

**Economic and Social Council**Distr.: General  
22 August 2019

Original: English

---

**Economic Commission for Europe****Inland Transport Committee****Working Party on Inland Water Transport****Sixty-third session**

Geneva, 6–8 November 2019

Item 7 (a) of the provisional agenda

**Standardization of technical and safety requirements in inland navigation:****European Code for Inland Waterways (CEVNI) (resolution No. 24, revision 5)****Amendments to the European Code for Inland Waterways  
and the outcome of the thirtieth meeting of the CEVNI  
Expert Group****Note by the secretariat****Mandate**

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph (a) 5.2 of the programme of work of the Transport subprogramme for 2018–2019 (ECE/TRANS/2018/21/Add.1) adopted by the Inland Transport Committee at its eightieth session (23 February 2018).
2. At its fifty-fifth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) took note of the decisions of the thirtieth meeting of the CEVNI Expert Group held on 18 June 2019 and asked the secretariat to prepare a detailed report as a working document for the sixty-third session of the Working Party on Inland Water Transport (SC.3) (ECE/TRANS/SC.3/WP.3/110, para. 51).
3. The present document contains the amendment proposals to CEVNI, preliminarily approved by SC.3/WP.3 in 2019, as annex I, and the outcome of the thirtieth meeting of the CEVNI Expert Group, including new amendment proposals to CEVNI, as annex II. SC.3 may wish to (a) approve the amendments to CEVNI preliminarily approved by SC.3/WP.3 in 2019 as amendment 3 to CEVNI revision 5 (ECE/TRANS/SC.3/WP.3/108, para. 53, and ECE/TRANS/SC.3/WP.3/110, para. 50), and (b) take note of the decisions taken by the CEVNI Expert Group at its thirtieth meeting and provide guidance to SC.3/WP.3.

## Annex I

### Amendments to CEVNI preliminarily approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation in 2019

#### A. Article 1.07

1. Paragraph 2, *add* at the end

If direct visibility astern is restricted during the voyage, it may be compensated also by an optical means that provides a clear image without deformation within sufficient field of vision. If there is not sufficient visibility in front of the vessel due to load, when the vessel passes through bridges or locks, this lack of visibility may be compensated during the passage by using flat-reflector periscopes, radar installations or a lookout in permanent contact with the wheelhouse.

2. *Add* a new paragraph 2a

In derogation from the first sentence of Article 1.07, paragraph 2, direct visibility may be restricted up to 500 m in front of the bow of the vessel in the event that radar and video equipment are used, if:

- (a) Such aids ensure that 350 to 500 m are visible in front of the bow of the vessel;
- (b) The requirements of article 6.32, paragraph 1, are met;
- (c) Radar antennas and cameras are installed at the bow of the vessel;
- (d) These aids are recognized by the competent authorities as appropriate.

3. Paragraph 4, *replace* the entire text *with*

The stability of vessels carrying containers shall be ensured at any time. The boatmaster shall prove that the stability check has been made before starting loading and unloading, as well as before departure.

The results of the stability check and the actual loading plan shall be kept on board and shall be available at any moment. In addition, vessels shall keep on board the documents related to the stability required by the competent authority.

The check of stability is not required for vessels carrying containers, if a vessel can be loaded across its beam:

- (a) with maximum 3 rows of containers and it is loaded with not more than one tier of containers beginning from the bottom of the hold; or
- (b) with four or more rows of containers and it is loaded solely with not more than two tiers of containers beginning from the bottom of the hold.

#### B. Article 1.15

4. In paragraph 1, *replace* substances *with* matter.

#### C. Article 4.07

5. Paragraph 2, *replace* the second sentence *with*

This requirement does 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.

6. *Add* a new paragraph 3a

Competent authorities may require on certain inland waterways for which official Inland ENC<sup>1</sup> are available, that vessels that are equipped with Inland AIS devices, except ferries, shall also be equipped with Inland ECDIS devices in information mode.

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.

7. Paragraph 4

- (a) *Replace* subparagraph (c) *with*
  - (c) Type of vessel or convoy in conformity with the International Standard for Tracking and Tracing on Inland Waterways;
- (b) Subparagraph (k), *delete* the text in brackets.

