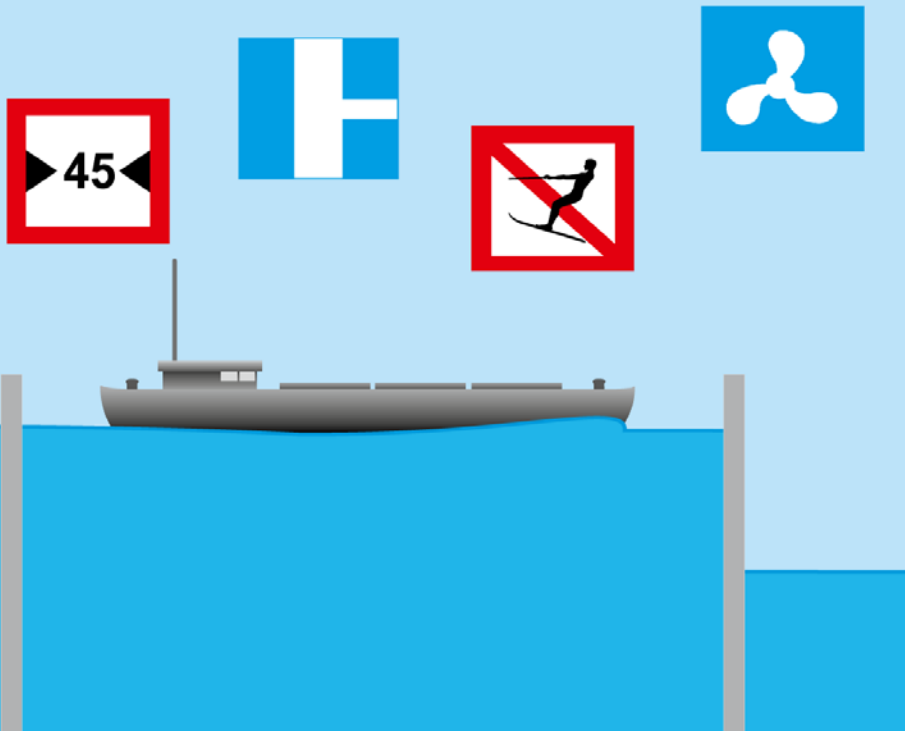


# CEVNI European Code for Inland Waterways

Fifth revised edition



# Implementation of CEVNI Rev 5

Reinhard Vorderwinkler  
Austria

# SC.3 and SC.3/WP.3 History

- ITC 1956 sub-committee (SC) on IWT for preparation of international conventions in IWT
- renamed: “principal working party” and “working party”
- SC.3 holds its regular sessions once a year
- Subsidiary body: Group of Experts on the Standardization of Rules of the Road and Signs and Signals in Inland Waterways (SC.3/GE.2) – 1988 renamed: SC.3/WP.2 – CEVNI, SIGNI etc.
- 1991 WP.1 and WP.2 merged to SC.3/WP.3 > Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) – preparation and approval of draft documents for adoption by SC.3

# CEVNI History

- UNECE Resolution No. 4 – 14 December 1962 – Application of the European Inland Waterway Navigation Code (CEVNI)
- Res. No. 24 on CEVNI – 15 November 1985
- Res. No. 24 Rev 1 – 16 October 1998 > CEVNI Rev 1
- Res. No. 24 Rev 2 – 19 October 2000 > CEVNI Rev 2
- Res. No. 24 Rev 3 – 23 October 2006 > CEVNI Rev 3
- Res. No. 24 Rev 4 – 15 October 2008 > CEVNI Rev 4
- Res. No. 24 Rev 5 – 14 November 2014 > CEVNI Rev 5

# CEVNI Expert Group

- CEVNI Expert Group = ad-hoc-group
- Working language = English only
- No interpretation > reduced misunderstandings
- CCNR, DC, ISRBC, NL, RF, A, B, UNECE secretariat
- Commitment of river commissions
- Boatmaster certificate holders among participants
- CEVNI Rev 3 to 4 > Tighten the text! Avoid footnotes!
- Foreseeable deviations listed in Chapter 9
- CEVNI Rev 4 to 5 > utmost harmonization with RPR

# CEVNI Rev 4

- 2009 Adoption of CEVNI Rev 4 by SC.3
- 2010 Adoption of CEVNI Rev 4 by DC and ISBRC
- CCNR underlines necessity to continue harmonization
- Member states implement CEVNI Rev 4
- Member States report differences according to Chapter 9
- Member states report national requirements
- CEVNI Status document established – living document, continual updates – very valuable information document

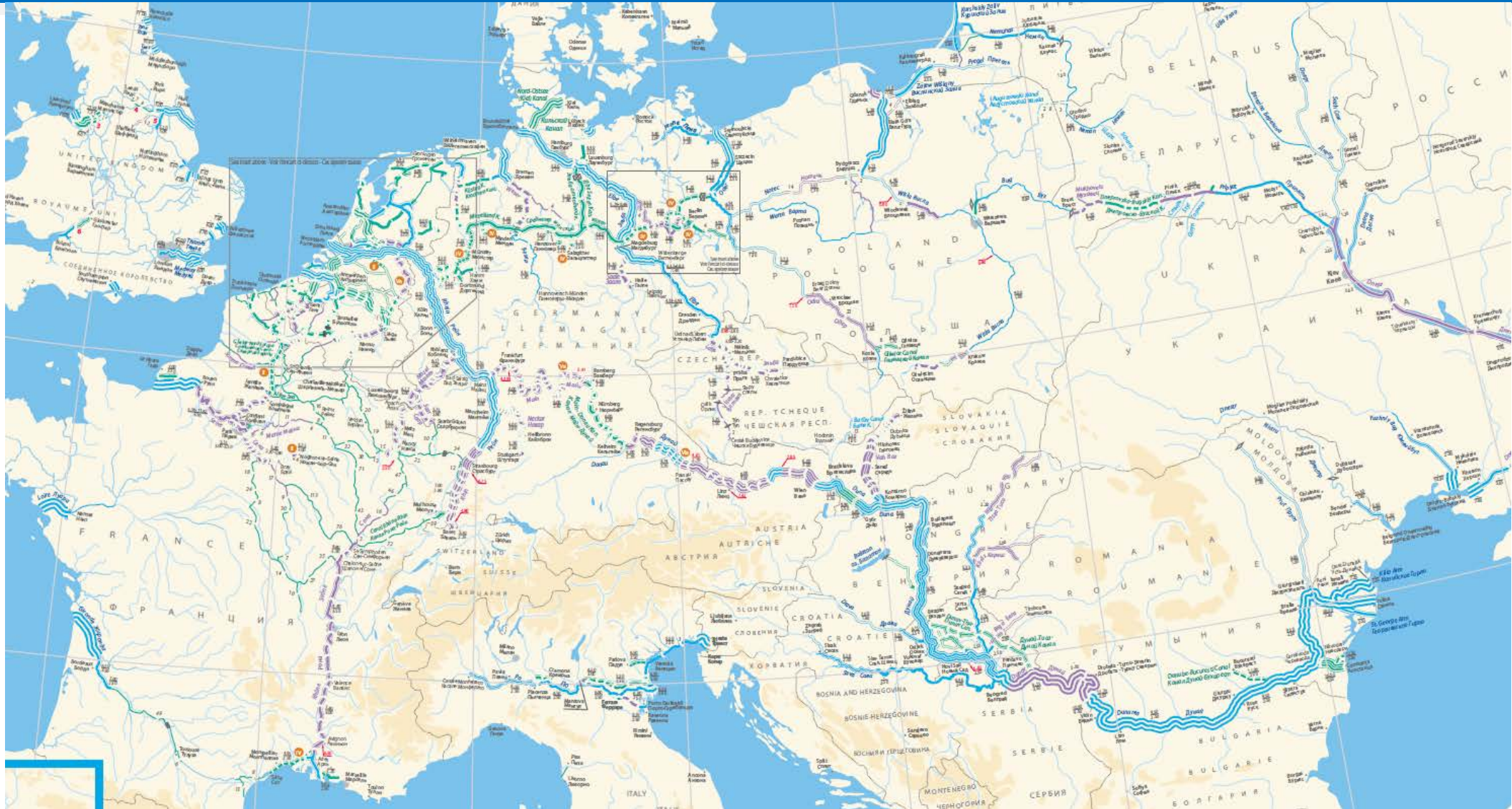
# CEVNI Rev 4 to Rev 5

- CEVNI seen as living document
- CEVNI Expert Group expected to continue its work
- CCNR, DC, ISRBC, NL, RF, A, B, UNECE secretariat
- Commitment of CCNR faded during draft work, but...
- Maximum harmonization with RPR ever!
- Further tightening and minimizing

