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Economic Commission for Europe**Inland Transport Committee****Working Party on Inland Water Transport****Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation****Fifty-fifth session**

Geneva, 19-21 June 2019

Item 4 (a) of the provisional agenda

**Standardization of technical and safety requirements in inland navigation:
European Code for Inland Waterways (Resolution No. 24, revision 5)****Outcome of the special session of the CEVNI Expert Group
held on 7-8 February 2019 in Strasbourg (France)****Note by the secretariat****Mandate**

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2018-2019 (ECE/TRANS/2018/21/Add.1) adopted by the Inland Transport Committee at its eightieth session (20-23 February 2018) (ECE/TRANS/274, para. 123).
2. At its fifty-fourth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation asked the secretariat to prepare a working document for its fifty-fifth session about the outcome of the special session of the CEVNI Expert Group held on 7-8 February 2019 in Strasbourg (France) (ECE/TRANS/SC.3/WP.3/108, para. 55). The session was hosted by the Central Commission for the navigation of the Rhine (CCNR) and included (a) the joint meeting with the CCNR Working Group on Police Regulations and (b) the joint meeting with the Secretariat of the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI).
3. The reports of the joint meetings and amendment proposals for CEVNI are reproduced in annexes I and II.

Annex I

Draft Minutes of the Joint Meeting of the CCNR Working Group on the Police Regulations and the CEVNI Expert Group*

Strasbourg, France, 7 February 2019

1. The joint meeting of the Working Group on the CCNR Police Regulations and the CEVNI Expert Group was held on 7 February 2019 in Strasbourg (France). The meeting was organized jointly by the Central Commission for the Navigation of the Rhine (CCNR) and the secretariat of the United Nations Economic Commission for Europe (ECE) and was hosted by CCNR.

2. The meeting was attended by: Mr. Barthold Van Acker and Ms. Herlinde Liégois (Belgium), Mr. Thomas Perrin (France), Ms. Natascha Dofferhoff-Heldens (Netherlands), Mr. Roland Blessinger and Mr. Andreas Egger (Switzerland), Ms. Marlène Hirtz (CCNR Secretariat), Mr. Imre Matics (Danube Commission, hereafter DC), Mr. Zeljko Milkovic (International Sava River Basin Commission, hereafter SC), Ms. Carol Paddison (EBA), Ms. Victoria Ivanova (ECE secretariat). The meeting was chaired by Mr. Van Acker.

3. Mr. Bernd Birkhuber (Austria), Mr. Evgeny Brodsky (Russian Federation) and Ms. Patricia Bruckner (Mosel Commission) informed that they were not able to take part in the meeting; however, Austria and the Russian Federation had submitted their comments for the consideration by the participants.

4. The following agenda was adopted by the participants based on the preliminary agenda (CEVNI EG/2019/1/Rev.1):

I. Adoption of the minutes of the twenty-ninth meeting of the CEVNI Expert Group.

Document: CEVNI EG/2018/16

II. General exchange of information:

(a) Recent amendments to RPNR** (information of the CCNR Secretariat);

(b) Status of the European Code for Inland waterways (CEVNI) revision 5 and ongoing work on updating the CEVNI provisions (information of the ECE secretariat);

(c) Information about the implementation of CEVNI 5 by countries.

Document: RP/G (19) 12/CEVNI EG/2019/3

III. Amendment proposals to Articles 4.07, 7.06, 8.02 and Annex 7 of CEVNI.

Documents: CEVNI EG/2018/11, RP/G (19) 12/CEVNI EG/2019/3, CEVNI EG/2019/4, CEVNI EG/2019/6, ECE/TRANS/SC.3/WP.3/2018/17

IV. Amendment proposals to Articles 1.02, 1.07, 1.08, 1.10, 7.01, 9.02, 10.07 of CEVNI.

Documents: CEVNI EG/2019/2, RP/G (19) 12/CEVNI EG/2019/3, CEVNI EG/2019/5

V. Comparison of the updated consolidated version of RPNR and CEVNI.

VI. Other business.

VII. Next meeting of the CEVNI Expert Group.

I. Adoption of the minutes of the twenty-ninth meeting of the CEVNI Expert Group

5. The CEVNI Expert Group adopted the minutes of its twenty-ninth meeting held on 2 October 2018 in Geneva.

* Issued by CCNR as RP/G (19) 30.

