



Economic Commission for Europe**Inland Transport Committee****Working Party on Inland Water Transport****Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation****Fifty-ninth session**

Geneva, 23–25 June 2021

Item 4 (a) of the provisional agenda

**Standardization of technical and safety requirements in inland navigation:
European Code for Inland Waterways (resolution No. 24, revision 5)****Outcome of the thirty-sixth and thirty-seventh meetings of
the CEVNI Expert Group and amendment proposals to the
draft sixth revision of the European Code for Inland
Waterways****Note by the secretariat****Mandate**

1. This document is submitted in line with the Proposed Programme Budget for 2021, part V, Regional cooperation for development, section 20, Economic Development in Europe. Programme 17, Economic Development in Europe (A/75/6 (Sect.20), para. 20.51).
2. At its fifty-eighth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) was informed by the secretariat about the progress reached in the preparation of the draft sixth revision of the European Code for Inland Waterways (CEVNI) by the CEVNI Expert Group and the outcome of its thirty-sixth meeting. SC.3/WP.3 noted that the thirty-seventh meeting of the CEVNI Expert Group was planned in the end of March – beginning of April 2021.
3. The main decisions of the thirty-sixth and thirty-seventh meetings of the CEVNI Expert Group are reproduced in annexes I and II and the amendment proposals agreed at its thirty-seventh meeting in the three official languages – in annex III. SC.3/WP.3 may wish to take note of the decisions made at the meetings and decide as appropriate.

Annex I

Decisions of the thirty-sixth meeting of the CEVNI Expert Group

8 February 2021

1. The CEVNI Expert Group held its thirty-sixth meeting on 8 February 2021 as a virtual meeting.
2. The meeting was attended by Messrs. B. Birkhuber and A. Joch (Austria), Messrs. E. Brodsky and A. Zhegalin (Russian Federation), Ms. M. Hirtz (Central Commission for the Navigation of the Rhine), Messrs. I. Alexander and S. Tzarnakliyski (Danube Commission), Ms. P. Brückner (Mosel Commission), Mr. Z. Milkovic (International Sava River Basin Commission), Ms. C. Paddison (European Boating Association, hereafter EBA) and Ms. V. Ivanova (ECE secretariat).
3. The Group adopted the provisional agenda (CEVNI EG/2021/1/Rev.1):
 - I. Adoption of the minutes of the thirty-fifth meeting of the Expert Group.
Document: CEVNI EG/2020/24
 - II. The distress signals (article 3.30) and the prohibition signs (annex 3, sketches 66–67).
Document: CEVNI/EG/2021/3
 - III. Harmonization of CEVNI with Article 6.32 and provisions for marker posts in Annex 8 of DFND.
Documents: ECE/TRANS/SC.3/WP.3/2021/4, CEVNI/EG/2021/5
 - IV. Provisions of article 4.07 and chapter 6 applicable to recreational and small craft.
Documents: CEVNI EG/2020/12, CEVNI EG/2021/7
 - V. Consolidated text of amendments to CEVNI 5.
Documents: CEVNI/EG/2021/2, CEVNI/EG/2021/6
 - VI. Preparation of the first draft of CEVNI 6.
Document: CEVNI/EG/2021/4
 - VII. Other business.
 - VIII. Next meeting.

I. Adoption of the minutes of the thirty-fifth meeting of the CEVNI Expert Group

Document: CEVNI EG/2020/24

4. The Group finalized and adopted the minutes of its thirty-fifth meeting held virtually on 27 November 2020 (CEVNI EG/2020/24).

II. The distress signals (article 3.30) and the prohibition signs (annex 3, sketches 66–67)

Document: CEVNI/EG/2021/3

5. Following its decision at its thirty-third meeting (CEVNI EG/2020/13, para. 16), the Group took note of the information from member States on the application of the distress signals prescribed in article 3.30 of CEVNI and the sketches used for the prohibition of

boarding, smoking or using fires and naked light, prescribed in articles 3.31 and 3.32 (CEVNI/EG/2021/3), following the decision of the Working Party on Inland Water Transport (SC.3) at its sixty-fourth session (ECE/TRANS/SC.3/213, para. 40). The Group decided to keep the existing provisions in CEVNI 6 and stressed that they should only be deleted in CEVNI if it is ensured that they are no longer accepted in the technical regulations of any member State.

