



# Economic and Social Council

Distr.: General  
4 August 2010

Original: English

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## Economic Commission for Europe

Inland Transport Committee

### Working Party on Inland Water Transport

#### Fifty-fourth session

Geneva, 13–15 October 2010

Item 6 (a) of the provisional agenda

Standardization of technical and safety requirements in inland navigation

### European Code for Inland Waterways (Resolution No. 24)

#### Implementation of European Code for Inland Waterways

##### Note by the secretariat

## I. Introduction

1. At its fifty-third session the Working Party on Inland Water Transport emphasized the importance of the proper implementation process for the European Code for Inland Waterways (CEVNI) and agreed that the secretariat would contact the delegations in advance of the next SC.3 session in 2010 with a special questionnaire aimed at collecting the information on the implementation process of the fourth revised edition of CEVNI (ECE/TRANS/SC.3/183, para. 13).

2. In accordance with this decision, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its thirty-sixth session, approved the draft questionnaire on regional and national special requirements prepared by the secretariat (ECE/TRANS/SC.3/WP.3/2010/1) and asked Governments and River Commissions to complete the questionnaire and transmit their responses to the secretariat, so that the latter could prepare a consolidated document on exceptions to the revised CEVNI (ECE/TRANS/SC.3/WP.3/72, para. 11). SC.3/WP.3 considered the preliminary status document on implementation of CEVNI at its thirty-seventh session and instructed the secretariat to prepare a consolidated version of the CEVNI status document for the 2010 session of the Working Party on Inland Water Transport (ECE/TRANS/SC.3/WP.3/74, para. 10).

3. The 2010 CEVNI status document based on responses received from the Governments of Belarus, Bulgaria, Lithuania, the Netherlands, the Russian Federation, Slovakia, Serbia and from the Mosel Commission, is presented below. The additional

requirements existing in the regulations of River Commissions are presented in the addendum. The Working Party may wish to take note of the document and invite Governments and River Commissions, who have not yet done so, to complete the questionnaire and transmit their responses to the secretariat as soon as possible.

## **II. Status document on implementation of CEVNI**

4. Based on responses received from the Governments of *Belarus, Bulgaria, the Czech Republic, Lithuania, the Netherlands, the Russian Federation, Slovakia, Serbia and Turkey* and from the *Mosel Commission*.

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
<b>Chapter 1: General Provisions</b>	
Article 1.01 a) 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. <i>Bulgaria</i> ; 2. <i>Serbia</i> (envisaged by new draft legislation); 3. <i>Turkey</i> .
Article 1.01 a) 9	In accordance with article 9.02, paragraph 2, the following administrations 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: 1. <i>Belarus</i> ; 2. <i>The Netherlands</i> (The term "small size craft" is not used as a subcategory of "small craft", but within the category small craft, a special subcategory high speed small craft exists, especially for small craft capable of exceeding speeds of 20 km/h); 3. <i>Russian Federation</i> (for the time being, this term applies to all small craft, but after the revision of the national Rules of Navigation on Inland Waterways, currently under way, the definition of the term "small craft" will be brought in line with that of CEVNI).
Article 1.01 a) 10	In accordance with article 9.02, paragraph 3, the following administrations use a different definition of "water bike": 1. <i>Belarus</i> (the term "hydro cycle" is used instead of "water bike"); 2. <i>Lithuania</i> ; 3. <i>Mosel Commission</i> (this term is not used in the Police Regulations for the Navigation of the Mosel (PRNM), where this type of vessel is covered by the term "small craft"); 4. <i>The Netherlands</i> (all such craft are contained in the term "water scooter", defined in 1.01 a) 18 of the Dutch regulations); 5. <i>Russian Federation</i> (the term "water bike" is mentioned in official documents but there is no definition of this term); 6. <i>Serbia</i> (definition is the same but the term "Scooter" is used instead of "water bike"); 7. <i>Slovakia</i> ; 8. <i>Turkey</i> .
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. <i>Czech Republic</i> ; 2. <i>Lithuania</i> ; 3. <i>Turkey</i> .
Article 1.09	In accordance with article 9.02 paragraph 5, the following administrations prescribe other provisions concerning age for steering small craft: 1. <i>Belarus</i> (not less than 18 years); 2. <i>Bulgaria</i> (not less than 18 years); 3. <i>Czech Republic</i> ; 4. <i>Lithuania</i> (16 years for small craft of up to 50 HPs, 18 years for small craft of up to 150 HPs and 19 years for small craft of unlimited power, subject to the experience gained in steering during one year a small craft of up to 150 HPs); 5. <i>Mosel Commission</i> (there are no provisions concerning age for steering small

