



# Economic and Social Council

Distr.: General  
15 August 2017

Original: English

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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Inland Water Transport

##### Sixty-first session

Geneva, 4-6 October 2017

Item 6 (a) of the provisional agenda

**Standardization of technical and safety requirements  
in inland navigation: European Code for Inland  
Waterways (CEVNI) (Resolution No. 24, revision 5)**

### **Implementation of the European Code for Inland Waterways (CEVNI) (CEVNI Status document)**

#### Note by the secretariat

#### **I. Mandate**

1. This document is submitted in line with cluster 5: Inland Waterway Transport, para. 5.1 of the programme of work 2016-2017 (ECE/TRANS/2016/28/Add.1) adopted by the Inland Transport Committee at its seventy-eighth session on 26 February 2016.
2. At its fifty-ninth session, the Working Party on Inland Water Transport (SC.3) approved the draft questionnaire on regional and national special requirements updated with due regard of the fifth revision of CEVNI and asked the secretariat to circulate it among member States and River Commissions with a view of updating the CEVNI Status document and Chapter 9.
3. The present document is a revised version of ECE/TRANS/SC.3/2014/5 updated on the basis of answers from: Austria, Bulgaria and Romania (ECE/TRANS/SC.3/2016/7), Czech Republic and Hungary (ECE/TRANS/SC.3/2016/17), Slovakia (ECE/TRANS/SC.3/WP.3/2017/4), Belarus (ECE/TRANS/SC.3/WP.3/2017/11 and Informal document SC.3/WP.3 No. 11), Russian Federation (ECE/TRANS/SC.3/WP.3/2017/22), the Sava Commission (Informal document SC.3/WP.3 No. 13 (2017)) and Belgium (information transmitted in July 2017), unless indicated otherwise.
4. SC.3 may wish to consider and agree on the undated CEVNI Status document. SC.3 may wish also to transmit this document to the CEVNI Expert Group with a view of updating Chapter 9 of CEVNI.

## II. Implementation of CEVNI by member States and River Commissions

### A. Application of CEVNI by member States

5. According to information received by the secretariat on the status of application of UNECE resolutions on inland navigation issues, national regulations for inland waterways of the following UNECE member States are based in totality (A) or partially (P) on CEVNI.

Country	Status of CEVNI		Additional information
	CEVNI 4	CEVNI 5	
Austria	A		CEVNI 4 has been transposed into national law in Austria by the "Wasserstraßen-Verkehrsordnung, BGBl. II Nr. 289/2011" which has been amended by BGBl. II Nr. 410/2011, BGBl. II Nr. 81/2012 and BGBl. II Nr. 60/2013
Belarus	A		
Belgium	A	C	General Police Regulations for Navigation on Inland Waterways (APSB) (Royal Decree of 24 September 2006) are based on CEVNI 4. Work is under way to bring inland navigation regulations in line with CEVNI 5
Bulgaria	A		Bulgaria is implementing the new edition of the Basic Provisions relating to Navigation on the Danube (DFND) based on CEVNI 4
Croatia	A	A <sup>1</sup>	
Czech Republic	A		
Finland	N	N	
France	C		The new General Police Regulations (GPR) have been implemented in France with Decrees Nos. 2013-251 and 2013-253, which contain the Transport Code. The GPR consists of the provisions of R. 4241-1 and following, which are due to enter into force on 1 September 2014. An implementing decree was expected in 2013 (technical provisions of CEVNI to be incorporated into national legislation) <sup>2</sup>
Germany	A		The recommendations of CEVNI were incorporated to the widest possible extent into national Police Regulations for Inland Navigation. The two addenda have been also taken into consideration in the course of the revisions of the Police Regulations, in the light of national conditions
Hungary	A		
Ireland	N	N	

<sup>1</sup> Information provided at the forty-eighth session of SC.3/WP.3.

<sup>2</sup> As of November 2014; no updates are available.

Country	Status of CEVNI		Additional information
	CEVNI 4	CEVNI 5	
Italy	N		
Lithuania	A	C	For CEVNI 5, an appropriate national legislation is being prepared <sup>3</sup>
Luxembourg	C		
Netherlands	C		In 2011, the Dutch Government adopted the strategy on harmonizing national inland navigation legislation. To enable a comparison of the existing regulations which differ between the six regions, with CEVNI 4, the latter has been translated into Dutch. The goal is to have one inland navigation act based on CEVNI by 2015 <sup>4</sup>
Norway	N	N	
Poland	A		In Poland the Order of the Ministry of Infrastructure of 28 April 2003 on Inland Waterway Navigation Code is applied, based on the CEVNI <sup>5</sup>
Republic of Moldova	N		
Romania	A	C	CEVNI revision 5 is expected to be finalized in the next edition of the basic provisions governing navigation on the Danube
Russian Federation	P		A revision of the national Rules of Navigation on Inland Waterways of the Russian Federation is in progress
Serbia	A		
Slovakia	A	A	CEVNI revision 5 is fully implemented by Act No. 338/2000 Coll. on Inland Navigation and on Amendments of some Acts, as amended
Switzerland	P	P	Switzerland is member of the Central Commission for the Navigation of the Rhine and applies the Police Regulations for the Navigation of the Rhine (RPNR)
Turkey	N	N	
Ukraine	A	C <sup>6</sup>	Work is under way to bring the national regulations in line with CEVNI 5
United Kingdom	N	N	
United States of America	N	N	

<sup>3</sup> Information provided for the sixtieth session of SC.3 in 2016.

