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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****Thirty-seventh session**

Geneva, 16–18 June 2010

Item 2 of the provisional agenda

European Code for Inland Waterways (CEVNI)**Further amendments to CEVNI****Note by the secretariat****I. Introduction**

1. The secretariat reproduces below a provisional list of further amendments and/or rectifications to CEVNI as agreed upon by the CEVNI expert group, suggested by River Commissions or by the secretariat.

II. Amendment proposed by the Government of Belarus

2. Amend Annex 6 “Sound signals” by adding “and Belarus” at the end of a footnote to a sound signal “Do not approach” in Section A.¹

III. Amendments proposed by the CEVNI Expert Group

3. The Group found that signs 66 “Boarding prohibited” and 67 “Prohibition to smoke or use an unprotected light or flame” in Annex 3 of CEVNI should be supplemented with sketches 1 and 2 in Appendix 3 of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61), respectively, thus providing for a possible alternative marking.

¹ It should be noted that the same sound signal is also described in Chapter 8 (2).

4. The Group agreed to recommend that the Working Party include in Annex 7 of CEVNI “Informative signs and marking”, an additional sign E.25 “Electrical power supply available” as proposed by the Government of the Netherlands (see ECE/TRANS/SC.3/WP.3/2010/11/Add.1) (to be included in SIGNI). The Group felt that there was no need for a second sign panel proposed by the Netherlands giving the parameters of the electrical supply.
5. The Group noted that the text of the 1985 Resolution No. 24 reproduced in ECE/TRANS/SC.3/115/Rev.4 was outdated and recommended that the Working Party should revise the text of the Resolution and give it a new number.
6. A misprint was noted in paragraph 6 of Chapter 9 that was to be rectified:
 - In paragraph 6 the words “para. 1” should be deleted;
 - Subparagraph 6(b) should be redrafted to read: “The competent authorities may prescribe red lights (or cones) instead of blue lights (or cones)”.

IV. Amendments proposed by the Danube Commission

7. In the Danube Commission, a Drafting group met from 2 to 4 March 2010, to discuss updating the Basic Rules of Navigation on the Danube (DFND) with due regard to the revised CEVNI. The Drafting group agreed on a number of deviations from CEVNI that follow. The proposals of the group have yet to be finalized and adopted formally. It is believed that most of the proposed deviations from CEVNI are not specific for the Danube. Some of them represent rectifications to the text of CEVNI and others might be adopted as general amendments of CEVNI.
8. At the end of para. c) 1 of Article 1.01 replace colours conforming to the provisions of Annex 4 to these regulations by colours meeting the requirements of table 2 of the European Standard EN 14744:2006.²
9. At the end of para. c) 2 of Article 1.01 replace lights of intensities conforming to the provisions of Annex 5 to these regulations by lights of intensities conforming to the requirements of table 2 of the European Standard EN 14744:2006.³
10. Amend the definition of terms “scintillating light” and “quick scintillating light” in para. c) 3 to read: The term “scintillating light” and “quick scintillating light” means a light whose number of scintillations meets the requirements of line 1 and whose number of quick scintillations meets the requirements of line 2 or line 3 of table 3 of the European Standard EN 14744:2006.
11. In para c) of Article 1.01 insert a new definition under 5 *bis* reading: The term “peal of a bell” means two peals of a bell.
12. Supplement para. 4 of Article 1.08 with an additional sentence at the end reading: For children up to a weight of 30 kg or to an age of 6 years only (rigid) live-saving appliances are allowed.

² Instead of referring to EU standard, the Working Party may wish to make reference in CEVNI to Part I of the newly proposed Appendix 7 to the annex of Resolution No. 61 (see ECE/TRANS/SC.3/WP.3/2010/17).

³ Instead of referring to EU standard, the Working Party may wish to make reference in CEVNI to Part II of the newly proposed Appendix 7 to the annex of Resolution No. 61 (see ECE/TRANS/SC.3/WP.3/2010/17).

13. In para. 1 (b) of Article 1.10 in the French text, replace (seulement pour les bateaux destinés au transport de marchandises) by, le cas échéant.
14. Add a new para. 2 in Article 1.11 reading: The guide concerning the radiotelephone service on Inland Waterways, Common part and Regional part Danube” (Handbuch Binnenschiffahrtfunk Allgemeiner Teil und Regional Teil Donau) must be on board vessels with radio telephone installations. Rename existing para. 2 as para. 3.
15. Insert an additional sentence at the end of para. 4 of Article 1.12 reading: If the obstacle might be a danger for navigation he⁴ shall also place a marker on the spot, if possible.
16. Add new Articles 1.24 and 1.25 reading:
- Article 1.24 – Provisions concerning the transport of dangerous goods
- Boatmasters of vessels carrying dangerous goods shall take special precautionary measures to ensure the safety of crew and of navigation.
- Article 1.25 – Port of shelter and winter harbors
- If weather conditions prevent vessels from continuing their voyage, boatmasters may use ports of shelter or winter harbors in accordance with special provisions laid down by competent authorities for these ports of shelter and winter harbors and taking also into account local conditions or conditions for loading and unloading operations.
17. Supplement para. 3 of Article 2.01 with an additional sentence at the end reading: The above-mentioned identification marks can additionally be inscribed in other than Latin characters.
18. Supplement para. 3 (c) of Article 3.01 with if not prescribed otherwise.⁵
19. Supplement Article 3.03 with additional para. 4 similar to para. 4 of Article 3.04 reading: Notwithstanding paragraph 3, for small craft the use of signal body with smaller dimensions is permitted, as long as these bodies are large enough to be easily visible.
20. Supplement para. 1 (c) (ii) of Article 3.10 with an additional sentence at the end reading: These stern lights may be shaded towards the pusher to prevent dazzling of the helmsman.
21. Supplement Article 3.11 with an additional para. 5 similar to para. 5 of Article 3.10 reading: For the application of this chapter, side-by-side formations whose maximum dimensions do not exceed 110 m by 12 m are regarded as single motorized vessels.
22. Supplement para. 3 of Article 3.12 with by night: the lights according to paragraph 1 and one masthead light instead of the lights according to paragraph 2.⁶
23. Supplement para. 4 of Article 3.20 with additional subparagraph (d) reading: When a small craft is moored to the bank.
24. Replace the text of paragraph 1 of Article 4.05 with: Radiotelephone sets carried on board a vessel or floating establishment shall conform to the provisions of the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways, of 2000 and to the provisions of the Radio Regulations, of 2001.

