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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) (iv) of the provisional agenda

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

Amendments to CEVNI

Amendments to Chapter 3 “Visual Signals (Marking on Vessels)”

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

**Note by the secretariat**

At its thirty-second session, the Working Party 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 thirty-third session of the Working Party, where it was decided to consider all the proposals from the group at the 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 3 “Visual Signals (Marking on Vessels)”. Some of these proposals (Articles 3.01 to 3.16) had been presented to SC.3/WP.3 at its thirty-third session (ECE/TRANS/SC.3/WP.3/2008/16). 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 3 “VISUAL SIGNALS (MARKING) ON VESSELS”

1. Amendments to Article 3.01 - Application and definitions
  - (a) Delete paragraph 1;
  - (b) Delete paragraph 3;
  - (c) Renumber the paragraphs accordingly;
  - (d) Amend the sentence in paragraph 5 (e) as follows:  
“The term “height” means the height above the level of the **maximum** draught marks or, for vessels without draught marks (4), above the hull waterline”.
2. Amendments to Article 3.04 - Cylinders, balls, cones and bicones
  - (a) Add a new paragraph 4 as follows:  
“4. Contrary to the provision in paragraph 3, for small craft the use of signal body with smaller dimension is permitted, as long as they are large enough to be easily visible.”.
3. Amendments to Article 3.08 - Marking for motorized vessels proceeding alone
  - (a) Add a second sentence to paragraph 3.08.1 (a) as follows:  
“The height may be reduced to 4 m, when the vessel does not exceed a length of 40 m.”;
  - (b) Delete footnote 24;
  - (c) Amend provision 1 (b) as follows:  
“Side lights, each placed at the same height and on the same perpendicular to the axis of the vessel, 1 m lower than the masthead light, ~~not forward of it~~ **at least 1 m abaft of it on the widest part of the ship**; they shall be screened inboard so that the green light cannot be seen from the port side and the red light cannot be seen from the starboard side;”;
  - (d) Delete the words “high enough to be clearly visible to an overtaking vessel” at the end of paragraph 1 (c);
  - (e) Delete the last sentence in paragraph 3 and its footnote.

4. Amendments to Article 3.09 - Marking for towed convoys under way
  - (a) Amend paragraph 1 (a) as follows:  
“Two masthead lights one above the other about 1 m apart, placed forward and in the axis of the vessel, the upper light being at least ~~5 m higher~~ **at a height of, at least, 5 meters** and the lower light, so far as possible, at least 1 m higher than the side lights;”;
  - (b) Delete footnote 26;
  - (c) Delete footnote 27;
  - (d) Delete footnote 28.
  
5. Amendments to Article 3.10 - Marking for pushed convoys under way
  - (a) Delete footnote 29;
  - (b) Amend paragraph 4 as follows:  
“4. Pushed convoys with two pushers in side-by-side formation shall carry by night the stern lights prescribed in paragraph 1 (c) (i) on the pusher ~~at the starboard side~~ **providing the main traction**, the other pusher shall carry the stern light prescribed in paragraph 1 (c) (ii) above.”;
  - (c) Add a new paragraph 5 as follows:  
“For the application of this chapter, pushed convoys whose maximum dimensions do not exceed 110 m by 12 m are regarded as single motorized vessels”;
  - (d) Delete footnote 31.
  
6. Amendments to Article 3.11 - Marking for side-by-side formations under way
  - (a) Delete paragraph 4 (and Drawing 15 in Annex 3);
  - (b) Add a new paragraph ~~5~~ 4 as follows:  
A side-by-side formation whose greatest dimensions do not exceed 110 m in length and 23 m in width are regarded as single motorized vessels.”.
  
7. Amendments to Article 3.12 - Marking for sailing vessels under way
  - (a) Delete footnote 32.
  
8. Amendments to Article 3.13 - Marking for small craft under way
  - (a) Delete footnote 33;
  - (b) Delete footnote 34;
  - (c) Delete footnote 35.
  
9. Amendments to Article 3.14 - Additional marking for vessels carrying out certain transport operations involving dangerous substances
  - (a) Replace in the end of paragraph 1 the words “draught markings” by “maximum draught marks”;

- (b) Replace in the end of paragraph 2 the words “draught markings” by “maximum draught marks”.

10. Amendments to Article 3.15 - Marking of vessels authorized to carry more than 12 passengers with a hull length of not more than 20 m

- (a) Amend the title as follows: “Marking of vessels authorized to carry more than 12 passengers with a hull length of ~~not more~~ **less than 20 m**”;
- (b) Amend the beginning of article 3.15 as follows: “Vessels authorized to carry more than 12 passengers with a ~~maximum~~ hull length of ~~not more than 20 m~~” **of less than 20 m**”;
- (c) Delete footnote 38.

11. Amendments to Article 3.16 - Marking for ferry boats under way

- (a) Amend the end of the sentence in paragraph 1 (a) as follows: “this height may, however, be reduced if the ferry boat is ~~not more than 15 m long of the length of less than 20 m~~”;
- (b) Add at the end of paragraph 1 (a) the following sentence: “Insofar as the ferry-boat does not exceed 20 m, this height may be smaller”;
- (c) Delete footnote 40;
- (d) Delete footnote 41;
- (e) Delete paragraph 4.

12. Amendments to Article 3.20 - Marking for stationary vessels

- (a) Delete footnote 42;
- (b) Amend paragraph 1 as follows:  
“1. ~~A vessel directly or indirectly made fast to the bank~~ **All vessels except the vessels listed in Articles 3.22 and 3.25 shall carry:**  
By night:  
~~On the channel side and at a height of at least 3 m,~~ an ordinary white light visible from all directions **and at a height of at least 3 m**  
This light may be replaced by an ordinary white light at the bow and an ordinary white light at the stern, positioned at the same height on the channel side and visible from all directions.  
**By day:**  
**Only vessels stationary offshore, without direct or indirect access to the bank, a black ball in a suitable position forward and high enough to be visible from all directions.”;**
- (c) Delete paragraph 2;<sup>1</sup>
- (d) Amend paragraph 3 to read:  
“A ~~pushed~~ convoy stationary offshore (without direct or indirect access to the shore) shall carry:

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<sup>1</sup> The comments from the Russian Federation on this proposal are presented in document ECE/TRANS/SC.3/WP.3/2009/14, para. 8.

By night:

On each vessel of the formation an ordinary white light visible from all directions, in a suitable position and at a height of at least 4 m. The total number of lights marking the barges shall not exceed four, provided that the outlines of the convoy are clearly marked;

By day:

A black ball ~~on the pusher (or on each pusher) and~~ on the leading vessel of the convoy or on the outermost vessels leading the convoy **and on the pusher, if applicable.**"

(e) Delete paragraph 6.

13. Amendments to Article 3.20 - Additional marking for vessels of the supervising authorities and fire fighting services

- (a) Amend the title to read "Additional marking for vessels of the supervising authorities and fire fighting and rescue vessels"
- (b) Amend the last sentence of the article as follows:  
"This shall apply also to fire fighting vessels **and rescue** vessels when on their way to bring assistance"
- (c) Delete footnote 44.

14. Amendments to Article 3.28 - Additional marking for vessels under way carrying out work in the waterway

- (a) Delete footnote 45.

15. Amendments to Article 3.30 - **Distress sign**

- (a) Switch (b) and (c)' places.
- (b) Replace in paragraph 2, the words "article 4.01, paragraph 1" by "article 4.04"

16. Amendments to Article 3.30 - Additional marking for vessels engaged in fishing

- (a) Delete footnote 46.

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