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17 June 2005

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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

(Twenty-ninth session, 7-9 June 2005)

**REPORT OF THE WORKING PARTY ON ITS TWENTY-NINTH SESSION**

Addendum

Consolidated text of draft amendments to the European Code  
for Inland Waterways (CEVNI)

The secretariat reproduces below the consolidated text of draft amendments to (CEVNI), as set out in TRANS/SC.3/115/Rev.2 and amended in TRANS/SC.3/115/Rev.2/Amend.1, approved at the twenty-ninth session of the Working Party.

Chapter 1

1. Include in article 1.01 of CEVNI a definition of the term “safe speed” as follows:

**“(ee) The term ‘safe speed’ means a speed at which a vessel or a convoy can navigate safely, undertake manoeuvres and stop within the distance required by the prevailing circumstances and conditions.”**

2. Introduce a new paragraph 1 to article 1.04 “General obligation to exercise vigilance” reading:

**“1. When under way every vessel shall at all times proceed at a safe speed.”<sup>1/</sup>**

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<sup>1/</sup> Proposed by the secretariat in response to the request by the Working Party in TRANS/SC.3/WP.3/58, para. 27. (The proposed text corresponds to the text of Rule 6 of COLREG-72 “Safe Speed”.)

Rename existing paragraphs 1 and 2 as 2 and 3.

3. Amend article 1.07(3) to read:

“3. Passenger vessels shall not have on board more passengers than the number authorized by the competent authorities. **High-speed passenger vessels shall not have on board more persons than the number of available seats.**”

4. Amend the title of article 1.10 to read: “Ship’s papers **and other documents**”

5. Supplement article 1.10 (1) with a new subparagraph (e) as follows:

“(e) Boatmaster’s licence or licences belonging to boatmasters of the vessel and for other crew members a service record duly completed”.

6. In the French text of article 1.10(1)(d) replace the term “Le journal de bord” by “**Le livre de bord**”.

(b) Chapter 2

7. Amend article 2.01 with a new paragraph 5 as follows:

“5. Crewed vessels under way by day shall fly their national flag at the stern. High-speed vessels may instead of the national flag display a board which matches the national flag in shape and colour”.

(c) Chapter 3

8. Amend paragraph 3.14 (1) of CEVNI to read:

“1. Vessels carrying out transport operations involving flammable substances that are referred to in **ADN** shall carry, in addition to the marking prescribed elsewhere in these regulations, **the following marking, referred to in paragraph 7.1.5.0 or paragraph 7.2.5.0 of ADN: ...**”, the rest of the text remaining the same.

9. Amend paragraph 3.14 (2) to read:

“2. Vessels carrying out transport operations involving substances constituting health hazards that are referred to in **ADN** shall carry, in addition to the marking prescribed elsewhere in these regulations, **the following marking, referred to in paragraph 7.1.5.0 or paragraph 7.2.5.0 of ADN: ...**”, the rest of the text remaining the same.

10. Amend paragraph 3.14 (3) to read:

“3. Vessels carrying out transport operations involving explosives that are referred to in **ADN** shall carry, in addition to the marking prescribed elsewhere in these regulations, **the**

**following marking, referred to in paragraph 7.1.5.0 or paragraph 7.2.5.0 of ADN: ...**”, the rest of the text remaining the same.

11. Amend paragraph 3.14 (7) to read:

“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 in accordance with **paragraph 8.1.8** of ADN and which conforms to the safety provisions ...”, the rest of the text remaining the same.

#### Chapter 4

12. Amend article 4.05(1)(a) as follows <sup>2/</sup>:

“(a) they are fitted with radar equipment and, if necessary, Inland ECDIS 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 **as well as in accordance with General technical requirements for radar equipment as set out in Annex 10**. However, ferry boats not moving independently shall not be required to be fitted with a rate-of-turn indicator;”.

- (e) Chapter 6

13. Amend article 6.02(2) 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, **including high-speed vessels**, enough room to hold their course and to manoeuvre; they may not require such vessels to give way to them.”.

14. Amend subparagraphs 1 (b) and (c) of article 6.07 to read:

“(b) Where the view is restricted, vessels shall sound one long blast before entering a narrow channel; if necessary, especially when the narrow channel is long, they shall repeat **these signals** while passing through it.

