

WORKING PARTY ON INLAND WATER TRANSPORT (SC.3)

SC.3 CEVNI Expert Group

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The secretariat reproduces below revision and amendment proposals to CEVNI submitted by CCNR on 26 July 2013 ensuing from the work on the German version of CEVNI for consideration by the CEVNI Expert Group. Amendment proposals by the secretariat based on language discrepancies identified during the work on the German version of CEVNI are also included.

I. Discrepancies between language versions

Article 1.01, (d), 13¹

Correct the French version as follows to match the English and Russian text:

13) Le terme «chenal» désigne la partie de la voie navigable qui ~~est~~ **peut** effectivement ~~être~~ utilisée pour la navigation;

Article 1.02, para. 2²

Correct the French and Russian versions as follows to match the English text:

2. Tout convoi doit être également placé sous l'autorité ~~d'un conducteur~~ **d'une personne** ayant l'aptitude nécessaire à cet effet. Ce conducteur est désigné de la façon suivante :

2. Каждый состав должен также управляться ~~судоводителем~~ **лицом**, имеющим необходимую для этого квалификацию. Судоводитель назначается следующим образом:

Article 1.02, para. 2, (e)³

Correct the English version as follows:

(e) In **all** other cases, the boatmaster of the convoy shall be designated.

Article 1.02, para. 7 (b)⁴

Correct the English version as follows to match the French and Russian text:

(b) The operator ~~or~~ **and** owner of such vessel or assembly.

Article 1.06⁵

Correct the French and Russian versions as follows to match the English text:

La longueur, la largeur, le tirant d'air, le tirant d'eau et la vitesse des bateaux, convois ou des matériels flottants doivent être compatibles avec les caractéristiques de la voie navigable et ~~des ses~~ ouvrages d'art.

¹ Proposal by the secretariat.

² Proposal by the secretariat.

³ Proposal by the secretariat.

⁴ Proposal by the secretariat.

⁵ Proposal by the secretariat.

Длина, ширина, надводный габарит, осадка и скорость судов, составов и соединений плавучего материала должны соответствовать техническим данным водного пути и его искусственных сооружений.

Article 1.09, para. 2⁶

Correct the French version as follows to match the English and Russian text:

2. Afin d'assurer la bonne conduite du bateau, l'homme de barre doit être en mesure de recevoir et de donner toutes les informations et tous les ordres qui arrivent à la timonerie ou partent de celle-ci. En particulier, il doit être en mesure d'entendre les signaux sonores et avoir une vue suffisamment libre dégagée dans toutes les directions.

Article 1.10, para. 1 (c)⁷

Correct the English version as follows to match the French and Russian text:

(c) ~~Ship's articles or~~ crew list;

Article 1.15⁸

Correct the title of the English version of the article as follows to match the French and Russian text:

Prohibition of discharge into **the** waterways

Article 3.09, para. 3, (a) and (b)

It is proposed to verify the wording of this provision in French. The secretariat proposes the following correction:

3. Les bateaux d'un convoi remorqué suivant le ou les bateaux visés aux paragraphes 1 et 2 ci-dessus doivent porter :

De nuit :

Un feu clair blanc, visible de tous les côtés, placé à une hauteur d'au moins 5 m ;

De jour :

Un ballon jaune placé à un endroit approprié et à une hauteur telle qu'il soit visible de tous les côtés.

Toutefois,

- a) Si une longueur ~~de~~ **du** convoi dépasse 110 m, elle doit porter deux des feux visés ci-dessus dont un sur sa partie avant et un sur sa partie arrière;
- b) Si une longueur du convoi comprend une rangée de plus de deux bateaux accouplés, ces feux ou ce ballon doit être porté seulement par les deux bateaux extérieurs de la rangée.

La signalisation de tous les bateaux remorqués d'un convoi doit, autant que possible, être portée à une même hauteur au-dessus du plan d'eau.

⁶ Proposal by the secretariat.

⁷ Proposal by the secretariat.

⁸ Proposal by the secretariat.

Article 3.14, para. 1

It is proposed to verify the wording this provision in English and French. The present text in English, French and Russian, including the proposals of the secretariat to align the English and French versions with the Russian version, is as follows:

1. Vessels carrying out transport operations involving **specific** flammable substances that are referred to in ADN shall carry, in addition to the marking prescribed elsewhere in these regulations, the following marking in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN:

By night:

A blue light;

By day:

A blue cone, point downwards

as indicated in ADN, Chapter 3.2, Table A, column (12) or Table C, column (19).

These markings shall be in a suitable position and high enough to be visible from all directions. The blue cone may be replaced by one blue cone at the bow and one blue cone at the stern of the vessel, at a height of not less than 3 m.

