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### Inland Transport Committee

#### Working Party on Inland Water Transport

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

###### Forty-second session

Geneva, 13–15 February 2013

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

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## **I. Attendance**

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter, the Working Party or SC.3/WP.3) held its forty-second session from 13 to 15 February 2013 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Belarus, Belgium, Germany, Lithuania, Luxembourg, Netherlands, Poland, Romania, Russian Federation, Serbia, and Switzerland.
3. The International Labour Office (ILO) was represented. Representatives of the following intergovernmental organizations also took part in the session: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC), Moselle Commission (MC) and International Sava River Basin Commission (Sava Commission or SC). The following non-governmental organizations were represented: European River-Sea-Transport Union (ERSTU), Euromapping, and Inland Waterway Transport Educational Network (EDINNA).
4. Mrs. Eva Molnar, Director of the UNECE Transport Division opened the meeting.

## **II. Adoption of the agenda (agenda item 1)**

*Documentation:* ECE/TRANS/SC.3/WP.3/83/Rev.1, Informal document SC.3/WP.3 No. 8 (2013)

5. The Working Party adopted the provisional agenda (ECE/TRANS/SC.3/WP.3/83/Rev.1) and agreed to discuss under item 11, "Other business" a discussion paper on diesel engine exhausts prepared by the secretariat and distributed as Informal document SC.3/WP.3 No. 7 (2013).
6. It was agreed that the draft report of the current session would be limited to decisions only, the final being prepared by the Chair with the secretariat's help and circulated afterwards.

## **III. Election of officers (agenda item 2)**

7. Mrs. Victoria Ivanova (Russian Federation) was re-elected Chair for the current and the forthcoming forty-third session of the Working Party.

## **IV. Inland waterway infrastructure (agenda item 3)**

### **A. European Agreement on Main Inland Waterways of International Importance (AGN)**

*Documentation:* ECE/TRANS/SC.3/2012/2, Informal document SC.3/WP.3 No. 1 (2013), ECE/TRANS/SC.3/WP.3/2013/1, Informal document SC.3/WP.3 No. 2 (2013), ECE/TRANS/WP.24/2012/4

8. It was recalled that the Working Party on Inland Water Transport (SC.3), at its fifty-sixth session, had adopted a package of amendments to the AGN emanating from the updates identified in the course of revising the Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book") (ECE/TRANS/SC.3/193, para. 14). It had

requested the secretariat to transmit these amendment proposals to the Secretary-General of the United Nations for the required depositary action.

9. The Working Party took note of Depositary Notification C.N.18 TREATIES-XI.D.5 containing the amendment proposals that had been adopted by the Contracting Parties to the AGN present at the fifty-sixth session of SC.3, as reproduced in Informal document SC.3/WP.3 No. 1 (2013).

10. In view of the proposal of Belgium to update the AGN by adding a new E-port, the Working Party decided it would be reasonable to collect Government's proposals over 2–3 years and only then proceed with the next amendment of the AGN. The Working Party requested the secretariat to transmit this suggestion to SC.3 for approval.

11. It was recalled that draft annex IV of the AGN on questions of security had been prepared in accordance with the decision of SC.3 at its forty-ninth session (TRANS/SC.3/168, para. 25). At its fifty-sixth session, SC.3 had noted that the Working Party had decided to reconsider the draft annex IV at its forty-second session.

12. The Working Party considered the draft annex IV of the AGN contained in ECE/TRANS/SC.3/WP.3/2013/1. The Working Party came to the conclusion that the issue of security in European inland navigation was relevant, but expressed its concern with regard to implementation difficulties, should specific provisions be included in the AGN in the form of the proposed draft annex IV.

13. The Working Party requested the secretariat to formulate a generic text for possible inclusion in the body of the AGN for consideration at its forty-third session. It further requested the secretariat to approach River Commissions to ask them about the experiences they have had with security issues in their respective basins.

