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Working Party on Inland Water Transport

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

Fifty-fourth session
Geneva, 13-15 February 2019
Item 4 (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-ninth 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/2018/21/Add.1) adopted by the Inland Transport Committee at its eightieth session (20-23 February 2018) (ECE/TRANS/274, para. 123).

2. At its sixty-second session, the Working Party on Inland Water Transport took note of the decisions of the twenty-ninth meeting of the CEVNI Expert Group held on 2 October 2018 and asked the secretariat to prepare a working document for the fifty-fourth session of Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (ECE/TRANS/SC.3/207, paras. 30-31). The full report of the meeting, including amendment proposals for CEVNI, is reproduced in the Annex.

Annex

[Original: English/French]

Decisions of the twenty-ninth meeting of the CEVNI Expert Group

1. The CEVNI Expert Group held its twenty-ninth meeting on 2 October 2018 back-to-back with the sixty-second session of the Working Party on Inland Water Transport (SC.3, 3-5 October 2018).

2. The meeting was attended by Mr. B. Birklhuber (Austria), Mr. B. Van Acker (Belgium), Mr. E. Brodsky (Russian Federation), Mr. H. Schindler (Danube Commission, (DC)), Mr. Z.Milkovic (International Sava River Basin Commission (SC)), Ms. C. Paddison (European Boating Association (EBA)), Ms. A. Mireles Diaz and Ms. V. Ivanova (secretariat).

3. The Central Commission for the Navigation on the Rhine (CCNR) and the Mosel Commission informed that they were not able to attend the meeting.

4. The Group adopted the provisional agenda (CEVNI EG/2018/14) as modified below:

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

Document: CEVNI EG/2018/13

II. General exchange of information.

III. Amendment proposals to Chapter 10.

Documents: CEVNI EG/2018/10, CEVNI EG/2018/12, CEVNI EG/2018/15 and Informal document SC.3 No. 8 (2018)

IV. Amendment proposals to articles 1.07, 4,07, 7.06, 8.02, annex 7 and a new annex of categories of vessels.

Document: CEVNI EG/2018/11

V. Aligning of CEVNI with the Police Regulations for the Navigation of the Rhine.

VI. Other business.

VII. Next meeting.

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

5. The Group adopted the minutes of its twenty-eighth meeting held on 26 June 2018 in Geneva.

II. General exchange of information

6. Mr. Schindler informed the Group about the adoption of the new edition of the Basic Provisions Governing Navigation on the Danube (DFND) at the ninetieth session of DC held on 29 June 2018, which had been fully harmonized with the fifth revision of the European Code for Inland Waterways (CEVNI) with the effective date of 1 July 2019. DC member States were already working on introducing this new edition in their national regulations.

III. Amendment proposals to Chapter 10

Documents: CEVNI EG/2018/10, CEVNI EG/2018/12 and CEVNI EG/2018/15 and Informal document SC.3 No. 8 (2018)

7. The Group continued with the modifications of Chapter 10 that may emanate from the revised Convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways (CDNI), version 2014, based on the documents CEVNI EG/2018/12 transmitted by the Secretariat of the CDNI Convention, and CEVNI EG/2018/15. The Group compared the French and English texts of the definitions applied in CEVNI, CDNI and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and proposed the following modifications to Chapter 10:

(a) Article 10.01, paragraph 1

in the English text, *replace* "occurring from" *with* "generated from"; "wastes" *with* "waste";

in the French text, *replace* "produits par" *with* "survenant lors de";

(b) Article 10.01, paragraph 1(a), *modify*

"Waste generated on board": matter or objects defined in (b) to *(*~~f~~ h*)* below, of which the person in charge disposes of or has the intention or obligation to dispose of";

(c) Article 10.01, paragraph 1(b), *replace* "from the operation" *with* "as a result of operation";

(d) Article 10.01, paragraph 1(c), in accordance with ADN, *modify*

"Oily and greasy wastes generated from the operation of the vessel" means used oils, bilge water and other oily or greasy wastes, such as used grease, used filters, used rags, and receptacles and packagings for such wastes;

(e) Article 10.01, paragraph 1(k), the English text, *modify*

"Reception station" means a vessel, a floating establishment for facility on shore approved by the competent authorities for receiving waste generated on board;

In the French text, *replace* "agréés" *with* "agréé";

(f) Article 10.01, paragraph 2(c), *modify*

"Slops": a mixture of cargo residues with washing water, rust or sludge, whether or not suitable for pumping.

