



Economic and Social Council

Distr.: General
16 April 2013
English
Original: French

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

Forty-third session

Geneva, 26–28 June 2013

Item 3 (b) of the provisional agenda

European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised)

Amendments to chapters 1–8 and annexes 1–8

Proposed amendments aimed at harmonizing the provisions of the European Code for Inland Waterways with the Police Regulations for the Navigation of the Rhine

Note by the secretariat

Addendum

I. Chapter 5, Waterway signs and marking

Article 5.01, paragraph 1

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 5.01, paragraph 2

The provisions of CEVNI and RPNR are considered harmonized.

Article 5.02

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

* Reissued for technical reasons on 17 June 2013.

Article 5.03

Delete

~~“Article 5.03—Use of signs and markings~~

~~1. —The competent authorities are not required to use all the signs which are included in Annexes 7 and 8 and may omit the signs and markings that they do not use from their regulations.~~

~~2. —In the absence of signs and markings, boatmasters and persons in charge of floating establishments shall take all the precautions required by the general obligation to exercise vigilance in accordance with Article 1.04.”~~

II. Chapter 6, Rules of the road

Article 6.01

The terms “meeting”, “overtaking” and “crossing” will not be defined in RPNR.

Article 6.01 bis

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.02

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, while maintaining the exceptions under article 6.02, paragraph 2.

The provisions of article 6.02 bis of RPNR should be incorporated into chapter 9 of CEVNI if they do not already occur in CEVNI.

Article 6.03, paragraph 1

The provisions of CEVNI and RPNR are considered harmonized.

Article 6.03, paragraphs 2 to 4

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.03 bis

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.04, paragraph 1

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.04, paragraphs 2 and 3

The provisions of CEVNI and RPNR are considered harmonized.

Article 6.04, paragraph 4

Invert subparagraphs (a) and (b).

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, with the exception of the first provision for daytime, “Display a strong scintillating white light or wave a light blue flag or board; or”.

Article 6.04, paragraphs 5 to 8

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.05

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.¹

Article 6.06

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.07, paragraph 1

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, with the exception of subparagraph (d), on waterways for which “downstream” and “upstream” are not defined.

It has been decided to maintain the prohibition on overtaking in subparagraph (a) of RPNR. This provision is also to be incorporated into chapter 9 of CEVNI.

Article 6.07, paragraph 2

The provisions of CEVNI and RPNR are considered harmonized.

Article 6.08, paragraph 1

Amend the text as follows, in line with article 6.08, paragraph 1, of RPNR:²

“1. On sections marked by the signs A.4 or A.4.1 (annex 7), passing and overtaking are prohibited. The prohibition referred to in the preceding sentence may be limited to vessels and convoys above a certain length or breadth; in such cases, the length or breadth is indicated on a rectangular white board fixed below the signs A.4 and A.4.1. In addition, the provisions of article 6.07, paragraph 1 (a) to (d), apply by analogy.”

~~On approaching a section marked with the prohibitory signs A.4 or A.4.1 (annex 7),~~

~~(a) — On waterways for which “downstream” and “upstream” are defined,~~

- ~~▪ Vessels or convoys proceeding upstream shall stop at the approach of vessels or convoys proceeding downstream and wait until they have passed through the section;~~

~~(b) — On waterways for which “downstream” and “upstream” are not defined,~~

- ~~▪ The corresponding rules in article 6.07 apply.~~

Article 6.08, paragraph 2

The provisions of CEVNI and RPNR are considered harmonized.

Article 6.09, paragraph 1

The provisions of CEVNI and RPNR are considered harmonized.

¹ In chap. 9, para. 2 (a) of RPNR, the number of passengers should be 300.

² If sign A.4.1 is added to annex 7 of RPNR, article 6.08, para. 1, will require supplementing.

Article 6.09, paragraph 2

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.10, paragraphs 1, 6 and 7

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.10, paragraphs 2, 4 and 5

The provisions of CEVNI and RPNR are considered harmonized.

Article 6.10, paragraph 3

This provision, on situations where the vessel being overtaken can grant the request by the overtaking vessel, will not be incorporated into RPNR.

Articles 6.11 to 6.14

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.15

The provisions of CEVNI and RPNR are considered harmonized.

Article 6.16

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, with the exception of paragraph 6, on the use of sign E.1 together with the additional luminous signal shown in annex 7, section II, paragraph 2.

Article 6.17

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.18, paragraph 1

The provisions of CEVNI and RPNR are considered harmonized.

Article 6.18, paragraph 2

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.18, paragraph 3

Authorization of trailing of anchors, cables or chains on sections marked with sign E.6 will not be incorporated in RPNR.

Article 6.19

Add a new paragraph 2, as in article 6.19, paragraph 2, of RPNR, and *renumber* the existing paragraph 2 as new paragraph 3:

- “1. Drifting is prohibited without permission from the competent authorities.
- 2. This prohibition shall not apply to small movements at stopping places, at places of loading and unloading and in harbours.**
32. Vessels drifting downstream while facing upstream with engines running “ahead” are considered to be going upstream, not drifting.”

Article 6.20

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.21, paragraph 1

The provisions of CEVNI and RPNR are considered harmonized.

Article 6.21, paragraphs 2 and 4

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.21, paragraph 3

It has been decided that the provision regarding the position of motorized vessels that provide the main traction of a side-by-side formation is to be maintained in RPNR.

Article 6.21, paragraph 5

Amend the text as follows, in line with article 6.21, paragraph 3, of RPNR:

“5. Passenger vessels with passengers on board shall not sail in side-by-side formation; **they may not tow or be towed, except where necessary for warping of a damaged vessel.** ~~Sailing in side by side formation shall be permitted only for the emergency towing of a passenger vessel.”~~

Article 6.21 bis

Amend the text as follows, in line with article 8.04 of RPNR:³

“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.**

~~Outside a pushed convoy, a pushed barge, may only be moved:~~

- ~~— (a) — Being coupled side by side to a motorized vessel or~~
- ~~— (b) — On short distances when a pushed convoy is being formed or broken up or~~
- ~~— (c) — Being coupled side by side with a vessel which has a steering device and a sufficient crew.”~~

Article 6.22

Number the existing paragraph as new paragraph 1.