# CEVNI Rev 5

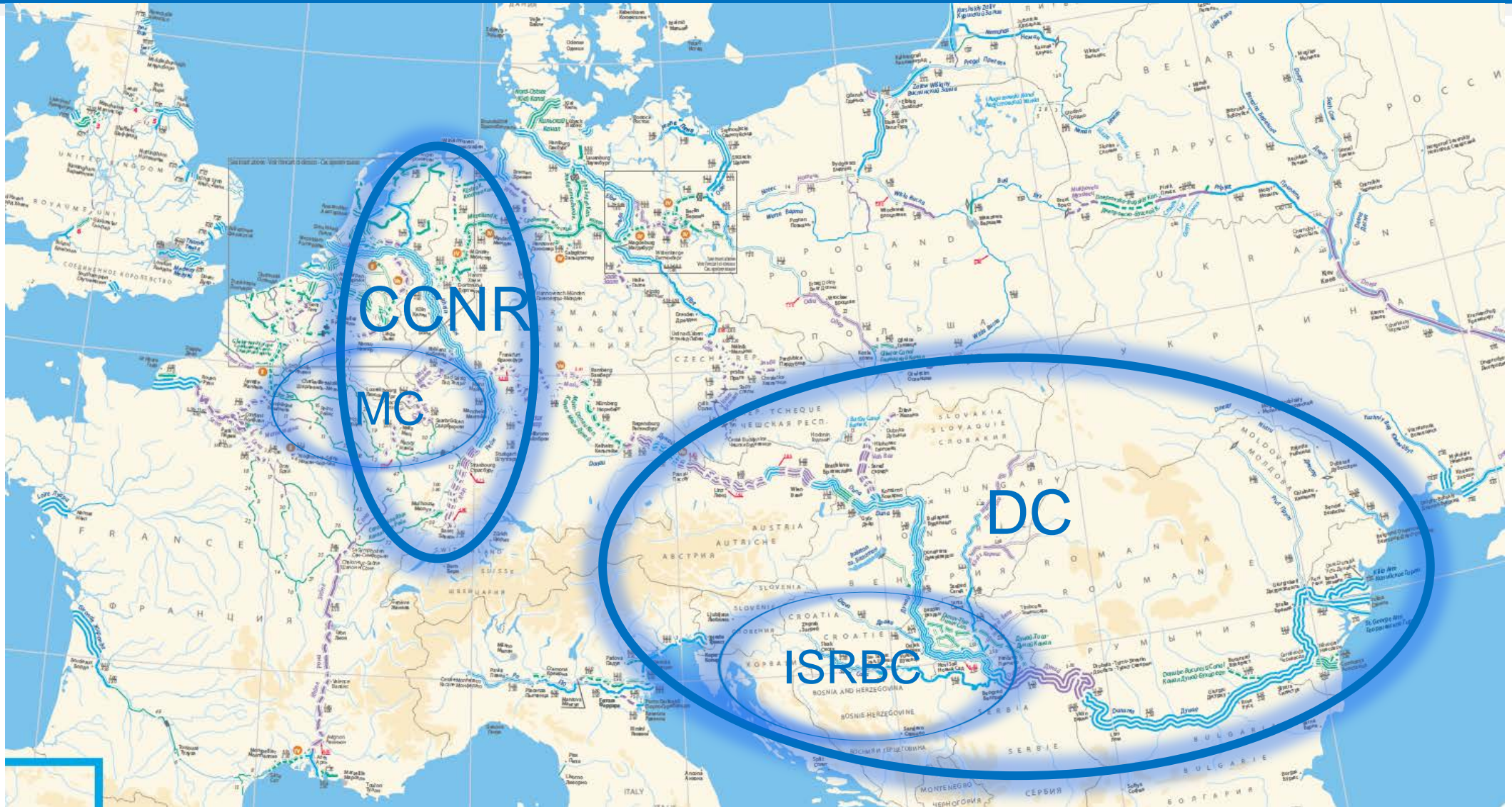
- CEVNI Rev 5 represents best practices from the existing traffic regulations of the river commissions and UNECE member states
- Inland Automatic Identification System – Inland AIS data in case of carriage requirement
- Prevention of pollution of water by vessels
- Annex on a safety checklist for bunkering fuel
- (once more!) Maximum harmonization with RPR ever!