III. Harmonization of CEVNI with Article 6.32 and provisions for marker posts in Annex 8 of DFND

Documents: ECE/TRANS/SC.3/WP.3/2021/4, CEVNI/EG/2021/5

6. Following the decision at its thirty-fifth meeting (CEVNI EG/2020/24, para 15), the Group took note of article 6.32 in the Basic Rules of Navigation on the Danube (DFND) (CEVNI/EG/2021/5) and agreed to modify paragraphs 2 and 3 of article 6.32 of CEVNI as follows:

2. As soon as a vessel proceeding upstream **by radar** observes oncoming vessels on the radar screen, or when it is approaching a sector where there might be vessels not yet visible on the screen, it shall communicate by radiotelephone to the oncoming vessels its category (for example, pushed convoy, high-speed vessel), name, direction and position, and agree with these vessels on a procedure for passing.

3. As soon as a vessel proceeding downstream **by radar** observes on the radar screen a vessel whose position or course may cause a dangerous situation and which has not established contact by radiotelephone, **or if it approaches a section where there may be a such vessel not yet visible on the radar screen**, the vessel proceeding downstream shall draw the attention of this vessel to the dangerous situation by radiotelephone and agree on a procedure for passing.

7. The Group took note of the provisions for marker posts contained in annex 8 to DFND (ECE/TRANS/SC.3/WP.3/2021/4) and referred to various examples of marker posts used on inland waterways and coastal areas. The Group decided that no modifications were needed to CEVNI, as this has been already covered in annex 8, chapter III, paragraph 3.2.

8. The Group agreed to add “(bank marks)” after “marks on land” in annex 8, chapter III of CEVNI to bring this in line with the terminology used in the European Code for Signs and Signals on Inland Waterways (SIGNI) (resolution No. 90).

IV. Provisions of article 4.07 and chapter 6 applicable to recreational and small craft

Documents: CEVNI EG/2020/12, CEVNI EG/2021/7

9. The Group came back to paragraphs 6, 7 and 36 of table 5 (CEVNI EG/2020/12) and recalled that, at its thirty-third meeting, it had decided to consider them as a separate item (CEVNI EG/2020/13, para. 19, third bullet point). The Group mentioned that the above-mentioned paragraphs related to the rules of the road for small craft, towed convoys and side-by-side formations and/or in relation to them and reflected the difference in the provisions of CEVNI. The Group was of the opinion that no critical issues had been identified in the existing text of CEVNI and no amendments were needed for CEVNI 6. However, the Group asked the secretariat to include this item in the future work after the adoption of CEVNI 6.

10. Following the proposal of EBA (CEVNI EG/2021/7), the Group came back to the revised article 4.07, paragraph 4 (see CEVNI EG/2021/4), in relation to an obligation for chart display devices with ENC in information mode, installed on board of pleasure craft, to comply with the International Inland ECDIS Standard (annex to resolution No. 48). The discussion went over the applicability of this requirement to pleasure craft with a length above 20 m in length, a possible impact on navigation safety in narrow sections and under bridges and the need for establishing the minimum requirements for this equipment. It was mentioned that, in accordance with paragraph 1 of article 4.07, small craft had been exempted

from the scope of this article, and this fact could be reflected in paragraph 4. Ms. Hirtz referred to article 4.07 of the Police Regulations for the Navigation of the Rhine, where exemptions had been provided for small craft, except small police vessels and vessels with the Rhine certificate. Ms. Paddison expressed the concern of EBA members whether the competent authorities would accept the connections of the chart display devices installed on board pleasure craft as compliant with the Inland ECDIS Standard¹ in terms of a failsafe design. Messrs. Birkhuber and Milkovic stressed that paragraph 6.3 “Interfaces” of the Inland ECDIS standard does not exclude the application of the connections used in this equipment and therefore would not constitute a problem for recreational boaters.

11. The Group proposed to modify paragraph 4 as follows and agreed to finalize this at its next meeting:

4. Competent authorities may require on certain inland waterways for which official Inland ENC's are available, that vessels that are equipped with Inland AIS devices [**in accordance with paragraph 1**], except ferries, shall also be equipped with Inland ECDIS devices in information mode, connected to the Inland AIS device.

V. Consolidated text of amendments to CEVNI 5

Document: CEVNI/EG/2021/2, CEVNI/EG/2021/6

12. The Group revised the consolidated text of amendments to CEVNI 5 (CEVNI/EG/2021/2), that had been approved by SC.3 in 2017–2020 (ECE/TRANS/SC.3/115/Rev.5/Amends. 1 to 4) and proposed by the CEVNI Expert Group at its thirty-third, thirty-fourth and thirty-fifth meetings (ECE/TRANS/SC.3/2020/4, ECE/TRANS/SC.3/WP.3/2021/1 and ECE/TRANS/SC.3/WP.3/2021/2). The Group had no comments to the text and asked the secretariat to transmit this to SC.3/WP.3 with due regard of the modifications agreed at the present meeting.