1. Les bateaux transportant ~~des~~ **les** matières inflammables **spécifiques** visées dans l'ADN doivent porter, outre la signalisation prescrite par d'autres dispositions du présent Règlement, la signalisation suivante, conformément aux prescriptions du paragraphe 7.1.5.0 ou du paragraphe 7.2.5.0 de l'ADN :

De nuit :

Un feu bleu;

De jour :

Un cône bleu, pointe en bas,

comme indiqué dans l'ADN, chapitre 3.2, tableau A colonne (12) ou tableau C, colonne (19)

Ces signaux doivent être placés à un endroit approprié et assez haut pour être visible de tous les côtés. Le cône bleu peut être remplacé par un cône bleu à l'avant et un cône bleu à l'arrière du bateau, à une hauteur de 3 m au moins.

1. Суда, совершающие перевозки определенных легковоспламеняющихся веществ, указанных в ВОПОГ, должны нести, помимо сигнализации, предписанной другими положениями настоящих Правил, следующую сигнализацию в соответствии с требованиями подраздела 7.1.5.0 или подраздела 7.2.5.0 ВОПОГ:

Ночью:

синий огонь,

Днем:

синий конус вершиной вниз,

как указано в ВОПОГ, глава 3.2, таблица А, колонка (12) или таблица С, колонка (19).

Эти сигнальные знаки должны быть расположены в соответствующем месте и на такой высоте, чтобы они были видны со всех сторон. Синий конус может быть заменен синим конусом в носовой части и синим конусом в кормовой части судна, расположенными на высоте не менее 3 м.

Article 3.14, para. 2⁹

It is proposed to amend the English version as follows:

2. Vessels carrying out transport operations involving substances constituting health hazards that are referred to in ADN shall carry, in addition to the marking prescribed elsewhere in these regulations, the following marking, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN:

By night:

Two blue lights;

By day:

Two blue cones, point downwards,

as indicated in ADN, Chapter 3.2, Table A, column (12) or Table C, column (19).

These markings shall be placed ~~one~~ about 1 m **one** above the other, in a suitable position and high enough to be visible from all directions. The two blue cones may be replaced by two blue cones at the bow and two blue cones at the stern of the vessel at a height not less than 3 m.

Article 3.18, para. 1¹⁰

It is proposed to amend the English version as follows:

1. A vessel which is unable to manoeuvre shall, if necessary, display, in addition to the marking prescribed elsewhere in these regulations:

By night:

A swinging red light; in the case of small craft, this light may be white instead of red; or

Two red lights, ~~one~~ about 1 m **one** above the other, placed in a suitable position and high enough to be visible from all directions;

By day:

A swinging red flag; or

Two black balls, ~~one~~ about 1 m **one** above the other, placed in a suitable position and high enough to be visible from all directions.

Article 3.20, para. 1

It is proposed to amend the English, French and Russian versions as follows:

1. All stationary vessels except the vessels listed in Articles 3.22 and 3.25 shall carry:

By night:

⁹ Proposal by the secretariat.

¹⁰ Proposal by the secretariat.

An ordinary white light visible from all directions and **placed on the fairway side** at a height of at least 3 m.

This light may be replaced by an ordinary white light at the bow and an ordinary white light at the stern, positioned at the same height on the fairway side and visible from all directions.

By day:

Only vessels stationary offshore, without direct or indirect access to the bank, a black ball in a suitable position forward and high enough to be visible from all directions

1. Tout bateau stationnant, à l'exception des bateaux énumérés dans les articles 3.22 et 3.25, doit porter :

De nuit :

Un feu ordinaire blanc visible de tous les côtés et placé **sur le côté du chenal navigable**¹¹, à une hauteur d'au moins 3 m.

Ce feu peut être remplacé par un feu ordinaire blanc à la proue et un feu ordinaire blanc à la poupe, visibles de tous les côtés, placés du côté du chenal à une même hauteur.

De jour :

Uniquement pour les bateaux stationnant au large sans accès direct ou indirect à la rive, un ballon noir placé à un endroit approprié sur la partie avant à une hauteur telle qu'il soit visible de tous les côtés.

1. Все суда, находящиеся на стоянке, за исключением судов, перечисленных в статьях 3.22 и 3.25, должны нести:

Ночью:

обыкновенный белый огонь, видимый со всех сторон и **расположенный со стороны фарватера** на высоте не менее 3 м.

Этот огонь может быть заменен обыкновенным белым огнем в носовой части и обыкновенным белым огнем в кормовой части судна, видимыми со всех сторон и расположенными со стороны фарватера на той же высоте.

Днем:

Только суда, стоящие на открытом месте (без непосредственного или иного доступа к берегу), черный шар, расположенный в соответствующем месте в передней части судна и на такой высоте, чтобы он был виден со всех сторон.

Article 3.20, para. 2¹²

It is proposed to amend the English version as follows:

2. A convoy stationary offshore (without direct or indirect access to the shore) shall carry:

By night:

¹¹ The secretariat proposes to delete the word “navigable” from the proposed new text to match the definition of fairway in article 1.01(d), para. 13.

¹² Proposal by the secretariat.

On each vessel of the formation an ordinary white light visible from all directions, in a suitable position and at a height of at least 4 m. The total number of lights marking the barges ~~shall not exceed four~~ **could be limited to four**, provided that the outlines of the convoy are clearly marked;

By day:

A black ball on the leading vessel of the convoy or on the outermost vessels leading the convoy and on the pusher if applicable.

