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

Thirty-ninth session
Geneva, 15–17 June 2011

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

Contents

I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (hereafter, the Working Party or SC.3/WP.3) held its thirty-ninth session from 15 to 17 June 2011 in Geneva.

2. The session was attended by representatives of the following countries: Austria, Belarus, Bulgaria, Croatia, Czech Republic, Germany, Indonesia, Lithuania, Netherlands, Norway, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine. The delegation of the European Union (EU) was also present.

3. Representatives of the following intergovernmental organizations also took part in the session: the Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC) and International Sava River Basin Commission (Sava Commission or SC). The following non-governmental organization was represented: the World Association for Waterborne Transport Infrastructure (PIANC). The representatives of the Platform for the implementation of the EU NAIADES programme (PLATINA), Inland Waterway Transport Educational Network (EDINNA) and Euromapping were present at the invitation of the secretariat.

4. Mrs. Eva Molnar, Director of the UNECE Transport Division opened the session. In accordance with the decision of the thirty-eighth session of the Working Party, Mr. Evgueniy Kormyshev (Russian Federation) chaired the meeting.

II. Adoption of the agenda (agenda item 1)

5. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/WP.3/77).

III. European Code for Inland Waterways (CEVNI) (agenda item 2)

6. In accordance with the provisional agenda, the Working Party considered the following issues related to the European Code for Inland Waterways (CEVNI):

A. Draft roadmap for future work on CEVNI

7. The Working Party considered the draft roadmap for future work on CEVNI (ECE/TRANS/SC.3/WP.3/2011/9), prepared by the secretariat in accordance with the decision of its thirty-eighth session (ECE/TRANS/SC.3/WP.3/76, para. 28). The goal of the document was to highlight the recent significant changes in CEVNI, introduced by the revision four, to clarify mechanisms for facilitating and monitoring the implementation of CEVNI and to describe the scope of further revisions of the code. The Working Party approved the draft note subject to replacing words “UNECE secretariat” by “UNECE” in paragraphs 19 and 23(d). SC.3/WP.3 thanked the secretariat for providing the requested information and asked it to submit the note to the fifty-fifth session of the Working Party on Inland Water Transport (SC.3) as a main reference document for future CEVNI-related activities.

B. Amendments to CEVNI for submission to the fifty-fifth session of SC.3

8. The Working Party held an exchange of opinions on the revised proposal on amendments to CEVNI (ECE/TRANS/SC.3/WP.3/2011/5/Rev.1), prepared by the secretariat in accordance with the decision of its thirty-eighth session (ECE/TRANS/SC.3/WP.3/76, paras. 31–32). The following comments were made:

(a) Amendment proposal to Article 1.08 (ECE/TRANS/SC.3/WP.3/2011/5/Rev.1, para. 5): The Russian Federation referred to the discussions during the SC.3/WP.3 thirty-eighth session and the SC.3/WP.3 decision to consult the Group of Volunteer experts on Resolution No. 61 on the possible inclusion of the provision individual rigid live-saving devices for children in Resolution No. 61 instead of Article 1.08 of CEVNI (ECE/TRANS/SC.3/WP.3/76, para. 30). The Russian Federation informed SC.3/WP.3 that the Group of Volunteer experts on Resolution No. 61 at its last meeting did not have time to discuss this issue and proposed to postpone the decision on this issue until the recommendation from the group had been received;

(b) Amendment proposal to articles 1.10 and 2.01 (ECE/TRANS/SC.3/WP.3/2011/5/Rev.1, paras. 6–7): Slovakia proposed to not to replace the words “official number” with “unique European vessel identification number”, given that not all UNECE member States issued such numbers. Recalling that other major SC.3 resolutions, and, notably, Resolution No. 61, had been recently revised to incorporate references to the unique European vessel identification number, the Working Party decided to maintain the proposal;

(c) Amendment proposal to Article 4.07 (ECE/TRANS/SC.3/WP.3/2011/5/Rev.1, para. 10): CCNR informed the Working Party that the provisions on Inland Automatic Identification System (Inland AIS) were still under discussion in the competent CCNR Committee and, therefore, CCNR could not support the proposal. The Russian Federation informed the Working Party that it had additional comments on the text of the revised article;

