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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)

Amendment proposals to articles 1.10, 4.05, 4.06, 4.07 and 9.02 of the European Code for Inland Waterways

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. As a part of the preparatory work for the sixth revision of the European Code for Inland Waterways (CEVNI), the CEVNI Expert Group at its thirty-third, thirty-fourth and thirty-fifth meetings prepared amendment proposals to articles 1.10, 4.05, 4.06, 4.07 and 9.02 of CEVNI, which are contained in annexes I and II to this document. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation may wish to consider and preliminarily approve them with a view to include the revised articles into the sixth revision of CEVNI.

Annex I

Amendment proposals to articles 1.10 and 9.02

A. Article 1.10 – Vessel’s papers and other documents

Article 1.10, *modify*

1. The following documents shall be available on board **if required by other regulations**:
 - (a) Ship’s certificate (Inland Navigation Vessel certificate);
 - (b) ~~A~~ **m**Measurement certificate if applicable;
 - ~~(c) — Crew list;~~
 - ~~(d) A ship’s log;~~
 - ~~(c e)~~ **e** Boatmaster’s certificate ~~or certificates belonging to boatmasters of the vessel~~ and for other crew members a service record **book** duly completed;
 - ~~(d)~~ **d** A duly completed logbook, including a copy of the page with the journeys **and resting times of the crew members on the last vessel**;
 - (e) **Certificate on the release of the logbooks**;
 - (f) **Specific authorization for sailing with the aid of radar or certificate of qualification as a boatmaster with a specific authorization for sailing with the aid of radar**;
 - (g) **Certificate confirming installation and functioning of radar device and rate-of-turn indicator**;
 - (h) **Radio operator’s certificate in accordance with annex 5 of the Regional Arrangement on the Radiocommunication Service for Inland Waterways**;
 - (i) **Ship Station Licence**;
 - (j) **A duly completed used-oil log**;
 - (k) **Certificates for steam boiler and other pressure equipment**;
 - (l) **Certificate for liquified gas installations**;
 - (m) **Documentation of electrical equipment**;
 - (n) **Proof of inspection of portable fire extinguishers and fixed fire extinguishing systems**;
 - (o) **Inspection attestation for cranes**;
 - (p) **Documents referred to in paragraphs 8.1.2.1, 8.1.2.2 and 8.1.2.3 of ADN**;¹
 - (q) **When carrying containers, the stability documents of the craft checked by an authority including stowage plan and cargo list for the respective loading condition and the result of the stability calculation for the respective loading case or an earlier comparable or standardized loading case, in each case mentioning the calculation method used**;
 - (r) **Copies of certificates for internal combustion engines including the type approval document and the engine parameter protocol**;

¹ The European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways.

- (s) **Attestation for the prescribed mooring and towing cables;**
- (t) **Certificate confirming installation and functioning of the inland AIS² equipment;**
- (u) **Certificate of qualification as a passenger navigation expert if applicable;**
- (v) For vessels showing the identification marking according to Article 2.06 the operation manual and **a safety rota;**
- (w) For vessels showing the identification marking according to Article 2.06 the certificates for liquefied natural gas experts;
- (~~f~~x) Unloading certificate in accordance with article 10.08

and any other documents relating to navigation required under **other** international conventions or agreements.

2. By derogation from paragraph 1 above, small craft are not required to carry the documents referred to in subparagraphs (b), **(j)**, **(m)**, **(r)–(s)** and **(u)–(x)**.

Sports or pleasure craft are not required to carry the documents referred to in (b)–(f), (i), (j), (m)–(s) and (u)–(x); moreover, in the case of small **sports or** pleasure craft, the documents referred to in subparagraphs **(g)**, **(l)**, **(m)** and **(v)**, are not required.

For small craft and sports or pleasure craft, the document ~~and that~~ referred to in subparagraph (a) may be replaced by a national navigation permit.