Article 3.21

It is proposed to amend the English, French and Russian versions as follows:

The requirements of article 3.14 shall also apply to the vessels, **pushed convoys and side-by-side formations** referred to in that article when those vessels are stationary.

Les prescriptions de l'article 3.14 s'appliquent également aux bateaux, **convois poussés et formations à couple** visés audit article lorsqu'ils sont en stationnement.

Предписания статьи 3.14 применяются также к судам, **толкаемым составам и счаленным группам**, упомянутым в указанной выше статье, когда они находятся на стоянке.

Article 3.25, para. 1, (a) and (c)¹³

It is proposed to amend the English version as follows:

- (a) On the side or sides on which the fairway is clear:

By night:

Two ordinary green lights or two bright green lights, positioned at a height of about 1 m one above ~~each the~~ other;

By day:

Two green bicones, ~~one~~ placed about 1 m **one** above the other; and, as appropriate;

- (c) On the side or sides on which the fairway is clear:

By night:

An ordinary red light and an ordinary white light, or a bright red light and bright white light, ~~one~~ placed about 1 m **one** above the other, with the red light at the top;

By day:

A flag with a red upper half and a white lower half, or two flags flown one above the other, the upper flag being red and the lower flag white,

and, as appropriate,

Article 3.26, para. 1¹⁴

It is proposed to amend the English version as follows:

¹³ Proposal by the secretariat.

¹⁴ Proposal by the secretariat.

1. When, in the cases referred to in articles 3.20 and 3.23, by night, the anchors of vessels, assemblies of floating material or floating establishments are so placed that they, their cables or chains may be a danger to navigation, the “stationary vessel” light nearest to such anchors shall be replaced by two ordinary white lights visible from all directions, ~~one~~ about 1 m **one** above the other.

Article 3.29, para. 1¹⁵

It is proposed to amend the English version as follows:

1. Vessels, assemblies of floating material and floating establishments under way or stationary (other than those specified in article 3.25) requiring protection against wash caused by the passage of other vessels or assemblies of floating material may, without prejudice to the marking applicable to them under the provisions of the other articles of this chapter, display:

By night:

An ordinary red light and an ordinary white light, or a bright red light and a bright white light, ~~one~~ about 1 m **one** above the other with the red light above, and in such a position that they are clearly visible and cannot be confused with other lights;

By day:

A flag with a red upper half and the lower half white, in a suitable position and high enough to be visible from all directions. This flag may be replaced by two flags one above the other, the upper flag red and the lower flag white. These flags may be replaced by boards of the same colour.

Article 4.04, para. 2

It is proposed to amend the English version as follows:

2. Such signals ~~may~~ replace or supplement the visual signals referred to in article 3.30.

Article 4.05, para. 1

It is proposed to verify the wording of this provision in English and French. The secretariat proposes to amend the English version as follows:

1. Every radiotelephone ~~set~~ **installation** carried on board a vessel or floating establishment shall conform to, and shall be operated in accordance with, the requirements of the competent authorities.

Article 4.07

It is proposed to verify the wording of this provision in English and French. At its twentieth session in June 2013, the CEVNI Expert Group decided to rename the article “Inland Automatic Identification System (AIS)”.

Article 6.03, para. 2

It is proposed to verify the wording of the paragraph in English and French versions. It is proposed to delete the words “or side-by-side formation” as convoys include side-by-side formations (see article 1.01 (b), para. 1). The wording of the paragraph in English, French and Russian, as amended (ECE/TRANS/SC.3/2012/5 as adopted by SC.3 at its fifty-sixth session in October 2012), is as follows:

¹⁵ Proposal by the secretariat.

2. When vessels are proceeding in convoy, the visual **or sound** signals prescribed in articles 3.17, 6.04 and 6.10 shall be shown or emitted only by the vessel carrying the boatmaster of the convoy **or side-by-side formation** or, in the case of a towed convoy, by the ~~towed~~ vessel at the head of the convoy.

2. Dans les convois, les signaux visuels **et sonores** prescrits par les articles 3.17, 6.04 et 6.10 ne doivent être montrés ou émis que par le bateau à bord duquel se trouve le conducteur du convoi **ou de la formation à couple**, dans le cas d'un convoi remorqué par le bateau ~~remorqué~~ en tête du convoi.

2. В составах визуальные **или звуковые** сигналы, предписанные в статьях 3.17, 6.04 и 6.10, должны показываться **или подаваться**¹⁶ только судном, на борту которого находится судоводитель состава **или счаленной группы**, а в случае буксируемого состава – ~~буксируемым~~ судном, находящимся в голове состава.

Article 6.05, para. 3¹⁷

It is proposed to amend the English and Russian versions as follows:

3. In such cases, the vessels **or convoys** proceeding downstream shall give the following signals in good time:

- If they wish to pass to port, one short blast;
- If they wish to pass to starboard, two short blasts and, in addition, the visual signals referred to in article 6.04, paragraph 4.

