Economic Commission for Europe
Inland Transport Committee
Working Party on Inland Water Transport
Fifty-sixth session
Geneva, 10–12 October 2012
Item 6 (a) of the provisional agenda
Standardization of technical and safety requirements in inland navigation:
European Code for Inland Waterways (CEVNI) (Resolution No. 24)

Status of amendments to CEVNI

Note by the secretariat

I. Mandate

1. At its fortieth and forty-first sessions, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) rectified the text of amendments to the fourth revised edition of CEVNI (ECE/TRANS/SC.3/115/Rev.4), which had been approved as pending amendments by the Working Party on Inland Water Transport (SC.3) at its fifty-fifth session (ECE/TRANS/SC.3/191, para. 30). The secretariat was requested to transmit to SC.3 a consolidated text of these draft amendments to CEVNI together with new amendment proposals agreed upon by the Working Party SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/80, para. 24 and ECE/TRANS/SC.3/WP.3/82, paras. 22 (a) and 25).

2. The Working Party may wish to consider and approve as pending amendments to CEVNI this consolidated text reproduced below. The modifications to the existing text of CEVNI are marked in bold for new or strikethrough for deleted characters.
II. Amendments to the fourth revised edition of CEVNI, adopted by the fifty-fourth and fifty-fifth sessions of SC.3

A. Amendment to the text of Resolution No. 24

3. Update the text of the 1985 Resolution No. 24 reproduced in ECE/TRANS/SC.3/115/Rev.4 and issue a new number to the resolution during the next revision.

B. Amendment to Chapter 1

4. Supplement article 1.01 (c) with a new definition reading

The term “peal of a bell” means two strokes of a bell.

5. Complement definition 14 of article 1.01 (d) with a new entry reading

On canals, lakes and broad waterways the term “left and right banks” is assigned by the competent authorities shall decide on the matter in light of local conditions. However, it is recommended that for canals, the terms “right” and “left” should be defined as meaning to the right and to the left respectively of an observer facing the direction in which the numbers indicated on successive kilometer markings increase.

6. Supplement article 1.01 (d) with a new definition 14 bis reading

The designations “right-hand side” and “left-hand side” of the waterway or fairway are understood to be for an observer facing downstream. On canals, lakes and broad waterways, the terms “right-hand side” and “left-hand side” shall be defined by the competent authorities.

7. Modify paragraph 5 of article 1.10 to read:

5. However, the ship’s certificate and the measurement certificate do not need to be carried on board a pushed barge to which is affixed a metal or plastic plate conforming to the following model:

| Official identification number No. |
| Unique European vessel identification number: ............... |
| Ship’s certificate No.: .................................................... |
| Competent authority: ...................................................... |
| Expiry date: ................................................................. |

These particulars shall be engraved or stamped or permanently printed in easily legible characters not less than 6 mm high. The metal plate shall be not less than 60 mm high and 120 mm long; it shall be permanently affixed in a prominent place towards the stern of the barge on the starboard side.

The conformity of the particulars given on the plate to those in the barge’s ship’s certificate shall be certified by the competent authority, whose stamp shall be applied to the plate. The ship’s certificate and measurement certificate shall be kept by the owner operator of the barge.
C. Amendments to Chapter 2

8. In paragraph 1 (c) of article 2.01, for official identification number substitute unique European vessel identification number.

D. Amendments to Chapter 3

9. At the beginning of paragraph 3 (c) of article 3.01 add "If not prescribed otherwise".
10. Supplement paragraph 3 (c) of article 3.12 with
    By night: the lights according to paragraph 1 and one masthead light instead of the lights according to paragraph 2.
11. In article 3.25, paragraph 1, at the end of subsection (a), the words "and, as appropriate" should start on a new line below.

E. Amendments to Chapter 4

12. In paragraph 1 (a) of article 4.06 for in annex 10 substitute in Part III of Appendix 7 to the annex of Resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels”.

