

Consolidated text of amendments and amendment proposals to CEVNI 5

The present document contains the consolidated text of:

- TRANS/SC.3/115/Rev.3/Amend.1 and TRANS/SC.3/115/Rev.3/Amend.2
- The amendments preliminarily approved by SC.3/WP.3 at its fifty-fourth and fifty-fifth sessions (ECE/TRANS/SC.3/2019/8, annex I)
- Decisions of the thirtieth meeting of the CEVNI Expert Group (CEVNI EG/2019/12) (in square brackets and highlighted blue).

Chapter 1

Article 1.01

1. Part III “Light and other signals”

Delete paragraph 2 and *renumber* paragraphs 3 to 7 as 2 to 6.

2. Part IV “Other terms”

In the end, *add* new paragraphs 19 to 21

19. The term “liquefied natural gas” (LNG) means a natural gas that has been liquefied by cooling it to a temperature of -161° C.

20. The term “LNG system” means the various components of the vessel that may contain LNG or natural gas, such as engines, fuel tanks and bunkering piping.

21. The term “bunkering area” means the area situated within a 20 m radius of the bunkering hose connection.

Article 1.07¹

3. Paragraph 2, *add* a new paragraph in the end

If direct visibility astern is restricted during the voyage, it may be compensated also by an optical means that provides a clear image without deformation within sufficient field of vision. If there is not sufficient visibility in front of the vessel due to load, when the vessel passes through bridges or locks, this lack of visibility may be compensated during the passage by using flat-reflector periscopes, radar installations or a lookout in permanent contact with the wheelhouse.

4. *Add* a new paragraph 2a

2a. In derogation from the first sentence of Article 1.07, paragraph 2, direct visibility may be restricted up to 500 m in front of the bow of the vessel in the event that radar and video equipment are used, if:

- (a) Such aids ensure that 350 to 500 m are visible in front of the bow of the vessel;

¹ To be adopted at the sixty-third session of SC.3.

- (b) The requirements of article 6.32, paragraph 1, are met;
- (c) Radar antennas and cameras are installed at the bow of the vessel;
- (d) These aids are recognized by the competent authorities as appropriate.

5. Paragraph 4, *substitute*

4. The stability of vessels carrying containers shall be ensured at any time. The boatmaster shall prove that the stability check has been made before starting loading and unloading, as well as before departure.

The results of the stability check and the actual loading plan shall be kept on board and shall be available at any moment. In addition, vessels shall keep on board the documents related to the stability required by the competent authority.

The check of stability is not required for vessels carrying containers, if a vessel can be loaded across its beam:

(a) with maximum 3 rows of containers and it is loaded with not more than one tier of containers beginning from the bottom of the hold; or

(b) with four or more rows of containers and it is loaded solely with not more than two tiers of containers beginning from the bottom of the hold.

6. **[Article 1.08**

Add a new paragraph 5

5. If the guard rails required [under resolution No. 61 or ES-TRIN / by the competent authorities] are retractable or may be removed, they may be partially retracted or removed only when the vessel is berthed and only in the following operating conditions:

(a) for embarkation and disembarkation at the points provided for this purpose;

(b) within the outreach of the crane when it is in operation;

(c) during the mooring and release of the mooring lines in the bollard area;

(d) from the bank side of the vessel, if it is berthed alongside a vertical bank and there is no danger of falling overboard, or

(e) at the contact points between two vessels berthed side-by-side, if there is no danger of falling overboard, or

(f) when they extremely hinder loading and unloading operations or construction works.

If the operating conditions mentioned in the first sentence are no longer present, the guard rails must be immediately reinstated.]

Article 1.10

7. Paragraph 1, after subparagraph (e) *add*

(f) An unloading certificate in accordance with article 10.08;

(g) For vessels displaying the identification marking referred to in article 2.06, the operation manual and safety documentation;

(h) For vessels displaying the identification marking referred to in article 2.06, expert certificates in the use of LNG as a fuel for the boatmaster and those crew members involved in bunkering operations.

Article 1.15¹

8. In paragraph 1, *replace* substances *with* matter.

Chapter 2

9. In the end of chapter 2, *add*

Article 2.06 – Identification marking for vessels ~~powered by~~ using LNG as fuel

1. Vessels ~~powered by~~ using LNG as fuel shall display an identification marking.
2. That identification marking shall be rectangular in shape and shall bear the legend “LNG” in white letters on a red background, with a white border at least 5 cm wide.