VI. Preparation of the first draft of CEVNI 6

Document: CEVNI/EG/2021/4

13. The Group discussed the amendments to be introduced in the “zero” draft of CEVNI 6 as prepared by the secretariat (CEVNI/EG/2021/4) and agreed on the following modifications:

(a) Article 1.01, part IV, at the end *add* a new definition 24

24. The term “ship’s certificate” means the ship’s certificate, issued in accordance with the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61), the inland navigation vessel certificate or other recognized ship’s certificate.

(b) Article 1.07, *renumber* paragraphs 2a to 5 as 3 to 6;

(c) Article 1.10:

- Paragraph 1 (a), *delete* (Inland Navigation Vessel certificate)
- Paragraph 1 (w), *replace* the certificates for liquefied natural gas experts *with* the certificate of qualification as an LNG expert;

(d) Article 6.08, paragraph 3, *delete* due to some reasons;

(e) Article 6.22, paragraph 2 (c), *replace* A.1g *with* A.1.1;

(f) Article 7.05, paragraph 6, *modify*

6. If a berthing area adjacent to the fairway, in addition to the signs prescribed in paragraphs 1 to 5 above or in article 7.06, is separated from the

¹ ECE/TRANS/SC.3/156/Rev.4.

fairway with buoys with lights, the buoys shall conform to the requirements laid down in chapter II D of annex 8 of these regulations.

(g) Article 7.08, paragraph 4 (a), *delete* the square brackets and *replace* an expert certificate in the use of LNG as a fuel *with* the certificate of qualification as an LNG expert;

(h) Article 8.02, *renumber* paragraphs 3a–7 as 4–9;

(i) Article 9.07, *renumber* paragraphs 4a–14 as 4–16.

14. The Group agreed to introduce the following modifications to annexes 3–5 and 10:

(a) Annex 3, sketch 41, *delete* the text below the sketch;

(b) Annex 4, *modify* footnote 3

³ Requirements to lights and the colour of signal lights on vessels ~~shall be~~ **are** included in “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” (resolution No. 61), **appendix 7 “Requirements Concerning Lights and the Colour of Signal Lights on Vessels, Intensity and Range of Signal Lights on Vessels and General Technical Specifications Applicable to Radar Equipment”**;

(c) Annex 5, *modify* footnote 4

⁴ Requirements to intensity and range of signal lights on vessels ~~shall be~~ **are** included in “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” (resolution No. 61), **appendix 7 “Requirements Concerning Lights and the Colour of Signal Lights on Vessels, Intensity and Range of Signal Lights on Vessels and General Technical Specifications Applicable to Radar Equipment”**;

(d) Annex 10, *modify* footnote 7

⁷ Requirements applicable to radar equipment ~~shall be~~ **are** included in “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” (resolution No. 61), **appendix 7 “Requirements Concerning Lights and the Colour of Signal Lights on Vessels, Intensity and Range of Signal Lights on Vessels and General Technical Specifications Applicable to Radar Equipment”**.

15. The Group agreed to introduce the following modifications to annex 7:

(a) Bring the sketches of navigation signs in line with figures in appendix 1 to SIGNI, except A.12 and E.15;

(b) A.1, *modify*

(see articles 3.25, para. 2 (b), 6.08, **para. 2**, 6.16, **para. 5**, 6.22, 6.22 bis, 6.25, 6.26, 6.27, **para. 1** and 6.28 bis)

(c) A.1.1, *delete* A.1g;

(d) A.4 and A.4.1, *modify*

(see articles 6.08, para. 1, **and 6.11**)

(e) A.12, at the end, *add* (see article 6.22, para. 2(b))

(f) B.5, *replace* the Regulations *with* these regulations

(g) E.1, *modify*

(see articles 6.08, **para. 2**, 6.16, **para. 6**, 6.26, 6.27, **para. 2**, and 6.28 bis)

- (h) E.5.1–E.5.15, E.7 and E.7.1, the text within the brackets, at the end, *add* and article 7.02, para. 2
- (i) E.6, *modify*
(see articles 6.18, para. 3, **7.02, para. 2, and 7.03, para. 2**)
- (j) E.6.1, *modify*
(see articles **7.02, para. 2, and 7.03, para. 4**)
- (k) E.11, at the end, *add*
(see article 6.12, para. 1).

