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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

###### Forty-fourth session

Geneva, 12–14 February 2014

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

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## **I. Attendance**

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter, the Working Party or SC.3/WP.3) held its forty-fourth session from 12 to 14 February 2014 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Belgium, Bulgaria, Croatia, Czech Republic, Finland, Germany, Kazakhstan, Lithuania, Netherlands, Poland, Russian Federation, Slovakia and Switzerland.
3. Representatives of the following intergovernmental organizations also took part in the session: the Danube Commission, the International Sava River Basin Commission and the Moselle Commission.
4. The following non-governmental organizations were represented: the European Boating Association (EBA) and JSC Pavlodar River Port.

## **II. Adoption of the agenda (agenda item 1)**

*Documentation:* ECE/TRANS/SC.3/WP.3/87 and informal document SC.3/WP.3 No. 2/Rev.1 (2014)

5. The Working Party adopted the provisional agenda, as supplemented by informal document SC.3/WP.3 No. 2/Rev.1 (2014) in order to take into account informal documents SC.3/WP.3 Nos. 1 to 10, and with the following change:

Agenda item 11 (Tentative timetable) should read as follows:

<i>Date</i>	<i>Session</i>	<i>Time</i>	<i>Activities</i>
Tuesday, 11 February 2014	CEVNI Expert Group	9 a.m.–1 p.m.	Agenda item 6
	CEVNI Expert Group	2 p.m.–6 p.m.	Agenda item 6
Wednesday, 12 February 2014	SC.3/WP.3	10 a.m.–1 p.m.	Agenda items 1 to 5
	SC.3/WP.3	3 p.m.–6 p.m.	Agenda items 6 (f) and 7 to 10
Thursday, 13 February 2014	SC.3/WP.3	9.30 a.m.–12.30 p.m.	Agenda item 6
	SC.3/WP.3	2.30 p.m.–5.30 p.m.	Agenda item 6
Friday, 14 February 2014	SC.3/WP.3	10 a.m.–1 p.m.	Adoption of the report

6. In accordance with established practice, it was agreed that only the decisions taken would appear in the draft report on the session, the full report to be drawn up by the Chair with the assistance of the secretariat, and distributed later.

### III. Election of officers (agenda item 2)

7. Ms. Victoria Ivanova (Russian Federation) was re-elected Chair for the current session and for the forty-fifth session of the Working Party.

### IV. Results of the fifty-seventh session of the Working Party on Inland Water Transport (agenda item 3)

*Documentation:* ECE/TRANS/SC.3/195 and Add.1 and 2

8. The Working Party was informed by the secretariat of the results of the fifty-seventh session of the Working Party on Inland Water Transport (SC.3), held from 16 to 18 October 2013, and in particular of the biennial evaluation of its work in 2012–2013 and the adoption by SC.3 of its programme of work for 2014–2015.

9. The Working Party noted that SC.3 had also adopted a workplan for 2014–2018 and had requested the secretariat to submit it for approval by the Inland Transport Committee at its seventy-sixth session.

10. In light of the decision by SC.3 to start the preparatory work on a high-level international conference for countries with an interest in inland navigation (ECE/TRANS/SC.3/195, para. 12), the Working Party requested the secretariat to prepare an overview of past international key events on inland waterways, to enable the Working Party to see what subjects had already been addressed.

11. The secretariat invited delegations to send in their suggestions for key topics and regarding the scope of the conference, for forwarding to SC.3.

### V. Inland waterway infrastructure (agenda item 4)

#### A. European Agreement on Main Inland Waterways of International

*Documentation:* ECE/TRANS/SC.3/120/Rev.2; ECE/TRANS/SC.3/195; informal document SC.3/WP.3 No. 3 (2014)

##### 1. Accession by Serbia

12. The Working Party took note of Depositary Notification C.N.22.2014.TREATIES-XI.D.5, concerning the accession by Serbia to AGN on 10 January 2014, making that country the eighteenth Contracting Party. The Agreement will enter into force for Serbia on 10 April 2014.

##### 2. Third revised edition

13. The Working Party took note of Depositary Notification C.N.434.2013.TREATIES-XI.D.5, concerning the adoption of the amendments to annexes I and II of the Agreement and of the entry into force of those amendments on 15 October 2013 for all Contracting Parties.

14. The Working Party also took note of Depositary Notification C.N.533.2013.TREATIES-XI.D.5 of 7 August 2013, regarding the proposal for amendments to articles 12 to 14 of the Agreement.

15. The Working Party was informed that, as requested by SC.3, the secretariat would publish the third revised edition of AGN after the entry into force of the amendments to articles 12 to 14, i.e., in November 2014.

**3. Proposals for amendment**

16. The Working Party took note of the decision by SC.3 at its fifty-seventh session not to include in AGN the amendments on security considered at the forty-third session of SC.3/WP.3, and to defer consideration of the issue until requested by a Government or a river commission.

17. The Working Party decided to place the matter on the agenda for forthcoming sessions in order to allow an exchange of information.

**B. Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”)**

*Documentation:* ECE/TRANS/SC.3/144/Rev.2 and Add.1; ECE/TRANS/SC.3/195; informal document SC.3/WP.3 No. 4 (2014)

18. The Working Party noted that the amendments to the second revised edition of the Blue Book, which it had approved at its forty-third session, had been adopted by SC.3 at its fifty-seventh session and published in an addendum (ECE/TRANS/SC.3/144/Rev.2/Add.1).

