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Inland Transport Committee

Working Party on Inland Water Transport

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

Fifty-third session

Geneva, 27-29 June 2018

Item 4 (b) of the provisional agenda

Standardization of technical and safety requirements in inland navigation:

Signs and Signals on Inland Waterways (SIGNI) (Resolution No. 22, revision 2)

Amendment proposal to Chapter 8 of the draft revision of SIGNI

Transmitted by the International Sava River Basin Commission

Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2018-2019 (ECE/TRANS/2018/21/Add.1) adopted by the Inland Transport Committee at its eightieth session (26 February 2018).
2. At its fifty-second session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation took note of the decision of the CEVNI Expert Group at its twenty-seventh meeting about bringing the new draft of SIGNI¹ in line with the fifth revised edition of the European Code for Inland Waterways (CEVNI 5).
3. The amendment proposal to Chapter 8 of the draft revision of SIGNI, transmitted by the International Sava River Basin Commission, is reproduced in the annex.

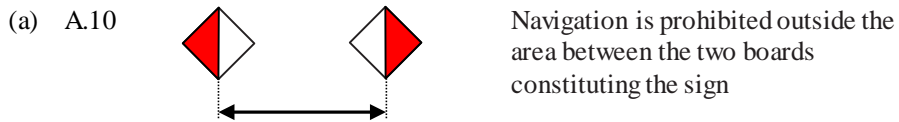
¹ ECE/TRANS/SC.3/2017/11/Rev.1.

Annex

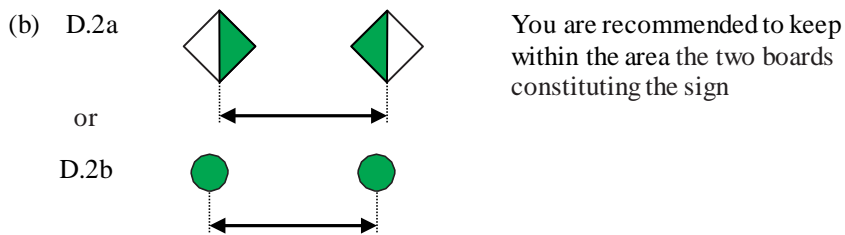
8 Marking of permanent structures

8.1 General principles

8.1.1 The following marks may be used to mark the width of the fairway in openings of bridges and through weirs by showing the site of the piers, or if appropriate, to show the boundaries between which the fairway is normally usable (e.g. where the depth of water or headroom near the piers is insufficient)



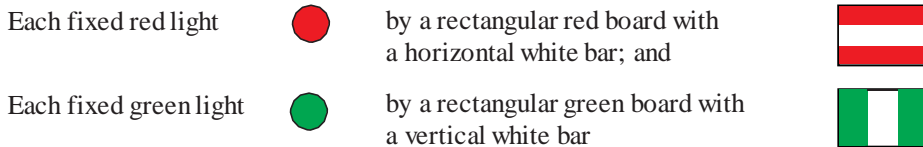
(fig. 8.1)



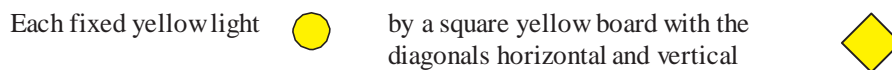
(fig. 8.2)

For the convenience of boatmasters, inverted scales showing the headroom available under the bridge may be affixed to the piers.

8.1.2 The following may be replaced for fixed bridges, weirs and locks

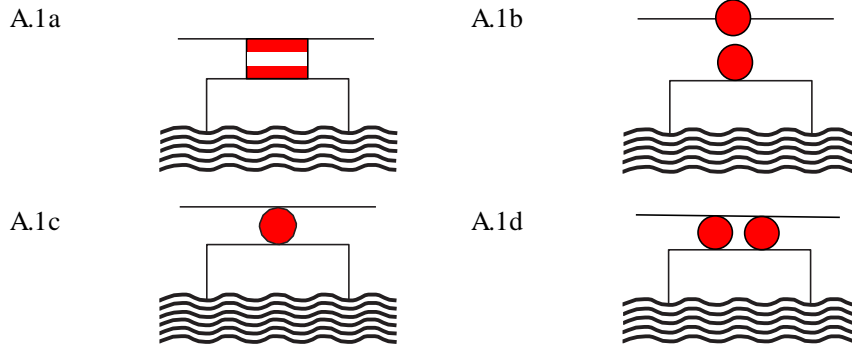


For fixed bridges, the following may be replaced



8.2 Fixed bridges

8.2.1 Entry prohibited



(fig. 8.3)