# CEVNI Target Waterways – UNECE Map

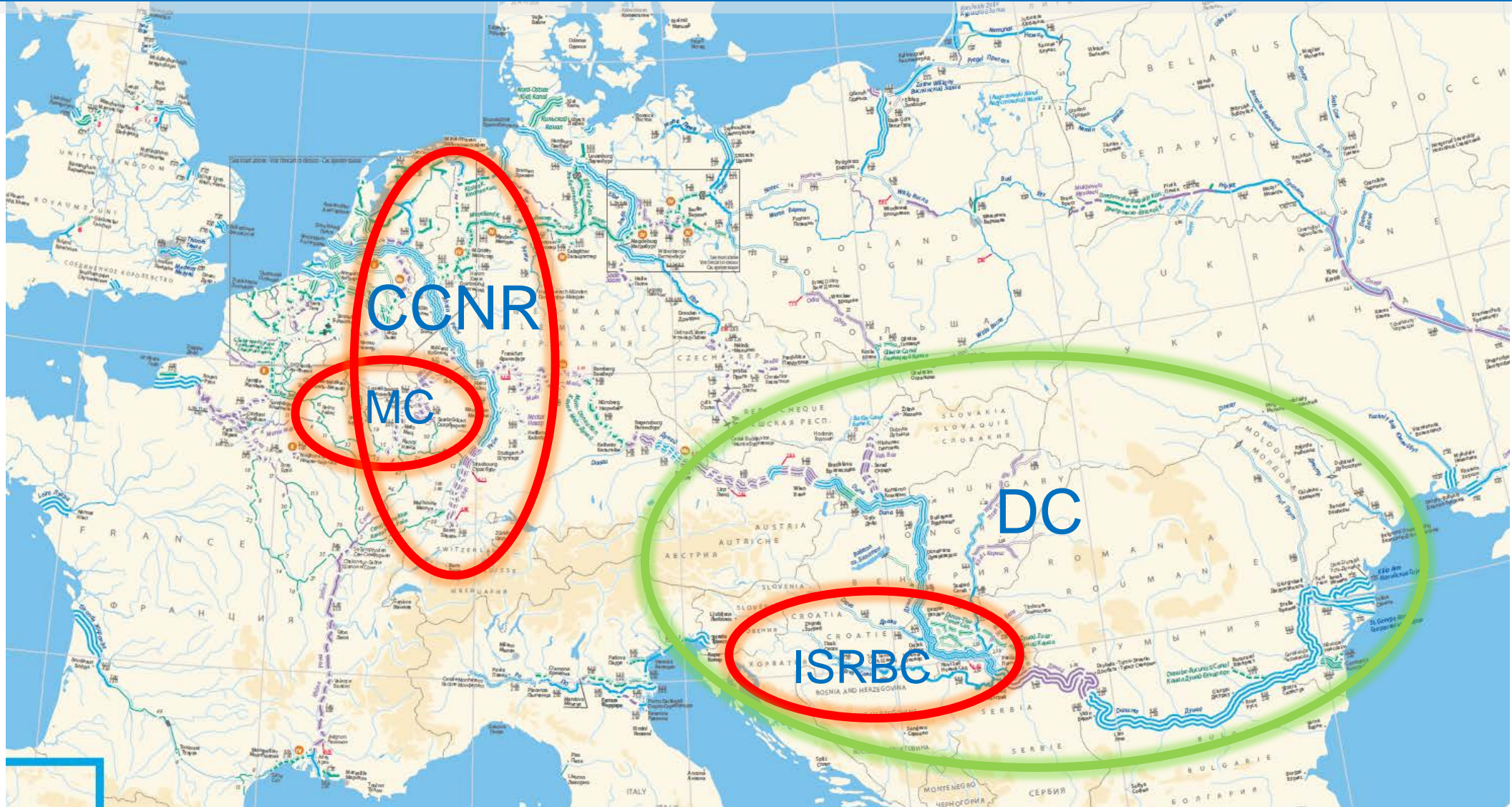




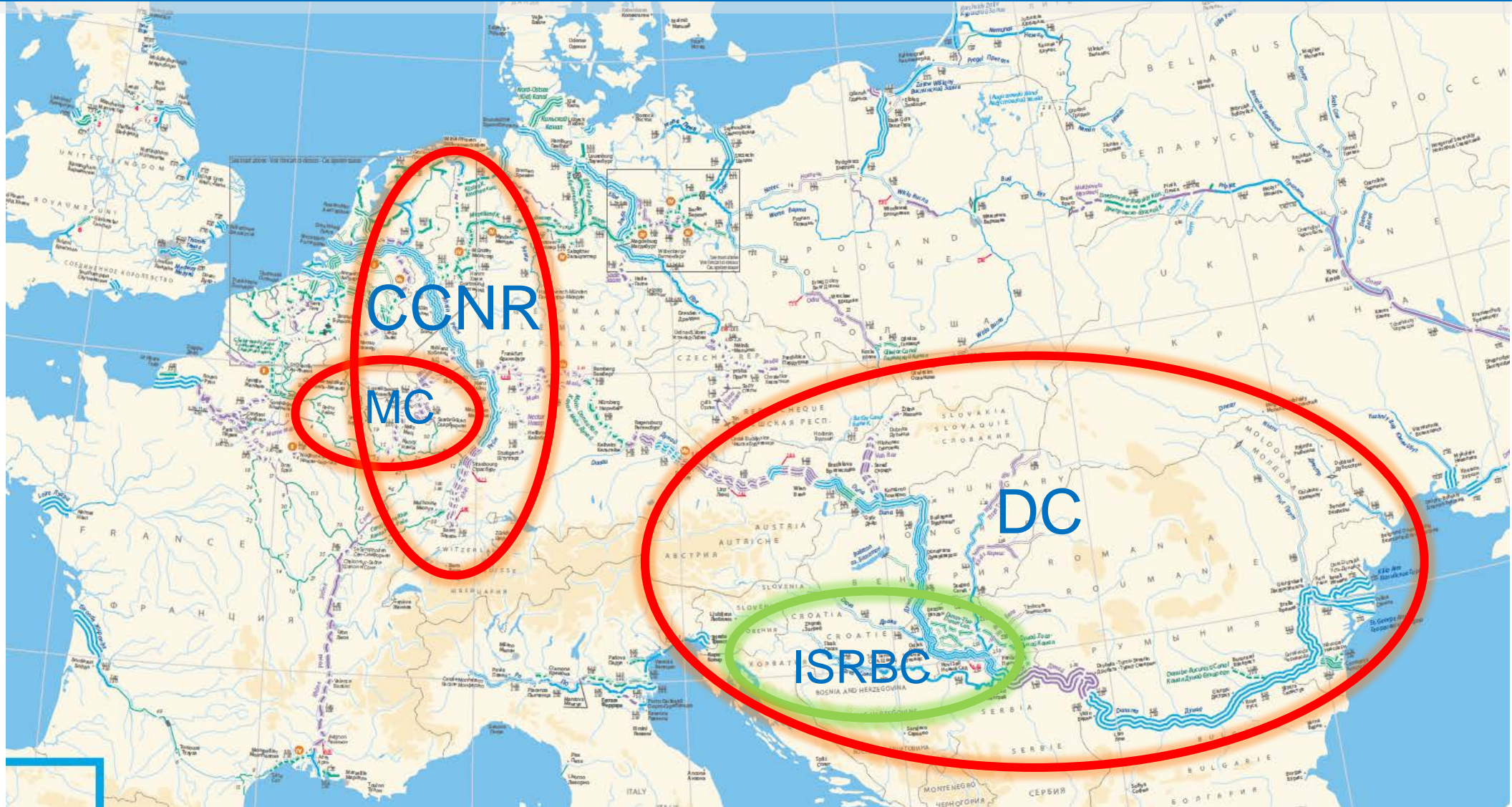
# River Commissions



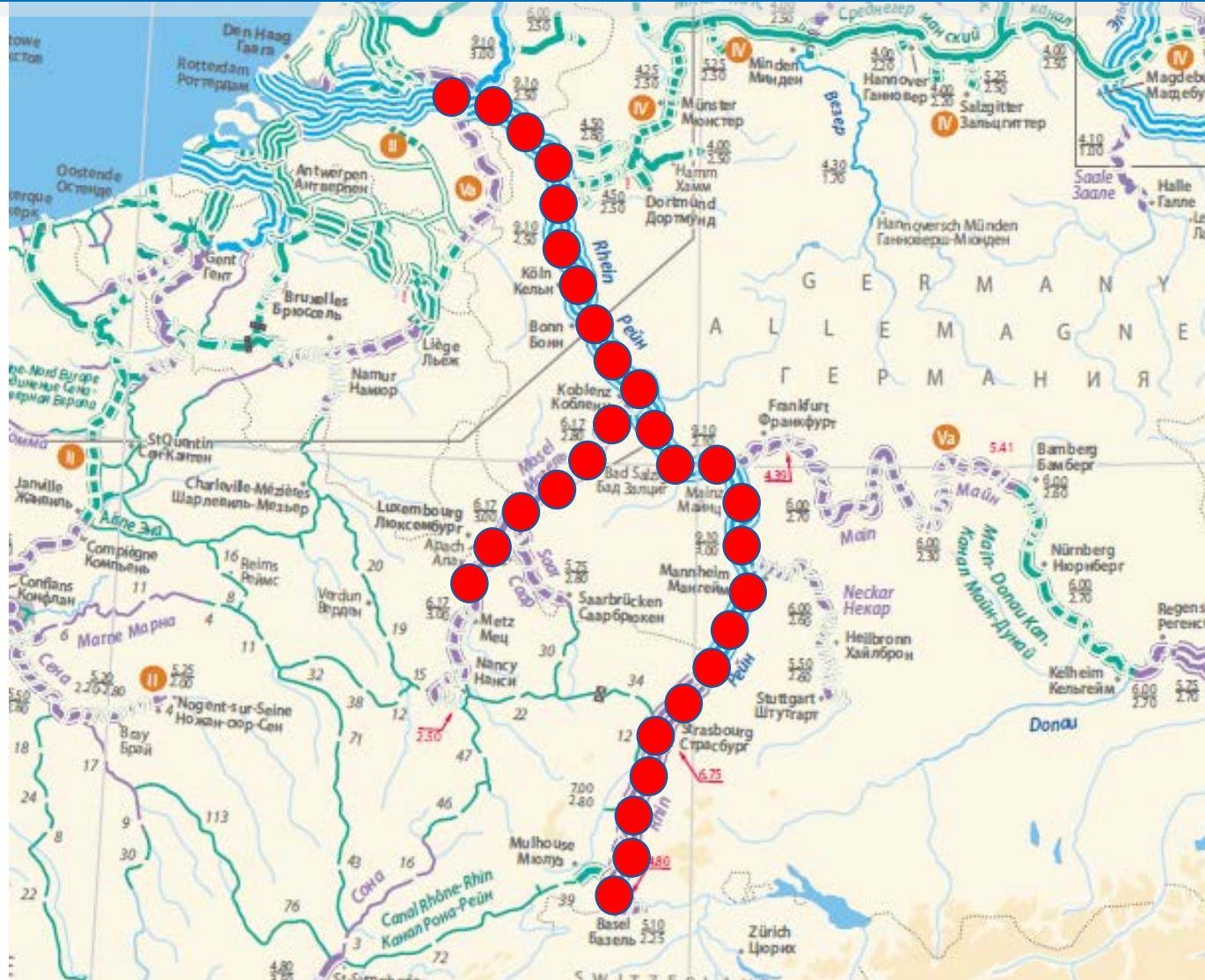
# River Commissions – CEVNI Rev 4 – Formal



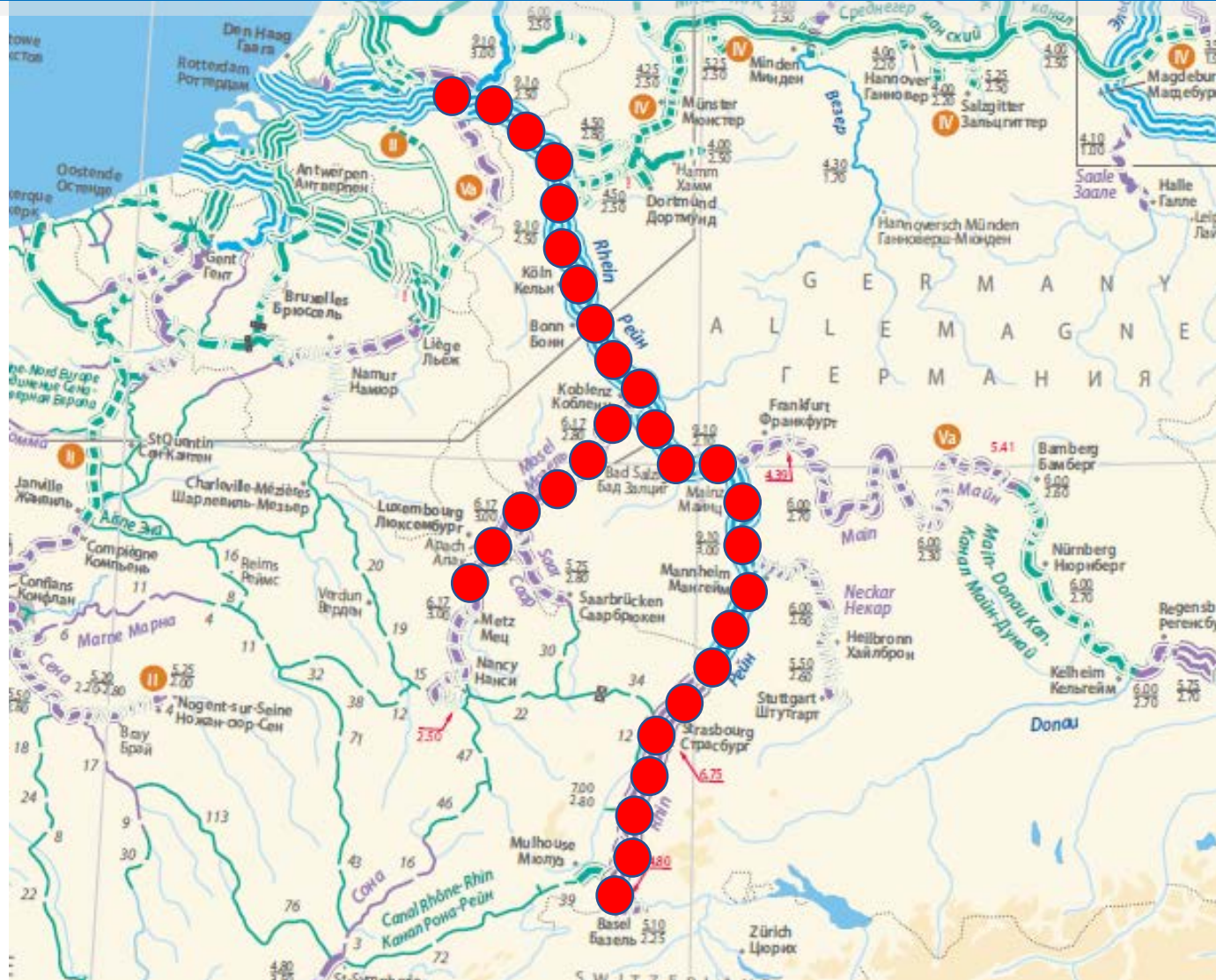
# River Commissions – CEVNI Rev 5 – Formal



