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Working Party on Inland Water Transport

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

Sixty-third session

Geneva, 3–5 July 2023

Item 4 (a) of the provisional agenda

Standardization of Technical and Safety Requirements in Inland Navigation: European Code for Inland Waterways (Resolution No. 24, Revision 6)

Outcome of the thirty-eighth 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 2023, part V, Regional cooperation for development, section 20, Economic Development in Europe, Programme 17, Economic Development in Europe (A/77/6 (Sect. 20), table 20.6).
2. At its sixty-second session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) took note of the main decisions of the thirty-eighth meeting of the CEVNI Expert Group held on 13 February 2023 and asked the secretariat to prepare a working document on the outcome of the meeting for its sixty-third session (ECE/TRANS/SC.3/WP.3/124, paragraph 49).
3. The full report of the meeting, including amendment proposals for CEVNI, is reproduced in the annex. SC.3/WP.3 may wish to consider the proposed amendments and decide as appropriate.

* European Code for Inland Waterways.



Annex

Draft minutes of the thirty-eighth meeting of the CEVNI Expert Group

1. The CEVNI Expert Group (hereafter the Group) held its thirty-eighth meeting on 13 February 2023 as a virtual meeting.
2. The meeting was attended by Mr. A. Joch (Austria), Ms. H. Liégeois (Belgium), Messrs. E. Brodsky and A. Zhegalin (Russian Federation), Ms. M. Hirtz (Central Commission for the Navigation of the Rhine, hereafter CCNR), Ms. P. Brückner (Mosel Commission, hereafter MC), Messrs. D. Isaković and K. Sopček (International Sava River Basin Commission, hereafter ISRBC), Ms. C. Paddison (European Boating Association, hereafter EBA) and Ms. V. Ivanova (ECE secretariat).
3. The Danube Commission (DC) informed the secretariat that it was not able to take part in the meeting.
4. The Group adopted the provisional agenda (CEVNI EG/2023/1/Rev.1):
 - I. Updating the list of participants.
 - II. Adoption of the minutes of the thirty-seventh meeting of the Expert Group.
Document: CEVNI EG/2021/14
 - III. General exchange of information.
 - IV. Outstanding amendment proposals after the adoption of CEVNI 6.
Documents: ECE/TRANS/SC.3/WP.3/2022/6 and ECE/TRANS/SC.3/WP.3/120, paragraph 54
 - V. Possible amendment proposals to CEVNI 6 related to the introduction of electronic forms of vessel certificates and other documents.
Document: CEVNI EG/2023/2
 - VI. Possible amendment proposals to CEVNI 6 based on recent amendments to the Police Regulations for the Navigation of the Rhine and the Police Regulations for the Navigation of the Mosel.
Documents: ECE/TRANS/SC.3/WP.3/2022/11, ECE/TRANS/SC.3/2022/6
 - VII. Amendment proposal to chapter 10 of CEVNI 6.
Document: CEVNI EG/2023/3
 - VIII. Other business.
 - IX. Next meeting.

I. Updating the list of participants

5. The Group paid tribute to Mr. Z. Milkovic, permanent member of the Group since 2007, and observed one minute of silence in recognition of his invaluable contribution to the application and development of the European Code for Inland Waterways (CEVNI) and the activities of the Group.
6. Mr. Isaković informed the Group that ISRBC at future meetings would be represented by Mr. Sopček, newly appointed Deputy Secretary for Navigation.

II. Adoption of the minutes of the thirty-seventh meeting of the CEVNI Expert Group

Document: CEVNI EG/2020/24

7. The Group finalized and adopted the minutes of its thirty-seventh meeting held virtually on 13 April 2021 (CEVNI EG/2021/14).

III. General exchange of information

8. Members of the Group exchanged information about the application of CEVNI 6 and other relevant information. Ms. Liégeois informed the Group about the revision of the navigation rules in Flanders to adjust them with CEVNI 6, planned for 2023, and progress in automated navigation: (a) pilot projects in Flanders and (b) the ongoing work in CCNR, in particular, the newly introduced article 1.26 of the Police Regulations for the Navigation of the Rhine (RPNR) concerning derogations for vessels engaged in automated navigation, that would come into force on 1 December 2023. She proposed to include the item on automated navigation in further activities of the Group.