Add a new paragraph 2, as in article 6.22, paragraph 2, of RPNR:

“2. Navigation on waters displaying the sign

- (a) A.1a (annex 7) is prohibited for all vessels, with the exception of small non-motorized craft;**

³ It has been decided that the text of article 8.04 of RPNR is to be incorporated into article 6.21 bis of RPNR.

(b) **A.12 (annex 7) is prohibited for all motorized vessels.”**

Article 6.22 bis

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Articles 6.23 and 6.24

The provisions of CEVNI and RPNR are considered harmonized.

Article 6.25, paragraphs 1 and 2

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.25, paragraph 3

The provisions of CEVNI and RPNR are considered harmonized.

Articles 6.26 and 6.27

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.28, paragraphs 1, 2, 4 to 8, and 10 to 12

The provisions of CEVNI and RPNR are considered harmonized.

Article 6.28, paragraph 3

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.28, paragraph 9

Add a new paragraph, as in article 6.28, paragraph 9 of RPNR:

“9. Vessels and convoys showing the marking referred to in article 3.14, paragraphs 2 or 3, shall be locked separately.

This provision shall not apply to dry cargo vessels as defined in ADN which carry only containers, intermediate bulk containers (IBCs), large packagings, multiple element gas containers (MEGCs), portable tanks and tank-containers as mentioned in ADN 7.1.1.18, and showing the marking referred to in article 3.14, paragraph 2. These may pass through locks with dry cargo vessels which carry only containers, intermediate bulk containers (IBCs), large packagings, multiple element gas containers (MEGCs), portable tanks and tank-containers as mentioned in ADN 7.1.1.18, and showing the marking referred to in article 3.14, paragraph 1, or with the vessels referred to in article 3.14, paragraph 7. There shall be a minimum distance of 10 m between the bow and the stern of vessels passing through locks together.”

Article 6.28 bis

The provisions of CEVNI and RPNR are considered harmonized.

Article 6.29

Amend as follows:⁴

⁴ At its forty-second session, SC.3/WP.3 adopted an amendment to this paragraph

“When these vessels approach lock basins or are made fast in them, other vessels shall facilitate ~~as much as possible~~ passage by such vessels **to the extent possible.**”

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Article 6.30, paragraph 1

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 6.30, paragraph 2

Amend the final sentence as follows, in line with article 6.30, paragraph 4, of RPNR:

“2. 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 under way in~~ In reduced visibility small vessels **may navigate only if they are also on listening watch on** ~~shall use~~ the ship-ship channel or **on any other channel indicated** ~~the channel prescribed~~ by the competent authorities.”

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Article 6.30, paragraph 3

The provisions of CEVNI and RPNR are considered harmonized.

Article 6.30, paragraph 4

This provision on vessels meeting in reduced visibility will not be incorporated in RPNR.

Article 6.30, paragraph 5

This provision on towed convoys under way in reduced visibility will not be incorporated in RPNR.

Article 6.31

These provisions on sound signals when stationary will not be incorporated in RPNR.

Article 6.32

These provisions on navigation by radar will not be incorporated in RPNR.

Article 6.33, paragraph 1

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Articles 6.33, paragraph 2

This provision on ferry boats not navigating by radar will not be incorporated in RPNR.

(ECE/TRANS/SC.3/WP.3/2013/2).

Article 6.34

These provisions on special priorities will not be incorporated in RPNR.

Article 6.35

These provisions on water skiing and similar activities will not be incorporated in RPNR.

Article 6.36

These provisions on conduct of fishing vessels will not be incorporated in RPNR.

Article 6.37

These provisions on conduct of underwater divers will not be incorporated in RPNR.

III. Chapter 7, Berthing rules

Article 7.01, paragraph 1

The provisions of CEVNI and RPNR are considered harmonized. However, it has been decided that, in RPNR, the provision on situations where it is necessary to navigate at a distance of less than 40 m from the bank (article 7.01, paragraph 2) should be maintained.

Article 7.01, paragraph 2

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 7.01, paragraph 3

The provisions of CEVNI and RPNR are considered harmonized. However, it has been decided that, in RPNR, the provision on embarkation and disembarkation (article 7.01, paragraph 5) should be maintained.

Article 7.02

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 7.03

The provisions of CEVNI and RPNR are considered harmonized.

Article 7.04, paragraphs 1 and 2

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 7.04, paragraph 3

The provisions of CEVNI and RPNR are considered harmonized.

Article 7.05, paragraphs 1, 3 and 4

The provisions of CEVNI and RPNR are considered harmonized.

Article 7.05, paragraphs 2 and 5

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 7.06

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 7.07, paragraph 1

Amend as follows:

“1. The minimum distance to be left between two vessels, pushed convoys or side-by-side formations when berthed shall be:

- (a) 10 m if one of them shows the marking referred to in article 3.14, paragraph 1;
- (b) 50 m if one of them shows the marking referred to in article 3.14, paragraph 2;
- (c) 100 m if one of them shows the marking referred to in article 3.14, paragraph 3.

~~If the two vessels, pushed convoys or side-by-side formations each carry one or more lights or cones, the higher number of lights or cones indicates the distance to be left clear.”~~

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Article 7.07, paragraph 2

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 7.07, paragraph 3

The provisions of CEVNI and RPNR are considered harmonized.

Article 7.08, paragraph 1

This provision on watch on board vessels lying in the fairway will not be incorporated in RPNR.

Article 7.08, paragraph 2

Amend the text as follows, in line with article 7.08, paragraph 1 of RPNR:⁵

“2. **There shall at all times be an effective watch on board stationary vessels carrying the markings referred to in article 3.14.** ~~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.”

Article 7.08, paragraph 3

The provisions of CEVNI and RPNR are considered harmonized.

⁵ At its forty-second session, SC.3/WP.3 adopted an amendment to this paragraph (ECE/TRANS/SC.3/WP.3/2013/2).

Article 7.08, paragraphs 4 and 5

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

IV. Chapter 8, Signalling and reporting requirements

Article 8.01, paragraph 1

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 8.01, paragraphs 2, 3, and 5 to 8

The provisions of CEVNI and RPNR are considered harmonized.

Article 8.01, paragraph 4

Add the following new sentence at the end, as in article 8.09, paragraph 4, of RPNR:

“4. On board the vessels referred to in paragraph 3 above, it shall be imperative immediately to:

- (a) Close all windows and openings to the outside;
- (b) Extinguish all unprotected lights;
- (c) Stop smoking;
- (d) Stop all unessential auxiliary machinery;
- (e) Avoid creating sparks.