B. Article 9.02 – Chapter 1, General provisions

1. Paragraph 6, *modify*

6. With respect to article 1.10 para. 1, the competent authorities may require additional documents to be on board of the vessel, including but not limited to:

- (a) ~~Certificate on the release of the logbooks~~ **Crew list;**
- (b) **Ship's log;**
- (~~b~~ c) Certificate of installation and functioning of tachograph and its records as required;
- (d) **Proofs for vessels with a length of more than 110 m if required by local regulations;**
- (e) **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.**
- (~~c~~) ~~Radar certificate;~~
- (~~d~~) ~~Certificate confirming installation and functioning of radar device and turn and bank indicator;~~
- (~~e~~) ~~Radiotelephone certificate delivered according to the relevant international and regional agreements;~~
- (~~f~~) ~~Certificate on frequency allocation;~~
- (~~g~~) ~~Handbook on radiotelephony in inland navigation, (general part and regional part);~~
- (~~h~~) ~~A duly completed book of oil control;~~

² Automatic Identification System.

- ~~(i) — Certificate for boilers and auxiliaries for vessels;~~
- ~~(j) — Certificate for liquefied gas installations;~~
- ~~(k) — Certificate for electrical equipment;~~
- ~~(l) — Verification certificate for portable fire extinguishers and fixed fire extinguisher installations;~~
- ~~m) — Verification certificate for cranes;~~
- ~~(n) — The certificate referred to in sections 8.1.2.1, 8.1.2.2 and 8.1.2.3 of ADN;~~
- ~~(o) — Certificate confirming stability for the transport of containers;~~
- ~~(p) — Certificate on duration and local boundary of the construction site, where the worksite craft is allowed to be used;~~
- ~~(q) — Copies of certificates for engines, including the type approval document and the engine parameter protocol;~~
- ~~(r) — Certificates for mooring cables;~~
- ~~(s) — Certificate confirming installation and functioning of the inland AIS equipment.~~

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

2. *Add new paragraphs 7 and 8*

7. With respect to article 1.10, para. 1, the competent authorities may waive the provisions of (a) and (b) for worksite craft that have no wheelhouse or accommodation, provided that the papers are kept permanently available at the construction site.

8. With respect to article 1.10, para. 1, the competent authorities may require worksite craft that have no wheelhouse or accommodation to carry on board a certificate [issued by the competent authority] relating to the duration and the local boundaries of the site where the craft may be operated.

Annex II

Amendment proposals to article 4.05, 4.06 and 4.07

A. Article 4.05 – Radiotelephony

1. Every radiotelephone installation carried on board a vessel, an assembly of floating material or a floating establishment shall conform to the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways and shall be used in accordance with the provisions of this Arrangement. Details of these provisions are provided in the Radiotelephony guide for inland navigation.

Vessels navigating in inland waterways not covered by the provisions of the above-mentioned Regional Arrangement shall carry on board a radiotelephone installation operated in accordance with the requirements of the local competent authorities.

2. Radiocommunication channels for service categories ship-to-ship, ship-to-port authorities, nautical information, on board communications and public correspondence may only be used in accordance with the provisions of the Guide concerning the radiotelephone service on Inland Waterways, the regional part, or the relevant regulations of the competent authorities.

~~2-3.~~ Motorized vessels, excluding small craft, may navigate only if they are equipped with a radiotelephone installation in proper working order for ship-to-ship, nautical information and ship-to-port-authority networks. When under way, the radiotelephone installation for the ship-to-ship and nautical information channels must be permanently in a ready-to-transmit and ready-to-receive state. The channel allocated to nautical information may only be left for a short time in order to transmit or receive information on other channels.

The radiotelephone installation shall **be capable of monitoring** ~~ensure that~~ two of these networks ~~are monitored~~ simultaneously.

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

4. By derogation from paragraph 3 above, ferry-boats and motorized floating equipment may only sail if they are equipped with a radiotelephone installation in proper working order. When under way, the radiotelephone installation for the ship-to-ship channel must be permanently in a ready to-transmit and ready to receive state. This channel may only be left for a short time in order to transmit or receive information on other channels. The first and the second sentence shall also apply during operation **of the vessels mentioned above.**

5. Motorized vessels under way, with the exception of small craft, must have the radiotelephone installation switched to the listening watch on the channel allocated to the ship-to-ship network and, only in specific justified circumstances, on the channel allocated to another network, and must transmit information necessary for navigation safety on the channels allocated to the ship-to-ship and nautical information networks.

