



Economic and Social Council

Distr.: General
25 July 2018

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

Sixty-second session

Geneva, 3-5 October 2018

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-eighth meeting of the CEVNI Expert Group and amendments to the European Code for Inland Waterways

Note by the secretariat

Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph (a) 5.2 of the programme of work of the Transport subprogramme for 2018-2019 (ECE/TRANS/2018/21/Add.1) adopted by the Inland Transport Committee at its eightieth session (23 February 2018).

2. At its fifty-third session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation took note of the decisions of the twenty-eighth meeting of the CEVNI Expert Group held on 26 June 2018, and asked the secretariat to issue a detailed report of the meeting for the sixty-second session of the Working Party on Inland Water Transport. The full report of the meeting, including amendment proposals to CEVNI, is reproduced in the annex.

Annex

Decisions of the twenty-eighth meeting of the CEVNI Expert Group

1. The CEVNI Expert Group, hereafter the Group, held its twenty-eighth meeting on 26 June 2018 back-to-back with the fifty-third session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3, 27-29 June 2018).
2. The meeting was attended by Mr. B. Birkhuber (Austria), Mr. B. Van Acker (Belgium), Ms. H. Liégeois (Belgium), Mr. W. Haupt (Germany), Mr. I. Matics (Danube Commission, hereafter DC), Ms. C. Paddison (EBA) and Ms. V. Ivanova (UNECE secretariat).
3. The Central Commission for the Navigation on the Rhine, hereafter CCNR, and the International Sava River Basin Commission, hereafter the Sava Commission, informed the secretariat that they were not able to attend the meeting.
4. The Group adopted the provisional agenda (CEVNI EG/2018/8/Rev.1) as modified below:
 - I. Adoption of the minutes of the twenty-seventh meeting.
 - II. General exchange of information.
 - III. Amendment proposals to Articles 3.14 and 7.07.
 - IV. Amendment proposals to Chapter 10.
 - V. Amendment proposal to Chapter 9.
 - VI. Amendment proposals to Articles 1.07, 4.07, 7.06, 8.02, Annex 7 and a new annex of categories of vessels.
 - VII. Aligning draft revision 3 of the Signs and Signals on Inland Waterways (SIGNI) with CEVNI 5.
 - VIII. Other business:
 - A. Amendments to the Police Regulations for the Navigation of the Rhine relating to the boatmaster, the requirement to be connected to an onshore power supply point for some special berthing areas and the consideration of the European Standard laying down Technical Requirements for Inland Navigation vessels.
 - B. Other amendments to CEVNI.
 - IX. Next meeting.

I. Adoption of the minutes of the twenty-seventh meeting

Document: CEVNI EG/2017/7

5. The Group adopted the minutes of its twenty-seventh meeting held on 13 February 2018 in Geneva.

II. General exchange of information

6. Mr. Matics informed the Group that the new edition of the Basic Provisions Governing Navigation on the Danube (DFND) was harmonized with CEVNI 5 and would be adopted at the ninetieth session of DC to be held on 28 and 29 June 2018. Mr. Birkhuber pointed out that Austria was planning to put into force the national regulations harmonized with the new DFND from 1 January 2019.

7. Ms. Liégeois briefly informed the Group about the ongoing work by De Vlaamse Waterweg nv on regulations for smart shipping and, in particular, its work in the CCNR specialized working group. Given that future regulations for smart shipping would imply major changes of the navigation rules on inland waterways both at a national and a pan-European levels, the Group decided to recommend that SC.3/WP.3 include smart shipping in the agenda of the sixty-second session of the Working Party on Inland Water Transport (SC.3).

III. Amendment proposals to Articles 3.14 and 7.07

Document: CEVNI EG/2018/9

8. The Group discussed the proposal by Austria, which aims to update the references to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) contained in Articles 7.07 and 3.14, and agreed to modify them as follows:

(a) Article 3.14, paragraph 7

Any vessel not required to carry the markings referred to in paragraphs 1, 2 or 3 above but which has been issued with ~~an approval certificate of approval in accordance with section 8.1.8~~ or a provisional certificate **of approval** in accordance with section ~~8.1.9~~ **1.16.1** of ADN, which conforms to the safety provisions for vessels referred to in paragraph 1 above, may, on approaching a lock, display the markings referred to in paragraph 1 above, when it wishes to pass through the lock with a vessel required to display the markings referred to in paragraph 1 above.

(b) Article 7.07, paragraph 2(b)

Vessels not carrying this marking but issued with a certificate of approval **or a provisional certificate of approval** in accordance with ~~paragraph 8.1.8~~ **section 1.16.1** of ADN, and conforming to the safety requirements applicable to vessels referred to in article 3.14, paragraph 1.”

9. The Group asked the secretariat to transmit this proposal to SC.3/WP.3.

IV. Amendment proposals to Chapter 10

Documents: CEVNI EG/2018/10, CEVNI EG/2018/12

10. Following its decision at its twenty-seventh meeting, the Group started considering modification of Chapter 10 that may emanate from the revised the Convention on collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways (CDNI), version 2014, based on CEVNI EG/2018/10 and CEVNI EG/2018/12 transmitted by the secretariat of the CDNI Convention. The Group decided to:

(a) compare the French texts and continue working on Article 10.01 based on this comparison, given the substantial difference in the English texts of CDNI, ADN and Chapter 10 of CEVNI;

(b) collect information from member States about the provisions concerning the discharge of waste water in the waterway from vessels;

(c) continue discussion on Articles 10.04, 10.06 and 10.08 at its next meeting.