<sup>4</sup> Information provided at the nineteenth meeting of the CEVNI Expert Group on 12 February 2013.

<sup>5</sup> Information communicated to the secretariat in August 2014.

<sup>6</sup> Information provided at the fifty-first session of SC.3/WP.3.

<i>Legend:</i>	A	–	Resolution is applied
	C	–	Application is under consideration
	N	–	Resolution is not applied
	P	–	Resolution is applied in part
	Blank	–	No information is available

## **B. Application of CEVNI by River Commissions**

### *6. Danube Commission*

The edition of the Basic Provisions relating to Navigation on the Danube (DFND), which implemented the provisions of CEVNI 4, had been adopted by the decision of its seventy-fifth plenary session (CD/SES 75/24) on 14 December 2010. Work is ongoing on the preparation of a new version of DFND in line with CEVNI 5. The draft will be considered by the Working Group on Technical Issues in October 2017 with the purpose of its adoption by the eighty-ninth session of the Danube Commission.<sup>7</sup>

### *7. Central Commission for the Navigation of the Rhine (CCNR)*

CCNR has made a detailed analysis of the differences between provisions of CEVNI 5 and the Police Regulations for the Navigation of the Rhine (RPNR):<sup>8</sup>

- about 120 prescriptions of CEVNI and RPR are harmonized;
- at least 150 CEVNI prescriptions shall be included into RPNR;
- CCNR Working Group on Police Regulations has proposed modifications about 80 CEVNI prescriptions, of which 31 were accepted and included in CEVNI 5, about 40 prescriptions still have differences;
- CEVNI 5 included about 50 proposals for modification of sketches of waterway signs and marking (Annex 7) from about 70 modifications proposed by CCNR.

CCNR noted that in terms of harmonization of the traffic rules, of the total number of 430 prescriptions at least 130 prescriptions of RPNR (2012 edition) differ from those of CEVNI 5. Since then, a certain number of prescriptions were modified, but they were not taken into account in CEVNI 5. In 2015-2017 CCNR continued to submit new amendments to RPNR to the secretariat which could be used as a basis for further updating of CEVNI and harmonizing the two documents.

### *8. Mosel Commission (MC)*

A comparison of Mosel, RPNR and CEVNI regulations had been completed.<sup>4</sup> MC continues to submit new amendments to the Police Regulations for the Navigation on the Mosel (RPNM) to the secretariat.

### *9. International Sava River Basin Commission*

CEVNI 5 was introduced in the Navigation Rules on the Sava River Basin by Decision No. 4/16 (Ref. No. 1S-41-D-16-2/1-2 of 18 February 2016, which entered into force into force on March 19, 2016.

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<sup>7</sup> As of 21 July 2017.

<sup>8</sup> ECE/TRANS/SC.3/2015/7.

### III. Existing regional and national special requirements in accordance with chapter 9 of CEVNI

10. The table below presents the responses to the CEVNI questionnaire received from the Governments of Austria, Croatia, Belarus, Belgium, Bulgaria, the Czech Republic, Germany, Hungary, Lithuania, the Netherlands, Romania, the Russian Federation, Slovakia, Serbia, Turkey and Ukraine and from the Mosel Commission and the International Sava River Basin Commission (Sava Commission).

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*CEVNI provisions*    *Regional and National Special Requirements*

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#### Chapter 1: General Provisions

Article 1.01(I), para. 5    In accordance with article 9.02, paragraph 1, the following administrations state in the ship's certificate that the vessel is a high-speed vessel:

1. Austria;
2. Belarus;
3. Croatia;
4. Hungary;
5. Lithuania;
6. Romania;
7. Russian Federation;
8. Serbia (envisaged by new draft legislation);
9. Slovakia;
10. Turkey.

Article 1.01(I), para. 10    The following administrations:  
(a) in accordance with article 9.02, paragraph 2, use the term "small size craft" as a subcategory of "small craft" to designate all vessels with a hull less than 7 m long, including rowing boats of any length;  
(b) use other definition of a small craft or apply this term to other vessels:

1. Austria: yes, (b) only: ferries certified for the transport of not more than 12 passengers are considered as small craft;
2. Belarus: the term "small size craft" is used instead of "small craft";
3. Lithuania;
4. Netherlands (the term "small size craft" is not used as a sub-category of small craft, but within the category small craft, a special sub-category high speed small craft exists, especially for small craft capable of exceeding speeds of 20 km/h);
5. Russian Federation: the term "small size craft" is used instead of "small craft".

