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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

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Item 7(b) of the provisional agenda

**WORK OF THE WORKING PARTY ON THE STANDARDIZATION OF TECHNICAL
AND SAFETY REQUIREMENTS IN INLAND NAVIGATION**

Updating the European code for inland waterways (CEVNI)

Addendum

Note by the secretariat

It is recalled that the Working Party on Inland Water Transport at its special session envisaged possible updating of the annex to resolution No. 61 in particular, by bringing section 2-7 of the annex "official number" in line with relevant provisions of Annex II to EC Directive replacing directive 82/714/EEC (ECE/TRANS/SC.3/171, para. 6 (vi)). Alternatively, the Working Party may wish to consider a possibility to transfer the provisions on official number to CEVNI (as new article 1.10*bis*, for example). It may also wish to call upon the Contracting Parties to the Convention on the Registration of Inland Navigation Vessels of 1965 (Austria, Croatia, France, Luxembourg, Netherlands, Switzerland, and Serbia) to consider a need for amending the Convention with relevant provisions concerning the assignment to vessels of an official number.

To facilitate the discussion on this item, the secretariat reproduces below the text of draft requirements of Annex II of the EC Directive on EIN received from the European Commission and the text of draft Agreement on unique EIN and hull database prepared some time ago by the International Working Group ERI.

I. ANNEX II OF THE EUROPEAN DIRECTIVE ON TECHNICAL PROVISIONS FOR INLAND NAVIGATION VESSELS

Articles 2.17 and 2.18 are to be changed as follows:

“Article 2.17

Register of Community certificates

1. Competent authorities shall assign an order number to the Community certificates they issue.

They shall keep a register in accordance with the model set out in Annex VI of all the Community certificates they issue.
2. Competent authorities shall keep the original, or a copy of all the Community certificates they have issued, shall enter on these any information and alterations, together with any Community certificate cancellations and replacements, and shall update the register set out in section 1 accordingly.
3. In order to perform administrative measures in the field of navigation access to the register in accordance with the model set out in Annex VI will be granted to competent authorities of other Member States, Contracting States of the Mannheim Convention and, as far as an equivalent level of privacy is guaranteed, to third countries on the basis of administrative agreements.

Article 2.18

European Vessel Identification Number

1. The unique European Vessel Identification Number (ENI), in the following referred to as European Vessel Identification Number, consists of eight Arabic numerals according to Appendix III.
2. The competent authority having issued a Community certificate shall enter on that Community certificate the European Vessel Identification Number. Unless the craft possesses a European Vessel Identification Number at the time of issue of the Community Certificate it shall be assigned to that craft by the competent authority of the Member State in which the craft has been registered or has its home port.

As far as craft from countries where an assignation of a European Vessel Identification Number is not possible are concerned the European Vessel Identification Number to be entered on the Community certificate shall be assigned by the competent authority issuing that Community certificate.

3. Only one single European Vessel Identification Number can be assigned to one craft. The European Vessel Identification Number is issued only once and remains unchanged throughout the whole lifetime of the craft.

4. The owner of a craft, or his representative, shall apply to the competent authorities for assignment of the European Vessel Identification Number. The owner or his representative shall also be responsible for affixing the European Vessel Identification Number entered in the Community certificate to the craft.
5. The Member States shall notify the competent authorities responsible for assigning the European Vessel Identification Number to the European Commission. The European Commission keeps a register of competent authorities, including competent authorities notified by third countries, and makes it available to the Member States. On request this register is also made available to competent authorities of third countries.
6. The competent authorities responsible for assigning the European Vessel Identification Number make all necessary arrangements in order to inform all competent authorities responsible for assigning the European Vessel Identification Number of each newly assigned European Vessel Identification Number as well of data necessary for the identification of the vessel.”

New Appendix III to be inserted after Appendix II:

“Appendix III

Model of the European Vessel Identification Number

A	A	A	x	x	x	x	x
Code of competent authority that assigns the European Vessel Identification Number			Serial Number				

AAA three digit code of the competent authority according to the following number ranges
 xxxxx five digit serial number

Number Ranges for Competent Authorities

001-019	France
020-039	Netherlands
040-059	Germany
060-069	Belgium
070-079	Switzerland
080-099	reserved for vessels from countries that are not party to the Mannheim Convention and for which a Rhine Vessel certificate has been issued before 01.04.2007
100-119	Norway
120-139	Denmark
140-159	United Kingdom
160-169	Iceland
170-179	Ireland
180-189	Portugal

