

Draft minutes of the twenty-third meeting of the CEVNI Expert Group

1. The CEVNI Expert Group held its twenty-third meeting on 11 February 2014 in Geneva, back-to-back with the forty-fourth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3, 12–14 February 2014).
2. The meeting was attended by Mr. Reinhard Vorderwinkler (Austria), Ms. Natascha Dofferhoff-Heldens (Netherlands), Mr. Evgeny Brodskiy and Ms. Victoria Ivanova (Russian Federation), Mr. Imre Matics (Danube Commission), Mr. Željko Milkovic (International Sava River Basin Commission), Ms. Patricia Brückner (Moselle Commission), Ms. Valérie Blanchard, Mr. Martin Dagan and Mr. Martin Magold (UNECE).
3. The representative of the Central Commission for the Navigation of the Rhine (CCNR) was not able to attend.
4. The following items were discussed:
 - I. Adoption of the minutes of the twenty-second meeting;
 - II. General exchange of information;
 - III. Draft timeline for the preparation of CEVNI 5;
 - IV. Continuation of the consideration of revision proposals from CCNR based on the comparison of the German version of CEVNI and RPNR and amendment proposals concerning CEVNI language version discrepancies from CCNR and the secretariat;
 - V. Continuation of the consideration of draft article 4.07;
 - VI. New proposals from Belgium;
 - VII. New proposal from the Netherlands;
 - VIII. Other business;
 - IX. Next meeting.

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

5. The CEVNI Expert Group adopted the minutes of its twenty-second meeting held on 17 October 2013, as contained in document CEVNI EG/2013/27.¹

¹ Published as a working document for the forty-fourth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2014/2).

II. General exchange of information

6. The Group noted that no addition to the recent exchange of information during its twenty-second meeting was necessary.

III. Draft timeline for the preparation of CEVNI 5

7. The Group discussed the timeline for the preparation of CEVNI 5, based on information provided by the secretariat on the dates of the next SC.3 and SC.3/WP.3 meetings and the deadlines for submission of proposals by delegations.

8. The Group noted that at its forty-fifth session in June 2014, SC.3/WP.3 would consider the last set of proposed amendments to CEVNI. Consequently, the twenty-fourth meeting of the CEVNI Expert Group, aimed at considering and finalizing all amendments proposals, should preferably take place at the end of March 2014.

9. The Group agreed on the following draft timeline, to be submitted for approval to the forty-fourth session of SC.3/WP.3:

11 February 2014	Twenty-third meeting of the CEVNI Expert Group
12 – 14 February 2014	Consideration and approval, as appropriate, of the amendment proposals to CEVNI, submitted by the CEVNI Expert Group for the forty-fourth session of SC.3/WP.3
24 February 2014	Minutes of the twenty-third meeting of the CEVNI Expert Group circulated to delegations
17 March 2014	Deadline for the new substantive proposals to be submitted for consideration by the CEVNI Expert Group
26-27 March 2014	Twenty-fourth meeting of the CEVNI Expert Group
25 – 27 June 2014	Consideration and approval, as appropriate, of the amendment proposals to CEVNI, submitted by the CEVNI Expert Group for the forty-fifth session of SC.3/WP.3
August 2014	Editorial work by the secretariat and the CEVNI Expert Group and preparation of the draft resolution for the fifty-eighth session of SC.3
September 2014	Publication of the draft fifth revised edition of CEVNI
12 – 14 November 2014	Adoption of the fifth revised edition of CEVNI by SC.3
February 2015	Endorsement of the SC.3 resolution by the UNECE Inland Transport Committee
March – June 2015	Publication of online and paper version of CEVNI

IV. Continuation of the consideration of revision proposals from CCNR based on the comparison of the German version of CEVNI and RPNR and amendment proposals concerning CEVNI language version discrepancies from CCNR and the secretariat

10. The Group continued considering document CEVNI EG/2013/16 (pp. 25 - 34) containing the revision proposals by CCNR, based on the comparison of the German version of CEVNI and the Police Regulations for the Navigation of the Rhine (RPNR) and decided as follows:

11. *Amend article 6.28, paragraph 8 as follows*

8. In locks and lock basins it is obligatory to keep a minimum lateral distance of 10 m from the vessels or convoys carrying the ~~blue light or the blue cone~~ **marking** referred to in article 3.14, paragraph 1. However, this obligation shall not apply to vessels and convoys also showing this marking nor to the vessels referred to in article 3.14, paragraph 7.

12. *Amend article 6.28, paragraph 11 as follows*

11. On approaching the lock basin and on entering and leaving a lock, high-speed vessels shall move at a speed that will preclude any damage to the locks, to vessels ~~or to floating equipment~~ **or to assemblies of floating material** and that will not cause any danger for the persons on board.

