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Item 6 (c) of the provisional agenda

European Code for Inland Waterways (CEVNI)

Amendments to chapters 1–8 of CEVNI

Transmitted by the CEVNI Expert Group¹

I. Mandate

1. Presented in this document are the amendment proposals to chapters 1–8, prepared by the CEVNI Expert Group in accordance with the Roadmap on future work on CEVNI (ECE/TRANS/SC.3/191/Add.3) and further instructions issued by the forty-second session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (ECE/TRANS/SC.3/WP.3/84, paras. 31–33).
2. These proposals were elaborated during the twentieth, twenty-first and twenty-second sessions of the Group.² Amendments are marked in bold for new text and strikethrough for the existing text to be deleted.

¹ This document is submitted in line with the output/activities of cluster 2:6: Inland water transport, paragraph 1B(e) of the work plan 2012–2016 (ECE/TRANS/2012/12) adopted by the Inland Transport Committee on 1 March 2012 (ECE/TRANS/224, para. 94). Paragraph 1B(e) provides a mandate for the preparation of the next revision of CEVNI.

² The minutes of the twentieth session, held on 24–26 June 2013 in Geneva, are published in the annex to the report of the SC.3/WP.3 forty-third session (ECE/TRANS/SC.3/WP.3/86). The minutes of the twenty-first session, held on 18–20 September 2013 in Strasbourg, are published in the annex to the report of the SC.3 fifty-seventh session (ECE/TRANS/SC.3/195). The draft minutes of the twenty-second meeting, held on 17 October 2013 in Geneva, are presented in ECE/TRANS/SC.3/WP.3/2014/2.

3. It is recalled that, as foreseen in the roadmap, in addition to the substantive amendment proposals, the work on the next revision of CEVNI also entails improving CEVNI terminology and consistency between the different linguistic versions (ECE/TRANS/SC.3/191/Add.3, para. 22 (e)). To facilitate the discussions, purely editorial amendment proposals are indicated using footnotes.

4. The Working Party may wish to consider these amendments and issue further instructions to the CEVNI Expert Group or the secretariat on preparing the final proposal for the fifty-eighth session of the Working Party on Inland Water Transport (SC.3).

II. Draft amendment proposals to chapters 1-8 of CEVNI

A. Chapter 1

5. Article 1.01

(a) *Add a new definition a) 2 bis reading*³

The term “large vessel” means any vessel other than a small craft.

and *amend* all the articles currently including exceptions for small craft, accordingly.

(b) *Amend definition a) 5 as follows*³

The term ‘high-speed vessel’ means a motorized vessel, with the exception of small craft, capable of travelling at a speed greater than 40 km/h in relation to water **(for example a hydrofoil craft, a hovercraft or a multihull vessel when this is stated in the ship’s certificate)**.

(c) *Add a new definition a) 12 reading*⁴

The term “sports or pleasure craft” means any vessel used for purposes of sports and recreation and not financial gain.

(d) *Amend definition d) 1 as follows* (not applicable to English).³

(e) *Amend definition d) 9 as follows*³

The term ‘state of intoxication’ means a state occurring as a result of the use of alcohol, narcotics, medicines or other ~~similar~~ substances and determined in accordance with national legislation and practice;

(f) *Amend definition d) 10 as follows*³

The term ‘reduced visibility’ means conditions in which visibility is reduced owing to **e.g.** fog, haze, snow; **or** rain ~~or other reasons~~;

³ Decision of the twentieth meeting of the CEVNI Expert Group (ECE/TRANS/SC.3/WP.3/86, Annex).

⁴ Decision of the twenty-second meeting of the CEVNI Expert Group (ECE/TRANS/SC.3/WP.3/2014/2).

- (g) Amend definition d) 13 as follows^{4,5}

The term ‘fairway’ means that part of the waterway that can actually be used by ~~shipping~~ **navigation**;

- (h) Add a new definition d) 18 as follows³

The term ‘inland AIS device’ means a device that is installed on board of a vessel and is used within the meaning of the ‘tracking and tracing in inland navigation’ standard.

6. Article 1.02

- (a) Amend paragraph 1 as follows⁴

Every vessel or assembly of floating material, except vessels in a pushed convoy other than the pusher, shall be placed under the authority of a person having the necessary qualifications. This person is hereinafter referred to as the boatmaster. **Boatmasters are considered to possess the necessary qualifications if they hold a valid boatmaster’s certificate.**

- (b) Amend paragraph 2 as follows (Not applicable to English).^{6,7}

- (c) Amend paragraph 2 (e) as follows^{6,7}

In **all** other cases, the boatmaster of the convoy shall be designated.

