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Working Party on Inland Water Transport

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

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Geneva, 25–27 June 2014

Item 4 (a) of the provisional agenda

European Code for Inland Waterways (CEVNI)

**(Resolution No. 24, revised): Results of the
twenty-fourth meeting of the CEVNI Expert Group**

Amendment proposals from the fourth to the fifth revised edition of CEVNI

Transmitted by the CEVNI Expert Group

I. Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2014–2015 (ECE/TRANS/2014/23) adopted by the Inland Transport Committee on 27 February 2014.
2. At its forty-fourth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) requested the secretariat to prepare a document with amendments to CEVNI 4 agreed by the CEVNI Expert Group at its twenty-third and twenty-fourth meetings for consideration at its forty-fifth session. (ECE/TRANS/SC.3/WP.3/88, para. 32).

II. Amendment proposals to chapters 1–10 of CEVNI

A. Chapter 1

3. Article 1.01

In the English version, *amend* article 1.01 d), definition 13 *as follows*¹

The term “fairway” means that part of the waterway that can actually be used ~~by shipping~~ **for navigation**

Amend article 1.01 c), definitions 1 and 2 *as follows*¹

1. The terms “white light”, “red light”, “green light”, “yellow light” and “blue light” mean lights of colours ~~conforming~~ **according** to the provisions ~~of~~ **referred to in** Annex 4 to these regulations;

2. The terms “strong light”, “bright light” and “ordinary light” mean lights of intensities ~~conforming~~ **according** to the provisions ~~of~~ **referred to in** Annex 5 to these regulations;

4. Article 1.04

In the English version, *amend* article 1.04, paragraph 2 (c) *as follows*¹

(c) Causing obstructions to ~~shipping~~ **navigation**; and

5. Article 1.07

Amend article 1.07, paragraph 4 (c), *as follows*²

(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;

6. Article 1.19

Amend article 1.19 *as follows*¹

Article 1.19 – Special instructions

Boatmasters and persons in charge of floating establishments shall comply with any special instructions given to them by officials of the competent authorities in order to ensure safe and orderly navigation. **Subject to compliance with the provisions of relevant international agreements, this shall also apply in the event of a cross-border hot pursuit.**

7. Article 1.22

Insert a new paragraph 2 in article 1.22 *as follows*¹

2. These requirements may be justified by work carried out on the inland waterway, military exercises, public events within the meaning of article 1.23 or conditions of the waterway; they may, in specific sections where particular precautions are necessary and are indicated by buoys, beacons or other signs or by

¹ Decision of the twenty-fourth meeting of the CEVNI Expert Group (ECE/TRANS/SC.3/WP.3/2014/16).

² Decision of the twenty-third meeting of the CEVNI Expert Group (ECE/TRANS/SC.3/WP.3/88, Annex I).

alarms, restrict or prohibit navigation or the passage of vessels with too large a draught.

B. Chapter 2

8. Article 2.05

Amend article 2.05, paragraph 1 as follows¹

1. The anchors of vessels shall bear identification marks in indelible characters. **These shall include at least either the European Identification Number (ENI) or the name and domicile of the owner of the vessel.**

If an anchor is used on another vessel belonging to the same owner, the original marking may be kept.

C. Chapter 4

9. Article 4.07

For existing article 4.07 substitute²

“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.”

D. Chapter 6

10. Article 6.03 bis

Amend article 6.03 bis as follows¹

Article 6.03 bis – Crossing

1. When two vessels are crossing in such manner that there is a risk of collision, the vessel which has the other vessel to starboard shall give way to it and, if circumstances permit, avoid crossing ahead of it. ~~However, the vessel which is on~~

~~the starboard side of a marked fairway, shall maintain its course.~~ This rule shall not apply to small craft in relation to other vessels.

2. The provision in paragraph 1 shall not apply when any one of articles 6.13, 6.14 or 6.16 is applicable.

3. Notwithstanding anything to the contrary in paragraph 1 above, when, in the case of small craft of different categories, two small craft are crossing in such a manner that there is a risk of collision, motorized small craft shall give way to all other small craft and small craft neither motorized nor under sail shall give way to small craft under sail.

