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Inland Transport Committee

Working Party on Inland Water Transport

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

Forty-fourth session

Geneva, 12–14 February 2014

Item 6 (b) of the provisional agenda

European Code for Inland Waterways (CEVNI)

Status of amendments to CEVNI

Note by the secretariat¹

I. Mandate

1. At its fifty-fifth session, the Working Party on Inland Water Transport (SC.3) adopted the roadmap on future work on the European Code for Inland Waterways (CEVNI) (ECE/TRANS/SC.3/191, para. 28). According to the roadmap, the substantive amendments to CEVNI are adopted, in principle, at each SC.3 session, awaiting inclusion into CEVNI with its next major revision (ECE/TRANS/SC.3/191/Add.3, para. 22 (d)).

2. Since 2009, SC.3 considered and adopted a series of the amendments, prepared by the CEVNI Expert Group and finalized by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3). The relevant decisions are contained in the reports on the SC.3 sessions as follows: report on the fifty-fourth session (ECE/TRANS/SC.3/187, para. 23), report on the fifty-fifth session (ECE/TRANS/SC.3/191, para. 30), report on the fifty-sixth session (ECE/TRANS/SC.3/193, para. 35) and report on the fifty-seventh session (ECE/TRANS/SC.3/195, para. 33).

¹ This document is submitted in line with the output/activities of cluster 2:6: Inland water transport, paragraph 1B(e) of the work plan 2012–2016 (ECE/TRANS/2012/12) adopted by the Inland Transport Committee on 1 March 2012 (ECE/TRANS/224, para. 94). Paragraph 1B(e) provides a mandate for the preparation of the next revision of CEVNI.

3. The pending amendments to CEVNI, approved by SC.3, are reproduced below. The Working Party may wish to take them into account when preparing further amendments to the fourth revised edition of CEVNI.

II. Amendments to the fourth revised edition of CEVNI, adopted by SC.3 between 2010 and 2013

A. Amendment to the text of Resolution No. 24

4. Update the text of the 1985 Resolution No. 24 reproduced in ECE/TRANS/SC.3/115/Rev.4 and *issue* a new number to the resolution during the next revision.²

B. Amendment to Chapter 1

5. *Amend* definition 2 of article 1.01 b) *as follows*:³

The term “towed convoy” means any group consisting of one or more vessels, floating establishments or assemblies of floating material towed by one or more motorized vessels, the ~~later~~ **latter** forming part of the convoy and being known as tugs;

6. *Supplement* article 1.01 (c) with a new definition 7 *reading*:⁴

The term “peal of a bell” means two strokes of a bell.

7. *Supplement* definition 14 of article 1.01 (d) with a new entry *reading*:⁵

On canals, lakes and broad waterways the term “left and right banks” is assigned by the competent authorities in light of local conditions. However, it is recommended that for canals, the terms “right” and “left” should be defined as meaning to the right and to the left respectively of an observer facing the direction in which the numbers indicated on successive kilometer markings increase.

8. *Supplement* article 1.01 (d) with a new definition 14 bis *reading*:⁵

The designations “right-hand side” and “left-hand side” of the waterway or fairway are understood to be for an observer facing downstream. On canals, lakes and broad waterways, the terms “right-hand side” and “left-hand side” are defined by the competent authorities.

9. *Amend* paragraph 3 of article 1.08 *as follows*:³

These requirements **set out in paragraphs 1 and 2 above** are considered to be complied with when the ship has a ship’s certificate, issued in accordance with the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61), or other recognized ship’s certificate, and when the construction and the equipment of the vessel correspond to the content of the ship’s certificate.

² Adopted by SC.3 at its fifty-fourth session (ECE/TRANS/SC.3/187, para. 23).

³ Adopted by SC.3 at its fifty-seventh session (ECE/TRANS/SC.3/195, para. 33).

⁴ Adopted by SC.3 at its fifty-fifth session (ECE/TRANS/SC.3/191, para. 30).

