

Distr.: Restricted
25 January 2011
English
Original: English
English and Russian only

Working Party on Inland Water Transport

Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

Thirty-eighth session

Geneva, 16–18 February 2011

Item 6 of the provisional agenda

European Code for Inland Waterways

Implementation of the European Code for Inland Waterways

Note by the secretariat

I. Introduction

1. At its fifty-third session the Working Party on Inland Water Transport emphasized the importance of the proper implementation process for the European Code for Inland Waterways (CEVNI) and agreed that the secretariat would circulate a special questionnaire aimed at collecting the information on the implementation process of the fourth revised edition of CEVNI (ECE/TRANS/SC.3/183, para. 13).
2. In accordance with this decision, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its thirty-sixth session, approved the circulation of a questionnaire on regional and national special requirements prepared by the secretariat and asked Governments and River Commissions to transmit their responses to the secretariat, so that the latter could prepare a consolidated document (ECE/TRANS/SC.3/WP.3/72, para. 11).
3. The collected information based on responses received from the Governments of Belarus, Bulgaria, Lithuania, the Netherlands, the Russian Federation, Slovakia, Serbia and from the Mosel Commission was submitted for the fifty-fourth session of SC.3 as the 2010 CEVNI status document (ECE/TRANS/SC.3/ 2010/5 and Add.1). SC.3 asked the secretariat to continue collecting the information on the implementation of CEVNI and to present an updated report to its fifty-fifth session (ECE/TRANS/SC.3/187, para.23).
4. The Working Party may wish to take note of the updated information on the implementation of CEVNI, including the information from Belgium and Germany, and invite Governments and River Commissions, who have not yet done so, to complete the questionnaire and transmit their responses to the secretariat as soon as possible.

II. Information on the existing regional and national special requirements in accordance with CEVNI Chapter 9

5. The table below presents responses received from the Governments of *Belarus, Belgium, Bulgaria, the Czech Republic, Germany, Lithuania, the Netherlands, the Russian Federation, Slovakia, Serbia and Turkey* and from the *Mosel Commission*.

CEVNI provisions

Regional and National Special Requirements

Chapter 1: General Provisions

Article 1.01 a) 5	In accordance with article 9.02, paragraph 1, the following administrations state in the ship's certificate that the vessel is a high-speed vessel: <ol style="list-style-type: none">1. <i>Bulgaria</i>;2. <i>Serbia</i> (envisaged by new draft legislation);3. <i>Turkey</i>.
Article 1.01 a) 9	In accordance with article 9.02, paragraph 2, the following administrations use the term "small size craft" as a subcategory of "small craft" to designate all vessels with a hull less than 7 m long, including rowing boats of any length: <ol style="list-style-type: none">1. <i>Belarus</i>;2. <i>The Netherlands</i> (The term "small size craft" is not used as a subcategory of "small craft", but within the category small craft, a special subcategory high speed small craft exists, especially for small craft capable of exceeding speeds of 20 km/h);3. <i>Russian Federation</i> (for the time being, this term applies to all small craft, but after the revision of the national Rules of Navigation on Inland Waterways, currently under way, the definition of the term "small craft" will be brought in line with that of CEVNI).
Article 1.01 a) 10	In accordance with article 9.02, paragraph 3, the following administrations use a different definition of "water bike": <ol style="list-style-type: none">1. <i>Belarus</i> (the term "hydro cycle" is used instead of "water bike");2. <i>Germany</i> (the term "water motorcycles" is not included in the <i>German Inland water transport regulations (Binnenschiffahrtsstraßen-Ordnung)</i>. <i>This issue is regulated by the special instructions on the water motorcycles</i>);3. <i>Lithuania</i>;4. <i>Mosel Commission</i> (this term is not used in the Police Regulations for the Navigation of the Mosel (PRNM), where this type of vessel is covered by the term "small craft");5. <i>The Netherlands</i> (all such craft are contained in the term "water scooter", defined in 1.01 a) 18 of the Dutch regulations);6. <i>Russian Federation</i> (the term "water bike" is mentioned in official documents but there is no definition of this term);7. <i>Serbia</i> (definition is the same but the term "Scooter" is used instead of "water bike");8. <i>Slovakia</i>;9. <i>Turkey</i>.
Article 1.02	In accordance with article 9.02, paragraph 4, the following administrations waive the provisions of article 1.02 in case of certain assemblies of floating material and non-motorized vessels in certain side-by-side formations:

CEVNI provisions

Regional and National Special Requirements

1. *Belgium*;
2. *Germany* (There is no need for a boatmaster on the pushed vessel in the pushed convoy, but there exists a subordination to the boatmaster of the pushing vessels . If a pushed barge is part of a side-by-side formation, the boatmaster of the leading vessel can carry out boatmaster duties for the pushed barge);
3. *Czech Republic*;
4. *Lithuania*;
5. *Turkey*.

Article 1.09

In accordance with article 9.02 paragraph 5, the following administrations prescribe other provisions concerning age for steering small craft:

1. *Belarus* (not less than 18 years);
2. *Belgium*: (yes for the pleasure craft, most of which is also small craft (18 years for the operator of pleasure craft, whose hull length is equal or superior to 15 m or pleasure craft which can reach the speed of 20 km/h; 16 years for other pleasure craft unless its engine power is equal or superior to 7355 W));
3. *Bulgaria* (not less than 18 years);
4. *Czech Republic*;
5. *Germany* (on selected distances with very limited traffic, easy navigation and no passenger traffic, the age for steering small craft is 12 years, provided that the person carries an identity card issued by one of the German affiliated water sport associations. By issuing this card the association guarantees the basic road safety. In some cases, this possibility is restricted to the vessels with the length less than 5 m and the engine power less or equal to 3.68 kW);
6. *Lithuania* (16 years for small craft of up to 50 HPs, 18 years for small craft of up to 150 HPs and 19 years for small craft of unlimited power, subject to the experience gained in steering during one year a small craft of up to 150 HPs);
7. *Mosel Commission* (there are no provisions concerning age for steering small craft with no mechanic motive power of its own);
8. *The Netherlands* (Vessels without propulsion, excluding sailing boats more than 7 m: no age limit; Sailing boats more than 7 m: 16 years; small motor boat less than 7 m and max. 13 kph: 12 years, any large vessel: 16 years; any high speed small craft: 18 years; high speed vessels: 18 years);
9. *Russian Federation* (not less than 18 years);
10. *Serbia* (16 years for small craft of up to 2.9 kW and 18 years for small craft of unlimited power);
11. *Slovakia* (16 years if used for sport activity);
12. *Turkey*.