The radiotelephone installation must be switched to the listening watch on the ship-to-ship and nautical information networks simultaneously.

~~4-6.~~ Each vessel equipped with a radiotelephone installation shall make reports on the channel allocated to the ship-to-ship network before entering blind sections, narrow channels or bridge openings and the sections determined by the competent authorities.

~~5 7.~~ Sign B.11 (Annex 7) shall indicate that the competent authority requires the use of radiotelephone communications.

B. Article 4.06 – Radar

1. Vessels ~~may not use~~ **shall only navigate by radar and Inland ECDIS equipment which may be used for conning the vessel with overlaid radar image (Navigation Mode) unless Vessels if:**

(a) They are fitted **with a stand-alone radar and a rate-of-turn indicator, or** with radar equipment and, if appropriate, **connected to Inland ECDIS equipment in navigation mode with radar image overlay** ~~adapted to the needs of inland navigation and a rate of turn indicator~~. This equipment shall be in proper working order and of a type approved for the needs of inland navigation in accordance with the requirements of the competent authorities concerned as well as in accordance with **the** general technical requirements for radar equipment as set out in Part III of Appendix 7 to the annex of resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels”. However, ferry-boats not moving independently shall not be required to be fitted with a rate-of-turn indicator;

(b) A person holding a specific authorization for sailing with the aid of radar in accordance with the requirements of the competent authorities is on board. Notwithstanding the provisions of article 1.09, paragraph 3, the radar may be used for training purposes in good visibility by day and by night, even when there is no such person on board;

(c) They are equipped with a device for emitting the three-tone signal with the exception of small craft and ferry-boats. ~~However,~~ **unless** the competent authorities ~~may do~~ not prescribe such a system.

~~Notwithstanding the provisions of article 4.05, small craft shall also be equipped with a radiotelephone in proper working order for the ship to ship network.~~

2. In **pushed convoys and side-by-side formations**, the requirements of paragraph 1 above shall apply only to the vessel carrying the boatmaster of the convoy.

3. High-speed vessels under way shall use radar.

4. Notwithstanding the provisions of article 4.05, small craft **using radar** shall also be equipped with a radiotelephone in proper working order for the ship-to-ship network.

5. **In case of a simultaneous target tracking by means of radar and AIS, radar information should be considered as only reliable.**

C. Article 4.07 - Inland Automatic Identification System (AIS) and Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS)

1. Vessels shall be equipped with Inland AIS devices in conformity with the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) and ITU Radio Regulations. The Inland AIS device shall be certified and installed in conformity with the requirements of the competent authority and shall be in good working condition. The competent authority may exempt seagoing vessels from these requirements.

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

The following vessels shall not be subject to these requirements:

- (a) Vessels in convoys, except the vessel that provides the main propulsion;
- (b) Small craft, **except for police vessels equipped with radar devices**;
- (c) Vessels **and floating equipment** without their own means of propulsion;
- ~~(d) Ferry boats not moving independently.~~

2. **The Inland AIS device must meet the following requirements:**

- (a) **The Inland AIS device shall run continuously;**

(b) **The Inland AIS device shall transmit at maximum power; this does not apply to tank vessels whose navigational status is set to ‘moored’;**

(c) **At all times, only one Inland AIS device shall transmit data for a vessel or a convoy;**

(d) **The data entered in the Inland AIS device shall at all times correspond with the actual data relating to the vessel or the convoy.**

2. Article 4.07 (i) Paragraph 4 (c), modify (c) Type of vessel or convoy according to the VTT Standard for inland navigation; (ii) Paragraph 4 (m), delete (GNSS/DGNSS); (iii) Delete paragraph 4 (n).

~~2a 2.~~³ ~~The Inland AIS device shall be switched on at all times and the data entered in the device shall at all times correspond with the actual data relating to the vessel or convoy. This requirement does not apply~~ **Paragraph 2 (a) above shall not apply:**

(a) To stationary vessels in berthing areas designated by the competent authorities;

(b) If the competent authority has granted an exemption for bodies of water separated from the navigable channel by infrastructure;

(c) To police vessels, if the transmission of AIS data is likely to compromise policing tasks.