(d) Amendment proposal to Article 7.08 (ECE/TRANS/SC.3/WP.3/2011/5/Rev.1, para. 15): The secretariat presented its proposal, contained in footnote 4 of paragraph 15, to rephrase the proposed text of paragraph 2 of article 7.08 in order to abstain from using the words “the competent authorities may”. The secretariat explained that, in the view of some experts in the CEVNI Expert Group, Chapters 1–8 of CEVNI should only contain model navigation rules intended for boatmasters and other persons involved in the operation of inland vessels and abstain from giving indications to the competent inland navigation authorities on how they may act. SC.3/WP.3 observed that the CEVNI Expert Group had not yet reached the conclusion on how this issue of “competent authorities” should be addressed in CEVNI and asked the group to further discuss the issue and present a proposal at the next session of SC.3/WP.3.

9. In the light of these discussions, the Working Party made the following decisions:

(a) Approve the proposals presented in paragraphs 4, 6–9, 11–13 and 16, incorporating the modifications proposed by the secretariat in footnotes 2–3, and forward these proposals to the fifty-fifth session of SC.3;

(b) Postpone the discussion on the proposal contained in paragraph 5 until this issue has been discussed by the Group of Volunteers on Resolution No. 16 in accordance with the decision of the SC.3/WP.3 thirty-eighth session;

(c) Continue the discussions on a new Article 4.07 in the light of the additional comments by CCNR and the Russian Federation at the next SC.3/WP.3 session;

(d) Approve the text proposed in paragraph 14, subject to the following correction, already agreed upon during the thirty-eighth session of SC.3/WP.3:

This rule applies, ~~in general~~ **also** on the waterways for which "downstream" and "upstream" are not defined.

(e) Ask the Expert Group on CEVNI to further discuss the proposal in paragraph 15 in the light of the proposal by the secretariat presented in footnote 4.

C. New amendment proposals to CEVNI

10. The Working Party considered the new amendment proposals to CEVNI, finalized by the CEVNI Expert Group at its thirteenth meeting on 15 February 2011 (ECE/TRANS/SC.3/WP.3/2011/10). The secretariat informed the Working Party that this document also included a proposal to rectify an illustration of a yellow flashing light for marking of cross-overs in part III of Annex 8 of CEVNI.

11. The Working Party approved the amendment proposals presented in paragraphs 5 and 7 of the document and asked the secretariat to submit them to the fifty-fifth session of SC.3. With respect to the proposal in paragraph 6, SC.3/WP.3 took note of the position of CCNR, who referred to its earlier comments on the use of the words "the competent authorities" in Chapters 1–8 of CEVNI and who stated that, given that the current and the proposed text did not represent a rule addressed to boatmasters and other persons involved in operating a vessel, it did not need to be included in CEVNI. The Working Party asked the Group of Experts on CEVNI to address the comment by CCNR and to present a revised proposal at its next session.

12. The Working Party also took note of the preparatory works of the CEVNI Expert Group on the revision of Chapter 10 of CEVNI on "Prevention of Pollution of Water and Disposal of Waste Occurring on Board Vessels", taking into account the relevant provisions of the 1996 Convention on Collection, Retention and Disposal of Waste Generated during Navigation on the Rhine and Other Inland Waterways (CDNI). SC.3/WP.3 invited the CEVNI Expert Group to submit its proposal to its next session and welcomed the English and Russian text of the relevant provisions of CDNI prepared by the secretariat in accordance with the decisions of its last session (ECE/TRANS/SC.3/WP.3/2011/10/Add.1).

13. The Working Party was informed by Slovakia about the discrepancy between Chapter 3 and Annex 3 of CEVNI (sketch 41 in Annex 3 refers to paragraph 4 of Article 3.16, which only contains three paragraphs). The Working Party thanked Slovakia for this correction and asked the secretariat to include this correction in the list of the amendments to CEVNI to consider at its next session.