The longest side of the rectangle shall be at least 60 cm in length. The letters shall be at least 20 cm high and their width and the thickness of their strokes must be proportional to their height.

3. The identification marking shall be fixed in an appropriate and clearly visible location.
4. The identification marking shall be lit as necessary, in order to ensure that it is clearly visible at night.

[Chapter 3

Article 3.14

10. Paragraph 7, *modify*

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 of approval in accordance with section 8.1.8~~ or a provisional certificate of approval in accordance with section ~~8.1.9~~ **1.16.1 of the Regulations annexed to ADN**, which conforms to the safety provisions for vessels referred to in paragraph 1 above, may, on approaching a lock, display the markings referred to in paragraph 1 above, when it wishes to pass through the lock with a vessel required to display the markings referred to in paragraph 1 above.]

Chapter 4

Article 4.01

11. Paragraph 1, subparagraph (b)

For the existing text, substitute

(b) On non-motorized vessels and motorized small craft whose equipment does not include a sound signalling device, by means of a suitable trumpet or horn; such sound signals shall conform to the requirements of chapter I of annex 6 to these regulations.

Article 4.05

12. Paragraph 1, *modify*

1. Every radiotelephone installation carried on board a vessel, an assembly of floating material or a floating establishment shall conform to the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways and shall be used in accordance with the provisions of this Arrangement. Details of these provisions are provided in the radiotelephony guide for inland navigation.

Article 4.07

13. Paragraph 2, *modify*²

2. **The Inland AIS device must meet the following conditions:**

- (a) **The Inland AIS device shall run continuously;**
- (b) **The Inland AIS device shall transmit at maximum power; this does not apply to tank vessels whose navigational status is set to ‘moored’;**
- (c) **At all times, only one Inland AIS device shall transmit data for a vessel or a convoy;**
- (d) **The data entered in the Inland AIS device shall at all times correspond with** the actual data relating to the vessel or the convoy.

2a. **Paragraph 2 (a) above** ~~This requirement~~ shall not apply:

- (a) To stationary vessels in berthing areas designated by the competent authorities;
- (b) If the competent authority has granted an exemption for bodies of water separated from the navigable channel by infrastructure;
- (c) To police vessels, if the transmission of AIS data is likely to compromise policing tasks.

14. *Add a new paragraph 3a*

3a. Competent authorities may require on certain inland waterways for which official Inland ENCs are available, that vessels that are equipped with Inland AIS devices, except ferries, shall also be equipped with Inland ECDIS devices in information mode.

The Inland ECDIS devices in information mode, comparable electronic chart display devices and inland electronic navigational chart shall be in conformity with the minimum requirements for ECDIS devices in information mode and comparable chart display devices for using Inland AIS data on board vessels.

15. Paragraph 4³

- (i) Subparagraphs (c) and (k), *modify*
 - (c) Type of vessel or convoy in conformity with the International Standard for Tracking and Tracing on Inland Waterways;
 - ...
 - (k) Navigational status;
- (ii) Subparagraph (m), *delete* (GNSS/DGNSS);
- (iii) *Delete* subparagraph (n).

16. Paragraph 5, subparagraph (c), *modify*

- (c) Type of convoy in conformity with the International Standard for Tracking and Tracing on Inland Waterways.

Chapter 6**Article 6.28**

17. After paragraph 9, *add*

² Consolidated text of CEVNI EG/2019/12, para. 9, and ECE/TRANS/SC.3/2019/8, annex I, para. 5.

³ To be adopted at the sixty-third session of SC.3 (except subparagraphs (ii) and (iii) were adopted at its sixty-second session, see ECE/TRANS/SC.3/207, para. 28).

10. Vessels and convoys displaying the identification marking referred to in article 2.06 shall not be authorized to enter a lock when there are LNG emissions from the LNG system or when it is probable that there will be such emissions during passage through the lock.

18. *Renumber* existing paragraphs 10 to 13 *as* 11 to 14.

