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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

Thirtieth session,  
Geneva, 6-8 June 2006  
Agenda item 4

**HARMONIZATION OF STANDARDS FOR NAVIGATION LIGHTS  
OF SEA-GOING AND INLAND NAVIGATION VESSELS**

Transmitted by the Government of Germany

*Note:* At its twenty-ninth session, the Working Party was informed of the work carried out by the Technical Committee CEN/TC 15 aimed at establishing an international standard EN14744 on navigation lights of sea-going and inland navigation vessels. German experts informed the Working Party that EN14744 would become a test standard enabling the manufacturer to obtain one single approval for a navigation light for all kinds of vessels. The secretariat was requested to issue Informal Document No. 4, presented by the delegation of Germany, reflecting the possible adaptation of annexes 4 and 5 of CEVNI, as a formal working document. It was agreed to come back to this item at the next summer session of the Working Party (TRANS/SC.3/WP.3/2005/58, para. 41).

Reproduced below is the document requested by the Working Party.

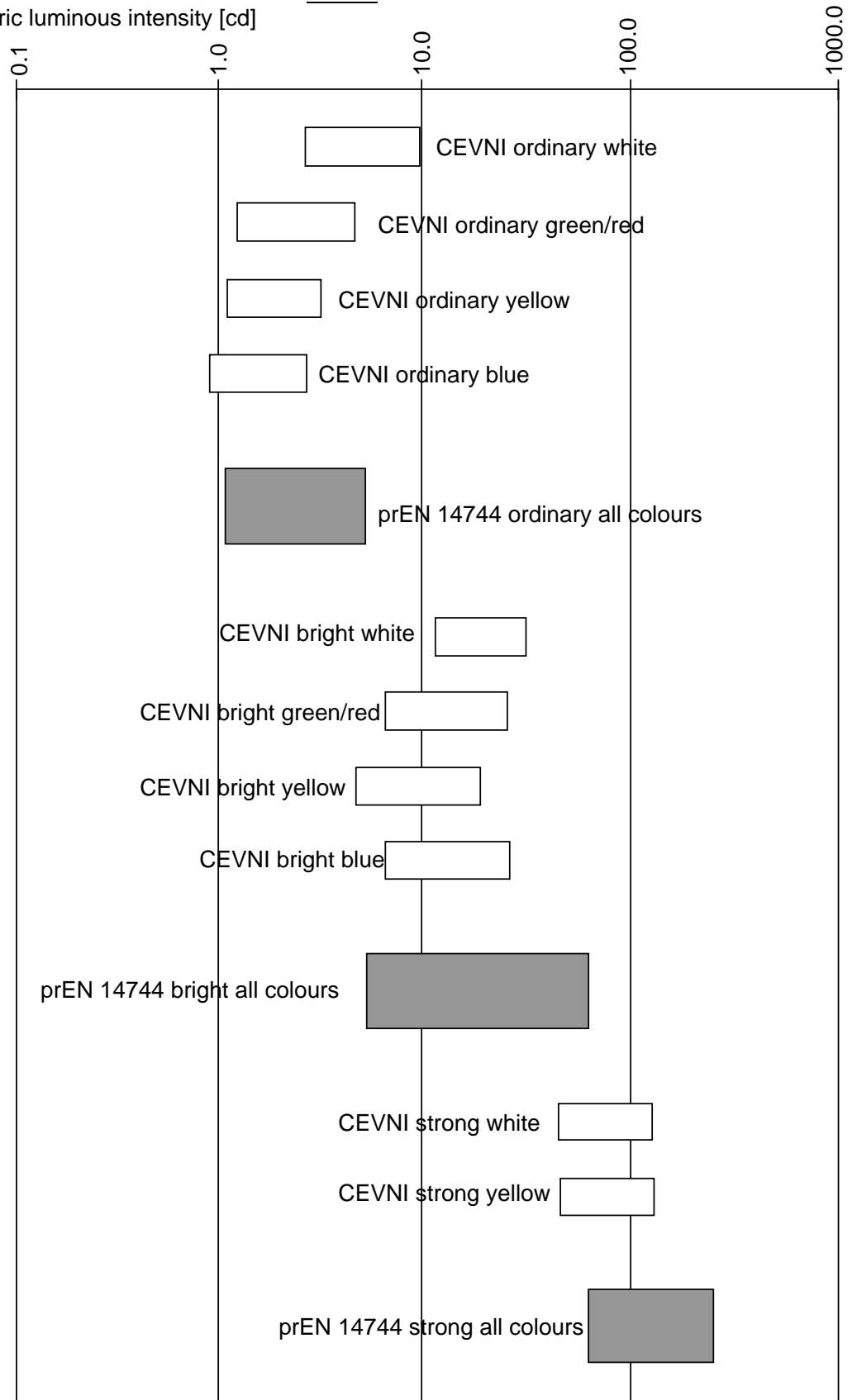
In order to harmonize the regulations for navigation lights on maritime and inland navigation craft and to allow the draft standard prEN 14744 to become a unique test standard, it is proposed to introduce the following changes to CEVNI:

1. Chapter 1, article 1.01: under (t), the term “scintillating light” is used. To bring it in line with the International Regulations for Preventing Collisions at Sea (COLREG) and prEN 14744, it is proposed to use the term “flashing light”.
2. According to (t) in article 1.01, 50-60 flashes per minute are required. To bring this in line with the CCNR provisions and prEN 14744, it is proposed to expand this range to 40-60 flashes per minute.
3. Annex 4 should be left completely unchanged. The colour coordinates in table 2 and table D.2 of the draft standard prEN 14744 are identical to those in annex 4 of CEVNI.
4. Annex 5, Section I: the factor between  $I_B$  and  $I_O$ , in the opinion of Germany, should be changed from 0.75 to 0.8 to bring it in line with prEN 14744.
5. Annex 5, Section I: the formula expressing the relation between  $I_B$  and  $t$  and the two describing sentences around this formula, in the opinion of Germany, are obsolete because all needed values of  $I_B$  and  $t$  are listed in the diagram annexed to this proposal.
6. Annex 5, Section II: the range of signal lights in our opinion should also be given in nautical miles to bring this aspect in line with COLREG.
7. Annex 5, Section II: it is proposed to replace the complete table with table I of prEN 14744. To demonstrate the differences between the ranges of  $I_O$  according to the CENVI table and according to the prEN 14744 table, a diagram is reproduced in the annex to this proposal.
8. Annex 5, Section III, 2: In the event of heeling up to +/-5 degrees from the horizontal, the luminous intensity shall remain at least equal to 80 percent of the horizontal luminous intensity. To bring this in line with COLREG, it is proposed to change the value to 100 percent.
9. Annex 5, Section III, 2: If proposal no. 8 above is accepted, it would reflect precisely the requirements of the COLREG for vertical light distribution according to COLREG, Annex I, 10(a). In COLREG, Annex I, 10(b), a deviating vertical light distribution is required for navigation lights on sailing vessels under (ii): at least 50 percent of the required minimum intensity is to be maintained from 25 degrees above to 25 degrees below the horizontal. It is the opinion of Germany, that this requirement should be added to CEVNI.

Annex

$I_0$  photometric luminous intensity [cd]

Comparison of the ranges for the photometric luminous intensity of CEVNI and of prEN 14744



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