

WORKING PARTY ON INLAND WATER TRANSPORT (SC.3)
SC.3 CEVNI Expert Group
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Reproduced below is the text of article 4.07 which was adopted by SC.3/WP.3 at its thirty-eighth session (ECE/TRANS/SC.3/WP.3/76, para. 31) based on ECE/TRANS/SC.3/WP.3/2011/5, taking into account the comments of the Russian Federation (Informal document SC.3/WP.3 No. 8 (2011)) and additional comments by the CEVNI Expert Group.

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. Small craft using Inland AIS 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. The competent authorities may request that all vessels other than sea-going ships equipped with AIS of class A according to IMO standard are equipped with Inland AIS devices.¹
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 way² 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 ship;
 - (c) type of vessel;
 - (d) unique European vessel identification number (ENI) or IMO number;
 - (e) overall length of the vessel respectively the convoy (decimetre accuracy);³

¹ Based on the discussions of the CEVNI expert group regarding the use of the words “competent authorities” (ECETRANS/SC.3/WP.3/76, annex, para. 10 (b)), the secretariat suggests the following wording of this paragraph: Where the competent authority so require, all vessels, other than sea-going ships equipped with AIS of Class A according to IMO standard, shall be equipped with Inland AIS devices.

² Only concerns the text in Russian.

³ The secretariat suggests aligning these terms with those in section 1–2 of the annex to Resolution No. 61, i.e. “length overall”.

- (f) overall beam of the vessel respectively the convoy (decimetre accuracy);⁴
 - (g) type of convoy (only for convoys);
 - (h) position (WGS 84);
 - (i) speed over ground SOG;
 - (j) course over ground COG;
 - (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) overall length;⁵
 - (b) overall beam;⁶
 - (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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⁴ The secretariat suggests aligning these terms with those in section 1–2 of the annex to Resolution No. 61, i.e. “breadth overall”.

⁵ The secretariat suggests aligning this term with the term in section 1–2 of the annex to Resolution No. 61, i.e. “length overall”.

⁶ The secretariat suggests aligning this term with the term in section 1–2 of the annex to Resolution No. 61, i.e. “breadth overall”.