If the vessel has stopped, all engines and auxiliary machinery must be stopped or unplugged.”

Article 8.02

The Working Group on the Police Regulations of CCNR will consider this provision after the consultations in CCNR bodies on the new wording of the reporting requirements.

V. Annex 1, Distinguishing letter or group of letters indicating country of vessel's home port or place of registration

In the table, in the heading “Slovenia”, *delete* the footnote and *add* the distinguishing group of letters “SI”, as in annex 1 of RPNR.

VI. Annex 2, Draught scales on inland waterway vessels

CCNR proposes either deleting annex 2 or using the wording used in European Union Directive 2006/87/EC and UNECE Resolution No. 61 (Recommendations on harmonized Europe-wide technical requirements for inland navigation vessels).

Annex 2 will not be incorporated into RPNR.

VII. Annex 3, Visual signals (marking) on vessels

A. Section 1

Paragraph 1.1

*Delete*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.”~~

Paragraph 1.2

Number the first sentence as new paragraph 1.1 and *add* “following” before “sketches”:

~~“1.1 1.2~~ The **following** sketches are for guidance only; reference should be made to the text of the regulations which alone is authoritative.”

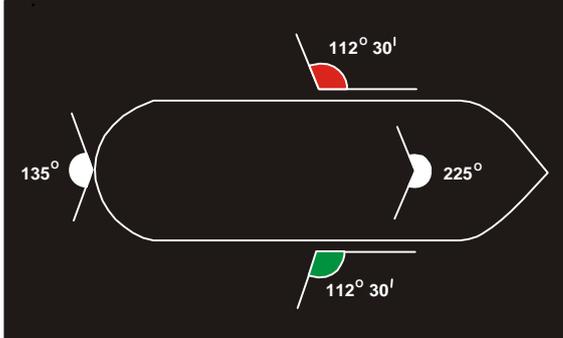
Number the second sentence as new paragraph 1.2:

“1.2 In the case of additional markings which may be prescribed, the sketches illustrate:

- either the additional markings alone; or
- where necessary for clarity, both the basic marking (or one of the possible basic markings) and the additional marking.”

Number the third sentence as new paragraph 1.3. Below the sketch, *add* a new caption as in sketch 1 of annex 3, section 1, of RPNR:

“1.3 Only the additional marking is described below the sketch.



Article 3.01, paragraph 1: The horizontal arc along which the masthead light, the side lights and the stern light are visible.”

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Paragraph 1.3

Renumber as new paragraph 1.4:

⁶ CCNR proposes deleting the first part of the sentence as the articles are mentioned in the captions to the sketches, and deleting the second part of the sentence as CEVNI no longer contains any footnotes.

“1.4.1.3 Explanation of symbols: [...]”

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

B. Section 2

Sketches 1 and 2

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

Sketch 3

These sketches, for motorized vessels temporarily preceded by an auxiliary motorized vessel, will not be incorporated into RPNR.

Sketches 4 to 11

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

Sketch 12

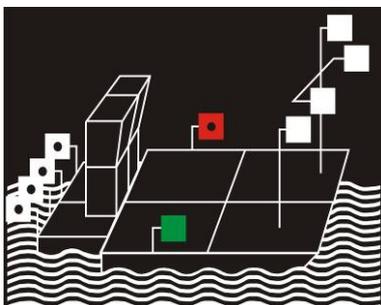
These sketches, for towed seagoing vessels coming directly from or leaving for the sea, will not be incorporated into RPNR.

Sketches 13 to 15

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

Sketch 16

Add a second stern light to the sketch, in accordance with the requirements of article 3.10. The existing sketch is as follows:



This sketch, for pushed convoys with two pushers, will not be incorporated into RPNR.

Sketches 17 and 18

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

Sketch 19

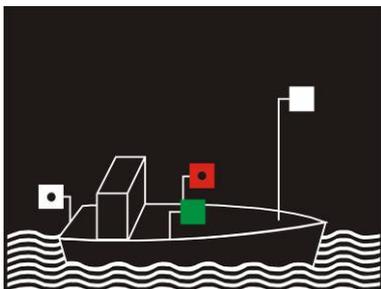
These sketches, for side-by-side formations preceded by one or more auxiliary motorized vessels, will not be incorporated into RPNR.

Sketches 20 and 21

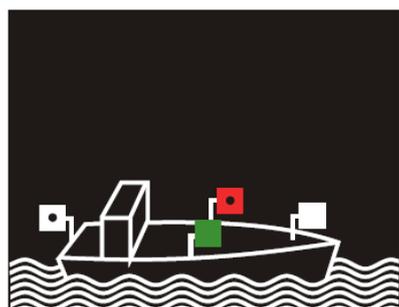
It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

Sketch 22

Replace the existing sketch



with sketch 18 from RPNR:⁷

**Sketches 23 and 24**

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

Sketch 25

This sketch, for motorized small craft less than 7 m long proceeding alone, will not be incorporated into RPNR.

Sketches 26 to 28

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

Sketch 29

In the caption, *delete* the reference to length as follows:

“Article 3.13, paragraph 5: Small sailing craft ~~less than 7 m long~~ carrying a white light visible from all directions, and on the approach of other vessels displaying a second ordinary white light.”

It has been decided that the sketches in CEVNI are to be incorporated into RPNR, with the caption amended as above.

Sketches 30 to 37

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

⁷ See also the proposed amendment to article 3.13, para. 1.

Sketch 38

Delete the sketch showing the day marking.

It has been decided that the sketch in CEVNI showing the night marking is to be incorporated into RPNR.

Sketch 39

It has been decided that the sketch in CEVNI is to be incorporated into RPNR.

Sketch 40

Delete the sketch showing the day marking.

It has been decided that the sketch in CEVNI showing the night marking is to be incorporated into RPNR.

Sketch 41

*Delete*⁸

Sketches 42 to 45

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

Sketch 46

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

Sketch 47

In the caption, *replace* “paragraph 3” by “paragraph 2”, as follows:

“Article 3.20, paragraph ~~2~~3: Pushed convoys stationary offshore.”⁹

These sketches, for pushed convoys stationary offshore, will not be incorporated into RPNR.