3. В этом случае идущие вниз суда **либо составы** должны своевременно подавать следующие сигналы:

- если они хотят разойтись левым бортом, они должны подать "один короткий звук",
- и если они хотят разойтись правым бортом, они должны подать "два коротких звука" и, кроме того, подать отмашку, предусмотренную в пункте 4 статьи 6.04.

Article 6.05, para. 4¹⁸

It is proposed to amend the English and Russian versions as follows:

4. Vessels **or convoys** proceeding upstream shall then grant the request of those proceeding downstream and confirm the fact as follows:

- If they are to pass to port, by sounding one short blast and, in addition, removing the visual signals referred to in article 6.04, paragraph 4;
- If they are to pass to starboard, by sounding two short blasts and, in addition, displaying the visual signals referred to in article 6.04, paragraph 4.

4. Идущие вверх суда **либо составы** должны в этом случае исполнить требование идущих вниз судов и подтвердить это следующим образом:

- если расхождение должно иметь место левым бортом, то они должны подать "один короткий звук" и, кроме того, прекратить подачу отмашки, предусмотренной в пункте 4 статьи 6.04;

¹⁶ Proposal of the secretariat to align the Russian text with the English and French.

¹⁷ Proposal by the secretariat.

¹⁸ Proposal by the secretariat.

- если расхождение должно иметь место правым бортом, то они должны подать "два коротких звука" и, кроме того, подать отмашку, предусмотренную выше в пункте 4 статьи 6.04.

Article 6.07¹⁹

It is proposed to amend the English version as follows:

Article 6.07 – Meeting in narrow fairways

1. In order to avoid so far as possible meetings on sections or at points where the fairway is not unquestionably wide enough for vessels to ~~pass~~ **meet** (narrow fairways), the following rules shall apply:

- (a) All vessels shall proceed through narrow fairways as quickly as possible;
- (b) Where the view is restricted, vessels shall sound one long blast before entering a narrow fairway; if necessary, especially when the narrow fairway is long, they shall repeat this signal while passing through it;
- (c) On waterways for which “downstream” and “upstream” are defined:
 - (i) A vessel or convoy proceeding upstream, on becoming aware that a vessel proceeding downstream is about to enter a narrow fairway, shall stop below the fairway until the vessel proceeding downstream has passed through it;
 - (ii) When a convoy or a vessel proceeding upstream has already entered a narrow fairway, vessels or convoys proceeding downstream shall, so far as possible, stop above the fairway until the convoy or vessel has passed through it;
- (d) On waterways for which “downstream” and “upstream” are not defined:
 - (i) Vessels having no obstacle to starboard and those which in a curved narrow fairway have the outside of the curve to starboard shall hold their course and other vessels shall wait until they have passed through the narrow fairway; however, this provision shall not apply between small craft and other vessels;
 - (ii) In the case of a meeting between a small craft under sail and a small craft of another category, the small craft under sail shall maintain its course and the other shall wait until the small craft under sail has passed through the narrow fairway;
 - (iii) In the case of two sailing vessels meeting, the vessel to windward or, if both are navigating with the wind, the vessel which has the wind on the starboard side shall maintain its course and the other vessel shall wait until it has passed through the narrow fairway.

This provision does not apply to small sailing craft in relation to other vessels.

2. When a meeting in a narrow fairway has become inevitable, the vessels concerned shall take every possible precaution to ensure that they ~~pass~~ **meet** at a point and under conditions involving the minimum danger.

Article 6.32, para. 4²⁰

It is proposed to amend the English and Russian versions as follows to match the French:

¹⁹ Proposal by the secretariat.

²⁰ Proposal by the secretariat.

4. When radiotelephone contact cannot be established with the oncoming vessels, the vessel **proceeding downstream** shall:

- (a) Give the three-tone signal and repeat it as often as necessary. This provision does not apply to small craft;
- (b) Reduce speed and, if necessary, stop.

A vessel proceeding upstream shall, as soon as it hears the signals referred to in paragraph 4 (a) above or observes on the screen vessels whose position or movements might cause a dangerous situation, or when it is approaching a section where there might be vessels not yet visible on the screen:

- (c) Give one long blast and repeat this signal as often as necessary;
- (d) Reduce speed and, if necessary, stop.

4. При отсутствии возможности установить радиотелефонную связь с судами, идущими во встречном направлении, судно, **идущее вниз по течению**, должно:

- a) подать трехтональный сигнал и повторять его так часто, как это необходимо; это предписание не относится к малым судам;
- b) снизить скорость и в случае необходимости остановиться.

Судно, идущее вверх против течения, как только на нем будут услышаны сигналы, упомянутые в пункте 4 а) выше, или замечены на экране радиолокатора суда, положение или движение которых может создать опасную ситуацию, или когда оно приближается к такому участку, где могли бы находиться еще не видимые на экране суда, должно:

- c) подать один продолжительный гудок и повторять этот сигнал так часто, как это необходимо;
- d) снизить скорость и в случае необходимости остановиться.

