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Working Party on Inland Water Transport

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Item 7 (a) of the provisional agenda

Standardization of technical and safety

requirements in inland navigation: European Code for
Inland Waterways (CEVNI) (Resolution No. 24, revised)

New amendment proposals to CEVNI

Note by the secretariat

I. Mandate

1. The Working Party on Inland Water Transport (SC.3) at its fifty-third session, had decided to maintain its informal working group on the European Code for Inland Waterways (CEVNI), composed of representatives of the River Commissions and interested Governments and renamed it as the “CEVNI Expert Group”. It charged the group with monitoring implementation of the new CEVNI by Governments and River Commissions and examining future amendment proposals to it (ECE/TRANS/SC.3/183, para. 13).

2. At its forty-second session the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) approved the amendment proposals to CEVNI as contained in consolidated document ECE/TRANS/SC.3/WP.3/2013/2, subject to several corrections (ECE/TRANS/SC.3/WP.3/84, para. 24).

3. The Working Party is invited to consider and approve as pending the amendment proposals to CEVNI reproduced below, which have been submitted by SC.3/WP.3. Text in bold indicates additions to existing texts. Text in strikethrough indicates text to be deleted.

II. Amendment proposals to the fourth revised edition of CEVNI

4. Initial authors and comments from the secretariat are indicated in the footnotes.

A. Amendments to chapter 1

5. *Amend* section (b), para. 2 of article 1.01 *to read*:¹

The term “towed convoy” means any group consisting of one or more vessels, floating establishments or assemblies of floating material towed by one or more motorized vessels, the ~~later~~ **latter** forming part of the convoy and being known as tugs;

6. *Amend* para. 3 of article 1.08 *to read*:²

The requirements set out in paragraphs 1 and 2 above are considered to be complied with when the ship has a ship’s certificate, issued in accordance with the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61), or other recognized ship’s certificate, and when the construction and the equipment of the vessel correspond to the content of the ship’s certificate.

- [7. *Supplement* para. 4 of article 1.08 with a new sentence *reading*:²

In addition to the life jackets specified in 10–5.4.2.1 (iii) and 10–5.4.3 (ii) of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61), passenger vessels shall be supplied with additional rigid lifejackets for children up to a weight of 30 kg or to an age of 6 years in a quantity equal to 10 per cent of the total number of passengers.]³

B. Amendments to chapter 3

- [8. *Supplement* article 3.01 with a new para. 4 *reading*:²

When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, vessels, ~~towed and pushed~~ and convoys, ~~side by side formations [and small craft]~~⁴ may carry the masthead lights prescribed in this chapter at a reduced height so that passage may be effected without difficulty.]⁵

9. *Amend* para. 3 of article 3.04 *to read*:²

The following minimal dimensions shall be met:

- (a) For cylinders, a height of 0.80 m and a diameter of 0.50 m;
- (b) For balls, a diameter of 0.60 m;
- (c) For cones, a height of 0.60 m and a diameter at the base of 0.60 m;

¹ Proposed by the secretariat.

² Proposed by Belgium.

³ This amendment proposal has been referred to the CEVNI Expert Group for further consideration (ECE/TRANS/SC.3/WP.3/84, para. 24). The Working Party may wish to postpone consideration of this amendment until further consideration by SC.3/WP.3.

⁴ Proposed by the secretariat: The Working Party may wish to delete the reference to small craft, given that the term "vessel", as defined in para. (a) 1 of article 1.01, also includes small craft.

⁵ This amendment proposal has been superseded by the amendment proposed by CCNR contained in ECE/TRANS/SC.3/WP.3/2013/10, p. 12 (ECE/TRANS/SC.3/WP.3/86, annex, para. 23). The Working Party may wish to postpone consideration of this amendment until further consideration by SC.3/WP.3.

(d) For bicones, a height of 0.80 m and a diameter at the base of 0.50 m.

10. Amend para. 2 of article 3.08 to read:⁶

A single motorized vessel may in addition carry by night at the stern a second masthead light placed in the axis of the vessel and at least 3 m higher than the forward light, ~~in such a way that the horizontal distance between these lights is at least three times the vertical distance.~~ A single motorized vessel more than 110 m long shall be required to carry this second masthead light.

11. Delete para. 5 of article 3.08, para. 5 of article 3.09, para. 3 of article 3.10, para. 3 of article 3.11 and para. 7 of article 3.13 and *renumber* the paragraphs that follow accordingly.²

12. Amend para. 3 of article 3.14 to read:²

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, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN:

By night:

Three blue lights;

By day:

Three blue cones, point downwards;

as indicated in ADN, Chapter 3.2, Table A, column (12).

