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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Inland Water Transport

Working Party on the Standardization of Technical  
and Safety Requirements in Inland Navigation  
(Twenty-sixth session, 3-5 June 2003,  
agenda item 4)

**AMENDMENT OF THE SIGNS AND SIGNALS ON  
INLAND WATERWAYS (SIGNI)**

**Transmitted by the Governments of Belarus and the Russian Federation  
and by the Danube Commission**

Note: The Working Party, at its twenty-fourth session, took note of the black-and-white copy of draft amendments to SIGNI, as contained in TRANS/SC.3/WP.3/2002/19, and invited Governments and river commissions to study it and to make and transmit to the secretariat their comments and proposals on the draft amendments (TRANS/SC.3/WP.3/48, para. 27).

The communications from the Governments of Belarus and the Russian Federation and from the Danube Commission are reproduced below.

## **BELARUS**

1. In the Republic of Belarus, navigational signs and marking on inland waterways follow State standard GOST 26600-98, "Signs and marking for inland waterways", adopted by the Inter-State Council on Standardization, Metrology and Certification of the countries of the Commonwealth of Independent States (see TRANS/SC.3/WP.3/2002/17/Add.2).
2. We consider it inadvisable to re-equip Belarusian waterways with signs and marking following the European navigation regulations until Ukraine's waterways, which are currently the sole means of access for Belarusian vessels to the international network of inland waterways, are so re-equipped.

## **RUSSIAN FEDERATION**

3. Having considered the draft amendments to SIGNI contained in TRANS/SC.3/WP.3/2002/19 and member States' proposals in respect of the standardization of signs and marking (TRANS/SC.3/WP.3/2002/17 and Adds.1 and 2), we should like to introduce the following proposals.
4. Under the heading of chapter 5, "Waterway Signs", a footnote 1 should be inserted, as follows: "Waterway signs in the Russian Federation, Ukraine, Belarus, Moldova and Kazakhstan, correspond to national rules."
5. The Working Party should prepare a draft consolidated text of "Guidelines for the use of navigational signs on inland waterways" on the basis of the proposal of the Danube Commission and taking into consideration the proposals of the Netherlands and Ukraine.
6. It would seem advisable to present the Guidelines as a separate chapter in the annexes to CEVNI.
7. In particular, a number of the proposals put forward by the Netherlands in TRANS/SC.3/WP.3/2002/17 appear to be acceptable:
  - the authority competent to erect navigational signs for inland waterways is the Ministry of Transport (for international waterways, the regional departments of the Directorate-General for Public Works and Water Management of the Ministry) as being competent for the management of inland waterways;
  - the requirements to be taken into account when considering navigational signs and marking include ensuring the safety and smooth circulation of shipping and maintaining shipping channels and guaranteeing their usability;
  - preventing damage to the environment and to hydraulic installations;

- the dimensions and placement of navigational signs should conform to the applicable standards;
- requirements for radar reflectors.

8. A number of the provisions introduced by the Danube Commission also merit being approved and taken into consideration, in particular:

- navigational signs should indicate the channel limits and the direction and depth of the fairway, and should mark obstacles and permanent structures. The number of signs and their location must meet the requirements of navigational safety;
- the establishment of requirements for river administrations in respect of the placement and servicing of navigational signs;
- the establishment of general requirements for navigational signs and their location, the servicing of signs and visibility requirements for signs and lights;
- the establishment of general requirements for the various types or kinds of navigational signs.

9. The national administrations of States whose inland waterways are located entirely within the borders of a single State must be entitled to take into account the particularities of the standards and regulations applied on its territory. The particularities of the aids to navigation should, however, be brought to the attention of all interested countries.

#### **DANUBE COMMISSION**

10. The Danube Commission is waiting for the discussion paper being prepared by the Netherlands concerning the possible pan-European standardization of navigational signs and marking, as mentioned in TRANS/SC.3/WP.3/48, paragraph 28, to appear in the Commission's working languages. If the Working Party considers it necessary to continue working on this project, the Danube Commission may also include a similar item in its programme of work.

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