13. *Amend article 6.28bis, paragraph 1, first two sentences as follows*

1. Admittance to a lock shall be regulated both by day and by night by ~~visual signals (marking)~~ **signal lights** placed on one side or on both sides of the lock. Such ~~signals~~ **lights** shall have the following meaning:

14. *Amend article 6.28bis, paragraph 2, first sentence as follows*

2. Exit from a lock shall be regulated both by day and by night by the following ~~visual signals (marking)~~ **signal lights**:

15. Amend article 6.30, paragraph 2, last sentence as follows:

Small ~~vessels~~ **craft** under way in reduced visibility shall use ship-to-ship channel or the channel prescribed by the competent authorities

16. *Amend article 7.05, paragraph 2 as follows*

2. In berthing areas marked by the sign E.5.1 (annex 7), vessels and assemblies of floating material may berth only on the stretch of water whose breadth, ~~measured from the sign,~~ is shown in metres on the sign. **This breadth shall be measured from the sign.**

17. *Amend article 7.07, paragraph 1 as follows*

1. The minimum distance to be left between two vessels, pushed convoys or side-by-side formations when berthed shall be:

(a) 10 m if one of them shows the marking referred to in article 3.14, paragraph 1;

(b) 50 m if one of them shows the marking referred to in article 3.14, paragraph 2;

(c) 100 m if one of them shows the marking referred to in article 3.14, paragraph 3.

~~If the two vessels, pushed convoys or side by side formations each carry one or more lights or cones, the higher number of lights or cones indicates the distance to be left clear.~~

18. Amend article 8.02, paragraph 2 (d) *as follows*

(d) ~~official number of vessel~~ **unique European vessel identification number or official number**; for seagoing vessels: IMO number;

19. In annex 1, add the following distinguishing group of letters for Slovenia: SLO.

20. Amend annex 3, text of sketch 5 *as follows*

Article 3.09, paragraph 1: Motorized vessel leading a towed convoy ~~alone~~ or as an auxiliary.

21. Amend annex 3, text of sketch 14 *as follows*

Article 3.10, paragraph 1, (c), (ii): Pushed convoys, when more than two vessels **other than the pusher** are visible from astern over the full width.

22. Amend annex 3, text of sketch 45 *as follows*

Article 3.20, paragraphs 1 ~~and 4~~: ~~Vessels directly or indirectly made fast to the bank~~
All stationary vessels.

23. Amend annex 3, text of sketch 46 *as follows*

Article 3.20, paragraph ~~2~~**1**: Vessels stationary offshore.

24. Amend annex 3, text of sketch 47 *as follows*

Article 3.20, paragraph ~~3~~**2**: Pushed convoys stationary offshore.

25. Amend annex 3, text of sketch 48 *as follows*

Article 3.20, paragraph ~~4~~**3**: Stationary small craft.

26. Amend Annex 3, text of sketch 56 *as follows*

Article 3.25, paragraph 1, (a): Floating equipment at work and **stationary** vessels carrying out work or sounding or measuring operations; fairway clear on both sides.

27. Amend Annex 3, text of sketch 57 *as follows*

Article 3.25, paragraph 1, (a) and (b): Floating equipment at work and **stationary** vessels carrying out work or sounding or measuring operations; fairway clear on one side.

28. In annex 7, section I, delete the footnote in the text of sign A.13.

29. In annex 7, section I, modify sign A.16 to add the representation of a person on the boat.

30. Amend annex 7, section I, text of sign D.1, first sentence *as follows*

D.1 Recommended ~~channel~~ **opening**

31. Amend annex 7, section I, text of sign E.7.1 *as follows*

E.7.1 Berthing area reserved for **immediate** loading and unloading vehicles.
(~~Maximum duration of berthing permitted may be added on an information plate below the board~~)

32. In annex 7, section I, after sign E.9b, *insert* a new sign E.9c *as follows*



E.9c

33. In annex 7, section I, modify sign E.19 to add the representation of a person on the boat.

34. *Amend* annex 7, section I, text of sign E.22 *as follows*

E.22 Launching or beaching of ~~vessels~~ **small craft** permitted.

35. *Amend* annex 8, section I, paragraph 1 *as follows*

1. **Marking of waterways**

The waterway, the fairway, as well as the danger points and obstacles are not always marked.

Buoys, when used, ~~shall be~~ **are** anchored at approximately 5 m distance from the limits that they indicate.

Groynes and shallows can be marked using fixed marks or buoys. These marks or buoys ~~shall, are~~ usually, **be** placed on the borders of groynes and shallows or in front of them.

It is necessary to keep a sufficient distance from the marks and the buoys to avoid the risk of getting on the ground or hitting an obstacle.

36. The Group decided not to make any change to article 6.30, paragraphs 4 and 5. The Group believed that the provisions of paragraph 4 of CEVNI did not exist in the RPNR and thus it suggested that the CCNR should consider incorporating them into RPNR. The Group noted that the provisions of paragraph 5 were not necessary for the navigation on the Rhine as towed convoys were not allowed, but that, for safety reasons, they were necessary for navigation on other European waterways.

37. The Group decided not to change the text of article 7.05, paragraph 3 and rejected the amendment proposals for the following articles and annexes: article 7.07, paragraph 2 (b); article 7.08, paragraph 5; annex 7, section I, text of sign A.18; annex 7, section I, text of sign E.21; annex 8, section II.

