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Working Party on Inland Water Transport

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

Fifty-sixth session

Geneva, 12–14 February 2020

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 thirty-first 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 the Proposed Programme Budget for 2020, part 5, Regional cooperation for development section 20, Economic Development in Europe. Programme 17, Economic Development in Europe (A/74/6 (Sect. 20) and Supplementary).
2. At its sixty-third session, the Working Party on Inland Water Transport took note of the decisions of the thirty-first meeting of the CEVNI Expert Group held on 5 November 2019 and asked the secretariat to prepare a working document for the fifty-sixth session of Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation. The full report of the meeting, including the amendment proposals for CEVNI agreed by the Expert Group, is reproduced in the annex.

* This document was scheduled for publication after the standard publication date owing to circumstances beyond the submitter's control.



Annex

Decisions of the thirty-first meeting of the CEVNI Expert Group

1. The CEVNI Expert Group held its thirty-first meeting on 5 November 2019 back-to-back with the sixty-third session of the Working Party on Inland Water Transport (SC.3, 6-8 November 2019).
2. The meeting was attended by Mr. B. Birkhuber (Austria), Mr. E. Brodsky (Russian Federation), Ms. C. Paddison (European Boating Association (EBA)) and Ms. V. Ivanova (secretariat).
3. The Central Commission for the Navigation on the Rhine (CCNR), the Mosel Commission, the Danube Commission (DC) and the International Sava River Basin Commission (SC) have informed the secretariat that they were not able to attend the meeting. However, DC and SC have submitted their comments for the working documents of the meeting which have been duly noted in the present report.
4. The Group adopted the provisional agenda (CEVNI EG/2019/13/Rev.1):
 - I. Adoption of the minutes of the thirtieth meeting of the CEVNI Expert Group (18 June 2019, Geneva)

Document: CEVNI EG/2019/12
 - II. General exchange of information
 - III. Amendment proposals to Articles 1.01, 1.02 and 1.08 of CEVNI
Documents: CEVNI EG/2019/2, CEVNI EG/2019/14, CEVNI EG/2019/19
 - IV. Amendment proposals to CEVNI provisions concerning sound signals and rhythmic lights and the alignment of Annex 8 with Chapters 3 and 6 of SIGNI¹ (Articles 6.31, 6.32, 1.01, 3.08, 3.27, 3.28, 6.04, 9.04 and annexes 3 and 8)
Documents: CEVNI EG/2019/16, CEVNI EG/2019/18
 - V. Catalogue of Questions for testing knowledge of CEVNI
Document: CEVNI EG/2019/17
 - VI. Comparison of the updated consolidated version of RPNR² and CEVNI
Document: ECE/TRANS/SC.3/WP.3/2019/15
 - VII. Recent amendments to RPNR and RPNM³
Document: ECE/TRANS/SC.3/2019/9
 - VIII. Other business:
 - A. Consolidated version of amendments to CEVNI 5
Document: CEVNI EG/2019/15
 - B. Sound signals: some considerations on the frequency of sound signals
 - IX. Next meeting.

¹ *Note by the secretariat:* European Code for Signs and Signals on Inland Waterways (resolution No. 90).

² *Note by the secretariat:* Police Regulations for the Navigation of the Rhine.

³ *Note by the secretariat:* Police Regulations for the Navigation of the Mosel.

I. Adoption of the minutes of the thirtieth meeting of the CEVNI Expert Group (18 June 2019, Geneva)

5. The Group adopted the minutes of its thirtieth meeting held on 18 June 2019, Geneva.

II. General exchange of information

6. The Group took note the information of Mr. Brodsky about (a) the adoption of the RIS Guidelines of the World Association for Waterborne Transport Infrastructure (PIANC), and (b) the new edition of the Navigation Rules on Inland Waterways of the Russian Federation, adopted by Order No. 19 of the Ministry of Transport of the Russian Federation of 19 January 2018. The structure and some provisions of the rules have been harmonized with CEVNI.

III. Amendment proposals to Articles 1.01, 1.02 and 1.08 of CEVNI

Documents: CEVNI EG/2019/2, CEVNI EG/2019/14, CEVNI EG/2019/19

7. Following its decisions taken at its thirtieth session, the Group came back to the discussion of the amendment proposals to CEVNI contained in CEVNI EG/2019/2. Mr. Brodsky informed the Group that, in the Russian Federation, the term “local conditions” was applied instead of “specific risk”. Mr. Birkhuber stressed that this provision was highly relevant for the Danube navigation. The Group decided to amend articles 1.01 and 1.02 as follows:

- Article 1.01, section IV “Other terms”

In the end, *add* new paragraph 22

22. The term “specific risk” means a safety hazard that is due to particular navigation conditions, which requires boatmasters to have professional knowledge beyond what is required under Annex II “Professional knowledge required to obtain a boatmaster's certificate”, part A, of resolution No. 31, revised.