** The Police Regulations for the Navigation of the Rhine.

II. General exchange of information

(a) Recent amendments to RPNR (information of the CCNR Secretariat)

Document: RP/G (19) 12/CEVNI EG/2019/3

6. Ms. Hirtz informed the meeting about the outcome of the autumn session of CCNR in 2018 and the adoption of the automation levels by CCNR resolution 2018-II-16. She further presented a summary document with a list of relevant articles in RPNR referred to in documents of the CEVNI Expert Group in 2017-2018 and a table summarizing the resolutions adopted at the autumn and spring plenary sessions 2017-2018 of CCNR that were relevant to the activities of the CEVNI Expert Group. The CCNR Secretariat was asked to transmit the text of these resolutions to the ECE secretariat for the fifty-fifth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) in June 2019.

(b) Status of CEVNI 5 and ongoing work on updating the CEVNI provisions (information of the ECE secretariat)

7. Ms. Ivanova informed the meeting about amendments Nos. 1 and 2 adopted by the Working Party on Inland Water Transport in 2017–2018, the adoption of the European Code for Signs and Signals on Inland waterways (SIGNI) as resolution No. 90 which was fully harmonized with CEVNI 5 and mentioned the ongoing work and tasks of the CEVNI Expert Group. She stressed the importance of inputs from CCNR for the work of the CEVNI Expert Group on updating the CEVNI provisions. She further mentioned that the preparation of the sixth revision of CEVNI would be started in 2020.

(c) Information about the implementation of CEVNI 5 by countries

8. Ms. Ivanova mentioned that the most recent information about the implementation of CEVNI available in the ECE secretariat was issued in 2018 as the publication “Implementation of CEVNI Revision 5”.¹ The meeting invited CCNR member countries to submit updates, if any, to the ECE secretariat.

III. Amendment proposals to Articles 4.07, 7.06, 8.02 and Annex 7 of CEVNI

Documents: CEVNI EG/2018/11, RP/G (19) 12/CEVNI EG/2019/3, CEVNI EG/2019/4, CEVNI EG/2019/6, ECE/TRANS/SC.3/WP.3/2018/17

9. The participants modifications of Article 4.07 of CEVNI based on CEVNI EG/2018/11, CEVNI EG/2019/4 and CEVNI EG/2019/6. The discussion was held about the obligation to install Inland AIS devices on small craft used as police vessels equipped with radar devices (amendment proposal to Article 4.07, paragraph 1(b)). Ms. Dofferhoff-Heldens mentioned that in the Netherlands small craft was often used as police vessels and, therefore, such exemption was reasonable. The meeting decided to keep the existing text in subparagraph (b).

10. The meeting came back to the discussion of amendments to paragraph 6, Article 4.07 of CEVNI, based on the proposal of the Russian Federation to delete the text “(including DSC channel management)” in the second sentence, as the application of DSC on inland waterways was in contradiction with provisions of the Regional Arrangement on the Radiocommunication Service for Inland Waterways (RAINWAT) (CEVNI EG/2019/6). The participants mentioned that, according to RAINWAT, DSC was allowed in maritime mixed areas. The Working Group on the Police Regulations was invited to consider the reasons for introducing this requirement when working on Article 4.07(6) of RPNR.

11. The meeting decided to modify Article 7.06, “Berthing authorized for certain types of vessels” and Annex 7 (paragraphs 1 and 2 of the appendix).

¹ www.unece.org/fileadmin/DAM/trans/main/sc3/publications/CEVNI5_implementation.pdf.

12. The meeting considered modifications to Article 8.02, “Reporting requirements” (CEVNI EG/2018/11) and exchanged the information about exemptions from the reporting requirements for particular types of craft (supply vessels and oil separator vessels with a deadweight of up to 300 t and day-trip vessels) allowed in Article 12.01(1) of RPNR. Based on the discussion, the meeting decided to modify Article 8.02 (paragraph 3 of the appendix).

13. It was mentioned that the list of categories of vessels and convoys in Annex 12 of RPNR was different from the list of craft in UN Recommendation No. 28 “Codes for Types of Means of Transport”, section “Inland water transport”. The Working Group on the Police Regulations was invited to check this issue with RIS experts, and then the CEVNI Expert Group will come back to this.

IV. Amendment proposals to Articles 1.02, 1.07, 1.08, 1.10, 7.01, 9.02, 10.07 of CEVNI

Documents: CEVNI EG/2019/2, RP/G (19) 12/CEVNI EG/2019/3, CEVNI EG/2019/5

14. It was decided to start considering the new amendment proposals (CEVNI EG/2019/2) at the next meeting of the CEVNI Expert Group.