9. Ms. Hirtz mentioned that CCNR transmitted to the secretariat twice a year the resolutions adopted at its plenary sessions, that were relevant to CEVNI; the most recent one had been transmitted to the secretariat on 20 January 2023. Among recent amendments to RPNR, she highlighted, in particular, (a) annex 13 that contained a list of certificates and other papers to be carried on-board in accordance with article 1.10 of RPNR, and information on admissibility them in the electronic format, and (b) article 1.26 adopted by CCNR Resolution 2022-II-12. She asked the secretariat about the decision on amendment proposals to CEVNI based on the amendments to RPNR transmitted in 2020–2022. Ms. Ivanova clarified that, in accordance with the decision of the Group at its previous sessions to continue discussing amendments to CEVNI after the adoption of CEVNI 6, the Group might wish to begin discussing the CCNR proposals since 2020 under agenda items IV to VI. Ms. Hirtz supported the proposal to include the item on automated navigation in the agenda of the Group.

10. Mr. Sopček informed the Group about finalization of the work on harmonizing the Navigation Rules on the Sava River Basin with CEVNI 6 and the expected adoption of the revised Rules in June 2023.

11. Following the information transmitted by DC, Ms. Ivanova informed the Group about finalizing the revision of the Basic Rules of Navigation on the Danube (DFND) by the Working Group on Technical Matters; the final draft would be submitted to the 99th session of DC for final adoption.

12. The Group supported the proposal to include the item on automated navigation in its agenda. The secretariat will prepare a working document with article 1.26 of RPNR and other proposals transmitted by CCNR in a working document for the sixty-third session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3).

IV. Outstanding amendment proposals after the adoption of CEVNI 6

Documents: ECE/TRANS/SC.3/WP.3/2022/6, ECE/TRANS/SC.3/WP.3/120, paragraph 54

13. Ms. Ivanova presented the list of outstanding proposals for amendments to CEVNI, prepared by the secretariat for the sixtieth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2022/6).

14. The Group took note of the proposals that require further consideration by SC.3/WP.3, in particular: (a) a model waste water log (article 10.06 and annex 12 of CEVNI); (b) the language to be used in communication between ship stations and shore stations; (c) modifications to CEVNI based on articles 8.01, 8.02, 8.05–8.08 and 8.10 of RPNR, and (d) proposal for harmonized types and categories of waste generated as a result of the

operation of the vessel (ECE/TRANS/SC.3/WP.3/2020/29). The secretariat was asked to prepare a working document based on articles 8.01, 8.02, 8.05–8.08 and 8.10 of RPNR.

15. Ms. Ivanova informed the Group that the following documents contained amendments to RPNR and the Police Regulations for the Navigation of the Mosel (RPNM) adopted in 2020–2021: ECE/TRANS/SC.3/WP.3/2020/17, ECE/TRANS/SC.3/2020/5, ECE/TRANS/SC.3/WP.3/2021/6, ECE/TRANS/SC.3/WP.3/2021/15 and ECE/TRANS/SC.3/2021/6. They have not yet been considered by the Group, who decided to come back to them after the adoption of CEVNI 6. The Group asked the secretariat to prepare amendment proposals to CEVNI based on these documents for its next meeting.

16. The Group discussed the proposal of the secretariat on complementing CEVNI with special provisions aimed at enhancing preparedness for pandemics and similar situations that could be relevant for (a) article 1.22 “Special temporary requirements” and (b) chapter 7 “Berthing rules”. The participants mentioned that the regulations of CCNR, MC and ISRBC did not contain similar provisions and the necessary temporary measures had been introduced by the competent authorities. Mr. Brodsky proposed to exclude chapter 7 from the discussion. The Group invited its members to transmit their proposals for amending article 1.22, if any, to the secretariat and to keep this item in the agenda of its thirty-ninth session.

17. The Group discussed the editorial modifications proposed by the secretariat (ECE/TRANS/SC.3/WP.3/2022/6, paragraph 14). It had no objections and asked the secretariat to finalize them in consultation with the editors.

