



Economic and Social Council

Distr.: General
18 July 2017

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

Sixty-first session

Geneva, 4-6 October 2017

Item 6 (a) of the provisional agenda

**Standardization of technical and safety requirements
in inland navigation: European Code for Inland
Waterways (CEVNI) (Resolution No. 24, revision 5)**

Outcome of the twenty-fifth meeting of the Informal CEVNI Expert Group and amendments to the European Code for Inland Waterways

Note of the secretariat

Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, para. 5.1 of the programme of work 2016-2017 (ECE/TRANS/2016/28/Add.1) adopted by the Inland Transport Committee at its seventy-eighth session on 26 February 2016.
2. It is recalled that the Working Party on Inland Water Transport (SC.3) at its sixtieth session had decided to hold the next meeting of the Informal CEVNI Expert Group (hereafter CEVNI Expert Group) in 2017 back-to-back with the fiftieth or fifty-first session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (ECE/TRANS/SC.3/203, para. 54). Following this decision, the twenty-fifth meeting of the Group was held on 13 June 2017 back-to-back with the fifty-first session of SC.3/WP.3.
3. The decisions taken by the CEVNI Expert Group, including amendment proposals for CEVNI, are reproduced in the Annex.

Annex

Draft minutes of the twenty-fifth meeting of the CEVNI Expert Group

1. The CEVNI Expert Group held its twenty-fifth meeting on 13 June 2017 back-to-back with the fifty-first session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3, 14-16 June 2017).

2. The meeting was attended by Mr. Alexey Afanassiev (Belarus), Mr. Barthold Van Acker (Belgium), Mr. Evgeny Brodsky (Russian Federation), Mr. Imre Matics (Danube Commission, hereafter DC), Ms. Carol Paddison (European Boating Association), Mr. Matrin Dagan and Ms. Victoria Ivanova (UNECE secretariat). Mr. Bernd Birkhuber (Austria) and Ms. Natascha Dofferhoff-Heldens (the Netherlands) were not able to participate in this meeting; however, they had submitted comments.

3. Delegates from the Central Commission for the Navigation on the Rhine, hereafter CCNR, the Moselle Commission, hereafter MC, and the International Sava River Basin Commission, hereafter SC, were not able to attend the meeting.

4. The Group adopted the provisional agenda (CEVNI EG/2017/1/Rev.1) prepared with due regard of CEVNI EG/2017/2 containing the overview of the decisions of the fifty-ninth and sixtieth sessions of SC.3 and forty-eighth to fiftieth sessions of SC.3/WP.3 relevant to the activities of the CEVNI Expert Group:

- I. Updating the list of participants
- II. Adoption of the minutes of the twenty-fourth session
- III. General exchange of information
- IV. Amendment proposals to Articles 4.01, 6.31, 6.35, 7.03 and 7.08

Document: ECE/TRANS/SC.3/WP.3/2016/5/Rev.1

- V. Aligning provisions of CEVNI and SIGNI

Document: CEVNI EG/2017/3

- VI. Amendment proposals concerning vessels using LNG as a fuel

Documents: ECE/TRANS/SC.3/2015/19, ECE/TRANS/SC.3/WP.3/2016/14

- VII. Amendment proposal concerning the standard for a LNG bunker checklist

Document: ECE/TRANS/SC.3/WP.3/2016/14

- VIII. Amendment proposal concerning the provisions for unobstructed view

Documents: Informal document SC.3/WP.3 No. (2015), ECE/TRANS/SC.3/WP.3/2016/14

IX. Updating Chapter 9 on the basis of the questionnaire on regional and national special requirements filled-in by Governments

Documents: ECE/TRANS/SC.3/2016/7, ECE/TRANS/SC.3/2016/17, ECE/TRANS/SC.3/WP.3/2017/4, ECE/TRANS/SC.3/WP.3/2017/11, ECE/TRANS/SC.3/WP.3/2017/22 and Informal documents SC.3/WP.3 Nos. 11 and 13 (2017)

X. Other business:

- (a) Proposal on updating the sign D.1c / D.1d

Document: CEVNI EG/2017/4

- (b) Amendments to Article 7.06, Annex 7, Articles 1.01, 1.10, 4.05, 4.07, 12.01 and Annex 12 of the Police Regulations for the Navigation on the Rhine and Articles 1.01 and 9.05 of the Police Regulations for the Navigation on the Mosel (RPNM)

Documents: CEVNI EG/2017/5, Informal document SC.3/WP.3 No. 15 (2017) (both documents in French only)

XI. Next meeting.

I. Updating the list of participants

5. The Group was informed that Mr. Imre Matics will be representing DC.

II. Adoption of the minutes of the twenty-fourth session

6. The Group adopted the minutes of its twenty-fourth meeting held on 26-27 March 2014 in Geneva.

III. General exchange of information

7. The Group took note of the information about the implementation of CEVNI 5 by the participants. Mr. Imre Matics informed about the ongoing work of DC on the new version of the Basic Provisions relating to Navigation on the Danube (DFND). Mr. Barthold Van Acker informed the Group about the ongoing work on harmonizing the national regulations with CEVNI. Mr. Evgeny Brodsky informed the Group about the current documents applied on Russian inland waterways that still had differences from certain CEVNI provisions.