16. The Group agreed to introduce the following modifications to annex 8:

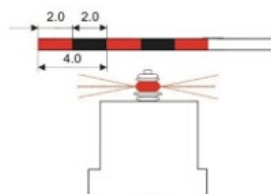
(a) Chapter I C, the last line, *move* the existing footnote 6 to the end of the text in the left column and *modify*

⁶ ~~In this instance~~ **On the second sketch**, a long flash permits clear differentiation of the rhythm.

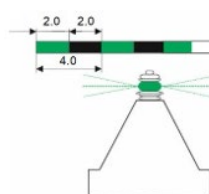
(b) Chapter II D, *replace* figures 3 bis and 3 ter introduced in CEVNI EG/2020/24, para. 11 (b), the second bullet, *with* the following sketches

Example:

Right-hand side of the fairway



Left-hand side of the fairway



17. The Group approved the editorial changes proposed by the secretariat in CEVNI/EG/2021/4. The secretariat was asked to introduce the modifications agreed by the Group to the “zero” draft of CEVNI 6 and transmit this to the fifty-eighth session of SC.3/WP.3.

18. The Group found it desirable to modify sketches of signs A.12 and E.15 in appendix 1 to SIGNI in accordance with annex 7 to CEVNI.

19. Ms. Hirtz stressed that the German translation of CEVNI 6 would be desirable for German-speaking countries. The secretariat was asked to highlight this issue at the session of SC.3/WP.3 who might wish to invite member States to provide a financial support for the translation of CEVNI 6 into German.

VII. Other business

20. There were no topics proposed under this agenda item.

VIII. Next meeting

21. The Group agreed to hold its thirty-seventh meeting as a half-day virtual session in March–April 2021. The final date will be agreed later.

22. The Group decided to include in the agenda of its thirty-seventh meeting: (a) the finalization of article 4.07, paragraph 4 and article 9.02, paragraph 8; (b) the follow-up of the decisions of the fifty-eighth session of SC.3/WP.3 and guidance provided to the Group; (c) further editorial modifications to the English text of the draft CEVNI 6, if needed, and (d) and the preparation of other language versions.

Annex II

Decisions of the thirty-seventh meeting of the CEVNI Expert Group*

13 April 2021

1. The CEVNI Expert Group (hereafter, the Group) held its thirty-seventh meeting on 13 April 2021 as a virtual meeting.
2. The meeting was attended by Messrs. B. Birkhuber and A. Joch (Austria), Messrs. E. Brodsky and A. Zhegalin (Russian Federation), Messrs. I. Alexander, S. Kanurnyi and S. Tzarnakliyski and Ms. V. Bobutac (Danube Commission, hereafter DC), Ms. P. Brückner (Mosel Commission), Mr. Z. Milkovic (International Sava River Basin Commission), Ms. C. Paddison (European Boating Association, hereafter EBA) and Ms. V. Ivanova (ECE secretariat).
3. The Group adopted the provisional agenda (CEVNI EG/2021/9):
 - I. Adoption of the minutes of the thirty-sixth meeting of the CEVNI Expert Group.
Document: CEVNI EG/2021/8
 - II. Finalization of article 4.07, paragraph 4, and article 9.02, paragraph 7.
 - III. Follow-up of the decisions of the fifty-eighth session of SC.3/WP.3.
 - IV. Further modifications to the draft CEVNI 6.
Documents: CEVNI EG/2021/10, CEVNI EG/2021/12/Rev.1, CEVNI EG/2021/13
 - V. Preparation of the French and Russian language versions of the draft CEVNI 6.
Document: CEVNI/EG/2021/11 (French and Russian only)
 - VI. Other business.
 - VII. Next meeting.

I. Adoption of the minutes of the thirty-sixth meeting of the CEVNI Expert Group

Document: CEVNI EG/2021/9

4. The Group adopted the minutes of its thirty-sixth meeting held virtually on 8 February 2021 (CEVNI EG/2021/9).

II. Finalization of article 4.07, paragraph 4, and article 9.02, paragraph 7

5. Following its decision at its thirty-sixth meeting (CEVNI EG/2021/8, para. 22), the Group continued with article 4.07, paragraph 4. EBA thanked the Group for the assurances regarding installations commonly used on recreational craft given at that meeting. EBA noted that it would revert to the Group if it were found that competent authorities did not recognize such installations as Inland ECDIS in information mode and agreed that adding the text “in accordance with paragraph 1” was clearer for small recreational craft. The Group agreed on the final text of article 4.07, paragraph 4, and decided to withdraw the square brackets from the text proposed at its thirty-sixth meeting.²

* The texts agreed by the CEVNI Expert Group in the three languages are contained in annex III to this document.

