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Inland Transport Committee

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

Fifty-eighth session

Geneva, 17–19 February 2021

Item 5 (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 thirty-fourth and thirty-fifth meetings of the CEVNI Expert Group

Note by the secretariat

Mandate

1. This document is submitted in line with the Proposed Programme Budget for 2021, part V, Regional cooperation for development, section 20, Economic Development in Europe. Programme 17, Economic Development in Europe (A/75/6 (Sect.20), para. 20.51).
2. At its sixty-fourth session, the Working Party on Inland Water Transport asked the secretariat to prepare the reports of the thirty-fourth and the thirty-fifth meetings of the CEVNI Expert Group, held on 2 October 2020 and 27 November 2020, as a working document for the fifty-eighth session of Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (ECE/TRANS/SC.3/213, para. 41). The reports are reproduced in annexes I and II.

Annex I

Decisions of the thirty-fourth meeting of the CEVNI Expert Group

2 October 2020

1. The CEVNI Expert Group held its thirty-fourth meeting on 2 October 2020 as a virtual meeting.
2. The meeting was attended by Mr. A. Joch (Austria), Ms. H. Liégeois (Belgium), Messrs. E. Brodsky and A. Zhegalin (Russian Federation), Ms. M. Hirtz (Central Commission for the Navigation of the Rhine), Mr. I. Alexander (Danube Commission, hereafter DC), Ms. P. Brückner (Mosel Commission), Messrs. Z. Milkovic and D. Isaković (International Sava River Basin Commission), Ms. C. Paddison (European Boating Association, hereafter EBA) and Ms. V. Ivanova (ECE secretariat).
3. The Group adopted the provisional agenda (CEVNI EG/2020/14):
 - I. Adoption of the minutes of the thirty-third meeting of the CEVNI Expert Group (23 June 2020)
Document: CEVNI EG/2020/13
 - II. Amendment proposals to articles 1.10 and 9.02 of CEVNI
Documents: CEVNI EG/2020/2, CEVNI EG/2020/6, CEVNI EG/2020/15 and CEVNI EG/2020/18
 - III. Amendment proposals to articles 4.05 and 4.06 of CEVNI
Document: CEVNI EG/2020/16/Rev.1
 - IV. Comparison of CEVNI, the Police Regulations for the Navigation of the Rhine, the Basic Rules for Navigation on the Danube and the Navigation Rules on the Sava River Basin
Documents: ECE/TRANS/SC.3/WP.3/2019/15, ECE/TRANS/SC.3/WP.3/2020/2, ECE/TRANS/SC.3/WP.3/2020/15, ECE/TRANS/SC.3/WP.3/2020/16, CEVNI EG/2020/12 and CEVNI EG/2020/17
 - V. Other business: preparation of the first draft of CEVNI 6.
 - VI. Next meeting.

I. Adoption of the minutes of the thirty-third meeting of the CEVNI Expert Group (23 June 2020)

Document: CEVNI EG/2020/13

4. The Group adopted the minutes of its thirty-third meeting held virtually on 23 June 2020 (CEVNI EG/2020/13).

II. Amendment proposals to articles 1.10 and 9.02 of CEVNI

Documents: CEVNI EG/2020/2, CEVNI EG/2020/6, CEVNI EG/2020/15

5. Following its decisions at its thirty-second and thirty-third meetings, the Group continued discussion of the list of vessel's papers and other documents to be available on board, based on the updated amendment proposal (CEVNI EG/2020/15) and the results of the detailed analysis made by EBA on the documents that were not required for small craft and sports or pleasure craft (CEVNI EG/2020/18). The participants thanked Ms. Paddison for the work done.

6. The Group agreed to transfer some of the documents from article 9.02 to article 1.10 with a view to reducing the number of regional and national special requirements contained in chapter 9 of CEVNI and decided to amend article 1.10 as follows:

- (a) *Modify* the first sentence of paragraph 1

The following documents shall be available on board **if required by other regulations**

- (b) After “Ship’s certificate”, *add* “(Inland Navigation Vessel certificate)”;

(c) Move the crew list and the ship’s log to article 9.02, as these documents were not required to be carried on board vessels on the Rhine and in the European Union;

(d) Move the documents listed in paragraph 6 of article 9.02, subparagraphs (a), (c) to (f) and (h) to (s), to article 1.10;

(e) *Replace* “radar certificate” *with* “[certificate of competence to use radar]” and verify this term at the next meeting;

(f) Verify the contents of the entry “Certificate of radio frequency allocation” and its applicability for small craft and sports or pleasure craft at the next meeting;

(g) *Add* a new entry “[Certificate for passenger navigation experts if applicable]” and verify this term at the next meeting;

(f) Modify the list of documents that are not required to be carried on board small craft, sports or pleasure craft and small sports or pleasure craft, given in paragraph 2.

7. In addition to paragraph 6 above, the Group agreed on the following modifications in article 9.02:

- (a) *Add* new entries

- Proofs for vessels with a length of more than 110 m if required by local regulations
- Certificates required by the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI), other than the used oil log and the unloading certificate;

- (b) At the end, *add*

However, sports or pleasure craft are not required to carry the documents referred to above.

