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
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 2 – 19 October 2000 > CEVNI Rev 2
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

CCNR
MC
ISRBC
DC
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 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 4 – Factual 2017

CEVNI Rev 4
Factual Application
2017
CEVNI Rev 5
Factual Application
2017
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 – ENCs as most important information platform of RIS
- Inland ENCs are an excellent basis for traffic rules information according to CEVNI and SIGNI
- Inland ENCs are harmonized by IEHG
- 17 European countries with connected inland waterways
- Russian Federation, USA, Brazil, China, Republic of Korea, Peru, and Venezuela
• 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
Attention: Scale Filter Applied

Donausiedl
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!
• 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!
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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