IV. Mutual recognition of boatmasters' certificates (agenda item 3)

14. The representative of the EU informed the Working Party that the process of the revision of the EU Directive 96/50/EC was at the stage of an impact assessment study, aimed at evaluating the need for the revision of the directive. A special questionnaire to that effect had been circulated to the EU member States and the results of the assessment should be available in September 2011. The Working Party thanked the delegation of the EU for this information and emphasized the importance of receiving timely notification of the relevant development within the EU on the issues of common interest. The Working Party asked the secretariat to continue monitoring the issue and to attend the relevant EU meetings.

15. SC.3/WP.3 took note of the initial proposal by SC on the revision of Resolution No. 31 on Minimum Requirements for the Issuance of Boatmaster's Certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (ECE/TRANS/SC.3/WP.3/2011/11) and the goals and scope of this revision, described by SC and DC in their presentations.[1] The Working Party observed that the introduction of several types of certificates proposed by SC, as well as serious amendments to the character of the Resolution and its mechanisms for recognition of the certificates deserved serious discussions and comprehensive consultations with stakeholders.

16. In this context, SC.3/WP.3 was informed about an informal meeting on 14 June 2011 between the European Commission and the secretariats of UNECE, CCNR, DC and SC on possible cooperation on the issue of boatmasters' certificates. The secretariat presented to the Working Party the following conclusions of the meeting:

(a) The secretariats of River Commissions recognized the need for modernization of the existing regional and international instruments on boatmasters' certificates and on inland navigation profession, in general;

(b) The participants considered that such a modernization process would require a regular cooperation mechanism (for example, a joint working group), where all River Commissions and their member States could participate on the equal footing;

(c) The participants considered that this modernization process should be carried out with due regard and in close consultations with the European Commission and the relevant EU programmes under NAIADES Action Program;

(d) A preliminary proposal aimed at establishing such a mechanism should be prepared by UNECE and River Commissions after consultations with their member States and other stakeholders.

17. Following an in-depth discussion, the Working Party concluded that revision of Resolution No. 31 and of the Directive should be carried out in close consultations and regular exchange of information between EU and UNECE. Therefore, the Working Party:

(a) urged the EC to take due account of the relevant instruments of the UNECE and to keep UNECE informed about all developments related to the revision of the Directive;

(b) asked the secretariat to circulate to the delegations a questionnaire on the future revision of Resolution No. 31, inviting them to report on the implementation of the Resolution in their country/river basin, to submit proposals for its future improvements and to comment on the preliminary proposal by the Sava Commission;

(c) asked the secretariat to prepare a note on this issue for consideration by the fifty-fifth session of SC.3 based on the input from the delegations;

(d) decided to dedicate a part of its next session in February 2012 to an in-depth discussion of boatmasters' certificates and other closely linked issues.

18. The Working Party also took note of the presentation by EDINNA on the elaboration of standards of training and certification in inland navigation (STCIN), "Riverspeak" and use of simulators. CCNR informed the Working Party about their support to EDINNA's "Riverspeak" as part of their ongoing work on future means of regulating the use of the English language in the navigation on the Rhine.

[1] All presentations made during the session are available at: www.unece.org/trans/main/sc3/wp3/wp3doc_2011.html.

V. Future cooperation on the European vessel/hull database (agenda item 4)

19. The Working Party took note of the information by PLATINA on the progress in the establishing the pilot European vessel/hull database, funded by the European Commission.

20. SC.3/WP.3 also took note of technical, operational and financial requirements which would need to be addressed should UNECE host the database in the future, described in the note by the secretariat (ECE/TRANS/SC.3/WP.3/2011/12). CCNR informed SC.3/WP.3 that the CCNR had taken note of the document, but could not express any approval to the proposal of hosting the database in UNECE, as that CCNR was also one of the candidates to be the database operator. The Working Party noted that the note by the secretariat did not constitute a position document and only contained factual information and description of possible policy options at the time when several candidates for operating the databases were under consideration.

21. The Working Party thanked the secretariat for providing this information and invited the delegations to comment on the document, indicating, their position on the issue of the future operator of the database. The Working Party asked the secretariat to transmit the note, incorporating the result of the SC.3/WP.3 discussions, comments by the delegations and further consultations with the European Commission, to the fifty-fifth session of SC.3 for further consideration.