F. Amendments to Chapter 6

13. Amend article 6.01 as follows:
    (a) Amend the title of article 6.01 to read:
        Definitions and scope of application
    (b) Add a new paragraph 2
        2. Unless otherwise indicated, for the purpose of this chapter, the rules applicable to vessels also apply to convoys.
14. In paragraph 2 of article 6.03
    (i) for visual signals substitute visual or sound signals;
    (ii) In the last part of the sentence for by the towed vessel at the head of convoy substitute by the vessel at the head of convoy.

G. Amendments to Chapter 6

15. In article 8.02, amend paragraph 6 to read
    The competent authority shall not transmit these data to third parties with the exception of the neighbouring competent authorities along the vessel’s route. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services.
H. Amendment to Annex 3

16. It is proposed to bring the following corrections to the sketches in Annex 3 of CEVNI to bring them in line with relevant articles in Chapter 3:

(a) Delete sketches No. 41 given that paragraph 4 of article 3.16 was deleted during the last revision of CEVNI and replace them by an inscription “Left void”;

(b) Replace the existing text under sketch No. 45 by article 3.20: Stationary vessels;

(c) In sketches No. 46, delete the sketch for night marking and in the text under the sketch substitute paragraph 2 for paragraph 1;

(d) In the text under sketches No. 47, substitute paragraph 2 for paragraph 3;

(e) In the text under sketches No. 48, substitute paragraph 3 for paragraph 4;

(f) Replace the existing sketch No. 50 by existing sketch No. 49;

(g) Replace the existing sketch No. 49 by the sketch representing additional night- and day marking for stationary vessels carrying out certain transport operations involving dangerous substances, as set out in article 3.21.1

17. Supplement signs 66 “Boarding prohibited” and 67 “Prohibition to smoke or use an unprotected light or flame” with the following sketches 1 and 2 from Appendix 3 of Resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels”, respectively, thus providing for possible alternative markings:

```
Sketch 1
No access for unauthorized persons

Colours: red/white/black
```

```
Sketch 2
No naked lights or fires and no smoking

Colours: red/white/black
```

---

1 The sketch similar to No. 42 of the Police Regulations for the Navigation of the Rhine (PRNR)).
### I. Amendment to Annex 6

18. At the end of section III of Annex 6 add the following definition:

   The term “peal of a bell” means two strokes of a bell.

19. Add “and Belarus” at the end of a footnote to a sound signal “Do not approach” in Section A.

20. In annex 6 after F (b), add the following visual representation of the fog signal for ferry-boats not navigating by radar, referred to in article 6.33, para. 2, i.e.:

   ![Ferry Signal](image)

   (ii) Ferry boats not navigating by radar

      One long blast followed by four short blasts; repeated at intervals of not more than one minute.

      Article 6.33, paragraph 2.

### J. Amendment to Annex 7

21. Add the following sign under “Informative signs and marking”:

   ![](image)

   E.25 Electrical power supply available

22. Add the following sign under “Informative signs and marking”:

   ![](image)

   E.26 Winter harbour

23. Add the following sign under “Informative signs and marking”:

   ![](image)

   E.26.1 Maximum number of vessels permitted to berth in winter harbour

---

2 The Working Party may wish to note that this representation existed in the third edition of CEVNI (ECE/TRANS/SC.3/115/Rev.3), but only for waterways of class II. It was deleted with the removal of the distinction between class I and class II in the fourth revised edition of CEVNI.
24. Add the following sign under “Informative signs and marking”:
   E.27 Winter shelter

25. Add the following sign under “Informative signs and marking”:
   E.27.1 Maximum number of vessels permitted to berth in winter shelter
   Maximum number of vessels permitted to berth abreast
   Maximum number of rows of vessels which are berthed abreast

K. Amendment to Annex 8

26. Delete the definition relating to designation of “right-hand side” and “left-hand side” of the waterway or fairway in Section I (2) of Annex 8 of CEVNI “Buoyage and marking of waterways, lakes and broad waterways”.³

27. Modify the illustration of a yellow flashing light for marking of cross-overs in Part III of Annex 8 as shown:

³ This definition should be moved to article 1.01 (d) as definition 14 bis (see para. 7 above).