Article 1.10

In accordance with article 9.02, paragraph 6, the following administrations require documents additional to those mentioned in Article 1.10 (1) to be on board of the vessel:

1. *Bulgaria*: documents mentioned in paragraphs (c) to (h) and (j) to (n) of article 9.02 (6);
2. *Lithuania*: documents mentioned in paragraphs (a), (c) to (e) and (h) to (m) of article 9.02 (6);
3. *Germany*: (The items mentioned under the letters q), r) and s) must not be present on board (the requirements are based on the Rhine));
4. *Mosel Commission* (documents mentioned in paragraphs (a) to (r). However, radar certificate mentioned in paragraph (c) is only required if the boatmaster's

- certificate does not include the authorisation to navigate by radar indicated by letter R on the certificate. With respect to the worksite craft without wheelhouse and crew accommodation, the documents required in paragraphs (a) and (f) only need to be available on the construction site);
5. *The Netherlands* (documents mentioned in article 9.02 paragraph 1 and the registration certificate of a high speed small vessel);
 6. *Russian Federation*: documents mentioned in paragraphs (c) to (f), (h), (l) to (n), (q) and (s) of article 9.02 (6);
 7. *Serbia*: all documents mentioned in article 9.02 (6) plus Waste Log Book; and Inspection Log Book;
 8. *Slovakia* (documents mentioned in paragraphs (e), (h), (j) to (n), (q) to (s) of article 9.02 (6));
 9. *Turkey* (documents mentioned in paragraphs (a), (c), (e), (h), (l), (o), (p), (s) of article 9.02 (6)).

Chapter 2: Marks and Draught Scales on Vessels; Tonnage Measurement

Article 2.02

In accordance with article 9.03, the following administrations prescribe other provisions for small craft which are neither motorized nor sailing craft and for sailboards or small sailing craft less than 7 m long:

1. *Belgium* (all small craft, except for the pleasure craft less than 5 m long and non-motorized boats less than 20 m long, must bear its name or devise on both side of its hull or on fixed plates or posters);
2. *The Netherlands* (Registration marks are only required for large vessels and high-speed small craft);
3. *Russian Federation*;
4. *Slovakia*: (for lifeboats);
5. *Turkey*.

Chapter 3, “Visual Signals (Marking) on Vessels”

Section II of Chapter 3

In accordance with article 9.04, paragraph 1, the following administrations do not require vessels under way to carry day markings:

1. *Belarus* (the carriage of day markings by vessels under way is not envisaged);
2. *Germany*: (There is no marking required for the dragging of side-by-side formations (article 3.11, paragraph 2 of CEVNI), no day marking requirements for ferry-boats (article 3.16 of CEVNI); no alternative marking foreseen in the cases mentioned in article 3.20 paragraph 1 (sentence 2) and article 3.20 paragraphs 2 and 3 of CEVNI. No marks are foreseen for vessels with limited manoeuvrability, for fishing vessels which drag nets, for vessels engaged in mine-sweeping operations or pilotage service).
3. *Lithuania* (under consideration);
4. *Mosel Commission* (the carriage of day markings is only required from towed convoys; pushed towed convoys; vessels carrying certain dangerous goods; vessels authorized to carry more than 12 passengers with a length of less than 20 m; vessels enjoying priority of passage and vessels under way which are impossible to control. Night markings, however, should be carried in reduced visibility);
5. *Russian Federation* (deviations from CEVNI requirements concerning day marking are considerable);

CEVNI provisions	Regional and National Special Requirements
Article 3.08, paragraph 1	<p>6. <i>Turkey</i>.</p> <p>In accordance with article 9.04, paragraph 2, the following administration prescribe: (a) a height of masthead light less than 5 meters or (b) stern lights other than recommended in 3.08 (1) (c):</p> <ol style="list-style-type: none"> 1. <i>Belgium</i>: (yes (b) only (4 m for vessels less than 40m long)); 2. <i>Germany</i>: (yes (a) and (b). The regulations only define that the stern and top light must be set, without information on the height); 3. <i>Belarus</i> (yes (a) only); 4. <i>Czech Republic</i> (yes (a) only: 4 m); 5. <i>Mosel Commission</i> yes (b) only and only for vessels less than 40 m long; 6. <i>Russian Federation</i> (yes, (a) and (b)); 7. <i>Turkey</i> (yes (a) only).
Article 3.09 paragraph 1 (a)	<p>In accordance with article 9.04, paragraph 3, the following administrations prescribe a height of an upper masthead light less than 5 m:</p> <ol style="list-style-type: none"> 1. <i>Belgium</i> (yes (b) only, (4 m for vessels less than 40m long)); 2. <i>Germany</i> (The regulations only define that the stern must be set, without information on the height); 3. <i>Belarus</i>; 4. <i>Czech Republic</i>; 5. <i>Mosel Commission</i> (yes but only for vessels less than 40 m long); 6. <i>Russian Federation</i>.
Article 3.10 paragraph 1	<p>In accordance with article 9.04, paragraph 4, the following administrations prescribe (a) the use of bright lights on narrow waterways or (b) authorize the pusher to carry the masthead lights and the side lights:</p> <ol style="list-style-type: none"> 1. <i>Belgium</i>: (yes (b) only, provided that the lights are placed on the largest part of the pushed convoy); 2. <i>Belarus</i> (yes (b) only); 3. <i>Germany</i> (the height of 5 m for the top light is not included); 4. <i>Czech Republic</i> (yes (b) only); 5. <i>Lithuania</i> ((a) under consideration, yes (b)); 6. <i>Russian Federation</i> (yes, (a) and (b)); 7. <i>Serbia</i> (yes (a) and (b)); 8. <i>Turkey</i> (yes (a) and (b)).
Article 3.11	<p>In accordance with article 9.04, paragraph 5, the following administrations consider a side-by-side formation whose greatest dimensions do not exceed 110 m in length and 23 m in width as single motorized vessels:</p> <ol style="list-style-type: none"> 1. <i>Bulgaria</i>; 2. <i>Germany</i> (Pushed convoy with the length not exceeding 110 m and the width not exceeding 12 are considered as a single motorized vessel of the same length and width. A side-by-side formation whose length exceeds 140 m is considered as a pushed convoy of the same length); 3. <i>Turkey</i>.
Article 3.14	<p>In accordance with article 9.04, paragraph 6, the following administrations authorize (a) seagoing vessels operating only temporarily in inland navigation areas the use of the day and night signals prescribed in the Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas adopted by the Maritime Safety</p>