Article 6.31

19. Paragraph 2, *modify*

2. The provisions of paragraph 1 above shall not apply to vessels in a pushed convoy other than the pusher. In the case of a side-by-side formation, they shall apply only to one vessel in the formation. In the case of a towed convoy, they shall apply only to the towing vessel.

Article 6.35

20. Paragraph 2, for the existing text, *substitute*

2. The boatmaster of the towing vessel shall be accompanied by a person responsible for supervising the towing arrangement, the skier and/or persons on other towed water sport equipment and competent for that purpose.

Chapter 7

Article 7.03

21. Paragraphs 3 and 4, for the existing text, *substitute*

3. The competent authority may extend the application of paragraph 1 to telescopic piles (spuds).

4. In case paragraph 1 is extended to the use of spuds, in sections where anchoring is prohibited under the provisions of paragraph 1 (a) above, vessels, assemblies of floating material and floating establishments may use spuds only in sectors marked by the sign E.6.1 (annex 7) and only on the side of the waterway on which the sign is placed.

Article 7.06¹

22. *Renumber* the existing text as paragraph 1 and *add* new paragraphs 2 and 3

2. In berthing areas marked by the sign B.12 (annex 7), all vessels are required to be connected to an onshore power supply point in order to fully cover their energy needs while berthed. Exceptions to the requirement referred to in the first sentence above may be indicated by an additional rectangular white panel placed under sign B.12.

3. Paragraph 2 does not apply to vessels which, while berthed, exclusively use an energy supply that makes no noise and emits neither gas nor particulate pollutants.

[Article 7.07

23. Paragraph 2, subparagraph (b), *modify*

(b) Vessels not carrying this marking but issued with a certificate of approval **or a provisional certificate of approval** in accordance with **section 1.16.1 of the Regulations annexed to ADN**, and conforming to the safety requirements applicable to vessels referred to in article 3.14, paragraph 1.]

Article 7.08⁴

24. For the existing text, *substitute*
1. An efficient watch shall be kept continuously on board of vessels and convoys lying in the fairway.
 2. An efficient watch shall be kept continuously on board stationary vessels and convoys carrying the markings provided for in article 3.14. However, the competent authorities may exempt vessels and convoys berthed in harbour basins from this requirement.
 3. An efficient watch shall be kept continuously on board of:
 - (a) Stationary vessels which bear the identification marking referred to in article 2.06, and
 - (b) Passenger vessels while passengers are on board.
 4. The efficient watch is provided by a crew member who:
 - (a) [For vessels referred to in paragraph 3 (a) above, holds an expert certificate in the use of LNG as a fuel,]⁵
 - (b) For vessels referred to in paragraph 2 above, holds the specialized knowledge certificate under ADN.
 5. There is no need to keep an efficient watch on board stationary vessels displaying the identification marking referred to in article 2.06, if:
 - (a) No LNG is consumed as a fuel on board the vessel;
 - (b) The operational data of the vessel's LNG system are monitored remotely; and
 - (c) The vessel is kept under surveillance by a person capable of acting quickly if the need arises.
 6. An efficient watch kept on one vessel in accordance with paragraphs 1 and 2 can be responsible for the watch on the several other vessels referred to in these paragraphs only in case when vessels are coupled together in such a way that the safe crossing from one to other is provided for.
 7. All other berthed vessels, assemblies of floating material and floating installations shall be kept under surveillance by a person capable of acting quickly if the need arises, unless such surveillance is rendered unnecessary by local conditions or is waived by the competent authorities.
 8. When the vessel has no boatmaster, the responsibility for setting up such a watch or surveillance shall lie with the operator and, in case the operator is not identifiable, with the owner.

Chapter 8

25. For the existing title, *substitute*
- Signalling, reporting and safety requirements

⁴ Contains the consolidated text from amendments 1 and 2: paragraph 3 has been modified and paragraphs 4 to 8 have been renumbered.

⁵ The present text is retained in brackets until a decision is made by UNECE on the introduction of the certificate.