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	<p>craft with no mechanic motive power of its own);</p> <p>6. <i>The Netherlands</i> (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);</p> <p>7. <i>Russian Federation</i> (not less than 18 years);</p> <p>8. <i>Serbia</i> (16 years for small craft of up to 2.9 kW and 18 years for small craft of unlimited power);</p> <p>9. <i>Slovakia</i> (16 years if used for sport activity);</p> <p>10. <i>Turkey</i>.</p>
Article 1.10 (1)	<p>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:</p> <p>1. <i>Bulgaria</i>: documents mentioned in paragraphs (c) to (h) and (j) to (n) of article 9.02 (6);</p> <p>2. <i>Lithuania</i>: documents mentioned in paragraphs (a), (c) to (e) and (h) to (m) of article 9.02 (6);</p> <p>3. <i>Mosel Commission</i> (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 authorisation 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);</p> <p>4. <i>The Netherlands</i> (documents mentioned in article 9.02 paragraph 1 and the registration certificate of a high speed small vessel);</p> <p>5. <i>Russian Federation</i>: documents mentioned in paragraphs (c) to (f), (h), (l) to (n), (q) and (s) of article 9.02 (6);</p> <p>6. <i>Serbia</i>: all documents mentioned in article 9.02 (6) plus Waste Log Book; and Inspection Log Book;</p> <p>7. <i>Slovakia</i> (documents mentioned in paragraphs (e), (h), (j) to (n), (q) to (s) of article 9.02 (6));</p> <p>8. <i>Turkey</i> (documents mentioned in paragraphs (a), (c), (e), (h), (l), (o), (p), (s) of article 9.02 (6)).</p>

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

Article 2.02	<p>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:</p> <p>1. <i>The Netherlands</i> (Registration marks are only required for large vessels and high-speed small craft);</p> <p>2. <i>Russian Federation</i>;</p> <p>3. <i>Slovakia</i>: (for lifeboats);</p> <p>4. <i>Turkey</i>.</p>
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## **Chapter 3, “Visual Signals (Marking) on Vessels”**

Section II of Chapter 3	<p>In accordance with article 9.04, paragraph 1, the following administrations do not require vessels under way to carry day markings:</p> <p>1. <i>Belarus</i> (the carriage of day markings by vessels under way is not envisaged);</p> <p>2. <i>Lithuania</i> (under consideration);</p> <p>3. <i>Mosel Commission</i> (the carriage of day markings is only required from towed convoys; pushed towed convoys; vessels carrying certain dangerous goods;</p>
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<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	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);
Article 3.08, paragraph 1	<p>4. <i>Russian Federation</i> (deviations from CEVNI requirements concerning day marking are considerable);</p> <p>5. <i>Turkey</i>.</p> <p>In accordance with article 9.04, paragraph 2, the following administration prescribe: (a) a height of masthead light less than 5 meters or (b) stern lights other than recommended in 3.08 (1) (c):</p> <ol style="list-style-type: none"> <li>1. <i>Belarus</i> (yes (a) only);</li> <li>2. <i>Czech Republic</i> (yes (a) only: 4 m);</li> <li>2. <i>Mosel Commission</i> yes (b) only and only for vessels less than 40 m long;</li> <li>3. <i>Russian Federation</i> (yes, (a) and (b));</li> <li>4. <i>Turkey</i> (yes (a) only).</li> </ol>
Article 3.09 paragraph 1 (a)	In accordance with article 9.04, paragraph 3, the following administrations prescribe a height of an upper masthead light less than 5 m:
	<ol style="list-style-type: none"> <li>1. <i>Belarus</i>;</li> <li>2. <i>Czech Republic</i>;</li> <li>3. <i>Russian Federation</i>.</li> </ol>
Article 3.10 paragraph 1	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:
	<ol style="list-style-type: none"> <li>1. <i>Belarus</i> (yes (b) only);</li> <li>2. <i>Czech Republic</i> (yes (b) only);</li> <li>3. <i>Lithuania</i> ((a) under consideration, yes (b));</li> <li>4. <i>Mosel Commission</i> (yes but only for vessels less than 40 m long);</li> <li>5. <i>Russian Federation</i> (yes, (a) and (b));</li> <li>6. <i>Serbia</i> (yes (a) and (b));</li> <li>7. <i>Turkey</i> (yes (a) and (b)).</li> </ol>
Article 3.11	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:
	<ol style="list-style-type: none"> <li>1. <i>Bulgaria</i>;</li> <li>2. <i>Turkey</i>.</li> </ol>
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 paragraphs 1, 2 and 3 of article 3.14 and (b) prescribe red lights (or cones) instead of blue lights (or cones):
	<ol style="list-style-type: none"> <li>1. <i>Belarus</i> (yes (b) only);</li> <li>2. <i>Lithuania</i> (yes (a) and (b));</li> <li>3. <i>Russian Federation</i> (yes (b));</li> <li>4. <i>Serbia</i> (yes (a) and yes (b) – only for vessels carrying explosive goods);</li> <li>5. <i>Turkey</i> (yes (b) only).</li> </ol>