- (c) On waterways for which “downstream” and “upstream” are defined:

- (i) A vessel **or convoy** proceeding upstream, on becoming aware that a vessel proceeding downstream is about to enter a narrow channel, shall stop below the channel until the vessel proceeding downstream has passed through it;

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<sup>2/</sup> Proposed by the secretariat (see TRANS/SC.3/WP.3/58, para. 32).

- (ii) When a convoy **or a vessel** proceeding upstream has already entered a narrow channel, vessels **or convoys** proceeding downstream shall, so far as possible, stop above the channel until the convoy **or vessel** has passed through it;”.

15. Amend article 6.08(1)(a) to read:<sup>3/</sup>

“1. On approaching a section marked with the prohibitory signs A.4 (a) **or (b)** (annex 7),

(a) On waterways for which “downstream” and “upstream” are defined,

- Vessels **or convoys** proceeding upstream shall stop at the approach of vessels **or convoys** proceeding downstream and wait until they have passed through the section;”.

16. Supplement paragraph 5 of article 6.25 with the following sentence:

**“Sailing in side-by-side formation shall be permitted only for the emergency towing of a passenger vessel”.**

17. Amend the first sentence of paragraph 2 of article 6.30 “General rules for navigation in reduced visibility; use of radar” to read as follows:<sup>4/</sup>

“2. Vessels under way in reduced visibility shall **proceed at a safe speed** ~~adjust their speed~~ as required by the reduced visibility and the presence and movements of other vessels and local circumstances.”

## Chapter 7

18. Amend paragraph 7.07 (2)(b) to read:

“(b) vessels not carrying this marking but issued with a certificate of approval in accordance with **paragraph 8.1.8** of ADN, and conforming to the safety requirements applicable to vessels referred to in article 3.14, paragraph 1.”;

19. Amend the first sentence of paragraph 7.08(1) to read:

“1. An efficient watch shall be kept continuously on board ~~vessels lying in the channel and on board~~ **stationary** vessels carrying the markings provided for in article 3.14 or vessels which, having carried **substances referred to in paragraphs 1, 2 and 3 of article 3.14**, are not free of dangerous gases.”

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<sup>3/</sup> Proposed by the secretariat as a result of introduction in Annex 7 of a new sign A.4 (b) (see point 22 below).

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Chapter 8

20. Amend chapter 8 to read:

**“CHAPTER 8**

**TRANSPORT OF DANGEROUS GOODS**

*Article 8.01 - ‘Do not approach’ signal*

**1. In case of incidents or accidents that may result in leakage of the dangerous substances carried, the ‘Do not approach’ signal shall be given by:**

- (a) Tankers carrying the markings referred to in paragraph 1 or 2 of article 3.14; and**
- (b) Vessels carrying the markings referred to in paragraph 3 of article 3.14 if the crew cannot avert the attendant danger to human life or navigation.**

**This provision does not apply to pushed barges and other non-self-propelled vessels. Nevertheless, if they are part of a convoy, the ‘Do not approach’ signal shall be given by the vessel with the convoy boatmaster on board.**

**2. The ‘Do not approach’ signal consists of a sound signal and a light signal. The sound signal is made up of one short and one long sound which are constantly repeated for no less than 15 consecutive minutes.**

**The light signal, referred to in article 4.01, paragraph 2, shall be given simultaneously with the sound signal.**

**After being activated, the ‘Do not approach’ signal shall be emitted automatically; the control device shall be set up in such a way as to make it impossible for the signal to be activated unintentionally.**

**3. Vessels detecting a ‘Do not approach’ signal shall take all possible measures to avert the threat to them. In particular, they shall:**

- (a) If moving towards the dangerous area, keep as far away from it as possible and, if need be, make a turn;**
- (b) If past the dangerous area, continue under way at the highest possible speed.**

**4. On board the vessels referred to in paragraph 3 above it shall be imperative immediately to:**

- (a) Close all windows and openings to the outside;**
- (b) Extinguish all unprotected lights;**
- (c) Stop smoking;**

(d) **Stop all unessential auxiliary machinery;**

(e) **Avoid creating sparks.**

5. **Paragraph 4 applies also to vessels berthed close to the dangerous area. Upon detecting a ‘Do not approach’ signal, the crew shall leave such vessels, if necessary.**

6. **When taking the action referred to in paragraphs 3 to 5, current and wind direction shall be taken into account.**

7. **The action prescribed in paragraphs 3 to 6 above shall also be taken by vessels if a ‘Do not approach’ signal is emitted from the shore.**

8. **Boatmasters receiving a ‘Do not approach’ signal shall report it to the closest competent authority, if possible.**

*Article 8.02 - Reporting requirements*

1. ...” Paragraphs 1-4 of article 8.02 are identical to existing paragraphs 1-4 of article 8.01 of CEVNI.

