

Draft Minutes of the Joint Meeting of the CCNR Working Group on the Police Regulations and the CEVNI Expert Group*

Strasbourg, France, 7 February 2019

1. The joint meeting of the Working Group on the CCNR Police Regulations and the CEVNI Expert Group was held on 7 February 2019 in Strasbourg (France). The meeting was organized jointly by the Central Commission for the Navigation of the Rhine (CCNR) and the secretariat of the United Nations Economic Commission for Europe (ECE) and was hosted by CCNR.

2. The meeting was attended by: Mr. Barthold Van Acker and Ms. Herlinde Liégois (Belgium), Mr. Thomas Perrin (France), Ms. Natascha Dofferhoff-Heldens (Netherlands), Mr. Roland Blessinger and Mr. Andreas Egger (Switzerland), Ms. Marlène Hirtz (CCNR Secretariat), Mr. Imre Matics (Danube Commission, hereafter DC), Mr. Zeljko Milkovic (International Sava River Basin Commission, hereafter SC), Ms. Carol Paddison (EBA), Ms. Victoria Ivanova (ECE secretariat). The meeting was chaired by Mr. Van Acker.

3. Mr. Bernd Birkhuber (Austria), Mr. Evgeny Brodsky (Russian Federation) and Ms. Patricia Bruckner (Mosel Commission) informed that they were not able to take part in the meeting; however, Austria and the Russian Federation had submitted their comments for the consideration by the participants.

4. The following agenda was adopted by the participants based on the preliminary agenda (CEVNI EG/2019/1/Rev.1):

- I. Adoption of the minutes of the twenty-ninth meeting of the CEVNI Expert Group.
Document: CEVNI EG/2018/16
- II. General exchange of information:
 - (a) Recent amendments to RPNR** (information of the CCNR Secretariat);
 - (b) Status of the European Code for Inland waterways (CEVNI) revision 5 and ongoing work on updating the CEVNI provisions (information of the ECE secretariat);
 - (c) Information about the implementation of CEVNI 5 by countries.
Document: RP/G (19) 12/CEVNI EG/2019/3
- III. Amendment proposals to Articles 4.07, 7.06, 8.02 and Annex 7 of CEVNI.
Documents: CEVNI EG/2018/11, RP/G (19) 12/CEVNI EG/2019/3, CEVNI EG/2019/4, CEVNI EG/2019/6, ECE/TRANS/SC.3/WP.3/2018/17
- IV. Amendment proposals to Articles 1.02, 1.07, 1.08, 1.10, 7.01, 9.02, 10.07 of CEVNI.
Documents: CEVNI EG/2019/2, RP/G (19) 12/CEVNI EG/2019/3, CEVNI EG/2019/5
- V. Comparison of the updated consolidated version of RPNR and CEVNI.
- VI. Other business.
- VII. Next meeting of the CEVNI Expert Group.

I. Adoption of the minutes of the twenty-ninth meeting of the CEVNI Expert Group

5. The CEVNI Expert Group adopted the minutes of its twenty-ninth meeting held on 2 October 2018 in Geneva.

* Issued by CCNR as RP/G (19) 30.

** The Police Regulations for the Navigation of the Rhine.

II. General exchange of information

(a) Recent amendments to RPNR (information of the CCNR Secretariat)

Document: RP/G (19) 12/CEVNI EG/2019/3

6. Ms. Hirtz informed the meeting about the outcome of the autumn session of CCNR in 2018 and the adoption of the automation levels by CCNR resolution 2018-II-16. She further presented a summary document with a list of relevant articles in RPNR referred to in documents of the CEVNI Expert Group in 2017-2018 and a table summarizing the resolutions adopted at the autumn and spring plenary sessions 2017-2018 of CCNR that were relevant to the activities of the CEVNI Expert Group. The CCNR Secretariat was asked to transmit the text of these resolutions to the ECE secretariat for the fifty-fifth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) in June 2019.

(b) Status of CEVNI 5 and ongoing work on updating the CEVNI provisions (information of the ECE secretariat)

7. Ms. Ivanova informed the meeting about amendments Nos. 1 and 2 adopted by the Working Party on Inland Water Transport in 2017–2018, the adoption of the European Code for Signs and Signals on Inland waterways (SIGNI) as resolution No. 90 which was fully harmonized with CEVNI 5 and mentioned the ongoing work and tasks of the CEVNI Expert Group. She stressed the importance of inputs from CCNR for the work of the CEVNI Expert Group on updating the CEVNI provisions. She further mentioned that the preparation of the sixth revision of CEVNI would be started in 2020.