Sketch 48

Delete the sketch showing the day marking.

It has been decided that the sketch in CEVNI showing the night marking is to be incorporated into RPNR.

Sketches 49 to 55

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

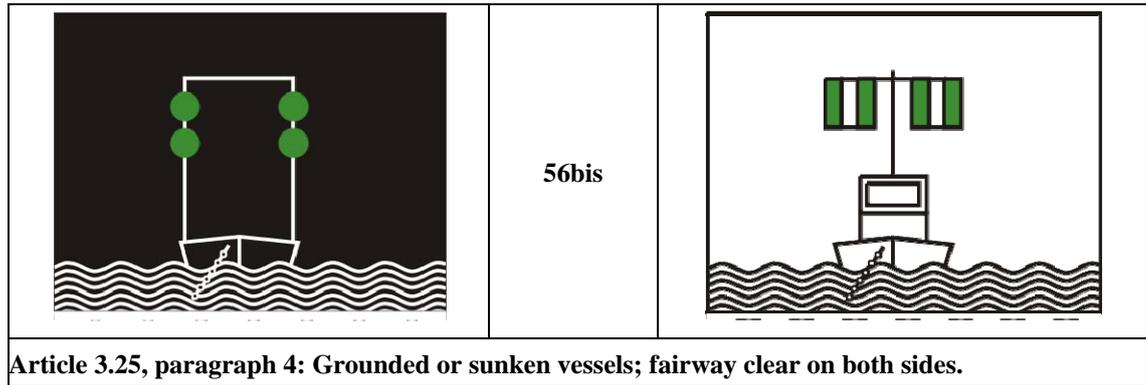
Sketch 56

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

⁸ At its fifty-sixth session, the Working Party on Inland Water Transport (SC.3) decided to delete sketch 41 (ECE/TRANS/SC.3/193, para. 35 and ECE/TRANS/SC.3/2012/5, para. 16 (a)).

⁹ SC.3 adopted this amendment at its fifty-sixth session (ECE/TRANS/SC.3/193, para. 35 and ECE/TRANS/SC.3/2012/5, para. 16 (d)).

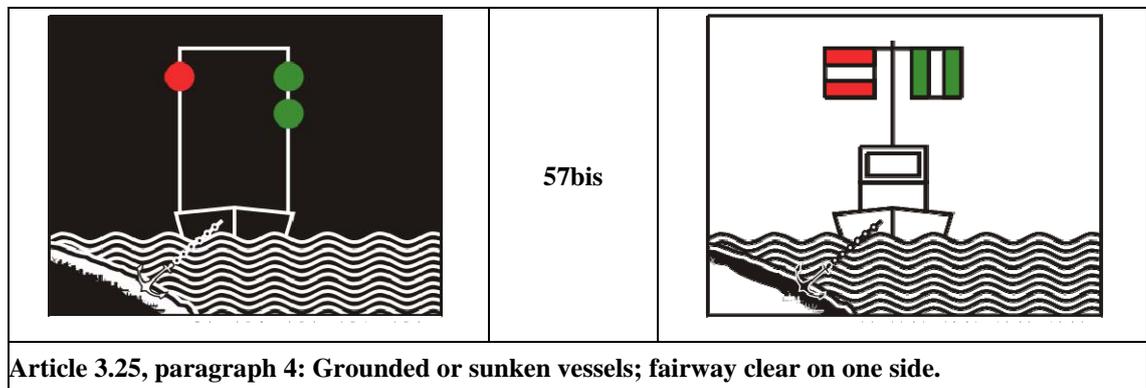
After sketch 56, *add* the following new sketches, corresponding to sketches 49a in RPNR:



Sketch 57

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

After sketch 57, *add* the following new sketches, corresponding to sketches 50a in RPNR:



Sketch 58

The sketches in CEVNI and RPNR are considered harmonized.

In the caption, *add* a reference to paragraph 4 as follows:

“Article 3.25, paragraph 1, letter c, **and paragraph 4**: Floating equipment at work and vessels carrying out work or sounding or measuring operations and grounded or sunken vessels; protection against wash; fairway clear on both sides.”

It has been decided that the caption in CEVNI is to be incorporated into RPNR, as amended above.

Sketch 59

The sketches in CEVNI and RPNR are considered harmonized.

In the caption, *add* a reference to paragraph 4 as follows:

“Article 3.25, paragraph 1, letters c and d **and paragraph 4**: Floating equipment at work and vessels carrying out work or sounding or measuring operations and grounded or sunken vessels; protection against wash; fairway clear on one side.”

It has been decided that the caption in CEVNI is to be incorporated into RPNR, as amended above.

Sketches 60 and 61

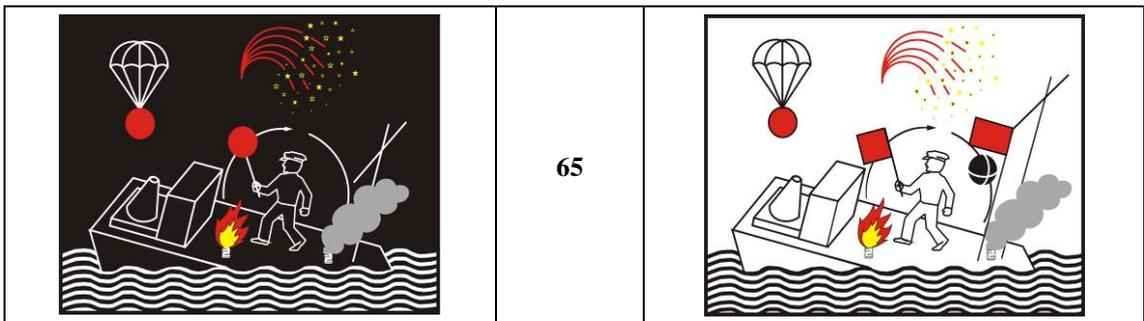
It has been decided that the sketches for vessels, assemblies of floating material or floating establishments whose anchor may be a danger to navigation should be maintained as they are in RPNR (sketches 53, 54 and 55 in RPNR).