Committee of the International Maritime Organization (by night an all-round fixed red light and by day flag “B” of the International Code of Signals), instead of the signals prescribed in paragraphs 1, 2 and 3 of article 3.14 and (b) prescribe red lights (or cones) instead of blue lights (or cones):

1. *Belgium*: (yes (b) only);
2. *Belarus* (yes (b) only);
3. *Lithuania* (yes (a) and (b));
4. *Russian Federation* (yes (b));
5. *Serbia* (yes (a) and yes (b) – only for vessels carrying explosive goods);
6. *Turkey* (yes (b) only).

Article 3.16

In accordance with article 9.04, paragraph 7, the following administrations prescribe another marking for ferry-boats:

1. *Belarus*;
2. *Germany*: (No day mark for ferry-boats and for the ferry-boats which enjoys priority of passage, as this does not exist in Germany);
3. *Mosel Commission* (The PRNM do not prescribe day markings for ferry-boats under way. Ferry-boats navigating freely do not need to carry side lights and a stern light by night. Moreover, the height of the white light can be reduced if the ferry-boat is less than 15 m long);
4. *Russian Federation*;
5. *Slovakia*;
6. *Turkey*.

Article 3.20 paragraph 4

In accordance with article 9.04, paragraph 8, the following administrations prescribe that small craft other than ship’s boats do not need to carry the black ball by day:

1. *Belarus*;
2. *Bulgaria*;
3. *Germany*;
4. *Lithuania* (under consideration);
5. *Serbia*;
6. *Turkey*.

Article 3.27

In accordance with article 9.04, paragraph 9, the following administrations prescribe a yellow scintillating light instead of the blue one for fire-fighting and rescue vessels:

1. *Czech Republic* (yellow lights for rescue vessels);
2. *Turkey*.

Chapter 4, “Sound Signals; Radiotelephony; Navigation Devices”

Article 4.01

In accordance with article 9.05, paragraph 1, the following administrations apply the harmonized national technical and operational requirements for radiotelephone installations on board inland navigation vessels in the framework of a Regional Arrangement based on the Radio Regulations of the International Telecommunication Union (ITU):

1. *Belgium*;
2. *Bulgaria*;
3. *Czech Republic*;
4. *Germany*;
5. *Lithuania*;
6. *Mosel Commission* (In article 4.05 the PRNM prescribe conformity with the

Regional Arrangement concerning the Radiotelephone Service on Inland Waterways and the EU Directive 1999/5/EC of 9 March 1999 on radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity. This issue is currently under consideration by the Mosel Commission);

7. *The Netherlands*;
8. *Serbia*;
9. *Slovakia*;
10. *Turkey*.

Article 4.06

In accordance with article 9.05, paragraph 2, the following administrations allow on certain inland waterways high-speed vessels to operate in daytime and at a visibility of 1 km and more without being fitted with radar equipment and a rate-of-turn indicator:

1. *Belarus*;
2. *Lithuania*.

Chapter 5, “Waterway Signs and Marking”

Article 5.01, paragraph 2

In accordance with article 9.06 the following administrations regulate navigation on certain sections by also using special signs at control posts:

1. *Germany*;
2. *The Netherlands* (the administration may do so by using signs, but also by using Notices to Skippers with the same legal status as a sign);
3. *Russian Federation* (with regard mainly to sections with one-way traffic).

Chapter 6, “Rules of the Road”

Article 6.02

In accordance with article 9.07, paragraph 1, the following administrations prescribe specific rules applicable to small size craft:

1. *Belgium*;
2. *Germany*;
3. *Mosel Commission* (article 6.02 paragraph 2 lists the provisions not applicable to small craft, namely, articles 6.04, 6.05, 6.07, 6.08, 6.10, 6.11 and 6.12). Moreover additional requirements applicable to small craft are included in article 6.02 bis).
4. *The Netherlands* (In general, the rules apply to all vessels, including small craft. When different rules apply, this is indicated specifically. EG: high speed vessels must always give way to small craft).
5. *Russian Federation* (More prescriptions exist concerning the navigation of small size craft, additional to the rule prescribing that small-size craft “may not require other vessels to give way to them”);
6. *Turkey*.

Article 6.04

In accordance with article 9.07, paragraph 2, the following administrations prescribe special exceptions to the rules on the meeting of vessels:

1. *Belgium* (when two vessels are meeting and there may be a risk of collision, the vessels which is on the starboard side of the fairway shall maintain its course and the other vessels shall give way to it);
2. *Belarus* (for high-speed vessels);
3. *Germany*;
4. *Mosel Commission*;

