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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Inland Water Transport

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

###### Forty-second session

Geneva, 13–15 February 2013

Item 3 (b) of the provisional agenda

###### European Code for Inland Waterways (CEVNI)

(Resolution No. 24): Amendments to Chapters 1–8

## Amendments to Chapters 1–8

### Transmitted by the Central Commission for the Navigation of the Rhine (CCNR)

#### I. Mandate

1. At its forty-first session the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) decided to postpone consideration of the proposed amendments to article 4.07 of CEVNI until its forty-second session. It was hoped that it would then have the comprehensive proposal of the Central Commission for the Navigation of the Rhine (CCNR) concerning requirements for the installation and use of AIS (automatic identification system) stations (ECE/TRANS/SC.3/WP.3/82, para. 24).

2. As CCNR has not worked out a final text of article 4.07 of the Police Regulations for the Navigation of the Rhine (RPNR), SC.3/WP.3 is hereby invited to consider the revised draft of article 4.07, which has been transmitted by CCNR and is reproduced below. Additions to the existing text appear in bold.

#### II. Draft proposed amendments to CEVNI

##### *Article 4.07 – Inland AIS and Inland ECDIS*

1. Vessels shall be equipped with Inland AIS devices in conformity with article 7.06, paragraph 3, of the Rhine Vessels Inspection Regulations, and shall use them. The Inland

AIS device shall be in good working order. The data entered in the Inland AIS device shall at all times correspond with the actual data relating to the vessel or the convoy.

2. [Not applicable<sup>1</sup>]

~~[Vessels, except for tethered ferries, shall also be equipped with Inland ECDIS devices operating in information mode and linked with the Inland AIS devices, and shall use them with the current versions of the official publications of inland navigation electronic maps.]~~

3. The following vessels shall not be subject to the requirements of paragraph 1:

(a) Pushed convoys and side-by-side formations, except for vessels providing the main propulsion;

(b) Small craft, except for vessels holding an inspection certificate in conformity with the Rhine Vessels Inspection Regulations or a certificate deemed to be equivalent in accordance with those Regulations, as well as vessels of the supervisory authorities.

4. The vessels referred to in paragraph 3 (a) shall deactivate any Inland AIS device that is on these vessels as long as they are part of the convoy.

5. In accordance with part 2 of the inland navigation vessel tracking standard, 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);
- (e) Length overall of the vessel or the convoy (indicating decimetres);
- (f) Breadth overall of the vessel or the convoy (indicating decimetres);
- (g) Position;
- (h) Speed over ground (SOG);
- (i) Course over ground (COG);
- (j) Time of electronic position fixing device;
- (k) Navigational status;
- (l) Position acquisition point on the vessel.

6. The boatmaster shall immediately update the following data if it has changed:

- (a) Length overall;
- (b) Breadth overall;
- (c) Type of convoy;
- (d) Navigational status;
- (e) Position acquisition point on the vessel.

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<sup>1</sup> The draft does not take into consideration the obligation under article 4.07, paragraph 2, for vessels to be equipped with Inland ECDIS devices. The relevant provision, presented below, was of course drawn up by the working group on the Police Regulations (see below), but it cannot be incorporated into RPNR until pending technical questions are clarified and the member States agree on a date of entry into force.

7. Small craft employing AIS shall use only AIS devices in conformity with article 7.06, paragraph 3, of the Rhine Vessels Inspection Regulations; Class A AIS devices having a type reception in accordance with the requirements of IMO, or Class B AIS devices. Class B AIS devices shall be in conformity with the corresponding requirements of recommendation ITU-RM.1371, of directive 1999/5/EC (on radio equipment and telecommunications terminal equipment) and of international standard IEC 62287 (including DSC channel management).
  8. Small craft employing AIS shall also have radio-telephone equipment in good working order and switched on to receive the boat-to-boat communications network.
  9. For vessels using Class A AIS devices having an IMO type reception or Class B AIS devices, the requirements of paragraph 1, above, shall apply by analogy.
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