² See annex I, para. 11.

6. In relation to article 9.02, the Group decided to combine paragraphs 7 and 8 as follows:

7. With respect to article 1.10, **paragraph 1**, the competent authorities may:

(a) ~~Waive~~ the provisions of (a) and (b) of this paragraph for worksite craft that have no wheelhouse or accommodation, provided that the papers are kept permanently available at the construction site;

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

III. Follow-up of the decisions of the fifty-eighth session of SC.3/WP.3

7. The Group took note of the decisions by the fifty-eighth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3).

8. The Group noted that the secretariat had not received any comments to the first draft of CEVNI 6 as prepared for the fifty-eighth session of SC.3/WP.3 (Informal document SC.3/WP.3 No. 4 (2021)) by 19 March 2021, the deadline set out by SC.3/WP.3. The secretariat informed the Group that the preliminary draft of CEVNI 6 in the Russian language had been transmitted to the DC secretariat for the consideration by the drafting group that will be established in April 2021 for the next revision of the Basic Rules of Navigation on the Danube (DFND). DC mentioned that it had transmitted comments for the Russian text to Ms. Ivanova before the present meeting.

IV. Further modifications to the draft CEVNI 6*

Documents: CEVNI EG/2021/10, CEVNI EG/2021/12

9. The Group considered and approved editorial amendments prepared by the secretariat (CEVNI EG/2021/10), aimed to ensure the consistency of the terminology used in CEVNI and the coherence of the three official language versions.

10. The Group decided to replace “beam” with “breadth” in article 1.07, paragraph 5 (English only).

11. The Group decided to modify article 4.05, paragraphs 2 and 5, article 6.28, paragraph 2, article 6.30, paragraph 2, and article 6.31, paragraph 1 (see annex III, paras. 3 and 6–8) with a view to harmonizing the terminology used for radiocommunication.

12. The Group agreed to introduce the following modifications to chapter 1:

(a) Article 1.01, section II

2. The term “towed convoy” means ~~any group~~ **an assembly consisting** of one or more vessels, floating establishments or assemblies of floating material towed by one or more motorized vessels, the latter forming part of the convoy and being known as tugs;

3. The term “pushed convoy” means a rigid ~~group~~ **assembly consisting** of vessels, **of which** one at least ~~of which~~ is placed in front of the motorized vessel for propelling the convoy and is known as a pusher. A convoy composed of a pusher and a pushed craft so as to permit guided articulation is also considered as rigid;

* Applied to the three official language versions of CEVNI unless specified otherwise.

4. The term “side-by-side formation” means ~~a group~~ an **assembly consisting** of vessels coupled side-by-side, none of which is placed in front of the motorized vessel propelling the ~~formation~~**assembly**.

- (b) Modify article 1.07, paragraph 2 (see annex III, para. 1);
- (c) Modify article 1.10, paragraph 1 (g) and (t) (see annex III, para. 2);
- (d) Article 1.17, paragraph 1, second sentence

In the case of a grounded or sunken vessel, the boatmaster or **another** member of the crew shall remain on board or near the site of the accident until the competent authority has authorized him to leave.

13. The Group agreed to introduce the following modifications to chapter 2:

- (a) Article 2.01, paragraph 2 (English only)

2. In addition, except for small craft and seagoing vessels:

(a) Every ~~argo~~ vessel **intended to carry goods** shall have its dead-weight tonnage inscribed on both sides, on the hull or on fixed boards or plates;

(b) Every ~~passenger~~ vessel **intended to carry passengers** shall display the maximum permissible number of passengers in a conspicuous position on board.

- (b) Article 2.03 (English only)

Every inland waterway ~~argo~~-vessel **intended to carry goods**, except small craft, shall have its tonnage capacity measured.

14. The Group agreed to introduce the following modifications to chapter 3:

- (a) Article 3.14

- Paragraph 2, last sentence, *modify*

The two blue cones may be replaced by two blue cones at the bow and two blue cones at the stern of the vessel **with the lower cone placed** at a height not less than 3 m.

- Paragraph 3, last sentence, *modify*

The three blue cones may be replaced by three blue cones at the bow and three blue cones at the stern of the vessel **with the lowest cone placed** at a height of not less than 3 m.

- (b) Article 3.24, the title, *modify*

Marking for nets or poles of stationary vessels **engaged in fishing**.