⁴ It is proposed to replace “he” by “boatmaster” since he could be a she.

⁵ Article 3.09 requires, for example, a yellow stern light.

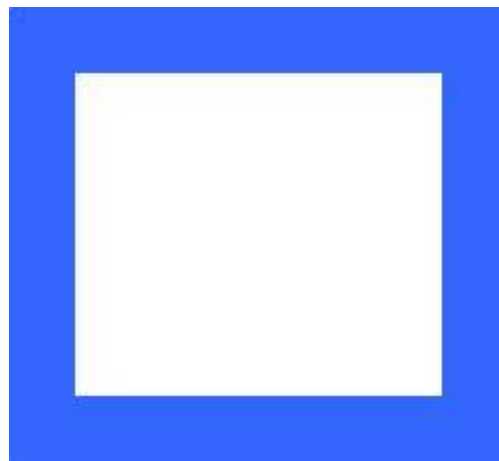
⁶ See sketch 21 of Annex 3 to CEVNI.

25. In para. 2 of Article 6.03 replace visual signs by visual or sound signals.
26. Supplement Article 6.07 with an additional para. 3 reading: Only paragraph 1 (a) is applicable for small craft.⁷
27. Supplement Article 6.08 with an additional para. 3 reading: When the signal station, for any reason, does not show the signals mentioned in paragraph 2 above, vessels shall stop and wait until the permission for passage is received from the competent authorities by telephone or by relevant signs.
28. In para. 5 of Article 6.21 replace side-by-side formation by side-by-side formation or towed convoy (two times).
29. Replace para. 2 of Article 7.08 by An efficient watch shall be kept continuously on board of manned stationary vessels carrying the markings provided for in article 3.14. Vessels without a crew carrying the markings provided for in article 3.14 shall only be berthed in harbour basins or berths where constant supervision is guaranteed.⁸

V. Amendments proposed by the Sava Commission

30. With the agreement of the CEVNI Expert Group and after approval by the Sava Commission Permanent Expert Group for Navigation, it is proposed to consider the inclusion of the following signs in Annex 7 of CEVNI:

E.26 Winter harbour



⁷ This proposal of the DC is questionable since paras. 1 (d) (ii) and (iii) of Article 6.07 govern, in particular, the meeting of small craft.

⁸ Vessels which are not free of dangerous gases and which must carry marking in accordance with the ADN do not, therefore, need to be mentioned.

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

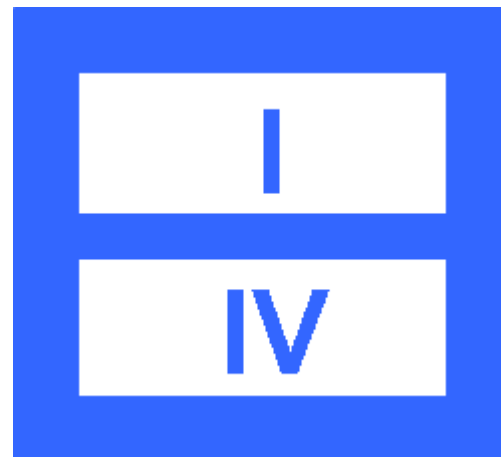


E.27 Winter shelter



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

VI. Amendments proposed by the secretariat

31. In para. d) 14 of Article 1.01 the definition of the term “left and right banks” in French should be brought in line with those in English and Russian, i.e. L’expression «rives gauche et droite» désigne les côtés de la voie navigable dans la direction de la source vers l’embouchure.⁹

32. A new definition 14 *bis* should be added to para. d) of Article 1.01 reading: On canals, lakes and broad waterways the competent authorities shall decide the matter 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.¹⁰

33. A new definition 14 *ter* should be added to para. d) of Article 1.01 reading: 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” shall be defined by the competent authorities.¹¹

34. In para. 1(a) of Article 4.06 replace in annex 10 by in Part III of Appendix 7 to the annex of Resolution No. 61 “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels”.

35. In para. 2 of annex 8 in Russian replace лицом по течению by лицом вниз по течению.

36. In article 9.09 in Russian replace органы потребовать by органы могут потребовать.

⁹ The text of the proposed definition in French corresponds to the one appearing in the Police Regulations of the CCNR.

¹⁰ The proposed definition corresponds with section 1.1.2 of the “Signs and Signals on Inland Waterways” (SIGNI).

¹¹ The definition is in Annex 8, Section I, point 2 of CEVNI. The Working Party may wish to group all definitions in chapter 1.01 or decide otherwise.