8. The Group was informed by the secretariat that the Ukrainian text of CEVNI 5 was available on the UNECE website.

9. The Group asked DC to submit to the secretariat a comparative table of amendments introduced to CEVNI 5 and DFND in German, once it is ready, with a view to starting work on the preparation of the German language text of CEVNI 5.

IV. Amendment proposals to Articles 4.01, 6.31, 6.35, 7.03 and 7.08 of CEVNI

10. The Group considered the proposal by SC for amending Articles 4.01, 6.31, 6.35, 7.03 and 7.08 (ECE/TRANS/SC.3/WP.3/2016/5/Rev.1) and agreed on the following:

- (a)
- Amend*
- paragraph 1, subparagraph (b) of Article 4.01, "General"
- as follows*
- :

1. When sound signals other than bells are prescribed in these regulations or any other provisions applicable, they shall be given:

- (a) On motorized vessels, except small craft unless these are vessels with radar equipment, by means of mechanically operated sound signalling devices, placed sufficiently high that the sound signals can spread freely to the front

and if possible also to the back; the signalling devices shall conform to the requirements laid down in chapter I of annex 6 of these regulations;

(b) On non-motorized vessels and motorized small craft whose equipment does not include a sound signalling device, by means of a suitable trumpet or horn; such sound signals shall conform to the requirements of chapter I, ~~paragraphs 1 (b) and 2 (b)~~, of annex 6 to these regulations.

(b) Amend paragraph 2 of Article 6.35, “Water skiing and similar activities” as follows:

2. The boatmaster of the towing vessel shall be accompanied by a person responsible for ~~the tow and for supervision of~~ **supervising the towing arrangement**, the skier and/or **persons on other towed water sport equipment** and competent for **that purpose** ~~those purposes~~.

(c) Amend paragraphs 3 and 4 of Article 7.03, “Anchoring and use of telescopic piles (spuds)” as follows:

3. The competent authority may extend the application of paragraphs 1 ~~and 2~~ to telescopic piles (spuds).

4. In case **paragraph 1** ~~this article~~ is extended to the use of spuds, in sections where anchoring is prohibited under the provisions of paragraph 1 (a) ~~and (b)~~ above, vessels, assemblies of floating material and floating establishments may use spuds only in sectors marked by the sign E.6.1 (annex 7) and only on the side of the waterway on which the sign is placed.

11. The Group considered the proposal by the Russian Federation to amend paragraph 2 of Article 6.31, “Sound signals when stationary” as indicated below and decided to come back to it at its next meeting:

2. The provisions of paragraph 1 above shall not apply to vessels in a pushed convoy other than the pusher. In the case of a side-by-side formation, they shall apply only to one vessel in the formation. In the case of a towed convoy, they shall apply only to the towing vessel ~~and the last vessel in the convoy~~. **In the case of two towing vessels being parts of a convoy, they shall apply to both of them and the last vessel in the convoy.**

12. The Group decided to come back to the proposed new paragraph 4 to Article 7.08, as, in the opinion of the Group, it needed clarifications:

4. An efficient watch kept on one vessel in accordance with paragraphs 1, 2 and 3 can be responsible for the watch on the several other vessels referred to in these paragraphs only in case when vessels are coupled together in such a way that the safe crossing from one to other is provided for.

V. Aligning provisions of CEVNI and SIGNI (CEVNI EG/2017/3)

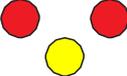
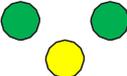
13. The Group considered the proposal for amending Annexes 7 and 8 to CEVNI prepared by the secretariat and emanating from ongoing work on the revision of Resolution No. 22, Revision 2, on the Signs and Signals on Inland Waterways (SIGNI) (ECE/TRANS/SC.3/WP.3/2016/5/Rev.1). The Group agreed with the opinion of Austria that, as the target group of SIGNI were the waterway authorities and not the boatmasters, the meaning of signs and signals should be defined in CEVNI, and SIGNI should only provide instructions for the waterway authorities on how to place the signs and signals

defined in CEVNI. The Group noted also the opinion of the Netherlands that adding new signs to CEVNI would be feasible only if they were referred to in CEVNI articles.