14. The Working Party took note of the work being carried out by the Working Party on Intermodal Transport and Logistics (WP.24) on the revision of annexes I and II of the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) to bring them in line with the revised AGN. It took note that the secretariat would report on progress in aligning the Protocol to AGTC with the AGN at the forty-fourth session of the Working Party.

## **B. UNECE online database of the E Waterway Network**

*Documentation:* ECE/TRANS/SC.3/144/Rev.2, Informal document SC.3/WP.3 No. 3 (2013)

15. The Working Party took note of the publication of the second revised edition of the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”) (ECE/TRANS/SC.3/144/Rev.2) and the updated Map of European Inland Waterways. These documents are available in electronic format and hard copy.

16. The Working Party welcomed the setting up of an online UNECE database in English, French and Russian, that allows the monitoring of navigational standards and parameters of the E waterway network as set out in the second revised edition of the Blue Book. It requested delegations to submit any comments on the online database by 7 August 2013 to the secretariat (sc.3@unece.org).

17. The Working Party requested the secretariat to further develop the database with a view to including search options by keyword and a map for selecting specific E waterways.

18. Furthermore, the Working Party recognized the importance of this tool for the European inland waterway community and, noting with thanks the initiative of EDINNA to

include its access information in their newsletter, also asked the River Commissions to provide a link to the UNECE online database ([www.unece.org/trans/main/sc3/bluebook\\_database.html](http://www.unece.org/trans/main/sc3/bluebook_database.html)) from their respective official websites.

19. Finally, the Working Party recognized the value of the database for updating the inland waterway parameters in real time and invited Governments and River Commissions to submit any changes to the Blue Book to the secretariat. The secretariat was requested to update the UNECE online database and issue addenda to the Blue Book as appropriate.

### **C. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revised)**

*Documentation:* ECE/TRANS/SC.3/159/Rev.1

20. The Working Party noted the adoption by SC.3 of the revised Resolution No. 49 containing an updated list of most important bottlenecks and missing links in the network of inland waterways of international importance, reproduced in ECE/TRANS/SC.3/159/Rev.1 (ECE/TRANS/SC.3/193, para. 17).

21. The Working Party recognized the strategic importance of this Resolution, which allows monitoring the significant progress that Governments have made in eliminating bottlenecks and completing missing links in accordance with the AGN. The Working Party asked Governments to submit to the secretariat information concerning new infrastructure projects and completed projects in due time to ensure the efficiency of Resolution No. 49 as a working instrument for monitoring the implementation of the AGN.

## **V. European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised) (agenda item 4)**

22. It was recalled that at its fifty-third session, SC.3 decided to maintain the CEVNI Expert Group, which is composed of representatives of River Commissions and interested Governments and is charged with monitoring the implementation of CEVNI and considering amendment proposals to CEVNI submitted by Governments and River Commissions (ECE/TRANS/SC.3/183, para. 13).

### **A. Status of amendments to CEVNI**

*Documentation:* ECE/TRANS/SC.3/115/Rev.4 and Corr.1, ECE/TRANS/SC.3/2012/5

23. The Working Party took note of the adoption by SC.3 at its fifty-sixth session of the consolidated text of pending amendments to CEVNI as agreed by SC.3/WP.3 and set out in document ECE/TRANS/SC.3/2012/5.

### **B. Amendments to chapters 1–8**

*Documentation:* ECE/TRANS/SC.3/WP.3/2013/2 and Add.1, Informal document SC.3/WP.3 No. 4 (2013)

24. The Working Party approved the new amendment proposals to CEVNI, prepared by the CEVNI Expert Group in the course of its seventeenth and eighteenth meetings in June and October 2012, together with the pending items in ECE/TRANS/SC.3/WP.3/2012/3 and

Add.1 as contained in consolidated document ECE/TRANS/SC.3/WP.3/2013/2, subject to the following corrections:

- Part II, A, para. 7:

Revert the amendment proposal for a new sentence in para. 4 of article 1.08 to the CEVNI Expert Group.
  - Part II, B, para. 8:

*Delete* the words “towed and pushed” and “side-by-side formations” from the text of new paragraph 4 of article 3.01.
  - Part II, C, para. 19:

Revert the amendment proposal for article 4.07 to the CEVNI Expert Group.
  - Part II, E, para. 37:
    - In the Russian version, *amend* the text of new article 7.09 *as follows*:

“Стоящее у причала судно не должно препятствовать стоянке или швартовке к своему борту другого судна, для обеспечения ему доступа к причалу, за исключением стоянки или швартовки для проведения погрузочно-разгрузочных работ.”;
    - In the English version, revert the amendment proposal for the text of new article 7.09 to the CEVNI Expert Group.
  - Part II, E, para. 38:
    - In the Russian version, *amend* the text of new article 7.10 *as follows*:

**Взаимодействие судов при отчаливании или перемещении судна и обеспечение пространства для маневрирования**

Когда суда поставлены на стоянку борт к борту, каждое из них должно оказывать содействие другому, которое намеревается отчалить, переместиться или получить доступ к причалу для перевалки груза.
    - In the English version, revert the amendment proposal for the text of new article 7.09 to the CEVNI Expert Group.
  - Part II, F, para. 40:

In the Russian version, *replace* the words “осветительные устройства” with “источники света” in the text of para. 4 (b) of article 8.01.
  - Part II, F, para. 44:

In the Russian version, *amend* the text of sketch No. 48 in annex 3 as follows: “статья 3.20, пункт 4: Малые суда, находящиеся на стоянке на открытом месте”.
25. CCNR pointed out that, within the CEVNI Expert Group, sufficient time needs to be given so that River Commissions could undertake the necessary consultations among their members.
26. The Working Party took note of the work currently carried out by CCNR to revise requirements for Inland AIS (Automated Information Systems) and to include them into article 4.07 of the Police Regulations for the Navigation on the Rhine (RPNR).
27. The Working Party took note of the outcome of the nineteenth meeting of the CEVNI Expert Group on 12 February 2013 and commended the Group on its work.

28. The Working Party took note of the detailed and extensive work carried out by CCNR, in consultation with the UNECE secretariat, aimed at harmonizing RPNR with CEVNI 4. CCNR drew a table indicating where amendment proposals were required and which instruments they should be taken from, including amendments to CEVNI, in order to reach an alignment of the two regulations in the form of CEVNI 5.

29. The Working Party noted that in the course of this work, a number of discrepancies between the English and French versions of CEVNI 4 were identified and would be consolidated by the secretariat for consideration by the CEVNI Expert Group.

30. The Working Party recognized the importance of aligning RPNR and CEVNI as once this is achieved, CEVNI 5 would contain the core set of regulations for rules of the road on European inland waterways.

31. In order to make rapid progress in revising CEVNI, the Working Party requested the secretariat to prepare the required documentation for consideration by the CEVNI Expert Group at its forthcoming sessions.

32. The Working Party took note of the possible organization of a high-level forum on inland navigation, in accordance with Policy Recommendation No. 4 of the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe. It also took note that such an event would be a suitable occasion for unveiling CEVNI 5.

33. Considering the amount of work to be undertaken by the CEVNI Expert Group in 2013 on examining all the amendment proposals submitted, the Working Party agreed to extend the duration of the CEVNI Expert Group meetings in 2013 to at least four working days. This would allow the CEVNI Expert Group to make rapid progress on revising CEVNI.

### **C. Revision of chapter 10, “Prevention of pollution of water and disposal of waste occurring on board vessels”**

*Documentation:* ECE/TRANS/SC.3/WP.3/2013/3

34. The Working Party recalled that, at its fortieth session, the proposal of CCNR to revise CEVNI chapter 10 had been considered (ECE/TRANS/SC.3/WP.3/80, para. 28). At its forty-first session, it took note of the comments provided by Governments and River Commissions on this proposal (ECE/TRANS/SC.3/WP.3/82, para. 26) and requested the secretariat to prepare a consolidated text of the draft revised chapter 10 for consideration by the CEVNI Expert Group (ECE/TRANS/SC.3/WP.3/82, para. 29). At the same time, SC.3/WP.3 requested the CEVNI Expert Group to consider whether the provisions of CEVNI chapter 10 would not be better placed in another UNECE resolution.