- (d) Amend paragraph 7 to read^{3,6}

In the case of a moored vessel or assembly of floating material having no boatmaster, the person responsible for ensuring compliance with the provisions of these regulations shall be:

- (a) The person responsible for keeping watch and surveillance under article 7.08;
- (b) The operator ~~or~~ **and** owner of such vessel or assembly **if the person referred to in letter (a) is absent.**

7. Article 1.04

Amend current paragraph 2 (d) as follows³

~~Causing harm to crew members and other persons on board the vessel or damage to barges moored alongside, port or wharf facilities and the environment~~ **Causing inordinate harm to the environment.**

8. Article 1.06

Amend the article as follows (not applicable to English).^{6,7}

⁵ At its twentieth meeting, the CEVNI Expert Group also considered possible the following amendment: The term “fairway” means that part of the waterway **in which set widths and anchorage areas are to the extent possible maintained for navigation** ~~that can actually be used by shipping~~ (ECE/TRANS/SC.3/WP.3/86, annex).

⁶ Decision of the twenty-first meeting of the CEVNI Expert Group (ECE/TRANS/SC.3/195, annex).

⁷ Editorial amendment.

9. Article 1.08

*For existing paragraph 4 substitute*⁶

Without prejudice to paragraph 3, the individual life-saving equipment listed in No. 44 of the ship's certificate shall be available for distribution and shall correspond to the number of adult and child passengers.

10. Article 1.09

(a) *Add a new paragraph 2 reading (and renumber the remaining paragraphs accordingly)*³

The age requirement shall not apply in the case of small craft having no motive power of its own.

(b) *Amend old paragraph 2 as follows (not applicable to English).*^{6,7}

11. Article 1.10

Correct subparagraph 1 (c) as follows^{6,7}

(c) ~~Ship's articles or~~ Crew list;

12. Article 1.12:

*Amend paragraph 1 as follows*³

It is prohibited to allow objects that would constitute a danger to vessels, assemblies of floating material **or** floating establishments ~~or installations~~ on or adjacent to the waterway to project beyond the sides of vessels or of assemblies of floating material.

13. Article 1.13

*Amend paragraph 1 as follows*³

It is prohibited to use waterway signs (such as boards, buoys, floats, beacons, **warning rafts with waterway signs**) for mooring or warping vessels or assemblies of floating material, to damage them or to render them unfit for use.

14. Article 1.14

*Amend the article as follows*³

When a vessel or assembly of floating material has damaged a permanent structure (**lock, bridge, groyne, etc.**) (~~such as lock, bridge~~), the boatmaster shall at once inform the nearest competent authority.

15. Article 1.15

(a) *Correct the title as follows*^{6,7}

Prohibition of discharge into the waterways.

(b) *Delete paragraph 2*³

(c) *Amend paragraph 3 as follows*³

~~23. In the event of such accidental spillage of a substance covered by paragraph 1 or paragraph 2~~ **23.** In the event of **such** accidental spillage ~~of a substance covered by paragraph 1 or paragraph 2~~ or of any risk of such spillage, the boatmaster shall immediately inform the nearest competent authority, specifying as accurately as possible the nature and site of the spillage.

16. Article 1.18

*Amend paragraph 2 as follows*³

A boatmaster whose vessel **or assembly of floating material** is in danger of sinking or becomes impossible to control is under the same obligation.

17. Article 1.22

*Amend paragraph 1 as follows*³

Boatmasters shall comply with any temporary requirements issued by a competent authority in special circumstances ~~and published as notices~~ to ensure safe and orderly navigation.

18. New article 1.24

*Add a new article 1.24 reading*³

Article 1.24 – Applicability in ports, loading and unloading zones

These regulations shall also apply to water surfaces that are a part of ports and loading and unloading zones, without prejudice to the specific requirements of the waterway police enacted for these ports and loading and unloading zones and called for by local conditions and loading and unloading operations.