Article 1.01(I), para. 11    In accordance with article 9.02, paragraph 3, the following administrations use a different definition of "water bike":

1. Austria: the definition is the same, but water bikes with a length of less than 4 m are defined as "assembly of floating material";
2. Belarus: the term "hydro cycle" is used instead of "water bike";
3. Belgium: "water scooter" is a small motor boat with a length of less than 4 m, a water jet pump as its primary engine and designed for steering by a person or persons sitting, standing or kneeling on and not in the hull (APSB<sup>9</sup>);
4. Bulgaria: the term "jet" is applied;
5. Czech Republic: yes, according to Directive 2013/53/EU;
6. Germany: the term "water motorcycles" is not included in the German inland water transport regulations (Binnenschiffahrtsstraßen-Ordnung). This issue is regulated by special instructions on the water motorcycles;
7. Netherlands: all such craft are contained in the term "water scooter", defined in 1.01 (a) 18 of the Dutch regulations;

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<sup>9</sup> Algemeen Politie­reglement voor de Scheepvaart op de Binnenwateren (General Police Regulations for Navigation on Inland Waterways).

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CEVNI provisions    *Regional and National Special Requirements*


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8. Romania;
9. Serbia: definition is the same but the term “Scooter” is used instead of “water bike”;
10. Turkey;
11. Mosel Commission: this term is not used in RPNM; this type of vessel is covered by the term “small craft”.

Article 1.01(I),  
para. 12    The following administrations use a different definition of term “sports or pleasure craft”:

1. Belarus: there is no definition of the terms “sports craft” or “pleasure craft” in Belarusian legislation related to inland water transport;
2. Belgium: “Recreational craft” is a vessel that is used for recreational purposes with the exception of a passenger ship (APSB);
3. Romania;
4. Russian Federation: the definition of pleasure craft is in line with CEVNI (allowed to carry not more than 18 persons, including not more than 12 passengers). No definition of sports craft is applied; sports sailing craft is a craft built or retrofitted for sport activity, using the wind as the main driving force and used for non-commercial purposes.

Article 1.02    In accordance with article 9.02, paragraph 4, the following administrations waive the provisions of article 1.02 in case of certain assemblies of floating material and non-motorized vessels in certain side-by-side formations:

1. Belgium: the Minister may exempt certain categories of ships from the obligation imposed by paragraph 1 of Article 1.02 of APSB and lay down special suitability conditions for operating a ship, a structure or a floating object, as referred to in the same paragraph (ABSB, Article 4);
2. Croatia, in accordance with article 1.08, paragraph 2;
3. Germany: there is no need for a boatmaster on the pushed vessel in the pushed convoy, but there exists a subordination to the boatmaster of the pushing vessels. If a pushed barge is part of a side-by-side formation, the boatmaster of the leading vessel can carry out boatmaster duties for the pushed barge;
4. Lithuania;
5. Turkey;
6. Ukraine: in a pushed convoy propelled by two pushers side-by-side, the boatmaster of the pusher on the left shall be the boatmaster of the convoy.

Article 1.09    In accordance with article 9.02, paragraph 5, the following administrations prescribe other provisions concerning age for steering small craft:

1. Austria (exemptions are granted for persons participating in authorized public events or persons under supervision);
  2. Belarus;
  3. Belgium;
  4. Bulgaria: not less than 18 years;
  5. Croatia: not less than 15 years for steering small craft with length of 6m and less;
  6. Czech Republic: yes, since age of 15 years - operation of motorized vessel (up to 4 kW/t);
  7. Germany: on selected distances with very limited traffic, easy navigation and no passenger traffic, the age for steering small craft is 12 years, provided that the person carries an identity card issued by one of the German affiliated water sport associations. By issuing this card the association guarantees the basic road safety. In some cases, this possibility is restricted to the vessels with the length less than 5 m and the engine power less or equal to 3.68 kW);
  8. Hungary: yes: the requirement of article 1.09 (1) applies in the case of small craft having no motive power of its own;
  9. Netherlands: vessels without propulsion, excluding sailing boats more than 7 m: no age limit; sailing boats more than 7 m: 16 years; small motor boat less than 7 m and max. 13 kph: 12 years; any large vessel: 16 years; any high speed small craft: 18 years; high speed vessels: 18 years;
  10. Romania;
  11. Russian Federation: not less than 18 years;
  12. Serbia: 16 years for small craft of up to 2.9 kW and 18 years for small craft of unlimited power;
  13. Turkey;
  14. Ukraine: not less than 18 years;
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**CEVNI provisions**    *Regional and National Special Requirements*


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15. Mosel Commission: there are no provisions concerning age for steering small craft with no mechanic motive power of its own.