Article 8.02¹

26. Paragraph 1

For the existing text, *substitute*

1. Boatmasters of the following vessels and convoys shall, prior to entering the sectors, traffic control posts, traffic centres and locks indicated by the competent authority, eventually by B.11 sign (annex 7), which may be complemented with an additional sign marked “Reporting requirement”, report their presence on the indicated radiotelephone channel:

- (a) Vessels and convoys carrying dangerous goods in accordance with the provisions of ADN;
- (b) Tank vessels, except for small supply vessels and oil separator vessels as defined in section 1.2.1 of [the Regulations annexed to ADN](#);
- (c) Vessels transporting more than 20 containers;
- (d) Vessels longer than 110 m;
- (e) Cabin passenger vessels;
- (f) Seagoing vessels, except for pleasure craft;
- (g) Vessels with an LNG system on board;
- (h) Special transport referred to in article 1.21;
- (i) Other vessels and convoys as required by the competent authorities.

27. Paragraph 2, subparagraph (a) to the existing subparagraph (k) (new subparagraph (j)), *modify*

2. The boatmasters mentioned in paragraph 1 shall communicate the following data:

- (a) category of vessel or convoy and, for convoys, category of all the vessels of the convoy;
- (b) name of vessel and, for convoys, of all the vessels of the convoy;
- (c) position, direction of navigation;
- (d) unique European vessel identification number or official number; for seagoing vessels: IMO number, and, for convoys, of all the vessels of the convoy;
- (e) maximum load and, for convoys, of all the vessels of the convoy; for seagoing vessels: deadweight tonnage;
- (f) length and breadth of vessel and, for convoys, length and breadth of the convoy and all vessels of the convoy;
- (g) draught (only on special request);
- (h) route with information on the ports of departure and destination;
- (i) loading port;
- (j) unloading port.

[28. Paragraph 2, new subparagraph (k) to the end, *modify*

~~(k)~~ nature and quantity of cargo (for dangerous goods: as required under 5.4.1.1.1 (a)–(d) and (f) and 5.4.1.2.1 (a) of the Regulations annexed to ADN for carriage in bulk or in packages, or 5.4.1.1.2 (a)–(e) of the Regulations annexed to ADN for carriage in tank-vessels).

Subparagraph (k) may be *replaced with*:

“For vessels with goods on board whose transport is subject to ADN:

(aa) UN number or a substance identification number of dangerous goods;

(bb) Proper shipping name for the transport of dangerous goods;

(cc) Class, classification code and, where necessary, packing group of the dangerous goods;

(dd) Total quantity (as a volume, or as a gross mass, or as a net mass, as appropriate) of dangerous goods, for which such information applies;

(ee) Number of blue lights/blue cones;”

(~~n~~ l) number of persons on board;

(~~o~~ m) number of containers on board, according to their size and loading condition (loaded or unloaded) and respective placement of containers according to the stowage plan and their type;

(n) Identification number of any container carrying dangerous goods.]

[29. Add new paragraphs 3a and 3b

3a. Where the boatmaster or other service or person reports electronically:

(a) The report shall be made in accordance with the International Standard for Electronic Ship Reporting in Inland Navigation (resolution No. 79);

(b) Notwithstanding paragraph 2, subparagraph (a), the type of vessel or convoy according to the standard mentioned in subparagraph (a) must be indicated.

3b. The competent authority may require that the report referred to in paragraph 2 above, except the information contained in subparagraphs (c) and (g), shall be transmitted electronically for the following:

(a) Convoys and vessels with containers on board;

(b) Convoys and vessels with at least one vessel intended for the carriage of goods in fixed tanks, except for supply vessels and oil separator vessels as defined in 1.2.1 of the Regulations annexed to ADN.]

[30. Paragraphs 4 and 5, *modify*

4. When a vessel’s journey is interrupted in the sector subject to the reporting requirement mentioned in paragraph 1 above for more than two hours, the boatmaster shall report the beginning and end of the interruption.

5. When the data covered by paragraph 2 above change during the journey through the sector subject to the reporting requirement, the competent authority shall be notified immediately. **The change in data shall be communicated through the channel as indicated in writing or electronically.]**

[31. Add a new paragraph 7

7. The competent authority may set reporting requirements and determine their content for supply vessels and oil separator vessels as defined in 1.2.1 of the Regulations annexed to ADN, as well as for day-trip vessels.]

