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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
(Twenty-sixth session, 3-5 June 2003,
agenda item 3)

**UPDATING OF THE EUROPEAN CODE FOR
INLAND WATERWAYS (CEVNI)**

Note: The secretariat reproduces below the amendments to the text of CEVNI as reflected in document TRANS/SC.3/115/Rev.2, provisionally approved by the Working Party at its twenty-fourth session (TRANS/SC.3/WP.3/48, paras. 7, 8, 9, 11, 14, 15, 16, 17, 18, 19, 20, 21 and 22).

Chapter 1

1. Article 1.01 “Meaning of certain terms” should be amended to include a new definition (cc) as follows:

“(cc) the term ‘high-speed vessel’ means a motorized vessel, with the exception of small craft, capable of travelling on water at a speed greater than 40 km/h when this is stated in its inspection certificate;”¹

2. Article 1.07 (2) should be amended to read:

“2. The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. If direct visibility abaft is restricted during the voyage, this lack of visibility may be compensated for during passage by the use of flat reflector periscopes or radar apparatus; the antenna of the radar apparatus shall be placed in the bow of the vessel.”

3. Article 1.07 (4) should be amended to read:

“4. In addition, the stability of vessels carrying containers shall be checked before departure for the following cases:

(a) for vessels with a beam of less than 9.5 m, loaded with more than one tier of containers;

(b) for vessels with a beam of 9.5 m or more but less than 11 m, loaded with more than two tiers of containers;

(c) for vessels with a beam of 11 m or more, loaded with more than three tiers of containers or more than three widths;

(d) for vessels with a beam of 15 m or more, loaded with more than three tiers of containers.”

4. Article 1.09 (4) should be amended to read:

“4. When under way, all high-speed vessels shall be steered by a person having the necessary qualifications referred to in article 1.02, paragraph 1 and the certificate referred to in article 4.05, paragraph 1 (b). A second person who also holds these documents shall be in the wheelhouse except during berthing and casting off and in locks and their forebays.”²

¹ In countries where the competent authorities require the carriage of such certificates.

² Note by the secretariat: The French text is based on the proposal by the Netherlands (TRANS/SC.3/WP.3/2001/14, page 3).

Chapter 4

5. Article 4.05 - Radar - should be amended to read:

“1. Vessels may not use radar unless:

(a) they are fitted with radar equipment adapted to the needs of inland navigation and a rate-of-turn indicator. This equipment shall be in proper working order and of a type approved for the needs of inland navigation in accordance with the requirements of the competent authorities concerned. However, ferry boats not moving independently, shall not be required to be fitted with a rate-of-turn indicator;

(b) a person holding a certificate of aptitude to use radar in accordance with the requirements of the competent authorities is on board. Notwithstanding the provisions of article 1.09, paragraph 2, the radar may be used for training purposes in good visibility by day and by night, even when there is no such person on board;

(c) they are equipped with a device for emitting the three-tone signal with the exception of small craft and ferry boats. However, the competent authorities may not prescribe such a system.

Notwithstanding the provisions of article 4.04, small craft shall also be equipped with a radiotelephone in proper working order for the ship-to-ship network.

2. In pushed, towed convoys and side-by-side formations, the requirements of paragraph 1 above shall apply only to the vessel carrying the boatmaster of the convoy or formation.

3. High-speed vessels under way shall use radar.”³

Chapter 6

6. Article 6.10 bis should be amended to read:

“Article 6.01 bis - High-speed vessels

High-speed vessels are required to leave all other vessels enough room to hold their course and to manoeuvre; they may not require such vessels to give way to them.”⁴

³ Note by the secretariat: The French text is based on the proposal by Germany (TRANS/SC.3/WP.3/2002/13, pages 2 and 3) and the text provisionally approved by the Working Party at its twenty-second session (TRANS/SC.3/WP.3/44, annex).

⁴ Note by the secretariat: The French text is based on the proposal by Germany (TRANS/SC.3/WP.3/2002/13, page 3).

7. Paragraph 6.02 (2) should be amended to read:

“2. Where the provisions of this chapter provide that a particular rule of the road shall not apply to small craft in relation to other vessels, it shall be incumbent on small craft to leave all other vessels, except for high-speed vessels, enough room to hold their course and to manoeuvre; they may not require such vessels to give way to them.”⁵

8. A new paragraph 11 should be added to article 6.28, to read:

“11. On approaching the lock basin, during locking and on leaving a lock, high-speed vessels shall restrict their speed so as to avoid any damage to the locks, to vessels or to floating equipment and any danger for the persons on board.”