Article 1.10,  
para. 1

In accordance with article 9.02, paragraph 6, the following administrations require documents additional to those mentioned in Article 1.10 (1) to be on board of the vessel:

1. Austria: documents are not required by the law transposing CEVNI, but by other national laws: (a), (c), (d), (e), (f), (h), (i), (j), (k), (l), (m), (n) not regulated in police regulation, but in ADN, (o); in addition: proof of the sulphur content of fuels and certificates of the prescribed checks of the personal safety equipment are to be on board;
2. Belarus: yes, the documents required on board a vessel are given in Part IV;
3. Belgium: documents mentioned in (a), (c), (h);
4. Bulgaria: documents required by DFND: (a), (c), (d), (e) (Vessel radio station license), (f)
5. Croatia: documents mentioned in paragraphs (a) and (c) to (s) of article 9.02 (6); (Included in the Vessel radio station license under (f)), (g) to (o), (p) (As a separate permit, not in accordance with DFND), (s) (Included in the Vessel radio station license under (f))(p) of article 9.02 (6);
6. Germany: the items mentioned under the letters (q), (r) and (s) must not be present on board (based on the Rhine requirements);
7. Hungary: documents (a), (c)-(e), (f), if prescribed, (g) to (m), (o), (p) and (s) are required;
8. Lithuania: documents mentioned in paragraphs (c) to (e), (h) to (o), (q) and (r) of article 9.02 (6);
9. Netherlands: documents mentioned in article 9.02 paragraph 1 and the registration certificate of a high speed small vessel;
10. Romania: (c), (d), (f), (i) to (m), (n) (partially; Section 8.1.2.1 (a, c, d, e, f), section 8.1.2.2 (c, d) and section 8.1.2.3 (c, d, e, f, g) of ADN), (o), (q), (r);
11. Russian Federation: documents mentioned in paragraphs (e), (g), (l), (m) and (s) of article 9.02 (6);
12. Serbia: all documents mentioned in article 9.02 (6) plus Waste Log Book; and Inspection Log Book;
13. Turkey: documents mentioned in paragraphs (a), (c), (e), (h), (l), (o), (p), (s) of article 9.02 (6);
14. Ukraine: the list of documents is not included in the navigation rules, it is stipulated in the Instruction on certifications of vessels navigating on Ukrainian Inland Waterways of 19.04.2001 (No. 225);
15. Mosel Commission: documents mentioned in paragraphs (a) to (r). However, radar certificate mentioned in paragraph (c) is only required if the boatmaster's certificate does not include the authorization to navigate by radar indicated by letter R on the certificate. With respect to the worksite craft without wheelhouse and crew accommodation, the documents required in paragraphs (a) and (f) only need to be available on the construction site.

## Chapter 2: Marks and Draught Scales on Vessels; Tonnage Measurement

Article 2.02

In accordance with article 9.03, the following administrations prescribe other provisions for small craft which are neither motorized nor sailing craft and for sailboards or small sailing craft less than 7 m long:

1. Belarus;
2. Belgium: para. 1 concerning registration marks does not apply to: (a) small vessels designed exclusively for racing and labelled as such by the manufacturer, including racing rowing boats and training rowing boats; (b) canoes and kayaks, gondolas and pedalos; (c) sailboards; (d) surfboards, including surfboards with engine; (e) inflatable boats which are not suitable to be propelled by an engine; (f) rafts; (g) small vessels with a hull length of less than 2.5 m, with the exception of water scooters; paragraph 1 shall however continue to apply to registered small vessels;
3. Croatia: for non-motorized small crafts with length of 3m and less;
4. Hungary;
5. Netherlands: registration marks are only required for large vessels and high-speed small craft;
6. Romania;
7. Turkey.

Article 2.05

In accordance with article 2.05, the following administrations do not require application of the European Identification Number (ENI), if applicable, on anchors as an identification mark:

1. Belarus;
  2. Bulgaria;
  3. Romania;
  4. Russian Federation.
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**Chapter 3, Visual Signals (Marking) on Vessels**