(c) Information about the implementation of CEVNI 5 by countries

8. Ms. Ivanova mentioned that the most recent information about the implementation of CEVNI available in the ECE secretariat was issued in 2018 as the publication “Implementation of CEVNI Revision 5”.¹ The meeting invited CCNR member countries to submit updates, if any, to the ECE secretariat.

III. Amendment proposals to Articles 4.07, 7.06, 8.02 and Annex 7 of CEVNI

Documents: CEVNI EG/2018/11, RP/G (19) 12/CEVNI EG/2019/3, CEVNI EG/2019/4, CEVNI EG/2019/6, ECE/TRANS/SC.3/WP.3/2018/17

9. The participants modifications of Article 4.07 of CEVNI based on CEVNI EG/2018/11, CEVNI EG/2019/4 and CEVNI EG/2019/6. The discussion was held about the obligation to install Inland AIS devices on small craft used as police vessels equipped with radar devices (amendment proposal to Article 4.07, paragraph 1(b)). Ms. Dofferhoff-Heldens mentioned that in the Netherlands small craft was often used as police vessels and, therefore, such exemption was reasonable. The meeting decided to keep the existing text in subparagraph (b).

10. The meeting came back to the discussion of amendments to paragraph 6, Article 4.07 of CEVNI, based on the proposal of the Russian Federation to delete the text “(including DSC channel management)” in the second sentence, as the application of DSC on inland waterways was in contradiction with provisions of the Regional Arrangement on the Radiocommunication Service for Inland Waterways (RAINWAT) (CEVNI EG/2019/6). The participants mentioned that, according to RAINWAT, DSC was allowed in maritime mixed areas. The Working Group on the Police Regulations was invited to consider the reasons for introducing this requirement when working on Article 4.07(6) of RPNR.

11. The meeting decided to modify Article 7.06, “Berthing authorized for certain types of vessels” and Annex 7 (paragraphs 1 and 2 of the appendix).

¹ www.unece.org/fileadmin/DAM/trans/main/sc3/publications/CEVNI5_implementation.pdf.

12. The meeting considered modifications to Article 8.02, “Reporting requirements” (CEVNI EG/2018/11) and exchanged the information about exemptions from the reporting requirements for particular types of craft (supply vessels and oil separator vessels with a deadweight of up to 300 t and day-trip vessels) allowed in Article 12.01(1) of RPNR. Based on the discussion, the meeting decided to modify Article 8.02 (paragraph 3 of the appendix).

13. It was mentioned that the list of categories of vessels and convoys in Annex 12 of RPNR was different from the list of craft in UN Recommendation No. 28 “Codes for Types of Means of Transport”, section “Inland water transport”. The Working Group on the Police Regulations was invited to check this issue with RIS experts, and then the CEVNI Expert Group will come back to this.

IV. Amendment proposals to Articles 1.02, 1.07, 1.08, 1.10, 7.01, 9.02, 10.07 of CEVNI

Documents: CEVNI EG/2019/2, RP/G (19) 12/CEVNI EG/2019/3, CEVNI EG/2019/5

14. It was decided to start considering the new amendment proposals (CEVNI EG/2019/2) at the next meeting of the CEVNI Expert Group.

V. Comparison of the updated consolidated version of RPNR and CEVNI

15. The meeting welcomed the proposal to make a comparison of the updated consolidated version of RPNR and CEVNI, which would be a basis for the preparation of the next revision of CEVNI. The ECE secretariat was asked to start this work in cooperation with the CCNR Secretariat.

VI. Other business

German version of CEVNI 5

16. The CCNR Secretariat stressed the desirability to issue the German text of CEVNI 5 for CCNR member States. The ECE secretariat informed the meeting that the work on the preparation of the German text was currently pending, and for the successful realization of this task the help from CCNR and DC would be of great value.