Existing paragraph 11 should be renumbered as paragraph 12.

9. Article 6.30 should be modified to read:

“Article 6.30 - General rules for navigation in reduced visibility; use of radar

1. In reduced visibility and notwithstanding the provisions of article 6.32, only vessels equipped with a radar installation according to article 4.05 are permitted to proceed. They shall use the radar installation.⁶

2. Vessels under way in reduced visibility shall adjust their speed as required by the reduced visibility and the presence and movements of other vessels and local circumstances. The radiotelephone installation shall be placed on listening watch on the channel allocated to the ship-to-ship network and they shall use the radiotelephone to give other vessels the necessary information for safety of navigation.⁷

3. When stopping because of reduced visibility, vessels shall as far as possible keep clear of the channel.

⁵ Note by the secretariat: The French text is based on the existing article of CEVNI (TRANS/SC.3/115/Rev.2, p. 52).

⁶ Note by the secretariat: The French text is based on the proposal by Germany (TRANS/SC.3/WP.3/2002/13, p. 5).

⁷ Note by the secretariat: The French text is based on the existing article of CEVNI (TRANS/SC.3/115/Rev.2, p. 71, para.5) and on the proposal by Germany (TRANS/SC.3/WP.3/2002/13, p. 6).

4. Vessels proceeding on their course shall when meeting another vessel keep to the right as far as is necessary to allow passing port to port. The provisions of articles 6.04, paragraphs 3, 4 and 5 (Class I) and of article 6.05 shall generally not apply in reduced visibility.⁸ However, passing starboard to starboard can also be allowed by the competent authorities when navigational conditions of particular waterways so require.”⁹

10. Article 6.31 should be amended to read:

“Article 6.31 - Sound signals when stationary

Class I

Class II

1. In reduced visibility, vessels and floating equipment stationary in or near the channel outside harbours or places specially designated by the competent authorities for berthing shall be on listening watch on the ship-to-ship network. As soon as they hear by radiotelephone of the approach of other vessels or as soon and as long as they hear from an approaching vessel one of the signals prescribed in article 6.32, paragraph 5 or article 6.33, paragraph 1 (b), they shall indicate their position by radiotelephone or give sound signals as follows:

(a) When they are to the left of the channel (for an observer facing downstream):

One peal of a bell;

1. In reduced visibility, vessels and floating equipment stationary in or near the channel outside harbours or places specially designated by the competent authorities for berthing shall be on listening watch on the ship-to-ship network. As soon as they hear by radiotelephone of the approach of other vessels or as soon and as long as they hear from an approaching vessel one of the signals prescribed in article 6.32, paragraph 5 or article 6.33, paragraph 1 (b), they shall indicate their position by radiotelephone or give:

One peal of a bell.

However, vessels not parallel to the side of the channel, or positioned in such a way that they may be a danger to other vessels, shall give this signal even without hearing any of the signals referred to above.¹⁰

⁸ The competent authorities may waive this provision or apply it only on certain waterways.

⁹ Note by the secretariat: The text of paragraphs 3 and 4 is based on the text provisionally approved by the Working Party at its twenty-second session (TRANS/SC.3/WP.3/44, annex).

¹⁰ The competent authorities may waive this provision concerning sound signals or apply it only on certain waterways.

(b) When they are to the right of the channel (for an observer facing downstream):

Two peals of a bell;

(c) When their position is uncertain:

Three peals of a bell.¹⁰

[Paragraphs 2-5 remain unchanged] [Paragraphs 2-5 remain unchanged]

11. Article 6.32 should be amended to read:

“Article 6.32 - Navigation by radar

1. A vessel is considered to be navigating by radar when, in conditions of reduced visibility, it navigates using radar in accordance with article 4.05.

2. When a vessel is navigating by radar, there shall be at all times in the wheelhouse a person holding a diploma required by the competent authorities for that section of the inland waterway and for the type of vessel he navigates and the certificate referred to in article 4.05, paragraph 1 (b) and a second person sufficiently conversant with this method of navigation. However, if the wheelhouse is equipped with a centralized control post, it is sufficient that the second person can, if necessary, be summoned to the wheelhouse immediately.