**[“5. These data are confidential and the competent authority shall not transmit them to third parties. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services”].**

Chapter 9

21. Amend paragraph 9.01 (2) (b) to read:

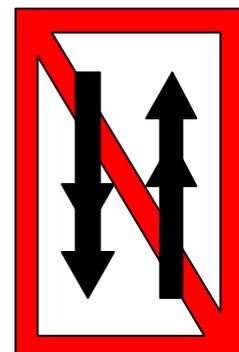
“(b) ‘cargo remnants’: liquid cargo remaining in the cargo tanks or in the pipes after unloading when a stripping system in accordance with the **European Agreement Concerning the International Carriage** of Dangerous Goods by Inland Waterways (ADN) has not been used, ...” the rest of the text remaining the same.

Annex 7

22. Rename sign A.4 as sign A.4(a) and introduce a new sign A4(b) as follows:

A.4

(b) No passing or overtaking of convoys by convoys (see article 6.08).





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**“(ee) The term ‘safe speed’ means a speed at which a vessel or a convoy can navigate safely, undertake manoeuvres and stop within the distance required by the prevailing circumstances and conditions.”**

2. Introduce a new paragraph 1 to article 1.04 “General obligation to exercise vigilance” reading:

**“1. When under way every vessel shall at all times proceed at a safe speed.”<sup>1/</sup>**

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<sup>1/</sup> Proposed by the secretariat in response to the request by the Working Party in TRANS/SC.3/WP.3/58, para. 27. (The proposed text corresponds to the text of Rule 6 of COLREG-72 “Safe Speed”.)

Rename existing paragraphs 1 and 2 as 2 and 3.

3. Amend article 1.07(3) to read:

“3. Passenger vessels shall not have on board more passengers than the number authorized by the competent authorities. **High-speed passenger vessels shall not have on board more persons than the number of available seats.**”

4. Amend the title of article 1.10 to read: “Ship’s papers **and other documents**”

5. Supplement article 1.10 (1) with a new subparagraph (e) as follows:

“(e) Boatmaster’s licence or licences belonging to boatmasters of the vessel and for other crew members a service record duly completed”.

6. In the French text of article 1.10(1)(d) replace the term “Le journal de bord” by “**Le livre de bord**”.

(b) Chapter 2

7. Amend article 2.01 with a new paragraph 5 as follows:

“5. Crewed vessels under way by day shall fly their national flag at the stern. High-speed vessels may instead of the national flag display a board which matches the national flag in shape and colour”.

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8. Amend paragraph 3.14 (1) of CEVNI to read:

“1. Vessels carrying out transport operations involving flammable substances that are referred to in **ADN** shall carry, in addition to the marking prescribed elsewhere in these regulations, **the following marking, referred to in paragraph 7.1.5.0 or paragraph 7.2.5.0 of ADN: ...**”, the rest of the text remaining the same.

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“2. Vessels carrying out transport operations involving substances constituting health hazards that are referred to in **ADN** shall carry, in addition to the marking prescribed elsewhere in these regulations, **the following marking, referred to in paragraph 7.1.5.0 or paragraph 7.2.5.0 of ADN: ...**”, the rest of the text remaining the same.

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**following marking, referred to in paragraph 7.1.5.0 or paragraph 7.2.5.0 of ADN: ...**”, the rest of the text remaining the same.

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“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 in accordance with **paragraph 8.1.8** of ADN and which conforms to the safety provisions ...”, the rest of the text remaining the same.

#### Chapter 4

12. Amend article 4.05(1)(a) as follows <sup>2/</sup>:

“(a) they are fitted with radar equipment and, if necessary, Inland ECDIS 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 **as well as in accordance with General technical requirements for radar equipment as set out in Annex 10**. However, ferry boats not moving independently shall not be required to be fitted with a rate-of-turn indicator;”.