15. The Group agreed to introduce the following modifications to chapter 4:

- (a) The title, *modify*

“SOUND SIGNALS; RADIOTELEPHONY; **INFORMATION AND NAVIGATION DEVICES**”

- (b) Article 4.01

- Paragraph 1

1. When sound signals other than bells are prescribed in these regulations or any other provisions applicable, they shall be given:

(a) On motorized vessels, except small craft unless these are vessels with radar ~~equipment~~, by means of mechanically operated sound signalling devices, placed sufficiently high that the sound signals can spread freely to the front and if possible also to the back; ~~the signalling devices shall conform to the requirements laid down in chapter I of annex 6 of these regulations;~~

(b) On non-motorized vessels and motorized small craft whose equipment does not include a sound signalling device, by means of a suitable trumpet or horn; ~~such sound signals shall conform to the requirements of chapter I of annex 6 to these regulations.~~

The sound intensity of signals shall conform to the requirements of chapter I, annex 6 to these regulations.

- Add a new paragraph 4

4. Ringing a bell may be replaced by the repeated striking of metal on metal.

- (c) Modify article 4.06, paragraph 1 (a), first sentence (see annex III, para. 4);
- (d) Article 4.07, paragraph 1 (b), *replace* radar devices *with* radar.

16. The Group agreed to introduce the following modifications to chapter 6:

- (a) Modify article 6.06 (see annex III, para. 5);
- (b) Article 6.21, paragraph 5

Bring the French and Russian texts in line with the English text:

5. Passenger vessels with passengers on board shall not sail as part of a convoy. This prohibition shall not apply in cases where an auxiliary towing vessel is required or in case of emergency.

(c) Article 6.21 bis, subparagraph (d), *replace* steering device *with* steering system (in English), d'un appareil à gouverner *with* une installation de gouverne (in French) and рулевое оборудование *with* движительно-рулевой комплекс (in Russian);

(d) Article 6.30, paragraph 5 (English text only), *replace* a communication with visual sign *with* visual communication; motorized vessel *with* motorized leading vessel of the convoy.

17. The Group agreed to introduce the following modifications to chapter 8:

- (a) Article 8.01

- Paragraph 1, the second indent, *replace* non-self-propelled *with* non-motorized (in English), несамоходные *with* немоторные (in Russian)
- Paragraph 4, in the English text, after “auxiliary machinery”, add “**that are still in operation**” and bring the beginning of the sentence in the French and Russian texts in line with the English text:

If the vessel is stationary,

- (b) Article 8.02

- *Replace* notification *with* annonce (French only)
- Paragraph 2 (d)

(d) Unique European vessel identification number or official number **and, for convoys, of all the vessels of the convoy**; for seagoing vessels: IMO number, ~~and, for convoys, of all the vessels of the convoy~~;

- Paragraph 7, second sentence, *modify*

The change in data shall be communicated ~~through the channel as indicated in writing or electronically~~ **by radiotelephone or as required by the competent authority.**

18. The Group agreed to introduce the following modifications to chapter 9:

- (a) Article 9.05, paragraph 2

2. With respect to article 4.06, the competent authorities may allow on certain inland waterways:

(a) High-speed vessels to operate in daytime and at a visibility of 1 km and more without being fitted with radar ~~equipment~~ and a rate-of-turn indicator;

(b) **Vessels to navigate by radar without being fitted with a rate-of-turn indicator.**

(b) Article 9.07, paragraph 4

4. With respect to article 6.10, ~~paragraph 1~~, the competent authorities may:

(a) Allow that the overtaking vessel may pass to port or starboard of the vessel being overtaken **as a general rule**;

(b) ~~5. With respect to article 6.10, the competent authorities may~~ Prohibit overtaking in narrow fairways.

19. The Group agreed to introduce the following modifications to chapter 10:

(a) In the French text, *replace* poste d'avitaillement *with* station d'avitaillement;

(b) Article 10.01, paragraph 1(l), *modify*

“Bunker station”: an installation or a vessel for the supply of vessels with liquid fuels **and/or lubricating oil**;

(c) Article 10.07

- *Replace* bunker boats, bunker stations or tank trucks *with* bunker stations or tank trucks
- *Replace* filling operations *with* bunkering operations (English only).

20. The Group agreed to introduce the following modifications to annex 3:

(a) Part I . GENERAL

1.1 The sketches which follow relate to the **visual** signals (marking) on vessels ~~provided for~~ **prescribed** in the articles of chapter 3 **and other relevant articles** of ~~CEVNI~~ **these regulations**.

