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Working Party on Inland Water Transport

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

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Item 3 (c) of the provisional agenda

EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)

Amendments to CEVNI

Submitted by the Russian Federation

Note by the secretariat

At its thirty-third session, the Working Party took note of the work of the informal working group that had drawn up amendments to CEVNI and invited countries to comment in advance on the group's proposals so that the informal working group could prepare proposals for the thirty-fourth session (ECE/TRANS/SC.3/WP.3/66, para. 10). This document presents the comments of the Russian Federation on the amendments to chapters 1-6 of CEVNI proposed by the informal working group and distributed by the secretariat in October 2008. The Working Party may wish to take note of the comments and proposals of the Russian Federation when drafting the final version of the amendments to CEVNI.

**AMENDMENTS TO THE EUROPEAN CODE
FOR INLAND WATERWAYS (CEVNI)**

I. AMENDMENTS TO CHAPTER 1, “GENERAL PROVISIONS”

1. Amendments to article 1.01 - Meaning of certain terms

(a) “Left and right banks”¹

Taking into consideration the definition of “fairway” proposed by the informal working group,² and also the fact that the line of the fairway generally does not correspond to the line of the bank, and that the bank is not always visible because of the width of the waterway, the Russian Federation proposes the following definition of the term “left and right banks”: “The left bank shall be the bank on the left side, and the right bank the bank on the right side, when moving from the source to the debouchement.”

2. Amendments to article 1.02 - Boatmaster

(a) Deletion of footnote 9³

Given that the term “assembly of floating material” is defined as “a raft or any construction ... other than a vessel or floating establishment” in article 1.01 (g), the presence of a boatmaster is neither possible nor advisable on every assembly of floating material. The deletion of footnote 9 is therefore unwarranted. Footnote 9 could be deleted if the words “or assembly of floating material” were deleted in article 1.02, paragraph 1.

3. Amendments to article 1.08 - Construction, rigging and crews of vessels

(a) New paragraph 4⁴

The requirements for the quantities and construction types of life-saving devices are set out in Resolution No. 61. There is thus no need to add a new paragraph 4 in article 1.08.

4. Amendments to article 1.09 - Steering

(a) New wording of footnote 16⁵

¹ The proposal of the informal working group on CEVNI relating to this question is contained in paragraph 2 (xii) of document ECE/TRANS/SC.3/WP.3/2008/15.

² The proposal is contained in paragraph 2 (xi) of document ECE/TRANS/SC.3/WP.3/2008/15.

³ The proposal is contained in paragraph 3 (ii) of document ECE/TRANS/SC.3/WP.3/2008/15.

⁴ The proposal is contained in paragraph 6 (ii) of document ECE/TRANS/SC.3/WP.3/2008/15.

⁵ The proposal is contained in paragraph 7 (i) of document ECE/TRANS/SC.3/WP.3/2008/15.

Footnote 16 was included in the code because in some countries steering of a vessel is permitted by persons of not less than 18 years of age. It is therefore not possible to change the wording of the footnote.

5. Amendments to article 1.12 - Dangerous objects on board; loss of objects; obstacles

- (a) New wording of paragraph 4⁶

Since on most vessels there may be no markers or other navigation signs to designate obstacles, the end of the sentence should read "... mark the spot in some way".

6. Amendments to article 1.20 - Inspection

- (a) New paragraph 2⁷

In the Russian version, replace the word "*постановления*" with "*правила*".

II. AMENDMENTS TO CHAPTER 2, "MARKS AND DRAUGHT SCALES ON VESSELS; TONNAGE MEASUREMENT"

7. Amendments to article 2.01 - Identification marks on vessels other than small craft

- (a) New wording of paragraph 1 (a)⁸

The proposed wording indirectly treats pushed barges as motorized vessels. The words "except for the pushed barges" should therefore not be inserted in the text. Furthermore, the advisability of replacing the word "emblem" with "number" should be discussed at the session.

III. AMENDMENTS TO CHAPTER 3, "VISUAL SIGNALS (MARKING) ON VESSELS"

8. Amendments to article 3.20 - Marking for stationary vessels

- (a) New wording of paragraph 1 and deletion of paragraph 2⁹

The deletion of article 3.20, paragraph 2, must be properly justified, as the aim of having a bow and a stern light on board a vessel stationary offshore is to inform the boatmasters of other vessels of the dimensions of the stationary vessel.

