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**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

Thirty-fourth session

Geneva, 11-13 February 2009

Item 3 (c) (v) of the provisional agenda

**EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)**

Amendments to CEVNI

Amendments to Chapter 4 "Sound signals on vessels - radiotelephony"

Proposal submitted by the Chairman of the informal working group on CEVNI

**Note by the secretariat**

At its thirty-second session, SC.3/WP.3 took note of the creation of an informal working group on CEVNI, composed of the representatives of Austria, Netherlands, Danube Commission, the International Sava River Basin Commission and the UNECE secretariat (ECE/TRANS/SC.3/WP.3/64, para. 8). The aim of the group was to prepare amendment proposals to CEVNI, Police Regulations for the Navigation of the Rhine, Basic Rules of Navigation on the Danube and Rules for the Navigation on Sava River, based on the analysis of the differences between these four documents, prepared by Austria (ECE/TRANS/SC.3/2008/6). The preliminary results of this work (proposals on Chapters 1-3) were presented at the SC.3/WP.3 thirty-third session, where it was decided to consider all the proposals from the group at the SC.3/WP.3 thirty-fourth session with a view to preparing a substantive revision of CEVNI (ECE/TRANS/SC.3/WP.3/66, paras. 9-10).

The present document contains the proposals related to Chapter 4 “Sound signals on vessels - radiotelephony”. The additions to the original text are highlighted in bold and the text to eliminate is highlighted in strike-through.

The Working Party may wish to decide whether to recommend that the Working Party on Inland Water Transport adopt these proposals at its fifty-third session. In doing so, the Working Party may wish to take into account the comments received from the Russian Federation, presented in document ECE/TRANS/SC.3/WP.3/2008/14. The reference to these comments is provided in footnotes.

### **AMENDMENTS TO CHAPTER 4, “SOUND SIGNALS ON VESSELS - RADIOTELEPHONY”**

1. Amendment to the title of Chapter 4
  - (a) Amend the title of chapter 4 to read “Sound signals on vessels; radiotelephony; navigation devices”<sup>1</sup>
2. Amendments to Article 4.01 - **General**
  - (a) Delete footnote 47;
  - (b) Delete footnote 48;
  - (c) Delete footnote 49;
  - (d) Delete paragraph 4;
  - (e) Delete paragraph 5;
  - (f) Renumber the paragraphs accordingly.
3. New article 4.04 – Distress signals
  - (a) Add a new article 4.04 entitled “Distress signals”:<sup>2</sup>

“Article 4.04 - “Distress signals”

When a vessel in distress needs assistance, it may ring a bell or sound repeated long blasts. Such signals may replace or supplement the visual signals referred to in article 3.30.”
4. Amendments to Article 4.04 - Radiotelephony<sup>3</sup>
  - (a) Renumber article 4.04 as 4.05;
  - (b) In paragraph 2 replace “ferries” by “ferry boats”;
  - (c) Add at the end of paragraph 4 “and the sections determined by the competent authorities”;
  - (d) Delete footnote 51;
  - (e) Delete footnote 52.

<sup>1</sup> To accommodate forthcoming provisions on AIS etc.

<sup>2</sup> Former article 4.01 para. 4.

<sup>3</sup> Article 4.05 “Radar” is still being reviewed by the informal working group on CEVNI. Additional proposal on the article will be submitted for the next session of the Working Party.

5. Amendments to Article 4.05 - Radar

- (a) Renumber Article 4.05 as Article 4.06;
- (b) Amend paragraph 2 as follows:  
“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.~~”;
- (c) Delete footnote 53.<sup>4</sup>

6. New article 4.07 “Inland Automatic Identification System Equipment”

- (a) Add a new article 4.07 as follows:

“Article 4.07 - Inland Automatic Identification System Equipment

“1. Vessels, except for sea-going vessels, cannot use an automatic identification system (AIS) unless they possess an Inland AIS device in accordance with the Resolution No. 63 (ECE/TRANS/SC.3/176) on “International Standard for Tracking and Tracing on Inland Waterways (VTT)”. The device must be in a good working condition. Small craft must, in addition, be equipped with a radiotelephone installation in proper working order for the ship-to-ship channel.

2. Vessels are authorized to use AIS only if the parameters, recorded in the AIS device, correspond at all times to the actual vessel’s parameters.”<sup>5</sup>

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<sup>4</sup> The comments from the Russian Federation on this proposal are presented in document ECE/TRANS/SC.3/WP.3/2009/14, para. 9.

<sup>5</sup> Based on Article 4.07 in the Police Regulations for the Navigation of the Rhine.