8. The Group modified the titles of the documents mentioned in articles 1.10 and 9.02 where necessary.

9. The Group decided to modify the title “Handbook on radiotelephony in inland navigation, (general part and regional part)” in the whole text of CEVNI in accordance with the terminology used in the Regional Arrangement on the Radiocommunication Service for Inland Waterways (RAINWAT) and the DC regulations:

- In English: the Guide concerning the radiotelephone service on Inland Waterways (general part and relevant regional parts)
- In French: le Guide de radiotéléphonie pour la navigation intérieure (partie générale et parties régionales pertinentes)
- In Russian: Руководство по Службе радиосвязи на внутренних водных путях (общая часть и соответствующие региональные части).

III. Amendment proposals to articles 4.05 and 4.06 of CEVNI

Document: CEVNI EG/2020/16/Rev.1

10. The Group discussed the amendment proposals to articles 4.05 and 4.06 (CEVNI EG/2020/16/Rev.1) prepared by the Russian Federation. Mr. Brodsky provided clarifications on the proposed modifications. The Group thanked Mr. Brodsky for the excellent work done.

11. The discussion went on:

(a) The need for keeping the existing paragraph 3 in the revised article; it was mentioned that the definition of vessel in article 1.01 of CEVNI covered ferry-boats and motorized floating equipment and, therefore, this paragraph would duplicate the new paragraph 3, the first indent. Austria was invited to provide comments on this issue, if any, by the next meeting of the Group;

(b) The language that should be used in communication between ship stations and shore stations. Mr. Brodsky stressed the need for a common language for ensuring safety and referred to the relevant provisions in RAINWAT and the DC regulations. Ms. Liégeois and Mr. Milkovic mentioned that it would be difficult to determine one common language, in particular, for countries where several languages were in use. Mr. Alexander referred to the ongoing discussion in DC and the information on the communication language(s) used on the Danube collected by means of a questionnaire which would be considered at the upcoming session of the DC Working Group on Technical Issues to be held from 5 to 9 October 2020. The Group emphasized the importance of this issue for navigation safety and recommended that the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) consider this issue and make an analysis of the current practice of the languages used in communication between ship stations and shore stations in member countries with a view to elaborating recommendations;

(c) The new text of paragraph 1 in article 4.06 (the beginning); the Group decided to place this text within the square brackets and finalize this at its next meeting;

(d) Modification of a new paragraph 5 of article 4.06. The participants mentioned that radar and AIS¹ stations were often simultaneously used by skippers for target tracking and the radar information should be used as only reliable, notwithstanding that AIS stations could provide more details not available from radar.

12. The Group agreed on the final version of articles 4.05 and 4.06, except the issues mentioned in paragraph 11, subparagraphs (a) and (c) above, and decided to finalize this at its next meeting.

IV. Comparison of CEVNI, the Police Regulations for the Navigation of the Rhine, the Basic Rules for Navigation on the Danube and the Navigation Rules on the Sava River Basin

Documents: ECE/TRANS/SC.3/WP.3/2019/15, ECE/TRANS/SC.3/WP.3/2020/2, ECE/TRANS/SC.3/WP.3/2020/15, ECE/TRANS/SC.3/WP.3/2020/16, CEVNI EG/2020/12 and CEVNI EG/2020/17

13. The Group continued the discussion of the results of the comparison between CEVNI and (a) the Police Regulations for the Navigation of the Rhine (RPNR) (ECE/TRANS/SC.3/WP.3/2019/15 and ECE/TRANS/SC.3/WP.3/2020/2), (b) the Basic Rules for Navigation on the Danube (DFND) (ECE/TRANS/SC.3/WP.3/2020/15) and (c) the Navigation Rules on the Sava River Basin (ECE/TRANS/SC.3/WP.3/2020/16), summarized in CEVNI EG/2020/12 and CEVNI EG/2020/17.

¹ Automatic Identification Station.

14. The Group came back to the following items from its previous meeting:

- (a) CEVNI EG/2020/12, table 2, paragraph 19 and table 5, paragraph 61

Following the explanations provided by Ms. Paddison and after intensive discussion, the Group agreed that for the areas where ships can lie at anchor in the approaches to a harbour, the term “roadstead” should be used in English as an equivalent to the terms “rade” in French and “рейд” in Russian (CEVNI EG/2020/13, paragraph 16, the second bullet point, and paragraph 19, the ninth bullet point), and decided to add the following paragraphs to CEVNI:

- Article 3.09, *add* a new paragraph 7:

7. In roadsteads, convoys composed only of a motorized vessel and a single towed unit are not required to carry the day marking prescribed in this article.
- Article 6.18, *modify* the beginning of paragraph 2:

2. This prohibition does not apply to **drifting, when authorized**, small movements at ~~stopping~~ **berthing** places, **places of loading and unloading and roadsteads** or to manoeuvring, except in the following cases:

- (b) Paragraph 70, table 5 of CEVNI EG/2020/12

The Group asked the secretariat in cooperation with DC to prepare an amendment proposal for article 6.21, paragraph 4 of CEVNI based on Article 8.03(1) of RPNR, for its next meeting.