Article 6.32, para. 6²¹

It is proposed to amend the English and Russian versions as follows to match the French:

6. In **pushed** convoys the requirements of paragraphs 1-5 above shall apply only to the vessel carrying the boatmaster of the convoy.

6. В случае **толкаемых** составов предписания пунктов 1-5 выше распространяются только на суда, на борту которых находится судоводитель состава.

Article 6.33, para. 1, (d)²²

It is proposed to amend the French versions as follows to match the English and Russian texts:

- d) Aussitôt qu'un bateau remarque le signal sonore d'un autre bateau avec lequel aucun contact radiotéléphonique ne peut être établi, il doit
 - s'il se trouve près d'une rive, serrer cette rive et, en cas de besoin, s'y arrêter, jusqu'à ce que le passage soit effectué;

²¹ Proposal by the secretariat.

²² Proposal by the secretariat.

- s'il ne se trouve pas à ~~proximité~~ **près** d'une rive et notamment s'il est en train de changer de rive, dégager le chenal autant et aussi vite que possible.

Article 6.33, para. 1 (d)

It is proposed to amend the English version as follows:

1. In reduced visibility, vessels and convoys not navigating by radar shall immediately proceed to the nearest safe berthing or anchoring areas. The following provisions shall apply during the voyage to this berth:
 - (a) As far as possible they shall proceed on the navigable side of the fairway.
 - (b) Any vessel proceeding alone and any vessel carrying the boatmaster of a convoy shall sound one long blast; this signal shall be repeated at intervals of not more than one minute. Such vessels shall have a lookout forward; in the case of convoys, however, a lookout is required on the leading vessel only. The lookout shall be within sight or hearing or in communication through a voice link with the boatmaster of the vessel or convoy.
 - (c) When a vessel is called by radiotelephone from another vessel it shall reply by radiotelephone, giving its category, name, direction and position. It shall also state that it is not navigating by radar and that it is making for a berthing area. It shall then agree on a passing procedure with this vessel.
 - (d) As soon as a vessel hears the sound signal from another vessel with which it has not been possible to establish contact by radiotelephone, it shall:
 - if it is near to a bank: keep close to that bank and, if necessary, stop there until this vessel has passed;
 - if it is not near to a bank and especially if it is crossing from one bank to another: clear the ~~fairway~~ **channel** as fully and as quickly as possible.

Article 7.07, para. 2²³

It is proposed to amend the French version as follows to match the English and Russian:

2. L'obligation visée au paragraphe 1 a) ci-dessus ne s'applique pas :
 - a) Aux bateaux, convois poussés et formations à couple qui portent également cette signalisation;
 - b) Aux bateaux qui ne portent pas cette signalisation mais qui sont munis d'un certificat d'agrément en vertu ~~de l'article~~ **du paragraphe** 8.1.8 de l'ADN et respectent les dispositions de sécurité applicables aux bateaux visés au paragraphe 1 de l'article 3.14.

Chapter 8²⁴

It is proposed to modify the title of the chapter in the French version as follows to match the English and Russian:

~~Signalisation et obligation de~~ **signalisation et** de notification

²³ Proposal by the secretariat.

²⁴ Proposal by the secretariat.

Article 9.07, para. 13²⁵

It is proposed to modify the French version as follows to match the English and Russian:

13. S'agissant de l'article 6.32, les autorités compétentes peuvent
- a) dispenser de la prescription relative à l'émission du signal sonore tritonal **ou ne l'appliquer que sur certaines voies navigables;**
 - b) ~~ne l'appliquer que sur certaines voies navigables~~ **Prescrire des dispositions supplémentaires pour les bateaux naviguant au radar.**

Article 9.09²⁶

It is proposed to modify the French version as follows to match the English and Russian:

S'agissant de l'article 8.02, **paragraphe 4**, les autorités compétentes peuvent exiger, en cas de mise à l'arrêt du bateau que tous les moteurs et toutes les machines auxiliaires se trouvant encore en service soient arrêtés ou débranchés.

Annex 1

It is proposed to modify the title of the annex in the English version as follows:

Distinguishing letter or group of letters indicating country of vessels's home port or place of registration

It is proposed to modify the French version as follows:

République de ~~Moldovie~~ **Moldova**

Annex 3²⁷

It is proposed to change the numbering of the sections in the French, English and Russian to I, II, III and IV instead of 1, 2, 3, 4 to match the formatting of the other chapters and annexes.

Annex 3, 1.3²⁸

It is proposed to amend the English and French versions to match the Russian:

Fixed light visible from all directions
(a light projecting an uninterrupted beam throughout
a horizontal arc of 360°).

Feu fixe visible de tous les côtés
(un feu projetant une lumière ininterrompue sur l'étendue
d'un arc d'horizon de 360°).

²⁵ Proposal by the secretariat.

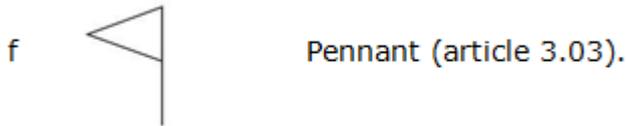
²⁶ Proposal by the secretariat.