⁵ Adopted by SC.3 at its fifty-fourth session and adjusted at its fifty-sixth session (ECE/TRANS/SC.3/193, para. 35).

10. Amend paragraph 5 of article 1.10 as follows:⁵

5. However, the ship's certificate and the measurement certificate do not need to be carried on board a pushed barge to which is affixed a metal **or plastic** plate conforming to the following model:

<p>Official identification number No. Unique European vessel identification number:</p> <p>Ship's certificate No.:</p> <p>Competent authority:</p> <p>Expiry date:</p>

These particulars shall be engraved or stamped **or permanently printed** in easily legible characters not less than 6 mm high. The ~~metal~~ plate shall be not less than 60 mm high and 120 mm long; it shall be permanently affixed in a prominent place towards the stern of the barge on the starboard side.

The conformity of the particulars given on the plate to those in the barge's ship's certificate shall be certified by the competent authority, whose stamp shall be applied to the plate. The ship's certificate and measurement certificate shall be kept by the ~~owner~~ **operator** of the barge.

C. Amendments to Chapter 2

11. In paragraph 1 (c) of article 2.01, *for* official identification number *substitute* unique European vessel identification number.⁴

D. Amendments to Chapter 3

12. At the beginning of paragraph 3 (c) of article 3.01 *add* "If not prescribed otherwise".⁴

13. Amend paragraph 3 of article 3.04 *to read*:³

The following minimal dimensions shall be met:

- (a) For cylinders, a height of 0.80 m and a diameter of 0.50 m;
- (b) For balls, a diameter of 0.60 m;
- (c) For cones, a height of 0.60 m and a diameter at the base of 0.60 m;
- (d) For bicones, a height of 0.80 m and a diameter at the base of 0.50 m.

14. Amend paragraph 2 of article 3.08 as follows:³

A single motorized vessel may in addition carry by night at the stern a second masthead light placed in the axis of the vessel and at least 3 m higher than the forward light, ~~in such a way that the horizontal distance between these lights is at least three times the vertical distance.~~ A single motorized vessel more than 110 m long shall be required to carry this second masthead light.

15. *Delete* paragraph 5 of article 3.08, paragraph 5 of article 3.09, paragraph 3 of article 3.10, paragraph 3 of article 3.11 and paragraph 7 of article 3.13 and *renumber* the paragraphs that follow accordingly.³

16. *Supplement* paragraph 3 of article 3.12 *with*.⁴

By night: the lights according to paragraph 1 and one masthead light instead of the lights according to paragraph 2.

17. *Amend* paragraph 3 of article 3.14 *as follows*: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, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN:

By night:

Three blue lights;

By day:

Three blue cones, point downwards;

as indicated in ADN, Chapter 3.2, Table A, column (12).

These markings shall be about 1 m one above the other, in a suitable position and high enough to be visible from all directions. **The three blue cones may be replaced by three blue cones at the bow and three blue cones at the stern of the vessel at a height of not less than 3 m.**

18. *Amend* paragraph 1 of article 3.16 *as follows*:³

Ferry-boats not moving independently shall carry:

By night:

(a) A bright white light visible from all directions, at a height of not less than 5 m; ~~this height may, however, be reduced if the ferry boat is of a length of less than 20 m;~~

(b) A bright green light visible from all directions, about 1 m above the light referred to in (a) above;

By day:

A green ball at a height of not less than 5 m.

The height of the bright white light and the green ball may be reduced if the ferry-boat is of a length of less than 20 m.

19. *Amend* paragraph 3 of article 3.20 *as follows*:³

Small craft ~~other than ship's boats~~ may carry, instead of the lights prescribed by night in paragraphs 1 ~~and 2~~ above, an ordinary white light in a suitable position and high enough to be visible from all directions.

20. *Add* a new subparagraph (d) under paragraph 4 of article 3.20 *reading*:³

For ships' boats, if stationed in the vicinity of the vessel to which they belong.