11. The secretariat was asked to invite the CDNI secretariat and possibly the ADN secretariat to the meeting.

V. Amendment proposal to Chapter 9

Documents: ECE/TRANS/SC.3/2017/10, CEVNI EG/2018/11

12. The Group recalled its decision about the revision of Chapter 9 at its twenty-seventh meeting. The secretariat informed the Group that no proposals have been received so far. The Group decided to come back to this at its next meeting.

VI. Amendment proposals to Articles 1.07, 4.07, 7.06, 8.02, Annex 7 and a new annex of categories of vessels

Documents: ECE/TRANS/SC.3/2017/10, CEVNI EG/2018/11

13. The Group took note of document CEVNI EG/2018/11 with the comparison of Articles 1.07, 4.07, 7.06, 8.02 and Annex 7 with respective provisions of the Police Regulations for the Navigation of the Rhine (RPNR) as amended by CCNR resolutions adopted in 2015-2017, and proposals for amending CEVNI transmitted by Belgium in CEVNI EG/2018/11. Mr. Van Acker provided additional information and clarifications; in particular, he mentioned that:

(a) Article 9.05 of the Police Regulations for the Navigation of the Mosel (RPNM) (ECE/TRANS/SC.3/2017/10) had also been covered by the proposed modification to Article 8.02 of CEVNI; and

(b) CEVNI did not have the definition of fixed tanks which had been introduced in RPNM, however, the definition of fixed tanks in Resolution No. 61 corresponds to RPNM.

14. The Group decided that CEVNI EG/2018/11 was a good basis for further work, and exchanged opinions on possible modifications for CEVNI.

15. In relation to Article 4.07, Mr. Haupt pointed out that the German regulations did not accept similar charts or chart systems. Ms. Paddison mentioned that recreational craft would be affected by the requirement to have Inland ECDIS, as it would cover all vessels over 20 m in length and, therefore, some derogations could be required.

16. The Group was of the opinion that an annex similar to Annex 11 of RPNR could be introduced in CEVNI, as it was essential for visualization. Furthermore, the advantage was to keep references as annexes in CEVNI. The Group mentioned also that Annex 11 will be included in the new text of the VTT Standard.

17. The Group made the following observations on Article 8.02:

(a) In paragraph 1 of Article 8.02, in the end, “or using the electronic reporting according to Resolution No. 79” could be added;

(b) the technical name of a vessel mentioned in paragraph 2, subparagraph (bb) of the amendment proposal to Article 8.02, cannot be transferred automatically;

(c) Reporting requirements for vessels carrying dangerous goods in CEVNI that referred to ADN were more flexible than in RPNR, and in paragraph 2, subparagraph (cc) of the amendment proposal to Article 8.02 “if available” could be added in the end;

(d) Article 8.02 of RPNR contained additional requirements for convoys;

(e) Additional sign “Reporting requirement” supplementary to B.11 that was mentioned in Article 12.01(8) of RPNR could be added to Article 8.02 of CEVNI.

18. The Group noted that the list of categories of vessels and convoys in Annex 12 of RPNR had not covered the whole list from UN Recommendation No. 28 “Codes for Types of Means of Transport”, and decided that clarifications from the CCNR secretariat would be helpful to understand the reasons.

VII. Aligning draft revision 3 of the Signs and Signals on Inland Waterways (SIGNI) with CEVNI 5

Documents: ECE/TRANS/SC.3/2017/11/Rev.1, ECE/TRANS/SC.3/WP.3/2018/14, Informal document SC.3/WP.3 No. 17 (2018)

19. The Group agreed with the proposal for amending Chapter 8 of a new draft SIGNI prepared by the Sava Commission as contained in ECE/TRANS/SC.3/WP.3/2018/14, and asked the secretariat to transmit this proposal to SC.3/WP.3.

20. The Group agreed with the proposal for amending Chapters 5 and 9 as contained in Informal document SC.3/WP.3 No. 17 (2018), and asked the secretariat to transmit this proposal to SC.3/WP.3.

VIII. Other business

A. Amendments to the Police Regulations for the Navigation of the Rhine relating to the boatmaster, the requirement to be connected to an onshore power supply point for some special berthing areas and the consideration of the European Standard laying down Technical Requirements for Inland Navigation vessels

Document: ECE/TRANS/SC.3/WP.3/2018/17

21. The Group took note of the recent amendments to RPNR as contained in ECE/TRANS/SC.3/WP.3/2018/17, and decided to come back to them at future meetings.

B. Other amendments to CEVNI

22. The group decided:

(a) in Article 4.01, paragraph 1 (b), delete “paragraphs (a) and (b)”;

(b) in Article 6.16, paragraphs 5 and 6, replace “Section II, paragraph 2” with “Section II B”.

IX. Next meeting

23. The CEVNI Expert Group agreed on 2 October 2018 preliminarily for its twenty-ninth meeting to be, back-to-back with the sixty-second session of SC.3.