B. Chapter 2

19. Articles 2.01–2.02

*Consider deleting word “emblem”*⁴

20. Article 2.01

(a) *For existing subparagraph 1 (c) substitute*^{3,8}

(c) One of the following

(i) Its unique European vessel identification number, which is made up of eight Arabic numerals. The first three digits are used to identify the country and the office where this unique European vessel identification number was assigned. This identification mark is mandatory only for vessels that have been assigned a unique European vessel identification number;

or

(ii) Its official number, which is made up of seven Arabic numerals, possibly followed by a letter in lower-case type. The first two digits are used to identify the country and the office where this unique European vessel identification number was assigned. This identification mark is mandatory only for vessels which were assigned an official number that has not yet been converted into a unique European vessel identification number.

⁸ This amendment, if adopted, will supersede the amendment adopted at the SC.3 fifty-fifth session. See ECE/TRANS/SC.3/WP.3/2014/1, para. 11.

The unique European vessel identification number or the official number shall be displayed under the conditions laid down in subparagraph (a) above.

- (b) *Amend paragraph 2 as follows*³

In addition, except for small craft **and seagoing vessels**,

- (a) Every cargo vessel shall have its dead-weight tonnage inscribed on both sides, on the hull or on fixed boards **or plates**;
- (b) Every passenger vessel shall display the maximum permissible number of passengers in a conspicuous position on board.

21. Article 2.02

*Amend paragraph 2 as follows*⁴

The registration or identification marks mentioned under paragraph 1 (a) shall be inscribed on the outside of the **small** craft in Latin characters not less than 10 cm high, easily legible and indelible, their inscription in oil paint being considered indelible. If the **small** craft has no name or emblem, it shall bear the name (or its usual abbreviation) of the organization to which it belongs, followed, where applicable, by a number.

C. Chapter 3

22. Article 3.01

*Add a new paragraph 4 as follows*³

When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, vessels may carry the lights, boards, balls, etc. provided for in this chapter at a reduced height so that passage may be effected without difficulty.

23. Article 3.03 (not applicable to English).⁴

24. Article 3.07

*Amend paragraph 2 as follows*³

The use of lamps or searchlights in such a way that they cause dazzle constituting a danger or ~~inconvenience~~ **disturbance** to navigation or to traffic on the banks of the waterway is prohibited.

25. Article 3.08

Amend paragraph 2 as follows^{3,9}

A single motorized vessel **more than 110 m long** ~~may in addition~~ **shall be required to** 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.~~

⁹ This amendment, if adopted, will supersede the amendment adopted at the SC.3 fifty-seventh session. See ECE/TRANS/SC.3/WP.3/2014/1, para. 14.

26. Article 3.09

(a) *Amend paragraph 1 as follows*³

A motorized vessel leading a towed convoy, ~~and a motorized vessel used as an auxiliary in front of another motorized vessel, a pushed convoy or a side-by-side formation~~ shall carry:

By night:

- (a) Two masthead lights one above the other about 1 m apart, placed forward and in the axis of the vessel, the upper light being at a height of, at least, 5 meters and the lower light, so far as possible, at least 1 m higher than the side lights;
- (b) The side lights prescribed in article 3.08, paragraph 1 (b);
- (c) A yellow instead of a white stern light, placed in the axis of the vessel and high enough to be clearly visible from the towed unit following the vessel ~~or the motorized vessel, pushed convoy or side-by-side formation in front of which the vessel is used as an auxiliary~~;

By day:

A yellow cylinder, with two black and white stripes at top and bottom, the white stripes being at the ends of the cylinders. The cylinder shall be placed vertically forward, and high enough to be visible from all directions.

(b) *Amend paragraph 3 as follows*^{3,6}

Vessels in a towed convoy following the motorized vessel or vessels referred to in paragraphs 1 and 2 above shall carry:

By night:

A bright white light visible from all directions, at a height of not less than 5 m. **This height may be reduced to 4 m for vessels whose length does not exceed 40 m;**

By day:

A yellow ball in a suitable position and high enough to be visible from all directions.

However,

- (a) If a section of the convoy is more than 110 m long, that section shall carry two such lights, one forward and one aft;
- (b) If a section of the convoy comprises a row of more than two vessels coupled side by side, only the two outside vessels of the row shall carry such lights or such a ball.

The marking of all towed vessels in a convoy shall so far as possible be carried at the same height above the water level.