15. The Group continued discussion on table 5 of CEVNI EG/2020/12, beginning with paragraph 72, and decided as follows:

- (a) The following paragraphs of table 5 were duly noted and no amendments to chapter 6 of CEVNI were needed: 73, 74, 76–99;

- (b) Paragraph 72: article 6.21 bis, paragraph (a), could be brought in line with Article 8.04(a) of RPNR; for that purpose, the secretariat was asked to check whether the European Standard laying down Technical Requirements for Inland Navigation vessels required a special entry in the Inland Navigation Vessel Certificate of motorized vessels and barges for being coupled side-by-side;

- (c) Paragraph 100: the Group decided to add a new paragraph 3 to article 6.31

3. The vessels mentioned in paragraph 1, when they cannot establish radiotelephone contact with the approaching vessels, shall ring a bell as soon as they hear from an approaching vessel one of the signals prescribed in article 6.32, paragraph 4 (a) or (c), or article 6.33, paragraph 1 (b). This sound signal shall be repeated at intervals of not more than one minute.

- (d) The Group decided to add a new subparagraph (c) to chapter F of annex 6 (see paragraph 29 of the table in CEVNI EG/2020/17):

- (c) Stationary vessels, when radiotelephone contact cannot be established with the approaching vessels



Vessels and floating equipment stationary in or near the fairway outside harbours or places specially designated by the competent authorities for berthing

Ringings of a bell repeated at intervals of not more than one minute

Article 6.31, paragraph 3

V. Other business: preparation of the first draft of CEVNI 6

16. The Group recalled that, according to the road map for CEVNI 6 agreed at its thirty-second meeting, the first draft of CEVNI 6 should be submitted for the fifty-eighth session of SC.3/WP.3, and asked the secretariat to prepare the first draft of CEVNI 6 with a view to consider this at its meeting in February 2021.

VI. Next meeting

17. The Group agreed to have an additional meeting as a half-day virtual session in the second half of November 2020. The final date will be agreed later.

18. The Group decided to include in the agenda of its next meeting:

- Documents CEVNI EG/2020/12, starting with paragraph 101 of table 5, and CEVNI EG/2020/17
- Paragraphs 6–8, 20, 42, 47, 55, 67, 73, 75, 77 from table 1 of ECE/TRANS/SC.3/WP.3/2019/15 and the categories of lights
- Paragraphs 6, 7 and 36 from table 5 of CEVNI EG/2020/12.

Annex II

Decisions of the thirty-fourth meeting of the CEVNI Expert Group

27 November 2020

1. The CEVNI Expert Group held its thirty-fifth meeting on 27 November 2020 as a virtual meeting.
2. The meeting was attended by Messrs. B. Birkhuber and A. Joch (Austria), Ms. H. Liégeois (Belgium), Messrs. E. Brodsky and A. Zhegalin (Russian Federation), Ms. M. Hirtz (Central Commission for the Navigation of the Rhine, hereafter CCNR), Messrs. P. Suvorov, S. Tzarnakliyski and S. Kanurnyi (Danube Commission, hereafter DC), Ms. P. Brückner (Mosel Commission), Mr. Z. Milkovic (International Sava River Basin Commission), Ms. C. Paddison (European Boating Association, hereafter EBA) and Ms. V. Ivanova (ECE secretariat).
3. The Group adopted the provisional agenda (CEVNI EG/2020/20) subject to modifications proposed at the meeting:
 - I. Adoption of the minutes of the thirty-fourth meeting of the Expert Group
Document: CEVNI EG/2020/19
 - II. Finalization of articles 4.05 and 4.06
Document: CEVNI/EG/2020/21
 - III. Comparison of CEVNI, the updated consolidated version of RPNR, the Basic Rules for Navigation on the Danube and the Navigation Rules on the Sava River Basin
Documents: CEVNI EG/2020/12, CEVNI EG/2020/17
 - IV. Finalization of chapter 1
Documents: CEVNI/EG/2020/22, CEVNI/EG/2020/23
 - V. CEVNI provisions related to small craft
Document: CEVNI EG/2020/12
 - VI. Preparation of the first draft of CEVNI 6
 - VII. Other business
 - VIII. Next meeting.

I. Adoption of the minutes of the thirty-fourth meeting of the CEVNI Expert Group

Document: CEVNI EG/2020/19

4. The Group finalized and adopted the minutes of its thirty-fourth meeting held virtually on 2 October 2020 (CEVNI EG/2020/19).
5. The Group came back to the vessel's papers in article 1.10 that needed to be verified (CEVNI EG/2020/19, para. 6 (e)–(g)) and decided to modify the documents mentioned in paragraph 6 (e)–(f) of CEVNI EG/2020/19:
 - (a) Replace “Radar certificate or a boatmaster’s certificate with an entry for radar” with “Specific authorization for sailing with the aid of radar or a certificate of qualification as a boatmaster with a specific authorization for sailing with the aid of radar” in accordance with the European Standard for Qualifications in Inland Navigation (ES-QIN);
 - (b) Replace “Certificate of radio frequency allocation” with “Ship Station Licence” in accordance with RAINWAT, based on Recommendation 7 of the World

Radiocommunication Conference (WRC-97), following the proposal of the Russian Federation;

(c) *Replace* “Certificates for passenger navigation experts” *with* “Certificate of qualification as a passenger navigation expert” in accordance with ES-QIN.

