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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

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Geneva, 11-13 October 2006

Item 7(b) of the provisional agenda

**WORK OF THE WORKING PARTY ON THE STANDARDIZATION
OF TECHNICAL AND SAFETY REQUIREMENTS IN INLAND NAVIGATION**

Updating the European Code for Inland Waterways (CEVNI)

Note: At its thirtieth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation considered once again the text of the draft amendments to CEVNI as set out in TRANS/SC.3/WP.3/58/Add.1, modified it as indicated in para. 4 of its report on that session (ECE/S/SC.3/WP.3/60) and requested the secretariat to prepare a draft SC.3 resolution on amendment of CEVNI and present it for consideration and adoption by the Working Party on Inland Water Transport at its fiftieth session (ECE/TRANS/SC.3/WP.3/60, para. 5).

The secretariat reproduces below the draft resolution amending the text of CEVNI, as set out in TRANS/SC.3/115/Rev.2 and amended in TRANS/SC.3/115/Rev.2/Amend.1, approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation.

**Additions and amendments to resolution No. 24
on CEVNI: European Code for Inland Waterways**

Resolution No. ...

(adopted on ... by the Working Party
on Inland Water Transport)

The Working Party on Inland Water Transport,

Considering resolution No. 24 of the Working Party on Inland Water Transport concerning CEVNI: European Code for Inland Waterways, as amended by its resolutions Nos. 26, 27, 37, 39, 43-47 and 54 (TRANS/SC.3/115/Rev.2 and TRANS/SC.3/115/Rev.2/Amend.1),

Bearing in mind the report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its thirtieth session (ECE/TRANS/SC.3/WP.3/60, paragraphs 4-5),

Noting the desirability in the interest of safety in navigation of taking into account in CEVNI, the latest developments in inland navigation and their consequences for the regulations in force,

Decides to amend the text of CEVNI by the text contained in the annex to this resolution,

Requests Governments and River Commissions to inform the Executive Secretary of the Economic Commission for Europe whether they accept this resolution,

Requests the Executive Secretary of the Economic Commission for Europe to place the question of the application of this resolution periodically on the agenda of the Working Party on Inland Water Transport.

Annex

Chapter 1

1. Amend the text of the term (cc) in article 1.01 by complementing it with a footnote to read:

Competent authorities may supplement this definition with their interpretation as to the applicability of the term to vessels navigating on particular inland waterways or stretches thereof, for example, when the vessels have to limit their speed.

2. Amend article 1.01 by adding new term (ee) to read:

(ee) The term ‘safe speed’ means a speed at which a vessel or a convoy can navigate safely, undertake manoeuvres and stop within the distance required by the prevailing circumstances and conditions.

3. Add a new paragraph 1 to article 1.04 to read:

1. When under way every vessel shall at all times proceed at a safe speed.

Renumber existing paragraphs 1 and 2 of article 1.04 as paragraphs 2 and 3.

4. Amend article 1.07(3) to read:

3. Passenger vessels shall not have on board more passengers than the number authorized by the competent authorities. High-speed passenger vessels shall not have on board more persons than the number of available seats.

5. In article 1.09, paragraph 4 replace of not less than 18 years of age by not younger than 21 years of age.

6. Amend the title of article 1.10 to read: Vessel’s papers and other documents.

7. Amend subparagraph 1(a) of article 1.10 to read: Ship’s certificate.

8. Amend article 1.10 (1) by adding a new subparagraph (e) to read:

- (e) Boatmaster’s licence or licences belonging to boatmasters of the vessel and for other crew members a service record duly completed.

9. In the French text of article 1.10(1)(d) replace Le journal de bord by Le livre de bord.

Chapter 2

10. Amend article 2.01 by adding a new paragraph 5 to read:

5. Crewed vessels under way by day shall fly their national flag at the stern. High speed vessels may instead of the national flag display a board which matches the national flag in shape and colour.

Chapter 3

11. Amend the introductory phrase of paragraph 3.14 (1) to read:

1. Vessels carrying out transport operations involving flammable substances that are referred to in ADN shall carry, in addition to the marking prescribed elsewhere in these regulations, the following marking, referred to in paragraph 7.1.5.0 or paragraph 7.2.5.0 of ADN:.

12. Amend the introductory phrase of paragraph 3.14 (2) to read:

2. 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, referred to in paragraph 7.1.5.0 or paragraph 7.2.5.0 of ADN:.

13. Amend the introductory phrase of paragraph 3.14 (3) to read:

3. Vessels carrying out transport operations involving explosives that are referred to in ADN shall carry, in addition to the marking prescribed elsewhere in these regulations, the following marking, referred to in paragraph 7.1.5.0 or paragraph 7.2.5.0 of ADN:.

14. Amend paragraph 3.14 (7) to read:

7. Any vessel not required to carry the markings referred to in paragraphs 1, 2 or 3 above but which has been issued with an approval certificate in accordance with paragraph 8.1.8 of ADN and which conforms to the safety provisions for vessels referred to in paragraph 1 above, may, on approaching a lock, display the markings referred to in paragraph 1 above, when it wishes to pass through the lock with a vessel required to display the markings referred to in paragraph 1 above.

Chapter 4

15. Amend article 4.05(1)(a) as follows:

(a) they are fitted with radar equipment and, if necessary, Inland ECDIS equipment adapted to the needs of inland navigation and a rate-of-turn indicator. This equipment shall be in proper working order and of a type approved for the needs of inland navigation in accordance with the requirements of the competent authorities concerned as well as in accordance with General technical requirements for radar equipment as set out in annex 10. However, ferry boats not moving independently shall not be required to be fitted with a rate-of-turn indicator;.