8. Paragraph 5, subparagraph (c), *modify*

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

## D. Article 7.06

9. *Renumber* the existing text as paragraph 1 and *add* new paragraphs 2 and 3

2. In berthing areas marked by the sign B.12 (annex 7), all vessels are required to be connected to an onshore power supply point in order to fully cover their energy needs while berthed. Exceptions to the requirement referred to in the first sentence above may be indicated by an additional rectangular white panel placed under sign B.12.

3. Paragraph 2 does not apply to vessels which, while berthed, exclusively use an energy supply that makes no noise and emits neither gas nor particulate pollutants.

## E. Article 8.02

10. Paragraph 1, *replace with*

1. Boatmasters of the following vessels and convoys shall, prior to entering the sectors, traffic control posts, traffic centres and locks indicated by the competent authority, eventually by B.11 sign (annex 7), which may be complemented with an additional sign marked "Reporting requirement", report their presence on the indicated radiotelephone channel:

- (a) Vessels and convoys carrying dangerous goods in accordance with the provisions of ADN;

<sup>1</sup> Electronic Navigational Charts.

- (b) Tank vessels, except for small supply vessels and oil separator vessels as defined in section 1.2.1 of ADN;
- (c) Vessels transporting more than 20 containers;
- (d) Vessels longer than 110 m;
- (e) Cabin passenger vessels;
- (f) Seagoing vessels, except for pleasure craft;
- (g) Vessels with an LNG<sup>2</sup> system on board;
- (h) Special transport referred to in article 1.21;
- (i) Other vessels and convoys as required by the competent authorities.

11. Paragraph 2, *replace* subparagraphs (a) to (k) *with* the following and renumber the remaining subparagraphs accordingly

- (a) category of vessel or convoy and, for convoys, category of all the vessels of the convoy;
- (b) name of vessel and, for convoys, of all the vessels of the convoy;
- (c) position, direction of navigation;
- (d) unique European vessel identification number or official number; for seagoing vessels: IMO number, and, for convoys, of all the vessels of the convoy;
- (e) maximum load and, for convoys, of all the vessels of the convoy; for seagoing vessels: deadweight tonnage;
- (f) length and breadth of vessel and, for convoys, length and breadth of the convoy and all vessels of the convoy;
- (g) draught (only on special request);
- (h) route with information on the ports of departure and destination;
- (i) loading port;
- (j) unloading port.

## F. Article 10.01

12. *Modify* paragraph 1 as follows:

- (a) In the whole paragraph:
  - In the English text, *replace* “wastes” *with* “waste”;
  - In the French text, *replace* “produits par” *with* “survenant lors de”;
- (b) Subparagraph (a), *modify*

“Waste generated on board”: matter or objects defined in (b) to (f) below, of which the holder disposes or of which he/she intends or is required to dispose.
- (c) Subparagraph (b), *replace* “from the operation” *with* “as a result of operation”;
- (d) Subparagraph (c), *replace* the existing text *with*

“Oily and greasy wastes generated from the operation of the vessel” means used oils, bilge water and other oily or greasy wastes, such as used grease, used filters, used rags, and receptacles and packagings for such wastes;
- (d) Subparagraph (k), *replace* the existing English text *with*

---

<sup>2</sup> Liquefied natural gas.

“Reception station” means a vessel, a floating establishment or facility on shore approved by the competent authorities for receiving waste generated on board;

In the French text, *replace* “agrées” with “agrée”;

- (e) *Add* a new subparagraph (l)

“Bunker station”: an installation or a vessel for the supply of vessels with liquid fuels.

13. Paragraph 2, subparagraph (c), *replace* the existing text with

“Slops”: a mixture of cargo residues with washing water, rust or sludge, whether or not suitable for pumping.

## G. Article 10.08

14. *Renumber* the existing text as paragraph 1 and *add* at the end

Where this is a vessel without a crew, the attestation of unloading may be kept by the carrier in a place other than on board.