21. Amend article 3.25, paragraph 1, sub-section (a) *as follows*:⁶

On the side or sides on which the fairway is clear:

By night:

Two ordinary green lights or two bright green lights, positioned at a height of about 1 m one above each other;

By day:

Two green bicones, one placed about 1 m above the other; ~~and, as appropriate;~~

22. Amend article 3.31 *as follows*:³

1. If there are regulations prohibiting unauthorized persons from going on board, the prohibition shall be indicated by:

circular white boards bordered with red, with a red diagonal and a picture of an averting hand in black or, alternatively, by circular white boards bordered with red, with a red diagonal and the figure of a pedestrian in black.

The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, paragraph 3, they shall be about 60 cm in diameter.

2. The boards shall be illuminated, as required, so as to be clearly visible at night.

23. Amend article 3.32 *as follows*:³

1. If other regulations prohibit

(a) smoking;

(b) using an unprotected light or flame;

on board, the prohibition shall be indicated by **circular white boards bordered with red, with a red diagonal and a picture of a burning match or, alternatively, by circular white boards bordered with red, with a red diagonal and a picture of a cigarette emitting smoke.**

The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, paragraph 3, they shall be about 60 cm in diameter.

2. By night, the boards shall be illuminated so as to be clearly visible on both sides of the vessel.

E. Amendments to Chapter 4

24. In paragraph 1 (a) of article 4.06 *for* in annex 10 *substitute* in Part III of Appendix 7 to the annex of Resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels”.²

⁶ Adopted by SC.3 at its fifty-seventh session. This amendment supersedes the amendment to this paragraph, adopted by SC.3 at its fifty-sixth session.

F. Amendments to Chapter 6

25. Amend article 6.01 as follows:
- (a) Amend the title of article 6.01 to read:⁴
Definitions and scope of application
 - (b) Add a new paragraph 2 reading:⁴
2. Unless otherwise indicated, for the purpose of this chapter, the rules applicable to vessels also apply to convoys.
26. Amend paragraph 2 of article 6.03 as follows:⁷
- (a) for visual signals substitute visual or sound signals;
 - (b) In the last part of the sentence for by the towed vessel at the head of convoy substitute by the vessel at the head of convoy.
27. Amend the last sentence of paragraph 4 of article 6.03bis as follows:³
This paragraph ~~does~~ **shall** not apply to small craft in relation to other vessels.
28. Amend the text after the semicolon in subparagraph (d) (i) of paragraph 1 of article 6.07 as follows:³
however, this provision shall not apply ~~between small craft and other vessels to~~ **small craft in relation to other vessels;**
29. Amend the sentence following subparagraph (d) (iii) of paragraph 1 of article 6.07 as follows:³
This provision ~~does~~ **shall** not apply to small sailing craft in relation to other vessels.
and indent it to align with subparagraph (iii).
30. Amend subparagraph (a) of article 6.11 as follows:³
Generally on sections marked by the signs A.2 **and A.4** (annex 7)
31. Amend subparagraph (b) of article 6.11 as follows:³
Between convoys in the areas marked by the signs A.3 **and A.4.1** (annex 7).
However, this prohibition shall not apply when at least one of the convoys is a pushed convoy whose maximum dimensions do not exceed 110 m by 12 m.
32. Add in article 6.27 new paragraphs 3 and 4 reading:³
- 3. By derogation from paragraph 2 above, in the case of weirs with an overhead bridge, passage through an opening may also be authorized by:
A sign D.1a or D.1b (annex 7) placed on the bridge above the channel.
 - 4. The trailing of anchors, cables or chains at or near a weir is prohibited.
33. Amend paragraph 11 of article 6.28 as follows:³
On approaching the lock basin and on entering and leaving a lock, high-speed vessels shall move at a speed that will preclude any damage to the locks, ~~or to vessels or to floating equipment~~ **or** vessels and that will not cause any danger for the persons on board.

⁷ Adopted by SC.3 at its fifty-sixth session.