These markings shall be about 1 m one above the other, in a suitable position and high enough to be visible from all directions. **The three blue cones may be replaced by three blue cones at the bow and three blue cones at the stern of the vessel at a height of not less than 3 m.**

13. Amend para. 1 of article 3.16 to read:

Ferry-boats not moving independently shall carry:

By night:

(a) A bright white light visible from all directions, at a height of not less than 5 m; ~~this height may, however, be reduced if the ferry boat is of a length of less than 20 m;~~⁶

(b) A bright green light visible from all directions, about 1 m above the light referred to in (a) above;

By day:

A green ball at a height of not less than 5 m.

The height of the bright white light and the green ball may be reduced if the ferry-boat is of a length of less than 20 m.⁷

⁶ Proposed by Slovakia.

⁷ Proposed by the CEVNI Expert Group.

14. *Redraft* para. 3 of article 3.20 *to read*:²
Small craft ~~other than ship's boats~~ may carry, instead of the lights prescribed by night in paragraphs 1 and 2 above, an ordinary white light in a suitable position and high enough to be visible from all directions.
15. *Add* a new subparagraph (d) under para. 4 of article 3.20 *reading*:²
For ships' boats, if stationed in the vicinity of the vessel to which they belong.
16. *Amend* article 3.25, para. 1, sub-section (a) *to read*:⁶
On the side or sides on which the fairway is clear:
By night:
Two ordinary green lights or two bright green lights, positioned at a height of about 1 m one above each other;
By day:
Two green bicones, one placed about 1 m above the other; ~~and, as appropriate;~~
17. *Amend* article 3.31 *to read*:¹
1. If there are regulations prohibiting unauthorized persons from going on board, the prohibition shall be indicated by:
circular white boards boarded with red, with a red diagonal and a picture of an averting hand in black or, alternatively, by circular white boards bordered with red, with a red diagonal and the figure of a pedestrian in black.
The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, para. 3, they shall be about 60 cm in diameter.
2. The boards shall be illuminated, as required, so as to be clearly visible at night.
18. *Amend* article 3.32 *to read*:¹
1. If other regulations prohibit
(a) smoking;
(b) using an unprotected light or flame;
on board, the prohibition shall be indicated by **circular white boards bordered with red, with a red diagonal and a picture of a burning match or, alternatively, by circular white boards bordered with red, with a red diagonal and a picture of a cigarette emitting smoke.**
The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, para. 3, they shall be about 60 cm in diameter.
2. By night, the boards shall be illuminated so as to be clearly visible on both sides of the vessel.

[C. Amendment to chapter 4

19. *Substitute* the current text of article 4.07 with the following text.⁸

Article 4.07 – Inland Automatic Identification System

1. Vessels, except sea-going ships, shall not use an automatic identification system (AIS) unless they possess an Inland AIS device in accordance with the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63 (ECE/TRANS/SC.3/176)). The Inland AIS device must be certified by a certification body that is authorized by the respective country and must comply with the radiotelephone regulations. The device must be in a good working condition. If small craft is using Inland AIS, it must, in addition, be equipped with a radiotelephone installation in proper working order for the ship–ship channel.

2. Vessels are authorized to use AIS only if the parameters entered in the AIS device correspond at all times to the actual parameters of the vessel or convoy.

3. All vessels other than sea-going ships equipped with AIS of class A according to IMO standard shall be equipped with an Inland AIS device.

4. The following vessels are excluded from the requirement referred to in para. 3:

- (a) Vessels in convoys except the vessel that provides the main traction;
- (b) Ferry-boats not moving independently;
- (c) Small craft.

5. The vessels referred to in para. 4 (a) shall deactivate any Inland AIS transponder on board these vessels as long as they are part of the convoy.

6. A minimum of the following data must be transmitted when a vessel is under way in a section where, in accordance with para. 3, the competent authorities request equipping the vessel with Inland AIS devices:

- (a) user identifier (Maritime Mobile Service Identity, MMSI);
- (b) name of ~~ship~~ vessel;
- (c) type of vessel;
- (d) unique European vessel identification number (ENI) or IMO number;
- (e) overall length of the vessel respective of the convoy (decimetre accuracy);
- (f) overall breadth of the vessel respective of the convoy (decimetre accuracy);
- (g) type of convoy (only for convoys) other than seagoing vessels equipped with AIS of Class A according to IMO standards;
- (h) position (WGS 84);
- (i) speed over ground (SOG);

⁸ Proposed by Austria.