19. The Working Party approved the following amendments to the Blue Book proposed by Belarus regarding the Pripyat (E 40) waterway (informal document SC.3/WP.3 No. 4 (2014)):

In the list of bottlenecks and missing links for Belarus, amend the information as follows:

Pripyat (E 40) from Stakhovo to Pkhov - low maximum draught (~~1.35~~ **1.40** m);

Pripyat (E 40) from Pkhov to Belarus/Ukrainian border - low maximum draught (~~1.30~~ **1.50** m).

In Table 1 “Navigational Characteristics of Main European Inland Waterways of International Importance”, amend the information as follows:

Section of E Waterway	Length (km)
PRIPYAT Mouth of the Mikashevichi Canal – Mozyr ( <b>Pkhov</b> )	<del>235.6</del> <b>216.6</b>

20. Recalling that the next revision of the Blue Book was planned for 2016, the Working Party invited delegations to inform the secretariat of any amendments to be made to the Blue Book regarding their E waterway network or ports.

21. In addition, the secretariat informed the Working Party that, at the fifty-seventh session of SC.3, it had demonstrated the online database of the E waterway network, whereby data from the Blue Book and AGN could be queried. The secretariat also reported that it was continuing to develop the database to include parameters on E ports, and to improve the interactive map, and that the data would be available in the three official languages.

## **C. Improving the role of inland water transport in secure intermodal transport chains**

*Documentation:* ECE/TRANS/SC.3/195

22. The Working Party noted that, at its fifty-seventh session, SC.3 had decided to include in its workplan for 2014–2018 a new continuing activity under the heading “Inland waterway infrastructure”, to support initiatives aimed at improving the role of inland water transport in secure intermodal transport chains.

23. Since the next annual session of the Working Party on Intermodal Transport and Logistics (WP.24) was to be held on 10–11 November 2014, just before the next session of SC.3 (12–14 November 2014), the Working Party noted that joint activities could be arranged.

24. Delegations wishing to take up a specific topic on that occasion were invited to inform the secretariat, which would then be able to suggest an activity at the next session of the Working Party.

## **VI. Mutual recognition of boatmasters' certificates and professional requirements in inland navigation (agenda item 5)**

### **A. International Expert Group**

*Documentation:* ECE/TRANS/SC.3/195; ECE/TRANS/SC.3/2013/3

25. The Working Party noted that, at its fifty-seventh session, SC.3 had decided to devote a half-day of the forty-fifth session in June 2014 to the first meeting of the International Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation, and had also adopted a provisional agenda for that meeting.

26. The Chair recalled that the Group's terms of reference and a summary of current work in that area were available in documents ECE/TRANS/SC.3/2012/4 and ECE/TRANS/SC.3/2011/5, respectively. She also informed the Working Party that some delegations had confirmed that they would be taking part in the work of the Expert Group.

27. The Working Party requested the secretariat to include in the questionnaire for the forty-fifth session an invitation to Governments and river commissions to transmit their contributions to the first meeting of the International Expert Group.

### **B. International Labour Office (ILO) study**

28. The Working Party noted that the results of the study exploring working and living conditions on board inland navigation vessels in the ECE region had been published by ILO ([www.ilo.org/sector/Resources/publications/WCMS\\_234892/lang--en/index.htm](http://www.ilo.org/sector/Resources/publications/WCMS_234892/lang--en/index.htm)).

29. The Working Party invited UNECE member States to take note of the results.

30. Since the results of the study could provide useful input to the work of the International Expert Group, the Working Party decided to discuss the issue at its forty-fifth session.

## **VII. European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised) (agenda item 6)**

### **A. Work of the CEVNI Expert Group**

31. The Working Party noted that the CEVNI Expert Group held its twenty-third meeting on 11 February 2014 and continued considering proposals transmitted by the Central Commission for the Navigation of the Rhine (CCNR) to align CEVNI and the Police Regulations for the Navigation of the Rhine (RPNR), as well as other proposals by Governments (see annex I). The next meeting of the CEVNI Expert Group will take place on 26 and 27 March 2014 in Geneva.

32. The Working Party requested the secretariat to prepare a document with amendments to CEVNI 4 agreed by the CEVNI Expert Group at its twenty-third and twenty-fourth meetings for consideration at its forty-fifth session.

### **B. Workplan for the preparation of the fifth revised edition of CEVNI**

*Documentation:* ECE/TRANS/SC.3/115/Rev.4 and Corr.1; informal document SC.3/WP.3 No. 5/Rev.1 (2014)

33. The Working Party agreed with the workplan for finalizing the fifth revised edition of CEVNI, prepared by the secretariat in consultation with the CEVNI Expert Group (see annex II).

### **C. Status of amendments to CEVNI**

*Documentation:* ECE/TRANS/SC.3/115/Rev.4 and Corr.1; ECE/TRANS/SC.3/WP.3/2014/1; ECE/TRANS/SC.3/WP.3/2014/2

34. The Working Party took note of the consolidated list of amendments to the fourth revised edition of the CEVNI, which were adopted up to now by SC.3, and noted the following points:

- Amendments to the text of sketches Nos. 45 and 48 in annex 3 (ECE/TRANS/SC.3/WP.3/2014/1, paras. 49 and 52) were currently under reconsideration by the CEVNI Expert Group.
- The amendment to sketch No. 46 of annex 3 (ECE/TRANS/SC.3/WP.3/2014/1, para. 50) should read: "50. In the text of sketch No. 46 *substitute* paragraph 2 for paragraph 1."