²⁷ Proposal by the secretariat.

²⁸ Proposal by the secretariat.

Annex 3, 1.3

It is proposed to replace the word “flamme” in the French version with “fanion” (pennant)²⁹:



Annex 7, I, B.2a and B.2b³⁰

It is proposed to amend the text describing these signs in English in line with the French and Russian versions:

B.2a Move to the side of the ~~channel~~ **fairway** on your port side
(see article 6.12)



B.2b Move to the side of the ~~channel~~ **fairway** on your starboard side
(see article 6.12)



Annex 8, section I, paragraph 3

It is proposed to add the following in the French text in line with the English and Russian versions:

Feu à occultations régulières



Annex 8, section III, A

It is proposed to modify the title of part A in the French version as follows to be in line with the English and Russian:

A. ~~Signaux~~ **Balisage à terre** indiquant la position du chenal navigable par rapport aux rives

Annex 8, V, A³¹

It is proposed to add the title in the Russian version in line with the English and French versions:

A. Сигнальные знаки для обозначения мостовых опор (в случае необходимости)

Annex 8, V, A and B³²

It is proposed to correct the text of the titles A and B in the English version as follows:

²⁹ Note by the secretariat: the term “flamme” also appears in articles 3.03, 3.17 and 6.29.

³⁰ Proposal by the secretariat.

³¹ Proposal by the secretariat.

³² Proposal by the secretariat.

- A. Marking of bridge piers (~~if necessary~~ **where applicable**)
- B. Marking of overhead cables (~~if necessary~~ **where applicable**)

II. Revision proposals

Article 1.01

It is proposed to add a definition of “small sport and pleasure craft”, “operator” and “ship owner”.

Article 1.01 (d), para. 9³³

It is proposed to transfer the second part of the sentence to the relevant articles (e.g., article 1.02, para 6; article 1.03, para. 4) as it should not be part of the definition. The present text is as follows:

- 9. The term “state of intoxication” means a state occurring as a result of the use of alcohol, narcotics, medicines or other substances and determined in accordance with national legislation and practice;

Article 1.01 (d), para. 13

It is proposed to verify the correctness of the definition of “fairway”. The present text is as follows:

- 13. The term “fairway” means that part of the waterway that can actually be used by shipping;

Article 1.02, paras. 1 and 2

It is proposed to verify the requirements applicable to the boatmaster. The present text is as follows:

- 1. Every vessel or assembly of floating material, except vessels in a pushed convoy other than the pusher, shall be placed under the authority of a person having the necessary qualifications. This person is hereinafter referred to as the boatmaster. **Boatmasters are considered to possess the necessary competency if they hold a valid boatmaster’s certificate³⁴.**
- 2. Every convoy shall likewise be placed under the authority of a person having the necessary qualifications. This boatmaster shall be appointed as follows:
 - (a) In the case of a convoy with only one motorized vessel, the boatmaster of the convoy shall be the boatmaster of the motorized vessel;
 - (b) In the case of a towed convoy led by two or more motorized vessels in line, the boatmaster of the convoy shall be the boatmaster of the leading vessel, unless that vessel is a temporary auxiliary tug, in which case the boatmaster of the convoy shall be the boatmaster of the second vessel;
 - (c) In the case of a towed convoy led by two or more motorized vessels not in line, one of which provides the main traction, the boatmaster of the convoy shall be the boatmaster of the vessel providing the main traction;

³³ At its twentieth meeting on 26 June 2013, the CEVNI Expert Group decided to return the amendment proposal for this article contained in document ECE/TRANS/SC.3/WP.3/2013/10 back to CCNR for further consideration (ECE/TRANS/SC.3/WP.3/86, para. 21).

³⁴ At its twentieth meeting on 26 June 2013, the CEVNI Expert Group added this sentence based on the proposal by CCNR contained in document ECE/TRANS/SC.3/WP.3/2013/10 (CEVNI EG/2013/12 and ECE/TRANS/SC.3/WP.3/86 annex, para. 26).

- (d) In a pushed convoy propelled by two pushers side-by-side, the boatmaster of the pusher providing the main propulsion shall be the boatmaster of the convoy;
- (e) In other cases, the boatmaster of the convoy shall be designated.

Article 1.03, para. 4³⁵

It is proposed to verify this provision. The present text is as follows:

4. The faculties of crew members on duty and other persons on board who participate temporarily in the navigation of the vessel shall not be impaired as a result of a state of fatigue or intoxication.