35. The Working Party took note of the recommendation by the CEVNI Expert Group to keep the provisions of chapter 10 in CEVNI (ECE/TRANS/SC.3/WP.3/2013/3) and approved it. SC.3/WP.3 noted that the CEVNI Expert Group had begun considering the consolidated version of chapter 10 prepared by the secretariat, as based on the input submitted by delegations and River Commissions.

## **VI. Mutual recognition of boatmasters' certificates and professional requirements in inland navigation (agenda item 5)**

*Documentation:* ECE/TRANS/SC.3/2012/4

36. The Working Party took note of information provided by the representative of EDINNA on drafting a new European Union (EU) Directive on the harmonization of training and certification, replacing the Directive on boatmasters' licenses (96/50). The new directive is expected to be finalized by September 2013. In order to assist the European Commission (EC) in finalizing its work on the new Directive, EDINNA intends to collect information from all stakeholders in the inland navigation industry through an online questionnaire that will be published shortly. The Working Party decided to provide a link to this questionnaire from the SC.3 web page, inviting UNECE delegations and River Commissions to complete it. This would assist the European Commission in taking into account specific needs of river basins and countries outside the EU.

37. Furthermore, the Working Party took note of the start of activities of the CCNR working group on modernization of qualifications, which was open to observer countries and UNECE.

38. The Working Party felt that in view of two existing working groups dealing with training and education of inland navigation crew members within the EU and CCNR, it might be appropriate to also have a platform that could assist in harmonizing legislation in this field on a pan-European level, particularly regarding local knowledge.

39. Since the work on modernizing professional requirements in inland navigation by EC and CCNR was ongoing, the Working Party decided to carry this item over to the agenda of the forty-third session of SC.3/WP.3 in June 2013 to be informed on further developments in this field by EC and CCNR, before deciding to possibly convene a meeting of the UNECE International Expert Group (IEG) on modernizing boatmasters' certificates and professional requirements in inland navigation.

40. The Working Party agreed to provisionally include the following points onto the agenda of the IEG:

- Revision of Resolution No. 31, revised, Recommendations on Minimum Requirements for the Issuance of Boatmaster's Certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic;
- Draft amendment proposals to chapter 23 of the DC Recommendations on Technical Requirements for Inland Navigation Vessels, "Crews" (to be prepared by the DC);
- Comments on the "Standards of Training and Certification in Inland Navigation (STCIN) tables annexed to the new Directive to be finalized by September 2013, from Belarus, Kazakhstan, Republic of Moldova, Russian Federation, Serbia and Ukraine.
- Local knowledge requirements in Belarus, Kazakhstan, Republic of Moldova, Russian Federation, Serbia and Ukraine.

41. The Working Party requested the secretariat to circulate this draft agenda of the IEG to delegations and River Commissions for input with a view to finalizing it for the October session of SC.3.



## VII. Future cooperation on the European vessel/hull database (agenda item 6)

*Documentation:* ECE/TRANS/SC.3/WP.3/2011/12

42. The Working Party noted that new developments on the European vessel/hull database were likely to be presented in June 2013 and decided to revert to this issue at its forty-third session.

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

*Documentation:* ECE/TRANS/SC.3/172/Rev.1 and Amend.1 and 2, ECE/TRANS/SC.3/WP.3/2013/4, Informal document SC.3/WP.3 No. 5 (2013), Informal document SC.3/WP.3 No. 6 (2013)

43. The Working Party noted that a second set of amendments to Resolution No. 61, revised, had been adopted by SC.3 at its fifty-sixth session (ECE/TRANS/SC.3/172/Rev.1/Amend. 2).