Chapter 3, Section II	<p>In accordance with article 9.04, paragraph 1, the following administrations do not require vessels under way to carry day markings:</p> <ol style="list-style-type: none"> <li>1. Belarus: the requirements for vessels under way to carry day markings are waived under national inland waterway transport legislation;</li> <li>2. Germany: there is no marking required for the dragging of side-by-side formations (article 3.11, para. 2, of CEVNI), no day marking requirements for ferry-boats (article 3.16 of CEVNI); no alternative marking foreseen in the cases mentioned in article 3.20 paragraph 1 (sentence 2) and article 3.20, paras. 2 and 3 of CEVNI. No marks are foreseen for vessels with limited manoeuvrability, for fishing vessels which drag nets, for vessels engaged in mine-sweeping operations or pilotage service;</li> <li>3. Romania;</li> <li>4. Turkey;</li> <li>5. Ukraine: there are no national rules on day markings, except for articles 3.27, 3.28 and 3.36 para. 1;</li> <li>6. Mosel Commission: the carriage of day markings is only required from towed convoys; pushed towed convoys; vessels carrying certain dangerous goods; vessels authorized to carry more than 12 passengers with a length of less than 20 m; vessels enjoying priority of passage and vessels under way which are impossible to control. Night markings, however, should be carried in reduced visibility.</li> </ol>
Article 3.08, para. 1	<p>In accordance with article 9.04, paragraph 2, the following administration prescribe: or (a) stern lights other than recommended in 3.08 (1) (c), or (b) a height of masthead light less than 5 meters:</p> <ol style="list-style-type: none"> <li>1. Belarus: yes, (a) only;</li> <li>2. Bulgaria: yes, (b) only;</li> <li>3. Czech Republic: yes, (a) only: 4 m;</li> <li>4. Germany: yes, (a) and (b); the regulations only define that the stern and top light must be set, without information on the height;</li> <li>5. Lithuania: yes, (a) only;</li> <li>6. Romania: yes, (a) and (b);</li> <li>7. Russian Federation: yes, (a) and (b);</li> <li>8. Turkey: yes, (a) only;</li> <li>9. Mosel Commission: yes, (b) only and only for vessels less than 40 m long);</li> <li>10. Sava Commission: yes, (b) only.</li> </ol>
Article 3.09 para. 1 (a)	<p>In accordance with article 9.04, paragraph 3, the following administrations prescribe a height of an upper masthead light less than 5 m:</p> <ol style="list-style-type: none"> <li>1. Czech Republic: yes, 4 m;</li> <li>2. Germany: the regulations only define that the stern must be set, without specifying the height;</li> <li>3. Romania;</li> <li>4. Russian Federation;</li> <li>5. Mosel Commission: yes, but only for vessels less than 40 m long.</li> </ol>
Article 3.10 para. 1	<p>In accordance with article 9.04, paragraph 4, the following administrations prescribe (a) the use of bright lights on narrow waterways or (b) authorize the pusher to carry the masthead lights and the side lights:</p> <ol style="list-style-type: none"> <li>1. Belarus: yes, (b) only;</li> <li>2. Czech Republic: yes, (b) only;</li> <li>3. Germany: the height of 5 m for the top light is not included;</li> <li>4. Russian Federation: yes, (a) and (b);</li> <li>5. Serbia: yes, (a) and (b);</li> <li>6. Turkey: yes, (a) and (b);</li> <li>7. Ukraine: yes, (b) only.</li> </ol>
Article 3.11	<p>In accordance with article 9.04, paragraph 5, the following administrations 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:</p> <ol style="list-style-type: none"> <li>1. Austria: side-by-side formations whose greatest dimensions do not exceed 110 m in length and 12 m in width are considered as single motorized vessels;</li> </ol>



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**CEVNI provisions**    *Regional and National Special Requirements*


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2. Croatia;
3. Czech Republic;
4. Germany: pushed convoy with the length not exceeding 110 m and the width not exceeding 12 are considered as a single motorized vessel of the same length and width. A side-by-side formation whose length exceeds 140 m is considered as a pushed convoy of the same length;
5. Hungary: greatest dimensions of side-by-side formation to be considered as single motorized vessel are 110 x 12m;
6. Turkey.

Article 3.14    In accordance with article 9.04, paragraph 6, the following administrations authorize (a) seagoing vessels operating only temporarily in inland navigation areas the use of the day and night signals prescribed in the Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas adopted by the Maritime Safety Committee of the International Maritime Organization (by night an all-round fixed red light and by day flag “B” of the International Code of Signals), instead of the signals prescribed in paras. 1-3 of article 3.14 and (b) prescribe red lights (or cones) instead of blue lights (or cones):

1. Belgium: yes, (a) only: a vessel that comes or goes directly from or to the sea and which is carrying the hazardous substances listed in Appendix 13 or has not been degassed after transporting such substances or has not yet been cleared of residues, may additionally carry the following signals instead of those mentioned in Article 3.14:

- during the night: a red light clearly visible all round;
- during the day: the “B” flag of the “International Signal Flag System”.

These signals must be placed where they can best be seen and at a height of at least 6 metres. (APSB, Article 11.02)

2. Lithuania: yes, (a) only;
3. Romania: yes, (a) only;
4. Serbia: yes, (a) and (b); (b) — only for vessels carrying explosive goods;
5. Turkey: yes, (b) only;
6. Ukraine: yes, (a) only.

Article 3.16    In accordance with article 9.04, paragraph 7, the following administrations prescribe another marking for ferry-boats:

1. Belarus: yes, yellow light instead of green light;
2. Czech Republic: yes; white lights and green ball at 4m; ferries up to 20m only — white lights at 2 m and green ball at 3 m;
3. Germany (no day mark for ferry-boats and for the ferry-boats which enjoys priority of passage, as this does not exist in Germany);
4. Russian Federation;
5. Turkey;
6. Mosel Commission (RPNM do not prescribe day markings for ferry-boats under way. Ferry-boats navigating freely do not need to carry side lights and astern light by night. Moreover, the height of the white light can be reduced if the ferry-boat is less than 15 m long).