32. *Add a new article 8.03 in the end of the chapter*

Article 8.03 – Safety on board vessels ~~powered by~~ using LNG as fuel

1. Prior to commencing LNG bunkering operations, the boatmaster of the bunkered vessel shall ensure that:

(a) The required fire-fighting equipment is ready to be deployed at any moment; and

(b) The required equipment for the evacuation of persons on board the bunkered vessel has been put in place between the vessel and the pier.

2. During LNG bunkering operations, all entrances or openings of spaces which are accessible from the deck and all openings of spaces facing the outside shall remain closed.

This provision does not apply to:

(a) Air intakes of running engines;

(b) Ventilation inlets of engine rooms while the engines are running;

(c) Air intakes of rooms fitted with an overpressure system; and

(d) Air intakes of air conditioning installations if these openings are fitted with a gas detection system.

These entrances and openings shall only be opened when necessary and for a short time, with the permission of the boatmaster.

3. During LNG bunkering operations, the boatmaster shall at all times ensure compliance with the prohibition on smoking on board and in the bunkering area. The prohibition on smoking also applies to electronic cigarettes and other similar devices. This prohibition on smoking does not apply to the accommodation or the wheelhouse, provided their windows, doors, skylights and hatches are closed.

4. Once LNG bunkering operations have been completed, all the rooms accessible from the deck must be aired.

Chapter 9

Article 9.01

33. Paragraph 1, *modify*

1. The competent authorities may omit, complement or modify the provisions of Chapters 1–8 and, in particular, that are listed in this chapter, when this is required by the conditions of navigation. In this case, they shall report on these differences to the Working Party on Inland Water Transport (SC.3).

Article 9.02

34. Paragraph 6, *modify*

...

(d) Certificate confirming installation and functioning of radar device and rate-of-turn indicator;

...

(e) Radiotelephone certificate (certificate of operator of radiotelephone service on inland waterways) delivered according to the relevant international and regional agreements;

...

(g) Handbook on radiotelephony (radiocommunication) in inland navigation, (general part and regional part);

...

[(t) for vessels displaying the identification marking referred to in article 2.06, the operation manual and the safety rota;]

Article 9.04

35. Paragraphs 7 and 9, *modify*:

7. With respect to article 3.16, the competent authorities may prescribe another marking for ferry-boats.

...

9. With respect to article 3.27, the competent authorities may prescribe a yellow or red scintillating light instead of the blue light for fire-fighting and rescue vessels.

Article 9.05

36. *Delete* paragraph 4.

Article 9.09

37. *Modify*

With respect to article 8.01, paragraph 4, the competent authorities may waive the requirement that, if the vessel has stopped, all engines and auxiliary machinery must be stopped or unplugged.

Chapter 10

Article 10.01⁶

38. Paragraph 1

(a) To the whole text

- Subparagraphs (c), (g) and (h) and paragraph 2 (b), *replace* the word occurring *with* generated.
- In the English text, *replace* “wastes” *with* “waste”;
- In the French text, *replace* “produits par” *with* “survenant lors de”;

(b) Subparagraph (a), *modify*

“Waste generated on board”: matter or objects defined in (b) to (f) below, of which the holder disposes or of which he/she intends or is required to dispose.

(c) Subparagraph (b), *replace* “from the operation” *with* “as a result of operation”;

(d) Subparagraph (c), *modify*

“Oily and greasy wastes generated from the operation of the vessel” means used oils, bilge water and other oily or greasy wastes, such as used grease, used filters, used rags, and receptacles and packagings for such wastes;

(d) Subparagraph (k), in the English text, *modify*

“Reception station” means a vessel, a floating establishment for facility on shore approved by the competent authorities for receiving waste generated on board;

⁶ Paragraph 1, except the first sentence, and paragraph 2 (b) – to be adopted at the sixty-third session of SC.3.

In the French text, *replace* “agrées” with “agrée”;

- (e) *Add* a new subparagraph (l)
 “Bunker station”: an installation or a vessel for the supply of vessels with liquid fuels.

39. Paragraph 2

- (a) Subparagraph (b), *replace* the word occurring with generated.
 (b) Subparagraph (c), *modify*
 “Slops”: a mixture of cargo residues with washing water, rust or sludge, whether or not suitable for pumping.

