

WORKING PARTY ON INLAND WATER TRANSPORT (SC.3)

SC.3 CEVNI Expert Group

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The secretariat reproduces below the original amendment proposal to article 4.07 by Austria as contained in ECE/TRANS/SC.3/WP.3/2012/3.

A. Amendment to article 4.07

For the current text of the article, substitute the following text:¹

Article 4.07 – Inland Automatic Identification System

1. Vessels, except sea-going ships, shall not use an automatic identification system (AIS) unless they possess an Inland AIS device in accordance with the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63 (ECE/TRANS/SC.3/176)). The Inland AIS device must be certified by a certification body that is authorized by the respective country and must comply with the radiotelephone regulations. The device must be in a good working condition. If small craft is using Inland AIS, it must, in addition, be equipped with a radiotelephone installation in proper working order for the ship-ship channel.
2. Vessels are authorized to use AIS only if the parameters entered in the AIS device correspond at all times to the actual parameters of the vessel or convoy.
3. All vessels other than sea-going ships equipped with AIS of class A according to IMO standard shall be equipped with Inland AIS device.
4. The following vessels are excluded from the requirement referred to in paragraph 3:
 - (a) Vessels in convoys except the vessel that provides the main traction;
 - (b) Ferry-boats not moving independently;
 - (c) Small craft.
5. The vessels referred to in paragraph 4 (a) shall deactivate any Inland AIS transponder that is on these vessels as long as they are part of the convoy.
6. At least the following data have to be transmitted when a vessel is under way in a section where, in accordance with paragraph 3, the competent authorities request equipping the vessel with Inland AIS devices:
 - (a) user identifier (Maritime Mobile Service Identity, MMSI);
 - (b) name of vessel;
 - (c) type of vessel;
 - (d) unique European vessel identification number (ENI) or IMO number;
 - (e) length overall of the vessel respectively the convoy (decimetre accuracy);
 - (f) breadth overall of the vessel respectively the convoy (decimetre accuracy);
 - (g) type of convoy (only for convoys) other than seagoing vessels equipped with AIS of Class A according to IMO standard;
 - (h) position (WGS 84);
 - (i) speed over ground (SOG);
 - (j) course over ground (COG);

¹ Proposal by Austria, submitted for further discussion in SC.3/WP.3 in accordance with the decision of the fifteenth meeting of the CEVNI Expert Group (annex).

- (k) position accuracy (GNSS/DGNSS);
 - (l) time of electronic position fixing device (date and time);
 - (m) navigational status;
 - (n) position of the GNSS antenna (m accuracy).
7. The boatmaster shall update the following data immediately, if it has changed when under way:
- (a) length overall;
 - (b) breadth overall;
 - (c) type of convoy;
 - (d) navigational status;
 - (e) position of the GNSS antenna (m accuracy).
8. The requirement of paragraph 6 does not apply to stationary vessels:
- (a) within the area of marked berthing places, or
 - (b) in harbours.
9. The rules of radio discipline apply to the sending of messages via Inland AIS.
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