6. Ms. Hirtz mentioned the ongoing discussion on the term “Ship Station Licence” by the RAINWAT Committee which could be possibly modified at the next meeting of the Committee in March–April 2021. The outcome of this discussion could be considered by SC.3/WP.3 at its fifty-ninth session in June 2021 with a view of a possible modification of the term in CEVNI 6.

II. Finalization of articles 4.05 and 4.06

Document: CEVNI/EG/2020/21

7. The Group finalized draft articles 4.05 and 4.06 and asked the secretariat to transmit them to the fifty-eighth session of the Working Party on the Standardization of Technical Safety Requirements in Inland Navigation (SC.3/WP.3).²

III. Comparison of CEVNI, the Police Regulations for the Navigation of the Rhine, the Basic Rules for Navigation on the Danube and the Navigation Rules on the Sava River Basin

Documents: CEVNI EG/2020/12 and CEVNI EG/2020/17

8. The Group continued and finalized the discussion of the comparison between CEVNI and (a) the Police Regulations for the Navigation of the Rhine (RPNR) (ECE/TRANS/SC.3/WP.3/2019/15 and ECE/TRANS/SC.3/WP.3/2020/2), (b) the Basic Rules for Navigation on the Danube (DFND) (ECE/TRANS/SC.3/WP.3/2020/15) and (c) the Navigation Rules on the Sava River Basin (ECE/TRANS/SC.3/WP.3/2020/16), as summarized in CEVNI EG/2020/12.

9. The Group finalized the discussion of table 5 in CEVNI EG/2020/12, beginning with paragraph 101, and decided as follows:

(a) The following paragraphs of table 5 were duly noted and no amendments to chapter 6 of CEVNI were needed: 101–105, 107–113;

(b) Paragraph 106: the Group asked the secretariat to provide the official translation of article 6.32, paragraph 3 of DFND into English and decided to come back to this issue at its next meeting.

10. The Group took note of paragraphs 1–12 and 14–18 of table 6 in CEVNI EG/2020/12 and decided that no amendments to chapter 7 of CEVNI were needed. With respect to paragraph 13 of table 6, the Group discussed the marking of a berthing area adjacent to the fairway by means of buoys, in addition to signs mentioned in articles 7.05 or 7.06, as prescribed in article 7.05, paragraph 6 of DFND. Mss. Hirtz and Brückner mentioned that such marking was not applied on the Rhine and the Mosel. The Group was of the opinion that, in case the competent authority prescribed buoys as an additional marking of a berthing area adjacent to the fairway, they should be clearly indicated. However, Ms. Hirtz mentioned that additional buoys installed on the fairway might cause an obstruction or danger to navigation; CCNR was invited to collect information on the application of this additional marking on the Rhine for the next meeting of the Group.

² See ECE/TRANS/SC.3/WP.3/2021/2.

11. Finally, the Group agreed to modify article 7.05 and annex 8 as follows:

(a) Article 7.05, *add* a new paragraph 6

6. If a berthing area adjacent to the fairway, in addition to the signs prescribed in paragraphs 1 to 5 above or in article 7.06, is separated from the fairway with buoys, it shall be indicated by:

- On the right-hand side of the fairway: buoys with lights shown on figure 3 bis, annex 8;
- On the left-hand side of the fairway: buoys with lights shown on figure 3 ter, annex 8.

(b) Annex 8, part II:

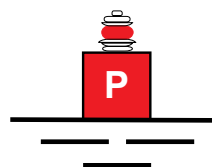
- Before the last paragraph, *add* a new title “D. Fairway adjacent to a berthing area”, and modify the paragraph

A letter “P” painted in white on the buoys described in ~~paragraphs 1 and 2~~ **sections A and B above** indicates that the fairway is adjacent to a berthing area. If the buoys showing the letter “P” carry a light, its rhythm shall be different from that of the lights of other buoys placed along the fairway limits.

- Add figures 3 bis and 3 ter

Buoys for separating the berthing area on the right-hand side of the fairway

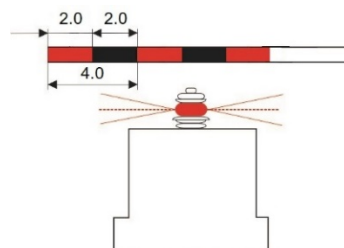
Example:



1.E Buoy with light for marking the fairway adjacent to a berthing area

(fig. 3 bis)

Colour: red
Form: cylindrical buoy
Topmark (if any): no
Light (when fitted): rhythmic red light with a rhythm different from that of the lights of other buoys placed along the fairway limits.



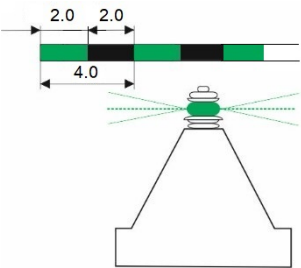
Buoys for separating the berthing area on the left-hand side of the fairway

Example:



2.E Buoy with light for marking the fairway adjacent to a berthing area (fig. 3 ter)

- Colour: green
- Form: conical buoy
- Topmark (if any): no
- Light (when fitted): rhythmic green light with a rhythm different from that of the lights of other buoys placed along the fairway limits.

