



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.3/WP.3/2005/5
21 March 2005

ENGLISH
Original: RUSSIAN

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-ninth session, 7-9 June 2005, agenda item 4)

**FURTHER UPDATING OF THE EUROPEAN CODE FOR
INLAND WATERWAYS (CEVNI)**

**Transmitted by the Government of Belarus, the
Danube Commission and the secretariat**

Note: Reproduced below are proposals from the Government of Belarus and the Danube Commission (DC), and comments by the secretariat on the possibility of further updating CEVNI.

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Chapter 2

1. The Danube Commission is considering the following wording for article 2.01, paragraph 5:

“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”.

The Working Group may also wish to consider the advisability of incorporating this paragraph into article 2.01 of CEVNI.

Chapter 3

2. The secretariat is proposing to refer in CEVNI not to the European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterway (addendum to Resolution No. 223 of 1976 of the Inland Transport Committee), but to the relevant provisions of the Regulations annexed to the version of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways recommended for use as of 1 January 2005 (ADN-2005). This would make it possible to bring CEVNI into line with the Police Regulations for Rhine Navigation (RPNR) and the Basic Provisions relating to Navigation on the Danube (DFND). It is thus proposed, in particular, to amend paragraph 3.14 (1) of CEVNI 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: ...**”, the rest of the text remaining the same.

3. Amend 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: ...**”, the rest of the text remaining the same.

4. Amend 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: ...**”, the rest of the text remaining the same.

5. 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 ...”, the rest of the text remaining the same.

6. The Government of Belarus proposes amending the text of article 3.32 (1) (b) in TRANS/SC.3/2004/6, describing boards marking the prohibition of smoking or using unprotected light or flame, as follows:

“circular white boards bordered with red, with a red diagonal strip **across a picture of a cigarette emitting smoke**”.

Chapter 4

7. The Danube Commission is considering the possibility of amending article 4.05 “Radar”, paragraph 3 (see TRANS/SC.3/2004/6, para. 13), to read:

“3. High-speed vessels under way shall use radar **in the ‘operation’ mode.**”

Chapter 6

8. The Danube Commission is considering the possibility of supplementing article 6.21, paragraph 5 (see TRANS/SC.3/2004/6, para. 17) with the following sentence:

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

Chapter 7

9. In keeping with paragraph 2 above, the secretariat proposes amending paragraphs 7.07 (2) (b) and 7.08 (1) to read:

“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 ...”, the rest of the text remaining the same.

“1. ... on board vessels lying in the channel and on board **berthed** 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 ...”, the rest of the text remaining the same.

Chapter 8

10. The secretariat draws the attention of the Working Party to the fact that chapter 8 of both DFND and RPNR contains language relating to the “Do not approach” signal, as follows:

“Chapter 8

CARRIAGE OF DANGEROUS CARGO

Article 8.01 - ‘Do not approach’ signal¹

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:

(a) Tankers carrying the markings referred to in paragraph 1 or 2 of article 3.14; and

(b) Vessels carrying the markings referred to in paragraph 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;

¹ Text taken from RPNR, article 8.09.

- (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 report it to the closest competent authority, if possible.”

11. The Danube Commission is currently considering a German proposal which calls for a new paragraph in article 8.02 of DFND (article 8.01 of CEVNI “Reporting requirements”), reading:

“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”.

The Working Group may wish to consider the advisability of incorporating into chapter 8 of CEVNI provisions similar to those referred to in paragraphs 10 and 11 above.

Chapter 9

12. In keeping with paragraph 2 above, the secretariat proposes amending 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 Waterway (ADN) ...”, the rest of the text remaining the same.**

Annexes 3 and 8

13. The Government of Belarus proposes modifying sketch 66 (Annex 3 in TRANS/SC.3/2004/6) to put the red diagonal stripe across the picture of the cigarette emitting smoke.

	66	
Article 3.32: Prohibition of smoking or using an unprotected light or flame.		

It is also proposed to amend the reference in the explanatory note to sketch 75 to article 3.08, **paragraph 4**, (not paragraph 5, as is currently the case).

14. In keeping with paragraph 2 above, the secretariat proposes the appropriate amendments to the explanatory text under sketches 30 (a)-35 in Annex 3 to ADN.

15. The secretariat has discovered a series of typing errors in the Russian text of Annex 8 on page 166, “Definition of cardinal quadrants and marks”, which should be corrected.

Addendum

16. In keeping with paragraph 2 above, the secretariat proposes amending paragraph 3.14 (1) of the Addendum (page 178 of CEVNI) to read:

“1. Vessels carrying out the transport operations involving dangerous substances of classes 1 and 2 that are referred to in the **European Agreement Concerning the International Carriage** of Dangerous Goods by Inland Waterway (ADN) or vessels that have not been degassed following the transport of such substances ...”, the rest of the text remaining the same.