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
Article 3.16	<p>In accordance with article 9.04, paragraph 7, the following administrations prescribe another marking for ferry-boats:</p> <ol style="list-style-type: none"> <li>1. <i>Belarus</i>;</li> <li>2. <i>Mosel Commission</i> (The PRNM do not prescribe day markings for ferry-boats under way. Ferry-boats navigating freely do not need to carry side lights and a stern light by night. Moreover, the height of the white light can be reduced if the ferry-boat is less than 15 m long);</li> <li>3. <i>Russian Federation</i>;</li> <li>4. <i>Slovakia</i>;</li> <li>5. <i>Turkey</i>.</li> </ol>
Article 3.20 paragraph 4	<p>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:</p> <ol style="list-style-type: none"> <li>1. <i>Belarus</i>;</li> <li>2. <i>Bulgaria</i>;</li> <li>3. <i>Lithuania</i> (under consideration);</li> <li>4. <i>Serbia</i>;</li> <li>5. <i>Turkey</i>.</li> </ol>
Article 3.27	<p>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:</p> <ol style="list-style-type: none"> <li>1. <i>Czech Republic</i> (yellow lights for rescue vessels);</li> <li>2. <i>Turkey</i>.</li> </ol>
<b>Chapter 4, “Sound Signals; Radiotelephony; Navigation Devices”</b>	
Article 4.01	<p>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):</p> <ol style="list-style-type: none"> <li>1. <i>Bulgaria</i>;</li> <li>2. <i>Czech Republic</i>;</li> <li>3. <i>Lithuania</i>;</li> <li>4. <i>Mosel Commission</i> (In article 4.05 the PRNM 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);</li> <li>5. <i>The Netherlands</i>;</li> <li>6. <i>Serbia</i>;</li> <li>7. <i>Slovakia</i>;</li> <li>8. <i>Turkey</i>.</li> </ol>
Article 4.06	<p>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:</p> <ol style="list-style-type: none"> <li>1. <i>Belarus</i>;</li> <li>2. <i>Lithuania</i>.</li> </ol>