Sketches 62 to 64

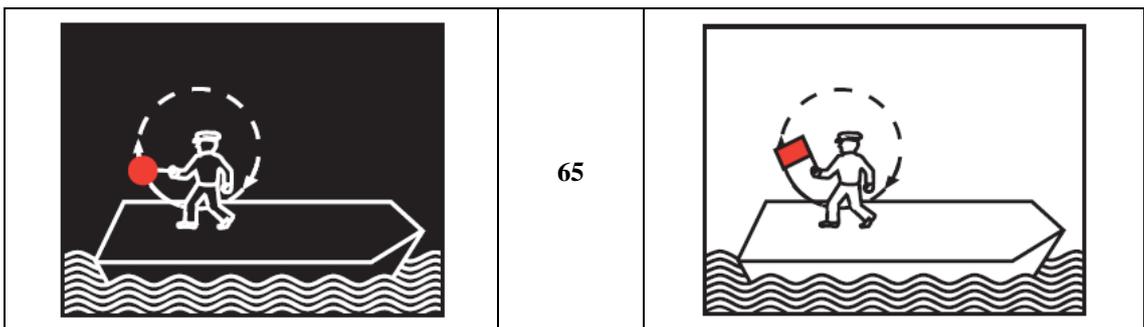
It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

Sketch 65

Replace the existing sketches

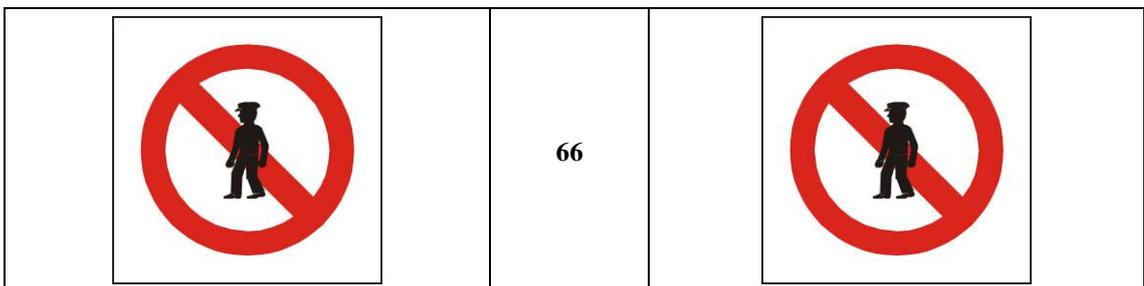


By the following sketches, corresponding to sketches 59 in RPNR:

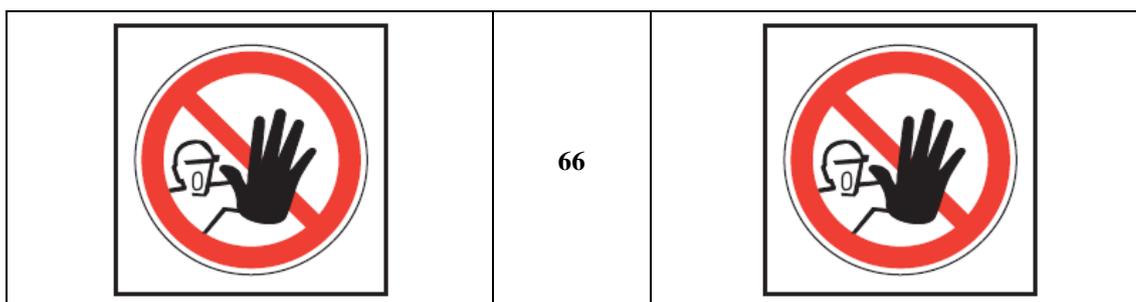


Sketch 66

Replace the existing sketches

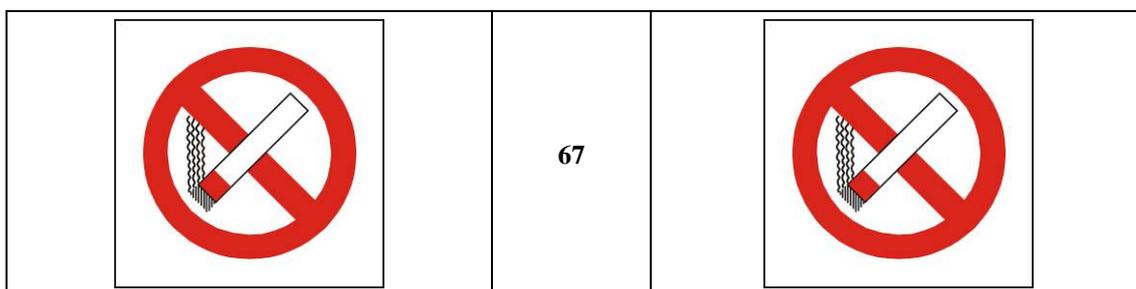


By the following sketches, corresponding to sketches 60 in RPNR:¹⁰

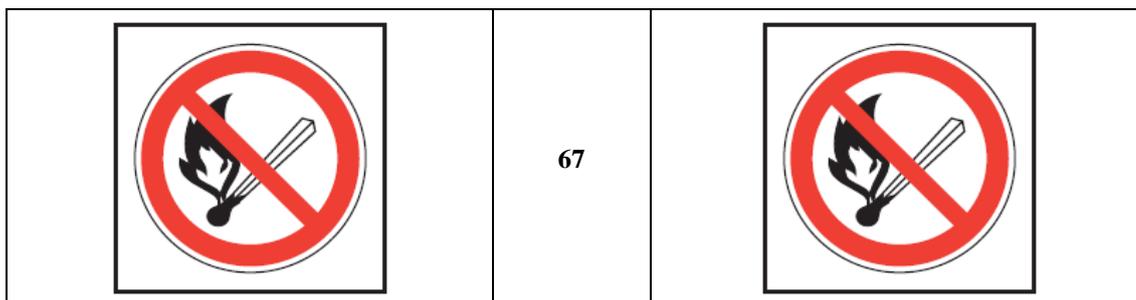


Sketch 67

Replace the existing sketches



By the following sketches, corresponding to sketches 61 in annex 3, section 2 of RPNR:¹⁰



Sketch 68

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

Sketches 69 and 70

These sketches, for vessels whose ability to manoeuvre is limited, will not be incorporated into RPNR.

Sketch 71

These sketches, for vessels engaged in drawing a trawl or other fishing gear through the water, will not be incorporated into RPNR.

¹⁰ At its fifty-sixth session, SC.3 decided to add the new sketches to supplement the existing sketches, in order to provide for possible alternative markings (ECE/TRANS/SC.3/193, para. 35 and ECE/TRANS/SC.3/2012/5, para.17).