44. The Working Party took note of the progress achieved by the Group of Volunteers at its sixth meeting (The Hague, 23–25 October 2012) and adopted the amendment proposals to Resolution No. 61 emanating from that meeting as contained in ECE/TRANS/SC.3/WP.3/2013/4 subject to the following corrections:

- In the Russian version, Part II, *change* the name of the Section 10–1.4, "Цепи и канаты", to "Цепи и тросы";
- In Part II, *replace* "EN 10 204:1991 under No. 3.1" with "ISO 10474(1991), type 3.1";
- In Part III, *after* "EN 711:1995" *add* "or ISO 3674:1976" with a footnote *reading* These standards are due for revision with a view to their possible alignment;
- Put the acceptance of the amendment proposals of Part III on hold until a decision on introducing such a provision is made by the Netherlands.

45. The Working Party was informed that the seventh session of the Group of Volunteers was scheduled for June 2013 and invited delegations and River Commissions to take part in its work.

46. The Working Party took note of the draft amendment proposals to chapter 23, "Crews", of the DC Recommendations on Technical Requirements for Inland Navigation Vessels presented by the DC in Informal document SC.3/WP.3 No. 5 (2013). It decided to keep this issue on its agenda for the forty-third session to keep abreast of any new developments in this regard.

47. The Working Party took note of the amendments to annexes II, VII, and IX of Directive 2006/87/EC and asked the Group of Volunteers on Resolution No. 61 to consider possible adaptation of the annex to Resolution No. 61 pursuant to these EU amendments.

48. Finally, the Working Party approved the agenda of the Group of Volunteers on its forthcoming session in June 2013.

## **IX. Establishment of common principles and technical requirements for pan-European River Information Services (RIS) (agenda item 8)**

### **A. Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS) (Resolution No. 48, revised)**

*Documentation:* ECE/TRANS/SC.3/156/Rev.2

49. The Working Party noted that revision 2 of Resolution No. 48 – containing Inland ECDIS edition 2.3 – had been adopted by SC.3 at its fifty-sixth session and had been issued by the secretariat as document ECE/TRANS/SC.3/156/Rev.2.

### **B. International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63)**

*Documentation:* ECE/TRANS/SC.3/176, ECE/TRANS/SC.3/2012/9,  
ECE/TRANS/SC.3/WP.3/2013/5

50. The Working Party took note of the draft, revised International VTT Standard transmitted by the Chair of the VTT Expert Group and issued as ECE/TRANS/SC.3/WP.3/2013/5. The revised standard incorporated amendments submitted by SC.3 at its fifty-sixth session and reflected changes in the respective EU and CCNR regulations as well as some editorial corrections.

51. In view of the forthcoming meeting of the VTT Expert Group in early June 2013, the Working Party requested the secretariat to include in its questionnaire for the forty-third session of SC.3/WP.3, an invitation to Governments and River Commissions to comment on the proposed draft text of the Standard. This would ensure that a harmonized revised text of the International VTT Standard in Inland Navigation would be available by the end of 2013.

52. The Working Party invited the Chair of the VTT Expert Group to provide a brief explanatory text on the main changes to be introduced into the VTT Standard to facilitate commenting on the text. It was stressed that the aim of such comments should focus on updating the existing provisions rather than preparing new ones.

53. Finally, the Working Party recalled the provisions of Resolution No. 57, revised, “Guidelines and Recommendations for River Information Services” and invited Governments and River Commissions to consider whether it required revision in view of the rapid development of information and communication technology.

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

*Documentation:* ECE/TRANS/SC.3/WP.3/2011/7, ECE/TRANS/SC.3/WP.3/2012/17, Add.1 and ECE/TRANS/SC.3/WP.3/2013/6

54. The Working Party took note of the position paper on a draft UNECE Resolution on Pan-European Rules on General Average submitted by Serbia (and reproduced in ECE/TRANS/SC.3/WP.3/2013/6). It noted that Serbia had studied, jointly with the International Association for the Rhine Ships Register (IVR), the proposals submitted by the Russian Federation (ECE/TRANS/SC.3/WP.3/2012/17). The Working Party invited

Serbia to submit its comments on the proposals of Ukraine (ECE/TRANS/SC.3/WP.3/2012/17/Add.1) and the Russian Federation to study Serbia's paper and provide comments on it for the forty-third session of SC.3/WP.3.