- Article 1.02, paragraph 1

Add the second paragraph⁴

If a vessel navigates on a stretch of inland waterway with specific risks identified by the competent authority in accordance with the regulations in force, for which the specific authorization for the boatmaster is required, ~~in accordance with the Regulations for Rhine Navigation Personnel,~~ and if several boatmasters are assigned to a vessel, only the boatmaster who is on duty in the wheelhouse, under whose authority the vessel is placed must have the specific authorization for the stretch certificate of sector knowledge for the sector concerned.

8. The Group discussed the proposal by EBA for amending article 1.08, as contained in CEVNI EG/2019/19, and decided to add a new paragraph 6 as follows

6. The members of the crew and other persons on board shall wear life jackets specified in ~~article 13.08 (2) of ES TRIN~~

- a) **during embarkation and disembarkation, if there is a risk of falling into the water;**
- b) **when staying in the ship's boat,**
- c) **during ~~outboard~~ overside operations, or**

⁴ See CEVNI EG/2019/2.

d) when being present or during operations on the deck and the gunwale, if the bulwarks have the height less than 90 cm or the guard rails referred to in paragraph 5, are not installed from one extremity to another.

~~Outboard~~ Overside operations may be conducted only when the vessels are berthed and when the surrounding traffic is not likely to cause any danger.

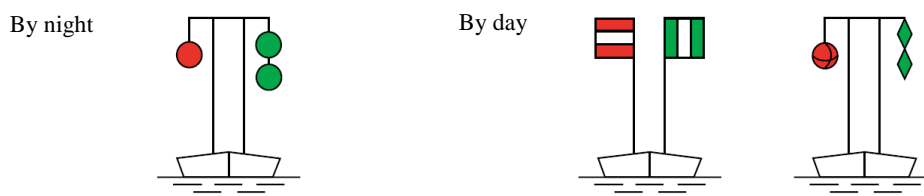
This provision does not apply to pleasure craft.

IV. Amendment proposals to CEVNI provisions concerning sound signals and rhythmic lights and the alignment of Annex 8 with Chapters 3 and 6 of SIGNI (articles 6.31, 6.32, 1.01, 3.08, 3.27, 3.28, 6.04, 9.04 and annexes 3 and 8)

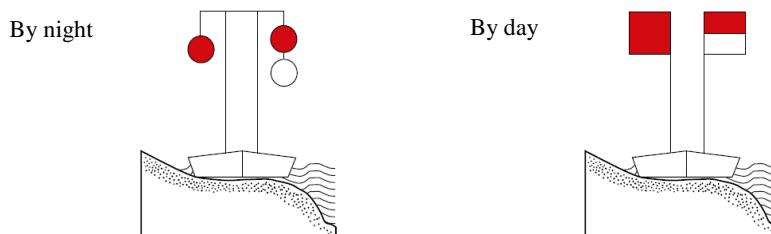
Documents: CEVNI EG/2019/16, CEVNI EG/2019/18

9. The Group discussed the amendment proposals to align Annex 8 of CEVNI with Chapters 3 and 6 of SIGNI (CEVNI EG/2019/16) and decided to introduce the following modifications in Annex 8:

(a) Section IV BIS, figure 17 ter, *modify*



(b) Section IV BIS, figure 17 quinquies, *modify*



10. The Group discussed CEVNI provisions for sound signals from vessels in reduced visibility conditions in case when radiotelephone contact cannot be established (articles 6.31 and 6.32) (CEVNI EG/2019/18) and decided to *modify* the title of article 6.31:

~~Sound signals when~~ **Indicating the position of stationary vessels.**

11. The Group discussed the amendment proposals to CEVNI provisions concerning rhythmic lights (articles 1.01, 3.08, 3.27, 3.28, 6.04, 9.04 and annexes 3 and 8) as contained in CEVNI EG/2019/18. The Group mentioned that CEVNI was intended for boatmasters and, in order to avoid confusion when using the different terms, the Group asked the secretariat to prepare an overview of the terms and definitions of rhythmic lights used in COLREG, Inland ECDIS standard, documents of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and national regulations, and to come back to this issue at its future meetings.

V. Catalogue of Questions for testing knowledge of CEVNI

Document: CEVNI EG/2019/17

12. Following its decision at its thirtieth session, the Group discussed a proposal for the key elements of CEVNI which should be tested to check a recreational boater's theoretical knowledge of CEVNI sufficient for issuing the International Certificate for Operators of

Pleasure Craft (ICC), transmitted by EBA (CEVNI EG/2019/17). The Group decided that this proposal was a useful basis for the development of the Catalogue of Questions and approved the proposal in general. The Group asked its members to send their remarks, if any, to the secretariat by the end of 2019 for transmitting them to the Informal Working Group for Recreational Navigation. The Group agreed to continue cooperation with the Informal Working Group for Recreational Navigation on this issue and provide its expertise, if required.