V. Possible amendment proposals to CEVNI 6 related to the introduction of electronic forms of vessel certificates and other documents

Document: CEVNI EG/2023/2

18. The Group took note of the list of certificates and other papers to be carried on-board in accordance with article 1.10 of RPNR (annex 13), that allowed submission of certain documents in electronic form and the applicable electronic format (CEVNI EG/2023/2). Ms. Hirtz provided additional clarifications.

19. The Group agreed that it would be desirable to complement CEVNI with the information on the admission of certain documents in the electronic format. Discussion went on (a) displaying electronic forms; (b) the responsibility of the boatmaster and (c) the validity of the electronic forms and the prevention of fraud.

20. Mr. Zhegalin pointed out that it was necessary to prevent situations when the documents could not be immediately shown on the screen or were not sufficiently readable.

21. Mr. Hirtz mentioned that the table in annex 13 of RPNR contained an exhaustive list of documents that should be carried on-board, and those documents should be presented, online or offline, on request of officials of the competent authorities. She stressed that it was the responsibility of the boatmaster to ensure this; it was stated as a general rule in article 1.02 “Boatmaster” of CEVNI, paragraph 4 that the boatmaster was responsible for compliance with these regulations on his vessel, convoy or assembly of floating material. Therefore, there was no need for introducing a special provision for that. She mentioned furthermore that all paper documents were still valid and could also be presented.

22. Ms. Liégeois mentioned that Belgium was stimulating the introduction of digital formats of documents following the request from the sector and already had a positive experience in using them. In order to prevent the risk of fraud, the respective databases were used for checking the validity of documents and QR codes were applied.

23. Mr. Joch provided comments to particular documents from the list. In terms of prevention of fraud, he referred to the experience of the European Union countries and the European crew database where the validity of certificates could be checked, and mentioned that the list could be reduced to documents Nos. 2.1.1a, 2.4, 2.6 and 2.7 (CEVNI EG/2023/2, table).

24. Mr. Brodsky referred to the ongoing work in the Russian Federation on converting paper documents to the digital format and supported the proposal.

25. The Group agreed that the following provision could be added in article 1.10 of CEVNI:

Certain certificates and other documents referred to in [annex 13 to these Regulations] can be made available in the form of **readable** copy in electronic format which can be consulted at any time under the conditions set out in [annex 13 to these Regulations].

26. The Group the following documents listed in article 1.10 of CEVNI, paragraph 1, could be admitted in the electronic format:

- Boatmaster's certificate*
- Certificate on the release of the logbooks
- Specific authorization for sailing with the aid of radar or certificate of qualification as a boatmaster with a specific authorization for sailing with the aid of radar*
- Certificate of qualification as a passenger navigation expert if applicable*
- For vessels showing the identification marking according to article 2.06 – the certificate of qualification as an LNG expert*
- Certificate confirming installation and functioning of radar and rate-of-turn indicator
- Certificate confirming installation and functioning of the Inland AIS device
- Ship Station Licence
- Certificates for steam boiler and other pressure equipment
- Copies of certificates for internal combustion engines including the type approval document and the engine parameter protocol
- Documentation of electrical equipment
- Attestation for the prescribed mooring and towing cables
- Proof of inspection of portable fire extinguishers and fixed fire extinguishing systems
- Inspection attestation for cranes
- Certificate for liquified gas installations
- For vessels showing the identification marking according to article 2.06 – the operation manual and a safety rota
- When carrying containers, the stability documents of the craft checked by an authority including stowage plan and cargo list for the respective loading condition and the result of the stability calculation for the respective loading case or an earlier comparable or standardized loading case, in each case mentioning the calculation method used
- Unloading certificate in accordance with article 10.08.

27. The Group mentioned that it should be possible for the competent authority to check the validity of the documents marked with an asterisk.