VI. Strategic development of inland waterway infrastructure (agenda item 5)

22. In accordance with the decision of its thirty-eighth session, the Working Party held on 16 June 2011 an expert discussion on inland waterway infrastructure development. Following the programme presented in Informal document No. 11/Rev.2, SC.3/WP.3 took note of the following presentations:

(a) “UNECE Inventory of main standards and parameters of the E-Waterway network (Blue Book): state of play and next steps”, Ms. Valerie Blanchard, UNECE Transport Division;

(b) “Inventory of Bottlenecks and Missing Links on the European Waterway Network as compiled within the framework of PLATINA”, Mr. Roeland van Bockel, PLATINA;

(c) “Assessing IW infrastructure projects in the Russian Federation”, Ms. Anna Isaeva, Department of State Policy on maritime and river transport, Ministry of Transport, the Russian Federation;

(d) “Assessing IW infrastructure projects in the Republic of Belarus: restoration of the Dniepr-Oder-Vistula waterway”, Mr. Vitaly Kniazev, Third Secretary, Permanent Mission of the Republic of Belarus to the United Nations Office and Other International Organizations in Geneva;

(e) “Time to go digital? Options for a new format of the Blue Book to facilitate planning and decision-making”, Mr. David Edwards-May, Vice-president, Inland Waterways International and CEO, Euromapping consultancy and publishing.

23. The Working Party:

(a) Took note of the progress in the revision of the UNECE Blue Book, described by the UNECE secretariat (the draft content of the second edition was circulated to the delegations in Informal document No. 16):

(b) Invited member States, which had not yet done so, to submit information on their inland waterways and ports of international importance to the secretariat so that the second revision of the Blue Book could be finalized in time for the SC.3 fifty-fifth session;

(c) Agreed that the role of the UNECE Working Party on Inland Water Transport on dealing with infrastructure issues should be further discussed, taking into account the ideas contained in the discussion note for the meeting (ECE/TRANS/SC.3/WP.3/2011/18), and to that end asked the secretariat to prepare an appropriate strategic note for the SC.3 fifty-fifth session;

(d) Thanked the speakers for their presentations and the secretariat for this initiative and concluded that it would be very useful to organize such topical discussions on inland navigation during the future SC.3/WP.3 sessions with a wider participation of the governmental representatives and, if possible, jointly with the UNECE Working Parties on other modes of inland transport.

VII. Resolution No. 59, “Guidelines for Waterway Signs and Markings” (agenda item 6)

24. The Working Party considered the revised amendment proposal to Resolution No. 59 (ECE/TRANS/SC.3/WP.3/2011/6/Rev.1), prepared by SC in accordance with the decision of the thirty-eighth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/76, para. 18). SC reported that the revised proposal incorporated most of the comments received so far, but further work was needed to address some remarks submitted by the Russian Federation and Serbia. SC.3/WP.3 thanked SC for the solid working document and welcomed the intention of SC to finalize its work on the draft, in cooperation with Serbia, for the next session of SC.3/WP.3.

VIII. Resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” (agenda item 7)

25. The secretariat informed the Working Party that the first revised edition of Resolution No. 61 (ECE/TRANS/SC.3/172/Rev.1) would be published on the UNECE website by the end of June and would be available in hard copy for the fifty-fifth session of SC.3.

26. The Working Party took note of the results of the fourth meeting of the Group of Volunteer experts on Resolution No. 61 (hereafter, the Group of Volunteers), presented in Informal document No. 12. Concrete recommendations by the Group of Volunteers are described in the following paragraphs.

A. Amendments to Chapter 1–2, “Definitions”

27. The Working Party considered the proposal by the Group of Volunteer on amendments to Chapter 1–2 “Definitions” and other relevant section of the resolution, presented in Informal document No. 13. SC.3/WP.3 noted that this proposal constituted a

significant step towards harmonizing the definitions used in the resolution and in the EU Directive 2006/87/EC. The Working Party invited the delegations to submit their comments on Informal document No. 13 by 20 July 2011. The Working Party asked the secretariat to forward the substantial comments to the draft, if any, to the Group of Volunteers and to prepare, in consultation with the group, an official proposal for the fifty-fifth session of SC.3. In addition, following up on the comment by Slovakia, which proposed a greater harmonization between the definitions used in CEVNI and the definitions in Resolution No. 61, the Working Party invited the Group of Volunteers and the CEVNI Expert Group to cooperate on harmonizing the definitions used in Resolution No. 61 and in CEVNI in their future work on both documents.