V. Comparison of the updated consolidated version of RPNR and CEVNI

15. The meeting welcomed the proposal to make a comparison of the updated consolidated version of RPNR and CEVNI, which would be a basis for the preparation of the next revision of CEVNI. The ECE secretariat was asked to start this work in cooperation with the CCNR Secretariat.

VI. Other business

German version of CEVNI 5

16. The CCNR Secretariat stressed the desirability to issue the German text of CEVNI 5 for CCNR member States. The ECE secretariat informed the meeting that the work on the preparation of the German text was currently pending, and for the successful realization of this task the help from CCNR and DC would be of great value.

VII. Next meeting of the CEVNI Expert Group

17. It was decided that the next, thirty-first meeting of the CEVNI Expert Group will be held on 18 June 2019, back-to-back with the fifty-fifth session of SC.3/WP.3. The CEVNI Expert Group emphasized the need of the continued involvement of River Commissions in its activities and expressed the hope that the secretariats of River Commissions would be able to contribute to and attend the meetings of the group. Members of the CCNR Working Group on the Police Regulations and the CCNR Secretariat were invited to take part.

18. The CEVNI Expert Group thanked the CCNR Secretariat for hosting the meeting, which provided an opportunity to bring together a wider range of participants and, in particular, the secretariats of River Commissions and to have consultations with the CCNR Working Group on the Police Regulations.

Appendix

Amendment proposals to the European Code for Inland Waterways agreed at the Joint Meeting of the CCNR Working Group on the Police Regulations and the CEVNI Expert Group

1. Article 7.06

Renumber the existing text as paragraph 1 and *add* new paragraphs 2 and 3

2. In berthing areas marked by the sign B.12 (annex 7), all vessels are required to be connected to an onshore power supply point in order to fully cover their energy needs while berthed. Exceptions to the requirement referred to in the first sentence above may be indicated by an additional rectangular white panel placed under sign B.12.

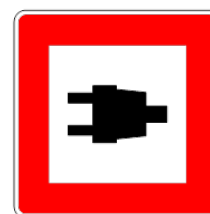
3. Paragraph 2 does not apply to vessels which, while berthed, exclusively use an energy supply that makes no noise and emits neither gas nor particulate pollutants.

2. Annex 7

After B.11b, *add*

B.12

**Obligation to use onshore power supply point
(See article 7.06, para. 2)**



3. Article 8.02, *modify*

1. Boatmasters of the following vessels and convoys shall, prior to entering the sectors, traffic control posts, traffic centres and locks indicated by the competent authority, eventually by B.11 sign (annex 7), **which may be complemented with an additional sign marked “Reporting requirement”**, report their presence on the indicated radiotelephone channel:

(a) Vessels and convoys carrying dangerous goods in accordance with the provisions of ADN;

(b) Tank vessels, except for small supply vessels and oil separator vessels as defined in section 1.2.1 of ADN;²

~~(b c)~~ Vessels transporting [more than 20] containers;

~~(c)~~ ~~Passenger vessels except for day trip vessels;~~

(d) Vessels longer than 110 m;

(e) Cabin passenger vessels;

~~(d f)~~ Seagoing vessels, except for pleasure crafts;

(g) Vessels with an LNG system on board;

~~(e h)~~ Special transport referred to in article 1.21;

² ADN 2019, section 1.2.1 “Definitions”:

Supply vessel means an open type N tank vessel with a dead weight of up to 300 tonnes, constructed and fitted for the carriage and delivery to other vessels of products intended for the operation of vessels;

Oil separator vessel means an open type N tank vessel with a dead weight of up to 300 tonnes, constructed and fitted to accept and carry oily and greasy wastes from the operation of vessels.

- (~~f~~i) Other vessels and convoys as required by the competent authorities.
2. The boatmasters mentioned in paragraph 1 shall communicate the following data:
- (a) category of vessel **or convoy and, for convoys, category of all the vessels of the convoy [in accordance with annex 12];**
 - (b) name of vessel **and, for convoys, of all the vessels of the convoy;**
 - (c) position, direction of navigation;
 - (d) unique European vessel identification number or official number; for seagoing vessels: IMO number, **and, for convoys, of all the vessels of the convoy;**
 - (e) maximum load **and, for convoys, of all the vessels of the convoy;** for seagoing vessels: deadweight tonnage;
 - (f) length and breadth of vessel **and, for convoys, length and breadth of the convoy and all vessels of the convoy;**
 - ~~(g) type, length and breadth of convoy;~~
 - (~~h~~ g) draught (only on special request);
 - (~~i~~ h) route **with information on the ports of departure and destination;**
 - (~~j~~ i) loading port;
 - (~~k~~ j) unloading port;
 - (~~l~~ k) nature and quantity of cargo (for dangerous goods: as required under 5.4.1.1.1 (a)-(d) and (f) and 5.4.1.2.1 (a) of the Regulations annexed to ADN for carriage in bulk or in packages, or 5.4.1.1.2 (a)-(e) of the Regulations annexed to ADN for carriage in tank vessels).