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13. Amend article 6.02(2) 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, **including high-speed vessels**, enough room to hold their course and to manoeuvre; they may not require such vessels to give way to them.”.

14. Amend subparagraphs 1 (b) and (c) of article 6.07 to read:

“(b) Where the view is restricted, vessels shall sound one long blast before entering a narrow channel; if necessary, especially when the narrow channel is long, they shall repeat **these signals** while passing through it.

(c) On waterways for which “downstream” and “upstream” are defined:

- (i) A vessel **or convoy** proceeding upstream, on becoming aware that a vessel proceeding downstream is about to enter a narrow channel, shall stop below the channel until the vessel proceeding downstream has passed through it;

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<sup>2/</sup> Proposed by the secretariat (see TRANS/SC.3/WP.3/58, para. 32).

- (ii) When a convoy **or a vessel** proceeding upstream has already entered a narrow channel, vessels **or convoys** proceeding downstream shall, so far as possible, stop above the channel until the convoy **or vessel** has passed through it;”.

15. Amend article 6.08(1)(a) to read:<sup>3/</sup>

“1. On approaching a section marked with the prohibitory signs A.4 (a) **or (b)** (annex 7),

(a) On waterways for which “downstream” and “upstream” are defined,

- Vessels **or convoys** proceeding upstream shall stop at the approach of vessels **or convoys** proceeding downstream and wait until they have passed through the section;”.

16. Supplement paragraph 5 of article 6.25 with the following sentence:

**“Sailing in side-by-side formation shall be permitted only for the emergency towing of a passenger vessel”.**

17. Amend the first sentence of paragraph 2 of article 6.30 “General rules for navigation in reduced visibility; use of radar” to read as follows:<sup>4/</sup>

“2. Vessels under way in reduced visibility shall **proceed at a safe speed** ~~adjust their speed~~ as required by the reduced visibility and the presence and movements of other vessels and local circumstances.”

## Chapter 7

18. Amend paragraph 7.07 (2)(b) to read:

“(b) vessels not carrying this marking but issued with a certificate of approval in accordance with **paragraph 8.1.8** of ADN, and conforming to the safety requirements applicable to vessels referred to in article 3.14, paragraph 1.”;

19. Amend the first sentence of paragraph 7.08(1) to read:

“1. An efficient watch shall be kept continuously on board ~~vessels lying in the channel and on board~~ **stationary** vessels carrying the markings provided for in article 3.14 or vessels which, having carried **substances referred to in paragraphs 1, 2 and 3 of article 3.14**, are not free of dangerous gases.”

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<sup>3/</sup> Proposed by the secretariat as a result of introduction in Annex 7 of a new sign A.4 (b) (see point 22 below).

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20. Amend chapter 8 to read:

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*Article 8.01 - ‘Do not approach’ signal*

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**This provision does not apply to pushed barges and other non-self-propelled vessels. Nevertheless, if they are part of a convoy, the ‘Do not approach’ signal shall be given by the vessel with the convoy boatmaster on board.**

**2. The ‘Do not approach’ signal consists of a sound signal and a light signal. The sound signal is made up of one short and one long sound which are constantly repeated for no less than 15 consecutive minutes.**

**The light signal, referred to in article 4.01, paragraph 2, shall be given simultaneously with the sound signal.**

**After being activated, the ‘Do not approach’ signal shall be emitted automatically; the control device shall be set up in such a way as to make it impossible for the signal to be activated unintentionally.**

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(d) **Stop all unessential auxiliary machinery;**

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5. **Paragraph 4 applies also to vessels berthed close to the dangerous area. Upon detecting a ‘Do not approach’ signal, the crew shall leave such vessels, if necessary.**

6. **When taking the action referred to in paragraphs 3 to 5, current and wind direction shall be taken into account.**

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8. **Boatmasters receiving a ‘Do not approach’ signal shall report it to the closest competent authority, if possible.**

*Article 8.02 - Reporting requirements*

1. ...” Paragraphs 1-4 of article 8.02 are identical to existing paragraphs 1-4 of article 8.01 of CEVNI.