Article 3.20, para. 4    In accordance with article 9.04, paragraph 8, the following administrations prescribe that small craft other than ship’s boats do not need to carry the black ball by day:

1. Austria: If moored in one breadth on a floating establishment Small craft moored at the shore do not need to carry the black ball in accordance with DFND;
  2. Croatia;
  3. Czech Republic;
  4. Germany;
  5. Hungary;
  6. Romania: article 3.20, paragraph 4 (d) of “Rules of Navigation on the Danube in the Romanian sector” — edition 2013: when a small craft is mooring (moored), it does not need to carry the black ball by day;
  7. Serbia;
  8. Turkey.
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Article 3.27 In accordance with article 9.04, paragraph 9, the following administrations prescribe a yellow scintillating light instead of the blue one for fire-fighting and rescue vessels:

1. Austria: fire-fighting and rescue vessels may display a red scintillating light instead of the blue;
2. Hungary: no, but the competent authority may grant on request;
3. Lithuania;
4. Turkey.

#### Chapter 4, Sound Signals; Radiotelephony; Navigation Devices

Article 4.05 In accordance with article 9.05, paragraph 1, the following administrations apply the harmonized national technical and operational requirements for radiotelephone installations on board inland navigation vessels in the framework of a Regional Arrangement based on the Radio Regulations of the International Telecommunication Union (ITU):

1. Austria: in accordance with article 4.05 and DFND, the radiotelephone installations on board have to comply with the Regional Agreement Basel 2000;
2. Belgium: in accordance with article 4.05, for large vessels — same as CEVNI; for motorized small craft less than 7 m long — 1 mariphone;<sup>10</sup>
3. Bulgaria: yes, in accordance with DFND and CEVNI 4;
4. Croatia;
5. Czech Republic;
6. Germany;
7. Hungary;
8. Lithuania;
9. Netherlands;
10. Romania: article 4.05, paragraph 1 of the Rules of Navigation on the Danube in the Romanian sector: the administration is applying the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways (Basel, 6 April 2000);
11. Serbia;
12. Slovakia;
13. Turkey;
14. Mosel Commission: RPNM, article 4.05, prescribe conformity with the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways and the EU Directive 1999/5/EC of 9 March 1999 on radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity. This issue is currently under consideration by the Mosel Commission;
15. Sava Commission.

Article 4.06 In accordance with article 9.05, paragraph 2, the following administrations allow on certain inland waterways high-speed vessels to operate in daytime and at a visibility of 1 km and more without being fitted with radar equipment and a rate-of-turn indicator:

1. Belarus: there is no legal provision for the use of radar equipment or rate-of-turn indicators;
2. Lithuania;
3. Romania.

Article 4.07 In accordance with article 9.05, paragraph 3, the following administrations allow:  
(a) Using AIS Class A instead of Inland AIS; (b) Using AIS Class B; (c) Switching off AIS equipment on stationary vessels; (d) derogations from Article 4.07, para. 1, for vessels other than specified in subparas. (a)-(d) of this paragraph, (e) using local frequencies instead of AIS 1 (161.975 MHz) and AIS 2 (162.025 MHz):

1. Austria: yes, (c) only;
2. Belarus: the use of AIS is not regulated by legislation;
3. Belgium: the AIS obligation has not been published yet;
4. Czech Republic: yes, (a)-(c), the use of AIS is not mandatory, (e): only with permission of the Czech Telecommunication Authority;

<sup>10</sup> ECE/TRANS/SC.3/2014/5.

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**CEVNI provisions**    *Regional and National Special Requirements*


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5. Hungary: yes, (c) and (d) only; (c): this requirement does not apply to stationary vessels in berthing areas designated by the competent authorities or ports; (d) obligatory for ferry boats regardless their propulsion system;
6. Russian Federation: yes, (b) only: for cargo vessels with a gross tonnage above 300;
7. Slovakia: yes, (c) only;
8. Sava Commission: yes, (c) only.

**Chapter 5, Waterway Signs and Marking**

Article 5.01, para. 2      In accordance with article 9.06, the following administrations regulate navigation on certain sections by also using special signs at control posts:

1. Austria: yes, light signals;
2. Belarus;
3. Germany;
4. Netherlands: the administration may do so by using signs, but also by using Notices to Skippers with the same legal status as a sign;
5. Romania;
6. Russian Federation: with regard mainly to sections with one-way traffic;
7. Ukraine.

**Chapter 6, Rules of the Road**

Article 6.02      In accordance with article 9.07, paragraph 1, the following administrations prescribe specific rules applicable to (a) small size craft, (b) pleasure or sport craft:

1. Austria: yes, (a) only: the prohibition of overtaking (Article 6.11) does not apply to vessels overtaking small craft;
2. Czech Republic: yes, (b) only: restricted areas for specific sports activities, e.g. water skiing;
3. Germany;
4. Hungary: yes, (a) and (b);
5. Netherlands: in general, the rules apply to all vessels, including small craft. When different rules apply, this is indicated specifically. e.g.: high-speed vessels must always give way to small craft;
6. Romania: yes, (a) only;
7. Russian Federation: yes, (a) only;
8. Turkey;
9. Ukraine: detailed information is communicated to the secretariat;
10. Mosel Commission: article 6.02 paragraph 2 lists the provisions not applicable to small craft, namely, articles 6.04, 6.05, 6.07, 6.08, 6.10, 6.11 and 6.12. Moreover additional requirements applicable to small craft are included in article 6.02 bis.