27. Article 3.13

(a) *For existing paragraph 1 substitute*³

Motorized small craft proceeding alone shall carry by night either:

- (a) A masthead light, bright instead of strong, at the same height as the side lights and not less than 1 m forward of them;
 - (b) Side lights, which may be ordinary lights; they shall be at the same height and on the same perpendicular to the axis of the craft and be screened inboard so that the green light cannot be seen from the port side and the red light cannot be seen from the starboard side;
 - (c) A stern light;
- or
- (d) The masthead light prescribed in subparagraph (a) above; however, this light is to be placed at least 1 m higher than the side lights;
 - (e) The side lights prescribed in subparagraph (b) above; however, these lights may be placed side by side or in the same lamp in the axis of the craft, at or near the bow;
 - (f) A stern light; however, this light may be waived provided that the masthead light referred to in subparagraph (d) above is a bright white light visible from all directions.

(b) *Add a new paragraph 7 reading*³

A small craft under sail and at the same time employing a motor shall carry:

By day:

A black cone with the vertex pointing downwards. This cone shall be positioned as high as possible and where it will be most obvious.

28. Article 3.14

(a) *Amend paragraph 1 as follows*^{6,7}

Vessels carrying out transport operations involving **certain** flammable substances 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:

A blue light;

By day:

A blue cone, point downwards

as indicated in ADN, Chapter 3.2, Table A, column (12) or Table C, column (19).

These markings shall be in a suitable position and high enough to be visible from all directions. The blue cone may be replaced by one blue cone at the

bow and one blue cone at the stern of the vessel, at a height of not less than 3 m.

- (b) *Correct paragraph 2 as follows*^{6,7}

Vessels carrying out transport operations involving substances constituting health hazards 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:

Two blue lights;

By day:

Two blue cones, point downwards,

as indicated in ADN, Chapter 3.2, Table A, column (12) or Table C, column (19).

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

- (c) In paragraphs 1 to 3 *align* the text beginning with “as indicated in ADN” with the body of the paragraph.³

29. Article 3.16

Amend paragraph 1 as follows^{3,10}

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;~~

- (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~~ **6** 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.

30. Article 3.18

Amend paragraph 1 as follows^{6,7}

A vessel which is unable to manoeuvre shall, if necessary, display, in addition to the marking prescribed elsewhere in these regulations:

¹⁰ This amendment proposal includes the amendment adopted at the SC.3 fifty-fifth session. See ECE/TRANS/SC.3/WP.3/2014/1, para. 18.

By night:

A swinging red light; in the case of small craft, this light may be white instead of red; or

Two red lights, ~~one~~ about 1 m **one** above the other, placed in a suitable position and high enough to be visible from all directions;

By day:

A swinging red flag; or

Two black balls, ~~one~~ about 1 m **one** above the other, placed in a suitable position and high enough to be visible from all directions.

31. Article 3.20

(a) *Correct paragraph 1 as follows*^{6,7}

All stationary vessels except the vessels listed in Articles 3.22 and 3.25 shall carry:

By night:

An ordinary white light visible from all directions and **placed on the fairway side** at a height of at least 3 m.

This light may be replaced by an ordinary white light at the bow and an ordinary white light at the stern, positioned at the same height on the fairway side and visible from all directions.

By day:

Only vessels stationary offshore, without direct or indirect access to the bank, a black ball in a suitable position forward and high enough to be visible from all directions.

(b) *Correct paragraph 2 as follows*^{4,7}

A convoy stationary offshore (without direct or indirect access to the shore) shall carry:

By night:

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

By day:

A black ball on the leading vessel of the convoy or on the outermost vessels leading the convoy and on the pusher if applicable.

32. Article 3.21

Correct the article as follows^{4,7}

The requirements of article 3.14 shall also apply to the vessels **and convoys** referred to in that article when those vessels they are stationary.

33. Article 3.25

Correct subparagraphs 1(a) and 1 (c) as follows^{4,7,11}

- (a) 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~~ **the** other;

By day:

Two green bicones, ~~one~~ placed about 1 m **one** above the other; and, as appropriate:

- (c) On the side or sides on which the fairway is clear:

By night:

An ordinary red light and an ordinary white light, or a bright red light and bright white light, ~~one~~ placed about 1 m **one** above the other, with the red light at the top;

By day:

A flag with a red upper half and a white lower half, or two flags flown one above the other, the upper flag being red and the lower flag white, and, as appropriate,

34. Article 3.26

Correct paragraph 1 as follows^{4,7}

When, in the cases referred to in articles 3.20 and 3.23, by night, the anchors of vessels, assemblies of floating material or floating establishments are so placed that they, their cables or chains may be a danger to navigation, the “stationary vessel” light nearest to such anchors shall be replaced by two ordinary white lights visible from all directions, ~~one~~ about 1 m **one** above the other.