Article 10.06

40. Paragraph 1, sentence 1, *modify*

All vessels, whose main or auxiliary engines, with the exception of the engines of the anchor winches, are combustion engines, excluding small craft, shall carry on board a valid used oil log issued by a competent authority and in line with the model contained in annex 9.

Article 10.07

41. Paragraph 1, *modify*

1. For bunkering ~~motorized~~ vessels excluding small craft must use bunker boats, bunker stations or tank trucks specially designated by the competent authorities.

42. [Paragraph 2, subparagraph (e), *modify*

2. During filling operations involving fuel or lubricating oil, the boatmaster shall ensure that:

...

- (e) fuel tanks shall be safeguarded against fuel spills during bunker by means of appropriate onboard technical devices which shall be entered in item 52 of the ship’s certificate, **if applicable**. If fuel is taken on from bunker stations with their own technical devices to prevent fuel spills on board during bunkering, these equipment requirements shall no longer apply.]

43. After article 10.07, *add*

Article 10.07 bis — Obligation to exercise vigilance during bunkering with LNG

1. The provisions of article 10.07, paras. 2 (b), 2 (c), 3 (a) and 3 (e), do not apply during bunkering with LNG.
 2. Bunkering with LNG is not permitted when the vessel is under way, during trans-shipment of goods or during embarkation and disembarkation of passengers.
 3. Bunkering with LNG may only be carried out at locations designated by the competent authority.
 4. Only crew members of the bunkered vessel, bunker station staff and persons having obtained authorization from the competent authority may be present in the bunkering area.
 5. Before commencing LNG bunkering operations, the boatmaster of the bunkered vessel shall ensure that:
 (a) The receiving vessel is moored in such a way that the cables, in particular the electrical power cables, ground connection terminals and hoses, are not subject to tensile strain and the vessel can be released quickly in an emergency;

(b) A checklist for LNG bunkering operations for vessels displaying the identification marking referred to in article 2.06 has been completed and signed by the boatmaster or by a person mandated by him or her and by the person responsible for the bunkering station and that there is a positive response to all the questions contained therein. Irrelevant questions should be struck out. If a positive response to all the questions is not possible, bunkering is only permitted with the consent of the competent authority;

(c) All the required authorizations have been obtained.

6. The checklist referred to in paragraph 5 (b) above shall be:

(a) Completed in two copies;

(b) Made available in at least one language understood by the persons referred to in paragraph 5 (b) above; and

(c) Kept on board the vessel for three months.

7. During LNG bunkering operations, the boatmaster shall constantly ensure that:

(a) All measures are taken to avoid leaks of LNG;

(b) The pressure and temperature inside the LNG fuel tank remain within normal operational limits;

(c) The degree of filling of LNG in the fuel tanks remains within the authorized limits;

(d) Measures are taken for grounding the receiving vessel and the bunker station, in line with the method provided for in the operating manual.

8. During LNG bunkering operations:

(a) In addition to the identification marking referred to in article 2.06, the receiving vessel shall display a sign that is visible to other vessels and that stipulates that it is prohibited to berth within less than 10 m of the receiving vessel, in accordance with article 3.33. The side of the sign must be at least 60 cm in length;

(b) In addition to the identification marking referred to in article 2.06, the receiving vessel shall display, in a location visible to other vessels, sign A.9 warning other vessels not to create wash (Annex 7). The longest side of the sign must be at least 60 cm in length;

(c) At night time, the signs shall be illuminated in such a way as to ensure that they are clearly visible from both sides of the vessel.

9. After LNG bunkering operations, the following steps shall be taken:

(a) The LNG bunkering hoses must be drained, right up to the LNG fuel tank;

(b) The shut-off valves must be closed and the hoses and cables connecting the vessel to the LNG bunkering station must be disconnected;

(c) The competent authority must be notified of the completion of the bunkering operation.

Article 10.08¹

44. *Renumber* the existing text as paragraph 1 and *add* in the end

Where this is a vessel without a crew, the attestation of unloading may be kept by the carrier in a place other than on board.