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	<ol style="list-style-type: none">5. <i>The Netherlands</i> (for small craft, sailing vessels and vessels propelled by muscular strength);6. <i>Russian Federation</i> (sound signals for indication of the side of meeting are not prescribed);7. <i>Turkey</i>.
Article 6.05	<p>In accordance with article 9.07, paragraph 3, the following administrations prescribe special rules for the meeting of vessels:</p> <ol style="list-style-type: none">1. <i>Belgium</i> (when two vessels are meeting and there may be a risk of collision, the vessels which is on the starboard side of the fairway shall maintain its course and the other vessels shall give way to it);2. <i>Germany</i>;3. <i>Mosel Commission</i>;4. <i>The Netherlands</i> (article 6.04(a) gives special provisions for vessels passing each other starboard/starboard. In the cases indicated by article 6.04(a), they may do so after showing a blue sign or a white flickering light (at night));5. <i>Russian Federation</i> (only for vessels towing rafts);6. <i>Turkey</i>.
Article 6.08	<p>In accordance with article 9.07, paragraph 4, the following administrations prescribe that if the signs referred to in paragraph 2 of article 6.08 cannot be displayed, vessels shall stop and wait until authorization to proceed is given by representatives of the competent authorities:</p> <ol style="list-style-type: none">1. <i>Belarus</i>;2. <i>Czech Republic</i>;3. <i>Russian Federation</i> (relevant indications may be found in special rules of navigation in particular river basins);4. <i>Slovakia</i>;5. <i>Turkey</i>.
Article 6.11 paragraph (b)	<p>In accordance with article 9.07, paragraph 5, the following administrations stipulate an exception for the situation when one of the convoys is a side-by-side formation whose maximum dimensions do not exceed 110 m x 23 m:</p> <ol style="list-style-type: none">1. <i>The Netherlands</i> (Exception for push barges not exceeding 110m x 12m);2. <i>Russian Federation</i> (paragraph (b) of article 6.11 is not applied);3. <i>Serbia</i> (the exception relates to side-by-side formations whose maximum dimensions do not exceed 110 m x 12 m);4. <i>Turkey</i>.
Article 6.22 bis	<p>In accordance with article 9.07, paragraph 6, the following administrations prescribe special rules for navigation when passing floating equipment at work or grounded or sunken vessels, and vessels whose ability to manoeuvre is limited:</p> <ol style="list-style-type: none">1. <i>Belarus</i>;2. <i>Germany</i> (no rules for the navigation when passing vessels whose ability to manoeuvre is limited);3. <i>The Netherlands</i> (But these rules do not differ from CEVNI).4. <i>Russian Federation</i> (rules for navigation when passing floating equipment at work differ from those indicated in article 6.22 bis);5. <i>Turkey</i>.

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
Article 6.23 paragraph 2 (b)	In accordance with article 9.07, paragraph 7, the following administrations prohibit the use of longitudinal cable: <ol style="list-style-type: none"> 1. <i>Belarus</i> (longitudinal cables are not used); 2. <i>Bulgaria</i>; 3. <i>Serbia</i>.
Articles 6.24–6.26	In accordance with article 9.07, paragraph 8, the following administrations prescribe special rules for passage under bridges: <ol style="list-style-type: none"> 1. <i>Belarus</i>; 2. <i>Germany</i>; 3. <i>Mosel Commission</i> (article 6.26 of the PRNM deals with passage through cradle locks and bottlenecks for sport vessels); 4. <i>The Netherlands</i> (The rules do not differ significantly from CEVNI. The Dutch rules allow the use of sound signals for opening bridges); 5. <i>Russian Federation</i>.
Article 6.27	In accordance with article 9.07, paragraph 9, the following administrations prescribe special rules for the passage through weirs: <ol style="list-style-type: none"> 1. <i>Belarus</i>; 2. <i>Germany</i>; 3. <i>Mosel Commission</i> (passage through weirs is prohibited); 4. <i>The Netherlands</i> (Special provisions are given for weirs that have a bridge lying across them).
Article 6.28	In accordance with article 9.07, paragraph 10, the following administrations prescribe special rules for the passage through locks: <ol style="list-style-type: none"> 1. <i>Belarus</i>; 2. <i>Germany</i>; 3. <i>Mosel Commission</i> (the PRNM prohibit the entrance to forebay to vessels not planning to lock through. They also prohibit overtaking in the lock area except for vessels and convoys waiting to lock through. The PRNM also define special prescriptions due to the usable length of the locks on the Mosel (an authorisation is required for pushed convoys whose length is longer than 170 m and less than 172.10 m); 4. <i>The Netherlands</i> (the rules are quite similar to CEVNI. The Dutch rules allow the use of sound signals for opening locks. It is prohibited to take fuel inside the lock); 5. <i>Russian Federation</i>.
Article 6.28 bis	In accordance with article 9.07, paragraph 11, the following administrations prescribe special rules for entering and leaving locks: <ol style="list-style-type: none"> 1. <i>Belarus</i>; 2. <i>Germany</i>; 3. <i>The Netherlands</i> (the rules are quite similar. The Dutch rules do not have a similar paragraph to 6.28 bis, paragraph 4); 4. <i>Russian Federation</i>.
Article 6.30	In accordance with article 9.07, paragraph 12, the following administrations prescribe other general rules for navigation in visibility of less than 1 km: <ol style="list-style-type: none"> 1. <i>Belgium</i> (to decide whether to stop or continue navigation and determine the appropriate speed, the vessel which navigates using radar can take into account

the radar information. It shall, however, take note of the diminished visibility experienced by the other vessels);

2. *Belarus*;
3. *Germany*: (article 6.30, paragraphs 4 and 5 are not included in the regulations);
4. *The Netherlands* (the rules for using radar are quite similar to CEVNI. However, there is no obligation to navigate by radar when visibility is reduced. Only on certain specified waterways, is it obliged to use radar in reduced visibility. The Dutch legislation has special rules for vessels not navigating by radar in reduced visibility. The rules CEVNI has for these vessels are aimed at getting these vessels to shore as soon as possible);
5. *Russian Federation*;
6. *Slovakia*;
7. *Turkey*.

Article 6.32

In accordance with article 9.07, paragraph 13, the following administrations (a) waive the provision on giving the three-tone signal or apply it only on certain waterways and (b) prescribe additional provisions for vessels navigating by radar:

1. *Germany*;
2. *Mosel Commission* (the three-tone signal is not prescribed by the PRNM);
3. *The Netherlands* (yes (a). In the Netherlands a one tone signal (long tone) is prescribed. For ferries it is one long tone followed by four short tones);
4. *Russian Federation* (yes (a) and (b));
5. *Slovakia* (yes (a));
6. *Turkey* (yes (a) and (b)).

Article 6.33

In accordance with article 9.07, paragraph 14, the following administrations prescribe that a vessel carrying the boatmaster of a convoy shall sound two long blasts:

1. *Bulgaria*;
2. *Czech Republic*;
3. *Serbia*;
4. *Slovakia*;
5. *Turkey*.