B. Special provisions applicable to river-sea navigation vessels

28. The Working Party approved the draft Chapter 20B "Special provisions applicable to river-sea navigation vessels", finalized by the fourth meeting of the Group of Volunteers and presented in Informal document No. 14. In doing so, SC.3/WP.3 emphasized the important role which could be played by such vessels in further development of inland water transport. The Working Party asked the secretariat to submit an official proposal on draft Chapter 20B to the fifty-fifth session of SC.3.

C. Minimum technical requirements for computers installed on vessels

29. The Working Party considered the draft provisions on minimum technical requirements for computers installed on vessels and the comments received from the delegations (ECE/TRANS/SC.3/WP.3/2011/13). The Russian Federation stated that the comment by the delegation of the United Kingdom of Great Britain and Northern Ireland (paragraph 4) was addressed by paragraph 7A–3.2 of the proposal. With respect to the comments by CCNR, presented in paragraphs 5–7, the Russian Federation explained that the values appearing in paragraph 7–3A.1 were based on the relevant rules of the Russian River Register and national standards used in the Russian Federation. The Russian Federation further clarified that that the rules in paragraphs 7–3A.2 to 7–3A.10 also concerned the computers used as part of radar equipment and that the proposed requirements were not below the existing specific requirements for radar, Inland AIS and Inland ECDIS equipment. Following further comments from CCNR and the ensuing discussion, the Working Party asked the Group of Volunteers to continue its work, if possible in cooperation with CCNR, on draft section 7.3A, in particular, by providing a definition of "navigation computer" and explaining the link between section 7.3A and Chapter 10 on Electrical Equipment. The Working Party asked the group to submit a revised proposal on this issue to its next session.

D. Other amendments to Resolution No. 61

30. The Working Party approved the draft amendments to Chapter 6 on "Steering Gear", submitted by the Group of Volunteers in Informal document No. 15, noting that these amendments were a direct consequence of the amendments proposed to Chapter 1–2. The Working Party asked the secretariat to submit an official proposal on the revised Chapter 6 to the fifty-fifth session of SC.3.

31. The Working Party thanked the Group of Volunteers for their excellent work and expert contribution to the work of the session and invited the delegations to take an active part in this group and its next meeting from 6 to 9 September 2011 in Budapest.

IX. Establishment of common principles and technical requirements for pan-European river information services (RIS) (agenda item 8)

32. In accordance with the decision of the fifty-first session of SC.3 (ECE/TRANS/SC.3/178, para. 27), the Working Party considered the amendment proposals to the SC.3 resolutions concerning the River Information Services and their different components, based on the submissions by competent international expert groups.

A. Resolution No. 57, "Guidelines and Recommendations for River Information Services"

33. The Working Party took note of the information on the ongoing revision of the PIANC Guidelines on River Information Services (RIS), provided by the secretariat in cooperation with the Chair of PIANC Working Group 125. CCNR informed the Working Party of their support for the new PIANC Guidelines and their intention to revise the CCNR RIS recommendations accordingly. SC.3/WP.3 supported the proposal to revise Resolution No. 57 to reflect the progress in the RIS implementation and considered the new PIANC guidelines to be a good basis for the revised resolution. The Working Party thanked PIANC for its extensive contribution to the preparation of this agenda item and expressed its regret that due to the rescheduling of the discussion on this agenda item, the PIANC representative had to leave the meeting before being able to make his presentation in person.

34. The Working Party held preliminary discussions on the proposed amendments to Resolution, based on the comparison between Resolution No. 57 and the new PIANC Guidelines (ECE/TRANS/SC.3/WP.3/2011/14). The Russian Federation proposed to maintain table 4.9 which contained a useful overview of relation between RIS Services and Systems and which was omitted in the new PIANC Guidelines. The Working Party also observed that section 4.3.6 in the new PIANC Guidelines only contained references to the CCNR legal instruments with no mention of relevant UNECE and DC documents. The Working Party asked the delegations to submit further comments on the proposed revision of the resolution and the proposal to maintain table 4.9 by 20 July 2011. The Working Party asked the secretariat to prepare an official proposal on the revision of Resolution No. 57 for the fifty-fifth session of SC.3, based on the comments from the delegations and the discussions in SC.3/WP.3.