15. *Add* a new paragraph 2

Paragraph 1 does not apply to vessels which by their type and design are suitable for, and are used for:

- (a) transporting containers,
- (b) transporting mobile cargo (ro-ro), break bulk and heavy cargo and large equipment,
- (c) delivering fuels, drinking water and shipboard supplies to seagoing and inland navigation vessels (supply vessels),
- (d) collecting oily and greasy waste from seagoing and inland navigation vessels,
- (e) transporting liquefied gases (ADN type G),
- (f) transporting liquid sulphur (at 180 °C), cement powder, fly ash and comparable loads that are carried as bulk material or a pumpable cargo, employing an appropriate and dedicated system for loading, unloading and storing the cargo onboard,
- (g) transporting sand, gravel or dredged material from the dredging location to the place of unloading if the vessel in question has been built and equipped solely for such transportation,

where the vessel in question has also really transported only the aforementioned loads or cargoes and did so as its last cargo.

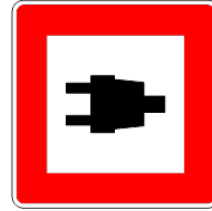
This provision shall not apply to the carriage of mixed cargoes using such vessels.

**H. Annex 7**

16. After B.11b, *add*

B.12

Obligation to use onshore power supply point  
(See article 7.06, para. 2)



## Annex II

### Draft minutes of the thirtieth meeting of the CEVNI Expert Group

Geneva, 18 June 2019

1. The CEVNI Expert Group held its thirtieth meeting on 18 June 2019 back-to-back with the fifty-fifth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (19–21 June 2019).
2. The meeting was attended by Mr. B. Birkhuber and Mr. A. Joch (Austria), Mr. Z. Milkovic (International Sava River Basin Commission, hereafter SC), Ms. C. Paddison (EBA) and Ms. V. Ivanova (ECE secretariat).
3. The Central Commission for the Navigation on the Rhine, hereafter CCNR, and the Mosel Commission have informed the secretariat that they were not able to attend the meeting.
4. The Group adopted the provisional agenda (CEVNI EG/2019/9):
  - I. Adoption of the minutes of the special session (7–8 February, Strasbourg (France)).
  - II. General exchange of information.
  - III. Amendment proposals to Articles 1.02, 1.07, 1.08, 1.10, 7.01, 9.02, 10.07 of CEVNI.
  - IV. Amendment proposals to the provisions for vessels using liquefied natural gas as fuel, references to ADN and Article 8.02 of CEVNI
  - V. Amendment proposals to Articles 1.10, 1.22, 2.05, 4.06, 4.07 and annex 9, based on the updates of the Police Regulations for the Navigation of the Rhine adopted at the autumn 2018 session of CCNR
  - VI. Comparison of the updated consolidated version of RPNR and CEVNI (Chapters 1 to 4).
  - VII. Other business.
  - VIII. Next meeting.

#### I. Adoption of the minutes of the of the special session (7–8 February 2019, Strasbourg (France))

5. The Group adopted the minutes of its special session held on 7–8 February 2019 in Strasbourg (France): the joint meeting of the CCNR Working Group on the Police Regulations and the joint meeting of the CDNI<sup>3</sup> Secretariat and the CEVNI Expert Group (8 February).

#### II. General exchange of information

6. The Group mentioned that there were no major updates available on the implementation of CEVNI 5 since its last meeting. In order to make available more language versions of CEVNI, the Group decided that a link to the SC regulations in Croatian and Serbian could be uploaded on the ECE website, as they were fully harmonized with CEVNI 5; SC was asked to consider a possibility for preparing the text of CEVNI on in Croatian and Serbian based on the SC regulations.

---

<sup>3</sup> Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways.