Article 6.04      In accordance with article 9.07, paragraph 2, the following administrations prescribe special exceptions to the rules on the meeting of vessels:

1. Germany;
2. Netherlands: for small craft, sailing vessels and vessels propelled by muscular strength;
3. Turkey;
4. Mosel Commission.

Article 6.05      In accordance with article 9.07, paragraph 3, the following administrations prescribe special rules for the meeting of vessels:

1. Germany;
  2. Netherlands: article 6.04(a) gives special provisions for vessels passing each other starboard/starboard. In the cases indicated by article 6.04(a), they may do so after showing a blue sign or a white flickering light (at night);
  3. Turkey;
  4. Mosel Commission.
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Article 6.08	In accordance with article 9.07, paragraph 4, the following administrations prescribe that if the signs referred to in paragraph 2 of article 6.08 cannot be displayed, vessels shall stop and wait until authorization to proceed is given by representatives of the competent authorities: <ol style="list-style-type: none"> <li>1. Austria: in accordance with DFND;</li> <li>2. Belarus;</li> <li>3. Bulgaria: in accordance with DFND and CEVNI 4;</li> <li>4. Croatia;</li> <li>5. Hungary;</li> <li>6. Romania;</li> <li>7. Slovakia;</li> <li>8. Turkey.</li> </ol>
Article 6.11, subpara. (b)	In accordance with article 9.07, paragraph 5, the following administrations stipulate an exception for the situation when one of the convoys is a side-by-side formation whose maximum dimensions do not exceed 110 x 23 m: <ol style="list-style-type: none"> <li>1. Croatia;</li> <li>2. Netherlands: exception for push barges not exceeding 110 x 12 m;</li> <li>3. Serbia: the exception relates to side-by-side formations whose maximum dimensions do not exceed 110 x 12 m;</li> <li>4. Turkey;</li> <li>5. Ukraine.</li> </ol>
Article 6.22 bis	In accordance with article 9.07, paragraph 6, the following administrations prescribe special rules for navigation when passing floating equipment at work or grounded or sunken vessels, and vessels whose ability to manoeuvre is limited: <ol style="list-style-type: none"> <li>1. Belarus;</li> <li>2. Germany: no rules for the navigation when passing vessels whose ability to manoeuvre is limited;</li> <li>3. Netherlands: but these rules do not differ from CEVNI;</li> <li>4. Romania;</li> <li>5. Turkey;</li> <li>6. Ukraine: detailed information is communicated to the secretariat.</li> </ol>
Article 6.23, para. 2 (b)	In accordance with article 9.07, paragraph 7, the following administrations prohibit the use of longitudinal cable: <ol style="list-style-type: none"> <li>1. Bulgaria: in accordance with DFND and CEVNI 4;</li> <li>2. Belarus;</li> <li>3. Hungary;</li> <li>4. Romania;</li> <li>5. Serbia.</li> </ol>
Articles 6.24-6.26	In accordance with article 9.07, paragraph 8, the following administrations prescribe special rules for passage under bridges: <ol style="list-style-type: none"> <li>1. Belarus;</li> <li>2. Belgium;</li> <li>3. Germany;</li> <li>4. Netherlands: the rules do not differ significantly from CEVNI. The Dutch rules allow the use of sound signals for opening bridges;</li> <li>5. Romania: Part III, Special rules of navigation on the Romanian Danube sector of the Rules of Navigation on the Danube in the Romanian sector: A. Special rules of navigation for the passage under the Giurgeni-Vadu Oii bridge (km 237+800); B. Special rules of navigation for the passage under the Cernavodă bridges (km 300 and km 300+070); C. Special rules of navigation for the passage under the Fetești bridges (km 42+220 and km 42+300) Borcea branch; D. Special rules of navigation for the passage under the Giurgiu-Ruse bridge (km 498+700);</li> <li>6. Ukraine: detailed information is communicated to the secretariat;</li> </ol>

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**CEVNI provisions**    *Regional and National Special Requirements*