B. Resolution No. 48, "Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS)"

35. The Working Party was informed by the Chair of the Inland ECDIS Expert Group about the latest development of the Inland ECDIS standard, and the modifications to the first revised edition of Resolution No. 48 that this evolution would entail. SC.3/WP.3 considered the list of major differences between the envisaged edition 2.3 of the standard and the text of current edition of Resolution No. 48 (ECE/TRANS/SC.3/WP.3/2011/15) and discussed the two options for the maintenance procedure of the technical appendices of the resolution, presented in paragraphs 18 and 20.

36. The Working Party welcomed, in principle, the proposed amendments to Resolution No. 48. However, SC.3/WP.3 noted that that accepting option B raised difficulties, as it would lead to the situation where the technical appendices, which constituted an integral part of the resolution, would be modified by the Inland ECDIS Expert Group without the

proper consideration of UNECE. SC.3/WP.3 invited the delegations to submit their positions on the proposed amendments to the resolution, specifying their position on the choice of the amendment procedure by 20 July 2011. The Working Party asked the secretariat, in cooperation with the Chair of the group, to prepare an official proposal on the revision of Resolution No. 48, for the fortieth session of SC.3/WP.3, on the basis of the comments received from the delegations and the discussions in SC.3/WP.3.

C. Proposals on the UNECE recommendations on the Maritime Mobile Service identifiers

37. The Working Party took note of the proposal by the Russian Federation to elaborate special recommendations on the Maritime Mobile Service Identifiers and the comments submitted by the delegations (ECE/TRANS/SC.3/WP.3/2011/16). SC.3/WP.3 noted that no delegations had submitted serious objections to this proposal and invited the Russian Federation to submit the draft text of the recommendation for the fifty-fifth session of SC.3.

X. Pan-European Rules on General Average in Inland Navigation (agenda item 9)

38. The Working Party was informed by the secretariat that due to the late and limited input received from the delegations the secretariat did not issue a revised proposal on pan-European rules on general average in Inland Navigation and the main official document on this issue remained the initial proposal by Serbia (ECE/TRANS/SC.3/WP.3/2011/7). The Working Party took note of the position of the Russian Federation (Informal document No. 17), which proposed to consider expanding the scope of the resolution based on the existing legislation of the Russian Federation. The Working Party welcomed the intention of Serbia to continue the work on the draft resolution and, to facilitate this work, asked the Russian Federation to submit a detailed proposal identifying which provisions from its national legislation could be added to the draft resolution.

XI. Recreational navigation (agenda item 10)

39. The Working Party took note of the preliminary results of the survey on the national legal acts governing navigation of recreational craft in the ECE region, presented in ECE/TRANS/SC.3/WP.3/2011/17, paras. 5–19) and invited the delegations, who had not yet done so, to submit this information to the secretariat by 20 July 2011.

40. The Working Party discussed the proposal by the secretariat to resume the work on a schematic map of the waterways used for recreational navigation and to establish Guidelines on the implementation of Resolution No. 40 (ECE/TRANS/SC.3/WP.3/2011/17, paras. 20–27). The Working Party welcomed both proposals, but observed that the questions and answers on Resolution No. 40 should be published as supplementary information and not as guidelines to the resolution. The Working Party asked the secretariat to submit an official proposal on these two activities to the fifty-fifth session of SC.3.

41. The Working Party was informed by Norway of the acceptance of Resolution No. 40 by Norway from the 1st of January 2012.

XII. Cooperation with the European Union, River Commissions and other international organizations concerned with inland navigation matters (agenda item 11)

42. The Working Party observed that the informal contacts between the secretariat and the European Commission since the last session of SC.3/WP.3 resulted in the participation of a delegation of the EU in the thirty-ninth session of the Working Party. The Working Party welcomed this development and urged the delegation of the EU to take an active part in all its future sessions. The current cooperation with the European Commission and River Commissions was also discussed under the relevant agenda items.