34. *Add in article 6.28 a new paragraph 13 reading:*³
The provisions of this article also apply to any other types of crossings such as ship lifts and inclined planes.
35. *Add in article 6.28 bis a new paragraph 5 reading:*³
The provisions of this article also apply to any other types of crossings such as ship lifts and inclined planes.
36. *Amend article 6.29 to read:*³
1. By derogation from article 6.28, paragraph 3, the following shall have priority of passage through locks:
 - (a) Vessels carrying the sign described in article 3.27;
 - (b) Vessels carrying the sign described in article 3.17.
 2. When vessels referred to in subparagraphs (a) and (b) above approach lock basins or are made fast in them, other vessels shall facilitate as much as possible passage by such vessels.
 3. The provisions of this article also apply to any other types of crossings such as ship lifts and inclined planes.
37. *Amend paragraph 2 of article 6.30 as follows:*³
Vessels under way in reduced visibility shall proceed at a safe speed as required by the reduced visibility and the presence and movements of other vessels and local circumstances. They shall use the radiotelephone to give other vessels the necessary information for safety of navigation. ~~Small vessels~~ **craft** under way in reduced visibility shall use ship–ship channel or the channel prescribed by the competent authorities.
38. In paragraphs 2 and 5 of article 6.32 and in paragraph 1 (c) of article 6.33 after the words “its category” *add:*³
(for example, convoy, high-speed vessel, small craft).
39. *Amend paragraph 6 of article 6.32 (not applicable to English).*³

G. Amendments to Chapter 7

40. *Amend paragraph 2 of article 7.02 as follows:*³
In sections where berthing is prohibited under the provisions of paragraph 1 (a) to (d) above, vessels, assemblies of floating material and floating establishments may berth only in berthing areas marked by one of the signs E.5 to E.7.1 (annex 7) and under the conditions laid down in articles 7.03 to 7.06 below.
41. *Amend article 7.08 as follows:*³
- (a) *Amend paragraph 1 as follows:*
An efficient watch shall be kept continuously on board of vessels lying in the fairway ~~and on board of stationary tank vessels carrying dangerous substances.~~
 - (a) *Amend paragraph 3 as follows:*
An efficient watch shall be kept continuously on board of passenger vessels ~~carrying passengers~~ **while passengers are on board.**

H. Amendments to Chapter 8

42. Amend the title of chapter 8 as follows:³

~~SIGNALING~~ **SIGNALLING** AND REPORTING REQUIREMENTS.

43. Amend paragraph 4 (b) of article 8.01 as follows:³

Extinguish all unprotected lights **and flames**;

44. Amend paragraph 6 of article 8.02 as follows:⁷

The competent authority shall not transmit these data to third parties **with the exception of the neighbouring competent authorities along the vessel's route**. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services.

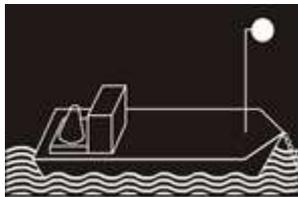
I. Amendments to Annex 3

45. Amend paragraph 1.1 of annex 3 as follows:³

The sketches which follow relate to the signals (marking) provided for in the articles of chapter 3 of CEVNI, ~~but not to those provided for in, or authorized by, the footnotes.~~

46. Add in section 2 a sketch 33b similar to sketches 31b and 32b displaying three cones displayed at the bow and at the stern of the vessel.³

47. Replace sketch No. 46 corresponding to night marking in section 3 of annex 3 with the following:³



48. Delete sketches No. 41 and replace them by an inscription "Left void".⁷

49. Replace the existing text under sketch No. 45 by article 3.20: Stationary vessels.⁷

50. In sketches No. 46, delete the sketch for night marking and in the text under the sketch substitute paragraph 2 for paragraph 1.⁷

51. In the text under sketches No. 47, substitute paragraph 2 for paragraph 3;⁷

52. Amend the description of sketch No. 48 to read:⁸

Article 3.20, paragraph 3: ~~Stationary small craft~~ **Small craft stationary offshore**.