**Chapter 5, “Waterway Signs and Marking”**

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
Article 5.01, paragraph 2	<p>In accordance with article 9.06 the following administrations regulate navigation on certain sections by also using special signs at control posts:</p> <ol style="list-style-type: none"> <li>1. <i>The Netherlands</i> (the administration may do so by using signs, but also by using Notices to Skippers with the same legal status as a sign);</li> <li>2. <i>Russian Federation</i> (with regard mainly to sections with one-way traffic).</li> </ol>
<b>Chapter 6, “Rules of the Road”</b>	
Article 6.02	<p>In accordance with article 9.07, paragraph 1, the following administrations prescribe specific rules applicable to small size craft:</p> <ol style="list-style-type: none"> <li>1. <i>Mosel Commission</i> (article 9.02 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).<sup>1</sup></li> <li>2. <i>The Netherlands</i> (In general, the rules apply to all vessels, including small craft. When different rules apply, this is indicated specifically. EG: high speed vessels must always give way to small craft).</li> <li>3. <i>Russian Federation</i> (More prescriptions exist concerning the navigation of small size craft, additional to the rule prescribing that small-size craft “may not require other vessels to give way to them”);</li> <li>4. <i>Turkey</i>.</li> </ol>
Article 6.04	<p>In accordance with article 9.07, paragraph 2, the following administrations prescribe special exceptions to the rules on the meeting of vessels:</p> <ol style="list-style-type: none"> <li>1. <i>Belarus</i> (for high-speed vessels);</li> <li>2. <i>Mosel Commission</i>;</li> <li>3. <i>The Netherlands</i> (for small craft, sailing vessels and vessels propelled by muscular strength);</li> <li>4. <i>Russian Federation</i> (sound signals for indication of the side of meeting are not prescribed);</li> <li>4. <i>Turkey</i>.</li> </ol>
Article 6.05	<p>In accordance with article 9.07, paragraph 3, the following administrations prescribe special rules for the meeting of vessels:</p> <ol style="list-style-type: none"> <li>1. <i>Mosel Commission</i>;</li> <li>2. <i>The Netherlands</i> (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));</li> <li>3. <i>Russian Federation</i> (only for vessels towing rafts);</li> <li>4. <i>Turkey</i>.</li> </ol>
Article 6.08	<p>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:</p> <ol style="list-style-type: none"> <li>1. <i>Belarus</i>;</li> <li>2. <i>Czech Republic</i>;</li> <li>3. <i>Russian Federation</i> (relevant indications may be found in special rules of navigation in particular river basins);</li> </ol>

<sup>1</sup> The content of Article 6.02bis of PRNM is published in the addendum to this document along with other additional requirements.

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	<p>4. <i>Slovakia</i>;</p> <p>5. <i>Turkey</i>.</p>
Article 6.11 paragraph (b)	<p>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 m x 23 m:</p> <ol style="list-style-type: none"> <li>1. <i>The Netherlands</i> (Exception for push barges not exceeding 110m x 12m);</li> <li>2. <i>Russian Federation</i> (paragraph (b) of article 6.11 is not applied);</li> <li>3. <i>Serbia</i> (the exception relates to side-by-side formations whose maximum dimensions do not exceed 110 m x 12 m);</li> <li>4. <i>Turkey</i>.</li> </ol>
Article 6.22 bis	<p>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:</p> <ol style="list-style-type: none"> <li>1. <i>Belarus</i>;</li> <li>2. <i>The Netherlands</i> (But these rules do not differ from CEVNI).</li> <li>3. <i>Russian Federation</i> (rules for navigation when passing floating equipment at work differ from those indicated in article 6.22 bis);</li> <li>4. <i>Turkey</i>.</li> </ol>
Article 6.23 paragraph 2 (b)	<p>In accordance with article 9.07, paragraph 7, the following administrations prohibit the use of longitudinal cable:</p> <ol style="list-style-type: none"> <li>1. <i>Belarus</i> (longitudinal cables are not used);</li> <li>2. <i>Bulgaria</i>;</li> <li>3. <i>Serbia</i>.</li> </ol>
Articles 6.24–6.26	<p>In accordance with article 9.07, paragraph 8, the following administrations prescribe special rules for passage under bridges:</p> <ol style="list-style-type: none"> <li>1. <i>Belarus</i>;</li> <li>2. <i>Mosel Commission</i> (article 6.26 of the PRNM deals with passage through cradle locks and bottlenecks for sport vessels);</li> <li>3. <i>The Netherlands</i> (The rules do not differ significantly from CEVNI. The Dutch rules allow the use of sound signals for opening bridges);</li> <li>4. <i>Russian Federation</i>.</li> </ol>
Article 6.27	<p>In accordance with article 9.07, paragraph 9, the following administrations prescribe special rules for the passage through weirs:</p> <ol style="list-style-type: none"> <li>1. <i>Belarus</i>;</li> <li>2. <i>Mosel Commission</i> (passage through weirs is prohibited);</li> <li>3. <i>The Netherlands</i> (Special provisions are given for weirs that have a bridge lying across them).</li> </ol>
Article 6.28	<p>In accordance with article 9.07, paragraph 10, the following administrations prescribe special rules for the passage through locks:</p> <ol style="list-style-type: none"> <li>1. <i>Belarus</i>;</li> <li>2. <i>Mosel Commission</i> (the PRNM 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 PRNM also define special prescriptions due to the usable length of the locks on the Mosel (an authorisation is required for pushed convoys whose length is longer than 170 m and less than 172.10 m));</li> <li>3. <i>The Netherlands</i> (the rules are quite similar to CEVNI. The Dutch rules allow</li> </ol>