35. The Working Party took note of the results of the twenty-second meeting of the CEVNI Expert Group held on 17 October 2013 (document ECE/TRANS/SC.3/WP.3/2014/2) and noted the comment by the delegation of Bulgaria on a possible inaccuracy, in the Russian version, of the new sentence proposed for article 1.02, paragraph 1 (ECE/TRANS/SC.3/WP.3/2014/2, para. 38).



## D. Amendments to chapters 1–8

*Documentation:* ECE/TRANS/SC.3/WP.3/2014/3

36. The Working Party approved the amendments to chapters 1–8 proposed by the CEVNI Expert Group and contained in document ECE/TRANS/SC.3/WP.3/2014/3 with the following exceptions or modifications:

- (a) The amendment to article 3.09, paragraph 1 was not approved as it was under reconsideration by the CEVNI Expert Group.
- (b) The amendment to article 6.04, subparagraph 4 (a) was not approved as the Working Party felt that waving a light blue flag or board should be allowed in case of failure of the lighting equipment. The Working Party recognized that this was an important safety issue and asked the CEVNI Expert Group to look into that matter at its next meeting.
- (c) The amendment to article 6.30, paragraph 5 was not approved. Although this CEVNI provision would not be harmonized with the corresponding provision of the RPNR, the Working Party felt that it was necessary, as towed convoys were allowed on some European waterways.
- (d) In the Russian version, the new proposed sentence for article 1.02, paragraph 1 should read as follows:  
 “Считается, что судоводитель обладает необходимой квалификацией, если он имеет **действующее** свидетельство судоводителя-~~признанного образца~~.”.
- (e) The amendment to articles 2.01-2.02 should read:  
 “In article 2.01, subparagraph 1 (a), first sentence *for* name or emblem *substitute* name, which can also be an abbreviation or a number;  
 In article 2.01, subparagraph 1 (a) and article 2.02, paragraph 2 *for* has no name or emblem *substitute* has no name;  
 In article 2.02, subparagraph 1 (a) *for* name or emblem *substitute* name, which can also be an abbreviation or a number.”.
- (f) In the English version, the amendment to article 2.01, subparagraph 1 (c) (ii) should read:  
 “(ii) Its official number, which is made up of seven Arabic numerals, possibly followed by a letter in lower-case type. The first two digits are used to identify the country and the office where this official number was assigned. This identification mark is mandatory only for vessels which were assigned an official number that has not yet been converted into a unique European vessel identification number.”.
- (g) Article 4.05, paragraph 2 should read:  
 “2. Motorized vessels, excluding small craft may navigate only if they are equipped with a radiotelephone installation in proper working order for ship-to-ship, nautical information and ship-to-port-authority networks. When under way, the radiotelephone installation for the ship-to-ship and nautical information channels must be permanently in a ready-to-transmit and ready-to-receive state. The channel allocated to nautical information may only be left for a short time in order to transmit or receive information on other channels.

The radiotelephone installation shall ensure that two of these networks are monitored simultaneously.

The ship station used in the radiotelephone service for inland waterways may consist of either separate equipment for each of the service categories or equipment for combinations of several of those.”

37. Moreover, the Working Party requested the secretariat to verify, and correct if necessary, the French version of the amendment to article 1.02, paragraph 1.

38. The Working Party requested the secretariat to include the approved amendments in the final text for adoption by SC.3 at its fifty-eighth session.

## **E. Revision of Chapter 10 “Prevention of pollution of water and disposal of waste occurring on board vessels”**

*Documentation:* ECE/TRANS/SC.3/WP.3/2014/4

39. The Working Party noted that the CEVNI Expert Group had concluded, at its twenty-third meeting on 11 February 2014, that it had not finalized the new annex 11, “Safety checklist for bunkering fuel” and the supplement to new annex 11, “Bunkering Safety checklist for bunker delivery to maritime ships” (annexes II and III of document ECE/TRANS/SC.3/WP.3/2014/4).

40. The Working Party decided to defer the decision on new annex 11 and its supplement to its next session.

41. The Working Party approved the draft revised Chapter 10 “Prevention of pollution of water and disposal of waste occurring on board vessels” and the draft revised annex 9, “Model used-oil log”, as finalized by the CEVNI Expert Group.

42. The Working Party requested the secretariat to include the revised chapter 10 and annex 9 in the final text for adoption by SC.3 at its fifty-eighth session.

## **F. Amendments to annexes 1–8**

*Documentation:* ECE/TRANS/SC.3/WP.3/2014/5

43. The Working Party approved the amendments to annexes 1–8 proposed by the CEVNI Expert Group, with the exception of the amendment to annex 7, section I, Heading E.7.1 (para. 25 (p)) and requested the secretariat to include them in the final text for adoption by SC.3 at its fifty-eighth session.

## **G. Website on CEVNI and regional and national special requirements**

*Documentation:* ECE/TRANS/SC.3/115/Rev.4 and Corr.1; ECE/TRANS/SC.3/2013/5

44. In follow-up to the decision taken at the fifty-seventh session of SC.3 to also publish the next revised edition of CEVNI in electronic format (ECE/TRANS/SC.3/195, para. 52), the secretariat presented a project of the online Code, which also included information on the existing regional and national special requirements as presented in document ECE/TRANS/SC.3/2013/5. Once finalized, this online application would include hyperlinks between the various provisions of the Code, and keyword search options.