53. Replace the existing sketch No. 50 by existing sketch No. 49.⁷

54. Replace the existing sketch No. 49 by the sketch representing additional night- and day marking for stationary vessels carrying out certain transport operations involving dangerous substances, as set out in article 3.21.^{7,9}

⁸ Adopted by SC.3 at its fifty-seventh session. This amendment supersedes amendment adopted by SC.3 at its fifty-sixth session.

55. *Supplement* signs 66 “Boarding prohibited” and 67 “Prohibition to smoke or use an unprotected light or flame” *with* the following sketches 1 and 2 from Appendix 3 of Resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels”, respectively, thus providing for possible alternative markings:²

Sketch 1

No access for unauthorized persons



Colours: red/white/black

Sketch 2

No naked lights or fires and no smoking



Colours: red/white/black

J. Amendments to Annex 6

56. At the end of section III of Annex 6 *add* the following definition:⁴

The term “peal of a bell” means two strokes of a bell.

57. *Add* “and Belarus” at the end of a footnote to a sound signal “Do not approach” in Section A.²

58. In annex 6 after F (b), *add* the following visual representation of the fog signal for ferry-boats not navigating by radar, referred to in article 6.33, paragraph 2, i.e.:⁷



- | | | | |
|------|-------------------------------------|--|----------------------------|
| (ii) | Ferry boats not navigating by radar | One long blast followed by four short blasts; repeated at intervals of not more than one minute. | Article 6.33, paragraph 2. |
|------|-------------------------------------|--|----------------------------|

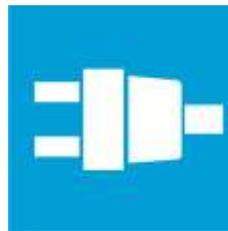
K. Amendments to Annex 7

59. *Amend* the explanatory text for sign E.19 of annex 7 (Not applicable to English).³

⁹ The sketch similar to No. 42 of the Police Regulations for the Navigation of the Rhine (PRNR).

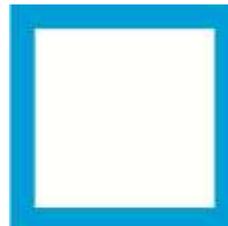
60. Add the following sign under “Informative signs and marking”:²

E.25 Electrical power supply available



61. Add the following sign under “Informative signs and marking”:²

E.26 Winter harbour



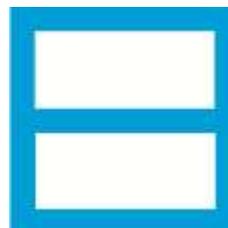
62. Add the following sign under “Informative signs and marking”:²

E.26.1 Maximum number of vessels permitted to berth in winter harbour



63. Add the following sign under “Informative signs and marking”:²

E.27 Winter shelter



64. Add the following sign under “Informative signs and marking”:²

E.27.1 Maximum number of vessels permitted to berth in winter shelter

Maximum number of vessels permitted to berth abreast

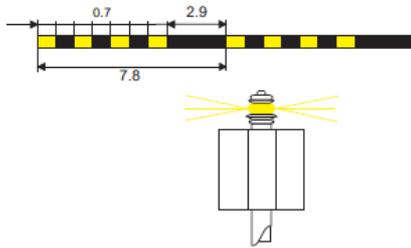
Maximum number of rows of vessels which are berthed abreast



L. Amendment to Annex 8

65. Delete the definition relating to designation of “right-hand side” and “left-hand side” of the waterway or fairway in Section I (2) of Annex 8 of CEVNI “Buoyage and marking of waterways, lakes and broad waterways”.²

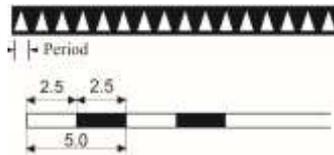
66. *Modify* the illustration of a yellow flashing light for marking of cross-overs in Section III of Annex 8 as shown:²



67. *Replace* the first part of figure 14 in annex 8, Section IV, paragraph 3:³



with the following:



68. *Restore* subtitle A in Section V (Not applicable to English).³
 69. *Amend* Section VII, para. 2 (Not applicable to English).³