16. In the text of a footnote to paragraph 4.05(3) in Russian replace указателем скорости циркуляции with индикатором скорости изменения курса.

Chapter 6

17. Amend article 6.02(2) to read:

2. Where the provisions of this chapter provide that a particular rule of the road shall not apply to small craft in relation to other vessels, it shall be incumbent on small craft to leave all other vessels, including high-speed vessels, enough room to hold their course and to manoeuvre; they may not require such vessels to give way to them.

18. Amend subparagraphs 1 (b) and (c) of article 6.07 to read:

(b) Where the view is restricted, vessels shall sound one long blast before entering a narrow channel; if necessary, especially when the narrow channel is long, they shall repeat these signals while passing through it.

(c) On waterways for which “downstream” and “upstream” are defined:

(i) A vessel or convoy proceeding upstream, on becoming aware that a vessel proceeding downstream is about to enter a narrow channel, shall stop below the channel until the vessel proceeding downstream has passed through it;

(ii) When a convoy or a vessel proceeding upstream has already entered a narrow channel, vessels or convoys proceeding downstream shall, so far as possible, stop above the channel until the convoy or vessel has passed through it;.

19. Amend article 6.08(1)(a) to read:

1. 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;.

20. Amend paragraph 5 of article 6.21 by supplementing it with the following sentence:

Sailing in side-by-side formation shall be permitted only for the emergency towing of a passenger vessel.

21. Amend the first sentence of paragraph 2 of article 6.30 to read:

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.

Chapter 7

22. Amend paragraph 7.07 (2)(b) to read:

(b) vessels not carrying this marking but issued with a certificate of approval in accordance with paragraph 8.1.8 of ADN, and conforming to the safety requirements applicable to vessels referred to in article 3.14, paragraph 1.

23. Amend the first sentence of paragraph 7.08(1) to read:

1. 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.

Chapter 8

24. Amend chapter 8 to read:

Chapter 8

TRANSPORT OF DANGEROUS GOODS

Article 8.01 - 'Do not approach' signal

1. In case of incidents or accidents that may result in leakage of the dangerous substances carried, the 'Do not approach' signal shall be given by vessels carrying the markings referred to in paragraphs 1, 2 or 3 of article 3.14, if the crew cannot avert the attendant danger to human life or navigation.

This provision does not apply to pushed barges and other non-self-propelled vessels. Nevertheless, if they are part of a convoy, the 'Do not approach' signal shall be given by the vessel with the convoy boatmaster on board.

2. The 'Do not approach' signal consists of a sound signal and a light signal. The sound signal is made up of one short and one long sound which are constantly repeated for no less than 15 consecutive minutes.

The light signal, referred to in article 4.01, paragraph 2, shall be given simultaneously with the sound signal.

After being activated, the 'Do not approach' signal shall be emitted automatically; the control device shall be set up in such a way as to make it impossible for the signal to be activated unintentionally.

3. Vessels detecting a 'Do not approach' signal shall take all possible measures to avert the threat to them. In particular, they shall:

(a) If moving towards the dangerous area, keep as far away from it as possible and, if need be, make a turn;

(b) If past the dangerous area, continue under way at the highest possible speed.

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.
5. Paragraph 4 applies also to vessels berthed close to the dangerous area. Upon detecting a 'Do not approach' signal, the crew shall leave such vessels, if necessary.
6. When taking the action referred to in paragraphs 3 to 5, current and wind direction shall be taken into account.
7. The action prescribed in paragraphs 3 to 6 above shall also be taken by vessels if a 'Do not approach' signal is emitted from the shore.
8. Boatmasters receiving a 'Do not approach' signal shall do their utmost to report it without delay to the closest competent authority.

Article 8.02 - Reporting requirements

1. Boatmasters of vessels and convoys carrying dangerous goods in accordance with the provisions of ADN shall, prior to entering the sectors, traffic control posts, traffic centres and locks indicated by the competent authority, eventually by B.11 signs (annex 7), report their presence on the indicated radiotelephone channel and communicate the following data:
- (a) category of vessel;
 - (b) name of vessel;
 - (c) position, direction of navigation (if applicable);
 - (d) official number of vessel; for seagoing vessels: IMO number;
 - (e) deadweight tonnage (maximum load);
 - (f) length and breadth of vessel;
 - (g) type, length and breadth of convoy;
 - (h) draught (only on special request);
 - (i) route;
 - (j) loading port;
 - (k) unloading port;
 - (l) nature and quantity of cargo (for dangerous goods: name of substance and, where appropriate, class and UN number);

- (m) signalization required for the carriage of dangerous goods;
- (n) number of persons on board.

2. The data given in paragraph 1 above, except those in (c) and (h), may be communicated by other services or persons to the competent authority either in writing, or by telephone. In all cases, the boatmaster shall report when his vessel or convoy enters the sector subject to the reporting requirement and when it leaves the sector again.

3. When a vessel's journey is interrupted in the sector subject to the reporting requirement for more than two hours, the boatmaster shall report the beginning and end of the interruption.

4. When the data covered by paragraph 1 above change during the journey through the sector subject to the reporting requirement, the competent authority shall be notified immediately.

5. These data are confidential and the competent authority shall not transmit them to third parties. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services.

Chapter 9

25. Amend paragraph 9.01 (2) (b) to read:

(b) 'cargo remnants': liquid cargo remaining in the cargo tanks or in the pipes after unloading when a stripping system in accordance with the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) has not been used, and dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used;

26. Amend paragraph 2 of article 9.06 by labelling the subparagraphs (a), (b), (c) and (d) accordingly.

Annex 7

27. Add a new sign A.4.1 as follows:

A.4.1 No passing or overtaking
of convoys by convoys
(see article 6.08).