- (j) course over ground (COG);
- (k) position accuracy (GNSS/DGNSS);
- (l) time of electronic position fixing device (date and time);
- (m) navigational status;
- (n) position of the GNSS antenna (m accuracy).

7. The boatmaster shall update the following data immediately, if it has changed when under way:

- (a) overall length;
- (b) overall breadth;
- (c) type of convoy;
- (d) navigational status;
- (e) position of the GNSS antenna (m accuracy).

8. The requirement of para. 6 does not apply to stationary vessels:

- (a) within the area of marked berthing places, or
- (b) in harbours.

9. The rules of radio discipline apply to the sending of messages via Inland AIS.]⁹

D. Amendments to chapter 6

20. *Amend* the last sentence of para. 4 of article 6.03bis *to read*:¹

This para. ~~does~~ **shall** not apply to small craft in relation to other vessels.

21. *Amend* the text after the semicolon in subparagraph (d) (i) of para. 1 of article 6.07 *to read*:¹

however, this provision shall not apply ~~between small craft and other vessels to~~ **small craft in relation to other vessels**;

22. *Amend* the sentence following subparagraph (d) (iii) of para. 1 of article 6.07 *to read*:¹

This provision ~~does~~ **shall** not apply to small sailing craft in relation to other vessels. and *indent* it to align with subparagraph (iii).

23. *Amend* subparagraph (a) of article 6.11 *to read*:²

Generally on sections marked by the signs **A.2 and A.4** (annex 7)

24. *Amend* subparagraph (b) of article 6.11 *to read*:²

⁹ This amendment proposal has been referred to the CEVNI Expert Group for further consideration (ECE/TRANS/SC.3/WP.3/84, para. 24). The Working Party may wish to postpone consideration of this amendment until further consideration by SC.3/WP.3.

Between convoys in the areas marked by the signs A.3 and A.4.1 (annex 7). However, this prohibition shall not apply when at least one of the convoys is a pushed convoy whose maximum dimensions do not exceed 110 m by 12 m.

25. *Add in article 6.27 new paras. 3 and 4 reading:*²
- 3. By derogation from para. 2 above, in the case of weirs with an overhead bridge, passage through an opening may also be authorized by:**
- A sign D.1a or D.1b (annex 7) placed on the bridge above the channel.**
- 4. The trailing of anchors, cables or chains at or near a weir is prohibited.**
26. *Amend para. 11 of article 6.28 to read:*²
- On approaching the lock basin and on entering and leaving a lock, high-speed vessels shall move at a speed that will preclude any damage to the locks, to vessels ~~or to floating equipment~~ and that will not cause any danger for the persons on board.
27. *Add in article 6.28 a new para. 13 reading:*²
- The provisions of this article also apply to any other types of crossings such as ship lifts and inclined planes.**
28. *Add in article 6.28 bis a new para. 5 reading:*²
- The provisions of this article also apply to any other types of crossings such as ship lifts and inclined planes.**
29. *Amend article 6.29 to read:*²
- 1.** By derogation from article 6.28, paragraph 3, the following shall have priority of passage through locks:
- (a) Vessels carrying the sign described in article 3.27;**
- (b) Vessels carrying the sign described in article 3.17.**
- 2.** When vessels referred to in subparagraphs (a) and (b) above approach lock basins or are made fast in them, other vessels shall facilitate as much as possible passage by such vessels.
- 3. The provisions of this article also apply to any other types of crossings such as ship lifts and inclined planes.**
30. *Amend the text of para. 2 of article 6.30 to read:*¹
- Vessels under way in reduced visibility shall proceed at a safe speed as required by the reduced visibility and the presence and movements of other vessels and local circumstances. They shall use the radiotelephone to give other vessels the necessary information for safety of navigation. Small ~~vessels~~ **craft** under way in reduced visibility shall use ship-ship channel or the channel prescribed by the competent authorities.
31. In paras. 2 and 5 of article 6.32 and in para. 1 (c) of article 6.33 after the words “its category” *add (for example, convoy, high-speed vessel, small craft).*^{2, 10}
32. *Delete “poussés” from the text of para. 6 of article 6.32 of the French version.*²

¹⁰ The CEVNI Expert Group felt that in case the term "large vessel" is introduced in CEVNI the words “its category (for example, convoy, high-speed vessel, small craft)” could be replaced by “**whether it is a large vessel, small craft or high-speed vessel, its**” in articles and paragraphs mentioned above.