55. In view of the complexity of this legal issue and the prevalence of two different approaches on general average in Europe, the Working Party felt that it should seek the guidance of legal experts. It, therefore, requested the secretariat to include, in its questionnaire of the forty-third session of SC.3/WP.3, an invitation to Governments and River Commissions to submit their views on this issue.

## **XI. Recreational navigation (agenda item 10)**

*Documentation:* ECE/TRANS/SC.3/164/Rev.1, ECE/TRANS/SC.3/147/Rev.2,  
ECE/TRANS/SC.3/WP.3/2013/7

56. The Working Party noted that amendments to Resolution No. 52, revised, "European Recreational Inland Navigation Network" had been adopted by SC.3 at its fifty-sixth session (ECE/TRANS/SC.3/164/Rev.1).

57. It noted with thanks the information on annex II to Resolution No. 52, revised, "Map of the European Recreational Inland Navigation Network (AGNP)" presented by Euromapping. The Working Party noted that the map was available on the SC.3 web page.

58. The Working Party requested the secretariat to include in the questionnaire for the forty-third session of SC.3/WP.3 the following question: "Do you believe it would be appropriate to add, under the map in annex II to Resolution No. 52, a list of all bottlenecks and missing links identified on the map?"

59. The Working Party further noted that amendments to Resolution No. 40, revision 2, "International Certificate for Operators of Pleasure Craft" had been adopted by SC.3 at its fifty-sixth session (ECE/TRANS/SC.3/147/Rev.2). It also noted that, at the same session, SC.3 had mandated the secretariat to update annex IV to Resolution No. 40, revision 2, on receiving relevant information from Governments. The Working Party noted that the secretariat had already updated annex IV, and a new revision 3 would be submitted for adoption by SC.3 at its fifty-seventh session.

60. The Working Party took note of a presentation by the DC, on behalf of Slovakia, concerning the regulations for navigation of pleasure craft on inland waterways and reservoirs in Slovakia: see the website of the Slovak State Navigation Administration ([www.sps.sk/jweb/index.php?option=com\\_content&task=view&id=614&Itemid=212](http://www.sps.sk/jweb/index.php?option=com_content&task=view&id=614&Itemid=212)).

61. The Working Party took note of the views of the secretariat as contained in ECE/TRANS/SC.3/WP.3/2013/7 that, at present, it seemed not advisable to consolidate the five UNECE resolutions on recreational navigation into a single instrument as this would make their application by Governments more difficult.

62. The Working Party noted that the secretariat had contacted the European Boating Association (EBA) in view of jointly elaborating guidelines on the application of Resolution No. 40, and that a proposal for such guidelines would be presented for consideration of SC.3/WP.3 at its forty-third session.

## **XII. Other business (agenda item 11)**

### **A. Diesel engine exhausts**

*Documentation:* Informal document SC.3/WP.3 No. 7 (2013)

63. The Working Party took note of a discussion paper prepared by the secretariat on diesel engine exhausts (Informal document SC.3/WP.3 No. 7 (2013)). The secretariat was requested to invite UNECE member countries to contribute to this report by including further data and other relevant information on diesel exhaust emissions in inland navigation into the questionnaire for its forty-third session.

### **B. Dates and venues of meetings in 2013**

64. The Working Party took note of the following UNECE meetings on inland water transport in 2013.

June 2013	Group of Volunteers on UNECE Resolution No. 61 (exact date and venue to be confirmed)
24–25 June 2013	CEVNI Expert Group (extended session) twentieth meeting (Geneva, Palais des Nations)
26–28 June 2013	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) forty-third session (Geneva, Palais des Nations)
18–20 September 2013	CEVNI Expert Group (extended session) twenty-first meeting (Strasbourg, Palais du Rhin)
16–18 October 2013	Working Party on Inland Water Transport fifty-seventh session (Geneva, Palais des Nations)

## **XIII. Adoption of the report (agenda item 12)**

65. In accordance with established practice, the Working Party adopted the decisions taken at its forty-second session on the basis of a draft prepared by the secretariat.