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

~~3 a.~~⁴ **Competent authorities may require on certain inland waterways for which official Inland ENCs are available, that vessels that are equipped with Inland AIS devices, except ferries, shall also be equipped with Inland ECDIS devices in information mode, **connected to the Inland AIS device.****

The Inland ECDIS devices in information mode, ~~comparable electronic chart display devices~~ and inland electronic navigational chart shall be in conformity with the minimum requirements for ECDIS devices in information mode ~~and comparable chart display devices~~ for using Inland AIS data on board vessels.

4. In accordance with Chapter 1 of the International Standard for Tracking and Tracing on Inland Waterways (VTT) (resolution No. 63)⁵ and the respective ITU Recommendation, at least the following data shall be transmitted:

(a) User identifier (Maritime Mobile Service Identity, MMSI);

(b) Name of vessel;

(c) Type of vessel or convoy in conformity with the International Standard for Tracking and Tracing on Inland Waterways;⁶

(d) Unique European vessel identification number (ENI), or IMO number **for sea-going vessels that have not been given an ENI number;**

(e) Overall length of the vessel or convoy ~~in~~ (decimetre accuracy);

(f) Overall beam of the vessel or convoy ~~in~~ (decimetre accuracy);

(g) Position (WGS-84);

(h) Speed over ground (SOG);

(i) Course over ground (COG);

(j) **Timestamp** of the electronic position fixing device;

³ Modified by amendment 3 (ECE/TRANS/SC.3/115/Rev.5/Amend.3).

⁴ Introduced by amendment 3 (ECE/TRANS/SC.3/115/Rev.5/Amend.3).

⁵ Modified in accordance with resolution No. 63, revision 2.

⁶ Modified by amendment 3 (ECE/TRANS/SC.3/115/Rev.5/Amend.3).

(k) Navigational status **in conformity with the International Standard for Tracking and Tracing on Inland Waterways** (~~e.g. under way using engine, at anchor, moored~~);

(l) ~~Position acquisition point on the vessel~~ **Reference point for reported position on the vessel** in metre accuracy (e.g. GNSS antenna);

(m) Position accuracy.⁷

5. The boatmaster shall immediately update the following data if it has changed:

(a) Overall length;

(b) Overall beam;

(c) Type of convoy in conformity with the International Standard for Tracking and Tracing on Inland Waterways;⁸

(d) Navigational status **in conformity with the International Standard for Tracking and Tracing on Inland Waterways**;

(e) ~~Position acquisition~~ **Reference point for reported position** on the vessel.

6. Small craft may be equipped with an Inland AIS device, a Class A AIS device, or a Class B AIS device. Inland AIS devices should be in conformity with the International Standard for Tracking and Tracing Inland Waterways (VTT) (resolution No. 63) and radiotelephone regulations. Class A AIS devices ~~should be in conformity with IMO regulations.~~ and Class B AIS devices should be in conformity with ~~international telecommunications and electrotechnical regulations~~ **the corresponding requirements of Recommendation ITU-R.M 1371, International standard IEC 62287-1 or 2 and the IMO regulations.**

7. Small craft which do not have an ENI number are not required to transmit the data stipulated in paragraph 4 (d) above.

8. Small craft employing AIS shall also have radiotelephone ~~equipment in good working condition and operating in receiving mode of the ship-to-ship channel~~ **installation in proper working order tuned to the ship-to-ship channel and operating in a ready-to-receive and ready-to-transmit state.**

9. For vessels using Class A AIS devices having an IMO type reception or Class B AIS devices, the requirements of paragraph 1 shall apply by analogy.

⁷ Paragraph 4 (m) has been modified and paragraph 4 (n) has been deleted in accordance with amendment 2 (ECE/TRANS/SC.3/115/Rev.5/Amend.2).

⁸ Modified by amendment 3 (ECE/TRANS/SC.3/115/Rev.5/Amend.3).