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Working Party on Inland Water Transport

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

Thirty-eighth session

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Item 6 of the provisional agenda

European Code for Inland Waterways

Future amendments to the European Code for Inland Waterways

Submitted by the Russian Federation

Note by the secretariat

1. Presented below are the comments by the Russian Federation on the new amendments to the European Code for Inland Waterways (CEVNI), proposed by the CEVNI expert group in document ECE/TRANS/SC.3/WP.3/2011/5.
2. The Working Party may wish to consider these comments and decide, as appropriate, on the final amendment proposals.

I. Introduction

1. Having reviewed the outcome of the work of CEVNI expert group, first of all, the Russian Federation would like to emphasize the great scope of work made by the group and to express gratitude for their efforts in the sphere of updating CEVNI provisions.
2. With respect to the new amendments to CEVNI presented in document ECE/TRANS/SC.3/WP.3/2011/5, section II, the Russian Federation would like to propose its remarks.

II. Amendment to article 1.08¹

3. In the amendment it is proposed to supplement paragraph 4 of Article 1.08 with the requirements concerning lifejackets for children. The Russian Federation agrees with the

¹ ECE/TRANS/SC.3/WP.3/2011/5, paragraph 6.

amendment but proposes to discuss whether this should rather be added to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61).

4. At the present time the fitting of vessels with individual life-saving appliances, in particular, lifejackets, is regulated by two documents – Resolution No. 61 and CEVNI.

5. In Resolution No. 61 the relevant articles are: Article 10-5.4 Number and capacity of life-saving appliances (supply norms for lifejackets), 10-5.2.2 (requirements for lifejackets) and 15-9.1 (supply norms for lifejackets for children). Furthermore, in the Model Ship's Certificate (Appendix 2) section 44 "Life-saving equipment" is provided, where the number and capacity of individual life-saving equipment on passenger vessels should be indicated.

6. In CEVNI, Article 1.08, paragraph 3 prescribes that the requirements for construction, rigging and crews of vessels are considered to be complied with when the ship has a ship's certificate issued in accordance with Resolution No. 61, or other recognized ship's certificate, and when the construction and the equipment of the vessel correspond to the content of the ship's certificate. As fitting of vessels with life-saving appliances including lifejackets is also included in the ship's certificate, it seems redundant to repeat this provision in paragraph 4 of Article 1.08.

7. As the number and capacity of lifejackets and requirements for its design are stated in Resolution No. 61, the Russian Federation proposes to delete paragraph 4 of Article 1.08 CEVNI to avoid doubling of requirements to lifejackets, and to include the proposal stated in paragraph 6 of ECE/TRANS/SC.3/WP.3/2011/5 to Resolution No. 61, paragraph 15-9.1 or to paragraph 10-5.2.2 as a separate subparagraph.

III. Amendment to article 3.12²

8. The Russian Federation proposes for «мачтовый огонь» (Russian only) substitute «топовый огонь» (see Article 3.08, 1a)).

IV. Amendment to article 4.07³

9. The Russian Federation proposes to approve the proposal of Austria subject to the following corrections:

(a) Add paragraph 3 as follows:

3. The competent authority may request that all vessels **other than sea-going vessels equipped with AIS of Class A according to IMO standard** are equipped with Inland AIS devices."⁴

(b) Amend paragraph 6 as follows:

(i) Amend the beginning of the paragraph as follows:

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 **where**, in

² ECE/TRANS/SC.3/WP.3/ 2011/5, paragraph 10.

³ ECE/TRANS/SC.3/WP.3/ 2011/5, paragraph 11.

⁴ This proposal is aimed at harmonizing with paragraph 1 and covers sea-going vessels entering inland waterways which are equipped with AIS devices corresponding to IMO standard, as standards of Inland AIS and AIS of Class A according to IMO standard are compatible.

accordance with paragraph 3, **the competent authorities request the equipping of vessels with Inland AIS devices.**"⁵

- (ii) Amend subparagraph (d) as follows:
 - (d) Unique European vessel identification number (ENI), **temporary ENI or IMO number.**⁶
- (iii) Amend subparagraph (g) 6 as follows:
 - (g) type of convoy (only for convoys) **except sea-going vessels equipped with AIS of Class A according to IMO standard.**

V. Amendment to Article 6.01⁷

10. Since the proposed text is not a definition and the article is titled as "Definitions", The Russian Federation proposes to add this text as Article 6.01-ter "Scope of application" or Article 6.01-bis and renumber the existing Article 6.01-bis as 6.01-ter.

11. The Russian Federation also proposes for «КОНВОЯМ» (Russian only) substitute «СОСТАВАМ».

VI. Amendment to Article 6.04⁸

12. The Russian Federation proposes to amend the text as follows:

This rule applies, ~~in general,~~ **also** on the waterways for which "downstream" and "upstream" are not defined."⁹

VII. Amendment to article 6.21¹⁰

13. The Russian Federation proposes not to include this amendment. In the existing text it is prohibited for a passenger vessel with passengers on board to sail only in side-by-side formation. In the proposed text for a passenger vessel it will be prohibited to sail also in a pushed or towed convoy excepting emergency situations. But in the Russian Federation there are non-self-propelled passenger vessels which can be pushed, and such vessels will not comply with the proposed amendment.

⁵ The goal is to clarify the reference to paragraph 3 and delete the words "in accordance with part 2 of the Standard for Tracking and Tracing on Inland Waterways" in order to avoid excessive references to other documents.

⁶ The reason for this proposal is the situation when some vessels when entering the Danube may have no ENI, but use the procedure for assigning temporary ENI. Moreover, river-sea-going vessels have IMO number and, when entering inland waterway, a ship has neither ENI nor temporary ENI, IMO number may be used for the vessel identification.

⁷ ECE/TRANS/SC.3/WP.3/ 2011/5, paragraph 12.

⁸ ECE/TRANS/SC.3/WP.3/ 2011/5, paragraph 14.

⁹ The proposed text may be understood as this rule applies only on the aforementioned waterways, what is not true, at least in the Russian Federation, where the rule has a general character.

¹⁰ ECE/TRANS/SC.3/WP.3/ 2011/5, paragraph 15.