Chapter 8, "Signalling and reporting requirements"

Article 8.02 paragraph 4

In accordance with article 9.09 the following administrations require that if the vessel has stopped, all engines and auxiliary machinery must be stopped or unplugged:

1. *Belgium* (in article 4.05);
 2. *Czech Republic* (but the reference is made to article 8.01, paragraph 4).
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III. Information on deviations from articles of Chapters 1–8 of CEVNI, other than those listed in Chapter 9, if any

A. Mosel Commission

6. The comparative study of the Police Regulations for the Navigation of the Mosel (RPNM) and the fourth revised edition of CEVNI carried out by the secretariat of the Mosel Commission identified the following deviations in Chapter 1:

(a) Article 1.01 – in RPNM, subparagraphs (t), (u) and (v) concern the conformity of signal lights with European standards and the Regulations for the Carriage of Dangerous Goods on the Rhine (ADNR), and not the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN);¹

(b) Article 1.02 – a requirement specific to the boatmaster with regard to the quantity of alcohol that may be consumed is set; it also applies to the vessel crew;

(c) Article 1.07, paragraph 1 – RPNM prescribes requirements for loading canal barges;

(d) Article 1.08, paragraphs 3 and 4 – here and elsewhere in the text (article 2.04), RPNM refers to the Rhine Vessels Inspection Regulations;

(e) Article 1.10, paragraph 1 – RPNM requires additional documents to be kept on board vessels navigating on the Mosel. Some of the documents required by RPNM are mentioned in Chapter 9 of CEVNI;

(f) Article 1.12 – RPNM prescribes that, when raised, anchors must not hang below the bottom or keel of the vessel;

(g) Article 1.15 – there is no mention in RPNM of the prohibition of throwing, pouring or discharging into inland waterways any form of petroleum waste or mixtures of such waste with water;

(h) Article 1.16 – in RPNM, after an accident has occurred, all persons involved must keep themselves informed of the consequences of the accident and supply information that will facilitate their identification, the identification of the vessel and an understanding of the nature of their involvement. Any person whose behaviour — within a given set of circumstances — may have caused an accident is considered to be involved in the accident;

(i) Article 1.18 – CEVNI stipulates exceptions for pushed convoys. The obligation to remove from the river bed a grounded or sunken vessel, a grounded assembly of floating material or an object lost by a vessel or assembly is governed by national regulations;

(j) Article 1.20 – RPNM does not authorize representatives of the competent authorities to prohibit the navigation of a vessel in specific cases;

(k) Article 1.21 – in RPNM, amphibious vessels are considered small craft. Paragraphs 3 and 4 of this article concern aspects specific to the Mosel river;

(l) Article 1.22 – RPNM provides details concerning the special temporary regulations that may be issued;

¹ As of 1 January 2011 RPNM refers to ADN and not ADNR.

(m) CEVNI does not contain the following articles, which appear in RPNM: article 1.24 (Applicability in ports, loading and unloading zones), article 1.25 (Loading, unloading and transshipment operations), article 1.26 (Special rights for vessels of the supervisory authorities) and article 1.27 (Requirements, authorizations and approvals).

7. The comparative study of RPNM and CEVNI carried out by the secretariat of the Mosel Commission identified the following deviations in Chapter 2:

(a) Article 2.01, paragraph 4 – in RPNM, a special exception is made for canal barges, which may replace the identification marks specified in article 2.01 by those prescribed or allowed on French canals or on the Sarre river. Paragraphs 4 and 5 of article 2.01 of CEVNI are not reproduced in RPNM;

(b) Article 2.04 – specific provisions are prescribed for canal barges; Moreover, RPNM refers to Rhine Vessels Inspection Regulations and not Resolution No.61;

(c) Article 2.05 – specific provisions are prescribed for identification marks on anchors; in addition, these provisions do not apply to vessels operating only temporarily on the Mosel.

8. The comparative study of RPNM and CEVNI carried out by the secretariat of the Mosel Commission identified the following deviations in Chapter 3:

(a) Article 3.01 – in RPNM, paragraphs 3 and 5 prescribe, respectively, special rules for pushed convoys and side-by-side formations and a provision concerning vessels waiting to enter locks. The definition of the term “height” has been left out;

(b) Article 3.02 – RPNM prescribes provisions concerning lights, in addition to signal lights, used for navigation on the Mosel, and night marking for non-motorized vessels;

(c) Article 3.06 – RPNM does not prescribe provisions for emergency lights;

(d) Article 3.08 – RPNM does not cover high-speed vessels;

(e) Article 3.09 – in paragraph 5, RPNM prescribes exceptions to the requirements for passing through harbours (convoys consisting solely of one motorized vessel and a single towed unit). The RPNM article does not mention openings of fixed bridges or seagoing vessels coming directly from or leaving for the sea;

(f) Article 3.10 – RPNM stipulates that pushed convoys with two pushers in side-by-side formation must carry the stern lights prescribed in paragraph 1 (c) (i) on the starboard pusher; the other pusher is required to carry the stern lights prescribed in paragraph 1 (c) (ii). In paragraph 4 of the RPNM, when a pushed convoy is towed by day, the pusher must carry a yellow ball in an appropriate place and at a height enabling it to be visible from all directions. RPNM stipulates that stern lights should be white. RPNM does not reproduce paragraphs 3–5 of CEVNI article 3.10;

(g) Article 3.11 – RPNM does not reproduce paragraphs 2 and 3 of the CEVNI article;

(h) Article 3.12 – RPNM does not reproduce paragraphs 2 and 3 of the CEVNI article;

(i) Article 3.13 – RPNM prescribes provisions for small sailing craft; RPNM does not reproduce paragraphs 2, 5 (last sentence) and 7 of the CEVNI article;

(j) Article 3.14 – RPNM specifies that this additional marking applies to vessels under way carrying out certain transport operations involving dangerous substances. RPNM refers to ADN and not to ADNR;

(k) Article 3.17 – under this article RPNM prescribes provisions for marking applicable to vessels under way that enjoy priority of passage;

(l) Article 3.18 – RPNM specifies that this additional marking applies to vessels under way that are unable to manoeuvre. The requirements for marking by day are different. RPNM does not reproduce provisions for marking by night that allow for carrying two red lights, one above the other, nor does it reproduce other provisions for small craft with regard to night marking;

(m) Article 3.20 – RPNM does not prescribe provisions for day marking. Convoys and small craft are not mentioned. Exemptions from the obligation to carry marking as prescribed by this article are granted by the competent authorities;

(n) Article 3.26 – in RPNM, specific reference is made to the fact that this article concerns anchors, floating material and floating establishments;

(o) Article 3.30 – RPNM does not prescribe the same distress signals as those prescribed by CEVNI. The list of signals accepted by CEVNI is longer than that contained in RPNM;

(p) RPNM does not reproduce articles 3.34–3.38 of CEVNI.

