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## **Working Party on Inland Water Transport**

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

#### **Fifty-first session**

Geneva, 14-16 June 2017

Item 3 (a) of the provisional agenda

**Standardization of technical and safety requirements  
in inland navigation: European Code for Inland Waterways  
(CEVNI) (Resolution No. 24, revision 5)**

## **Answers to the Questionnaire on regional and national special requirements**

### **Transmitted by the International Sava River Basin Commission**

#### **I. Mandate**

1. This document is submitted in line with Cluster 5: Inland Waterway Transport, para. 5.1 of the programme of work 2016-2017 (ECE/TRANS/2016/28/Add.1) adopted by the Inland Transport Committee at its seventy-eighth session on 26 February 2016.
2. This document reproduces the answers to the Questionnaire on regional and national special requirements transmitted by the International Sava River Basin Commission.

## II. Answers to the Questionnaire on Regional and National Special Requirements

### A. Part I. Information on special requirements deviating from CEVNI in accordance with Chapter 9 “Regional and National Special Requirements”

<i>Article</i>	<i>Yes/No</i>	<i>Additional information</i>
<b>Chapter 1, General provisions</b>		
With respect to Article 1.01 (a) 5, does your Administration state in the ship’s certificate that the vessel is a high-speed vessel?	No	
Does your Administration use a different definition of “high-speed vessel”?	No	
With respect to Article 1.01 (a) 10, does your Administration use the term “small size craft” as a subcategory of “small craft”?	No	
With respect to Article 1.01 (a) 11, does your Administration use a different definition of “water bike”?	No	
With respect to Article 1.01 (a) 12, does your Administration use a different definition of term “sports or pleasure craft”?	No	
With respect to Article 1.02, does your Administration waive the provisions of article 1.02 in case of certain assemblies of floating material and non-motorized vessels in certain side-by-side formations?	No	
With respect to Article 1.09, does your Administration prescribe other provisions concerning age for steering small craft?	No	
<p>With respect to Article 1.10, para. 1, does your Administration require other documents to be on board the vessel, including but not limited to:</p> <ul style="list-style-type: none"> <li>(a) Certificate on the release of the logbooks;</li> <li>(b) Certificate of installation and functioning of tachograph and its records as required;</li> <li>(c) Radar certificate;</li> <li>(d) Certificate confirming installation and functioning of radar device and rate-of-turn indicator;</li> <li>(e) Radiotelephone certificate delivered according to the relevant international and regional agreements;</li> <li>(f) Certificate on frequency allocation;</li> <li>(g) Handbook on radiotelephony in inland navigation, (general part and regional part);</li> <li>(h) A duly completed book of oil control;</li> <li>(i) Certificate for boilers and auxiliaries for vessels;</li> <li>(j) Certificate for liquefied gas installations;</li> <li>(k) Certificate for electrical equipment;</li> </ul>	No	

Article	Yes/No	Additional information
(l) Verification certificate for portable fire extinguishers and fixed fire extinguisher installations; (m) Verification certificate for cranes; (n) The documents referred to in sections 8.1.2.1, 8.1.2.2 and 8.1.2.3 of ADN; (o) Certificate confirming stability for the transport of containers; (p) Certificate on duration and local boundary of the construction site, where the worksite craft is allowed to be used; (q) Copies of certificates for engines, including the type-approval certificate and the engine parameter protocol; (r) Certificates for mooring cables; (s) Certificate confirming installation and functioning of the inland AIS equipment.		
<b>Chapter 2, Marks and Draught Scales on Vessels; Tonnage Measurement</b>		
With respect to Article 2.02, does your Administration prescribe other provisions for small craft which are neither motorized nor sailing craft and for sailboards, small sailing craft less than 7 m long?	No	
With respect to Article 2.05, does your Administration require application of the European Identification Number (ENI), if applicable, on anchors as an identification mark?	Yes	
<b>Chapter 3, Visual Signals (Marking) on Vessels</b>		
With respect to section II of Chapter 3, does your Administration waive the requirements for require vessels under way to carry day markings?	No	
With respect to Article 3.08, para. 1, does your Administration: (a) Prescribe other stern lights? (b) Prescribe a height of less than 5 meters prescribed in subpara. (a)?	No Yes	In paragraph (a) the height of less than 5 m is already prescribed (4 m for vessels less than 40 m in length). The Rules for the Sava River have the same paragraph (a) as in CEVNI 5.
With respect to Article 3.09, para. 1 (a), does your Administration prescribe a height of less than 5 meters?	No	
With respect to Article 3.10, para. 1, does your Administration: (a) Prescribe the use of bright lights on narrow waterways? (b) Authorize the pusher to carry the masthead lights and the side lights?	No No	
With respect to Article 3.11, does your Administration consider a side-by-side formation whose greatest dimensions do not exceed 110 m in length and 23 m in width as a single motorized vessel?	No	