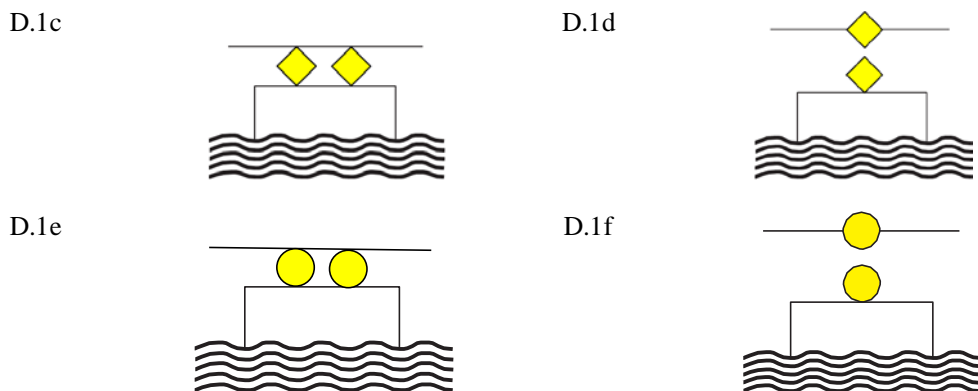
8.2.2 Opening recommended for entry (preferable)

(a) In both directions



(fig. 8.4)

(b) Only in the direction indicated (passage in the opposite direction prohibited, the entrance of the other side is marked with sign A.1 (see 8.2.1))



(fig. 8.5)

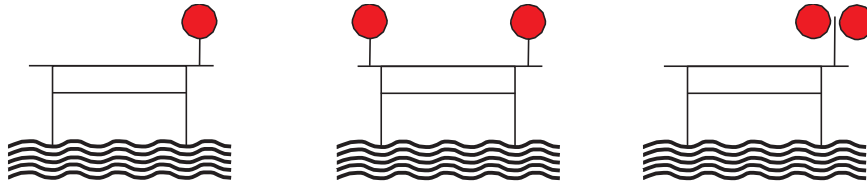
8.2.3 Fairway not expressly recommended

When certain openings in fixed bridges are marked as specified in 8.2.2 and others bear no marks, the boatmaster may use the unmarked openings only at his own risk.

8.3 Movable bridges

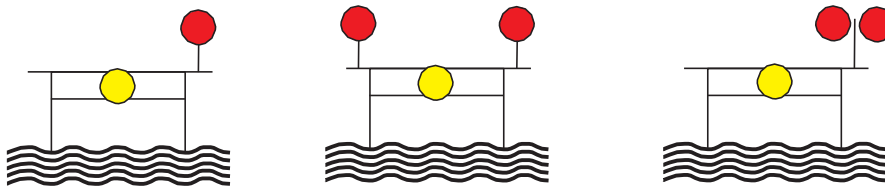
8.3.1 Passage prohibited

(a) General prohibition



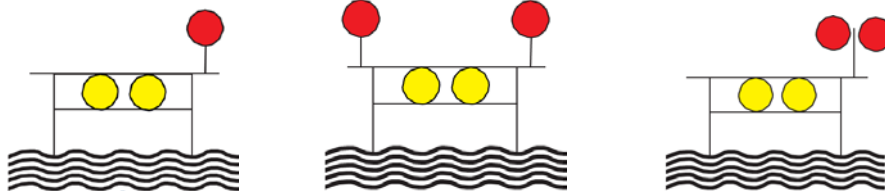
(fig. 8.6)

(b) Passage prohibited except for vessels of reduced height; passage authorized in both directions



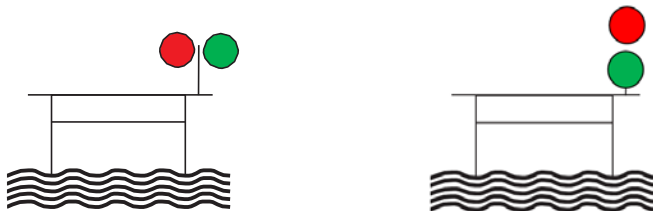
(fig. 8.7)

(c) Passage prohibited except for vessels of reduced height; passage prohibited in the opposite direction