35. Article 3.29

Correct paragraph 1 as follows^{4,7}

Vessels, assemblies of floating material and floating establishments under way or stationary (other than those specified in article 3.25) requiring protection against wash caused by the passage of other vessels or assemblies of floating material may, without prejudice to the marking applicable to them under the provisions of the other articles of this chapter, display:

By night:

An ordinary red light and an ordinary white light, or a bright red light and a bright white light, ~~one~~ about 1 m **one** above the other with the red light above, and in such a position that they are clearly visible and cannot be confused with other lights;

¹¹ This amendment proposal includes the amendment adopted at the SC.3 fifty-seventh session. See ECE/TRANS/SC.3/WP.3/2014/1, para. 21.

By day:

A flag with a red upper half and the lower half white, in a suitable position and high enough to be visible from all directions. This flag may be replaced by two flags one above the other, the upper flag red and the lower flag white. These flags may be replaced by boards of the same colour.

36. Article 3.32

Amend the article as follows^{6,12}

Article 3.32 – Prohibition of smoking or using ~~an unprotected light or flame fires and naked light~~

1. If other regulations prohibit

- (a) smoking;
- (b) using ~~an unprotected light or flame~~ **fires and naked light**;

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, 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.

D. Chapter 4

37. Article 4.01

(a) *Amend paragraph 1 as follows*³

When sound signals other than bells are prescribed in these regulations or any other provisions applicable, they shall be given:

- (a) On motorized vessels, except ~~certain~~ small craft unless these are vessels with radar equipment, by means of mechanically operated sound signalling devices, placed sufficiently high that the sound signals can spread freely to the front and if possible also to the back; the signalling devices shall conform to the requirements laid down in chapter I of annex 6 of these regulations;
- (b) On non-motorized vessels and motorized small craft whose equipment does not include a sound signalling device, by means of a suitable trumpet or horn; such sound signals shall conform to the requirements of chapter I, paragraphs 1 (b) and 2 (b), of annex 6 to these regulations.

¹² This amendment proposal includes the amendment adopted at the SC.3 fifty-fifth session. See ECE/TRANS/SC.3/WP.3/2014/1, para. 23.

- (b) Amend paragraph 3 as follows³

~~Unless specifically provided to the contrary, In the case of a convoy, prescribed sound signals need to be given, only by the vessel carrying the boatmaster of the convoy.~~

38. Article 4.04

- (a) Amend the title as follows⁶

~~Distress signs~~ **signals**

- (b) Correct paragraph 2 as follows^{4,7}

2. Such signals ~~may~~ replace or supplement the visual signals referred to in article 3.30.

39. Article 4.05

~~Amend paragraphs 1 and 2 as follows⁶~~

1. Every radiotelephone ~~set~~ **installation** carried on board a vessel ~~or floating establishment~~ shall conform to **the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways**; and shall be ~~operated~~ **used** in accordance with, ~~the requirements of the competent authorities~~ **the provisions of this Arrangement. Details of these provisions are provided in the radiotelephony guide for inland navigation.**

Vessels navigating in inland waterways not covered by the provisions of the above mentioned Regional Arrangement shall carry on board a radiotelephone installation operated in accordance with the requirements of the local competent authorities.

2. Motorized vessels, excluding small craft, ~~ferry boats and floating equipment~~ may ~~sail~~ **navigate** only if they are equipped with ~~two~~ a radiotelephone installations in proper working order **for ship-to-ship, nautical information and ship-to-port-authority networks**. ~~When under way, the radiotelephone installations for the ship to ship and nautical information channels must be permanently in a ready to transmit and ready to receive state. The channel allocated to nautical information may only be left for a short time in order to transmit or receive information on other channels.~~

The radiotelephone installation shall ensure that two of these networks are monitored simultaneously.

The ship station used in the radiotelephone service for inland waterways may consist of either separate equipment for each of the service categories or equipment for combinations of several of those.

40. Article 4.06

~~Amend paragraph 2 as follows³~~

In pushed convoys and side-by-side formations, the requirements of paragraph 1 above shall apply only to the vessel carrying the boatmaster of the convoy or formation.