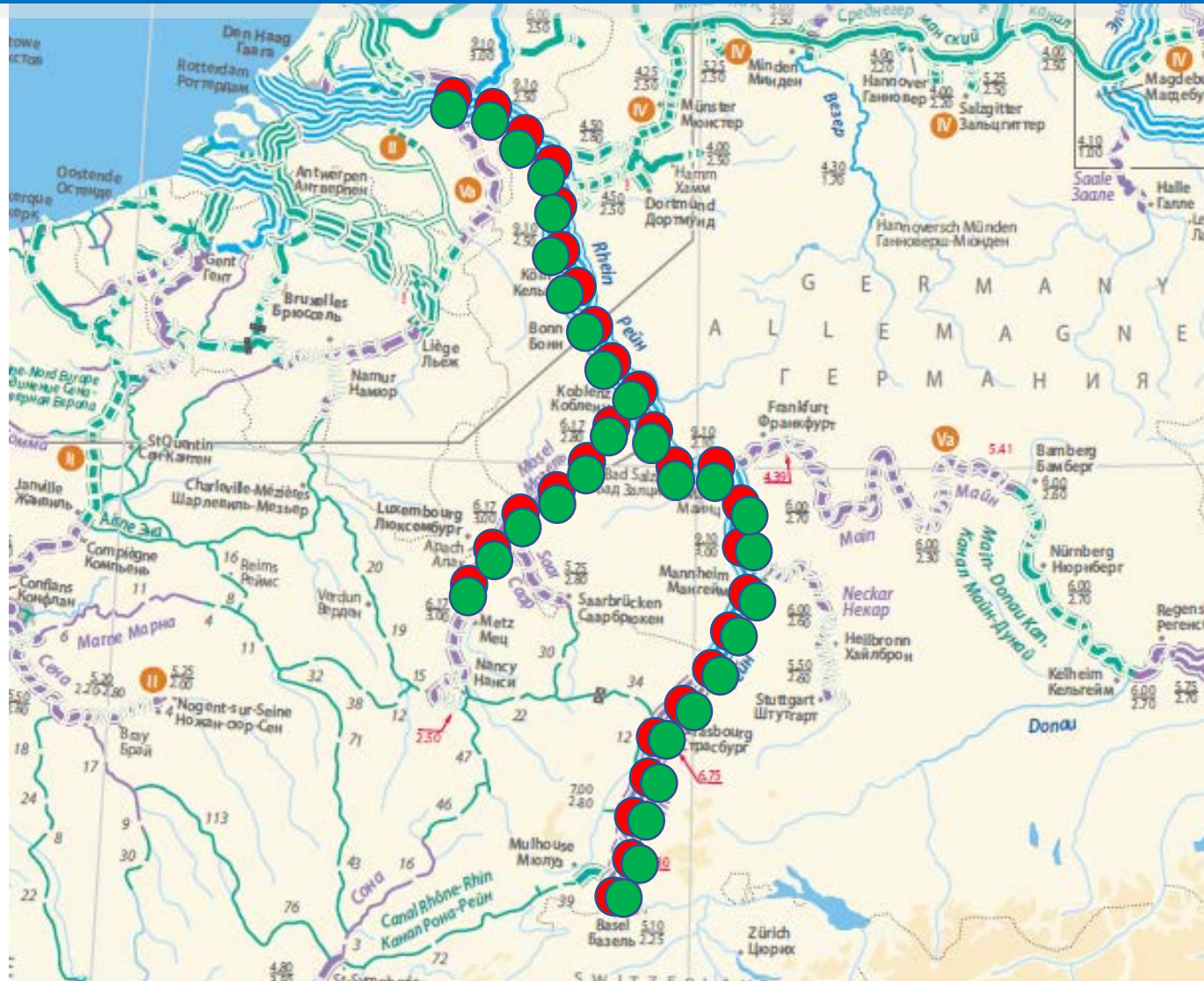
# River Commissions – CEVNI Rev 4 – CCNR and MC – Formal



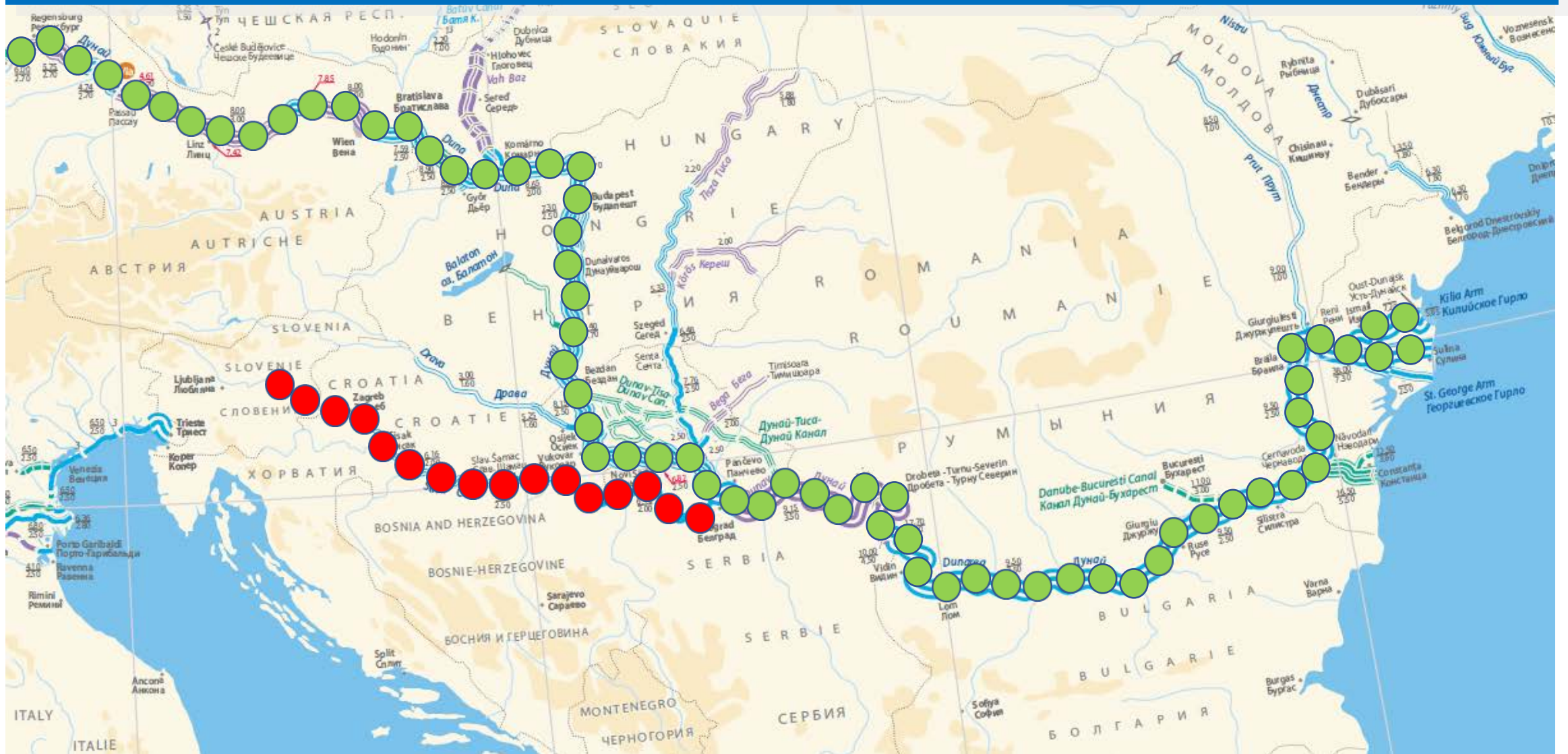
# River Commissions – CEVNI Rev 5 – CCNR and MC – Formal



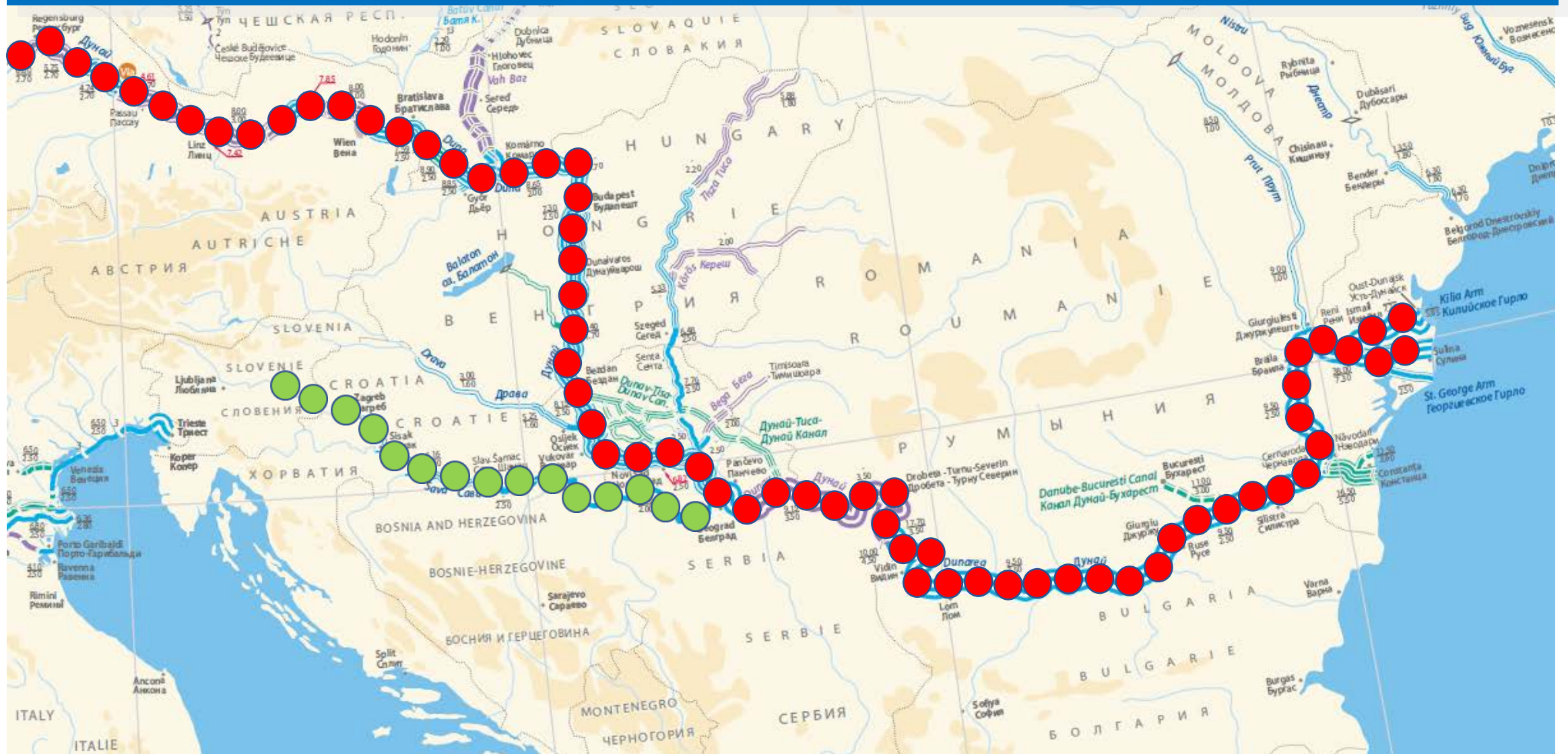
# River Commissions – CEVNI Rev 5 – CCNR and MC – Factual



