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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

Thirty-fifth session

Geneva, 3-5 June 2009

Item 2 (c) of the provisional agenda

EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)

Amendments to Chapter 3, “Visual Signals (Marking) on Vessels”

Proposal submitted by the Chairman of the informal working group on CEVNI

Note by the secretariat

At its thirty-second session, the Working Party took note of the creation of an informal working group on CEVNI, composed of the representatives of Austria, Central Commission for the Navigation of the Rhine, Danube Commission, International Sava River Basin Commission and the secretariat (ECE/TRANS/SC.3/WP.3/64, para. 8). The aim of the group was to prepare amendment proposals to CEVNI, Police Regulations for the Navigation of the Rhine, Basic Rules of Navigation on the Danube and Rules for the Navigation on Sava River, based on the analysis of the differences between these four documents, prepared by Austria (ECE/TRANS/SC.3/2008/6). The preliminary results of this work were presented at the thirty-third session of the Working Party (ECE/TRANS/SC.3/WP.3/66, paras. 9-10) and the first draft of the amendment proposals to Chapters 1-6 was reviewed by the Working Party at its thirty-fourth session (ECE/TRANS/SC.3/WP.3/66, paras. 8-20).

The present document contains the final draft of the amendment proposals to Chapter 3 entitled “Visual Signals (Marking) on Vessels”, prepared by the informal working group on CEVNI based on the decisions of the thirty-fourth session (ECE/TRANS/SC.3/WP.3/66, paras. 12-16). The additions to the original text are highlighted in bold and the text to be deleted is highlighted in strike-through.

The Working Party may wish to recommend that the Working Party on Inland Water Transport adopt these amendments at its fifty-third session in October 2009.

AMENDMENTS TO CHAPTER 3 “VISUAL SIGNALS (MARKING) ON VESSELS”

1. Amendments to Article 3.01 – Application and definitions
 - (a) Delete paragraph 1
 - (b) Delete paragraph 3
 - (c) Renumber the paragraphs accordingly
 - (d) Amend the sentence in paragraph 5 (e) as follows
The term “height” means the height above the level of the **maximum** draught marks or, for vessels without draught marks (4), above the hull waterline.
2. Amendments to Article 3.04 – Cylinders, balls, cones and bicones
 - (a) Add a new paragraph 4 as follows
 4. Notwithstanding paragraph 3, for small craft the use of signal body with smaller dimension is permitted, as long as these bodies are large enough to be easily visible.
3. Amendments to Article 3.08 – Marking for motorized vessels proceeding alone
 - (a) Add a second sentence to paragraph 3.08.1 (a) as follows
The height may be reduced to 4 m, when the vessel does not exceed a length of 40 m.
 - (b) Delete footnote 24
 - (c) Amend provision 1 (b) as follows
Side lights, each placed at the same height and on the same perpendicular to the axis of the vessel, 1 m lower than the masthead light, ~~not forward of it~~ **at least 1 m abaft of it on the widest part of the ship**; they shall 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;
 - (d) At the end of paragraph 1 (c) delete high enough to be clearly visible to an overtaking vessel
 - (e) Delete the last sentence in paragraph 3 and its footnote.
4. Amendments to Article 3.09 – Marking for towed convoys under way
 - (a) Amend paragraph 1 (a) as follows

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 least 5 m higher~~ **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) Delete footnote 26
 - (c) Delete footnote 27
 - (d) Delete footnote 28
5. Amendments to Article 3.10 – Marking for pushed convoys under way
- (a) Delete footnote 29
 - (b) Amend paragraph 4 as follows
4. Pushed convoys with two pushers in side-by-side formation shall carry by night the stern lights prescribed in paragraph 1 (c) (i) on the pusher ~~at the starboard side~~ **providing the main propulsion**, the other pusher shall carry the stern light prescribed in paragraph 1 (c) (ii) above.
 - (c) Add a new paragraph 5 as follows
For the application of this chapter, pushed convoys whose maximum dimensions do not exceed 110 m by 12 m are regarded as single motorized vessels;
 - (d) Delete footnote 31
6. Amendments to Article 3.11 – Marking for side-by-side formations under way
- (a) Add an entry in Chapter 9 with the following content