## Annex

### Decisions of the CEVNI Expert Group taken on 12 February 2013

1. The CEVNI Expert Group held its nineteenth meeting on 12 February 2013 back-to-back with the forty-second session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3, 13–15 February 2013).
2. The meeting was attended by Mr. R. Vorderwinkler (Austria), Ms. N. Dofferhoff-Heldens (Netherlands), Ms. V. Ivanova (Russian Federation), Mr. G. Pauli, Mr. R. Wisselmann (Central Commission for the Navigation of the Rhine, hereafter CCNR), Mr. Petar Margic (Danube Commission, hereafter DC), Ms. P. Brückner (Moselle Commission, hereafter MC), Mr. Ž. Milkovic (International Sava River Basin Commission, hereafter Sava Commission or SC), Ms. V. Blanchard, Mr. M. Magold, Ms. M. Novikov (UNECE).
3. The following items were discussed:
  - I. Adoption of the minutes of the eighteenth meeting (CEVNI EG/2012/8)
  - II. General exchange of information
  - III. Consideration of the draft chapter 10 (CEVNI EG/2013/2)
  - IV. Discussion on the amendments necessary to align CEVNI with RPNR (Informal document SC.3/WP.3 (2013) No. 4)
  - V. Next meeting
4. The following items of the provisional agenda were not discussed due to lack of time:
  - VI. Consideration of pending amendment proposals (CEVNI EG/2013/3, CEVNI EG/2013/4, ECE/TRANS/SC.3/WP.3/2013/2/Add.1, CEVNI EG/2013/5, CEVNI EG/2013/6)
  - VII. Other business
5. The Group decided to carry the outstanding items over to the next session of the CEVNI Expert Group.

#### I. Minutes of the eighteenth meeting

6. The CEVNI Expert Group considered the minutes of its eighteenth meeting on 9 October 2012, as contained in document CEVNI EG/2012/8 and in the annex to the report of the fifty-sixth session of SC.3 (ECE/TRANS/SC.3/193), and adopted them.

#### II. General exchange of information

7. The participants exchanged information on their latest CEVNI-related activities. The following elements were highlighted:

(a) Ms. Ivanova advised that the revision of rules of the road in the Russian Federation was in progress. It is expected that the revised rules would be published at the end of 2013.

(b) Ms. Dofferhoff-Heldens informed the Group that a revised version of the translation of CEVNI into Dutch was expected in the coming weeks. An initial comparison revealed that chapter 6 of the Dutch police regulations was different to the one of CEVNI.

(c) Ms. Brückner informed the Group that the comparison of Mosel, Rhine police regulations and CEVNI regulations had been completed. The next step would be to identify the required changes in the Mosel police regulations to align them with CEVNI. The delegations of the Mosel Commission will be asked to decide whether to amend the Mosel police regulations and adopt CEVNI as a common core instrument or to keep the Mosel regulations different from CEVNI. It is expected that the MC may report on a decision by its delegations during the June session of the CEVNI Expert Group.

(d) Mr. Pauli informed the Group that much of the current work of CCNR was concentrating on article 4.07 of the Police Regulations for the Navigation on the Rhine (PRNR). CCNR would like to introduce an obligation to use Inland AIS. Discussions are still under way and it is expected that by autumn 2013, a final version of article 4.07 of PRNR would be available.

(e) Mr. Milkovic informed the Group that the CEVNI Expert Group proposals had been adopted by the SC experts. He reminded the Group that CEVNI was applied in full by the SC and that local rules were contained in chapter 11.

