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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Fiftieth session

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Item 8(a) of the provisional agenda

**ESTABLISHMENT OF COMMON PRINCIPLES AND TECHNICAL REQUIREMENTS
FOR A PAN-EUROPEAN RIVER INFORMATION SERVICES (RIS)**

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

Addendum

Comments by Governments and River Commissions on Tracking and Tracing Standard for
Inland Navigation

Submitted by the Government of the Russian Federation

It is proposed to modify the text of the draft Vessel Tracking and Tracing Standard for Inland Navigation, edition 1.0 (document ECE/TRANS/SC.3/2006/10) as follows.

1. Modify the text of paragraph 2.3.4 to read:

The use of Class A mobile station derivatives or Class B “SO” mobile station derivatives using SOTDMA techniques are recommended as platform for Inland AIS (ITU-R M.1371-1, IEC 61993-2). The use of the Class B using CSTDMA techniques shall be applicable for pleasure craft and small craft that are not subject to Chapter V SOLAS regulations (ITU-R M.1371-1).

As long as no professional Class B “SO” devices are available, Inland AIS Mobile equipment is a derivative of the AIS Class A mobile equipment according to IMO SOLAS regulation.

All AIS transponders installed on commercial vessels shall be certified by accredited laboratory.

Comment: The last provision is warranted by the need to exercise control over the quality of AIS shipborne equipment as it has been proven by the experience of use of AIS class A.

2. In paragraph 2.3.6 delete “for the Inland AIS transponders”.

Comment: The above-mentioned words may be interpreted as if there is specific MMSI identifier for the Inland AIS transponder, such as 00... for base station or 99... for Aids to Navigation (ATON)).

3. In paragraphs 2.4.4.2.6 and 2.4.4.2.7 before 24 and 40 insert “FI”.

4. In paragraph 2.3.2.2 and Section D2 of Annex D a clarification is needed as to the notion of terms “Quality of speed information” and “Quality of course information” and to the way they are determined: with use of AIS or GNSS. If the quality estimates of SOG & COG are the result of differential mode in GNSS, this should have been indicated in the text.

5. It is proposed to change the title of the document by bringing it in line with IMO terminology: “Recommendations on Vessel Tracking and Tracing Standard for Inland Navigation”. This would reflect more precisely and fully the style and content of the document.

It is proposed, at a later stage, to develop performance standard, series EN similar to IEC 61993-2 for AIS class A, which would establish the performance requirements, methods of testing and required test results for approval of AIS for inland navigation.

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