Article	Yes/No	Additional information
<p>With respect to Article 3.14, para. 1, does your Administration:</p> <p>(a) In the case of seagoing vessels operating only temporarily in inland navigation areas, authorize the use of the day and night signals prescribed in the Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas adopted by the Maritime Safety Committee of the International Maritime Organization (by night an all-round fixed red light and by day flag "B" of the International Code of Signals), instead of the signals prescribed in paras. 1, 2 and 3 of the article?</p> <p>(b) Prescribe red lights instead of blue lights?</p>	<p>No</p> <p>No</p>	
<p>With respect to Article 3.16, does your Administration prescribe another marking?</p>		
<p>With respect to Article 3.20, para. 4, does your Administration prescribe that small craft other than ship's boats do not need to carry the black ball by day?</p>	No	
<p>With respect to Article 3.27, does your Administration prescribe a yellow scintillating light instead of the blue for fire-fighting and rescue vessels?</p>	No	
<p><b>Chapter 4, Sound Signals; Radiotelephony; Navigation Devices</b></p>		
<p>With respect to Article 4.01, does your Administration apply the harmonized national technical and operational requirements for radiotelephone installations on board inland navigation vessels in the framework of a Regional Arrangement based on the Radio Regulations of the International Telecommunication Union (ITU)?</p>	Yes	
<p>With respect to Article 4.06, does your Administration allow on certain inland waterways high-speed vessels to operate in daytime and at a visibility of 1 km and more without being fitted with radar equipment and a rate-of-turn indicator?</p>	No	
<p>With respect to Article 4.07,<sup>1</sup> does your Administration allow:</p> <p>(a) Using AIS Class A instead of Inland AIS?</p> <p>(b) Using AIS Class B; if yes, for which vessel type?</p> <p>(c) Switching off AIS equipment on stationary vessels, when cargo loading and unloading operations are held or in other cases?</p> <p>(d) Derogations from para. 1 for vessels or groups of vessels other than specified in subparas. (a)-(d) depending on their dimensions, purpose, operation mode?</p> <p>(e) Using local frequencies instead of AIS 1 (161.975 MHz) and AIS 2 (162.025 MHz)?</p>	<p>No</p> <p>No</p> <p>Yes</p> <p>No</p> <p>No</p>	
<p><b>Chapter 5, Waterway Signs and Marking</b></p>		
<p>With respect to article 5.01, para. 2, does your Administration regulate navigation on certain sections by also using special signs at control posts?</p>	No	
<p><b>Chapter 6, Rules of the Road</b></p>		
<p>With respect to Article 6.02, does your Administration prescribe specific rules applicable to small craft?</p>	No	
<p>Does your Administration prescribe specific rules applicable to pleasure or sport craft?</p>	No	

<sup>1</sup> Revised Article 4.07 in CEVNI 5.

Article	Yes/No	Additional information
With respect to Article 6.04, does your Administration prescribe special exceptions to the rules on the meeting of the vessels?	No	
With respect to Article 6.05, does your Administration prescribe special rules for the meeting of vessels?	No	
With respect to Article 6.08, does your Administration prescribe that, if the signs referred to in para. 2 above cannot be displayed, vessels shall stop and wait until authorization to proceed is given by representatives of the competent authorities?	No	
With respect to Article 6.11, subpara. (b), does your Administration stipulate an exception for the situation when one of the convoys is a side-by-side formation whose maximum dimensions do not exceed 110 m x 23 m?	No	
With respect to Article 6.22 bis, does your Administration prescribe special rules for navigation when passing floating equipment at work, or grounded or sunken vessels, and vessels whose ability to manoeuvre is limited?	No	
With respect to Article 6.23, para. 2 (b), does your Administration prohibit the use of longitudinal cable?	No	
With respect to Articles 6.24-6.26, does your Administration prescribe special rules or signs for the passage under bridges?	No	
With respect to Article 6.27, does your Administration prescribe special rules for the passage through weirs?	No	
With respect to Article 6.28, does your Administration prescribe special rules for the passage through locks?	No	
With respect to Article 6.28 bis, does your Administration prescribe special rules for entering and leaving locks?	No	
With respect to Article 6.30, does your Administration prescribe other general rules for navigation in visibility of less than 1 km?	No	
<p>With respect to Article 6.32, does your Administration:</p> <p>(a) Waive the provision on giving the three-tone signal or apply it only on certain waterways?</p> <p>(b) Prescribe additional provisions for vessels navigating by radar?</p>	No	
With respect to Article 6.33, does your Administration prescribe that a vessel carrying the boatmaster of a convoy shall sound two long blasts?	No	
<b>Chapter 8, Signalling and reporting requirements</b>		
With respect to Article 8.01, para. 4, does your Administration require that, if the vessel is stationary, all engines and auxiliary machinery must be stopped or unplugged?	Yes	
<b>Annex 11, Safety Checklist for Bunkering Fuel</b>		
With respect to Annex 11, does your Administration require this form or other documents? If yes, please indicate their names here.	Yes	The same form as in CEVNI 5