Annex II

Draft Minutes of the Joint Meeting of the CDNI Secretariat and the CEVNI Expert Group*

Strasbourg, France, 8 February 2019

1. The joint meeting of the Secretariat of the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI) and the CEVNI Expert Group was held on 8 February 2019 in Strasbourg (France). The meeting was organized jointly by the Central Commission for the Navigation of the Rhine (CCNR) and the secretariat of the United Nations Economic Commission for Europe (ECE) and was hosted by CCNR.

2. The meeting was attended by: Ms. Charline Daloze (CDNI Secretariat), Mr. Imre Matics (DC), Mr. Zeljko Milkovic (SC), Ms. Carol Paddison (EBA), Ms. Victoria Ivanova (ECE secretariat).

3. The following agenda was adopted by the participants based on the preliminary agenda (CEVNI EG/2019/1/Rev.1):

I. Introduction.

II. General exchange of information:

(a) Current status of CDNI (information of the CDNI Secretariat);

(b) Ongoing work on updating Chapter 10 of CEVNI (information of the ECE secretariat).

III. Aligning Chapter 10 of CEVNI with CDNI.

Documents: CEVNI EG/2018/10, CEVNI EG/2018/12, CEVNI EG/2018/15 and CEVNI EG/2018/16

I. Introduction

4. Ms. Daloze welcomed the members of the CEVNI Expert Group on behalf of the CDNI Secretariat. She emphasized the desirability of harmonizing Chapter 10 of CEVNI with the CDNI Convention that had been supported by Contracting Parties to the Convention and to reach the most possible harmonization between the two legal frameworks and thanked ECE for conducting this work.

II. General exchange of information:

A. Current status of CDNI

5. Ms. Daloze informed the meeting about the current status of CDNI. She provided details about recent changes to CDNI and related activities and developments:

(a) Part A (oily and greasy waste): introduction of a new contactless ECO-card in the end of 2018 — the beginning of 2019 for all vessels, that, in addition to paying the disposal charge, could be used for other applications and services relevant to inland navigation. The disposal charge is now maintained at 7.50 euros; however, it may be subject to increase in 2020-2021;

(b) Part B (cargo-related waste): introduction of a new term “compatible transport operations” in articles 5.01 and 7.06, in addition to the term “exclusive transport operations” and the respective amendment of the attestation of unloading, followed by the development of a dedicated user guide that will be available on the CDNI website (www.cdni-iwt.org) in

* Issued by the CDNI Secretariat as CPC (19) 6 = CDNI/G (19) 6.

the first quarter of 2019; a considerable revision of the unloading standards which became valid since 1 January 2018, and the development of electronic tool “WaSTo” in order to facilitate day-to-day use of the standards and provide useful additional information which was available online on the CDNI website;

(c) Part C:

- Other waste: the ongoing discussion on extending the scope of the prohibition of the discharge of domestic waste water for passenger vessels carrying between 12 and 50 passengers
- Gaseous residues: the ongoing ratification of the amendment on the treatment of gaseous residues adopted by resolution 2017-I-4 of the Contracting Parties’ Conference. This amendment will extend the scope of CDNI to the atmosphere protection and is, therefore, an important milestone for Contracting Parties to the convention.

6. Ms. Daloze transmitted specimens of ECO-cards and the CDNI Guidelines to members of the CEVNI Expert Group. She informed the meeting that the English text of CDNI 2018 was available in electronic format on the CDNI website and a printed version would soon be made available and transmitted to the ECE secretariat.

7. Ms. Daloze further provided information about:

(a) the outcome of the first joint meeting between the CDNI and DC experts held on 31 October 2018. The meeting was dedicated to the perspectives on developing a legally binding regulatory framework in the Danube region for the prevention of pollution from navigation based on the existing DC recommendations. The CDNI Secretariat pointed out that this meeting was a significant step forward to applying uniform international regulations in this sphere;

(b) ongoing discussion on the electronic format of the attestation of unloading;

(c) the publication of frequently asked questions (FAQ) on the CDNI website.