9. The comparative study of RPNM and CEVNI carried out by the secretariat of the Mosel Commission identified the following deviations in Chapter 4:

(a) Article 4.06 – RPNM refers to the Rhine Vessels Inspection Regulations;

(b) RPNM does not reproduce article 4.07 of CEVNI.

10. The comparative study of RPNM and CEVNI carried out by the secretariat of the Mosel Commission identified the following deviations in Chapter 5:

(a) RPNM does not reproduce article 5.03 of CEVNI;

11. The comparative study of RPNM and CEVNI carried out by the secretariat of the Mosel Commission identified the following deviations in Chapter 6:

(a) RPNM does not reproduce articles 6.01 and 6.01 bis of CEVNI;

(b) Article 6.01 of RPNM prescribes the rules of the road for sailing craft on the Mosel;

(c) Article 6.02 bis of RPNM prescribes the rules of the road for small craft;²

(d) Article 6.03 – RPNM does not stipulate that a boatmaster who sees any danger of collision must sound a series of very short blasts;

(e) Article 6.03 bis – RPNM does not reproduce article 6.03 bis of CEVNI;

(f) Article 6.05 – RPNM does not reproduce paragraphs 1, 6 or 7 of the CEVNI article. In RPNM, paragraph 1 sets an upper limit for the number of passengers (at 300);

(g) Article 6.06 – RPNM does not reproduce article 6.06 of CEVNI;

² This provision is identical to the corresponding article in the Police Regulations for the Navigation of the Rhine that is reproduced in the annex.

(h) Article 6.07 – RPNM does not include requirements for meetings on waterways for which “downstream” and “upstream” are not defined;

(i) Article 6.10 – RPNM does not reproduce the privileges granted to sailing vessels and small craft in terms of overtaking (CEVNI, paras. 6 and 7) or signalling by sounding blasts when overtaking (CEVNI, para. 3);

(j) Article 6.13 – RPNM does not reproduce the privileges granted to small craft;

(k) Article 6.16 – RPNM does not reproduce paragraphs 2, 6 and 7 of CEVNI. Signs prohibiting the entry to a port are slightly different (use of arrows);

(l) Article 6.21 – RPNM prescribes that a convoy or a side-by-side formation must be composed in such a way that it can pass through a lock in a single operation; in particular, its total width may not exceed 11.45 m (para. 1). RPNM stipulates that all pushed convoys or side-by-side formations whose length exceeds 86 m must be capable, when proceeding downstream, of stopping in good time in such a way that they remain under proper control before and after stopping. The same requirement applies to all motorized vessels longer than 86 m, except for those whose keel was fitted prior to 1 April 1960 (para. 2). RPNM prescribes that motorized vessels that provide the main traction of a side-by-side formation should be on the starboard side of such a formation (para. 3). RPNM does not include requirements for ship-borne barges;

(m) Article 6.21 bis – this article is reproduced in article 8.05 of RPNM. RPNM prescribes that a pusher barge outside a pushed convoy may be relocated only over short distances and in accordance with the regulations prescribed by the competent authority or with the authorization of that authority;

(n) Article 6.22 – RPNM stipulates exceptions for small non-motorized craft with regard to sign A.1a and for vessels not using their own mechanical means of propulsion. The prohibition applies also to floating material. Persons practising aquatic sports without the use of a boat may not for such purposes use a section of the waterway behind a board bearing the sign A.1. Sections of the waterway closed to use or whose use is restricted may be marked with a series of two or more boards bearing the signs A.1, A.1a or A.12, or with a series of two or more yellow floats bearing these signs as topmarks;

(o) Article 6.29 – RPNM prescribes specific provisions with regard to the order of passage through locks;

(p) Article 6.31 – the requirements concerning the pealing of bells are somewhat different. RPNM provides an exception for pushed convoys and side-by-side formations (para. 3);

(q) Article 6.33 – RPNM does not include requirements for ferry-boats not navigating by radar;

(r) RPNM does not include articles 6.34–6.37 of CEVNI.

12. The comparative study of RPNM and CEVNI carried out by the secretariat of the Mosel Commission identified the following deviations in Chapter 7:

(a) Article 7.01 – RPNM prescribes that, in areas where, owing to conditions in the fairway, it is necessary to navigate at a distance of less than 40 m from the bank, vessels may berth side-by-side only if their total width does not exceed 11.45 m;

(b) Article 7.02 – RPNM prescribes that berthing is prohibited in lay-bys located upstream and downstream from locks, except for vessels in the process of locking. Authorization may nevertheless be provided by the personnel of the locks for overnight berthing or in bad weather in downstream lay-bys, provided that this does not hinder the passage of other vessels;

(c) Article 7.06 – RPNM requires vessels to berth abreast from the bank outwards;

(d) Article 7.08 – RPNM does not stipulate special requirements for vessels lying in the fairway, tank vessels carrying dangerous substances or vessels carrying passengers.

13. The comparative study of RPNM and CEVNI carried out by the secretariat of the Mosel Commission identified the following deviations in Chapter 8:

(a) Article 8.02 – these requirements are reproduced by RPNM in article 9.05; however, RPNM prescribes additional and specific provisions.

B. Netherlands

14. The Dutch administration does not demand a second headmast light for vessels less than 110 m long, prescribed by article 3.08, paragraph 1, part.2.

15. Starting in summer 2010, the Navigation Rules for inland waterways in the Netherlands will be harmonized towards CEVNI. During this process, deviations from chapters 1–8 of CEVNI will be identified. A complete list of deviations can be expected in spring 2011.

C. Russian Federation

16. With respect to the definition of the “high-speed vessel” in article 1.01 a) 5 of CEVNI, the national Rules of Navigation on Inland Waterways use the term “fast-moving vessel” whose speed is greater than 30 km/h.

