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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

Thirty-eighth session

Geneva, 16–18 February 2011

Item 6 of the provisional agenda

European Code for Inland Waterways

Further amendments to the European Code for Inland Waterways

Note by the secretariat

I. Mandate

1. It is recalled that the Working Party on Inland Water Transport (SC.3), at its fifty-third session, had decided to maintain its informal working group on the European Code for Inland Waterways (CEVNI) and renamed it as the “CEVNI expert group”, to be composed of representatives of the River Commissions and interested Governments. It had charged the group with monitoring implementation of the new CEVNI by Governments and River Commissions and examining future amendment proposals to it (ECE/TRANS/SC.3/183, para. 13).

2. The CEVNI expert group met in Geneva on 12 February, 17 June and 15 October 2010¹ and held an additional meeting in Strasbourg (France) on 10 December 2010. The Group reviewed the amendment proposals from Governments and River Commissions and adopted a list of amendment proposals to CEVNI, revision four (ECE/TRANS/SC.3/115/Rev.4).

3. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) may wish to consider the list of the new amendments to

¹ The meeting reports from the three meetings in Geneva are reproduced in the annex to ECE/TRANS/SC.3/WP.3/72, ECE/TRANS/SC.3/WP.3/74 and ECE/TRANS/SC.3/187.

CEVNI, presented in the document, and, if appropriate, forward the relevant proposals to the fifty-fifth session of SC.3.

II. Amendment proposals to CEVNI

4. Based on the results of its tenth and twelfth meetings on 17 June and 10 December 2010, respectively, the CEVNI expert group proposes in the following paragraphs new amendments to CEVNI for the consideration of SC.3/WP.3. The authors of the initial amendment proposals are indicated in the footnotes.

5. Amendment to article 1.01 c)

(a) Add the following definition as a new number 7:

The term “peal of a bell” means two strokes of a bell.²

6. Amendment to article 1.08

(a) Supplement paragraph 4 with the following sentence:

For children up to a weight of 30 kg or to an age of 6 years only an individual rigid live-saving device is allowed.³

7. Amendment to article 1.10

(a) In paragraph 1 (b) (French only) for (seulement pour les bateaux destinés au transport de marchandises) substitue le cas échéant⁴

(b) For official identification number substitute European official identification number⁵

8. Amendment to article 2.01

(a) For official identification number substitute European official identification number⁶

9. Amendment to article 3.01

(a) At the beginning of paragraph 3 (c) add if not prescribed otherwise⁷

10. Amendment to article 3.12

(a) Supplement paragraph 3 with by night: the lights according to paragraph 1 and one masthead light instead of the lights according to paragraph 2⁸

11. Amendment to article 4.07

(a) For the current text substitute the text presented in the annex⁹

² Danube Commission (DC), (ECE/TRANS/SC.3/WP.3/2010/15, para. 11).

³ DC proposal (ECE/TRANS/SC.3/WP.3/2010/15, para. 12) and the relevant provision of the Police Regulations for the Navigation of the Rhine.

⁴ DC proposal (ECE/TRANS/SC.3/WP.3/2010/15, para. 13).

⁵ Central Commission for the Navigation of the Rhine (CCNR).

⁶ CCNR.

⁷ DC proposal (ECE/TRANS/SC.3/WP.3/2010/15, para. 18).

⁸ DC proposal (ECE/TRANS/SC.3/WP.3/2010/15, para. 22).

⁹ Austria.

12. Amendment to Article 6.01
- (a) Add a new paragraph 2
2. Unless otherwise indicated, for the purpose of this chapter, the rules applicable to vessels also apply to convoys.¹⁰
13. Amendment to article 6.03, paragraph 2
- (a) For visual signs substitute visual or sound signals¹¹
- (b) In the last part of the sentence delete towed
14. Amendment to Article 6.04
- (a) At the end of paragraph 1 add
- This rule applies, in general, on the waterways for which “downstream” and “upstream” are not defined.¹²
15. Amendment to article 6.21
- (a) In paragraph 5 for side-by-side formation substitute convoy (two times);¹³
16. Amendment to article 7.08
- (a) Amend the last sentence of paragraph 2 as follows:
- However, the competent authorities may exempt vessels berthed in harbour basins **or in berths where constant supervision is guaranteed** from this requirement.¹⁴
17. Amendment to Chapter 10
- (a) It is proposed to align the provisions of Chapter 10 with the 1996 Convention on Collection, Retention and Disposal of Waste Generated during Navigation on the Rhine and Other Inland Waterways, as this convention represents the practice followed by several UNECE member States. In this context, Chapter 10 of CEVNI could represent the first step in harmonizing this practice at a wider level.
18. Amendment to Annex 6
- (a) At the end of section III add the following definition:
- The term “peal of a bell” means two strokes of a bell.¹⁵

¹⁰ The rules applicable to convoys are not clearly identified. Some articles contain such rules, as for instance art.6.03, para. 2; 6.05 b and 6.11 b. It can be stated somewhere that, unless otherwise indicated, the rules applicable to vessels also apply to convoys (CCNR).

¹¹ DC proposal (ECE/TRANS/SC.3/WP.3/2010/15, para. 25).

¹² Proposal by Belgium aimed to clarify the rules applicable on canals and other waterways on which upstream and downstream are not defined.

¹³ DC proposal (ECE/TRANS/SC.3/WP.3/2010/15, para. 28) and the definition of “convoy” in Article 1.01.

¹⁴ DC proposal (ECE/TRANS/SC.3/WP.3/2010/15, para. 29).

¹⁵ DC proposal (ECE/TRANS/SC.3/WP.3/2010/15, para. 11).

Annex

Article 4.07 – Inland Automatic Identification System

1. Vessels, except seagoing vessels, 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 authority may request that all vessels are equipped with Inland AIS devices.
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 in accordance with part 2 of the Standard for Tracking and Tracing on Inland Waterways has to be transmitted when a vessel is under way in a section in accordance with paragraph 3:
 - (a) user identifier (Maritime Mobile Service Identity, MMSI);
 - (b) name of ship;
 - (c) type of vessel;
 - (d) Unique European vessel identification number (ENI);
 - (e) overall length of the vessel respectively the convoy (decimetre accuracy);
 - (f) overall beam of the vessel respectively the convoy (decimetre accuracy);
 - (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;
 - (b) overall beam;
 - (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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