Article 1.07, para. 4 (c)

It is proposed to verify this provision. The present text is as follows:

Article 1.07 – Maximum load, maximum number of passengers and view

1. Vessels shall not be loaded beyond their maximum draught markings.
2. The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. If direct visibility astern and aside is restricted during the voyage, this lack of visibility may be compensated for by the use of radar apparatus.
3. The load shall not endanger the vessel's stability or strength of the hull.
4. In addition, the stability of vessels carrying containers shall be checked before departure for the following cases:
 - (a) for vessels with a beam of less than 9.5 m, loaded with more than one tier of containers;
 - (b) for vessels with a beam of 9.5 m or more but less than 11 m, loaded with more than two tiers of containers;
 - (c) for vessels with a beam of 11 m or more, loaded with more than three tiers of containers or more than three widths;
 - (d) for vessels with a beam of 15 m or more, loaded with more than three tiers of containers.
5. Passenger vessels shall not have on board more passengers than the number authorized by the competent authorities. High-speed passenger vessels shall not have on board more persons than the number of available seats.

Article 1.08, para. 2³⁶

It is proposed to verify this provision. If it is decided to maintain the first sentence, it is proposed to split it in two. The present text is as follows:

Article 1.08 – Construction, rigging and crews of vessels

³⁵ At its twentieth meeting on 26 June 2013, the CEVNI Expert Group decided to return the amendment proposal for this article contained in document ECE/TRANS/SC.3/WP.3/2013/10 back to CCNR for further consideration (ECE/TRANS/SC.3/WP.3/86, para. 21).

³⁶ At its twentieth meeting on 26 June 2013, the CEVNI Expert Group decided to return the amendment proposal for this article contained in document ECE/TRANS/SC.3/WP.3/2013/10 back to CCNR for further consideration (ECE/TRANS/SC.3/WP.3/86, para. 21).

1. Vessels and assemblies of floating material shall be so constructed and rigged as to ensure the safety of those on board and safe navigation and to be able to satisfy the requirements of these regulations.
2. All vessels, except vessels in a pushed convoy other than the pusher, shall have a crew sufficient in number and sufficiently skilled to ensure the safety of those on board and safe navigation. However, non-motorized vessels in a side-by-side formation and some of the towed vessels in a rigid group are not required to have a crew if the vessel propelling the side-by-side formation or rigid group, or keeping it safely stopped, has a crew sufficiently large and skilled to ensure the safety of those on board and safe navigation.
3. These requirements are considered to be complied with when the ship has a ship's certificate, issued in accordance with the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61), or other recognized ship's certificate, and when the construction and the equipment of the vessel correspond to the content of the ship's certificate
4. Without prejudice to paragraph 3, the life-saving devices suitable for passengers mentioned in the ship's certificate shall be available on board of the vessel. Life-saving devices shall be available for distribution to passengers and will correspond to the number of adults and children.

Article 1.08, para. 4³⁷

It is proposed to verify this provision. The present text is as follows:

4. Without prejudice to paragraph 3, the life-saving devices suitable for passengers mentioned in the ship's certificate shall be available on board of the vessel. Life-saving devices shall be available for distribution to passengers and will correspond to the number of adults and children.

Article 1.10, paras. 1–3

It is proposed to verify this provision. It is proposed to include an exhaustive list of all documents required on all the main sections of European inland waterways. The present text is as follows:

Article 1.10 – Vessel's papers and other documents

1. The following documents shall be available on board:
 - (a) Ship's certificate;
 - (b) A measurement certificate if applicable;
 - (c) Ship's articles or crew list;
 - (d) A ship's log;
 - (e) Boatmaster's certificate or certificates belonging to boatmasters of the vessel and for other crew members a service record duly completed,

and any other documents relating to navigation required under international conventions or agreements.

2. By derogation from paragraph 1 above, small craft are not required to carry the documents referred to in subparagraphs (b) and (d); moreover, in the case of small pleasure craft, the document referred to in subparagraph (c) is not required, and that referred to in subparagraph (a) may be replaced by a national navigation permit.

³⁷ At its twentieth session on 26 June 2013, the CEVNI Expert Group invited the Russian Federation to formulate an amendment proposal for this paragraph (CEVNI EG/2013/12 and ECE/TRANS/SC.3/WP.3/86 annex, para. 43).

3. If applicable, assemblies of floating material shall carry a national navigation permit.

Article 1.15, paras. 1–3

It is proposed to verify this provision. The present text is as follows:

Article 1.15 – Prohibition of discharge into waterways

1. It is forbidden to throw, pour or allow to fall or flow into a waterway any objects or substances likely to cause an obstruction or danger to navigation or to other users of the waterway.
2. It is in particular forbidden to throw, pour or discharge into a waterway any form of petroleum waste or mixtures of such waste with water.
3. In the event of **such** accidental spillage or of any risk of such spillage ~~of a substance covered by paragraph 1 or paragraph 2~~, the boatmaster shall immediately inform the nearest competent authority, specifying as accurately as possible the nature and site of the spillage³⁸.

Article 1.22

It is proposed to verify the publication procedure of temporary requirement notices. The present text is as follows:

Article 1.22 – Special temporary requirements

Boatmasters shall comply with any temporary requirements issued by a competent authority in special circumstances ~~and published as notices~~ to ensure safe and orderly navigation³⁹.