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	<p>the use of sound signals for opening locks. It is prohibited to take fuel inside the lock);</p> <p>4. <i>Russian Federation.</i></p>
Article 6.28 bis	<p>In accordance with article 9.07, paragraph 11, the following administrations prescribe special rules for entering and leaving locks:</p> <ol style="list-style-type: none"> <li>1. <i>Belarus;</i></li> <li>2. <i>The Netherlands</i> (the rules are quite similar. The Dutch rules do not have a similar paragraph to 6.28 bis, paragraph 4);</li> <li>3. <i>Russian Federation.</i></li> </ol>
Article 6.30	<p>In accordance with article 9.07, paragraph 12, the following administrations prescribe other general rules for navigation in visibility of less than 1 km:</p> <ol style="list-style-type: none"> <li>1. <i>Belarus;</i></li> <li>2. <i>The Netherlands</i> (the rules for using radar are quite 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);</li> <li>3. <i>Russian Federation;</i></li> <li>4. <i>Slovakia;</i></li> <li>5. <i>Turkey.</i></li> </ol>
Article 6.32	<p>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:</p> <ol style="list-style-type: none"> <li>1. <i>Mosel Commission</i> (the three-tone signal is not prescribed by the PRNM);</li> <li>2. The 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);</li> <li>3. <i>Russian Federation</i> (yes (a) and (b));</li> <li>4. <i>Slovakia</i> (yes (a));</li> <li>5. <i>Turkey</i> (yes (a) and (b)).</li> </ol>
Article 6.33	<p>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:</p> <ol style="list-style-type: none"> <li>1. <i>Bulgaria;</i></li> <li>2. <i>Czech Republic;</i></li> <li>3. <i>Serbia;</i></li> <li>4. <i>Slovakia;</i></li> <li>5. <i>Turkey.</i></li> </ol>
<b>Chapter 8, “Signalling and reporting requirements”</b>	
Article 8.02 paragraph 4	<p>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:</p> <p style="padding-left: 2em;"><i>Czech Republic</i> (but the reference is made to article 8.01, paragraph 4).</p>

### **III. Information on deviations from articles of Chapters 1–8 of CEVNI, other than those listed in Chapter 9, if any**

#### **A. Mosel Commission**

5. Other deviations from the articles of Chapters 1–8 are described in the addendum to the document.

#### **B. Netherlands**

6. The Dutch administration does not demand a second headmast light for vessels less than 110 m long, prescribed by article 3.08, paragraph 1, part.2.

7. Starting in summer 2010, the Navigation Rules for inland waterways in the Netherlands will be harmonized towards CEVNI. During this process, deviations from chapters 1–8 of CEVNI will be identified. A complete list of deviations can be expected in spring 2011.

#### **C. Russian Federation**

8. With respect to the definition of the “high-speed vessel” in article 1.01 a) 5 of CEVNI, the national Rules of Navigation on Inland Waterways use the term “fast-moving vessel” whose speed is greater than 30 km/h.

### **IV. Information on additional requirements complementing Chapters 1–8 of CEVNI, if any**

#### **A. Central Commission for the Navigation of the Rhine**

9. Additional requirements complementing Chapters 1–8 are described in the addendum to the document

#### **B. Mosel Commission**

10. Additional requirements complementing Chapters 1–8 are described in the addendum to the document

#### **C. The Netherlands**

11. Starting in summer 2010, the Navigation Rules for inland waterways in the Netherlands will be harmonized towards CEVNI. During this process, additional requirements compared to CEVNI will be identified. A complete list of additional requirements can be expected in spring 2011.

#### **D. Russian Federation**

12. Currently, the Government of the Russian Federation is preparing a detailed inventory of deviations from CEVNI, contained in national Rules of Navigation on Inland

Waterways of the Russian Federation. The inventory will be made available to the secretariat once it is finalized.

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