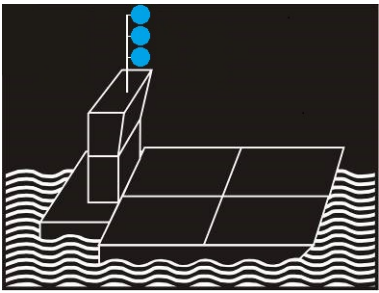
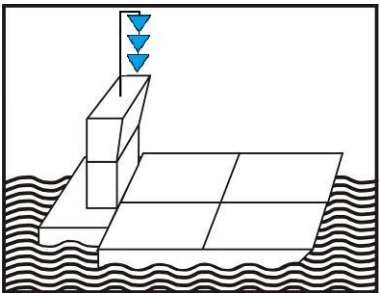


12. The Group took note of paragraphs 1–5 of table 7 in CEVNI EG/2020/12 and decided that no amendments to chapter 8 of CEVNI were needed. With respect to paragraph 6 of table 7, the Group asked the secretariat to include this item for the consideration in the agenda of its future sessions and to prepare a working document.
13. The Group took note of table 8 in CEVNI EG/2020/12 and decided that no modifications were needed to chapter 10 of CEVNI.
14. The Group took note of the comparison table of the annexes to CEVNI with the annexes to RPNR, DFND and NRSRB, contained in CEVNI EG/2020/17, and decided as follows:
- (a) The following paragraphs were duly noted and no amendments to CEVNI were needed: 1–10, 18, 21–28, 30–46, 48–52, 54–58

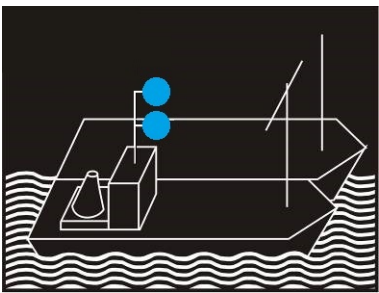
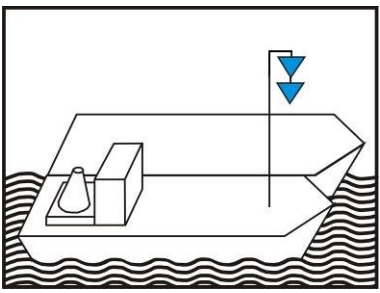
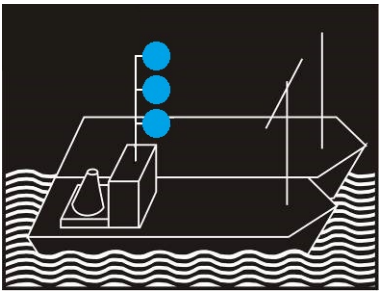
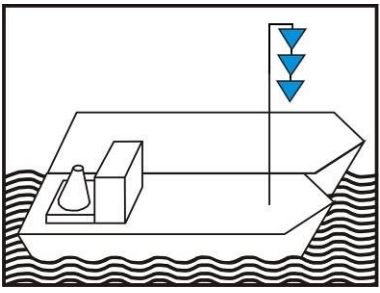
(b) Paragraphs 11–17:

- Add new sketches 34 bis and 34 ter:

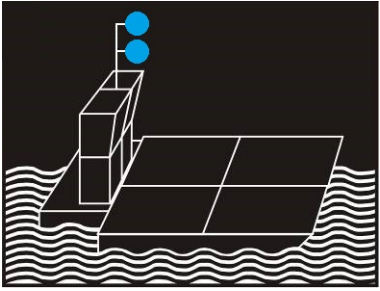
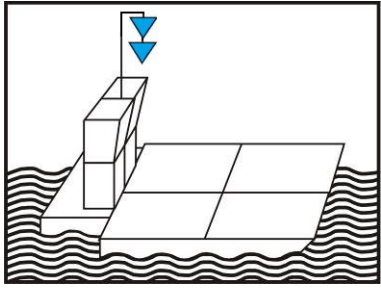
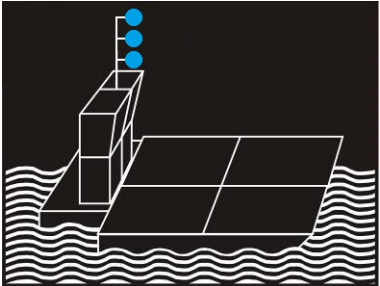
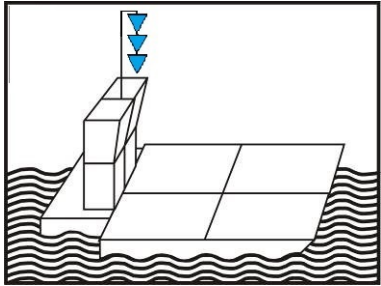
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| | 34 bis | |
| Article 3.14, paragraph 4: Additional marking of pushed convoys carrying out certain transport operations involving dangerous substances, prescribed in article 3.14, paragraph 2, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and chapter 3.2, table A, column (12) or table C column (19) of ADN. | | |

| | | |
|---|---------------|--|
|  | 34 ter |  |
| <p>Article 3.14, paragraph 4: Additional marking of pushed convoys carrying out certain transport operations involving dangerous substances, prescribed in article 3.14, paragraph 3, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and chapter 3.2, table A, column (12) or table C column (19) of ADN.</p> | | |