⁶ The proposal is contained in paragraph 10 (ii) of document ECE/TRANS/SC.3/WP.3/2008/15.

⁷ The proposal is contained in paragraph 12 (i) of document ECE/TRANS/SC.3/WP.3/2008/15.

⁸ The proposal is contained in paragraph 3 (iii) of document ECE/TRANS/SC.3/WP.3/2008/16.

⁹ The proposal is contained in paragraphs 12 (b) and 12 (c) of document ECE/TRANS/SC.3/WP.3/2009/3.

IV. AMENDMENTS TO CHAPTER 4, “SOUND SIGNALS ON VESSELS - RADIOTELEPHONY”

9. Amendments to article 4.05 - Radar

- (a) Deletion of footnote 53¹⁰

The question of whether high-speed vessels under way should be obliged to use radar has been discussed at previous sessions of SC.3/WP.3. Some delegations, whose countries permit navigation by high-speed vessels only in daytime and with good visibility, considered that it was not imperative to equip such vessels with radar. The Russian Federation therefore proposes maintaining footnote 53 or replacing the word “shall” with “may” in article 4.05, paragraph 3.

V. AMENDMENTS TO CHAPTER 5, “WATERWAY SIGNS AND MARKING”

10. Amendments to article 5.01 - Signs

- (a) Deletion of footnote 54¹¹

Deletion of the footnote would be premature, as a significant number of the signs contained in annex 7 are not used in eastern basins.

VI. AMENDMENTS TO CHAPTER 6, “RULES OF THE ROAD”

11. Amendments to article 6.08 - Meeting prohibited by waterway signs

- (a) Deletion of paragraph 3¹²

Given that traffic may be controlled not only by the established signs, but also directly by the traffic control service, the Russian Federation considers that paragraph 3 should be maintained, with its wording amended as follows: “If the signs referred to in paragraph 2 cannot be displayed, vessels may proceed with the authorization of the representative of the competent authority, or in accordance with a procedure set out by the authority competent for the basin in question.” Footnote 62 could then be deleted.

12. Amendments to article 6.11 - Overtaking prohibited by waterway signs

- (a) New wording of paragraph 6.11¹³

¹⁰ The proposal is contained in paragraph 5 (c) of document ECE/TRANS/SC.3/WP.3/2009/4.

¹¹ The proposal is contained in paragraph 1 (b) of document ECE/TRANS/SC.3/WP.3/2009/5.

¹² The proposal is contained in paragraph 7 (a) of document ECE/TRANS/SC.3/WP.3/2009/6.

¹³ The proposal is contained in paragraph 9 (a) of document ECE/TRANS/SC.3/WP.3/2009/6.

Overtaking is usually prohibited when the channel is of restricted dimensions, including when it is too narrow. The Russian Federation therefore considers the addition of the proposed words in paragraph 6.11 to be unjustified.

13. Amendments to article 6.16 - Harbours and tributary waterways: entering and leaving; leaving followed by crossing the waterway

(a) New wording of paragraph 2¹⁴

Since ferryboats may pose the same dangers for passing vessels as all other vessels, and their manoeuvres must be clear to participants in traffic, the Russian Federation considers it imperative to maintain the requirement for ferryboats to sound blasts to attract the attention of other vessels.

14. Amendments to article 6.21 - Convoys

(a) New wording of paragraph 3¹⁵

The Russian Federation considers it preferable to insert an additional paragraph in article 6.21, with the wording: “Motorized vessels *that are not tugs or pushers* may not, except for rescue”

15. Amendments to article 6.26 - Passage under movable bridges

(a) New wording of paragraph 2¹⁶

Movable bridges are generally located on the outskirts of major cities, and vessels pass through their open spans at night. Consequently, blasts sounded by vessels would be a nuisance to residents. The proposal to sound blasts could evidently be implemented with the possible addition of a new article, “Passage through pontoon bridges”.

¹⁴ The proposal is contained in paragraph 11 (a) of document ECE/TRANS/SC.3/WP.3/2009/6.

¹⁵ The proposal is contained in paragraph 14 (a) of document ECE/TRANS/SC.3/WP.3/2009/6.

¹⁶ The proposal is contained in paragraph 18 (b) of document ECE/TRANS/SC.3/WP.3/2009/6.