(b) Sketch 4, *delete* motorized;

(c) Sketches 34–36 ter, *delete* the reference to ADN;

(d) Sketch 53, *modify*

Ferry-boats moving independently, ~~but~~ **in service**, made fast at their landing stage

21. The Group agreed to introduce the following modifications to annex 7, part I:

Signs E.5.4–E.5.11, *replace* pushing-navigation vessels *with* vessels intended for navigation by pushing (English only).

22. The Group agreed to replace “inspection certificate” with “ship’s certificate” on page 2 of the model used-oil log in annex 9.

23. The Group agreed to introduce the following modifications to annex 11:

- *Replace* bunker boats, bunker stations or tank trucks *with* bunker stations or tank trucks
- In Russian only, *modify*

~~Пришвартовывание между бункеруемым судном и судном-бункеровщиком~~
Ошвартовка бункеруемого судна к бункеровочной станции станции
 произведена надлежащим образом и ~~проконтролировано~~ **проверена**.

24. The Group agreed with other editorial modifications proposed by the secretariat in the draft CEVNI 6 in relation to the term “inland waterway vessel” in articles 9.05, paragraph 1, and 10.08, paragraph 2 (English only), the position of visual signals in chapter 3, annex 7 (sign A.1) and cross-references to CEVNI articles.

V. Preparation of the French and Russian language versions of CEVNI 6

Document: CEVNI EG/2021/11 (French and Russian only)

25. The Group took note of the preliminary draft CEVNI 6 in the French and Russian languages as prepared by the secretariat in CEVNI EG/2021/11. The secretariat was asked to update all three language versions based on the decisions at the present meeting and submit them for the consideration and preliminary approval by SC.3/WP.3 at its fifty-ninth session. To this end, a special session of SC.3/WP.3 will be held on 22 June, dedicated to the finalization of the draft.

VI. Other business

26. There were no topics proposed under this agenda item.

VII. Next meeting

27. The Group was of the opinion that additional meeting was not required for the finalization of the draft CEVNI 6. However, if SC.3/WP.3 at its fifty-ninth session considers it necessary in case of substantial modifications proposed by member States that cannot be agreed by the members of the Group by correspondence, the Group will agree on the date after the fifty-ninth session of SC.3/WP.3.

Annex III

Amendment proposals to the European Code for Inland waterways, the fifth revision, agreed by the CEVNI Expert Group at its thirty-seventh meeting

[Original: English/French/Russian]

1. Article 1.07, paragraph 2
 - English: *replace* radar apparatus *and* radar installations *with* radar
 - French: *remplacer* une installation radar *par* un radar
 - Russian: *заменить* радиолокационного оборудования *и* радиолокационных установок *на* радиолокатора.

2. Article 1.10, paragraph 1 (g) and (t), *modify*
 - English
 - (g) Certificate confirming installation and functioning of radar ~~device~~ and rate-of-turn indicator;
 - ...
 - (t) Certificate confirming installation and functioning of the Inland AIS ~~equipment~~ **device**
 - French
 - g) L'attestation relative confirmant **à l'installation le montage et le au** fonctionnement ~~de l'appareil du radar~~ et de l'indicateur de vitesse de giration ;
 - ...
 - t) L'attestation relative ~~au montage et au fonctionnement de l'équipement~~ **à l'installation et au fonctionnement d'appareils** AIS Intérieur
 - Russian
 - g) Свидетельство об установке и эксплуатации ~~радиолокационного оборудования~~ **радиолокатора** и указателя скорости поворота;
 - ...
 - t) Свидетельство об установке и эксплуатации ~~прибора~~ **устройства** АИС для внутреннего судоходства;

3. Article 4.05, *modify*
 - (a) Paragraph 2
 - English and French (no modifications)
 - Russian: *replace* бортовая связь *with* внутрисудовая связь
 - (b) Paragraph 5, first sentence
 - English and French (no modifications)
 - Russian: Моторные суда на ходу, за исключением малых судов, должны иметь радиотелефонную установку в режиме **слухового наблюдения на канале** ~~преслушивания канала, предназначенного для работы в сети «судно-судно», и, только в конкретных оправданных обстоятельствах, канала, предназначенного на ином канале для работы в иной сети,~~ и передавать информацию, необходимую для обеспечения безопасности судоходства, по каналам «судно-судно» и «навигационная информация».

4. Article 4.06, paragraph 1 (a), first sentence, *modify*

• English

1. Vessels shall only navigate by radar if:

(a) They are fitted with **a rate-of-turn indicator** and **either** a stand-alone radar ~~and a rate-of-turn indicator, or with radar equipment and, if appropriate, connected to Inland ECDIS equipment~~ in navigation mode with radar image overlay.