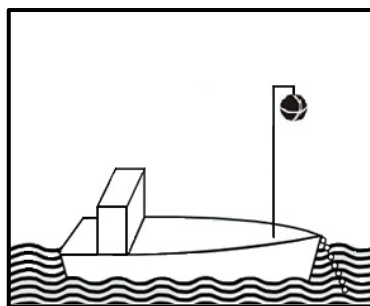
• Add new sketches 35 bis and 35 ter:

| | | |
|--|---------------|--|
|  | 35 bis |  |
| <p>Article 3.14, paragraph 4: Additional marking of side-by-side formations carrying out certain transport operations involving dangerous substances, prescribed in article 3.14, paragraph 2, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and chapter 3.2, table A, column (12) or table C column (19) of ADN.</p> | | |
|  | 35 ter |  |
| <p>Article 3.14, paragraph 4: Additional marking of side-by-side formations carrying out certain transport operations involving dangerous substances, prescribed in article 3.14, paragraph 3, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and chapter 3.2, table A, column (12) or table C column (19) of ADN.</p> | | |

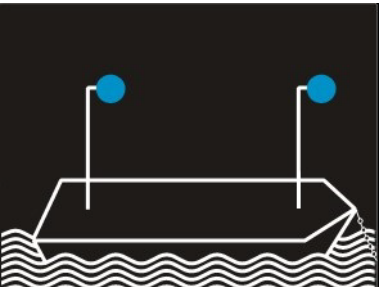
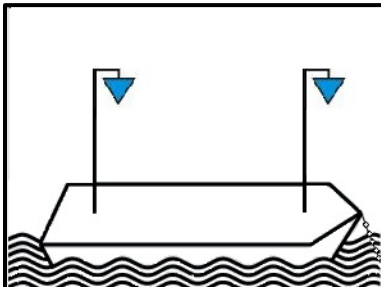
- Add new sketches 36 bis and 36 ter:

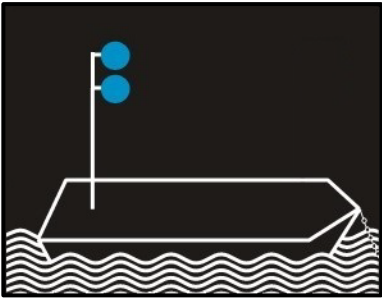
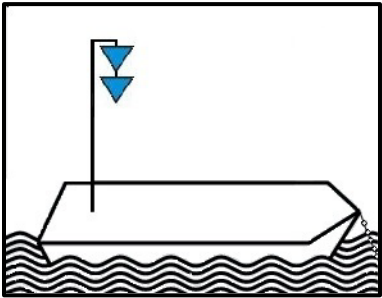
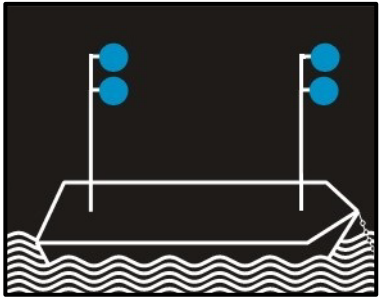
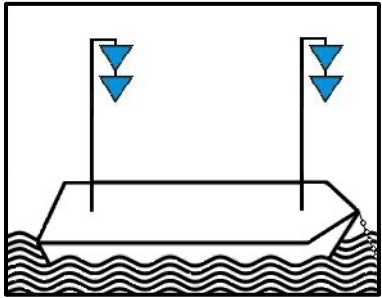
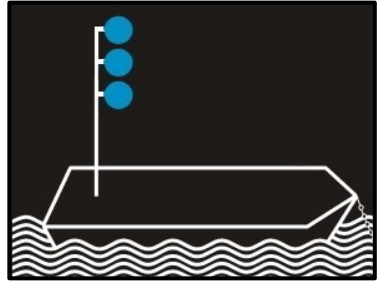
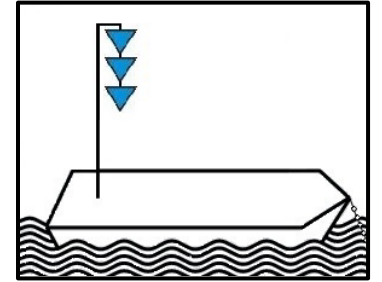
| | | |
|--|--------|---|
|  | 36 bis |  |
| <p>Article 3.14, paragraph 5: Additional marking of pushed convoys propelled by two pushers placed side by side and carrying out certain transport operations involving dangerous substances, prescribed in article 3.14, paragraph 2, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and chapter 3.2, table A, column (12) or table C column (19) of ADN.</p> | | |
|  | 36 ter |  |
| <p>Article 3.14, paragraph 5: Additional marking of pushed convoys propelled by two pushers placed side by side and carrying out certain transport operations involving dangerous substances, prescribed in article 3.14, paragraph 3, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and chapter 3.2, table A, column (12) or table C column (19) of ADN.</p> | | |