# River Commissions – CEVNI Rev 4 – DC + ISRBC

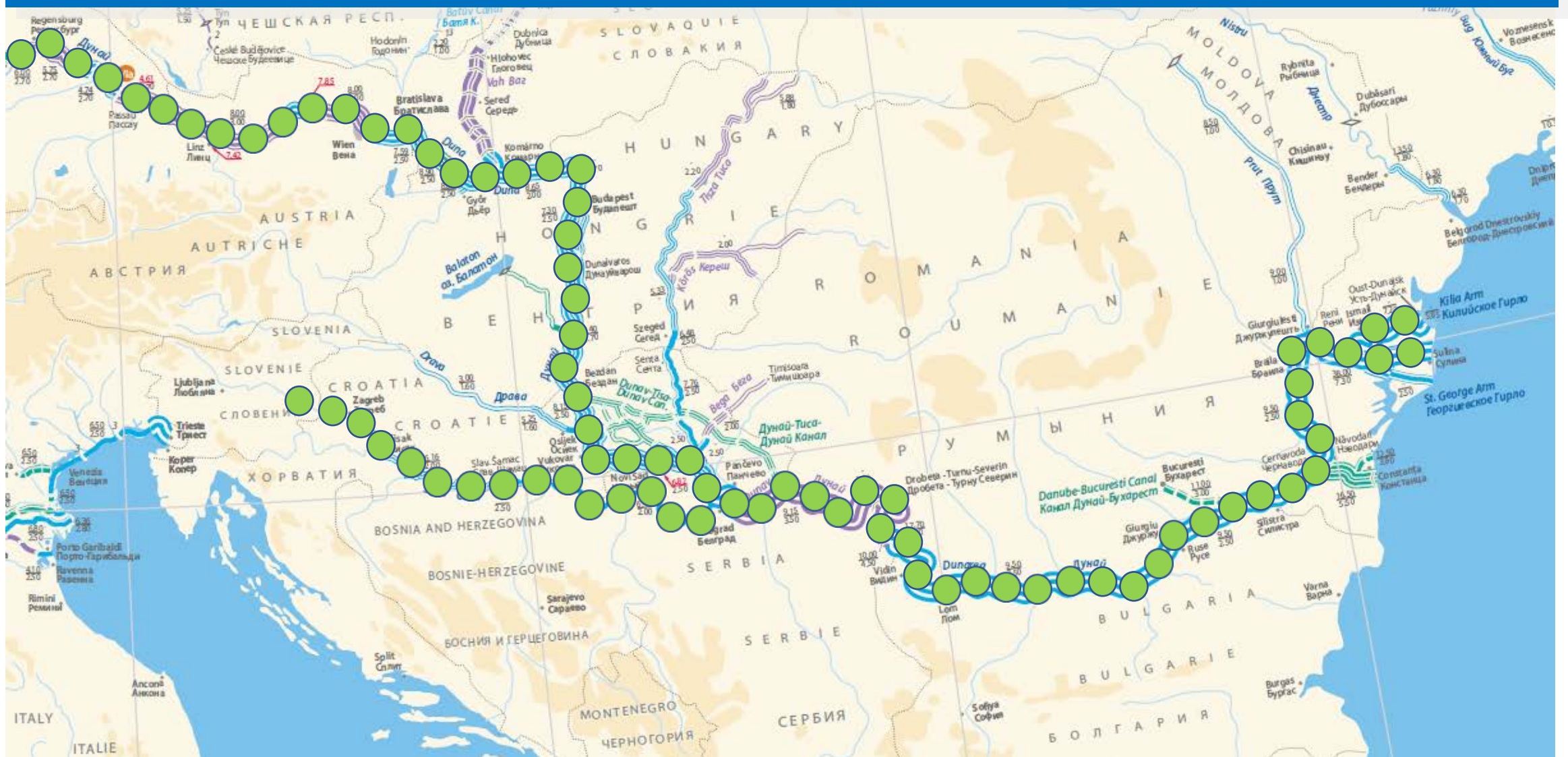


# River Commissions – CEVNI Rev 5 – DC + ISRBC

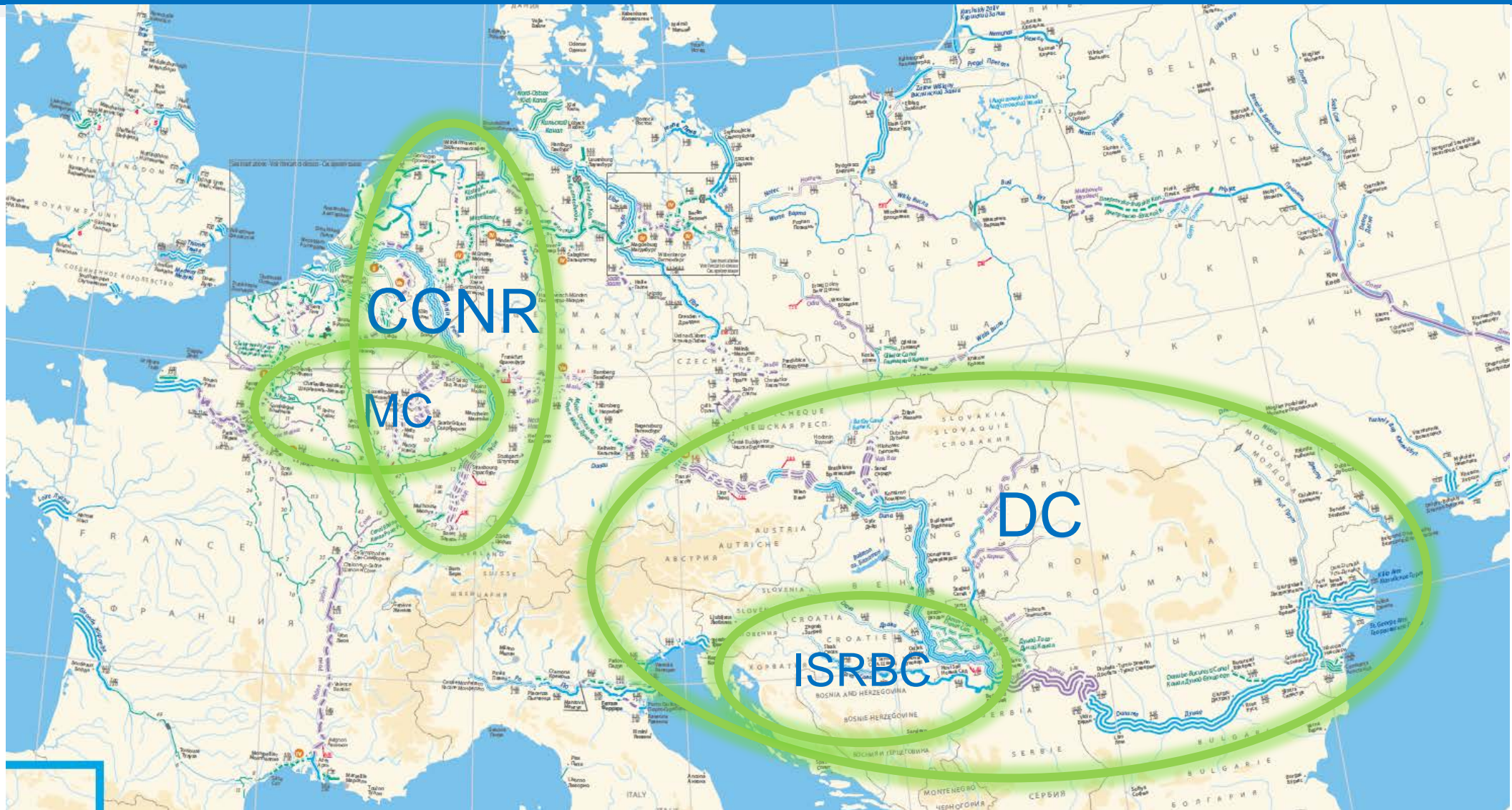




# River Commissions – CEVNI Rev 5 – DC + ISRBC 2019 ?



# River Commissions – CEVNI Rev 5 – Factual – 2019 ?

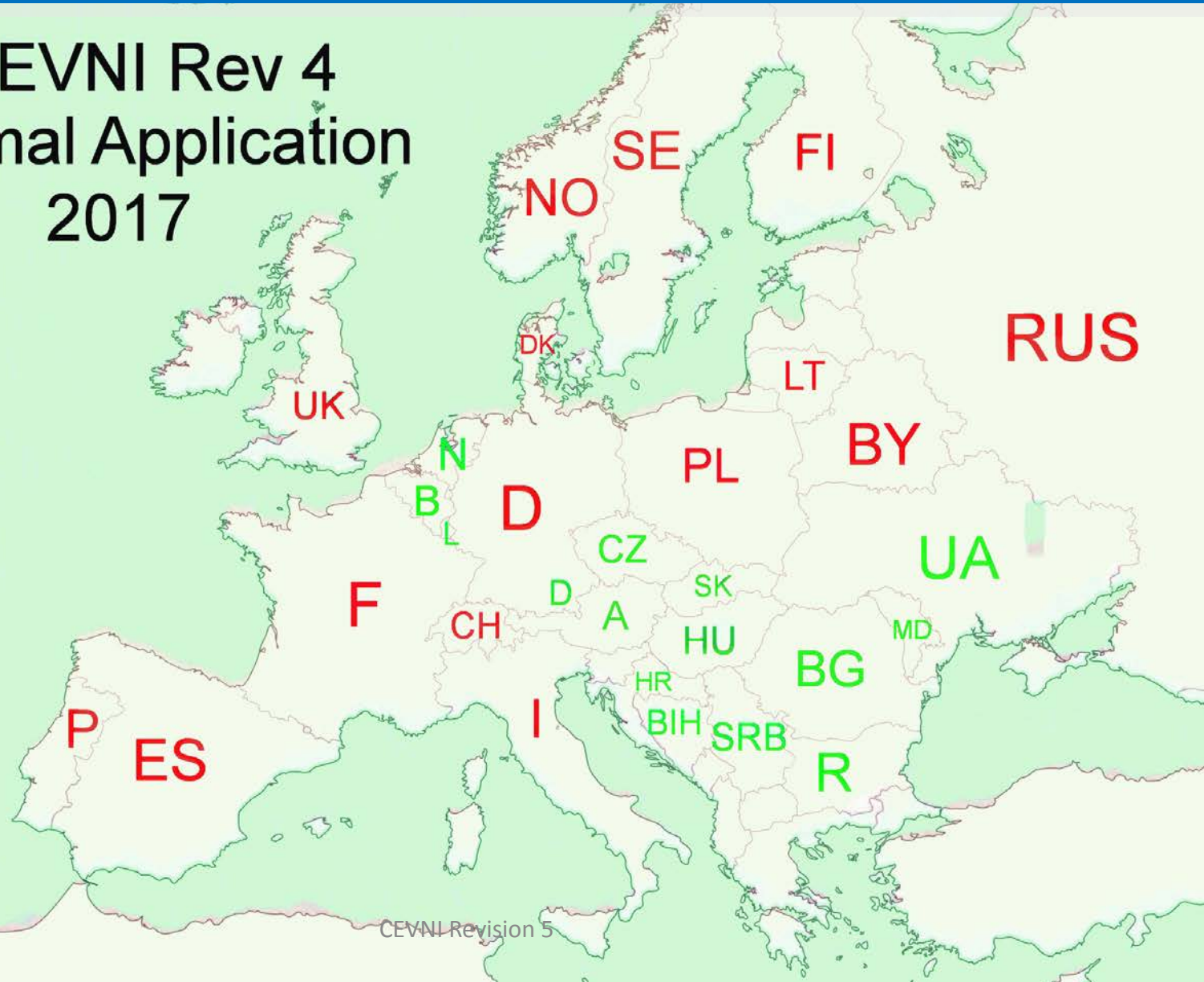


# States applying CEVNI – Boundary Conditions

- Formal application influenced by political aspects
- UNECE recommendations not binding
- States in favour of saving competencies
- States contracting parties to more river commissions > would be argument pro CEVNI
- Factual application to be considered > less frustrating
- Preview to 2019?

