

WORKING PARTY ON INLAND WATER TRANSPORT (SC.3)

SC.3 CEVNI Expert Group

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At the twentieth meeting of the CEVNI Expert Group, under agenda item IV, Consideration of pending amendment proposals (CEVNI EG/2013/3, CEVNI EG/2013/4, ECE/TRANS/SC.3/WP.3/2013/2/Add.1, CEVNI EG/2013/5, CEVNI EG/2013/6), the Group revised article 4.07 (CEVNI EG/2013/15).

The secretariat reproduces below additional proposals and comments on article 4.07 submitted by the Russian Federation.

Amendment proposals to draft article 4.07

1. We propose to amend paragraph 1 of the draft article 4.07 as contained in CEVNI EG/2013/15 as follows:

“Vessels, **except sea-going ships**, 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 **ITU Radio Regulations** ~~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. The introduction of this exception for sea-going ships will ensure that they could use AIS equipment in accordance with the IMO standard when navigating on European waterways. Otherwise, they would be required to install Inland AIS equipment in accordance with the specifications of Resolution No. 63. This amendment is in line with the Austrian proposal contained in CEVNI/ EG/2013/6.

3. We are proposing to use the term “**ITU Radio Regulations**” which we believe to be more precise than “**radiotelephone regulations**” as proposed in CEVNI EG/2013/15.

4. We propose to amend paragraph 6 of the draft article 4.07 as contained in CEVNI EG/2013/15 as follows:

“In accordance with part 2 of the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) **and Recommendation ITU-R M.1371-4**, 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);

- (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 proposed reference to Recommendation ITU-R M.1371-4 reinforces the proposal in para. 1 above and excludes any misinterpretation of the provisions of paragraph 6 of article 4.07 which may arise with the proposed wording contained in CEVNI EG/2013/15.