8. The CEVNI Expert Group thanked Ms. Daloze for the detailed information and asked the CDNI Secretariat to transmit details on recent amendments in CDNI that may be relevant to CEVNI so that the CEVNI Expert Group could consider them in its future work.

B. Ongoing work on updating Chapter 10 of CEVNI

9. Ms. Ivanova informed the CDNI Secretariat about the outcome of the discussion at the twenty-ninth meeting of the CEVNI Expert Group together with the secretariat of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) on amendments to the definitions used in chapter 10 of CEVNI. She thanked the CDNI Secretariat for the valuable contribution for this discussion that was represented in CEVNI EG/2018/12. The meeting pointed out that the English text was not an official language of CDNI, however, it would be desirable to keep the texts of CEVNI and CDNI harmonized.

III. Aligning Chapter 10 of CEVNI with CDNI

Documents: CEVNI EG/2018/10, CEVNI EG/2018/12, CEVNI EG/2018/15 and CEVNI EG/2018/16

10. The CDNI Secretariat provided clarifications on the meaning of the terms “holder” and “bunkering station” applied in CDNI, following the request of the CEVNI Expert Group (CEVNI EG/2018/16, paragraph 10). The meeting further considered the difference between the terms “substances” and “matter” in CEVNI and decided that “substance” was applied mostly in relation to dangerous goods in the context of ADN. The meeting further discussed the definition of the bunkering station and decided to use the definition applied in ADN. The meeting agreed on the amendment proposals to Articles 1.15 and 10.01 of CEVNI (paragraphs 1 and 2 of the appendix).

11. The meeting decided to modify Article 10.08 based on Article 6.03(1) and (7), Part B of CDNI (paragraph 3 of the appendix).
12. The CEVNI Expert Group thanked the CDNI Secretariat for organizing this meeting and giving an opportunity to get a detailed information about recent amendments to CDNI and have a joint discussion of issues related to harmonization of the two instruments.
13. The CDNI Secretariat expressed the hope that the CEVNI Expert Group would continue efforts on amending the CEVNI provisions to keep them in line with CDNI, similar to how it was done in ADN. Ms. Daloze stressed that it was a standing invitation from the CDNI Secretariat to the CEVNI Expert Group and the ECE secretariat to develop cooperation on harmonizing CEVNI with CDNI and related issues.

Appendix

Amendment proposals to the European Code for Inland Waterways agreed at the Joint Meeting of the CDNI Secretariat and the CEVNI Expert Group

1. Article 1.15
Replace substances with matter
2. Article 10.01
 - (a) *Modify* definition 1 (a)
“Waste generated on board”: ~~substances-matter or articles-objects~~ defined under letters b) to h) f) below, of which the ~~person-in-charge-holder~~ disposes or of which he/she intends or is required to dispose.
 - (b) *Add* definition 1 (l)
“Bunker station”: an installation or a vessel for the supply of vessels with liquid fuels.³
3. Article 10.08
 - (a) *Renumber* the existing text as paragraph 1 and *add* in the end
Where this is a vessel without a crew, the attestation of unloading may be kept by the carrier in a place other than on board.
 - (b) *Add* paragraph 2
Paragraph 1 does not apply to vessels which by their type and design are suitable for, and are used for:
 - (a) transporting containers,
 - (b) transporting mobile cargo (ro-ro), break bulk and heavy cargo and large equipment,
 - (c) delivering fuels, drinking water and shipboard supplies to seagoing and inland navigation vessels (supply vessels),
 - (d) collecting oily and greasy waste from seagoing and inland navigation vessels,
 - (e) transporting liquefied gases (ADN type G),
 - (f) transporting liquid sulphur (at 180 °C), cement powder, fly ash and comparable loads that are carried as bulk material or a pumpable cargo, employing an appropriate and dedicated system for loading, unloading and storing the cargo onboard,

³ ADN 2019, section 1.2.1 “Definitions”: Supply installation (bunkering system) means an installation for the supply of vessels with liquid fuels.

(g) transporting sand, gravel or dredged material from the dredging location to the place of unloading if the vessel in question has been built and equipped solely for such transportation,

where the vessel in question has also really transported only the aforementioned loads or cargoes and did so as its last cargo.

This provision shall not apply to the carriage of mixed cargoes using such vessels.