E. Chapter 5

41. Article 5.03

*Delete*⁶

F. Chapter 6

42. Article 6.02

*For existing paragraph 2 substitute*⁴

Small craft in relation to vessels other than small craft shall leave them enough room to hold their course and to manoeuvre. They may not require that such vessels give them way.

43. Article 6.03

Amend paragraph 2 as follows^{6,13}

When vessels are proceeding in convoy, the ~~visual~~ **prescribed** signals ~~prescribed~~ in articles 3.17, 6.04 and 6.10 shall be shown or emitted only by the vessel carrying the boatmaster of the convoy ~~or side by side formation or, in the case of a towed convoy, by the towed vessel at the head of the convoy.~~

44. Article 6.04

(a) *Amend* subparagraph 4 (a) *as follows*⁴

(a) By day:

- Display a strong scintillating white light ~~or wave a light blue flag or board;~~ or
- Display a light blue board in conjunction with a bright scintillating white light;

(b) *Invert* subparagraphs (a) and (b) in the first sentence of paragraph 4.⁶

45. Article 6.05

(a) *Correct* paragraph 3 *as follows*^{4,7}

In such cases, the vessels **or convoys** proceeding downstream shall give the following signals in good time:

- If they wish to pass to port, one short blast;
- If they wish to pass to starboard, two short blasts and, in addition, the visual signals referred to in article 6.04, paragraph 4.

(b) *Correct* paragraph 4 *as follows*^{4,7}

Vessels **or convoys** proceeding upstream shall then grant the request of those proceeding downstream and confirm the fact as follows:

¹³ This amendment, if adopted, will supersede the amendment adopted at the SC.3 fifty-sixth session. See ECE/TRANS/SC.3/WP.3/2014/1, para. 26.

- If they are to pass to port, by sounding one short blast and, in addition, removing the visual signals referred to in article 6.04, paragraph 4;
- If they are to pass to starboard, by sounding two short blasts and, in addition, displaying the visual signals referred to in article 6.04, paragraph 4.

46. Article 6.08

For existing text of paragraph 1 substitute⁶

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, apply by analogy.

47. Article 6.10

Amend paragraph 7 as follows⁶

Paragraphs 2 to ~~6~~ 5 above shall not apply to small craft in relation to other vessels or to small craft overtaking other small craft.

48. Article 6.16

Amend paragraphs 5 and 6 as follows⁴

5. Vessels may not enter a harbour or tributary waterway when the sign A.1, together with the additional sign shown in annex 7, section II, paragraph 2 **(b)**, is displayed on the main waterway.

Vessels may not leave a harbour or tributary waterway when the sign A.1, together with the additional sign shown in annex 7, section II, paragraph 2 **(b)**, is near the exit.

6. If the sign E.1 together with the additional sign shown in annex 7, section II, paragraph 2 **(a)**, is displayed on the main waterway, vessels may enter a harbour or tributary waterway even if their doing so might oblige vessels proceeding on the main waterway to change their course or speed. Vessels may leave if the sign E.1, together with the additional sign shown in annex 7, section II, paragraph 2 **(a)**, is displayed near the exit; in this case, the sign B.10 (annex 7) shall be displayed on the main waterway.

49. Article 6.18

Amend paragraph 2 to read³

This prohibition does not apply to vessels undertaking manoeuvres or heading towards a stopping place, except in the following cases:

- (a) less than 100 m from a bridge, lock or weir, ferry-boat or floating equipment at work;
- (b) on sections of the waterway marked with the prohibitory sign A.6 (annex 7), in accordance with the provisions of article 7.03, para. 1 (b).

50. Article 6.19

Add a new paragraph 2 reading (and renumber the following paragraph)⁶

This prohibition shall not apply to small movements at berthing places and places of loading and unloading, insofar as safe stopping is ensured, and in harbours.

51. Article 6.20

Amend paragraph 3 as follows⁴

When passing vessels displaying the ~~signals~~ **markings** prescribed in article 3.25, paragraph 1 (c), or vessels, assemblies of floating material or floating establishments displaying the ~~signals~~ **markings** prescribed in article 3.29, paragraph 1, other vessels shall reduce speed as prescribed in paragraph 1 above. They shall also keep as far off as possible.

