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Inland Transport Committee

Working Party on Inland Water Transport

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

Fifty-seventh session
Geneva, 24–26 June 2020
Item 8 (a) of the provisional agenda
Promotion of River Information Services and other Information and Communication Technologies in inland navigation: International Standard for Tracking and Tracing on Inland Waterways (annex to resolution No. 63, revised)

Amendment proposals to the revised text of the International Standard for Tracking and Tracing on Inland Waterways (annex to resolution No. 63, revised)

Note by the secretariat*

I. Mandate

1. This document is submitted in line with the programme of work of the Transport subprogramme for 2020 (ECE/TRANS/2020/21, chapter IV, table, section A, para. 11) adopted by the Inland Transport Committee at its eighty-second session (ECE/TRANS/294, para. 136).

2. At its fifty-sixth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) took note of the discussion on revised provisions of the International Standard for Tracking and Tracing (VTT) on Inland Waterways (annex to resolution No. 63, revised) and invited delegations to finalize the draft for its fifty-seventh session (ECE/TRANS/SC.3/WP.3/112, paras. 79–80).

3. The amendment proposals to the updated text of the International VTT Standard as contained in ECE/TRANS/SC.3/WP.3/2020/7, prepared by the Russian Federation and the Chair of the International VTT Expert Group in cooperation with the secretariat, are given in the annex below. The proposal also aims to harmonize the annex to resolution No. 63 with (a) Recommendation ITU-R M.1371-5, Annex 8 and (b) article 4.07 of the European Code for Inland Waterways (CEVNI).

* This document was scheduled for publication after the standard publication date owing to circumstances beyond the submitter's control.

Annex

Amendment proposals to the updated text of the International Standard for Tracking and Tracing (ECE/TRANS/SC.3/WP.3/2020/7)*

1. Chapter 1, "General provisions"

(a) Paragraph 1.1, "Introduction", d*elete* the last indent;[1]

(b) Paragraph 1.4, "Vessel Tracking and Tracing services and minimum requirements of Vessel Tracking and Tracing systems", m*odify*

VTT systems shall be able to support the following services:

(…)

The most important information of VTT relates to vessel identity and its position. VTT shall be capable of providing — at minimum — the following information on an automatic and periodical basis to other vessels and shore stations, provided these vessels or shore stations are appropriately equipped:

- **User identifier (Maritime Mobile Service Identity, MMSI);**
- Unique vessel ID: unique European vessel identification number (ENI)/International Maritime Organization number (IMO number);
- ~~Vessel~~ Name **of vessel,**
- ~~Vessel call sign,~~
- Navigational status,
- Type of vessel or convoy **and cargo type**,
- **Overall d**imensions of vessel or convoy/**reference for position,**
- **Maximum present static** draught,
- ~~Dangerous cargo indication (number of blue cones in compliance with ADN),~~[2]
- ~~Loading status (loaded/unloaded),~~
- ~~Destination,~~
- ~~Estimated Time of Arrival (ETA) at destination,~~
- ~~Number of persons on board,~~
- Position **(WGS-84)** ~~(+ quality indication),~~
- Speed **Over Ground (SOG)** ~~(+ quality indication),~~
- Course Over Ground (COG) ~~(+ quality indication),~~
- ~~Heading (HDG) (+ quality indication),~~
- ~~Rate Of Turn (ROT),~~
- ~~Blue sign information,~~
- Timestamp ~~of position fix~~**,**

* *Note by the secretariat:* the newly proposed modifications are **bold** and the text proposed for deletion is ~~strikethrough~~.

[1] *Note by the secretariat:* currently, there is no ECE document in force to regulate security of information systems; ISO/IEC 27001 could be relevant, however, it may require a detailed investigation. Therefore, this paragraph could be deleted or referred to as a footnote.

[2] Data on dangerous goods is not transmitted by (a) maritime automatic identification system (AIS) and (b) AIS station Class B.

- **Position accuracy.**

These minimum requirements indicate the user needs and the necessary data for VTT systems in inland navigation.

A VTT system is designed to offer sufficient flexibility to accommodate future additional requirements.

2. Chapter 2, “Inland vessel tracking and tracing functions”, *modify*

(a) Paragraph 2.2.2, “Navigation, short-term ahead”

Last indent, *modify*

The actual traffic information shall be exchanged continuously at least every 10 seconds**; in any case, the interval must not exceed the value indicated in table 3.1**. For some routes, the authorities will set a predefined update rate (maximum 2 seconds).

(b) Paragraph 2.3.1.2, “Navigational assistance service”

Third indent, *modify*

The actual traffic information has to be exchanged continuously (every three seconds, almost real time or another predefined update rate set by the competent authority**; in any case, the interval must not exceed the value indicated in table 3.1)**.

3. Chapter 3, “Inland AIS Technical Specification”

Paragraph 3.3.7, “Application requirements”

Delete the last indent.