## **B. Part II. Information on other deviations from articles of Chapters 1-8 and Annexes of CEVNI**

### **Chapter 11**

#### **Additional local requirements for the sector “Mouth of the Sava River”**

##### **Article 11.01 — Definitions**

The sector “Mouth of the Sava River” means the waterway section from rkm 0 to rkm 11. The fairway on this section of the Sava River waterway is 75 m wide as determined by the left and right limits of its axis. The fairway is marked with signs and signals on the water, banks and bridges.

##### **Article 11.02 — Navigation**

1. Vessels and convoys, except small craft, shall navigate only on the fairway and shall not navigate with a speed less than 6 km/h or more than 15 km/h in relation to the bank.
2. Small craft navigating with a speed more than 15 km/h in relation to the bank, shall navigate only on the fairway with a speed not more than 25 km/h and with the obligation not to hinder navigation of other vessels on the fairway.
3. Small craft navigating with a speed of 15 km/h and less in relation to the bank, shall navigate only on the part of the waterway outside of the fairway alongside the left or the right bank, except on the sector of the waterway alongside the right bank from rkm 0 to rkm 3+200 and alongside the left bank from rkm 9 to rkm 11.
4. Small craft mentioned in paragraph 3 may cross the fairway in the shortest possible time and only after making certain that the movement of other vessels enables them to do so without a risk and that the latter are not obliged to change their course or speed abruptly.

##### **Article 11.03 — Convoys**

The dimensions of convoys on the sector “Mouth of the Sava River” are limited as follows:

- (a) Downstream navigation is allowed for:
  - pushed convoys not showing the marking referred to in article 3.14, with a width of not more than 33 m and a length of not more than 120 m;
  - pushed convoys showing the marking referred to in article 3.14, consisting of a pusher and one transversal row of vessels in front, with a width of not more than 23 m and a length of not more than 120 m;
  - towed convoys not showing the marking referred to in article 3.14, consisting of a tug and one transversal row of vessels in tow with a width of not more than 33 m;
  - towed convoys showing the marking referred to in article 3.14, consisting of a tug and one transversal row of vessels in tow with a width of not more than 23 m;
  - side-by-side formations with a width of not more than 23 m and a length of not more than 120 m.
- b) Upstream navigation is allowed for:

- pushed convoys not showing the marking referred to in article 3.14 with a width of not more than 23 m and a length of not more than 200 m;
- pushed convoys showing the marking referred to in article 3.14, consisting of a pusher and one transversal row of vessels in front, with a width of not more than 23 m and a length of not more than 120 m;
- towed convoys not showing the marking referred to in article 3.14, consisting of a tug and two transversal row of vessels in tow with a width of not more than 23 m;
- towed convoys showing the marking referred to in article 3.14, consisting of a tug and one transversal row of vessels in tow with a width of not more than 23 m;
- side-by-side formations with a width of not more than 23 m and a length of not more than 120 m.

#### **Article 11.04 — Meeting and overtaking**

1. Meeting and overtaking is prohibited on the fairway from rkm 0+400 to rkm 3+200 except for small craft navigating with a speed more than 15 km/h in relation to the bank.
2. Vessels and convoys navigating upstream on the fairway shall wait for vessels and convoys navigating downstream on the fairway which have started to pass under the Old Railway Bridge on rkm 2+700, to allow them to finish the passage under the bridge, on the waterway between rkm 0+200 and 0+400 near the left bank.

#### **Article 11.05 — Turning**

1. Passenger vessels with an overall length not more than 110 m shall turn on the marked place on rkm 0+900. Passenger vessels with an overall length of 110 m or more shall turn on the rkm 0+200.
2. Vessels and convoys with an overall length not more than 140 m shall turn on the sector from rkm 3+400 m to rkm 3+700 m.