8. The Group decided not to include the definition of bunkering station in CEVNI.

9. The Group expressed the opinion that the definitions of oily and greasy waste generated from the operation of the vessel and of slops in ADN could be brought in line with the above modifications.

10. The Group asked the secretariat to inform the CDNI secretariat about the decisions made at the meeting. The following terms need further clarification:

(a) Article 1 a) "the holder";

(b) The definition of "bunkering station" applied in CDNI.

11. The Group took note of the information about national prescriptions on the prohibition of waste water discharge transmitted by Austria, Belarus, Germany, Netherlands, Romania, Russian Federation, Serbia, Slovakia and Ukraine (Informal document SC.3 No. 8 (2018)).

Austria mentioned that European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN 2017) contained a transitional provision on an obligation for passenger vessels to be equipped with collecting tanks for domestic waste water and a sewage treatment plant.

12. The Group decided to continue discussing this agenda item at its next meeting.

IV. Amendment proposals to articles 1.07, 4,07, 7.06, 8.02, annex 7 and a new annex of categories of vessels.

Document: CEVNI EG/2018/11

13. The Group continued discussion on possible modifications of CEVNI based on CEVNI EG/2018/11 (proposals for aligning CEVNI with provisions of the Police Regulations for the Navigation of the Rhine (RPNR) as amended by CCNR resolutions adopted in 2015-2017). The secretariat recalled the comments to article 4.07 made at the fifty-third session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (ECE/TRANS/SC.3/WP.3/106, paras. 21 and 23).

14. The Group decided to modify article 1.07 as follows:

(a) Paragraph 2, *add* a new paragraph

If direct visibility astern is restricted during the voyage, it may be compensated also by an optical means that provides a clear image without deformation within sufficient field of vision. If there is not sufficient visibility in front of the vessel due to load, when the vessel passes through bridges or locks, this lack of visibility may be compensated during the passage by using flat-reflector periscopes, radar installations or a lookout in permanent contact with the wheelhouse.

(b) *Add* a new paragraph 2a

In derogation from the first sentence of Article 1.07, paragraph 2, direct visibility may be restricted up to 500 m in front of the bow in the event that radar and video equipment are used if:

(a) Such aids ensure that 350 to 500 m are visible in front of the bow;

(b) The requirements of article 6.32, paragraph 1, are met;

(c) Radar antennas and cameras are installed at the bow of the vessel;

(d) These aids are recognized by the competent authorities as appropriate.

(c) Paragraph 4, *modify*

The stability of vessels carrying containers shall be ensured at any time. The boatmaster shall prove that the stability check has been made before starting loading and unloading, as well as before departure.

The results of the stability check and the actual loading plan shall be kept on board and shall be available at any moment. In addition, vessels shall keep on board the documents related to the stability required by the competent authority.

The check of stability is not required for vessels carrying containers, if a vessel can be loaded across its beam:

(a) with maximum 3 rows of containers and it is loaded with not more than one tier of containers beginning from the bottom of the hold; or

(b) with four or more rows of containers and it is loaded solely with not more than two tiers of containers beginning from the bottom of the hold.

15. The Group decided to modify article 4.07 as follows:

(a) Paragraph 1, subparagraph (b), *add*

Small craft, **except for:**

- **Police vessels equipped with radar devices; and**
- **[Vessels holding an inspection certificate];**[1]

(b) Paragraph 2, *replace* "stationary vessels in berthing areas designated by the competent authorities" *with*

(a) stationary vessels in berthing areas designated by the competent authorities;

(b) If the competent authority has granted an exemption for bodies of water separated from the navigable channel by infrastructure,

(c) To police vessels, if the transmission of AIS data is likely to compromise policing tasks;

(c) *Add* a new paragraph 3a

Competent authorities may require on certain inland waterways for which official Inland ENCs[2] are available, that vessels that are equipped with Inland AIS devices, except ferries, shall also be equipped with Inland ECDIS devices in information mode.