Class I

Class II

3. As soon as a vessel proceeding upstream 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, name, direction and position and agree with these vessels on a procedure for passing.

3. As soon as a vessel 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, name, direction and position and agree with these vessels on a procedure for passing.

4. As soon as a vessel proceeding downstream observes on the radar screen a vessel whose position or course may cause a dangerous situation and which has not established contact by radiotelephone, the vessel proceeding downstream shall draw the attention of this vessel to the dangerous situation by radiotelephone and agree on a procedure for passing.

5. When radiotelephone contact cannot be established with the oncoming vessels, the vessel shall:

(a) Give the three-tone signal and repeat it as often as necessary;¹¹ this provision does not apply to small craft;

(b) Reduce speed and, if necessary, stop.

A vessel proceeding upstream shall, as soon as it hears the signals referred to in paragraph 5 (a) above or observes on the screen vessels whose position or movements might cause a dangerous situation, or when it is approaching a section where there might be vessels not yet visible on the screen:

(c) Give one long blast and repeat this signal as often as necessary;

(d) Reduce speed and, if necessary, stop.

6. Any vessel navigating by radar and called by radiotelephone shall reply by radiotelephone, giving its category, name, direction and position. It shall then agree on a passing procedure with the oncoming vessel; a small craft, however, shall only indicate on which side it is giving way.

4. As soon as a vessel observes on the radar screen another vessel whose position or course may cause a dangerous situation and which has not established contact by radiotelephone, the vessel shall draw the attention of the other vessel to the dangerous situation by radiotelephone and agree on a procedure for passing.

5. When radiotelephone contact cannot be established with the oncoming vessels, the vessel shall:

(a) Give one long blast and repeat this signal as often as necessary;

(b) Reduce speed and, if necessary, stop.

¹¹ The competent authorities may waive the provision on giving the three-tone signal or apply it only on certain waterways.

7. In convoys and side-by-side formations, the requirements of paragraphs 1-6 above shall apply only to the vessel carrying the boatmaster of the convoy or formation.¹²

13. Article 6.33 should be amended to read:

“Article 6.33 - Provisions for vessels not navigating by radar

1. In reduced visibility, vessels and convoys unable to use radar shall immediately proceed¹³ to a berthing area. The following provisions shall apply during the voyage to this area:

(a) As far as possible they shall proceed on the navigable side of the channel;

(b) Any vessel proceeding alone and any vessel carrying the boatmaster of a convoy shall sound one long blast;¹⁴ this signal shall be repeated at intervals of not more than one minute. Such vessels shall have a look-out forward; in the case of convoys, however, a look-out is required on the leading vessel only. The look-out shall be within sight or hearing or in communication through a voice link with the boatmaster of the vessel or convoy;

(c) When a vessel is called by radiotelephone from another vessel it shall reply by radiotelephone, giving its category, name, direction and position. It shall also state that it is not navigating by radar and that it is making for a berthing area. It shall then agree on a passing procedure with this vessel;

(d) As soon as a vessel hears the sound signal from another vessel with which it has not been possible to establish contact by radiotelephone, it shall:

- if it is near to a bank: keep close to that bank and, if necessary, stop there until this vessel has passed;
- if it is not near to a bank and especially if it is crossing from one bank to another: clear the channel as fully and as quickly as possible.

¹² Note by the secretariat: The French text is based on the text provisionally approved by the Working Party at its twenty-second session (TRANS/SC.3/WP.3/44, annex) and on the proposal by Germany (TRANS/SC.3/WP.3/2002/13, pages 6 and 7).

¹³ Note by the secretariat: In the original French text (TRANS/SC.3/WP.3/44, annex) the term “Regagner” is used instead of “se rendre à” (English “proceed”).

¹⁴ The competent authorities may prescribe that a vessel carrying the boatmaster of a convoy shall sound two long blasts.

Class II

2. Ferry boats not navigating by radar shall, instead of the signal prescribed in paragraph 1 above, give one long blast followed by four short blasts; this signal shall be repeated at intervals of not more than one minute.”¹⁵

Annex 6

14. In the text of section F, all references to sound signals by convoys should be deleted.

¹⁵ Note by the secretariat: The text is based on the text provisionally adopted by the Working Party at its twenty-second session (TRANS/SC.3/WP.3/44, annex).