#### **Article 11.06 — Stoppage and anchoring**

1. The stoppage and the anchoring of vessels and convoys showing the marking referred to in article 3.14, is prohibited on the sector “Mouth of the Sava River”.
2. The stoppage and the anchoring of vessels and convoys not showing the marking referred to in article 3.14, except small craft, is allowed only from rkm 9 to rkm 10+300 outside of the fairway near the left bank (the recommended stoppage place).
3. The stoppage and the anchoring of small craft is allowed only by day and outside of the fairway from the rkm 5 to rkm 11 near the right bank.

#### **Article 11.07 — Other regulations**

1. Navigation of all vessels, except passenger vessels, on the sector “Mouth of the Sava River” is prohibited when the water level on the water level gauge Belgrade is + 600 and more.
2. Navigation of sailing vessels on the sector “Mouth of the Sava River” is allowed only on the parts of the waterway designated by the competent authorities.
3. Navigation of vessels, except small craft, through the branch of the waterway between the island of Međica and the island of Velika Ciganlija is prohibited.
4. It is prohibited to make waves which can damage the infrastructure, vessels and other structures alongside the river banks.

5. When the water level on the water level gauge Belgrade is +250 and more and when three vessels are moored at the passenger terminal (rkm 0+700), the vessel in the middle is obliged to drop the bow anchor.
6. Passenger vessels with passengers on board are prohibited to navigate as a part of a convoy.
7. Vessels and convoys, except small craft, which have departed from Bežanija winter harbour (rkm 2+900) and continue to navigate downstream, shall enter the fairway in the shortest and the safest way and shall navigate upstream to the place of turning on rkm 3+500 and after the turning manoeuvre shall continue to navigate downstream. The boatmasters of these vessels shall announce this manoeuvre on the VHF radio station on Channel 16 (156.8 MHz) and give the required sound signals.
8. All vessels which are equipped with radiotelephone installations in proper working order in accordance with article 4.04, para. 2 shall, when approaching rkm 0, rkm 3, rkm 7 and rkm 11, communicate the following data on Channel 16 (156.8 MHz):
  - a) its name or emblem;
  - b) the composition and the dimensions of the convoy;
  - c) its position;
  - d) its course and speed.
9. Vessels mentioned in article 9 shall communicate on Channel 16 (156.8 MHz) their intentions and further course when entering or leaving the Sava River, when anchoring, when entering or leaving pontoons, when entering Bežanija or Čukarica branches and when meeting or overtaking.

## **B. Sector “Upper Sava”**

### **Article 11.08 — Definitions**

The sector “Upper Sava” means the waterway section from rkm 514 to rkm 594.

### **Article 11.09 — Prohibition of navigation**

On the sector “Upper Sava” navigation is prohibited for all vessels, except for public<sup>2</sup> vessels, as follows:

- (a) from rkm 594 to rkm 550, when the water level on the water level gauge Crnac is +710 and more;
- (b) from rkm 550 to rkm 514, when the water level on the water level gauge Jasenovac is +820 and more.

### **Article 11.10 — Convoys**

1. The dimensions of convoys on the sector “Upper Sava”, when the water level on the water level gauge Crnac is 0 or lower and water level on the water level gauge Jasenovac is +50 or lower, are limited as follows:

- (a) Downstream navigation is allowed for:

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<sup>2</sup> *Note of the secretariat:* vessels owned by the public authorities; this term is applied by the member States of the International Sava River Basin Commission.



- pushed convoys with a width of not more than 25 m and a length of not more than 120 m;
- towed convoys consisting of a tug and one transversal row of vessels in tow with a width of not more than 33 m;
- side-by-side formations with a width of not more than 25 m and a length of not more than 120 m.

b) Upstream navigation is allowed for:

- pushed convoys with a width of not more than 25 m and a length of not more than 120 m;
- towed convoys, consisting of a tug and two transversal rows of vessels in tow with a width of not more than 25 m;
- side-by-side formations with a width of not more than 25 m and a length of not more than 120 m.

2. The dimensions of convoys on the sector “Upper Sava”, when the water level on the water level gauge Crnac is more than 0 and water level on the water level gauge Jasenovac is more than +50, are limited as follows:

(a) Downstream navigation is allowed for:

- pushed convoys with a width of not more than 25 m and a length of not more than 120 m;
- towed convoys consisting of a tug and one transversal row of vessels in tow with a width of not more than 45 m;
- side-by-side formations with a width of not more than 25 m and a length of not more than 120 m.

b) Upstream navigation is allowed for:

- pushed convoys with a width of not more than 25 m and a length of not more than 200 m;
- towed convoys, consisting of a tug and three transversal row of vessels in tow with a width of not more than 25 m;
- side-by-side formations with a width of not more than 25 m and a length of not more than 120 m.