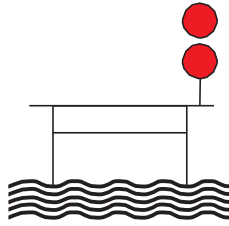
(fig. 8.8)

(d) Passage is still prohibited, but the bridge is being opened and the boatmaster should prepare to get under way



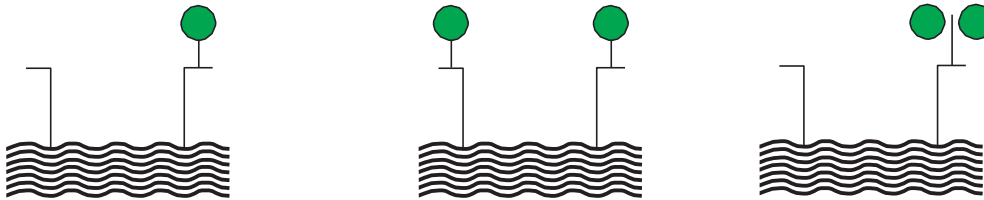
(fig. 8.9)

- (e) The opening of the bridge for navigation is suspended



(fig. 8.10)

8.3.2 Passage permitted



(fig. 8.11)

8.4 Weirs

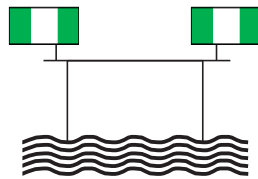
8.4.1 Passage through an opening in a weir is prohibited

Prohibition of passage through an opening in a weir may be indicated by one or more red lights or red-white-red boards (sign A.1) as shown in figure 8.3.

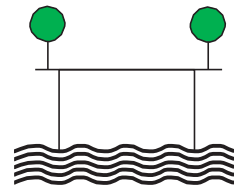
8.4.2 Passage through an opening in a weir is permitted

- (a) As a general rule

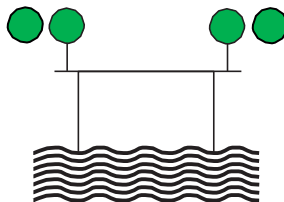
E.1a



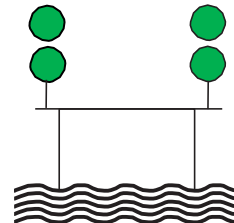
E.1b



E.1c



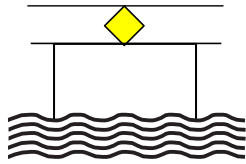
E.1d



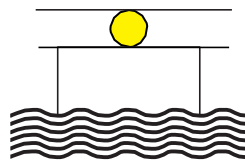
(fig. 8.12)

(b) In case of weirs with an overhead bridge

D.1a



D.1b

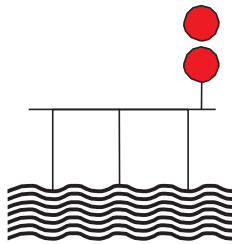


(fig. 8.13)

8.5 Locks, ship lifts and inclined planes

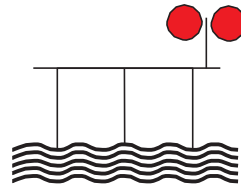
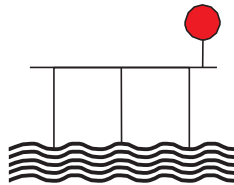
8.5.1 Entry or exit prohibited

(a) No entry, lock out of service



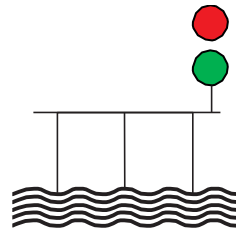
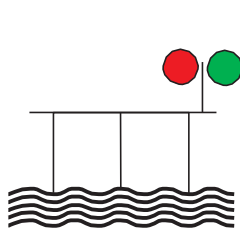
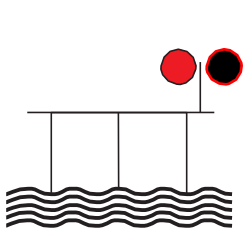
(fig. 8.14)

(b) No entry or exit, lock is closed



(fig. 8.15)

(c) No entry, lock is being prepared for opening



(fig. 8.16)

8.5.2 Entry or exit permitted



(fig. 8.17)

8.5.3 In the absence of lights and boards, it is prohibited to enter and leave locks except by express order of the lock staff.

8.5.4 The provisions of 8.5 also apply to other types of crossings such as ship lifts and inclined planes.