190-199	reserved
200-219	Luxembourg
220-239	Finland
240-259	Poland
260-269	Estonia
270-279	Lithuania
280-289	Latvia
290-299	reserved
300-309	Austria
310-319	Liechtenstein
320-329	Czech Republic
330-339	Slovakia
340-349	Hungary
350-359	Croatia
360-369	Serbia
370-379	Bosnia and Herzegovina
380-399	reserved
400-419	Russian Federation
420-439	Ukraine
440-449	Belarus
450-459	Republic of Moldova
460-469	Romania
470-479	Bulgaria
480-489	Georgia
490-499	reserved
500-519	Turkey
520-539	Greece
540-549	Cyprus
550-559	Albania
560-569	The Former Yugoslav Republic of Macedonia
570-579	Slovenia
580-589	Montenegro
590-599	reserved
600-619	Italy
620-639	Spain
640-649	Andorra
650-659	Malta
660-669	Monaco
670-679	San Marino
680-699	reserved
700-719	Sweden
720-739	Canada
740-759	United States of America
760-769	Israel
770-799	reserved
800-809	Azerbaijan
810-819	Kazakhstan

820-829	Kyrgyzstan
830-839	Tajikistan
840-849	Turkmenistan
850-859	Uzbekistan
860-869	Iran
870-999	Reserved”.

II. AGREEMENT ON UNIQUE EUROPEAN VESSEL IDENTIFICATION NUMBER (EIN) AND HULL DATABASE ^{1/}

The competent authorities for

- assigning official numbers to vessels in accordance with certification regulations or police regulations and/or
- assigning unique European vessel identification numbers in accordance with the regulations on River Information Services (RIS)

commit themselves to apply the following rules regarding the assignment of the European Vessel Identification Number to vessels and the operation of a common hull data base:

1. Vessels may only be assigned with an 8 digit numerical identification in accordance with annex 1 to this Agreement.
2. Vessels may only be assigned with one EIN in accordance with annex 1 to this Agreement. The EIN stays the same throughout the lifetime of the hull. Every Signatory shall check before the assignment of EIN, whether the vessel has already received an EIN by another signatory of this Agreement.
3. If a hull is cut into pieces or pieces of different hulls are combined to a new hull, the EIN stays with the section with the main engine.
4. Maritime vessels with an IMO number may only be assigned with EIN, when the vessel is equipped with an additional ship's certificate for inland navigation. The EIN consists of the number 9 followed by the IMO number in this case. (*could become a part of annex 1*)
5. Hulls, which have already a valid 7 digit vessel number in accordance with the Rhine Inspection Rules at the date of application, are assigned with EIN consisting of the number 0 followed by the vessel number. (*could become a part of annex 1*)
6. Each signatory provides at least the following information to the other signatories without any delay on the assignment of a new EIN:
 - EIN;
 - name of the hull;
 - type of the hull according to the Recommendation No. 28 on the Codes for types of means of Transport, second edition September 2002, of the Economic

^{1/} As proposed by the International Working Group ERI on 28 April 2005. The secretariat replaced the term “European Unique ID” used in the text of the draft Agreement by ERI with the term “European Vessel Identification Number (EIN)” agreed for the text of Annex II of the EC Directive above.

Commission for Europe of the United Nations (see also Annex 4.2 of the Standard for Electronic Ship Reporting in Inland Navigation of the CCNR);

- total length of the hull;
 - total width of the hull;
 - type of material;
 - other registration numbers of the vessel including the authorities, which have assigned these numbers.
7. The competent authorities of the signatories cooperate in order - to ensure a uniform procedure for the assignment of the EIN and to operate a common hull database.
 8. A Working Group of the signatories of this Agreement is established to ensure cooperation. The signatories apply the decisions of the majority of the Working Group regarding the assignment procedures and the operation of the common database.
 9. The following principles apply to the operation of the common hull database:
 - only the authority, which has provided the dataset or a subset of data (“owner of the data”) is allowed to change the respective dataset or subset of data;
 - if an authorities gets knowledge of changes in the original dataset, the owner of the data is informed;
 - the datasets are updated by the owner of the data in case of any changes as soon as possible, but with a maximum delay of not ... days;
 - the owner of the data transfers the right to change the data and the ownership of the data on request of another signatory, if a vessel does no longer have any certificate of approval or RIS equipment in the state of the original owner;
 - a hull data set may only be deleted, if the hull has been scrapped completely.
 10. The signatories apply the privacy regulations adopted by the common Working Group regarding access to the common hull database, even if those regulations are more stringent than the national privacy regulations.

Annex 1 ^{2/}

^{2/} Note by the secretariat: The text of the annex is identical to the text of the draft Appendix III of the EC Directive as mentioned above.