



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/SC.3/WP.3/2001/18  
30 March 2001

ENGLISH  
Original: RUSSIAN

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**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-second session, 6-8 June 2001,  
agenda item 3 (g))

**FUTURE WORK ON UPDATING THE EUROPEAN CODE  
FOR INLAND WATERWAYS (CEVNI)**

**Transmitted by the Government of Ukraine**

Note: At its twentieth session, the Working Party took note of the proposals submitted by the delegation of Ukraine concerning further amendment of CEVNI (TRANS/SC.3/WP.3/2000/15) and requested that delegation to submit concrete proposals emanating from that document and concerning, in particular, the possible revision of chapter 6 with regard to the division of inland waterways into two categories and the possible supplementing of this chapter with rules of navigation on lakes, as suggested in paragraph 11 of document TRANS/SC.3/WP.3/2000/15, and also of possible approaches to the standardization of sizes and colours of waterway signs on European inland waterways, as mentioned in paragraph 13 of the Ukrainian document (TRANS/SC.3/WP.3/40, para. 17). Additional clarifications from the Ukrainian delegation are provided below.

1. In the view of the Ukrainian delegation, the term “broad waterways” in paragraph 1 of article 6.01 most likely means reservoirs. Given that the rules for navigation on lakes and reservoirs differ from the rules for navigation on rivers in more areas than the provisions set out in articles 6.04 and 6.05 for Class I and II waterways, it is proposed that reservoirs and lakes be placed in a separate category and that a new article 6.38, entitled “Navigation on reservoirs and lakes”, be added to CEVNI. The new text would read as follows:

**“1. A vessel is considered to be suitable to enter reservoirs and lakes if it is in good technical condition, properly loaded and has a suitable crew and proper documentation on board.**

**2. The following are prohibited from entering reservoirs and lakes:**

- Vessels whose papers do not include authorization from a competent authority to navigate in reservoirs and lakes falling in this category or vessels that have lost the right to do so owing to an accident;**
- Side-by-side formations, vessels engaged in towing alongside and vessels towing heavy loads and convoys not covered by these rules, without the approval of the competent authorities;**
- [Any vessel,] If weather forecasts do not correspond to the conditions (norms) set by the competent authorities.**

**3. When a vessel enters a reservoir or lake in violation of this regulation, responsibility shall lie with the boatmaster.”**

2. The standardization of measurements of navigational signs in inland waterways may be conducted by CEVNI on the basis of the Unified System of Navigational Waterway Markings introduced on the Danube in 1968; these rules specify characteristic lights (coastal lights and beacons) and shore and floating markings.

3. Taking the Danube standards as a basis and using inland waterway navigation standards for other inland waterways, a unified system of standard sizes (and, if necessary, colours) for navigational signs could be developed for Europe’s inland waterways in the form of an annex to CEVNI/SIGNI.

4. By way of information, it should be noted that a system of unified signs and lights for inland water navigation is in force for Ukraine’s inland waterways. This system sets out the types, basic parameters, sizes and colour and patterns of navigational lights. These signs are consistent with European regulations insofar as their configuration and standardization are concerned.

5. The advantage of the system used in Ukraine lies in the fact that it sets out basic sizes for signs used on specific types of inland waterways (rivers, lakes and reservoirs).

6. In addition, Ukraine’s inland waterways make use of signs that delimit the starboard side of navigational lanes in rectangular form only, which definitely increases the safety of navigation.

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