~~However, the craft which is on the starboard side of the fairway shall maintain its course.~~

4. Notwithstanding anything to the contrary in paragraph 1 above, when, in the case of vessels under sail, two vessels are crossing in such a manner that there is a risk of collision, one of them shall give way to the other as follows:

- (a) When each vessel has the wind on a different side, the vessel with the wind on the port side shall give way to the other;
- (b) When both vessels have the wind on the same side, the vessel which is to windward shall give way to the vessel to leeward;
- (c) If a vessel which has the wind on the port side sees another vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, the first shall give way to the other.

~~However, the vessel which is on the starboard side of the fairway shall maintain its course.~~

This paragraph shall not apply to small craft in relation to other vessels.

5. By derogation from paragraphs 1, 3 and 4 above, the vessel navigating close to the boundary of a marked fairway with the boundary on its starboard side shall continue following the boundary of the fairway; the other vessel shall give way. This paragraph shall not apply to small craft in relation to other vessels.

11. Article 6.04

Amend article 6.04, paragraph 4 (b) as follows¹

- (b) By day:
 - Display a strong scintillating white light ~~or wave a light blue flag or board~~; or
 - Display a light blue board in conjunction with a bright scintillating white light;

Insert a new paragraph 9 in article 6.04 as follows¹

9. Notwithstanding anything to the contrary in paragraph 8 above, when, in the case of small craft of different categories, two small craft are meeting in such a manner that there is a risk of collision, motorized small craft shall give way to all other small craft and small craft neither motorized nor under sail shall give way to small craft under sail. However, the vessel navigating close to the boundary of a marked fairway with the boundary on its starboard side shall continue following the boundary of the fairway; the other vessel shall give way.

12. Article 6.17

In the English version, *amend* article 6.17, paragraph 1 *as follows*¹

1. Vessels may sail abreast only if there is enough room to do so without inconvenience or danger to ~~shipping~~ **navigation**.

13. Article 6.25

In the English version, *amend* article 6.25, paragraphs 1 and 2 *as follows*¹

1. When certain openings of fixed bridges are marked by:

one or more red lights or red-white-red boards (sign A.1, annex 7), such openings are prohibited to ~~shipping~~ **for navigation**.

2. When certain openings of fixed bridges are marked by:

(a) The sign D.1 (a) (annex 7), or

(b) The sign D.1 (b) (annex 7),

placed above the opening, it is recommended that these openings should be given preference.

If the fairway is marked with the sign referred to in (a) above, it is open to ~~shipping~~ **navigation** in either direction.

If it is marked with the sign referred to in (b) above, it is closed to ~~shipping~~ **navigation** coming from the other direction. In this case, the entrance of the other side is marked with the sign A.1 (Annex 7).

14. Article 6.26

In the English version, *amend* article 6.26, paragraph 4 *as follows*¹

(d) Two red lights one above the other mean:

The opening of the bridge for ~~shipping~~ **navigation** is suspended;

15. Article 6.28

Amend article 6.28, paragraph 8 *as follows*²

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.

Amend article 6.28, paragraph 11 *as follows*²

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.

16. Article 6.28 bis

Amend article 6.28 bis, paragraph 1, first two sentences, *as follows*²

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:

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

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

17. Amend article 6.30, paragraph 2, last sentence *as follows*²

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

E. Chapter 7

18. Article 7.01

In the English version, *amend* article 7.01, paragraphs 1 and 2 *as follows*¹

1. Without prejudice to the other provisions of these regulations, vessels and assemblies of floating material shall choose their berths as near the bank as their draught and local conditions permit and, in any case, so as not to obstruct ~~shipping~~ **navigation**.

2. Except under special conditions laid down by the competent authorities, floating establishments shall be so placed as to leave the fairway clear for ~~shipping~~ **navigation**.

19. Article 7.03

Insert a new paragraph 4 in article 7.03 *as follows*¹

4. In case this article is extended to the use of spuds, in sections where anchoring is prohibited under the provisions of paragraph 1 (a) and (b) above, vessels, assemblies of floating material and floating establishments may use spuds only in sectors marked by the sign E.6.1 (annex 7) and only on the side of the waterway on which the sign is placed.

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

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.**

21. Amend article 7.07, paragraph 1 *as follows*²

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.~~

F. Chapter 8

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

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

G. Chapter 9

23. Add a new paragraph 3 to article 9.05 *as follows*²

“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.”