XIII. Other business (agenda item 12)

Tribute to Mr. Kormyshev

43. The Working Party was informed by the delegation of the Russian Federation that Mr. E. Kormyshev, who chaired SC.3/WP.3 since 2005, would no longer take part in SC.3/WP.3 due to the change in his position. The Working Party expressed its high appreciation to Mr. E. Kormyshev for his able and competent chairmanship, which was crucial for achieving substantial progress on both policy and technical issues in inland navigation. SC.3/W.3 wished Mr. E. Kormyshev all the best in his new professional position.

XVI. Adoption of the report (agenda item 13)

44. In accordance with established practice, the Working Party adopted the list of decisions taken at its thirty-ninth session on the basis of a draft prepared by the secretariat.

Annex

Decisions of the CEVNI Expert Group taken on 16 June 2011

1. The CEVNI Expert Group held its fourteenth meeting on 16 June 2011 back to back with the thirty-ninth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (15–17 June 2011).[2]

2. The meeting was attended by Mr. R. Vorderwinkler (Austria), Ms. A. Jaimurzina (UNECE), Mr. P. Margic (Danube Commission), Mr. Ž. Milkovic (International Sava River Basin Commission) and Mr. G. Pauli (Central Commission for the Navigation of the Rhine). Ms. N. Dofferhoff (the Netherlands) was not able to take part in the meeting.

3. The following items were discussed:

(a) Results of the thirty-ninth session of SC.3/WP.3

(b) Proposal by CCNR on Chapter 10

(c) Next meeting.

A. Results of the thirty-ninth session of SC.3/WP.3

4. The CEVNI Expert Group discussed the results of the CEVNI-related discussions during the thirty-ninth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/78, paras. 6–13).

5. With respect to the amendment proposal to article 1.08, paragraph 4 (ECE/TRANS/SC.3/WP.3/2011/5/Rev.1, para. 5), the group agreed to wait for the recommendation by the Group of Volunteer experts on Resolution No. 61.

6. With respect to the draft revised article 4.07, (ECE/TRANS/SC.3/WP.3/2011/5/ Rev.1, para. 10 and annex), the group made some corrections to the text, taking into account the comments received from the Russian Federation and the CCNR. Moreover, the group agreed to forward the text of the draft Article for comments to the relevant CCNR Committee and continue the discussion on the draft, based on the comments received. For the time being, the group agreed on the draft text, as follows:

Draft revised article 4.07 – Inland Automatic Identification System

1. Vessels, except sea-going ships, shall not use an automatic identification system (AIS) unless they possess an Inland AIS device in accordance with the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63 (ECE/TRANS/SC.3/176)). The Inland AIS device must be certified by a certification body that is authorized by the respective country and must comply with the radiotelephone regulations. The device must be in a good working condition. If small craft is using Inland AIS, it must, in addition, be equipped with a radiotelephone installation in proper working order for the ship-ship channel.

[2] It is recalled that the Working Party on Inland Water Transport (SC.3) at its fifty-third session, had decided to maintain its informal working group on CEVNI and renamed it as the "CEVNI expert group", to be composed of the representatives of the River Commissions and interested Governments. It had charged the Group with monitoring the implementation of the new CEVNI by Governments and River Commissions and examining future amendment proposals to it (ECE/TRANS/SC.3/183, para. 13).

2. Vessels are authorized to use AIS only if the parameters entered in the AIS device correspond at all times to the actual parameters of the vessel or convoy.

3. All vessels other than sea-going ships equipped with AIS of class A according to IMO standard shall be equipped with Inland AIS device.[3]

4. The following vessels are excluded from the requirement referred to in paragraph 3:

(a) Vessels in convoys except the vessel that provides the main traction;
(b) Ferry-boats not moving independently;
(c) Small craft.

5. The vessels referred to in paragraph 4 (a) shall deactivate any Inland AIS transponder that is on these vessels as long as they are part of the convoy.