Sketch 72

These sketches, for fishing vessels, will not be incorporated into RPNR.

Sketch 73

It has been decided that the sketches in CEVNI are to be incorporated into RPNR.

Sketch 74

These sketches, for vessels engaged in minesweeping, will not be incorporated into RPNR.

Sketch 75

These sketches, for vessels on pilotage service, will not be incorporated into RPNR.

VIII. Annex 4, Lights and the colour of signal lights on vessels

(left void)

IX. Annex 5, Intensity and range of signal lights on vessels

(left void)

X. Annex 6, Sound signals

A. Sections I and II

The text of sections I, Sound intensity of signals, and II, Monitoring of sound pressure level, will not be incorporated into RPNR.

CCNR proposes that these provisions should be included if necessary in UNECE Resolution No. 61 (Recommendations on harmonized Europe-wide technical requirements for inland navigation vessels).

B. Section III

General remarks

Add a new paragraph, as in the general remarks to annex 6 of RPNR:¹¹

“Sound signals other than the ringing of a bell and the three-tone signal shall consist in the emission of one blast or of several successive blasts having the following characteristics:

- short blast: a blast lasting about one second;
- long blast: a blast lasting about four seconds.

¹¹ At its fifty-sixth session SC.3 adopted an amendment to these general remarks (ECE/TRANS/SC.3/193, para. 35 and ECE/TRANS/SC.3/2012/5, para. 18).

The interval between two successive blasts shall be about one second except for the signal “series of very short blasts” which shall comprise a series of not less than six blasts, each lasting about a quarter of a second, separated by a silence of the same duration.

A bell peal shall last about four seconds. It may be replaced by the repeated striking of metal on metal over the same duration.

Heading “A. General signals”

(a) In the English version, use the wording “I am going astern” for the following signal:

 3 short blasts “I am going astern”

(b) In the last description, *amend* the reference as follows::

 Repeat long blasts
 Bell peals } “Distress signs” Article 4.04, paragraph 1

(c) *Delete* the footnote to the “Do not approach” signal:^{12, 13}

 One short and one long sound, repeated “Do not approach”^{*}

~~*This signal has a different meaning on inland waterways in the Russian Federation.~~

It has been decided that the provisions of CEVNI should be incorporated into RPNR, as amended above.

Heading “B. Meeting signals”

(a) *Amend* the first subheading as follows:

Request to pass on the port side ~~First case~~

(b) *Amend* the second subheading as follows:

Request to pass on the starboard side ~~Second case~~

It has been decided that the provisions of CEVNI should be incorporated into RPNR, as amended above.

Heading “C. Overtaking signals”

(a) *Amend* the first subheading as follows:

Request to overtake on the port side ~~First case~~

(b) *Amend* the second subheading as follows:

Request to overtake on the starboard side ~~Second case~~

It has been decided that the provisions of CEVNI should be incorporated into RPNR, as amended above, albeit with the exception of the sound signals referred to in article 6.10, paragraph 3.

¹² CCNR proposes that the text of this footnote should be inserted in chapter 9 of CEVNI.

¹³ At its fifty-sixth session SC.3 adopted an amendment to this footnote (ECE/TRANS/SC.3/193, para. 35 and ECE/TRANS/SC.3/2012/5, para. 19).

Headings “D. Turning signals” and “E. Harbours and tributary waterways: entering and leaving, followed by crossing the waterway”

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading “F. Signals in reduced visibility”

CCNR proposes using the subheading as it appears in the Rhine Vessel Inspection Regulations (RVBR): “Signals in thick weather”.

XI. Annex 7, Waterway signs and marking

A. General remarks

(a) In general, CCNR proposes adding the relevant paragraph numbers to the references to articles in order to make them more precise.

(b) In the title, *delete* the footnote:

“Waterway signs and marking[†]

~~“Waterway signs and marking in the Russian Federation and Ukraine correspond to national rules.”~~

(c) *Amend* the second paragraph as follows, in line with annex 7 of RPNR:

“**To make them more visible**, Bboards may be surrounded by a thin white line.”

B. Section I, Main signs

Heading A.1

(a) *Add* a reference to article 3.25 as follows:

“No entry (general sign) (see articles **3.25**, 6.08, 6.16, 6.22, 6.22 bis, 6.25, 6.26, 6.27 and 6.28 bis)”.

(b) It has been decided that signs A.1a to A.1f of CEVNI should be incorporated into RPNR.

New heading A.1.1

Add a new heading A.1.1, as in annex 7, section I, heading A.1a of RPNR:

A.1.1 Sections closed to use, no entry except for small non-motorized craft (see article 6.22)

A.1g



Headings A.2 to A.4.1

It has been decided that the provisions of CEVNI should be incorporated into RPNR.¹⁴

¹⁴ If sign A.4.1 is added to annex 7 of RPNR, it will be necessary to supplement article 6.08, para. 1.

Heading A.5

Amend the text as follows, in line with heading A.5 of RPNR:

“No berthing **on the side of the waterway on which the sign is placed** (i.e. no anchoring or making fast to the bank) (see article 7.02)”.

Heading A.5.1

Amend the text as follows, in line with heading A.5.1 of RPNR:

“No berthing ~~within the breadth indicated in metres (measured from the sign)~~ **on the stretch of water whose breadth, measured from the sign, is shown in metres on the sign** (see article 7.02)”.

Heading A.6

Amend the text as follows, in line with heading A.6 of RPNR:

“No anchoring or trailing of anchors, cables or chains **on the side of the waterway on which the sign is placed** (see articles 6.18 et 7.03)”.

Heading A.7

Amend the text as follows, in line with heading A.7 of RPNR:

“No making fast to the bank **on the side of the waterway on which the sign is placed** (see article 7.04)”.

Heading A.8

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading A.9

Amend the text as follows:¹⁵

“Do not create wash **likely to cause damage** (see article 6.20)”.

It has been decided that the provisions of CEVNI should be incorporated into RPNR, as amended above.

Headings A.10 to A.11

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading A.12

Amend as follows:

“**All M**motorized craft prohibited”.¹⁶

It has been decided that the provisions of CEVNI should be incorporated into RPNR, as amended above.