45. The Working Party considered that this application made it easier to consult the Code and could be of help to delegations in their work to update the Code.

46. The secretariat invited delegations to send it any suggestions for improving the online version of the Code.

## **VIII. Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised) (agenda item 7)**

### **A. Status of amendments to Resolution No. 61**

*Documentation:* ECE/TRANS/SC.3/172/Rev.1 and Amends.1 and 2;  
ECE/TRANS/SC.3/195; ECE/TRANS/SC.3/WP.3/2014/6;  
informal document SC.3/WP.3 No. 6 (2014)

47. The Chair informed the Working Party that the eighth session of the Group of volunteer experts on Resolution No. 61 would be held from 26 to 28 February 2014 at the Palais des Nations, Geneva, and invited the delegations and river commissions to attend.

48. The Working Party noted that a third series of amendments to Resolution No. 61, as revised, had been adopted by SC.3 at its fifty-seventh session, and that the secretariat would include those amendments, as consolidated in document ECE/TRANS/SC.3/WP.3/2014/6, in the next series of amendments to the Resolution.

49. The Working Party noted that SC.3 had asked for an additional verification of the amendment to Section 2-7.3, "Data for the identification of a vessel", concerning MMSI numbers. The Working Party had not received any comments and asked the secretariat to inform the Group of volunteer experts accordingly.

50. The Working Party requested the Group of volunteer experts to examine the comments by Belarus on the amendment to sections 10-1.4, "Chains and cables", and 11-4, "Side deck" (informal document SC.3/WP.3 No. 6 (2014)).

### **B. Amendment proposals to Chapter 4 "Safety clearance, freeboard and draught marks"**

*Documentation:* ECE/TRANS/SC.3/172/Rev.1 and Amends.1 and 2;  
ECE/TRANS/SC.3/WP.3/2014/7

51. The Working Party approved the proposed amendments to Chapter 4 "Safety clearance, freeboard and draught marks", prepared by the Group of volunteer experts on Resolution No. 61 taking due account of the relevant provisions of Directive 2006/87/EC, as contained in document ECE/TRANS/SC.3/WP.3/2014/7.

52. The Working Party asked the secretariat to transmit the proposed amendments for adoption by SC.3 at its fifty-eighth session.

### **C. Draft proposal for Chapter 15a "Specific requirements for passenger sailing vessels"**

*Documentation:* ECE/TRANS/SC.3/172/Rev.1 and Amends.1 and 2;  
ECE/TRANS/SC.3/WP.3/2014/8

53. The Working Party approved the proposed draft Chapter 15a "Specific requirements for passenger sailing vessels", prepared by the Group of volunteer experts on Resolution No. 61 taking due account of the relevant provisions of Directive 2006/87/EC, as contained in document ECE/TRANS/SC.3/WP.3/2014/8.

54. The Working Party asked the secretariat to transmit the proposed draft for adoption by SC.3 at its fifty-eighth session.

**D. Draft proposal for Chapter 22a “Specific requirements applicable to craft longer than 110 m”**

*Documentation:* ECE/TRANS/SC.3/172/Rev.1 and Amends.1 and 2;  
ECE/TRANS/SC.3/WP.3/2014/9

55. The Working Party approved the proposed draft Chapter 22a “Specific requirements applicable to craft longer than 110 m”, prepared by the Group of volunteer experts on Resolution No. 61 taking due account of the relevant provisions of Directive 2006/87/EC, as contained in document ECE/TRANS/SC.3/WP.3/2014/9.

56. The Working Party asked the secretariat to transmit the proposed draft for adoption by SC.3 at its fifty-eighth session.

**E. Amendment proposals to Chapter 23 “Crews”**

*Documentation:* ECE/TRANS/SC.3/172/Rev.1 and Amends.1 and 2;  
ECE/TRANS/SC.3/WP.3/2013/12

57. Recalling that, at its forty-third session, it had considered the comments of the secretariat on a possible revision of Chapter 23, “Crews”, based on the work done in that area by the Danube Commission, the Working Party asked the secretariat to transmit the proposals contained in document ECE/TRANS/SC.3/WP.3/2013/12 to the Group of volunteer experts and to the international Expert Group on mutual recognition of boatmasters’ certificates and harmonization of professional requirements in inland navigation, for their consideration.

**F. Russian version of draft chapters 15a and 22a**

*Documentation:* ECE/TRANS/SC.3/WP.3/2014/8; ECE/TRANS/SC.3/WP.3/2014/9;  
informal document SC.3/WP.3 No. 10 (2014)

58. The Russian Federation put forward various proposals for corrections to the Russian version of the draft Chapters 15a and 22a. It invited Russian-speaking delegations to take note of them and send any comments to the secretariat so that they could be taken into account in the final text, to be submitted to SC.3.

**G. Provisions on sound signals**

59. Taking up a comment made in the CEVNI expert group, the Working Party asked the Group of volunteer experts to discuss whether the provisions of sections I and II of annex 6 to CEVNI (Sound signals) should be incorporated into Resolution No. 61. If so, those provisions would be removed from CEVNI and reference would be made to Resolution No. 61.