52. Article 6.21

Amend paragraph 5 as follows⁶

Passenger vessel with passengers on board shall not sail ~~in side-by-side formation as part of a convoy~~. ~~Sailing in side-by-side formation shall be permitted only for the emergency towing of a passenger vessel.~~ **This prohibition shall not apply in cases where an auxiliary towing vessel is required or in case of emergency.**

53. Article 6.21 bis

Amend the article as follows⁶

~~Outside a pushed convoy, a pushed barge, may only be moved~~ **A pushed barge outside a pushed convoy may be relocated only:**

- (a) ~~Being coupled side-by-side to a motorized vessel or~~ **If coupled to or towed by a motorized vessel,**
- (b) **In accordance with the regulations or with the authorization of the competent authority,**
- ~~(c)~~ (c) On short distances when a pushed convoy is being formed or broken up,
- ~~(d)~~ (d) Being coupled side-by-side with vessel which has a steering device and a sufficient crew.

54. Article 6.22

Amend the article as follows⁶

1. When the competent authorities announce by the general prohibitory sign A.1 **a – f** (annex 7) that navigation is suspended, all vessels shall stop short of that sign.

2. **Navigation on waters displaying the sign:**

- (a) **A.1a (annex 7) is prohibited for all vessels;**
- (b) **A.12 (annex 7) is prohibited for all motorized vessels;**
- (c) **A.1g (annex 7) is prohibited for all vessels, with the exception of non-motorized small craft.**

55. Article 6.27

*Delete paragraph 4*³

56. Article 6.28

(a) *Amend subparagraph 7 (c) as follows*⁴

~~The use of fenders, which shall be floating fenders if movable, shall be compulsory.~~ **Fendering devices shall be used. If they are not part of the vessel, the fenders shall be floating.**

(b) *Amend paragraph 9 as follows*⁶

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.

57. Article 6.30

*Amend the article to read:*⁶

Article 6.30 – General rules for navigation in reduced visibility; ~~use of navigation by radar~~

1. In reduced visibility, all vessels shall navigate by radar.
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 ~~craft~~ under way in reduced visibility ~~shall use ship-ship channel or the channel prescribed by the competent authorities.~~ **may navigate only if they are also on listening watch on the ship-ship channel or on any other channel prescribed by the competent authorities.**
3. When stopping because of reduced visibility, vessels shall, as far as possible, keep clear of the fairway.
4. Vessels proceeding on their course shall, when meeting another vessel, keep to the right as far as is necessary to allow passing port to port. The provisions of articles 6.04, paragraphs 4, 5 and 6 and of article 6.05 shall generally not apply in reduced visibility. However, passing starboard to starboard can also be allowed by the competent authorities when navigational conditions of particular waterways so require.
5. ~~Towed convoys shall immediately proceed to the nearest safe berthing or anchoring areas, if a communication with visual sign, between the towed vessel and the motorized vessel, is not possible. For towed convoys~~

~~proceeding downstream, navigation by radar is prohibited except for reaching the nearest safe berthing or anchoring areas. For such towed convoys provisions of the Article 6.33 are applicable. In reduced visibility, vessels and convoys unable to navigate by radar shall immediately proceed to the nearest berthing area.~~

58. Article 6.32

- (a) *Correct* the beginning of paragraph 4 *as follows*^{4,7}

When radiotelephone contact cannot be established with the oncoming vessels, the vessel **proceeding downstream** shall [...]

- (b) *Correct* paragraph 6 *as follows* (not applicable to English)^{4,7}

59. Article 6.33

- Correct* subparagraph 1(d) *as follows* (not applicable to English)^{4,7}

G. Chapter 7

60. Article 7.03

- (a) *Amend* the name of article 7.03 *as follows*³

Anchoring and use of telescopic piles (spuds)

- (b) *Add* a new paragraph 3 *reading*³

The competent authority may extend the application of paragraphs 1 and 2 to telescopic piles (spuds).

61. Article 7.07

- (a) *Amend* paragraph 1 *as follows*⁶

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.~~

- (b) *Correct* subparagraph 2 (b) *as follows* (not applicable to English)^{4,7}

62. Article 7.08

- Amend* paragraph 2 *as follows*⁶

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.

H. Chapter 8

63. Amend the title of Chapter 8 *as follows* (not applicable to English)^{4,7}

64. Article 8.01

*Amend paragraph 4 as follows*⁶

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~~ **fires and naked** lights;
- (c) Stop smoking;
- (d) Stop all unessential auxiliary machinery;
- (e) Avoid creating sparks.

If the vessel is stationary, all engines and auxiliary machinery shall be stopped or unplugged.