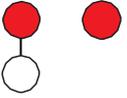
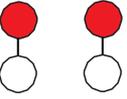
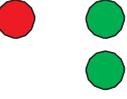
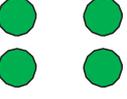
14. The Group agreed on the following:

(a) to recommend deleting the definitions “strong light”, “bright light” and “ordinary light” from Chapter 1, Section III, while keeping them in Resolution No. 61 and/or SIGNI;

(b) not to introduce in Annex 7 to CEVNI, for the time being, any new fixed light signs from SIGNI. It was recommended to delete the following signals from SIGNI:

	Two or more red lights set apart	“No passage” (between the lights). See also A.10c
	Two red lights set apart with a yellow light between them	“No passage (between the lights) except in conformity with the restrictions in force” (closed movable bridge, etc.). A yellow light may also be combined with the signal A.1d
	Single yellow light between green lights	“Go ahead, but look out for traffic coming the other way”. Vessels may steer towards the yellow light, which is placed above the navigable fairway

(c) to ask member States whether they apply the following signals and, if so, to come back to this issue when this information is available; the secretariat was asked to prepare a survey on this issue:

	One red light above a white light, a second red light being placed alongside the first	“Presence of an obstacle. Pass only on the side showing both the red and the white lights, and do not cause wash”
	Two red lights, each above a white light	“Presence of an obstacle. Pass on either side, but do not cause wash”
	One red light and two green lights placed one above the other	“Pass only on the side showing two green lights”
	Two pairs of green lights placed one above the other	“Pass on either side”

15. The Group was of the opinion that no amendments should be introduced to figures 17 ter and 17 quinquies of Annex 8 to CEVNI and recommended to delete the respective figures from SIGNI, as they were not intended for the waterway authorities.

16. The Group was of the opinion that the black ball should be deleted from the marking of the passage permitted on the clear side at reduced speed (avoid creating wash) as

contradicting Articles 3.18, 3.20 and 3.34 of CEVNI. Concerning a red ball over a white ball for the same marking, the Group decided to ask member States whether they were applying this marking and, if so, to come back to this issue when this information was available. The secretariat was asked to add this question to the survey mentioned in para. 14 (c) above.

17. The Group agreed to introduce the following amendments to annex 8 to CEVNI:

(a) *Add* the following text to section VI:

Additional marks for lakes and broad waterways taken from the IALA Maritime Buoyage System may be used if required:

- marking of danger points, obstacles and special features: cardinal marks, isolated danger marks, marking of new dangers;
- safe water marks;
- special marks for marking of prohibited or restricted zones;
- weather signs and signals on lakes.

In addition, danger points, obstacles and special features may be marked by other electronic means, such as automatic identification system (AIS).

If the competent authorities consider the risk to navigation to be especially high, at least one of the marks should be duplicated. Any duplicate mark shall be identical to its partner in all respects.

(b) *Add* a new para. 3 to section VI A, introducing the new danger mark:

3. Marking of new dangers

The term “New Danger” is used to describe newly discovered hazards not yet shown in nautical documents. New Dangers include naturally occurring obstructions such as sand banks or rocks or man-made dangers such as wrecks.

Colour: Blue and yellow vertical stripes
in equal number dimensions
(minimum 4 stripes and maximum 8)

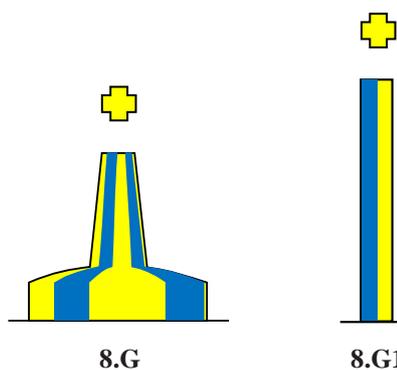
Form: pillar or spar

Topmark (if any): vertical or perpendicular
yellow cross

Light (when fitted):

Colour: yellow/blue alternating

Rhythm: one second of blue light and one
second of yellow light with 0.5 seconds
of darkness between.



(fig. 23 bis)

(c) *Add* a new section VI B bis:

B BIS SPECIAL MARKS

Marks not primarily intended to assist navigation but which indicate a special area or feature referred to in appropriate documents, such as military exercise zone marks, recreation zone marks.