¹⁵ CCNR proposes avoiding the expression “create wash”, or else using wording similar to that used in the Dutch version of RPNR.

¹⁶ The Working Group on the Police Regulations interprets this provision to mean that navigation is prohibited to vessels whose propelling machinery is in use.

Heading A.13

This sign prohibiting all sports and pleasure craft will not be incorporated into RPNR.

CCNR proposes moving the footnote on the prohibition of small craft by the competent authorities into a separate provision.

Headings A.14 to A.17

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading A.18

CCNR proposes adding a definition of “small sport and pleasure craft” in article 1.01.

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading A.19

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading A.20

CCNR proposes clarifying this provision on water bikes, and indicating whether this is a total prohibition or a prohibition with authorization for towing.

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading B.1

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Headings B.2 to B.4b

In the English version, *replace* “channel” by “fairway”.

CCNR proposes making the explanatory texts more precise and aligning the language versions.

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Headings B.5 to B.9

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading B.10

The sign requiring vessels proceeding on the main waterway to change course and speed to allow vessels to leave harbours or tributary waterways will not be incorporated into RPNR.

Headings B.11 to C.3

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading C.4

Amend the text as follows, in line with heading C.4 of RPNR:

“There are restrictions on navigation: **please see the panel below the signal** ~~make enquiries~~”.

Headings C.5 to E.2

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading E.3

This sign for weirs will not be incorporated into RPNR.

Headings E.4 (a)

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading E.4 (b)

This sign for ferry-boats moving independently will not be incorporated into RPNR.

Heading E.5

Amend the text as follows, in line with heading E.5 of RPNR:

“Berthing (i.e. anchoring or making fast to the bank) permitted **on the side of the waterway on which the sign is placed** (see articles 7.02 and 7.05)”.

It has been decided that the provisions of CEVNI should be incorporated into RPNR, as amended above.

Headings E.5.1 et E.5.2

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading E.5.3

Amend the text as follows, in line with heading E.5.3 of RPNR:

“Maximum number of vessels permitted to berth abreast **on the side of the waterway on which the sign is placed** (see article 7.05)”.

Heading E.5.4

Amend the text as follows, in line with heading E.5.4 of RPNR:

“Berthing area reserved for pushing-navigation vessels that are not required to carry the marking prescribed in article 3.14 **on the side of the waterway on which the sign is placed** (see article 7.06).”

Heading E.5.5

Amend the text as follows, in line with heading E.5.5 of RPNR:

“Berthing area reserved for pushing-navigation vessels that are required to carry one blue light or one blue cone under article 3.14, paragraph 1, **on the side of the waterway on which the sign is placed** (see article 7.06).”

Heading E.5.6

Amend the text as follows, in line with heading E.5.6 of RPNR:

“Berthing area reserved for pushing-navigation vessels that are required to carry two blue lights or two blue cones under article 3.14, paragraph 2, **on the side of the waterway on which the sign is placed** (see article 7.06).”

Heading E.5.7

Amend the text as follows, in line with heading E.5.7 of RPNR:

“Berthing area reserved for pushing-navigation vessels that are required to carry three blue lights or three blue cones under article 3.14, paragraph 3, **on the side of the waterway on which the sign is placed** (see article 7.06).”

Heading E.5.8

Amend the text as follows, in line with heading E.5.8 of RPNR:

“Berthing area reserved for vessels other than pushing-navigation vessels that are not required to carry the marking prescribed in article 3.14 **on the side of the waterway on which the sign is placed** (see article 7.06).”

Heading E.5.9

Amend the text as follows, in line with heading E.5.9 of RPNR:

“Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry one blue light or one blue cone under article 3.14, paragraph 1, **on the side of the waterway on which the sign is placed** (see article 7.06).”

Heading E.5.10

Amend the text as follows, in line with heading E.5.10 of RPNR:

“Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry two blue lights or two blue cones under article 3.14, paragraph 2, **on the side of the waterway on which the sign is placed** (see article 7.06).”

Heading E.5.11

Amend the text as follows, in line with heading E.5.11 of RPNR:

“Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry three blue lights or three blue cones under article 3.14, paragraph 3, **on the side of the waterway on which the sign is placed** (see article 7.06).”

Heading E.5.12

Amend the text as follows, in line with heading E.5.12 of RPNR:

“Berthing area reserved for all vessels that are not required to carry the marking prescribed in article 3.14 **on the side of the waterway on which the sign is placed** (see article 7.06).”

Heading E.5.13

Amend the text as follows, in line with heading E.5.13 of RPNR:

“Berthing area reserved for all vessels that are required to carry one blue light or one blue cone under article 3.14, paragraph 1, **on the side of the waterway on which the sign is placed** (see article 7.06).”

Heading E.5.14

Amend the text as follows, in line with heading E.5.14 of RPNR:

“Berthing area reserved for all vessels that are required to carry two blue lights or two blue cones under article 3.14, paragraph 2, **on the side of the waterway on which the sign is placed** (see article 7.06).”

Heading E.5.15

Amend the text as follows, in line with heading E.5.15 of RPNR:

“Berthing area reserved for all vessels that are required to carry three blue lights or three blue cones under article 3.14, paragraph 3, **on the side of the waterway on which the sign is placed** (see article 7.06).”

Heading E.6

Amend the text as follows, in line with heading E.6 of RPNR:

“Anchoring (see article 7.03) or trailing of anchors, cables or chains (see article 6.18) permitted **on the side of the waterway on which the sign is placed.**”

This signal authorizing trailing of anchors, cables or chains will not be used in RPNR.

Heading E.7

Amend the text as follows, in line with heading E.7 of RPNR:

“Making fast to the bank permitted **on the side of the waterway on which the sign is placed** (see article 7.04).”

Heading E.7.1

Amend the text as follows:

“Making fast permitted only while loading and unloading vehicles ~~Berthing area reserved for loading and unloading vehicles. (Maximum duration of berthing permitted may be added on an information plate below the board).~~”

It has been decided that the provisions of CEVNI should be incorporated into RPNR, as amended above.

Headings E.8 to E.11b

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading E.12, paragraph (a)

This example, for fixed lights, will not be incorporated into RPNR.

Heading E.12, paragraph (b)

It has been decided that this example, for isophase lights, should be incorporated into RPNR.

Headings E.13 to E.15

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading E.16

This signal, for sports and pleasure craft, will not be incorporated into RPNR.