### III. Amendment proposals to Articles 1.02, 1.07, 1.08, 1.10, 7.01, 9.02, 10.07 of CEVNI

*Documents:* CEVNI EG/2019/2, RP/G(19)12/CEVNI EG/2019/3, CEVNI EG/2019/5

7. The Group discussed the amendment proposals to CEVNI as indicated in CEVNI EG/2019/2 and decided on the following:

(a) to come back to the proposed amendment Article 1.02, paragraph 1, at the next session; to this end, the members of the Group were invited to transmit their proposals to the secretariat;

(b) Article 1.08

(i) *Add* a new paragraph 5

**5. If the guard rails required [under resolution No. 61 or ESTRIN / by the competent authorities] are retractable or may be removed, they may be partially retracted or removed only when the vessel is berthed and only in the following operating conditions:**

(a) for embarkation and disembarkation at the points provided for this purpose;

(b) within the outreach of the crane when it is in operation;

(c) during the mooring and release of the mooring lines in the bollard area;

(d) from the bank side of the vessel, if it is berthed alongside a vertical bank and there is no danger of falling overboard, or

(e) at the contact points between two vessels berthed side-by-side, if there is no danger of falling overboard, or

(f) when they extremely hinder loading and unloading operations or construction works.

**If the operating conditions mentioned in the first sentence are no longer present, the guard rails must be immediately reinstated.**

(ii) Draft paragraph 6

Check the applicability for small craft and come back at the next session;

(c) Article 9.02, paragraph 6, *add*

(t) for vessels displaying the identification marking referred to in article 2.06,<sup>4</sup> the operation manual and the safety rota;

(d) Article 7.01, proposal for a new paragraph 4 – the proposal needed clarification, so the Group decided to come back to this after CCNR introduces further modifications;

(e) Article 10.07, paragraph 2 (e), *add* “if applicable” in the end of the first sentence, in order to adapt the provision for small craft.

### IV. Amendment proposals to the provisions for vessels using liquefied natural gas as fuel, references to ADN and Article 8.02 of CEVNI

*Document:* CEVNI EG/2018/9, CEVNI EG/2019/10

<sup>4</sup> ECE/TRANS/SC.3/115/Rev.5/Amend.1.



8. The Group discussed the amendment proposals to CEVNI as indicated in CEVNI EG/2018/9 and CEVNI EG/2019/10 and agreed on the following amendments:

(a) In the whole text of ECE/TRANS/SC.3/115/Rev.5/Amend.1, *replace* “vessels powered by LNG” *with* “vessels using liquefied natural gas (LNG) as fuel”;

(b) Article 3.14, paragraph 7, *modify*

7. Any vessel not required to carry the markings referred to in paragraphs 1, 2 or 3 above but which has been issued with ~~an approval certificate of approval in accordance with section 8.1.8~~ or a provisional certificate of approval in accordance with section ~~8.1.9~~ **1.16.1** of ADN, which conforms to the safety provisions for vessels referred to in paragraph 1 above, may, on approaching a lock, display the markings referred to in paragraph 1 above, when it wishes to pass through the lock with a vessel required to display the markings referred to in paragraph 1 above.

(c) Article 7.07, paragraph 2(b), *modify*

(b) Vessels not carrying this marking but issued with a certificate of approval ~~or a provisional certificate of approval~~ in accordance with ~~paragraph 8.1.8~~ **section 1.16.1** of ADN, and conforming to the safety requirements applicable to vessels referred to in article 3.14, paragraph 1.

(d) Article 8.02

(i) paragraph 2, *modify*

...

(~~k~~) nature and quantity of cargo (for dangerous goods: as required under 5.4.1.1.1 (a)–(d) and (f) and 5.4.1.2.1 (a) of the Regulations annexed to ADN for carriage in bulk or in packages, or 5.4.1.1.2 (a)–(e) of the Regulations annexed to ADN for carriage in tank-vessels).

Subparagraph (k) may be *replaced with*:

**“For vessels with goods on board whose transport is subject to ADN:**

**(aa) UN number or a substance identification number of dangerous goods;**

**(bb) Proper shipping name for the transport of dangerous goods;**

**(cc) Class, classification code and, where necessary, packing group of the dangerous goods;**

**(dd) Total quantity (as a volume, or as a gross mass, or as a net mass, as appropriate) of dangerous goods, for which such information applies;**

**(ee) Number of blue lights/blue cones;”**

(~~l~~) number of persons on board;

(~~m~~) number of containers on board, **according to their size and loading condition (loaded or unloaded) and respective placement of containers according to the stowage plan and their type;**

**(n) Identification number of any container carrying dangerous goods.**

(ii) *Add* new paragraphs 3a and 3b

**3a. Where the boatmaster or other service or person reports electronically:**

(a) The report shall be made in accordance with the International Standard for Electronic Ship Reporting in Inland Navigation (Resolution No. 79);

(b) Notwithstanding paragraph 2 (c), the type of vessel or convoy according to the standard mentioned in 4 (a) must be indicated.