With respect to Article 3.11, the competent authorities may consider a side-by-side formation whose greatest dimensions do not exceed 110 m in length and 23 m in width as single motorized vessels.
7. Amendments to Article 3.12 – Marking for sailing vessels under way
- (a) Delete footnote 32
8. Amendments to Article 3.13 – Marking for small craft under way
- (a) Delete footnote 33
 - (b) Delete footnote 34
 - (c) Delete footnote 35
9. Amendments to Article 3.14 – Additional marking for vessels carrying out certain transport operations involving dangerous substances
- (a) In paragraph 1 delete above the draught markings
 - (b) In paragraph 2 delete above the draught markings
10. Amendments to Article 3.15 – Marking of vessels authorized to carry more than 12 passengers with a hull length of not more than 20 m

- (a) Amend the title as follows
Marking of vessels authorized to carry more than 12 passengers with a hull length of ~~not more~~ **less** than 20 m
- (b) Amend the beginning of article 3.15 as follows
Vessels authorized to carry more than 12 passengers with a ~~maximum~~ hull length of ~~not more than 20 m~~ **of less than 20 m**
- (c) Delete footnote 38

11. Amendments to Article 3.16 – Marking for ferry boats under way

- (a) Amend the end of the sentence in paragraph 1 (a) as follows:
this height may, however, be reduced if the ferry boat is ~~not more than 15 m long~~ **of a length of less than 20 m**
- (b) At the end of paragraph 1 (a) add
Insofar as the ferry-boat does not exceed 20 m, this height may be smaller
- (c) Delete footnote 40
- (d) Delete footnote 41
- (e) Delete paragraph 4

12. Amendments to Article 3.20 – Marking for stationary vessels

- (a) Delete footnote 42
- (b) Amend paragraph 1 as follows
1. ~~A vessel directly or indirectly made fast to the bank~~ **All stationary vessels except the vessels listed in Articles 3.22 and 3.25** shall carry:
By night:
~~On the channel side and at a height of at least 3 m,~~ an ordinary white light visible from all directions **and 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 channel 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.
- (c) Delete paragraph 2
- (d) Amend paragraph 3 to read
A ~~pushed~~ 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, provided that the outlines of the convoy are clearly marked;

By day:

A black ball ~~on the pusher (or on each pusher)~~ and on the leading vessel of the convoy or on the outermost vessels leading the convoy **and on the pusher, if applicable.**

(e) Delete paragraph 6

13. Amendments to Article 3.23 – Marking for assemblies of floating material and floating establishments when stationary

(a) Replace 3.20, paragraph 5 with 3.20, paragraph 4

14. Amendments to Article 3.25 – Marking for floating equipment at work and for grounded or sunken vessels

(a) Amend paragraph 1 a) as follows

Floating equipment at work and stationary vessels carrying out work or sounding or measuring operations shall carry:

a. On the side or sides on which the channel is clear:

By night:

Two ordinary green lights or two bright green lights, **positioned at a height of about 1 m one above each other;**

By day:

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

15. Amendments to Article 3.26 - Marking for anchors that may be a danger to navigation

(a) Delete footnote 43

(b) Add a new paragraph 3 to read

When the cables or anchor chains of floating equipment may be a danger to navigation, they shall be marked.

By night:

By a float with a radar reflector bearing an ordinary white light visible from all directions;

By day:

By a yellow float with a radar reflector.

16. Amendments to Article 3.27 – Additional marking for vessels of the supervising authorities and fire fighting services

(a) Amend the title to read

Additional marking for vessels of the supervising authorities and fire fighting and rescue vessels

(b) Amend the last sentence of the article as follows

With permission of a competent authority, this shall apply also to fire fighting vessels and rescue vessels when on their way to bring assistance.

(c) Delete footnote 44

17. Amendments to Article 3.28 – Additional marking for vessels under way carrying out work in the waterway

(a) Delete footnote 45

18. Amendments to Article 3.30 – **Distress sign**

(a) Switch (b) and (c) places

(b) In paragraph 2 replace article 4.01, paragraph 4 with article 4.04

19. Amendments to Article 3.35 – Additional marking for vessels engaged in fishing

(a) Delete footnote 46
