

**WORKING PARTY ON INLAND WATER TRANSPORT (SC.3)**

**SC.3 CEVNI Expert Group**

**Code: CEVNI EG/2013/15**

**Subject: Working document for the twenty-first meeting**

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The secretariat reproduces below a draft revised CEVNI article 4.07 as agreed by the CEVNI Expert Group on 25 June 2013.

**I. Revised draft article 4.07**

**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 radiotelephone regulations. The Inland AIS device must be certified and installed in conformity with the requirements of the competent authority and must be in good working condition. The data entered in the Inland AIS device shall at all times correspond with the actual data relating to the vessel or convoy.

2. [Left void]

3. The following vessels shall not be subject to the requirements of paragraph 1:

(a) Vessels in convoys except the vessel that provides the main propulsion;

(b)<sup>1</sup> Small craft;

(c) Stationary vessels in berthing areas designated by the competent authorities.

4. The vessels referred to in paragraph 3 (a) shall deactivate any Inland AIS device that is on these vessels as long as they are part of the convoy.

5. ITU Radio Regulations apply to the sending of messages via Inland AIS.

6. In accordance with part 2 of the ~~inland navigation vessel tracking standard~~ **International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63)**<sup>2</sup>, 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 (decimetres accuracy);

(g) Position (WGS-84);

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<sup>1</sup> Note by the secretariat: At its twentieth meeting, the CEVNI Expert Group decided to revert to the question of including "Ferry boats not moving independently" after item (a) at a later stage.

<sup>2</sup> Amendment proposal by the secretariat: harmonize terminology.

- (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).
7. 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.
8. 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 on Inland Waterways (VTT) (Resolution No. 63) and radiotelephone regulations. Class A AIS devices should be in conformity with IMO regulations. Class B devices should be in conformity with international telecommunications and electrotechnical regulations.
9. Small craft which does not have an ENI number is not required to transmit data mentioned in para 6 (d) above.
10. Small craft employing AIS shall also have radio-telephone equipment in good working condition and operating in receiving mode of the ship-to-ship channel.
11. For vessels using Class A AIS devices having an IMO type reception or Class B AIS devices, the requirements of paragraph 1, above, shall apply by analogy.

## **II. Amendment proposal to chapter 9**

### **Article 9.05 – Chapter 4, “Sound signals; radiotelephony; navigation devices”**

*Insert a new paragraph 3 reading*

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.

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