H. Chapter 10

24. Amend article 10.07³, paragraph 3 *as follows*¹

3. In addition, the boatmaster shall ensure that, before starting the filling operation, the bunker station, bunker boat or tank truck supervising person and vessel crew member responsible for the filling operation have filled in and signed ~~the a~~ a checklist (in two copies) ~~in accordance with annex 11~~ and agreed on the following:

25. Add in article 10.07, end of paragraph 3, a new sentence *as follows*¹

An example of the checklist is included in annex 11.

III. Amendment proposals to annex 1-10 of CEVNI

A. Annex 1

26. Add in annex 1 the following distinguishing group of letters for Slovenia: SLO.²

B. Annex 3

27. Amend annex 3, text of sketch 5 *as follows*²

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

28. Amend annex 3, text of sketch 14 *as follows*²

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.

29. Amend annex 3, text of sketch 45 *as follows*²

³ Article 10.07 as proposed in document ECE/TRANS/SC.3/WP.3/2014/4 and approved by SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/88, para. 41)

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

30. *Amend annex 3, text of sketch 46 as follows²*
 Article 3.20, paragraph ~~2~~**1**: Vessels stationary offshore.
31. *Amend annex 3, text of sketch 47 as follows²*
 Article 3.20, paragraph ~~3~~**2**: Pushed convoys stationary offshore.
32. *Amend annex 3, text of sketch 48 as follows²*
 Article 3.20, paragraph ~~4~~**3**: Stationary small craft.
33. *Amend Annex 3, text of sketch 56 as follows²*
 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.
34. *Amend Annex 3, text of sketch 57 as follows²*
 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.

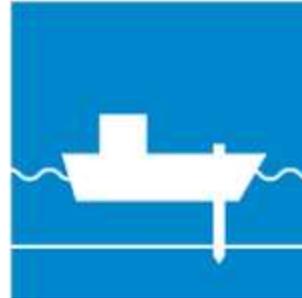
C. Annex 7

35. In annex 7, section I, *delete* the footnote in the text of sign A.13.²
36. In annex 7, section I, *modify* sign A.16 to add the representation of a person on the boat.²
37. *Amend annex 7, section I, text of sign D.1, first sentence as follows²*
 D.1 Recommended ~~channel~~ **opening**
38. *Amend annex 7, section I, text of sign E.7.1 as follows²*
 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~~)
39. In annex 7, section I, after sign E.9b, *insert* a new sign E.9c as follows²



40. In annex 7, section I, *modify* sign E.19 to add the representation of a person on the boat.²
41. *Amend annex 7, section I, text of sign E.22 as follows²*
 E.22 Launching or beaching of ~~vessels~~ **small craft** permitted.
42. Annex 7
Insert a new sign E.6.1 in annex 7 as follows¹

E.6.1 Use of spuds permitted (see article 7.03)



D. Annex 8

43. Amend annex 8, section I, paragraph 1 *as follows*²

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.

IV. Draft amendment proposals of CEVNI: new annex 11

44. New annex 11

Add a new annex 11 “Safety checklist for bunkering fuel”, as presented in annex II of document ECE/TRANS/SC.3/WP.3/2014/4.¹

Annex I

Minutes of the twenty-fourth meeting of the CEVNI Expert Group

1. The CEVNI Expert Group held its twenty-fourth meeting on 26 and 27 March 2014 in Geneva.
2. The meeting was attended by Mr. Reinhard Vorderwinkler (Austria), Ms. Natascha Dofferhoff-Heldens (the Netherlands), Mr. Imre Matics (Danube Commission), Mr. Željko Milkovic (International Sava River Basin Commission), Ms. Valérie Blanchard, Ms. Blandine Cupidon and Mr. Martin Dagan (UNECE).
3. The representatives of the Russian Federation, the Central Commission for the Navigation of the Rhine (CCNR) and of the Moselle Commission were not able to attend.
4. The following items were discussed:
 - I. Adoption of the minutes of the twenty-third meeting;
 - II. General exchange of information;
 - III. Completion of the work for harmonizing the European Code for Inland Waterways (CEVNI) with the Police Regulations for the Navigation of the Rhine (RPNR);
 - IV. Provisions on small craft;
 - V. Use of spuds;
 - VI. Finalization of the bunkering safety checklists;
 - VII. Other amendment proposals;
 - VIII. Other business;
 - IX. Next meeting.