45. *Add a new paragraph 2*

Paragraph 1 does not apply to vessels which by their type and design are suitable for, and are used for:

- (a) transporting containers,
- (b) transporting mobile cargo (ro-ro), break bulk and heavy cargo and large equipment,
- (c) delivering fuels, drinking water and shipboard supplies to seagoing and inland navigation vessels (supply vessels),
- (d) collecting oily and greasy waste from seagoing and inland navigation vessels,
- (e) transporting liquefied gases (ADN type G),
- (f) transporting liquid sulphur (at 180 °C), cement powder, fly ash and comparable loads that are carried as bulk material or a pumpable cargo, employing an appropriate and dedicated system for loading, unloading and storing the cargo onboard,
- (g) transporting sand, gravel or dredged material from the dredging location to the place of unloading if the vessel in question has been built and equipped solely for such transportation,

where the vessel in question has also really transported only the aforementioned loads or cargoes and did so as its last cargo.

This provision shall not apply to the carriage of mixed cargoes using such vessels.

Annex 3

Sketch 68



46. *For the existing text, substitute*

Article 3.33: Lateral berthing prohibited.

Article 10.07 bis, paragraph 8 (a): Obligation to exercise vigilance during bunkering with LNG.

New sketch 76

47. *In the end of annex 3, add a new sketch 76*

Night	Sketch	Day
	76	
Article 2.06: Identification marking of vessels using liquefied natural gas (LNG) as fuel		

Annex 7

Sign A.9

48. *For the existing text in parenthesis, substitute*

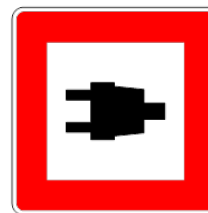
(see articles 6.20, para. 1 (e) and 10.07 bis, para. 8 (b))

Sign B.12¹

49. After B.11b, *add*

B.12

Obligation to use onshore power supply point
(See article 7.06, para. 2)

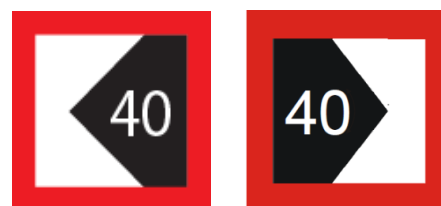


Sign C.5

50. *Modify*

C.5

The channel lies at a distance from the bank where the sign is installed; the figure shown on the sign indicates the distance in metres, measured from the sign, to which vessels should keep



Annex 8

Part VI

51. In the end of section A, *add* a new paragraph

3. Marking of new dangers

The term “New Danger” is used to describe newly discovered hazards not yet shown in nautical documents. New Dangers include naturally occurring obstructions such as sand banks or rocks or man-made dangers such as wrecks.

Colour: Blue and yellow vertical stripes in equal number dimensions (minimum 4 stripes and maximum 8)

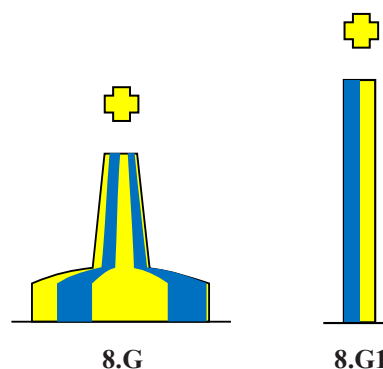
Form: pillar or spar

Topmark (if any): vertical or perpendicular yellow cross

Light (when fitted):

Colour: yellow/blue alternating

Rhythm: one second of blue light and one second of yellow light with 0.5 seconds of darkness between.



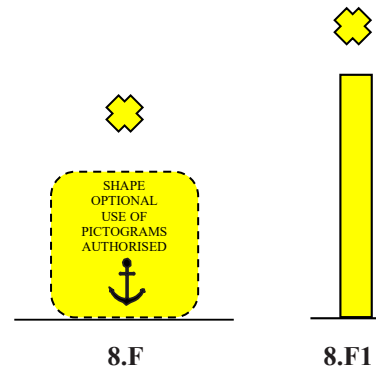
(fig. 23 bis)

52. *After* section B, *add* a new section

B BIS. SPECIAL MARKS

Marks not primarily intended to assist navigation but which indicate a special area or feature referred to in appropriate documents, such as military exercise zone marks, recreation zone marks.

Colour: yellow
Shape: optional, but not conflicting with navigational marks
Topmark, if any: single yellow, "X" shape Light:
Colour: yellow
Rhythm: any, other than those described in A.2, A.3 and B.



(fig.24 bis)