IV. Information on additional requirements complementing Chapters 1–8 of CEVNI, if any

A. Central Commission for the Navigation of the Rhine

17. The preliminary study of the Police Regulations for the Navigation of the Rhine (RPNR) and CEVNI carried out by the secretariat of CCNR identified the following additional provisions in Chapter 1 of RPNR:

(a) Article 1.02 – in paragraph 1, RPNR specifies that boatmasters are considered to possess the necessary performance requirement if they are licence holders in accordance with the Rhine Licensing Regulations. In paragraph 7, RPNR prohibits navigation of the vessel by boatmasters whose blood alcohol concentration is 0.5 parts per thousand or more, or when their level of alcohol absorption corresponds to an equivalent alcohol concentration in the blood or exhaled breath (the same prohibition applies to crew members as indicated in article 1.03 of RPNR);

(b) Article 1.10 – RPNR stipulates requirements for documents additional to those listed in articles 1.10 and 9.02 (6) of CEVNI, such as a Rhine navigation membership certificate or certificates required under regulations relating to safety personnel for passenger vessels;

(c) Article 1.21 – in paragraph 2, RPNR stipulates that, for the purposes of the current regulations, amphibious vehicles are considered to be small craft;

(d) Article 1.22 – RPNR contains two additional paragraphs on possible reasons for temporary requirements.

18. The preliminary study did not identify any additional provisions in Chapter 2 of RPNR.

19. The preliminary study identified the following additional provisions in Chapter 3 of RPNR:

(a) Article 3.01 – according to paragraph 3 (b) in RPNR, side-by-side formations whose length exceeds 140 m are considered to be pushed convoys of the same length.

20. The preliminary study identified no additional provisions in Chapter 4 of RPNR.

21. The preliminary study identified no additional provisions in Chapter 5 of RPNR.

22. The preliminary study identified the following additional provisions in Chapter 6 of RPNR:

(a) Article 6.02 – in RPNR, paragraph 2 prescribes that the provisions of articles 6.04, 6.05, 6.07, 6.08, paragraph 1, 6.10, 6.11 and 6.12 — with the exception of sign B.1 — do not apply to or in respect of the small craft, towed convoys and side-by-side formations referred to in article 6.02, paragraph 1. Vessels other than small craft are not required to comply with the provisions of articles 6.09, paragraph 2, 6.13, 6.14 or 6.16 in respect of the small craft, towed convoys and side-by-side formations referred to in article 6.02, paragraph 1;

(b) Article 6.02 bis of RPNR prescribes the rules of the road for small craft;³

(c) Article 6.32 – in RPNR, this article is structured differently than the corresponding article in CEVNI.⁴

23. The preliminary study identified the following additional provisions in Chapter 7 of RPNR:

(a) Article 7.01 – in RPNR, paragraph 2 prescribes that, in areas where, owing to conditions in the fairway, it is necessary to navigate at a distance of less than 40 m from the bank, vessels may berth along the bank only in single file.

24. The preliminary study revealed that the following articles of RPNR are not found in CEVNI:⁵

(a) Article 8.01 (Towing of or by a pushed convoy);

(b) Article 8.02 (Pushed convoys consisting of vessels other than pusher barges);

(c) Article 8.03 (Pushed convoys consisting of ship-borne barges);

³ The text of this article is reproduced in the annex.

⁴ The text of this article is reproduced in the annex.

⁵ The text of this article is reproduced in the annex.

- (d) Article 8.04 (Relocation of pusher barges outside a pushed convoy);
- (e) Article 8.05 (Couplings of pushed convoys);
- (f) Article 8.06 (Voice link on board convoys);
- (g) Article 8.07 (Movement of persons on board pushed convoys);
- (h) Article 8.08 (Formation of towed convoys);
- (i) Article 8.10 (Safety on board vessels authorized to transport more than 12 passengers).

B. Mosel Commission

25. The preliminary study carried out by the secretariat of the Mosel Commission identified the following additional provisions in RPNM:

- (a) Chapter 8 (Additional provisions);
 - Article 8.01 (Maximum dimensions of vessels and convoys);
 - Article 8.01 bis (Running speed);
 - Article 8.02 (Towing of or by a pushed convoy);
 - Article 8.03 (Pushed convoys consisting of vessels other than pusher barges);
 - Article 8.04 (Pushed convoys consisting of ship-borne barges);
 - Article 8.06 (Couplings of pushed convoys);
 - Article 8.07 (Voice link on board convoys and vessels longer than 110 m);
 - Article 8.08 (Movement of persons on board pushed convoys);
 - Article 8.11 (Onboard safety of passengers);
 - Article 8.12 (Use of piers for passenger vessels);
- (b) Chapter 9 (Special rules of the road and berthing rules);
 - Article 9.01 (Navigation restrictions);
 - Article 9.02 (Passage through the Metz locks outside navigation hours);
 - Article 9.03 (Traffic in the entry channel to the Koblenz locks);
 - Article 9.04 (Navigation of pushed convoys at the mouth of the Mosel);
- (c) Chapter 10 (Navigation restrictions during flood-water periods);
 - Article 10.01 (Flood marks);
 - Article 10.02 (Procedure to follow when flood marks are reached or exceeded)
- (d) Chapter 11 (Protection of waters and elimination of wastes produced on board vessels);
 - Article 11.06 (Obligation to supervise fuelling)

Articles 11.01–11.09 (with the exception of article 11.06) are found in Chapter 10 of CEVNI.

C. The Netherlands

26. Starting in summer 2010, the Navigation Rules for inland waterways in the Netherlands will be harmonized towards CEVNI. During this process, additional requirements compared to CEVNI will be identified. A complete list of additional requirements can be expected in spring 2011.

D. Russian Federation

27. Currently, the Government of the Russian Federation is preparing a detailed inventory of deviations from CEVNI, contained in national Rules of Navigation on Inland Waterways of the Russian Federation. The inventory will be made available to the secretariat once it is finalized.