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

5. The Group adopted the minutes of its twenty-third meeting held on 11 February 2014, as presented in document CEVNI EG/2014/4.⁴

II. General exchange of information

6. The Group noted that additions to the recent exchange of information were not necessary.

⁴ Also published as annex I to the report of the forty-fourth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/88).

III. Completion of the work for harmonizing the European Code for Inland Waterways (CEVNI) with the Police Regulations for the Navigation of the Rhine (RPNR)

7. The Group considered the clarifications provided by CCNR on issues raised at its twentieth meeting (June 2013), as presented in document CEVNI EG/2014/6, and decided to amend article 1.19 (ECE/TRANS/SC.3/WP.3/2014/16, para. 6) and article 2.05, para. 1 (ECE/TRANS/SC.3/WP.3/2014/16, para. 8).

8. The Group decided to keep the term “board” in articles 3.31 and 3.32, as it believed it was the most appropriate term. The Group recalled that boards could also be used for other purposes than traffic signalization and that the boards referred to in these articles were required to have a diameter of at least 60 cm.

9. The Group considered the proposal by Belgium of adding a new paragraph 2 in article 1.22, as presented in document CEVNI EG/2014/9 and based on an original proposal by CCNR (ECE/TRANS/SC.3/WP.3/2013/10) and decided to insert a new paragraph 2 in article 1.22 (ECE/TRANS/SC.3/WP.3/2014/16, para. 7).

10. With these two documents, the Group completed the consideration of proposals aimed at harmonizing the provisions of CEVNI with those of RPNR.

IV. Provisions on small craft

A. Proposals by Austria

11. The Group considered the proposals by Austria for amending articles 6.03 bis and 6.04 (CEVNI EG/2014/7 and CEVNI EG/2014/12) and decided to amend them accordingly (ECE/TRANS/SC.3/WP.3/2014/16, paras. 10 and 11).

B. Comments by the European Boating Association

12. The Group considered the comments submitted by the European Boating Association (EBA) in documents CEVNI EG/2014/8 and CEVNI EG/2014/11 and provided the following clarification (paras. 14–18 below).

13. Requirements for small crafts to have VHF, AIS and radar:

(a) The Group confirmed the general rule that small craft were not required to be fitted with radar. The Group also confirmed that in accordance with article 6.30, all vessels, including small craft, should be equipped with radar when navigating in reduced visibility. Consequently, small craft not equipped with radar were required to immediately proceed to the nearest safe berthing or anchoring areas in situations of reduced visibility (in accordance with article 6.33).

(b) The Group confirmed that small craft, if not fitted with radar, were not required to be equipped with AIS nor VHF. The requirement for AIS and VHF applied only to vessels fitted with radar.

14. Exemptions for small craft and sports or pleasure craft:

The Group noted that exemptions for small craft also applied to sports or pleasure craft as long as they met the definition of a small craft, i.e. having a hull less than 20 m long. Large sports or pleasure craft could not be exempted from some provisions of CEVNI as small craft were, because their length could pose a safety issue.

15. Definitions:

- (a) The Group recalled that, after long discussions at previous meetings, it had finally agreed on the definition of “reduced visibility”. The Group noted that it was not possible to indicate to which extent the visibility should be reduced, as this was not only depended on the weather conditions, but also on the fairway, the type and size of the vessel and the number of other vessels navigating.
- (b) Given that there was no definition of “shipping” in CEVNI, and that it could lead to a misunderstanding because the term could be used in other regulations with the meaning of sending goods, the Group decided to replace it by the term “navigation” and to amend, in the English version of CEVNI, articles 1.01 d), definition 13 (ECE/TRANS/SC.3/WP.3/2014/16, para. 3), article 1.04, paragraph 2 (c) (ECE/TRANS/SC.3/WP.3/2014/16, para. 4), article 6.17, paragraph 1 (ECE/TRANS/SC.3/WP.3/2014/16, para. 12), article 6.25, paragraphs 1 and 2 (ECE/TRANS/SC.3/WP.3/2014/16, para. 13), article 6.26, paragraph 4 (ECE/TRANS/SC.3/WP.3/2014/16, para. 14), article 7.01, paragraphs 1 and 2 (ECE/TRANS/SC.3/WP.3/2014/16, para. 18).
- (c) The Group saw no need to include a definition for “seagoing vessel”, as it considered this term clear for the purposes of CEVNI.
- (d) The Group considered the term “swinging” clear for the purposes of CEVNI, as provisions in article 3.18, paragraph 1 were illustrated by the explicit sketch 43a in annex 3. Moreover, the term “swing” could be found in a standard dictionary with the meaning of “move or cause to move back and forth or from side to side while suspended or on an axis.”.
- (e) The Group noted that the definition of sports or pleasure craft included water bikes (article 1.01 a) 11.) but recalled that according to article 9.02, paragraph 3, the competent authorities could use a different definition for water bikes.