E. Amendments to chapter 7

33. *Amend the text of para. 2 of article 7.02 to read:*²

In sections where berthing is prohibited under the provisions of para. 1 (a) to (d) above, vessels, assemblies of floating material and floating establishments may berth only in berthing areas marked by one of the signs E.5 to E.7.1 (annex 7) and under the conditions laid down in articles 7.03 to 7.06 below.

34. *Amend the text of para. 1 of article 7.08 to read:*²

An efficient watch shall be kept continuously on board of vessels lying in the fairway ~~and on board of stationary tank vessels carrying dangerous substances.~~

35. *Amend para. 2 of article 7.08 to read:*¹¹

An efficient watch shall be kept continuously 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. However, the competent authorities may exempt vessels berthed in harbour basins from this requirement. ~~However, vessels berthed in harbour basins or in berths where constant supervision is guaranteed, are exempt from this requirement.~~

36. *Amend para. 3 of article 7.08 to read:*²

An efficient watch shall be kept continuously on board of passenger vessels ~~carrying passengers~~ **while passengers are on board.**

- [37. *Add a new article 7.09 entitled “Authorized lateral berthing” reading:*²

A vessel that is made fast should tolerate that another vessel berths or makes fast alongside it allowing the latter access to the dock, except for loading and unloading operations.]¹²

- [38. *Add a new article 7.10 entitled “Cooperation on departure or moving and allowing space for manoeuvring” reading:*²

When vessels are berthed side by side, each of them shall cooperate if either of them intends to depart or move or if another vessel intends to access the dock for transshipment.]¹³

¹¹ The CEVNI Expert Group, at its seventeenth meeting, withdrew its amendment proposal to para. (2) of article 7.08 (ECE/TRANS/SC.3/WP.3/2012/3, para. 9) as the notion of “constant supervision” introduced by this amendment is open to interpretation. Originally, the Group wished to formulate a general rule instead of leaving the competent authorities to decide. Since it is proving difficult to formulate this in a general rule, while keeping the text of CEVNI simple, the Group decided to withdraw its previous amendment proposal.

¹² This amendment proposal has been referred to the CEVNI Expert Group for further consideration (ECE/TRANS/SC.3/WP.3/84, para. 24). The Working Party may wish to postpone consideration of this amendment until further consideration by SC.3/WP.3.

¹³ This amendment proposal has been referred to the CEVNI Expert Group for further consideration (ECE/TRANS/SC.3/WP.3/84, para. 24). The Working Party may wish to postpone consideration of this amendment until further consideration by SC.3/WP.3.

F. Amendments to chapter 8

39. Amend the title of chapter 8 to read:¹

SIGNALING SIGNALLING AND REPORTING REQUIREMENTS.

40. Amend para. 4 (b) of article 8.01 to read:²

Extinguish all unprotected lights **and flames**;

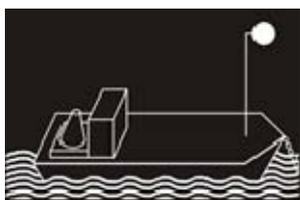
G. Amendments to annex 3

41. Amend para. 1.1 of annex 3 to read:⁶

The sketches which follow relate to the signals (marking) provided for in the articles of chapter 3 of CEVNI, ~~but not to those provided for in, or authorized by, the footnotes.~~

42. Add in section 2 a sketch 33b similar to sketches 31b and 32b displaying three cones displayed at the bow and at the stern of the vessel.²

43. Replace sketch No. 46 corresponding to night marking in section 3 of annex 3 with the following:²



44. Amend the description of sketch No. 48 to read Article 3.20, paragraph 3: ~~Stationary small craft~~ **Small craft stationary offshore.**²

H. Amendment to annex 7

45. Amend the explanatory text for sign E.19 of annex 7 of the Russian version to read:⁶

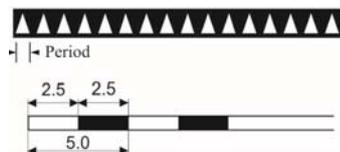
Плавание гребных судов, которые не являются ни моторными, ни парусными, разрешено.

I. Amendments to annex 8

46. Replace the first part of figure 14 in annex 8, Section IV, para. 3:



with the following:⁶



47. *Restore subtitle A in Section V in the Russian version reading:*⁶

A. *Обозначение опор мостов (в случае необходимости)*

48. *Amend Section VII, para. 2 in the Russian version as follows:*⁶

Характер запрещения или ограничения ~~может~~ **должен**, по мере возможности, обозначаться в письменном виде (например, на картах) и с помощью информации на месте.