- Sketch 48, add a sketch for the marking of vessels when stationary, by day

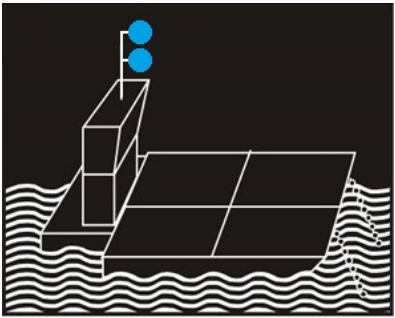
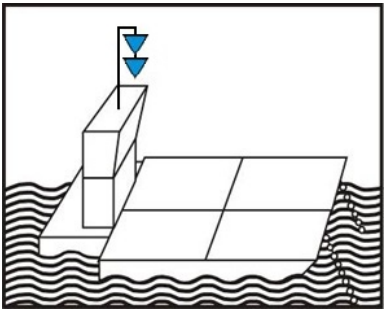


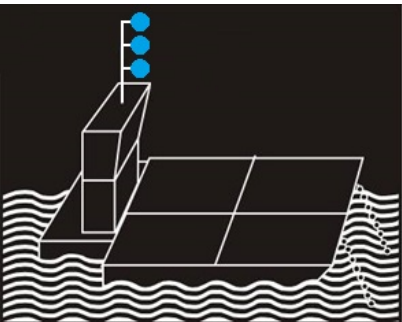
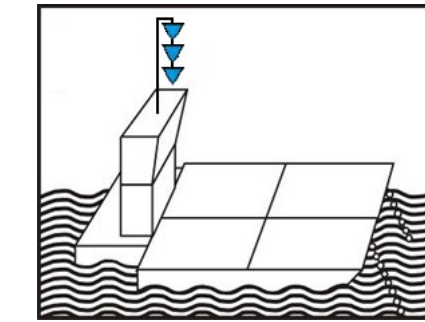
- Add new sketches 49 bis – 49 quinquies

| | | |
|---|--------|--|
|  | 49 bis |  |
| <p>Article 3.21: Additional marking for stationary vessels carrying out certain transport operations involving dangerous substances in accordance with article 3.14, paragraph 1.</p> | | |

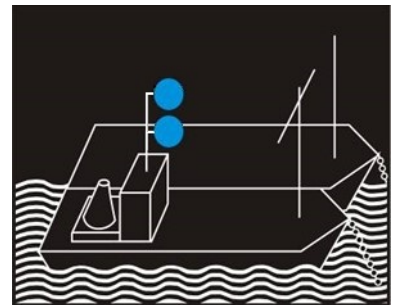
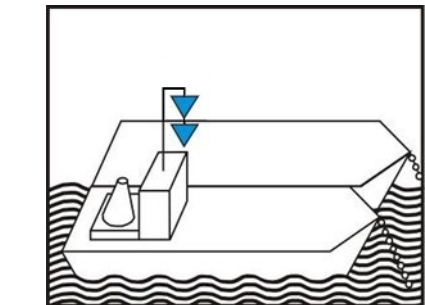
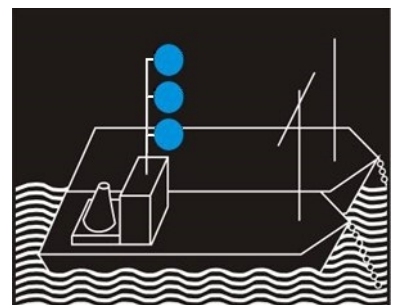
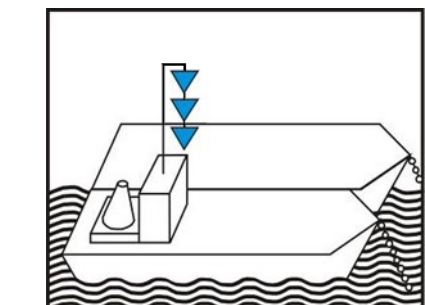
| | | |
|--|--------------|---|
|  | 49 ter |  |
|  | 49 quater |  |
| Article 3.21: Additional marking for stationary vessels carrying out certain transport operations involving dangerous substances in accordance with article 3.14, paragraph 2. | | |
|  | 49 quinquies |  |
| Article 3.21: Additional marking for stationary vessels carrying out certain transport operations involving dangerous substances in accordance with article 3.14, paragraph 3. | | |

• Add new sketches 50 bis and 50 ter

| | | |
|---|--------|--|
|  | 50 bis |  |
| Article 3.21: Additional marking for stationary pushed convoys carrying out certain transport operations involving dangerous substances in accordance with article 3.14, paragraph 2. | | |

| | | |
|--|---------------|--|
|  | <p>50 ter</p> |  |
| <p>Article 3.21: Additional marking for stationary pushed convoys carrying out certain transport operations involving dangerous substances in accordance with article 3.14, paragraph 3.</p> | | |

- Add new sketches 51 bis and 51 ter

| | | |
|---|---------------|--|
|  | <p>51 bis</p> |  |
| <p>Article 3.21: Additional marking for stationary side-by-side formations carrying out certain transport operations involving dangerous substances in accordance with article 3.14, paragraph 2.</p> | | |
|  | <p>51 ter</p> |  |
| <p>Article 3.21: Additional marking for stationary side-by-side formations carrying out certain transport operations involving dangerous substances in accordance with article 3.14, paragraph 3.</p> | | |

- (c) Paragraph 19: the text in sketch 61 bis, *substitute*:

Article 3.26: Marking for anchors of floating equipment that may be a danger to navigation

- (d) Paragraph 20: no modifications were needed to sketch 62, as the additional marking shown on sketch 62 in Annex III of DFND and NRSRB was not referred to in CEVNI;

- (e) Paragraph 29 had been already considered by the Group at its thirty-fourth meeting (CEVNI EG/2020/19, para. 15 (d)).

