



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/SC.3/WP.3/2009/18
25 March 2009

Original: ENGLISH

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

Thirty-fifth session

Geneva, 3-5 June 2009

Item 2 (j) of the provisional agenda

EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)

Chapter 9, "Regional and National Special Requirements"

Proposal submitted by the Chairman of the informal working group on CEVNI

Note by the secretariat

At its thirty-second session, the Working Party took note of the creation of an informal working group on CEVNI, composed of the representatives of Austria, Central Commission for the Navigation of the Rhine, Danube Commission, International Sava River Basin Commission and the secretariat (ECE/TRANS/SC.3/WP.3/64, para. 8). The aim of the group was to prepare amendment proposals to CEVNI, Police Regulations for the Navigation of the Rhine, Basic Rules of Navigation on the Danube and Rules for the Navigation on Sava River, based on the analysis of the differences between these four documents, prepared by Austria (ECE/TRANS/SC.3/2008/6).

At its thirty-fourth session, the Working Party approved the proposal of the informal working group to include in CEVNI a new chapter on “Regional and National Special Requirements”, which would specify which provisions of CEVNI can be modified or omitted by the competent regional and national authorities if required by navigational conditions (ECE/TRANS/SC.3/WP.3/68, para. 8).

The present document contains the draft Chapter 9 entitled “Regional and National Special Requirements”, prepared by the informal working group on CEVNI.

The Working Party may wish to recommend that the Working Party on Inland Water Transport adopt these amendments at its fifty-third session in October 2009.

DRAFT CHAPTER 9, “REGIONAL AND NATIONAL SPECIAL REQUIREMENTS”

Article 9.01 – Regional and national special requirements

The competent authorities may omit, complement or modify the provisions of Chapters 1-8, 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 – Chapter 1, “GENERAL PROVISIONS”

1. With respect to Article 1.01 A(5), the competent authorities may state in the ship’s certificate that the vessel is a high-speed vessel.
2. With respect to Article 1.01 A(9), the competent authorities may use the term “small size craft” as a subcategory of “small craft”.
3. With respect to Article 1.01 A(10), the competent authorities may use a different definition of “water bike”.
4. With respect to Article 1.02, the competent authorities may waive the provisions of the article in case of certain assemblies of floating material and non-motorized vessels in certain side-by-side formations.
5. With respect to Article 1.09, the competent authorities may prescribe other provisions concerning age for steering small craft.
6. With respect to Article 1.10 para. 1, the competent authorities may require just some of the documents listed in the article to be on board of the vessel.

Article 9.03 – Chapter 2, “MARKS AND DRAUGHT SCALES ON VESSELS; TONNAGE MEASUREMENT”

(left void)

Article 9.04 – Chapter 3, “VISUAL SIGNALS (MARKING) ON VESSELS”

1. With respect to section II of Chapter 3, the competent authorities may decide not to require vessels under way to carry day markings.
2. With respect to Article 3.08 para. 1, the competent authorities may prescribe other stern lights.
3. With respect to Article 3.10 para. 1, the competent authorities may:
 - (a) Prescribe the use of bright lights on narrow waterways;
 - (b) Authorize the pusher to carry the masthead lights and the side lights.
4. With respect to Article 3.11, the competent authorities may 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.
5. With respect to Article 3.14 para. 1,
 - (a) In the case of seagoing vessels operating only temporarily in inland navigation areas, the competent authorities may authorize 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 this article;
 - (b) The competent authorities may prescribe red lights instead of blue lights.
6. With respect to Article 3.16, the competent authorities may prescribe another marking.
7. With respect to Article 3.27, the competent authorities may prescribe a yellow scintillating light instead of the blue for fire-fighting and rescue vessels.

**Article 9.05 – Chapter 4, “SOUND SIGNALS; RADIOTELEPHONY;
NAVIGATION DEVICES”**

1. With respect to Article 4.06, the competent authorities may allow on certain inland waterways high-speed vessels to operate in daytime and at a visibility of 1km and more without being fitted with radar equipment and a rate-of-turn indicator.

Article 9.06 – Chapter 5, “WATERWAY SIGNS AND MARKING”

(left void)

Article 9.07 – Chapter 6, “RULES OF THE ROAD”

1. With respect to Article 6.08, the competent authorities may prescribe that, if the signs referred to in paragraph 2 above cannot be displayed, vessels shall stop and wait until authorization to proceed is given by representatives of the competent authorities.

2. With respect to Article 6.11 paragraph (b), competent authorities may also 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.
3. With respect to Article 6.23 paragraph 2 (b), competent authorities may prohibit the use of longitudinal cable.
4. With respect to Article 6.32, the competent authorities may waive the provision on giving the three-tone signal or apply it only on certain waterways.
5. With respect to Article 6.33, the competent authorities may prescribe that a vessel carrying the boatmaster of a convoy shall sound two long blasts.

Article 9.08 – Chapter 7, “BERTHING RULES”

(left void)

Article 9.09 – Chapter 8, “SIGNALLING AND REPORTING REQUIREMENTS”

(left void)