VII. Next meeting of the CEVNI Expert Group

17. It was decided that the next, thirty-first meeting of the CEVNI Expert Group will be held on 18 June 2019, back-to-back with the fifty-fifth session of SC.3/WP.3. The CEVNI Expert Group emphasized the need of the continued involvement of River Commissions in its activities and expressed the hope that the secretariats of River Commissions would be able to contribute to and attend the meetings of the group. Members of the CCNR Working Group on the Police Regulations and the CCNR Secretariat were invited to take part.

18. The CEVNI Expert Group thanked the CCNR Secretariat for hosting the meeting, which provided an opportunity to bring together a wider range of participants and, in particular, the secretariats of River Commissions and to have consultations with the CCNR Working Group on the Police Regulations.

Appendix

Amendment proposals to the European Code for Inland Waterways agreed at the Joint Meeting of the CCNR Working Group on the Police Regulations and the CEVNI Expert Group

1. Article 7.06

Renumber the existing text as paragraph 1 and *add* new paragraphs 2 and 3

2. In berthing areas marked by the sign B.12 (annex 7), all vessels are required to be connected to an onshore power supply point in order to fully cover their energy needs while berthed. Exceptions to the requirement referred to in the first sentence above may be indicated by an additional rectangular white panel placed under sign B.12.

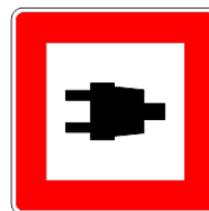
3. Paragraph 2 does not apply to vessels which, while berthed, exclusively use an energy supply that makes no noise and emits neither gas nor particulate pollutants.

2. Annex 7

After B.11b, *add*

B.12

**Obligation to use onshore power supply point
(See article 7.06, para. 2)**



3. Article 8.02, *modify*

1. Boatmasters of the following vessels and convoys shall, prior to entering the sectors, traffic control posts, traffic centres and locks indicated by the competent authority, eventually by B.11 sign (annex 7), **which may be complemented with an additional sign marked “Reporting requirement”**, report their presence on the indicated radiotelephone channel:

(a) Vessels and convoys carrying dangerous goods in accordance with the provisions of ADN;

(b) Tank vessels, except for small supply vessels and oil separator vessels as defined in section 1.2.1 of ADN;²

~~(b c)~~ Vessels transporting [more than 20] containers;

~~(c)~~ ~~Passenger vessels except for day trip vessels;~~

(d) Vessels longer than 110 m;

(e) Cabin passenger vessels;

~~(d f)~~ Seagoing vessels, except for pleasure crafts;

(g) Vessels with an LNG system on board;

~~(e h)~~ Special transport referred to in article 1.21;

² ADN 2019, section 1.2.1 “Definitions”:

Supply vessel means an open type N tank vessel with a dead weight of up to 300 tonnes, constructed and fitted for the carriage and delivery to other vessels of products intended for the operation of vessels;

Oil separator vessel means an open type N tank vessel with a dead weight of up to 300 tonnes, constructed and fitted to accept and carry oily and greasy wastes from the operation of vessels.

(~~f~~i) Other vessels and convoys as required by the competent authorities.

2. The boatmasters mentioned in paragraph 1 shall communicate the following data:

(a) category of vessel **or convoy and, for convoys, category of all the vessels of the convoy [in accordance with annex 12];**

(b) name of vessel **and, for convoys, of all the vessels of the convoy;**

(c) position, direction of navigation;

(d) unique European vessel identification number or official number; for seagoing vessels: IMO number, **and, for convoys, of all the vessels of the convoy;**

(e) maximum load **and, for convoys, of all the vessels of the convoy;** for seagoing vessels: deadweight tonnage;

(f) length and breadth of vessel **and, for convoys, length and breadth of the convoy and all vessels of the convoy;**

~~(g) type, length and breadth of convoy;~~

(~~h~~ g) draught (only on special request);

(~~i~~ h) route **with information on the ports of departure and destination;**

(~~j~~ i) loading port;

(~~k~~ j) unloading port;

(~~l~~ k) nature and quantity of cargo (for dangerous goods: as required under 5.4.1.1.1 (a)-(d) and (f) and 5.4.1.2.1 (a) of the Regulations annexed to ADN for carriage in bulk or in packages, or 5.4.1.1.2 (a)-(e) of the Regulations annexed to ADN for carriage in tank vessels).