(f) Mr. Vorderwinkler informed the Group that national rules were implemented in Austria, which are almost fully identical to CEVNI. He advised that he would be able to report on national rules contained in chapter 9 at the next meeting.

(g) Mr. Margic informed the Group that the DC was working on collating local rules. It is expected that this work would be finalized by the end of 2013.

### **III. Consideration of the draft chapter 10**

8. The Expert Group considered the consolidated draft text of chapter 10 prepared by the secretariat based on the amendment proposal by CCNR and comments from Austria, Bulgaria, the Russian Federation, Serbia and Slovakia, as reproduced in CEVNI EG/2013/2, and agreed as follows:

#### **A. Amendments to chapter 1**

9. *Delete* proposed subparagraph (g) in order to list only the basic required documents, with a possibility to add more under chapter 9.

#### **B. Amendments to article 10.01**

10. *Amend* title of article 10.01 *to read* "Meaning of certain terms".

11. *Amend* the title of para. 1 *to read* "General terms".

12. *Amend* the title of para. 2 *to read* "Terms related to the cargo".

13. Ask the secretariat to identify which definitions listed in article 10.01 are not used in the rest of chapter 10 with a view to deleting them.

### C. Amendments to article 10.04

14. The Group asked the secretariat to contact Serbia for clarification on its amendment proposals to article 10.04, para. 3, as the Group felt that the formulation of the proposal was not sufficient to enable an informed decision.

### D. Amendment to article 10.05

15. *Delete* proposed new para. (d) as the description of the categories of vessels was not exhaustive. Moreover, an exhaustive description would make the text too extensive. The Group decided not to mention any passenger vessel categories in this article as a general prohibition to discharge waste is already stated in article 10.4, para. 1.

### E. Amendments to article 10.06

16. *Replace* the words “conforming to the model” with “contained” in para. 1.

17. *Delete* the words “a competent official of the” in para. 2.

### F. Amendments to article 10.07

18. The group asked the secretariat to rephrase para. 1.

19. The group asked the secretariat to propose a different wording for para. 2, subparagraph (a), which would make it clear that the two vessels should be secured together tightly to avoid any movement during bunkering.

20. The Group asked Austria to provide draft annex 11 as referred to in para. 3.

21. *Delete* “and phone connection between the vessel and filling station” from para. 3, subparagraph (a).

22. *Delete* the second sentence from para. 3, subparagraph (a’).

23. The group asked the secretariat to check and propose a new wording for “venting” or “evacuation of air”.

24. The group decided to revert to considering chapter 10 from article 10.07, para. 4 onward at its next meeting.

## IV. Discussion on the amendments necessary to align CEVNI with RPNR

25. CCNR informed the Group that the material submitted for the consideration at the forty-second session of SC.3/WP.3 in Informal document SC.3/WP.3 No. 4 (2013) resulted from the work of the CCNR working group on RPNR over a two-year period, including a number of extraordinary meetings necessary to complete the work. The group compared each article of CEVNI with RPNR and identified provisions which should be changed in each instrument in order to align them.

26. CCNR advised the Group that inconsistencies had been identified between the English and French versions of CEVNI 4. As French was a working language of CCNR, DC and MC, the Group felt that it was of the utmost importance to ascertain that the French version of CEVNI is equivalent to the English.

27. The Group asked the secretariat to draft amendment proposals to CEVNI based on the tables prepared by CCNR in English, French and Russian, and submit them for consideration by the CEVNI Expert Group at its twentieth meeting in June 2013. CCNR would be ready to comment on its proposals during CEVNI Expert Group meetings.

28. Finally, the Group felt that if CEVNI 5 became a single pan-European instrument containing the core provisions applied by all the UNECE member States and river basins, and any additional national/regional rules would be appended to it, a mechanism would be required to ensure updating the four language versions simultaneously and continued consistency between CEVNI and the related navigation rules on regional basins.

## **V. Next meeting**

29. The CEVNI Expert Group agreed on the following preliminary date for its next meeting:

24–25 June 2013      Twentieth meeting of the CEVNI Expert Group.

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