6. At least the following data have to be transmitted when a vessel is under way in a section where, in accordance with paragraph 3, the competent authorities request equipping the vessel with Inland AIS devices:

(a) user identifier (Maritime Mobile Service Identity, MMSI);
(b) name of ship;
(c) type of vessel;
(d) unique European vessel identification number (ENI) or IMO number;
(e) length overall of the vessel respectively the convoy (decimetre accuracy);
(f) breadth overall of the vessel respectively the convoy (decimetre accuracy);
(g) type of convoy (only for convoys) other than seagoing vessels equipped with AIS of Class A according to IMO standard.;
(h) position (WGS 84);
(i) speed over ground SOG;
(j) course over ground COG;
(k) position accuracy (GNSS/DGNSS);
(l) time of electronic position fixing device (date and time);
(m) navigational status;
(n) position of the GNSS antenna (m accuracy).

7. The boatmaster shall update the following data immediately, if it has changed when under way:

(a) length overall;
(b) breadth overall;
(c) type of convoy;
(d) navigational status;
(e) position of the GNSS antenna (m accuracy).

8. The requirement of paragraph 6 does not apply to stationary vessels:

(a) within the area of marked berthing places, or
(b) in harbours.

9. The rules of radio discipline apply to the sending of messages via Inland AIS.

[3] If member States so agree, an article could be inserted in Chapter 9, specifying that the competent authorities may exempt all or certain types of vessels from this requirement.

7. With respect to the draft amendment to Article 7.08, paragraph 2 (ECE/TRANS/SC.3/WP.3/2011/5/Rev.1, para. 14), the group further discussed the use of the words "competent authorities may/shall" in CEVNI. The CCNR recalled its earlier comment that the model regulations should not contain indications for competent authorities or any statement of informative character. The group preliminarily agreed that Chapters 1–8 should not contain indications to the competent authorities and that all articles, where this is currently mentioned, should be worded as a model rule and the options of the competent authorities should be specified in Chapter 9. The group noted that the words "competent authorities" were used in several places in CEVNI and asked the secretariat to prepare for the next meeting a list of the articles where they are mentioned and to what effect. For the time being, the group agreed on the following wording of the last sentence of paragraph 2 of Article 7.02:

> However, vessels berthed in harbour basins or in berths where constant supervision if guaranteed are exempt from this requirement.

8. The group noted that if member States did not agree with this rule, two options were possible: deleting the rule or maintaining the rule or maintaining it, providing the "opting-out" possibility through Chapter 9. The group agreed to continue the discussion on this issue at its next meeting.

9. With respect to the amendment proposal to paragraph 6 of Article 8.02 (ECE/TRANS/SC.3/WP.3/2011/10, para. 6), the group agreed that this provision did not contain a navigation rule but an information for the boatmasters and competent authorities. Therefore, perhaps a better place for this provision would be the text of the resolution on CEVNI itself or Chapter 9. The group agreed to take a decision on this issue at its next meeting, based on the overall decision on the use of the words "the competent authorities may/shall".

B. Proposal by CCNR on Chapter 10

10. The CEVNI Expert Group considered the proposal by the CCNR on the revision of Chapter 10 of CEVNI on "Prevention of Pollution of Water and Disposal of Waste Occurring on Board Vessels", based on the practice of several UNECE member States, codified in 1996 Convention on Collection, Retention and Disposal of Waste Generated during Navigation on the Rhine and Other Inland Waterways (CDNI). The secretariat presented document CEVNI EG/2011/7, which highlighted the proposed modifications to the current text of Chapter 10. The group agreed on the following approach and timetable:

(a) Members of the CEVNI expert group to send their comments to the secretariat on document CEVNI EG/2011/7 by 30 September 2011 (in time for the next CEVNI meeting);

(b) DC to present this proposal, as a starting point, at the next meeting of the DC Working group on technical issues (25–28 October 2011);

(c) The first official proposal, based on the discussion within the CEVNI expert group and DC, to be presented at the next session of SC.3/WP.3 in February 2012.

C. Next meeting

11. The next meeting will take place in Geneva back to back with the fifty-fifth session of the Working Party on Inland Water Transport (SC.3) (12–14 October 2011) on 11 October 2011.