marking of the passage permitted on the clear side at reduced speed by day (CEVNI EG/2017/8) and decided that there was no need to add these signals to Annex 8 to CEVNI. The Group proposed to delete them from SIGNI, as these two documents should be harmonized. The Group further proposed to think about a possible mechanism for maintaining CEVNI and SIGNI harmonized in the future.

V. Amendment proposals concerning vessels using LNG as a fuel

10. The Group discussed the proposal concerning vessels using LNG as a fuel prepared by Austria (ECE/TRANS/SC.3/2017/8) and proposed to include it in CEVNI, subject to the following modification:

in the proposed amendment to Article 7.08, paragraph 5 (a), *replace* used *by* consumed.

VI. Amendment proposal concerning the standard for a LNG bunker checklist

11. The Group exchanged opinions on introducing a new annex “LNG bunkering checklist” to CEVNI based on the Standard for a LNG Bunker Checklist adopted by CCNR (ECE/TRANS/SC.3/2017/9) and decided that there was no need to specify the LNG bunkering checklist model in CEVNI. The Group mentioned, however, that the CCNR Standard was a good example that could be referred to by member States when developing their own models for LNG bunkering checklists.

VII. Amendment proposals that may emanate from amendments to Articles 1.07, 4.07, 7.06, 12.01, annex 7 and a new annex 12 of to the Police Regulations for the Navigation of the Rhine and to Articles 1.01 and 9.05 of the Police Regulations for the Navigation of the Mosel

12. The Group took note of recent updates to the Police Regulations for the Navigation of the Rhine and the Police Regulations for the Navigation of the Mosel (ECE/TRANS/SC.3/2017/10) concerning the unobstructed view from the wheelhouse, Inland AIS and Inland ECDIS, reporting requirements, the list of categories of vessels and convoys, special birthing areas and the sign “Requirement to use onshore power supply point”. DC mentioned that in DFND the data on the vessel’s draught had been added to Article 4.07, paragraph 4. The Group was of the opinion that the sign “Requirement to use onshore power supply point” could be added to Annex 7 to CEVNI as sign B.10a, while the respective provisions could be added to Chapter 9. It decided that a draft proposal for CEVNI could be prepared based on these amendments for the consideration by the Expert Group, possibly in consultations with CCNR. The Group asked Belgium to prepare a draft proposal, as far as possible, for its next meeting.

VIII. CEVNI Status document and updating Chapter 9 on the basis of the questionnaire on regional and national special requirements filled-in by Governments

13. The Group took note of the updated document on the implementation of CEVNI (CEVNI Status document) (ECE/TRANS/SC.3/2017/6 and ECE/TRANS/SC.3/2017/25). The Group discussed the purpose and scope of Chapter 9 and stressed that future work should focus on minimizing the number of special provisions or even deleting them. The secretariat was asked to prepare a draft proposal for updating Chapter 9.

IX. Other business

A. Amendment of Article 10.06.1

14. The Group decided to amend Article 10.06, paragraph 1, sentence 1 as follows:

All motorized vessels, **excluding small craft**, shall carry on board a valid used oil log issued by a competent authority and in line with the model contained in annex 9.

B. Definition of the ferry-boat

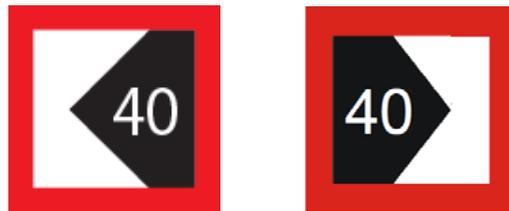
15. The Group exchanged opinions whether the definition of a ferry-boat in Article 1.01, paragraph 4, was applicable in cases when such vessels were used for other purposes, for example, for a long voyage to the place of maintenance. It was decided that no amendments to the existing definition were necessary, as the competent authorities of member States applied their own definitions of this vessel type.

C. Meaning of sign C.5 (Annex 7)

16. The Group decided to amend the description of C.5:

C.5 The channel lies at a distance from the ~~right (left)~~ bank **where the sign is installed**; the figure shown on the sign indicates the distance in metres, measured from the sign, to which vessels should keep

The following picture illustrates this amendment:



X. Next meeting

17. The CEVNI Expert Group agreed on the following preliminary date for its twenty-seventh meeting to be 13 February 2017, back-to-back with the fifty-second session of SC.3/WP.3.