16. Identification marks on small craft:

The Group confirmed that article 2.02 “Identification marks on small craft” also applied on seagoing recreational craft if they met the definition of small craft. It recalled that a vessel was not required to bear the name and domicile of the owner, if it bore official registration marks (article 2.02, paragraph 1). Therefore, owners were strongly encouraged to register their vessels.

17. Article 6.02 “General rules”:

As regards article 6.02 “General rules”, the Group was not in favour of indicating which of the following articles in chapter 6 applied or not to small craft, as it believed that users of small craft were required to read and know all the rules of navigation. In addition, the Group noted that most provisions of CEVNI applied to small craft and that there were not many exemptions.

V. Use of spuds

18. The Group examined the proposal by the Netherlands for inserting new provisions on the use of spuds (CEVNI EG/2014/9) and decided to insert a new paragraph 4 in article 7.03 (ECE/TRANS/SC.3/WP.3/2014/16, para. 19) and a new sign E.6.1 in annex 7 (ECE/TRANS/SC.3/WP.3/2014/16, para. 42).

VI. Finalization of the bunkering safety checklists

19. The Group decided to insert a new annex 11 in CEVNI: “Safety checklist for bunkering fuel” (ECE/TRANS/SC.3/WP.3/2014/16, para. 44) as presented in annex II of document ECE/TRANS/SC.3/WP.3/2014/4 and to amend article 10.07, paragraph 3 (ECE/TRANS/SC.3/WP.3/2014/16, paras. 24 and 25). According to the representative of Austria, experience with this short list in his country showed that it was both easy to implement and efficient in reducing spillage of fuel.

20. Consequently, the Group decided not to insert the long list “Bunkering Safety Check-List for Bunker Delivery to Maritime Ships available from the International Safety Guide for Inland Navigation Tank-Barges and Terminals (ISGINTT)” as a supplement of annex 11 (ECE/TRANS/SC.3/WP.3/2014/4, annex III).

VII. Other amendment proposals

21. As requested by the SC.3/WP.3 at its forty-fourth session, the Group reviewed the amendment proposal to article 6.04, paragraph 4 presented in document ECE/TRANS/SC.3/WP.3/2014/3 and discussed if waving a light blue flag or board still should be allowed in specific situations (ECE/TRANS/SC.3/WP.3/88, para. 36 (b)).

22. The Group noted that CEVNI could not foresee all emergency or failure situations and that in case of failure of the lighting equipment; a battery could be used for the functioning of lights.

23. In addition, the Group recalled that the deletion of the phrase on light blue flag or board was aimed at encouraging the use of a bright scintillating white light.

24. Therefore, the Group decided to amend article 6.04, paragraph 4 (ECE/TRANS/SC.3/WP.3/2014/16, para. 11).

VIII. Other business

25. The representative of the Netherlands observed that some articles of CEVNI referred to void annexes and proposed to improve the formulation in these articles. Consequently, the Group decided to amend article 1.01 c), definitions 1 and 2 (ECE/TRANS/SC.3/WP.3/2014/16, para. 3) and article 4.06, paragraph 1 (a) as indicated in ECE/TRANS/SC.3/WP.3/2014/1, para. 24.

IX. Next meeting

26. Noting that the next revised edition of the CEVNI (CEVNI 5) would be published in early 2015, the Group decided to postpone a decision on the date of its next meeting, and requested the secretariat to list this item for discussion at the forty-sixth session of SC.3/WP.3 in February 2015.