• French

1. Les bateaux ne doivent naviguer au radar que pour autant:

a) Qu'ils soient équipés **d'un indicateur de vitesse de giration et soit** d'un radar autonome, ~~et d'un indicateur de vitesse de giration, ou d'une installation d'un appareil radar~~ et, le cas échéant, reliés à un système **soit d'un** ECDIS Intérieur en mode navigation avec superposition de l'image radar.

• Russian

1. Суда допускаются к плаванию при помощи радиолокатора только в том случае, если:

a) они оснащены **указателем скорости поворота и** либо автономным радиолокатором, **либо и указателем скорости поворота, либо радиолокационной установкой и**, в соответствующих случаях, соединены с ~~оборудованием~~ **СОЭНКИ ВС** в навигационном режиме с наложением радиолокационного изображения.

5. Article 6.06, *modify*

• English

Article 6.06 – Meeting: High speed vessels:

The provisions ~~referred to in~~ **of** articles 6.04 and 6.05 shall not apply in the event of a meeting between high-speed vessels and between a high-speed vessel and any other vessel. However, high-speed vessels shall agree on their meeting using radiotelephony.

• French

Article 6.06 – Rencontre d'un bateau rapide et d'un autre bateau:
Bateaux rapides

Les **dispositions des** articles 6.04 et 6.05 ne s'appliquent pas ~~lorsqu'un bateau rapide rencontre un autre bateau lorsque se rencontrent des bateaux rapides et d'autres bateaux ou des bateaux rapides entre eux. Si cet autre bateau est un bateau rapide, les deux bateaux doivent toutefois s'entendre par radiotéléphonie sur leur rencontre~~ **Les bateaux rapides doivent toutefois se concerter par radiotéléphonie sur leur rencontre.**

• Russian

Статья 6.06 – Встречное плавание: высокоскоростные суда

Положения, ~~упомянутые в статьях статей~~ **6.04 и 6.05**, не применяются в случае встречного плавания высокоскоростных судов, а также высокоскоростного судна и ~~любого~~ другого судна. **Однако Несмотря на это**, высокоскоростные суда **должны согласовать** между собой **порядок расхождения при встречное плавание встречном плавании** с помощью радиотелефонной установки.

6. Article 6.28, paragraph 2, *modify*

• English (no modifications)

- French: Dans les garages des écluses et dans les écluses, les bateaux équipés d'une installation de radiotéléphonie permettant les communications sur le réseau d'informations nautiques doivent être à l'écoute sur la voie allotie à l'écluse.
 - Russian: В местах отстоя судов у шлюзов **аванпортах** и в шлюзах суда, оборудованные **радиотелефонной установкой для радиообмена в сети «навигационная информация»** устройством радиотелефонной связи, позволяющим осуществлять связь со службой информации о судоходной обстановке, должны **обеспечивать работу этой аппаратуры в режиме приема на волне, выделенной держать ее включенной в режиме слухового наблюдения на канале, выделенном** для данного шлюза.
7. Article 6.30, paragraph 2, last sentence, *modify*
- English (no modifications)
 - French: Par visibilité réduite, les menues embarcations ne peuvent naviguer que si elles sont aussi à l'écoute sur la voie ~~de bateau à bateau~~ ou sur toute autre voie désignée par les autorités compétentes.
 - Russian: Малые суда в условиях ограниченной видимости могут двигаться только в том случае, если они тоже ~~принимает информацию по каналу, отведенному для связи между судами,~~ **используют радиотелефонную установку в режиме слухового наблюдения на канале «судно–судно»** или ~~на любом другом канале на любом другом канале, указанному~~ **указанном** компетентными органами.
8. Article 6.31, paragraph 1, first sentence, *modify*
- English (no modifications)
 - French: Par visibilité réduite, les bateaux **et engins flottants** en stationnant dans le chenal, ou à proximité de celui-ci en dehors des ports et des endroits spécialement affectés au stationnement par les autorités compétentes, doivent être à l'écoute sur la voie bateau à bateau.
 - Russian: В условиях ограниченной видимости суда **и плавучие установки,** ~~стоящие находящиеся на стоянке~~ на фарватере или вблизи него вне портов и мест, специально отведенных для стоянки компетентными органами, должны ~~находиться на канале связи между судами~~ **использовать радиотелефонную установку в режиме слухового наблюдения на канале «судно–судно».**