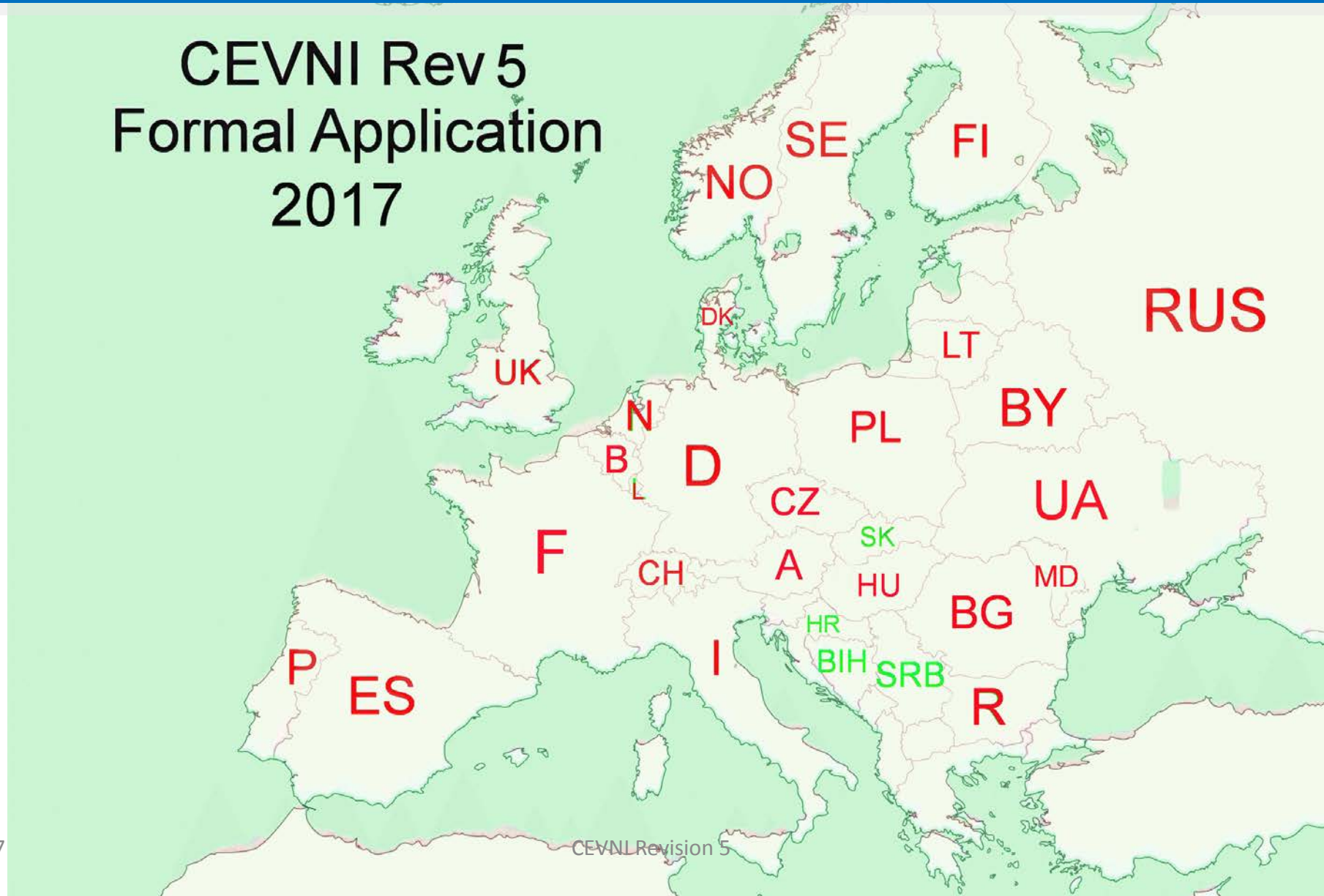
# States – CEVNI Rev 4 – Formal 2017

CEVNI Rev 4  
Formal Application  
2017



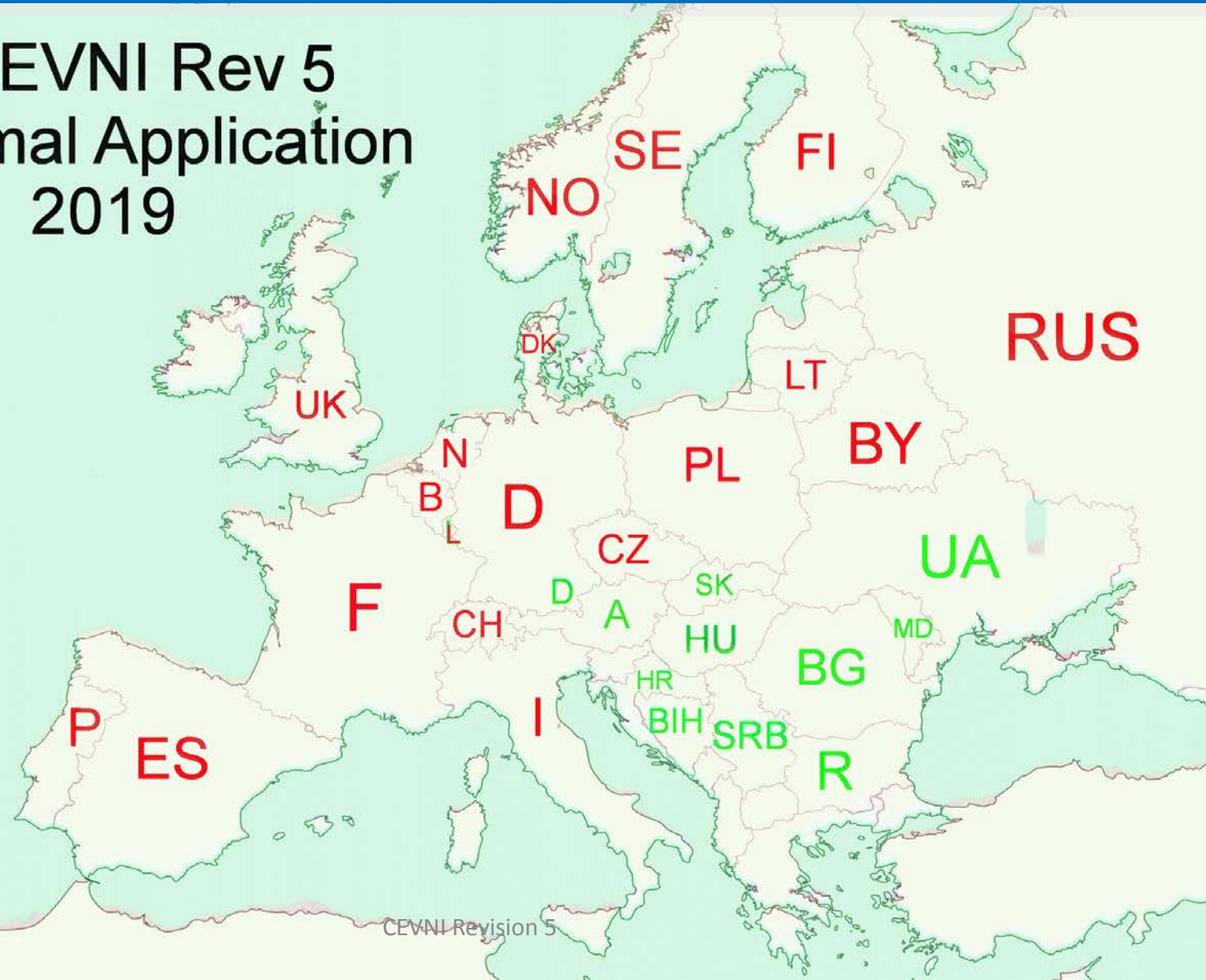
# States – CEVNI Rev 5 – Formal 2017

CEVNI Rev 5  
Formal Application  
2017



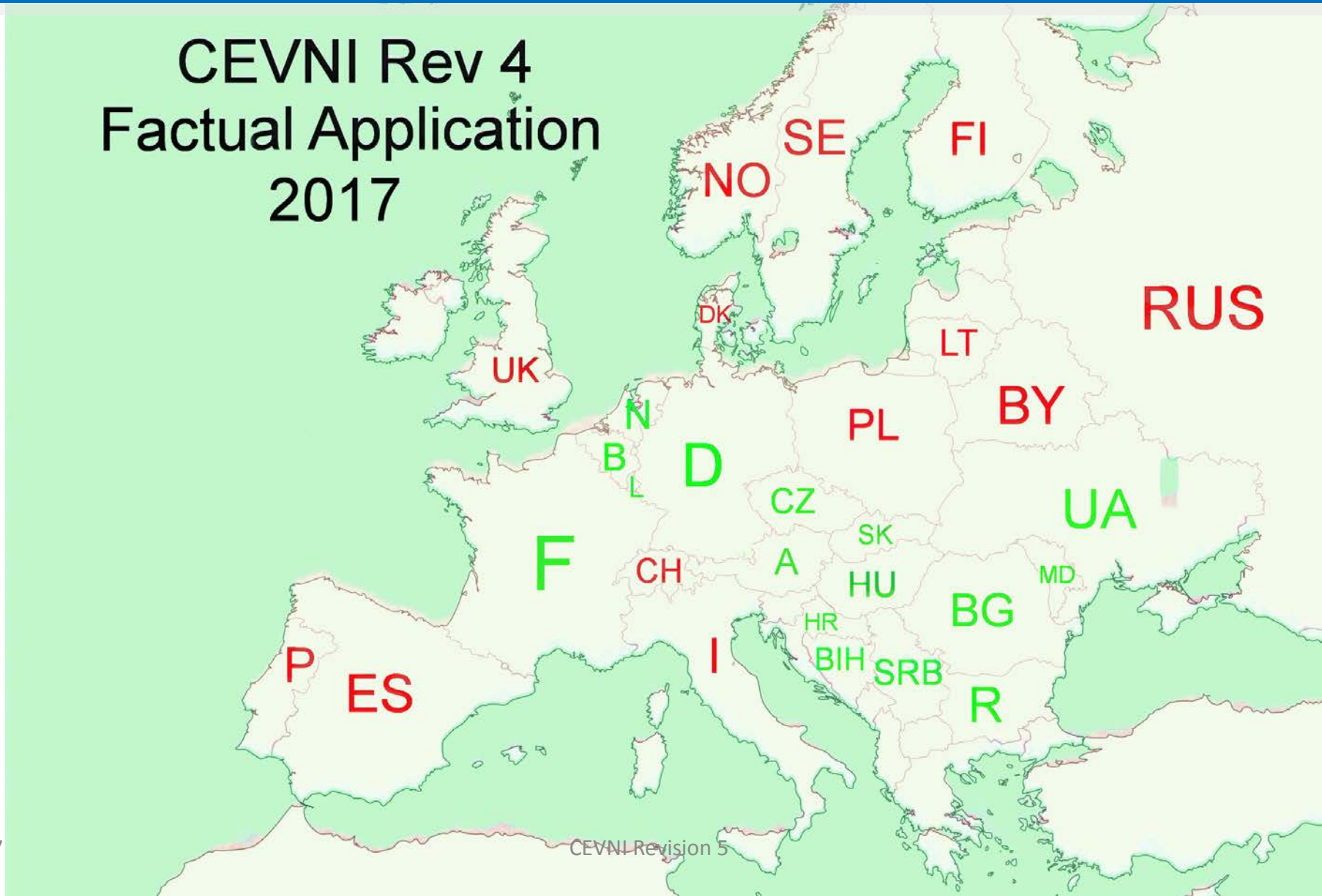
# States – CEVNI Rev 5 – Formal 2019 ?

CEVNI Rev 5  
Formal Application  
2019



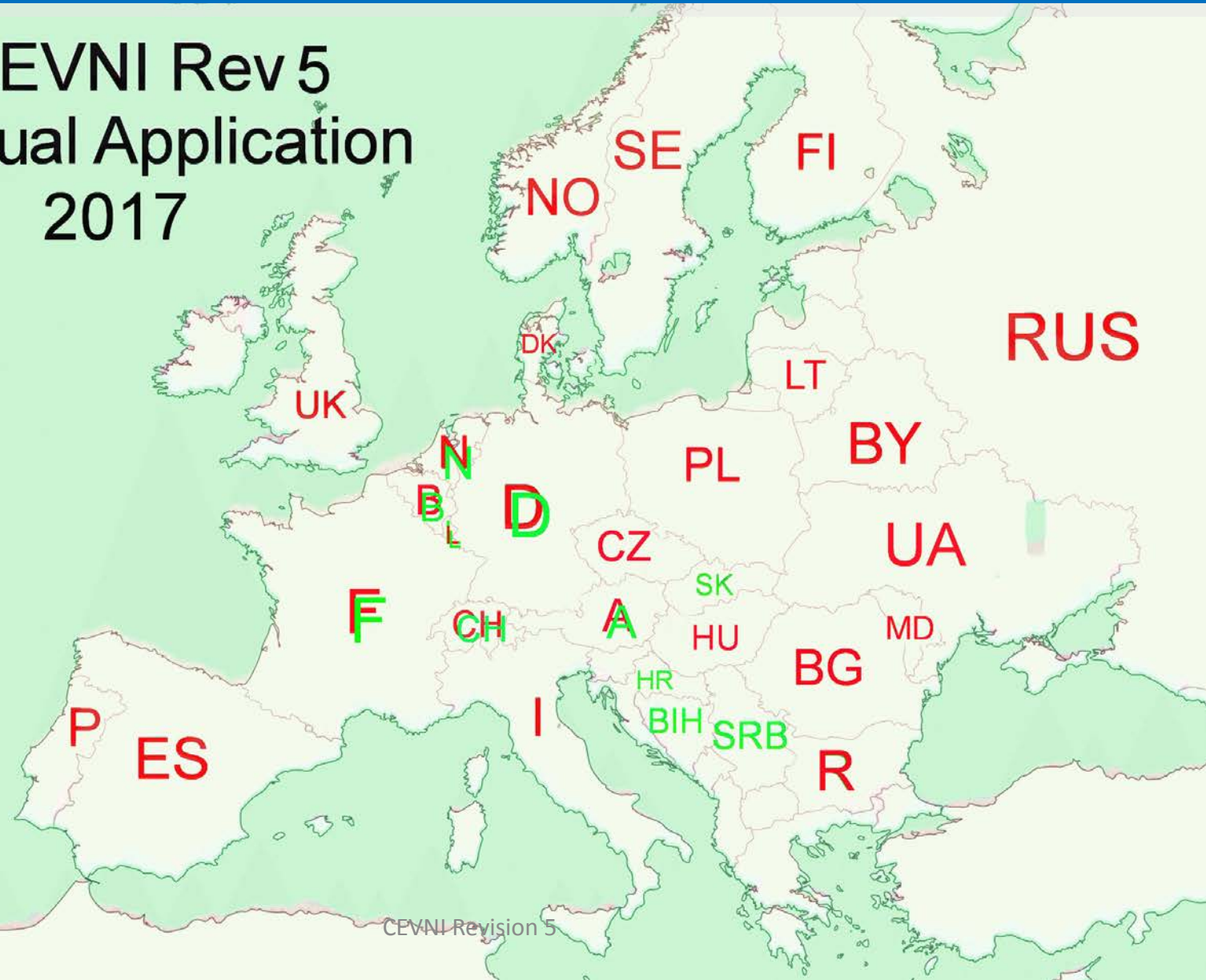
# States – CEVNI Rev 4 – Factual 2017

CEVNI Rev 4  
Factual Application  
2017



# States – CEVNI Rev 5 – Factual 2017

CEVNI Rev 5  
Factual Application  
2017





# Regional & National Deviations – CEVNI Chapter 9

## **Example: water bike (Article 1.01(I), para. 11):**

- Austria (length < 4 m = assembly of floating material)
- Belarus (“hydro cycle”)
- Bulgaria (“jet”)
- Czech Republic (reference to EU Directive 2013/53/EU)
- Germany (“water motorcycles”)
- Netherlands (“water scooter”)
- Romania
- Serbia (“Scooter”)
- Turkey
- Moselle Commission (water bike = small craft)

# Other Deviations than acc. to CEVNI Chapter 9

## **Examples:**

- minimum age requirements for boatmasters
- documents to be carried on board
- identification marks on vessels and anchors
- night marking of vessels
- lock signals
- priority of passage through locks
- navigation under reduced visibility

