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Item 6 (a) of the provisional agenda

Standardization of technical and safety requirements in inland navigation:

European Code for Inland Waterways (Resolution No. 24)

Implementation of the European Code for Inland Waterways (CEVNI) (CEVNI Status document)

Note by the secretariat

I. Introduction

1. At its fifty-third session, the Working Party on Inland Water Transport requested the secretariat to circulate a questionnaire aimed at collecting information on implementing the fourth revised edition of the European Code for Inland Waterways (CEVNI) (ECE/TRANS/SC.3/183, para. 13). As a supplement to the second edition of the CEVNI Status document (ECE/TRANS/SC.3/2011/7), the secretariat reproduces below new responses to the CEVNI questionnaire (ECE/TRANS/SC.3/WP.3/2010/1) submitted by Belgium and Lithuania.

II. Implementation of CEVNI by member States and River Commission

Application of CEVNI by member States*

<i>Country</i>	<i>Status of CEVNI</i>	<i>Additional information</i>
Belgium	C	For the time being, legislation based on CEVNI Revision 2 applies (Royal Decree of 24 September 2006). Work is under way to bring it in line with CEVNI Revision 4.

* Legend: C

Application is under consideration.

III. Existing regional and national special requirements in accordance with Chapter 9 of CEVNI

2. The table below presents the responses to the CEVNI questionnaire received from the Governments of Belgium and Lithuania.

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
Chapter 1: General Provisions	
Article 1.01 (a) 5	In accordance with article 9.02, paragraph 1, the following administrations state in the ship's certificate that the vessel is a high-speed vessel: Lithuania.
Article 1.01 (a) 9	In accordance with article 9.02, paragraph 2, the following administrations use the term "small size craft" as a subcategory of "small craft" to designate all vessels with a hull less than 7 m long, including rowing boats of any length: Lithuania.
Article 1.02	In accordance with article 9.02, paragraph 4, the following administrations waive the provisions of article 1.02 in case of certain assemblies of floating material and non-motorized vessels in certain side-by-side formations: Lithuania.
Article 1.09	In accordance with article 9.02 paragraph 5, the following administrations prescribe other provisions concerning age for steering small craft: Belgium: 18 years for ≥ 15 m, > 20 km/h and ≥ 7.355 kW.
Article 1.10	In accordance with article 9.02, paragraph 6, the following administrations require documents additional to those mentioned in Article 1.10 (1) to be on board of the vessel: 1. Belgium: document mentioned in paragraph (n) of article 9.02 (6); 2. Lithuania: documents mentioned in paragraphs (c) to (e), (h) to (o), (q) and (r) of article 9.02 (6).
Chapter 2: Marks and Draught Scales on Vessels; Tonnage Measurement	
Article 2.02	In accordance with article 9.03, the following administrations prescribe other provisions for small craft which are neither motorized nor sailing craft and for sailboards or small sailing craft less than 7 m long: Belgium: except for pleasure craft less than 5 m long and non-motorized boats less than 20 m long.

*CEVNI provisions**Regional and National Special Requirements*

Chapter 3, "Visual Signals (Marking) on Vessels"

Article 3.08, paragraph 1

In accordance with article 9.04, paragraph 2, the following administrations prescribe: (a) a height of masthead light less than 5 meters or (b) stern lights other than recommended in 3.08 (1) (c):

1. Belgium: (a) 4 m for vessels less than 40m long;
2. Lithuania: (a).

Article 3.09 paragraph 1 (a)

In accordance with article 9.04, paragraph 3, the following administrations prescribe a height of an upper masthead light less than 5 m:

Belgium: 4 m for vessels less than 40m long.

Article 3.14

In accordance with article 9.04, paragraph 6, the following administrations authorize (a) seagoing vessels operating only temporarily in inland navigation areas 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 article 3.14 and (b) prescribe red lights (or cones) instead of blue lights (or cones):

1. Belgium: (a);
2. Lithuania: (a).

Article 3.27

In accordance with article 9.04, paragraph 9, the following administrations prescribe a yellow scintillating light instead of the blue one for fire-fighting and rescue vessels:

Lithuania.

Chapter 4, "Sound Signals; Radiotelephony; Navigation Devices"

Article 4.01

In accordance with article 9.05, paragraph 1, the following administrations apply the harmonized national technical and operational requirements for radiotelephone installations on board inland navigation vessels in the framework of a Regional Arrangement based on the Radio Regulations of the International Telecommunication Union (ITU):

1. Belgium: in accordance with article 4.05, for large vessels – same as CEVNI, for motorized small craft less than 5m long – 1 mariphone;
2. Lithuania.

Article 4.06

In accordance with article 9.05, paragraph 2, the following administrations allow on certain inland waterways high-speed vessels to operate in daytime and at a visibility of 1 km and more without being fitted with radar equipment and a rate-of-turn indicator:

1. Belgium: will be adapted with the entry into force of new regulations based on CEVNI revision 4;
2. Lithuania.

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
Chapter 6, "Rules of the Road"	
Article 6.04	<p>In accordance with article 9.07, paragraph 2, the following administrations prescribe special exceptions to the rules on the meeting of vessels:</p> <p>Belgium: the vessel which is on the starboard side of the fairway has right of way.</p>
Article 6.22 bis	<p>In accordance with article 9.07, paragraph 6, the following administrations prescribe special rules for navigation when passing floating equipment at work or grounded or sunken vessels, and vessels whose ability to manoeuvre is limited:</p> <p>Belgium: for the time being the article 6.22.3 is the same as in CEVNI; will be adapted with the entry into force of new regulations based on CEVNI revision 4.</p>
Articles 6.24–6.26	<p>In accordance with article 9.07, paragraph 8, the following administrations prescribe special rules for passage under bridges:</p> <p>Belgium:</p> <ul style="list-style-type: none"> • two fixed green lights (one above the other or both at the same height) mean passage through the movable bridge is authorized, the bridge is open and not being manoeuvred; • one fixed red light in combination with one scintillating green light mean the passage through the movable bridge is prohibited, except for vessels which are so close to the bridge that they cannot be reasonably expected to stop.
Article 6.30	<p>In accordance with article 9.07, paragraph 12, the following administrations prescribe other general rules for navigation in visibility of less than 1 km:</p> <p>Belgium: will be aligned with the provisions of CEVNI revision 4 with the entry into force of new regulations under elaboration.</p>
Article 6.32	<p>In accordance with article 9.07, paragraph 13, the following administrations (a) waive the provision on giving the three-tone signal or apply it only on certain waterways and (b) prescribe additional provisions for vessels navigating by radar:</p> <ol style="list-style-type: none"> 1. Belgium: (a) waives the provision on giving the three-tone signal. 2. Lithuania: (a).