38. The Group decided not to change the title of annex 6, section I — but instead, to ask the Group of Volunteer Experts on Resolution No. 61 (Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels) to discuss whether the provisions of sections I and II of annex 6 (Sound signals) should be rather incorporated into Resolution No. 61. If so, those provisions would be removed from CEVNI and reference would be made to Resolution No. 61.

39. The Group noted that CCNR had suggested verifying annex 6, section III, E (Sound signals to be used by vessels – Harbours and tributary waterways: entering and leaving, followed by crossing the waterway), but did not submit a concrete question or proposal to this regard. Therefore, the Group requested the secretariat to refer the issue back to CCNR.

V. Continuation of the consideration of draft article 4.07

40. The Group took note of the communication from the CCNR on a new obligation in article 4.07 of the RPNR, from 1 December 2014, to fit vessels with Inland AIS and Inland ECDIS (CEVNI EG/2014/3).

41. The Group agreed that at this stage, it was not possible to introduce requirements for Inland ECDIS in article 4.07 of CEVNI. The Group also noted that the provisions of CEVNI would not be fully aligned with those of RPNR.

42. Nevertheless, the Group reviewed the draft revised article 4.07 of CEVNI presented in document CEVNI EG/2013/25 in light of new article 4.07 of RPNR and decided to align other requirements in this article. The revised article 4.07 would read as follows:

“Article 4.07 - Inland Automatic Identification System (AIS)

1. Vessels shall be equipped with Inland AIS devices in conformity with the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) and ITU Radio Regulations. The Inland AIS device shall be certified and installed in conformity with the requirements of the competent authority and shall be in good working condition. The competent authority may exempt seagoing vessels from these requirements.

The following vessels shall not be subject to these requirements:

- (a) Vessels in convoys, except the vessel that provides the main propulsion;
- (b) Small craft;
- (c) Vessels without their own means of propulsion;
- (d) Ferry boats not moving independently.

2. The Inland AIS device shall be switched on at all times and the data entered in the device shall at all times correspond with the actual data relating to the vessel or convoy. This requirement does not apply to stationary vessels in berthing areas designated by the competent authorities. The vessels referred to in paragraph 1 (a) shall deactivate any Inland AIS device that is on these vessels as long as they are part of the convoy.

3. ITU Radio Regulations apply to the sending of messages via Inland AIS.

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;
- (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);

- (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);
 - (n) Type of Electronic Positioning Fixing Device (e.g. GPS, Galileo, Glonass).
5. The boatmaster shall immediately update the following data if it has changed:
- (a) Overall length;
 - (b) Overall beam;
 - (c) Type of convoy;
 - (d) Navigational status;
 - (e) Position acquisition point on the vessel.
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.
7. Small craft which do not have an ENI number are not required to transmit the data stipulated in paragraph 4 (d) above.
8. Small craft employing AIS shall also have radiotelephone equipment in good working condition and operating in receiving mode of the ship-to-ship channel.
9. For vessels using Class A AIS devices having an IMO type reception or Class B AIS devices, the requirements of paragraph 1 shall apply by analogy.”
43. In addition, the Group agreed to add a new paragraph 3 to Article 9.05, Chapter 4, “Sound signals; radiotelephony; navigation devices” reading as follows:
- 3. With respect to article 4.07, the competent authorities may waive the requirement to use Inland AIS or allow exceptions restricting the use of Inland AIS to certain sectors, e.g. berthing places along the fairway.

VI. New proposals from Belgium

44. The Group adopted the amendment proposal to article 1.07, paragraph 4, as follows (CEVNI EG/2013/26):
- 4. In addition, the stability of vessels carrying containers shall be checked before departure for the following cases:
 - (a) for vessels with a beam of less than 9.5 m, loaded with more than one tier of containers;
 - (b) for vessels with a beam of 9.5 m or more but less than 11 m, loaded with more than two tiers of containers;

(c) for vessels with a beam of 11 m or more **but less than 15 m**, loaded with more than three tiers of containers or more than three widths;

(d) for vessels with a beam of 15 m or more, loaded with more than three tiers of containers.

45. The Group decided not to modify illustrations 3.E, 3.E1, 3.F and 3.F1 in section II (3) of annex 8. As there was no justification given to the proposal, the Group could not take an informed decision.

VII. New proposal from the Netherlands

46. The Group examined the proposal from the Netherlands for inserting a new article on the use of spuds (CEVNI EG/2014/2) and made some suggestions for improvement.

47. The representative of the Netherlands said that she would come back with a revised proposal, including the two new signs that were proposed for inclusion in annex 7, at the next meeting of the Group.

VIII. Other business

48. Following a question raised by the representative of Austria on the revision of chapter 10, the Group concluded that the bunkering safety checklists to be inserted as new annex 11 and supplement to annex 11 of CEVNI (ECE/TRANS/SC.3/WP.3/2014/4, annexes II and III) were not ready for submission and approval by SC.3/WP.3. The Group agreed to further work on it and submit a proposal for the forty-fifth session of SC.3/WP.3 in June 2014.

IX. Next meeting

49. The CEVNI Expert Group agreed that its twenty-fourth meeting would take place on 26 and 27 March 2014 in Geneva.