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

Document: ECE/TRANS/SC.3/WP.3/2019/15

13. The Group started the discussion of the comparison between chapters 1–4 of CEVNI and RPNR, based on ECE/TRANS/SC.3/WP.3/2019/15. The Group stressed that the purpose was to harmonize the texts as far as possible, but not to make them identical, as the navigation conditions of the Rhine and other European rivers may be different.

14. The Group considered table 1 of ECE/TRANS/SC.3/WP.3/2019/15 and decided on the following:

- The following paragraphs do not require any modifications in CEVNI: 1–5, 9, 11–19, 22, 24–41, 43–46, 49–50, 52–54, 58–66, 68–72, 76
- The following paragraphs require a detailed analysis: 6–8, 42, 47, 51, 55, 67, 73, 75, 77
- Paragraph 10 (Definitions 6 and 7, section III of chapter 1):
 - *Delete* definition 7 and article 4.01, para. 4
 - Article 4.01, para. 2, second sentence, *modify*

This provision shall not apply to small craft or **to vessels giving** the signal prescribed in article 6.32, paragraph 4 (a), to be given by vessels proceeding downstream and navigating by radar, or to **vessels** ~~be ringing or pealing of~~ a bell.

- Paragraph 20: to come back later, when considering provisions for fixed tanks
- Paragraph 21: the Group considered the differences between the definitions of fairway in CEVNI and RPNR and mentioned that it would be desirable to harmonize them, but for the time being it was not possible
- Paragraphs 23 and 48 have been already agreed upon by the Group;

15. The Group exchanged opinions about the application of the three-tone signal for vessels navigating by radar in reduced visibility and decided to investigate this in detail. The secretariat was asked to collect information from member States.

16. The Group decided to continue the discussion on ECE/TRANS/SC.3/WP.3/2019/15 at its next meeting.

17. The Group asked the secretariat in cooperation with DC and SC to prepare a comparison of CEVNI 5, the Basic Rules of Navigation on the Danube (DFND) and the Navigation Rules in the Sava River Basin.

VII. Recent amendments to RPNR and RPNM

Document: ECE/TRANS/SC.3/2019/9

18. The Group discussed ECE/TRANS/SC.3/2019/9 and decided that no amendment proposals were required for CEVNI.

VIII. Other business

A. Consolidated version of amendments to CEVNI 5

Document: CEVNI EG/2019/15

19. The Group took note of the consolidated version of amendments to CEVNI 5 already agreed by the Group in 2017–2019, and agreed with modifications to articles 4.07 and (CEVNI EG/2019/15, para. 14) made by the secretariat.

20. The Group agreed to change the title of article 4.07 as “Inland Automatic Identification System (AIS) and Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS)” and noted that the article required updating. Mr. Brodsky will prepare a n amendment proposal for the next meeting of the Group.

21. The Group considered the amended article 8.02 and decided that it required modifications in terms of communication methods.

B. Sound signals: some considerations on the frequency of sound signals

22. The Group took note of the information about the available frequency ranges of equipment for sound signals (see the annex) and decided to continue discussion at its next meeting.

IX. Next meeting

23. The CEVNI Expert Group agreed on the following preliminary date for its thirty-second meeting to be 11 February 2020, back-to-back with the fifty-sixth session of SC.3/WP.3.

Appendix

Frequencies of sound signals

The secretariat has received a request from a ship design bureau concerning the non-availability on the market of whistles for inland vessels having a length from 20 to 75 m with frequencies corresponding to CEVNI provisions:

(a) Manufacturers are not aware of the CEVNI provisions for the frequency of whistles, or cannot find this information, as this part of annex 6 has been transferred to appendix 7 to resolution No. 61;

(b) Whistles available on the market have frequencies of 300 Hz and over. In some countries which do not apply CEVNI in a full scope and do not have this requirement in the Police Regulations (e.g. RPNR), they are certified as suitable for inland vessels of all lengths. This may create problems for ship designers and shipyards for the following reasons:

(a) Information about their compliance with CEVNI is not available;

(b) Whistles that comply with CEVNI may not be available on the market.

The applicability of whistles produced according to COLREG provisions, for inland waterways is shown in the table:

<i>COLREG</i> Ship's length (m)	<i>COLREG</i> Frequency (Hz)	<i>CEVNI 5</i> Type of vessel	<i>CEVNI 5</i> Frequency (Hz)	Note
75 to 200	130–350	Motorized	160–240	160–240 Hz are applicable*
		Motorized, fitted with radar	165–297 (three-tone signal)	165–297 Hz are applicable*
		Non-motorized	350 and over	Only 350 Hz are applicable
20 to 75	250–700	Motorized	160–240	Not applicable
		Motorized, fitted with radar	165–297 (three-tone signal)	Only 250–297 Hz are applicable*
		Non-motorized	350 and over	350–700 Hz are applicable
Less than 20	250–700	Small craft	350 and over	350–700 Hz are applicable

* Equipment available on the market has frequencies of 300 Hz and over.