3b. The competent authority may require that the report referred to in paragraph 2 above, except the information contained in (l) and (m), shall be transmitted electronically for the following:

(a) Convoys and vessels with containers on board;

(b) Convoys and vessels with at least one vessel intended for the carriage of goods in fixed tanks, except for supply vessels and oil separator vessels as defined in 1.2.1 of the Regulations annexed to ADN.

(iii) Paragraphs 4 and 5, *modify*

4. When a vessel's journey is interrupted in the sector subject to the reporting requirement mentioned in paragraph 1 above for more than two hours, the boatmaster shall report the beginning and end of the interruption.

5. When the data covered by paragraph 2 above change during the journey through the sector subject to the reporting requirement, the competent authority shall be notified immediately. **The change in data shall be communicated through the channel as indicated in writing or electronically.**

(iv) *Add* a new paragraph 7

7. The competent authority may set reporting requirements and determine their content for supply vessels and oil separator vessels as defined in 1.2.1 of the Regulations annexed to ADN, as well as for day-trip vessels.

## V. Amendment proposals to Articles 1.10,1.22, 2.05, 4.06, 4.07 and annex 9, based on the updates of the Police Regulations for the Navigation of the Rhine adopted at the autumn 2018 session of CCNR

*Document:* CEVNI EG/2019/11

9. The Group discussed amendment proposals to CEVNI as indicated in CEVNI EG/2019/11 and agreed on the following modifications to article 4.07, paragraph 2:

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

(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.**

2a. **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.

## **VI. Comparison of the updated consolidated version of RPNR and CEVNI (Chapters 1 to 4)**

*Document:* ECE/TRANS/SC.3/WP.3/2019/15

10. The Group took note of the document with a comparison of chapters 1–4 of CEVNI revision 5, including amendments 1 and 2, and chapters 1–4 of RPNR as of 1 December 2018<sup>5</sup>, following the request of the group at its special session. The secretariat mentioned that it was based on the proposal on harmonizing CEVNI revision 4 and RPNR of 2013 (Informal document SC.3/WP.3 No. 4 (2013)) and documents ECE/TRANS/SC.3/WP.3/2013/10 and Add.1). The secretariat informed the Group that this document has been transmitted to CCNR for their comments.

11. The Group noted the importance of this document for the preparation of the sixth revision of CEVNI, decided to wait for the comments from CCNR and come back to this at its next meeting.

12. The Group asked the secretariat to continue comparing CEVNI and RPNR in cooperation with CCNR.

## **VII. Other business**

### **A. Pictograms used in CEVNI**

*Document:* CEVNI EG/2019/NONE

13. The Group considered the proposal to harmonize the pictograms used in CEVNI with actual drawings of the navigation signs used in SIGNI (CEVNI EG/2019/NONE) and decided to take it into account when preparing the sixth revision of CEVNI.

### **B. List of critical elements for testing the knowledge of CEVNI for recreational boaters**

14. The secretariat informed the group about the ongoing work of the Informal Working Group on Recreational Navigation on CEVNI modules for testing the knowledge of CEVNI for recreational boaters that held its fourth meeting on 17–18 June 2019, and their intention to transmit the draft list of critical elements to be tested for the consideration by the CEVNI Expert Group. The group agreed to include this item in the agenda of its next meeting.

## **VIII. Next meeting**

15. The CEVNI Expert Group agreed on the following preliminary date for its twenty-ninth meeting to be 5 November 2019, back-to-back with the sixty-third session of SC.3.

---

<sup>5</sup> [https://ccr-zkr.org/files/documents/reglementRP/rp1f\\_122018.pdf](https://ccr-zkr.org/files/documents/reglementRP/rp1f_122018.pdf).