28. The Group mentioned that the following documents from annex 13 to RPNR were not listed in article 1.10 of CEVNI, paragraph 1, and decided to come back to them at a later stage:

- Certificate issued by the competent authority on the duration of works and the geographical boundaries of the worksite in which the craft may be operated
- Installation and performance certificate for the tachograph and its records, as required

- Inspection certificate for power-driven steering systems
- Inspection certificate for elevating wheelhouses
- Safety documentation for vessels authorized to carry more than 12 passengers and fitted out for their stay on board during the night.

29. The Group asked CCNR to provide clarification for its next meeting on inspection markings for portable fire extinguishers.

30. Ms. Hirtz mentioned that annex 13 to RPNR also allowed the electronic format of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways and annexed regulations (ADN) and the transport document issued in accordance with ADN. The Group had no objections against including these documents in the list, but decided to come back to this issue at its next meeting.

31. Ms. Paddison mentioned that admission of documents in the applicable electronic format could be relevant for the International Certificate for Operators of Pleasure Craft.

32. The Group agreed to modify article 1.11, paragraph 3, as follows:

An electronic version of documents mentioned in paragraphs 1 and 2 **that can be consulted by electronic means at any time** is acceptable ~~when readable at short notice~~.

33. The Group agreed to continue discussion at its next meeting.

VI. Possible amendment proposals to CEVNI 6 based on recent amendments to the Police Regulations for the Navigation of the Rhine and the Police Regulations for the Navigation of the Mosel

Documents: ECE/TRANS/SC.3/WP.3/2022/11, ECE/TRANS/SC.3/2022/6

34. The Group took note of the amendments to RPNR adopted by CCNR at its autumn session of 2021 (ECE/TRANS/SC.3/WP.3/2022/11) and amendments to RPNM adopted at the plenary session of MC held on 1 June 2022 (ECE/TRANS/SC.3/2022/6). The discussion went on (a) the determination of the blood alcohol limit applicable to the entire minimum crew on duty and (b) amendments to article 3.02 concerning lights.

35. In relation to the admissible alcohol content, Mr. Joch proposed to consider complementing chapter 9 with the provision for a lower blood alcohol content for boatmasters. Ms. Paddison mentioned that the provision on the blood alcohol limit applicable to the entire minimum crew on duty, if introduced in CEVNI, might have an impact on people on-board recreational and small craft, and stressed the need for a careful consideration of the context and the wording. Mr. Zhegalin mentioned that in the Russian Federation the zero tolerance approach in terms of the alcohol content was applied for all crew members, whether on duty or not. Ms. Hirtz provided clarifications and the background for introducing this provision and stressed its importance for the prevention of accidents. Mr. Sopček informed the Group about the planned discussion on this issue in ISRBC.

36. The Group decided to continue discussion at its future meetings.

37. The secretariat was asked to prepare an amendment proposal to article 3.02 based on ECE/TRANS/SC.3/WP.3/2022/11 and ECE/TRANS/SC.3/2022/6. Mr. Brodsky mentioned that a reference could be made to the annex of resolution No. 61.

VII. Amendment proposal to chapter 10 of CEVNI 6

Document: CEVNI EG/2023/3

38. The Group took note of the amendment proposal to chapter 10 contained in CEVNI EG/2023/3 and decided to modify the definition of other special waste in article 10.01, paragraph 2 (d), as follows:

(e) “other special waste”: waste generated from the operation of the vessel other than oily and greasy waste, **domestic wastewater** and other than the waste covered by (a) to (c) above.

VIII. Other business

39. There were no topics proposed under this agenda item.

IX. Next meeting

40. The Group agreed to hold its thirty-ninth meeting as a half-day virtual session in the end of June–beginning of July 2023, possibly back-to-back with the sixty-third session of SC.3/WP.3. The final date will be agreed later.

41. The Group decided to include in the agenda of its thirty-ninth meeting: (a) automated navigation; (b) amendment proposals based on ECE/TRANS/SC.3/WP.3/2020/17, ECE/TRANS/SC.3/2020/5, ECE/TRANS/SC.3/WP.3/2021/6, ECE/TRANS/SC.3/WP.3/2021/15 and ECE/TRANS/SC.3/2021/6; (c) possible amendments to article 1.22; (d) electronic forms of vessel certificates and other documents and (e) amendment proposal to article 3.02.