Colour: yellow

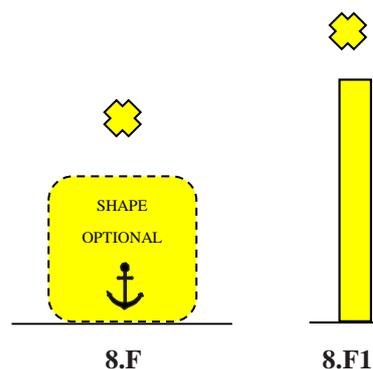
Shape: optional, but not conflicting with navigational marks

Topmark if any: single yellow, "X" shape

Light:

Colour: yellow

Rhythm: any, other than those described in A.2, A.3 and B.



(fig.24 bis)

VI. Amendment proposals concerning vessels using LNG as a fuel

18. The Group exchanged opinions on introducing new provisions to CEVNI concerning vessels using LNG as a fuel on the basis of amendments to the Police Regulations for the Navigation on the Rhine (RPNR) introduced by CCNR Resolutions 2015-I-7 and 2015-II-15 (ECE/TRANS/SC.3/2015/19, Annex I to Protocol 7, and ECE/TRANS/SC.3/WP.3/2016/14). DC was preparing a relevant new draft chapter to DFND that would be discussed at the next session of the DC Working Group on Technical Issues. The Group duly noted that Austria was supporting the introduction of provisions concerning LNG to CEVNI following the proposals of CCNR. The Group decided to come back to this issue at its next meeting.

VII. Amendment proposal concerning the standard for a LNG bunker checklist

19. The Group exchanged opinions on introducing a new annex "LNG bunkering checklist" to CEVNI based on the Standard for a Liquefied Natural Gas (LNG) Bunker Checklist adopted by CCNR. The secretariat was asked to issue a working document in three working languages in order to continue the discussion.

VIII. Amendment proposal concerning the provisions for unobstructed view

20. The Group started discussion on introducing new provisions to CEVNI for unobstructed view on the basis of amendments to RPNR introduced by CCNR. The secretariat was asked to issue a working document in three working languages containing the text of provisions introduced by CCNR Resolution 2015-II-16 and come back to this issue at its next meeting.

IX. Updating Chapter 9 on the basis of the questionnaire on regional and national special requirements filled-in by Governments

21. The Group took note of the answers to the questionnaire on regional and national prescriptions submitted by Austria, Belarus, Bulgaria, the Czech Republic, Hungary, Romania, the Russian Federation, Slovakia and SC (ECE/TRANS/SC.3/2016/7, ECE/TRANS/SC.3/2016/17, ECE/TRANS/SC.3/WP.3/2017/4, ECE/TRANS/SC.3/WP.3/2017/11, ECE/TRANS/SC.3/WP.3/2017/22 and Informal documents SC.3/WP.3

Nos. 11 and 13 (2017)). It decided that the answers received so far could be a basis for starting work on updating Chapter 9, Regional and national special requirements and asked the secretariat to start working on it with a view to discuss it at its next meeting.

X. Other business

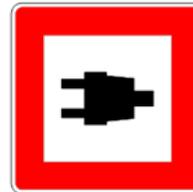
A. Proposal on updating the sign D.1c / D.1d

22. The Group rejected the proposal on modifying sign D.1 as set out in CEVNI EG/2017/4, as this provision has been applied in member States and no confusion while using it was found out.

B. Amendments to Article 7.06, Annex 7, Articles 1.01, 1.10, 4.05, 4.07, 12.01 and Annex 12 of the Police Regulations for the Navigation on the Rhine and Articles 1.01 and 9.05 of the Police Regulations for the Navigation on the Mosel (RPNM)

23. The Group was informed by the secretariat about the recent amendments to RPNR and RPNM submitted by CCNR and MC (CEVNI EG/2017/5, Informal document SC.3/WP.3 No. 15 (2017)) concerning the following:

- the obligation to announce;
- berthing area where vessels should be connected to an onshore power supply point;
- a new mandatory sign:



- definition of the fixed tank;
- list of categories of vessels and convoys;
- amendments to the radiotelephone communication and others.

24. The Group took note of the information by the Netherlands that a supplement to this new Article about the obligation for the use of onshore power supply was under discussion concerning an exception for using the onshore power by vessels fitted with alternative power supply installations, such as solar panels.

25. The Group duly noted the comment by Austria concerning the proposal for Article 12.01 (g) as not being in line with ADN and, therefore, the need to keeping the text of CEVNI Article 8.02(1) of CEVNI.

26. The Group asked the secretariat to prepare the text submitted by CCNR in three working languages with a view to start working on amendments to CEVNI and asked the secretariat to hold consultations with CCNR and MC on this matter with a view to come back to this issue at its next meeting.

XI. Next meeting

27. The CEVNI Expert Group agreed on the following preliminary date for its twenty-sixth meeting to be 3 October 2017, back-to-back with the sixty-first session of SC.3.