## **IX. Establishment of common principles and technical requirements for pan-European River Information Services (RIS) (agenda item 8)**

### **A. Guidelines and Recommendations for River Information Services (Resolution No. 57)**

*Documentation:* ECE/TRANS/SC.3/165/Rev.1; informal document SC.3/WP.3 No. 17 (2013); informal document SC.3/WP.3 No. 7 (2014)

60. Following the decision taken at its forty-third session to consider revising Resolution No. 57 in 2014–2015, the Working Party discussed the proposal by the Russian Federation to include in Resolution No. 57 a new annex “RIS related terminology and definitions”, based on the relevant document of the World Association for Waterborne Transport Infrastructure (PIANC).

61. The Working Party also took note of the opinion of CCNR that these definitions should not appear in different documents maintained by different organizations.

62. The Working Party decided to defer this question to its next session and asked the secretariat to include in the questionnaire for the forty-fifth session an invitation to Governments and river commissions to make their views on the issue known.

### **B. International standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation (Resolution No. 60)**

*Documentation:* ECE/TRANS/SC.3/175

63. The Working Party noted that, at its fifty-seventh session, SC.3 had decided to separate Resolution No. 60 into two resolutions as, within the European Union, the Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation were maintained by two different international expert groups.

64. The Working Party requested the secretariat to prepare a draft of these two resolutions for consideration at its forty-fifth session.

### **C. International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63)**

*Documentation:* ECE/TRANS/SC.3/176; ECE/TRANS/SC.3/WP.3/2014/10; ECE/TRANS/SC.3/WP.3/2014/10/Add.1; informal document SC.3/WP.3 No. 8 (2014)

65. The Working Party considered the draft revised International Standard for Tracking and Tracing on Inland Waterways (VTT Standard), as consolidated by the secretariat on the basis of a first draft prepared by the Chair of the VTT Expert Group and comments received from the Russian Federation, Slovakia, Switzerland, CCNR and the Chair of the VTT Expert Group.

66. The Working Party approved the draft revised standard as contained in document ECE/TRANS/SC.3/WP.3/2014/10/Add.1, with the exception of the amendment concerning AIS Class B stations (last part of the foreword), and requested the secretariat to forward it to SC.3 for adoption at its fifty-eighth session.

67. The Working Party decided to come back to the issue of AIS Class B stations in the form of amendments or additions to the VTT Standard at a later stage or date.

68. The Chair of the VTT Expert Group said that he would revisit the issue of AIS Class B stations in due course.

69. The next meeting of the VTT Expert Group will be held on 3 July 2014 in Berlin ([www.ris.eu/expert\\_groups/vtt](http://www.ris.eu/expert_groups/vtt)).

## **X. Recreational navigation (agenda item 9)**

### **A. Status of Resolution No. 40**

*Documentation:* ECE/TRANS/SC.3/147/Rev.3; informal document SC.3/WP.3 No. 9 (2014)

70. The Working Party noted that the secretariat had published the third revised edition of Resolution No. 40 on the UNECE website.

71. The Working Party took note of the information provided by EBA, to the effect that two non-governmental organizations in the United States of America (American Yachting Association (AYA)) and in Canada (International Sail and Power Academy (ISPA)) seemed to issue international certificates for operators of pleasure craft (ICC) that:

- Were not issued under the authority of a signatory Government of the Resolution No.40;
- Did not conform to the requirements specified in Annex 1 of Resolution No.40;
- Were not valid ICCs;
- Should not be treated as being equivalent to ICCs.

### **B. Draft guidelines to Resolution No. 40**

*Documentation:* ECE/TRANS/SC.3/147/Rev.3; ECE/TRANS/SC.3/WP.3/2014/11

72. The Working Party approved the draft guidelines to Resolution No. 40, as contained in the annex to document ECE/TRANS/SC.3/WP.3/2014/11.

### **C. Map of the European recreational inland navigation network**

73. The secretariat informed the Working Party that it had received no requests for corrections to the map from delegations.

## **XI. Other business (agenda item 10)**

### **A. Diesel engine exhausts**

*Documentation:* Informal document SC.3/WP.3 No. 1 (2014)

74. It was recalled that, in response to the secretariat's invitation, several delegations had advised on the current application of the provisions of chapter 8a of the annex to

Resolution No. 61, revised, “Exhaust and Pollutant Particulate Emissions from Diesel Engines”.

75. The Working Party noted that the contributions received had been incorporated in the final document on diesel engine exhausts. The document would be submitted to the Inland Transport Committee for adoption at its seventy-sixth session (see also ECE/TRANS/2014/4 on [www.unece.org/trans/main/itc/itc\\_doc\\_2014.html](http://www.unece.org/trans/main/itc/itc_doc_2014.html)).

## **B. Theme topic for the next SC.3 session**

*Documentation:* ECE/TRANS/SC.3/195

76. The Working Party noted that, at its fifty-seventh session, SC.3 had approved the proposal to introduce general policy topics for SC.3 sessions. SC.3 had selected the topic of “Making jobs of crew members employed in inland navigation more attractive” as the theme of its fifty-eighth session.

77. Given that the first meeting of the International Expert Group on mutual recognition of boatmasters’ certificates and harmonization of professional requirements in inland navigation would be held in June 2014, the Working Party decided to discuss the modalities for preparing the discussion at its forty-fifth session.