Headings E.17 to 22¹⁷

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Heading E.23

Replace the existing signal



By the two signals under heading E.21 of RPNR:



Heading E.24

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

New heading E.25

Insert a new heading for electrical power supply points, as under heading E.25 of RPNR.¹⁸

Heading E.23 of RPNR

It has been decided to maintain the examples of flood marks in RPNR.

C. Section II, Auxiliary signs

General remarks and paragraph 1

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Paragraph 2

It has been decided that the provisions of CEVNI should be incorporated into RPNR, with the exception of the example of a luminous signal with a green light (subparagraph (a)).

Paragraph 3

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

¹⁷ For heading E.20, CCNR proposes using the wording in the German version of RPNR in the German version of CEVNI.

¹⁸ At its fifty-sixth session, the Working Party on Inland Water Transport (SC.3) decided to add this signal (ECE/TRANS/SC.3/193, para. 35 and ECE/TRANS/SC.3/2012/5, para. 21).

Paragraph 4

Delete the following signals:¹⁹



It has been decided that the other signals in RPNR should be maintained.

XII. Annex 8, Buoyage and marking of waterways, lakes and broad waterways

A. Title

Amend the title as follows, in line with the title of annex 8 of RPNR:

“Buoyage and marking **of the waterways**, lakes and broad waterways”

B. Section I

Paragraph 1

Amend as follows:

“1. Marking

The waterway, the fairway, as well as the danger points and obstacles are not always marked.

The term “fairway” means that part of the waterway in which set widths and anchorage areas are to the extent possible maintained for navigation.

Waterway markings, buoys, when used, shall be anchored at approximately 5 m distance from the limits that they indicate.

Groynes and shallows can be marked using fixed marks or buoys. These marks or buoys shall, usually, be placed on the borders of groynes and shallows or in front of them.

It is necessary to keep a sufficient distance from the marks and the buoys to avoid the risk of getting on the ground or hitting an obstacle.”

Paragraph 2

It has been decided that the provisions of CEVNI should be incorporated into RPNR, with the exception of the second sentence, reading “on canals, lakes and broad waterways, the terms “right” and “left” shall be defined by the authorities”.²⁰

¹⁹ CCNR proposes that signals with a black background should not be authorized.

²⁰ At its fifty-sixth session, SC.3 decided to remove the relative definition of “right-hand side” and “left-hand side” of the waterway or fairway (ECE/TRANS/SC.3/193, para. 35 and ECE/TRANS/SC.3/2012/5, para. 26).

Paragraph 3

It has been decided that the provisions of CEVNI should be incorporated into RPNR, with the exception of the three examples of flashing lights.

C. Section II

Paragraphs 1 to 3

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

Paragraph 4

This provision, on marking fairways adjacent to berthing areas, will not be incorporated into RPNR.

D. Section III

These provisions, on marks on land indicating the position of the fairway, will not be incorporated into RPNR.

E. Section IV

Subsection A

It has been decided that the provisions of CEVNI should be incorporated into RPNR, with the exception of the clause permitting the use of flashing lights, and of the final sentence of paragraph 3.

Subsection B

It has been decided to maintain the existing provisions on buoys, and the examples, in RPNR.

It has been decided to replace figure 10 of RPNR by figure 17 of CEVNI, giving an example of the use of buoyage and marking.

F. New section IV bis

Add a new section, as in section IV of RPNR:

“IV bis. Other marking of danger points and obstacles in the waterway

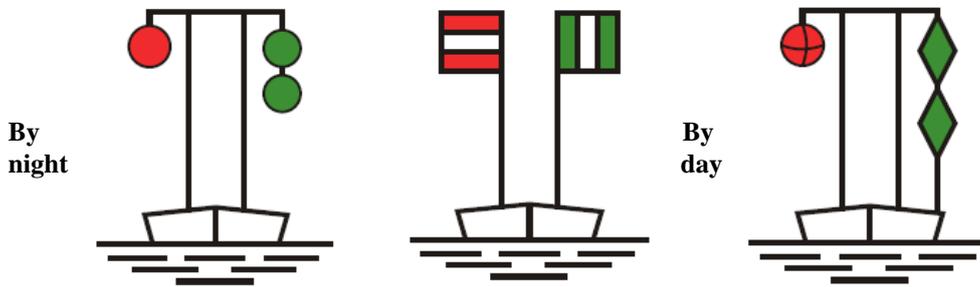
1. Passage permitted on the clear side without reducing speed

By night	By day
Obstructed side	Obstructed side
 One red light	 No entry sign A.1 or

		One red ball
Clear side		Clear side
 Two green lights one above the other	 Entry permitted E.1 or  Two green bicones one above the other	

(fig. 17 bis)

Example:



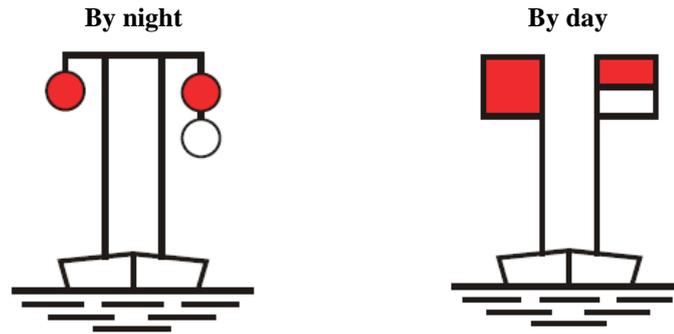
(fig. 17 ter)

2. Passage permitted on the clear side at reduced speed (avoid creating wash)

By night	By day
Obstructed side	Obstructed side
 One red light	 One red flag or red board
Clear side	Clear side
 One red light above one white light	 One red flag or board above one white flag or board

(fig. 17 quater)

Example:



(fig. 17 quinquies)".

G. Section V

It has been decided that the provisions of CEVNI should be incorporated into RPNR.

H. Section VI

These provisions, on additional buoyage and marking of lakes and broad waterways, will not be incorporated into RPNR.

I. Section VII

These provisions, on marking of prohibited or restricted areas, will not be incorporated into RPNR.

J. Section VIII

This provision, on buoys for miscellaneous purposes, will not be incorporated into RPNR.

K. Section IX

These provisions, on entrances to harbours, will not be incorporated into RPNR.