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7. Mosel Commission: RPNM, article 6.26, deal with passage through cradle locks and bottlenecks for sport vessels.
- Article 6.27    In accordance with article 9.07, paragraph 9, the following administrations prescribe special rules for the passage through weirs:
1. Belarus;
  2. Belgium: Article 6.27, para. 1: APSB allows only the use of notice boards;
  3. Germany;
  4. Netherlands (special provisions are given for weirs that have a bridge lying across them);
  5. Romania;
  6. Ukraine (Article 6.27 is not included in the national rules);
  7. Mosel Commission (passage through weirs is prohibited).
- Article 6.28    In accordance with article 9.07, paragraph 10, the following administrations prescribe special rules for the passage through locks:
1. Austria;
  2. Belarus;
  3. Belgium;
  4. Czech Republic: additional instructions are applied;
  5. Germany;
  6. Netherlands (the rules are quite similar to CEVNI. the Dutch rules allow the use of sound signals for opening locks. It is prohibited to take fuel inside the lock);
  7. Romania;
  8. Russian Federation;
  9. Mosel Commission: RPNM prohibit the entrance to forebay to vessels not planning to lock through. They also prohibit overtaking in the lock area except for vessels and convoys waiting to lock through. The RPNM also define special prescriptions due to the usable length of the locks on the Mosel (an authorization is required for pushed convoys whose length is longer than 170 m and less than 172.10 m).
- Article 6.28 bis    In accordance with article 9.07, paragraph 11, the following administrations prescribe special rules for entering and leaving locks:
1. Austria;
  2. Belarus;
  3. Belgium: yes, two fixed green lights (one above the other or both at the same height) mean "Continue through, the lock is open at both ends and will not be actuated";
  4. Germany;
  5. Netherlands (the rules are quite similar. The Dutch rules do not have a similar paragraph to 6.28 bis, paragraph 4);
  6. Romania;
  7. Ukraine (Article 6.28 bis is not included in the national rules).
- Article 6.30    In accordance with article 9.07, paragraph 12, the following administrations prescribe other general rules for navigation in visibility of less than 1 km:
1. Austria: pleasure craft with a length of not more than 20 m have to clear the fairway in case of reduced visibility;
  2. Belarus;
  3. Belgium;
  4. Germany (article 6.30, paragraphs 4 and 5 are not included in the regulations);
  5. Netherlands (the rules for using radar are similar to CEVNI. However, there is no obligation to navigate by radar when visibility is reduced. Only on certain specified waterways, is it obliged to use radar in reduced visibility. The Dutch legislation has special rules for vessels not navigating by radar in reduced visibility. The rules CEVNI has for these vessels are aimed at getting these vessels to shore as soon as possible);
  6. Romania;
  7. Turkey.
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- Article 6.32 In accordance with article 9.07, paragraph 13, the following administrations (a) waive the provision on giving the three-tone signal or apply it only on certain waterways and (b) prescribe additional provisions for vessels navigating by radar:
1. Belarus: radar for inland vessels is not regulated by the law;
  2. Belgium: yes, (a) and (b): APSB obliges ships in this case to give one long blast of the horn and to repeat this as often as possible, whereas CEVNI states that vessels shall give the three-tone-signal and repeat it as often as necessary. This provision does not apply to small craft. Whereas CEVNI makes a distinction between vessels proceeding upstream and those proceeding downstream, this distinction is not made in APSB. If there is no marine telephone contact with the other vessels proceeding in the opposite direction, the vessel proceeding on radar must do the following: (a) give one long blast of the horn and repeat this as often as necessary; (b) reduce speed and, if necessary, stop.
  3. Czech Republic: yes, (a) only;
  4. Germany;
  5. Lithuania: yes, (a) only;
  6. Netherlands: yes, (a). In the Netherlands a one tone signal (long tone) is prescribed. For ferries it is one long tone followed by four short tones;
  7. Romania: yes, (a) and (b);
  8. Turkey: yes, (a) and (b);
  9. Ukraine: national rules do not foresee the use of three-tone signal;
  10. Mosel Commission: the three-tone signal is not prescribed by RPNM.
- Article 6.33 In accordance with article 9.07, paragraph 14, the following administrations prescribe that a vessel carrying the boatmaster of a convoy shall sound two long blasts:
1. Bulgaria;
  2. Czech Republic;
  3. Romania;
  4. Russian Federation: one short blast, two long blasts;
  5. Serbia;
  6. Turkey.

### Chapter 8, Signalling and reporting requirements

- Article 8.01, para. 4 In accordance with article 9.09 the following administrations require that if the vessel has stopped, all engines and auxiliary machinery must be stopped or unplugged:
1. Czech Republic;
  2. Hungary: yes, it is obligatory for berthing vessels;
  3. Slovakia: yes, in case of an accident;
  4. Sava Commission.

### Annex 11, Safety Checklist for Bunkering Fuel

- Article 10.07, para. 3 The following administrations do not require the Safety Checklist for Bunkering Fuel to be filled-in and signed before starting the filling operation:
1. Belarus;
  2. Belgium: no, but some seaports require the safety checklist for bunkering fuel;
  3. Bulgaria: no, in accordance with DFNF and CEVNI 4;
  4. Czech Republic;
  5. Hungary;
  6. Romania: operational procedures are required;
  7. Russian Federation.

11. Deviations from articles of chapters 1-8, other than those listed in chapter 9, additional national and regional requirements to chapters 1-8 and information on deviations or additional requirements complementing Chapter 10 of CEVNI 5 are reproduced in ECE/TRANS/SC.3/2017/25.

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