## **C. Tribute**

78. The Working Party expressed its deepest gratitude to Mr. Martin Magold from the secretariat for his work in the area of inland waterway transport and wished him every success in his forthcoming retirement.

## **XII. Adoption of the report (agenda item 12)**

79. In accordance with established practice, the Working Party adopted the decisions taken at its forty-fourth session on the basis of a draft prepared by the secretariat.

## Annex I

### **Draft minutes of the twenty-third meeting of the CEVNI Expert Group**

1. The CEVNI Expert Group held its twenty-third meeting on 11 February 2014 in Geneva, back-to-back with the forty-fourth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3, 12–14 February 2014).
2. The meeting was attended by Mr. Reinhard Vorderwinkler (Austria), Ms. Natascha Dofferhoff-Heldens (Netherlands), Mr. Evgeny Brodskiy and Ms. Victoria Ivanova (Russian Federation), Mr. Imre Matics (Danube Commission), Mr. Željko Milkovic (International Sava River Basin Commission), Ms. Patricia Brückner (Moselle Commission), Ms. Valérie Blanchard, Mr. Martin Dagan and Mr. Martin Magold (UNECE).
3. The representative of the Central Commission for the Navigation of the Rhine (CCNR) was not able to attend.
4. The following items were discussed:
  - I. Adoption of the minutes of the twenty-second meeting;
  - II. General exchange of information;
  - III. Draft timeline for the preparation of CEVNI 5;
  - IV. Continuation of the consideration of revision proposals from CCNR based on the comparison of the German version of CEVNI and RPNR and amendment proposals concerning CEVNI language version discrepancies from CCNR and the secretariat;
  - V. Continuation of the consideration of draft article 4.07;
  - VI. New proposals from Belgium;
  - VII. New proposal from the Netherlands;
  - VIII. Other business;
  - IX. Next meeting.

#### **I. Adoption of the minutes of the twenty-second meeting**

5. The CEVNI Expert Group adopted the minutes of its twenty-second meeting held on 17 October 2013, as contained in document CEVNI EG/2013/27.<sup>1</sup>

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<sup>1</sup> Published as a working document for the forty-fourth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2014/2).



## II. General exchange of information

6. The Group noted that no addition to the recent exchange of information during its twenty-second meeting was necessary.

## III. Draft timeline for the preparation of CEVNI 5

7. The Group discussed the timeline for the preparation of CEVNI 5, based on information provided by the secretariat on the dates of the next SC.3 and SC.3/WP.3 meetings and the deadlines for submission of proposals by delegations.

8. The Group noted that at its forty-fifth session in June 2014, SC.3/WP.3 would consider the last set of proposed amendments to CEVNI. Consequently, the twenty-fourth meeting of the CEVNI Expert Group, aimed at considering and finalizing all amendments proposals, should preferably take place at the end of March 2014.

9. The Group agreed on the following draft timeline, to be submitted for approval to the forty-fourth session of SC.3/WP.3:

<b>11 February 2014</b>	Twenty-third meeting of the CEVNI Expert Group
<b>12 – 14 February 2014</b>	Consideration and approval, as appropriate, of the amendment proposals to CEVNI, submitted by the CEVNI Expert Group for the forty-fourth session of SC.3/WP.3
<b>24 February 2014</b>	Minutes of the twenty-third meeting of the CEVNI Expert Group circulated to delegations
<b>17 March 2014</b>	Deadline for the new substantive proposals to be submitted for consideration by the CEVNI Expert Group
<b>26 – 27 March 2014</b>	Twenty-fourth meeting of the CEVNI Expert Group
<b>25 – 27 June 2014</b>	Consideration and approval, as appropriate, of the amendment proposals to CEVNI, submitted by the CEVNI Expert Group for the forty-fifth session of SC.3/WP.3
<b>August 2014</b>	Editorial work by the secretariat and the CEVNI Expert Group and preparation of the draft resolution for the fifty-eighth session of SC.3
<b>September 2014</b>	Publication of the draft fifth revised edition of CEVNI
<b>12 – 14 November 2014</b>	Adoption of the fifth revised edition of CEVNI by SC.3
<b>February 2015</b>	Endorsement of the SC.3 resolution by the UNECE Inland Transport Committee
<b>March – June 2015</b>	Publication of online and paper version of CEVNI

#### IV. Continuation of the consideration of revision proposals from CCNR based on the comparison of the German version of CEVNI and RPNR and amendment proposals concerning CEVNI language version discrepancies from CCNR and the secretariat

10. The Group continued considering document CEVNI EG/2013/16 (pp. 25 - 34) containing the revision proposals by CCNR, based on the comparison of the German version of CEVNI and the Police Regulations for the Navigation of the Rhine (RPNR) and decided as follows:

11. *Amend article 6.28, paragraph 8 as follows*

8. In locks and lock basins it is obligatory to keep a minimum lateral distance of 10 m from the vessels or convoys carrying the ~~blue light or the blue cone~~ **marking** referred to in article 3.14, paragraph 1. However, this obligation shall not apply to vessels and convoys also showing this marking nor to the vessels referred to in article 3.14, paragraph 7.

12. *Amend article 6.28, paragraph 11 as follows*

11. On approaching the lock basin and on entering and leaving a lock, high-speed vessels shall move at a speed that will preclude any damage to the locks, to vessels ~~or to floating equipment~~ **or to assemblies of floating material** and that will not cause any danger for the persons on board.