15. With respect to paragraph 47, the Group discussed the application of leading marks contained in Annex 8 of DFND and mentioned that they were similar to marks 4.C, 4.D, 5.C and 5.D in annex 8 to CEVNI, but the back sign was fitted with a fixed light. Ms. Hirtz and

Mr. Milkovic mentioned that these marks were not used on the Rhine and the Sava. However, given that some countries widely used them on their waterways, the Group considered it desirable to include this in annex 8 to CEVNI, part III, section A, and asked the secretariat to prepare a working document for the fifty-eighth session of SC.3/WP.3.

IV. Finalization of chapter 1

Documents: CEVNI/EG/2020/22, CEVNI/EG/2020/23

16. The Group came back to paragraphs from ECE/TRANS/SC.3/WP.3/2019/15, table 1, that required a detailed analysis (CEVNI EG/2019/20, para. 14, the second bullet point) as set out in CEVNI/EG/2020/22 and decided as follows:

- (a) Paragraphs 42, 47, 73, 75 and 77: no modifications to CEVNI were needed;
- (b) Paragraph 6: article 1.01, section III, definition 1, replace “Annex 4 to these regulations” with “Annex to resolution No. 61, appendix 7, Requirements Concerning Lights and the Colour of Signal Lights on Vessels, Intensity and Range of Signal Lights on Vessels and General Technical Specifications Applicable to Radar Equipment” and add a footnote “Identical to EN 14744:2005 (table 2)”;
- (c) Paragraph 7: article 1.01, section III, *restore* the deleted definition 2 and *modify* as follows:

The terms “strong light”, “bright light” and “ordinary light” mean lights of intensities according to the provisions referred to in the annex to resolution No. 61, appendix 7 “Requirements Concerning Lights and the Colour of Signal Lights on Vessels, Intensity and Range of Signal Lights on Vessels and General Technical Specifications Applicable to Radar Equipment”, part I, “Requirements to intensity and range of signal lights on vessels” and add a footnote “Identical to EN 14744:2005 (table 1)”;

- (d) Paragraph 20: article 1.01, section IV, at the end, *add* a new definition 23

23. The term “fixed tank” means a tank joined to the vessel, the walls of the tank consisting either of the hull itself or of a casing separate from the hull;

- (e) Paragraph 55: article 9.02, *add* new paragraphs 7 and 8;³
- (f) Paragraph 67: article 1.18, *add* new paragraphs 3 and 4

3. The obligation to remove grounded or sunken vessels, grounded assemblies of floating material or lost objects from the river bed is governed by national regulations.

4. The competent authority may proceed without delay with the removal if it considers that this operation cannot be postponed.

17. The Group considered the definitions of rhythmic lights used in RPNR, European standard EN 14744:2005, Recommendation E-110 of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and the European Code for Signs and Signals on Inland Waterways (SIGNI) (CEVNI EG/2020/23) and decided to keep the existing definition in CEVNI and add a footnote “Definitions of rhythmic lights according to IALA Recommendation E-110 ‘Rhythmic Characters of Lights on Aids to Navigation’ (Edition 4.0) are given in the European Code for Signs and Signals on Inland Waterways, chapter 5 ‘Lights’ and appendix 4 ‘Rhythmic lights’”.

V. Finalization of the CEVNI provisions related to small craft

Document: CEVNI EG/2020/12

18. The Group decided to come back to paragraphs 6, 7 and 36 of table 5, CEVNI EG/2020/12, at its next meeting.

³ See ECE/TRANS/SC.3/WP.3/2021/2.

VI. Preparation of the first draft of CEVNI 6

19. The Group asked the secretariat to prepare a consolidated text of the amendments approved by SC.3 and the proposals finalized at its thirty-fourth and thirty-fifth meetings and to send it to the members of the Group by 1 December 2020. The members of the Group were invited to submit their comments to the secretariat by 15 December 2020.

20. The secretariat was asked to prepare the first draft of CEVNI 6 in English, based on the consolidated text and the feedback from the members of the Group, and send this to the members of the Group by 10 January 2021 for the consideration at its thirty-sixth meeting.

VII. Other business

21. There were no topics proposed under this agenda item.

VIII. Next meeting

22. The Group agreed to hold its thirty-sixth meeting as a half-day virtual session in the end of January – the beginning of February 2021. The final date will be agreed later.

23. The Group decided to include the first draft of CEVNI 6 in the agenda of its thirty-sixth meeting as a key topic with a view to transmit this to the fifty-eighth session of SC.3/WP.3.