Annex

Articles of the Police Regulations for the Navigation of the Rhine (RPNR) not found in CEVNI

Article 6.02 bis – Rules of the road for small craft

1. Motorized small craft shall give way to non-motorized small craft.
2. Small craft that are neither motorized nor under sail shall give way to small sailing craft.
3. When two motorized small craft are crossing in such a manner that there is a risk of collision, one of them shall keep out of the way of the other as follows:
 - (a) When they are proceeding on courses directly or almost directly opposite to each other, each vessel shall veer to starboard so as to pass on the port side of the other;
 - (b) When they are proceeding on different courses that cross, the small craft that sees the other to starboard shall give way to it; this provision is without prejudice to the application of articles 6.13, 6.14 and 6.16.
4. When two small craft under sail are crossing in such a manner that there is a risk of collision, one of them shall keep out of the way of the other as follows:
 - (a) When each craft has the wind on a different side, the craft with the wind on the port side shall give way to the other;
 - (b) When both craft have the wind on the same side, the craft which is to windward shall give way to the craft to leeward;
 - (c) If a craft with the wind on the port side sees another craft to windward and cannot determine with certainty whether the other craft has the wind on the port or on the starboard side, it shall give way to that other craft.

Small sailing craft shall overtake to windward other small sailing craft. The windward side shall be deemed to be the side opposite to that on which the mainsail is carried.
5. Small sailing craft in the process of tacking must not manoeuvre in such a way as to oblige a small craft following the bank to starboard to give way.

Article 8.01 (Towing of or by a pushed convoy)

1. The towing of a pushed convoy is prohibited.

Notwithstanding, pushed convoys may be towed in the event of exceptional local circumstances, provided that doing so does not hinder navigation.
2. Towing by a pushed convoy is prohibited. Notwithstanding, a pushed convoy may carry out towing operations:

When proceeding upstream, provided that its maximum dimensions do not exceed 110 m x 12 m;

When proceeding downstream, provided that its maximum dimensions do not exceed 86 m x 12 m;

And provided, in addition, that an indication to that effect is made in the inspection certificate of the pusher.

A group consisting of a pushed convoy that performs towing operations shall be considered a towed convoy within the meaning of article 1.01, subparagraph (d), and the pushed convoy shall be considered a motorized vessel leading a towed convoy.

Article 8.02 (Pushed convoys consisting of vessels other than pushing barges)

A pushed convoy may consist of vessels other than pushing barges when this is expressly provided in the inspection certificate of the pusher and in that of the pushed vessel.

Article 8.03 (Pushed convoys consisting of ship-borne barges)

1. Pushed convoys may be led by ship-borne barges only when:
 - (a) The ship-borne barge is equipped with a front-beak; or
 - (b) The ship-borne barge is built with a moulded front; or
 - (c) The ship-borne barge is placed next to the normal barge and the lowest point below which the ship-borne barge is no longer considered watertight is at least 1 m above the water level.
2. For the purposes of paragraph 1 above, the leader of the pushed convoy shall be equipped with anchors as prescribed by the Rhine Vessels Inspection Regulations.
3. The competent authority may grant special exemptions for short journeys on the channelled Rhine and on the Grand Canal d'Alsace for convoys consisting of no more than two ship-borne barges and whose length does not exceed 86 m.

Article 8.04 (Relocation of pusher barges outside a pushed convoy)

A pusher barge outside a pushed convoy may be relocated only:

- (a) If coupled or if towed by a motorized vessel, provided that the inspection certificate of both vessels contains an indication to that effect;
- (b) Over short distances, with a view to the formation of a pushed convoy or following the disassembly of a pushed convoy, in accordance with the regulations prescribed by the competent authority or with its authorization.

Article 8.05 (Couplings of pushed convoys)

1. The couplings of a pushed convoy must ensure the convoy's rigidity.
2. It must be possible to accomplish coupling and uncoupling simply and easily.
3. Couplings shall be kept uniformly tight by using the appropriate tools, preferably special winches.

4. For pushed convoys whose width is less than or equal to 12 m and which consist of a pusher vessel and a pushed vessel, the rigid connection between the two vessels may be replaced by a coupling system that is approved by an inspection commission and permits guided articulation.

Article 8.06 (Voice link on board convoys)

1. When the length of a pushed convoy exceeds 110 m, there must be a two-way voice link between the wheelhouse of the pusher and the leader of the convoy.
2. In the case of pushed convoys propelled by two side-by-side pushers, a two-way voice link must be ensured between the steering positions of both pushers.
3. In the case of side-by-side formations consisting of motorized vessels, a two-way voice link must be ensured between the steering positions of both vessels.
4. In the case of towed convoys, a two-way voice link must be ensured between the steering positions of all vessels.
5. The ship-to-ship network must not be used to provide a voice link.

Article 8.07 (Movement of persons on board pushed convoys)

The movement of persons on a pushed convoy must be easy and safe. In addition, convoys must be equipped with the proper protective devices for any openings between convoy units.

Article 8.08 (Formation of towed convoys)

1. The distance between the motorized vessel at the head of the convoy and the first towed unit must not exceed 120 m. Nevertheless, in a convoy proceeding upstream consisting of a single towed vessel whose dead weight is more than 600 t, this distance may be increased to a maximum of 200 m.
2. The distance between two towed units must not exceed 100 m.
3. The distance between two motorized vessels at the head of a towed convoy must not exceed 120 m.

Article 8.10 (Safety on board vessels authorized to transport more than 12 passengers)

The following provisions apply to vessels authorized to transport more than 12 passengers and equipped to accommodate them on board overnight:

(a) A safety plan indicating the tasks to be performed by the crew and the personnel in the event of an emergency must be kept on board the vessel. Instructions for passengers in the event of a leak, a fire or an evacuation of the vessel must also be kept on board.

The safety plan and instructions must be posted in various appropriate locations;

(b) The crew and the personnel must be familiar with the safety plan referred to in subparagraph (a) above and must be given periodic instruction in the tasks they are expected to perform;

(c) Any time passengers are on board the vessel, all obstacles must be removed from the evacuation routes. It must be possible to open easily from both sides the doors and emergency exits located on these routes;

(d) Safety instructions must be provided to passengers at the beginning of any journey lasting more than one day;

(e) During the night, as long as there are passengers on board, safety checks must be carried out every hour. Appropriate procedures should be in place for verifying the discharge of this duty.