The Inland ECDIS devices in information mode, comparable electronic chart display devices and inland electronic navigational chart shall be in conformity with the minimum requirements for ECDIS devices in information mode and comparable chart display devices for using Inland AIS data on board vessels.

(d) Paragraph 4, *modify*

4. In accordance with chapter 2 of the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) and the respective ITU Recommendation, at least the following data shall be transmitted:

(a) User identifier (Maritime Mobile Service Identity, MMSI);

(b) Name of vessel;

(c) Type of vessel or convoy **in conformity with the Vessel Tracking and Tracing Standard for Inland Navigation**;[3]

(d) Unique European vessel identification number (ENI) or IMO number;

(e) Overall length of the vessel or convoy (decimetre accuracy);

(f) Overall beam of the vessel or convoy (decimetre accuracy);

(g) Position (WGS-84);

(h) Speed over ground (SOG);

(i) Course over ground (COG);

[1] To be finalized at the next meeting.

[2] Electronic Navigational Charts.

[3] See ECE/TRANS/SC.3/WP.3/2018/12, para. 17.

(j) Time of electronic position fixing device;

(k) Navigational status ~~(e.g. under way using engine, at anchor, moored)~~;

(l) Position acquisition point on the vessel in metre accuracy (e.g. GNSS antenna);

(m) Position accuracy ~~(GNSS/DGNSS)~~;[4]

~~(n) Type of Electronic Positioning Fixing Device (e.g. GPS, Galileo, Glonass).~~[7]

(e) Paragraph 5, *modify*

5. The boatmaster shall immediately update the following data if it has changed:

(a) Overall length;

(b) Overall beam;

(c) Type of convoy **in conformity with the Vessel Tracking and Tracing Standard for Inland Navigation**;

(d) Navigational status;

(e) Position acquisition point on the vessel.

(f) Paragraph 6, *modify*

6. Small craft may be equipped with an Inland AIS device, a Class A AIS device, or a Class B AIS device. Inland AIS devices should be in conformity with the International Standard for Tracking and Tracing Inland Waterways (VTT) (Resolution No. 63) and radiotelephone regulations**.** Class A AIS devices should be in conformity with IMO regulations. Class B AIS devices should be in conformity with ~~international telecommunications and electrotechnical regulations~~ **the corresponding requirements of recommendation ITU-RM.1371, of Directive 1999/5/EC on radio equipment and telecommunications terminal equipment and of the international standard IEC 62287-1 or IEC 62287-2 (including DSC channel management). The Inland AIS device shall be in good working condition at all times and the data entered in the device shall continuously correspond with the actual data relating to the vessel or convoy.**

V. Aligning of CEVNI with the Police Regulations for the Navigation of the Rhine

16. The Group took note of the recent amendments to RPNR as contained in ECE/TRANS/SC.3/WP.3/2018/17 and decided to continue discussing them at its future meetings.

VI. Other business

Next revision of CEVNI

17. The Group was of the opinion that the next revision of CEVNI should be planned for 2020. To this end, after finalizing the work on the proposals transmitted by CCNR, it would be desirable to make a comparison of the updated consolidated version of RPNR and CEVNI.

[4] See ECE/TRANS/SC.3/WP.3/2018/12, para. 15.

VII. Next meeting

18. The CEVNI Expert Group was informed by the secretariat about possible date and venue of the thirtieth meeting in Strasbourg on the first week of February 2019, hosted by CCNR. The secretariat will inform the members of the Group about the final decision. As an alternative, the following preliminary date for its next meeting will be 12 February 2019, back-to-back with the fifty-fourth session of SC.3/WP.3.