13. *Amend article 6.28bis, paragraph 1, first two sentences as follows*

1. Admittance to a lock shall be regulated both by day and by night by ~~visual signals (marking)~~ **signal lights** placed on one side or on both sides of the lock. Such signals **lights** shall have the following meaning:

14. *Amend article 6.28bis, paragraph 2, first sentence as follows*

2. Exit from a lock shall be regulated both by day and by night by the following ~~visual signals (marking)~~ **signal lights**:

15. Amend article 6.30, paragraph 2, last sentence as follows:

Small ~~vessels~~ **craft** under way in reduced visibility shall use ship-to-ship channel or the channel prescribed by the competent authorities

16. *Amend article 7.05, paragraph 2 as follows*

2. In berthing areas marked by the sign E.5.1 (annex 7), vessels and assemblies of floating material may berth only on the stretch of water whose breadth, ~~measured from the sign,~~ is shown in metres on the sign. **This breadth shall be measured from the sign.**

17. *Amend article 7.07, paragraph 1 as follows*

1. The minimum distance to be left between two vessels, pushed convoys or side-by-side formations when berthed shall be:

(a) 10 m if one of them shows the marking referred to in article 3.14, paragraph 1;

(b) 50 m if one of them shows the marking referred to in article 3.14, paragraph 2;

(c) 100 m if one of them shows the marking referred to in article 3.14, paragraph 3.

~~If the two vessels, pushed convoys or side by side formations each carry one or more lights or cones, the higher number of lights or cones indicates the distance to be left clear.~~

18. Amend article 8.02, paragraph 2 (d) *as follows*

(d) ~~official number of vessel~~ **unique European vessel identification number or official number**; for seagoing vessels: IMO number;

19. In annex 1, add the following distinguishing group of letters for Slovenia: SLO.

20. Amend annex 3, text of sketch 5 *as follows*

Article 3.09, paragraph 1: Motorized vessel leading a towed convoy ~~alone~~ or as an auxiliary.

21. Amend annex 3, text of sketch 14 *as follows*

Article 3.10, paragraph 1, (c), (ii): Pushed convoys, when more than two vessels **other than the pusher** are visible from astern over the full width.

22. Amend annex 3, text of sketch 45 *as follows*

Article 3.20, paragraphs 1 and 4: ~~Vessels directly or indirectly made fast to the bank~~  
**All stationary vessels.**

23. Amend annex 3, text of sketch 46 *as follows*

Article 3.20, paragraph ~~21~~: Vessels stationary offshore.

24. Amend annex 3, text of sketch 47 *as follows*

Article 3.20, paragraph ~~32~~: Pushed convoys stationary offshore.

25. Amend annex 3, text of sketch 48 *as follows*

Article 3.20, paragraph ~~43~~: Stationary small craft.

26. Amend Annex 3, text of sketch 56 *as follows*

Article 3.25, paragraph 1, (a): Floating equipment at work and **stationary** vessels carrying out work or sounding or measuring operations; fairway clear on both sides.

27. Amend Annex 3, text of sketch 57 *as follows*

Article 3.25, paragraph 1, (a) and (b): Floating equipment at work and **stationary** vessels carrying out work or sounding or measuring operations; fairway clear on one side.

28. In annex 7, section I, delete the footnote in the text of sign A.13.

29. In annex 7, section I, modify sign A.16 to add the representation of a person on the boat.

30. Amend annex 7, section I, text of sign D.1, first sentence *as follows*

D.1 Recommended ~~channel~~ **opening**

31. Amend annex 7, section I, text of sign E.7.1 *as follows*

E.7.1 Berthing area reserved for **immediate** loading and unloading vehicles.  
~~(Maximum duration of berthing permitted may be added on an information plate below the board)~~

32. In annex 7, section I, after sign E.9b, *insert* a new sign E.9c *as follows*



33. In annex 7, section I, modify sign E.19 to add the representation of a person on the boat.

34. *Amend* annex 7, section I, text of sign E.22 *as follows*

E.22 Launching or beaching of ~~vessels~~ **small craft** permitted.

35. *Amend* annex 8, section I, paragraph 1 *as follows*

1. **Marking of waterways**

The waterway, the fairway, as well as the danger points and obstacles are not always marked.

Buoys, when used, ~~shall be~~ **are** anchored at approximately 5 m distance from the limits that they indicate.

Groynes and shallows can be marked using fixed marks or buoys. These marks or buoys ~~shall, are~~ usually, ~~be~~ placed on the borders of groynes and shallows or in front of them.

It is necessary to keep a sufficient distance from the marks and the buoys to avoid the risk of getting on the ground or hitting an obstacle.

36. The Group decided not to make any change to article 6.30, paragraphs 4 and 5. The Group believed that the provisions of paragraph 4 of CEVNI did not exist in the RPNR and thus it suggested that the CCNR should consider incorporating them into RPNR. The Group noted that the provisions of paragraph 5 were not necessary for the navigation on the Rhine as towed convoys were not allowed, but that, for safety reasons, they were necessary for navigation on other European waterways.

37. The Group decided not to change the text of article 7.05, paragraph 3 and rejected the amendment proposals for the following articles and annexes: article 7.07, paragraph 2 (b); article 7.08, paragraph 5; annex 7, section I, text of sign A.18; annex 7, section I, text of sign E.21; annex 8, section II.