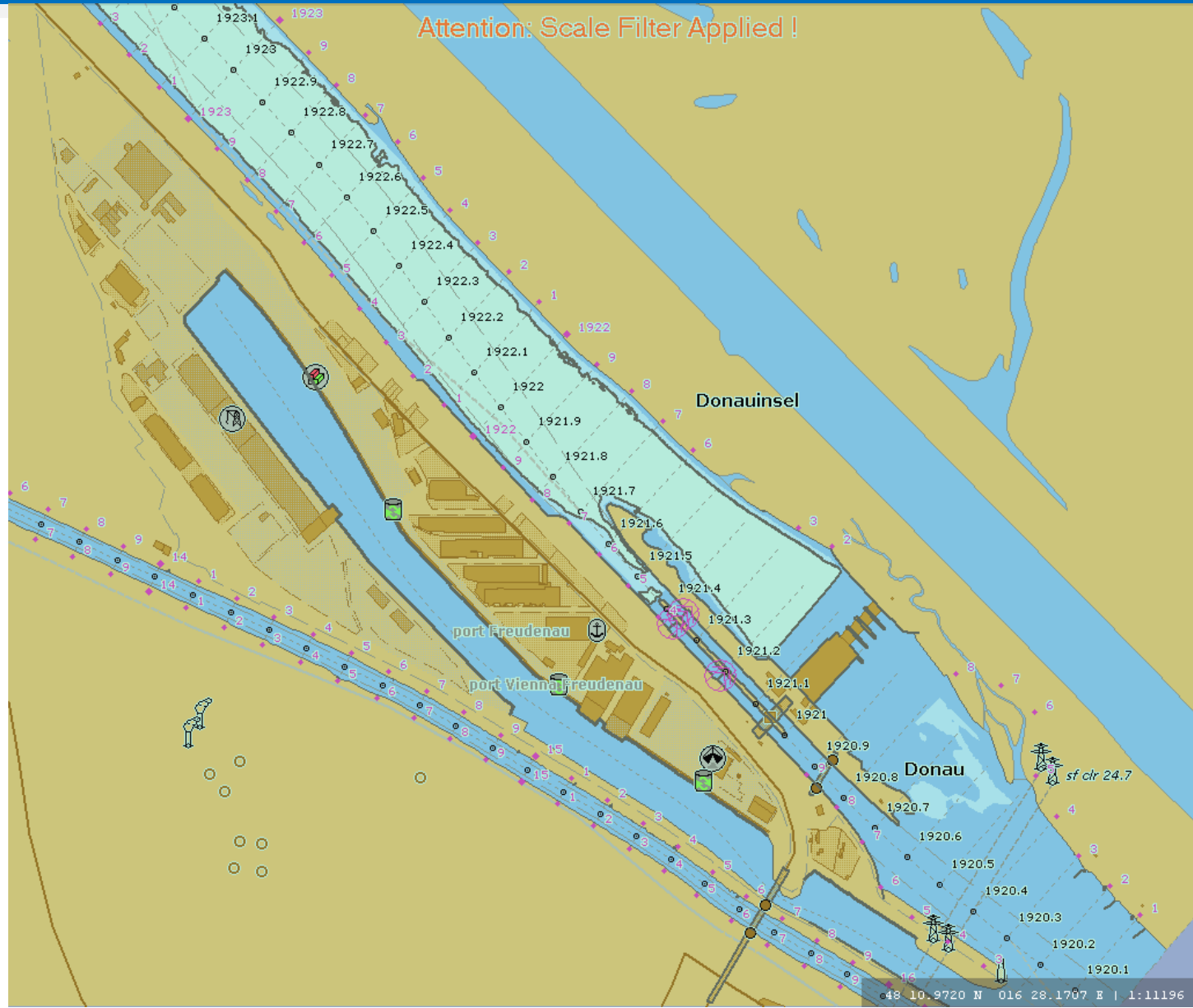
# CEVNI outside UNECE – RIS

- River Information Services (RIS) are a valuable contribution to the safety of navigation
- CEVNI is a vital element of RIS
- Electronic Navigational Charts – ENC's as most important information platform of RIS
- Inland ENC's are an excellent basis for traffic rules information according to CEVNI and SIGNI
- Inland ENC's are harmonized by IEHG
- 17 European countries with connected inland waterways
- Russian Federation, USA, Brazil, China, Republic of Korea, Peru, and Venezuela

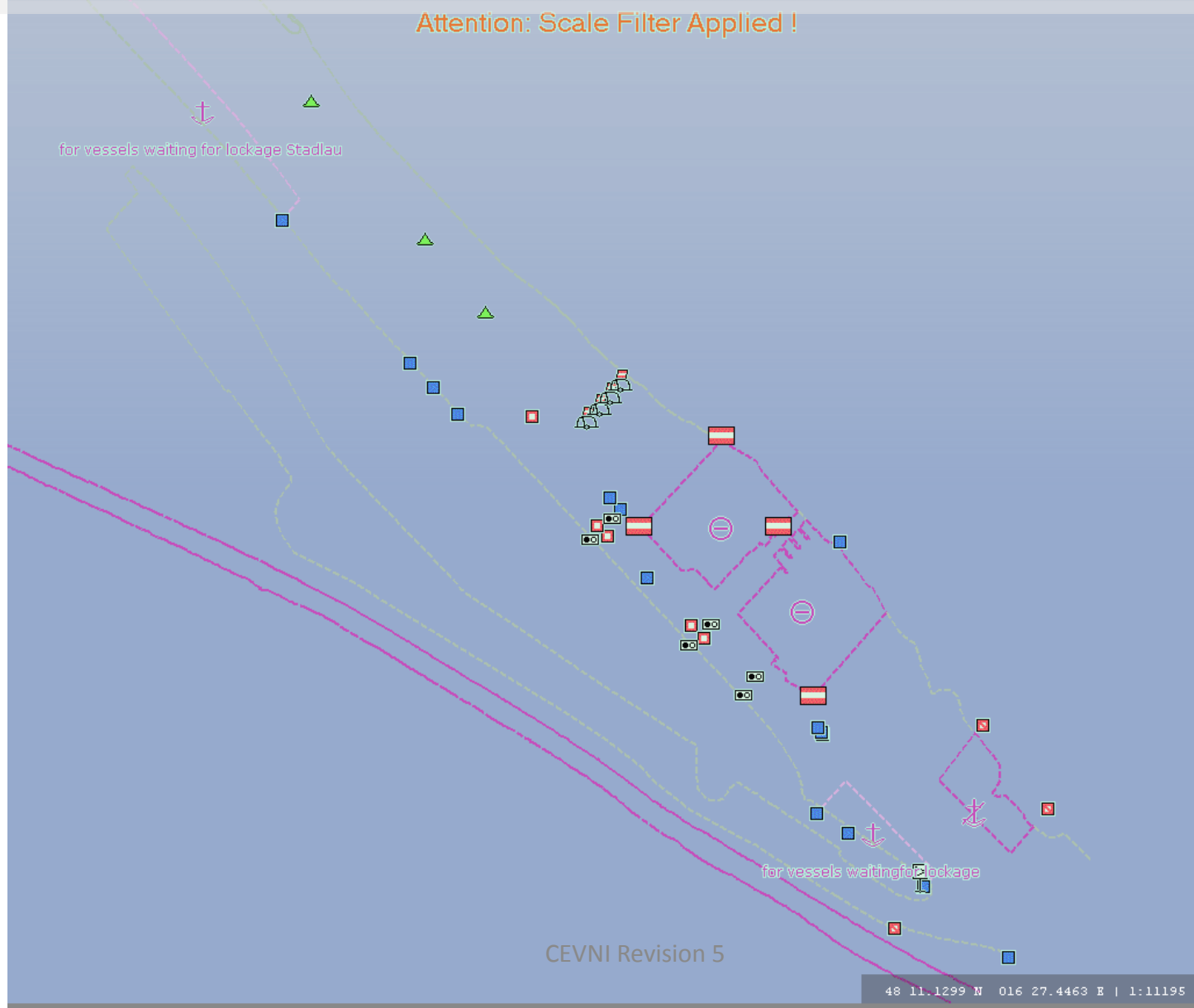
# CEVNI outside UNECE – Inland ENC's – 1

- CEVNI overlay cells without skin of the earth features
- displayed by an Inland ECDIS together with an Inland ENC
- Inland ECDIS display priorities to compose the display
- Agreement on which objects are encoded in which layer  
> CEVNI layer as traffic rules information

# CEVNI outside UNECE – Inland ENCs – 2



# CEVNI outside UNECE – Inland ENCs – 3



# CEVNI outside UNECE – Inland ENCs – 4



# CEVNI outside UNECE – Inland ENC Coverage

- Europe: 10250 km
  - Russian Federation: 26000 km
  - USA: 20 inland waterways with >11000 km
  - Brazil: approximately 4000 km
- 
- An inland waterway covered with inland ENCs is as well covered with CEVNI !



# CEVNI as International Agreement ? – 1

- 2006 Austrian proposal to upgrade CEVNI to an international agreement (similar to aviation)
- Possibility to amend / complement the provisions for river commissions and regional / national administrations
- Obligation to notify such deviations from the basic text to the depository – obviously UNECE
- Depository to care for keeping track of differences
- Convenient database necessary to give all boatmasters transparency and legal certainty
- Upgrade deemed NOT necessary!

# CEVNI as International Agreement ? – 2

## **CONs**

- Regional legislation competencies
- Regional traditions
- Characteristics of certain river basins
- National competencies
- Increased discussion needs
- Deviations to be justified

# CEVNI as International Agreement ? – 3

## **PROs**

- Only one blueprint regulation
- One depository to keep the text
- National/regional/river regime deviations possible
- Deviations to be notified
- Web-based information available
- Higher user-friendliness possible
- Transparency ensured

# How to promote CEVNI – 1

- Continue with CEVNI Expert Group
- Involve Boatmasters – practical experience vital
- Try to involve river commissions (again)
- React on technical innovation
- Keep the document alive, eventually without formal revisions
- Consider a flexible database solution
- No chance to get rid of national/regional requirements, but...

# How to promote CEVNI – 2

- Seek for the utmost transparency
- Provide easy access to the applicable traffic rules
- Building on the database, provide an information system for boatmasters, e.g. within RIS
- Re-discuss the „agreement question“ after some time

# CEVNI - Conclusion

- CEVNI cannot be neglected
- CEVNI has to be discussed
- CEVNI needs further work
- CEVNI is worth the effort
- CEVNI is not applied everywhere, but
- CEVNI has its role in inland navigation!

# Thank you!

... for your attention...  
... and your patience !  
... questions ?  
... corrections ?

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