**[“5. These data are confidential and the competent authority shall not transmit them to third parties. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services”].**

Chapter 9

21. Amend paragraph 9.01 (2) (b) to read:

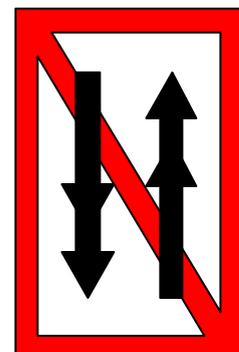
“(b) ‘cargo remnants’: liquid cargo remaining in the cargo tanks or in the pipes after unloading when a stripping system in accordance with the **European Agreement Concerning the International Carriage** of Dangerous Goods by Inland Waterways (ADN) has not been used, ...” the rest of the text remaining the same.

Annex 7

22. Rename sign A.4 as sign A.4(a) and introduce a new sign A4(b) as follows:

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(b) No passing or overtaking of convoys by convoys (see article 6.08).





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<sup>3/</sup> Proposed by the secretariat as a result of introduction in Annex 7 of a new sign A.4 (b) (see point 22 below).

<sup>4/</sup> Proposed by the secretariat in response to the request by the Working Party in TRANS/SC.3/WP.3/58, para. 27. (The proposed text corresponds to the text of Rule 19 of COLREG-72 “Conduct of Vessels in Restricted Visibility”).

Chapter 8

20. Amend chapter 8 to read:

**“CHAPTER 8**

**TRANSPORT OF DANGEROUS GOODS**

*Article 8.01 - ‘Do not approach’ signal*

**1. In case of incidents or accidents that may result in leakage of the dangerous substances carried, the ‘Do not approach’ signal shall be given by:**

- (a) Tankers carrying the markings referred to in paragraph 1 or 2 of article 3.14; and**
- (b) Vessels carrying the markings referred to in paragraph 3 of article 3.14 if the crew cannot avert the attendant danger to human life or navigation.**

**This provision does not apply to pushed barges and other non-self-propelled vessels. Nevertheless, if they are part of a convoy, the ‘Do not approach’ signal shall be given by the vessel with the convoy boatmaster on board.**

**2. The ‘Do not approach’ signal consists of a sound signal and a light signal. The sound signal is made up of one short and one long sound which are constantly repeated for no less than 15 consecutive minutes.**

**The light signal, referred to in article 4.01, paragraph 2, shall be given simultaneously with the sound signal.**

**After being activated, the ‘Do not approach’ signal shall be emitted automatically; the control device shall be set up in such a way as to make it impossible for the signal to be activated unintentionally.**

**3. Vessels detecting a ‘Do not approach’ signal shall take all possible measures to avert the threat to them. In particular, they shall:**

- (a) If moving towards the dangerous area, keep as far away from it as possible and, if need be, make a turn;**
- (b) If past the dangerous area, continue under way at the highest possible speed.**

**4. On board the vessels referred to in paragraph 3 above it shall be imperative immediately to:**

- (a) Close all windows and openings to the outside;**
- (b) Extinguish all unprotected lights;**
- (c) Stop smoking;**

(d) **Stop all unessential auxiliary machinery;**

(e) **Avoid creating sparks.**

5. **Paragraph 4 applies also to vessels berthed close to the dangerous area. Upon detecting a ‘Do not approach’ signal, the crew shall leave such vessels, if necessary.**

6. **When taking the action referred to in paragraphs 3 to 5, current and wind direction shall be taken into account.**

7. **The action prescribed in paragraphs 3 to 6 above shall also be taken by vessels if a ‘Do not approach’ signal is emitted from the shore.**

8. **Boatmasters receiving a ‘Do not approach’ signal shall report it to the closest competent authority, if possible.**

*Article 8.02 - Reporting requirements*

1. ...” Paragraphs 1-4 of article 8.02 are identical to existing paragraphs 1-4 of article 8.01 of CEVNI.

**[“5. These data are confidential and the competent authority shall not transmit them to third parties. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services”].**

Chapter 9

21. Amend paragraph 9.01 (2) (b) to read:

“(b) ‘cargo remnants’: liquid cargo remaining in the cargo tanks or in the pipes after unloading when a stripping system in accordance with the **European Agreement Concerning the International Carriage** of Dangerous Goods by Inland Waterways (ADN) has not been used, ...” the rest of the text remaining the same.

Annex 7

22. Rename sign A.4 as sign A.4(a) and introduce a new sign A4(b) as follows:

A.4

(b) No passing or overtaking of convoys by convoys (see article 6.08).