38. The Group decided not to change the title of annex 6, section I — but instead, to ask the Group of Volunteer Experts on Resolution No. 61 (Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels) to discuss whether the provisions of sections I and II of annex 6 (Sound signals) should be rather incorporated into Resolution No. 61. If so, those provisions would be removed from CEVNI and reference would be made to Resolution No. 61.

39. The Group noted that CCNR had suggested verifying annex 6, section III, E (Sound signals to be used by vessels – Harbours and tributary waterways: entering and leaving, followed by crossing the waterway), but did not submit a concrete question or proposal to this regard. Therefore, the Group requested the secretariat to refer the issue back to CCNR.

## V. Continuation of the consideration of draft article 4.07

40. The Group took note of the communication from the CCNR on a new obligation in article 4.07 of the RPNR, from 1 December 2014, to fit vessels with Inland AIS and Inland ECDIS (CEVNI EG/2014/3).

41. The Group agreed that at this stage, it was not possible to introduce requirements for Inland ECDIS in article 4.07 of CEVNI. The Group also noted that the provisions of CEVNI would not be fully aligned with those of RPNR.

42. Nevertheless, the Group reviewed the draft revised article 4.07 of CEVNI presented in document CEVNI EG/2013/25 in light of new article 4.07 of RPNR and decided to align other requirements in this article. The revised article 4.07 would read as follows:

### “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 ITU Radio Regulations. The Inland AIS device shall be certified and installed in conformity with the requirements of the competent authority and shall be in good working condition. The competent authority may exempt seagoing vessels from these requirements.

The following vessels shall not be subject to these requirements:

- (a) Vessels in convoys, except the vessel that provides the main propulsion;
- (b) Small craft;
- (c) Vessels without their own means of propulsion;
- (d) Ferry boats not moving independently.

2. The Inland AIS device shall be switched on at all times and the data entered in the device shall at all times correspond with the actual data relating to the vessel or convoy. This requirement does not apply to stationary vessels in berthing areas designated by the competent authorities. The vessels referred to in paragraph 1 (a) shall deactivate any Inland AIS device that is on these vessels as long as they are part of the convoy.

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

4. In accordance with chapter 2 of the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) and the respective ITU Recommendation, 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 (decimetre 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);
  - (n) Type of Electronic Positioning Fixing Device (e.g. GPS, Galileo, Glonass).
5. 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.
6. 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 Inland Waterways (VTT) (Resolution No. 63) and radiotelephone regulations. Class A AIS devices should be in conformity with IMO regulations. Class B AIS devices should be in conformity with international telecommunications and electrotechnical regulations.
7. Small craft which do not have an ENI number are not required to transmit the data stipulated in paragraph 4 (d) above.
8. Small craft employing AIS shall also have radiotelephone equipment in good working condition and operating in receiving mode of the ship-to-ship channel.
9. For vessels using Class A AIS devices having an IMO type reception or Class B AIS devices, the requirements of paragraph 1 shall apply by analogy.”
43. In addition, the Group agreed to add a new paragraph 3 to article 9.05 “Chapter 4, Sound signals; radiotelephony; navigation devices” reading as follows:
3. 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.

## **VI. New proposals from Belgium**

44. The Group adopted the amendment proposal to article 1.07, paragraph 4, as follows (CEVNI EG/2013/26):

- “4. In addition, the stability of vessels carrying containers shall be checked before departure for the following cases:
- (a) for vessels with a beam of less than 9.5 m, loaded with more than one tier of containers;
  - (b) for vessels with a beam of 9.5 m or more but less than 11 m, loaded with more than two tiers of containers;

- (c) for vessels with a beam of 11 m or more **but less than 15 m**, loaded with more than three tiers of containers or more than three widths;
- (d) for vessels with a beam of 15 m or more, loaded with more than three tiers of containers.”.

45. The Group decided not to modify illustrations 3.E, 3.E1, 3.F and 3.F1 in section II (3) of annex 8. As there was no justification given to the proposal, the Group could not take an informed decision.

## **VII. New proposal from the Netherlands**

46. The Group examined the proposal from the Netherlands for inserting a new article on the use of spuds (CEVNI EG/2014/2) and made some suggestions for improvement.

47. The representative of the Netherlands said that she would come back with a revised proposal, including the two new signs that were proposed for inclusion in annex 7, at the next meeting of the Group.

## **VIII. Other business**

48. Following a question raised by the representative of Austria on the revision of chapter 10, the Group concluded that the bunkering safety checklists to be inserted as new annex 11 and supplement to annex 11 of CEVNI (ECE/TRANS/SC.3/WP.3/2014/4, annexes II and III) were not ready for submission and approval by SC.3/WP.3. The Group agreed to further work on it and submit a proposal for the forty-fifth session of SC.3/WP.3 in June 2014.

## **IX. Next meeting**

49. The CEVNI Expert Group agreed that its twenty-fourth meeting would take place on 26 and 27 March 2014 in Geneva.

## Annex II

### Timeline for the preparation of CEVNI 5

<b>11 February 2014</b>	Twenty-third meeting of the CEVNI Expert Group
<b>12 – 14 February 2014</b>	Consideration and approval, as appropriate, of the amendment proposals to CEVNI, submitted by the CEVNI Expert Group for the forty-fourth session of SC.3/WP.3
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