## C. Sector “Kupa”

### Article 11.11 — Definitions

The sector “Kupa” means the waterway section on the River Kupa from rkm 0 to rkm 5.

### Article 11.12 — Prohibition of navigation

On the sector “Kupa” navigation is prohibited for all vessels, except for public vessels, when the water level on the water level gauge Crnac is +710 and more.

### Article 11.13 — Convoys

The dimensions of convoys on the sector “Kupa” are limited as follows:

(a) Downstream navigation is allowed for:

- pushed convoys with a width of not more than 12 m and a length of not more than 120 m;
  - towed convoys consisting of a tug and one transversal row of vessels in tow with a width of not more than 12 m;
  - side-by-side formations with a width of not more than 20 m and a length of not more than 120 m.
- (b) Upstream navigation is allowed for:
- pushed convoys with a width of not more than 12 m and a length of not more than 120 m;
  - towed convoys, consisting of a tug and one transversal row of vessels in tow with a width of not more than 12 m;
  - side-by-side formations with a width of not more than 20 m and a length of not more than 120 m.

## Chapter 12

### River surveillance

#### Article 12.01 — General

1. In this chapter:

(a) The term “competent authority” means the authority in charge of navigation safety;

b) The term “average” means an extraordinary event on the waterway mentioned in Article 1.00 of these Rules, occurring during the navigation or operation of a vessel, waterway or objects within, resulting in victims, personal injuries, material damage or pollution.

c) The term “river surveillance” means a series of actions and measures undertaken by the competent authority with the aim to control the observance of regulations in force and regulate navigation, in particular, the observance of the navigation rules, technical requirements for vessels, rules for carriage of dangerous goods, as well as the rules for the protection of aids to navigation (hydro-technical structures, navigation signs and fairway marking), port structures and the environment.

#### Article 12.02 — Conducting river surveillance

1. River surveillance is carried out without any discrimination in terms of nationality of the vessel, the port of its departure or destination or any other issues.

2. River surveillance is carried out by the competent authorities of the Parties on their territories.

3. On waterway sections where the river banks fall under the sovereignty of two Parties, river surveillance shall be governed by agreements between the two Parties.

4. After surveillance has been performed, the competent authority that carried out the surveillance will make the report in accordance with the national law, which shall contain the information specified in Annex 11. A copy of the report shall be delivered to the Party concerned.

**Article 12.03 — Surveillance in case of averages**

1. The competent authorities shall, without delay, provide aid to the vessel in danger and, for that purpose, they have the right to engage any vessel in the vicinity of the vessel in need of assistance. In the event of an average occurring on a waterway section where the river banks fall under the sovereignty of two Parties, at the invitation of the boatmaster of the vessel in danger, public vessels of one Party are allowed to enter the territory of the other Party in order to rescue the vessel and the crew as well as to transport rescue teams with prior notification of the nearest competent authority, the customs authority and the state border control authority of the other Party.
2. The boatmaster of the vessel that experiences an average shall immediately notify the nearest competent authority. On a waterway section where the river banks fall under the sovereignty of two Parties, the boatmaster of the vessel that experiences an average shall immediately notify the nearest competent authority, regardless of the Party in which the competent authority is located. The competent authority which has received the notification shall inform the competent authority of the other Party which is responsible for navigation safety on the waterway section where the average occurred.
3. The investigation of an average occurring in the national waters of the waterway falls under the competence of the competent authority of the coastal country. Notwithstanding para. 2, if the average occurred on a waterway section where the river banks fall under the sovereignty of two Parties, the investigation of the average is carried out by the competent authorities of both Parties as determined by the agreement between the two Parties.
4. The investigation of the average shall be completed as soon as possible and shall not result in undue delay of the vessel or crew.
5. The competent authorities shall provide a copy of the final report to the interested Parties.

**C. Part III. Information on the additional requirements complementing Chapters 1-8 and Annexes of CEVNI**

Governments are invited to provide information on other deviations from the articles of Chapters 1-8 and the Annexes of CEVNI, if any.

There is no deviation from CEVNI 5.

**D. Part IV. Information on deviations or additional requirements complementing Chapter 10 of CEVNI 5**

Governments are invited to provide information on deviations or additional requirements complementing Chapter 10 of CEVNI 5.

There is no deviation from CEVNI 5.

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