Article 2.01

It is proposed to verify the identification marking with an emblem. The present text is as follows with the indication of amendments proposed by the secretariat:

Article 2.01 – Identification marks on vessels other than small craft and seagoing vessels

1. Every vessel, except small craft and seagoing vessels, shall bear the following identification marks on its hull or on fixed boards or plates:

- (a) Its name or **emblem**

The name **or emblem** shall be inscribed on both sides of the vessel, except for the pushed barges, it shall also be inscribed in a position visible from astern. If, in a side-by-side formation or pushed convoy, one or more of the inscriptions of the propelling vessel's name **or emblem** are hidden, the name **or emblem** shall be reproduced on boards so placed as to be clearly visible from the directions from which those inscriptions are hidden. If the vessel has no name or **emblem**, it shall bear either the name (or its usual abbreviation) of the organization to which it belongs followed, where applicable, by a number, or the registration number followed, in order to

³⁸ At its twentieth meeting on 26 June 2013, the CEVNI Expert Group decided to accept the amendment proposal for this article contained in document ECE/TRANS/SC.3/WP.3/2013/10 (CEVNI EG/2013/12 and ECE/TRANS/SC.3/WP.3/86 annex, para. 23).

³⁹ At its twentieth meeting on 26 June 2013, the CEVNI Expert Group decided to accept the amendment proposal for this article contained in document ECE/TRANS/SC.3/WP.3/2013/10 (CEVNI EG/2013/12 and ECE/TRANS/SC.3/WP.3/86 annex, para. 23).

show the country of the vessel's home port or place of registry, by the letter or letters assigned to that country in annex 1 to these regulations.

- (b) Its home port or place of registry

The name of the home port or place of registry shall be inscribed either on both sides of the vessel or on its stern and shall be followed by the letter or letters indicating the country of that home port or place of registry.

- (c) Its official identification number

The official identification number shall be inscribed in accordance with the instructions given in point (a).

2. In addition, except for small craft,

- (a) Every cargo vessel shall have its dead-weight tonnage inscribed on both sides, on the hull or on fixed boards;

- (b) Every passenger vessel shall display the maximum permissible number of passengers in a conspicuous position on board.

3. The above-mentioned identification marks shall be inscribed in easily legible and indelible Latin characters, their inscription in oil paint being considered indelible. The height of the characters shall be not less than 20 cm for the name and not less than 15 cm for other marks. The width of the characters and the thickness of strokes shall be in proportion to the height. The characters shall be of a light colour against a dark background or vice versa.

4. As an exception to the preceding paragraphs, seagoing vessels may maintain their identification marks.

5. Crewed vessels under way by day shall fly their national flag at the stern. High-speed vessels may instead of the national flag display a board which matches the national flag in shape and colour.

Article 2.02, para. 2⁴⁰

It is proposed to modify the text as follows:

2. The registration or identification marks mentioned under paragraph 1 (a) shall be inscribed on the outside of the **small** craft in Latin characters not less than 10 cm high, easily legible and indelible, their inscription in oil paint being considered indelible. If the **small** craft has no name or emblem, it shall bear the name (or its usual abbreviation) of the organization to which it belongs, followed, where applicable, by a number.

Article 3.03⁴¹

It is proposed to modify the French version as follows:

Article 3.03 – Panneaux, pavillons et ~~flammes~~ **fanions**

1. Sauf prescriptions contraires, les panneaux et pavillons prescrits au présent Règlement doivent être rectangulaires.

2. Les couleurs des panneaux, pavillons et ~~flammes~~ **fanions** ne doivent être ni passées ni salies.

⁴⁰ Proposal by the secretariat.

⁴¹ Proposal by the secretariat.

3. Leurs dimensions doivent être suffisantes pour en assurer la bonne visibilité; cette condition est considérée comme remplie en tout cas :

- a) Pour les panneaux et pavillons, si la longueur et la largeur sont chacune d'au moins 1 m, ou d'au moins 0,60 m dans le cas des menues embarcations;
- b) Pour les ~~flam~~mes **fanions**, si la longueur est de 1 m au moins et la largeur à la hampe de 0,50 m au moins.

Article 3.08, para. 2⁴²

It is proposed to verify this provision. The present text is as follows:

Article 3.08 – Marking for motorized vessels proceeding alone

1. Single motorized vessels shall carry:

By night:

- (a) A masthead light forward and in the axis of the vessel, at a height of not less than 5 m. The height may be reduced to 4 m, when the vessel does not exceed a length of 40 m;
- (b) Side lights, each placed at the same height and on the same perpendicular to the axis of the vessel, 1 m lower than the masthead light, at least 1 m abaft of it on the widest part of the vessel; they shall be screened inboard so that the green light cannot be seen from the port side and the red light cannot be seen from the starboard side;
- (c) A stern light, placed aft and in the axis of the vessel.

2. A single motorized vessel may in addition carry by night at the stern a second masthead light placed in the axis of the vessel and at least 3 m higher than the forward light, in such a way that the horizontal distance between these lights is at least three times the vertical distance. A single motorized vessel more than 110 m long shall be required to carry this second masthead light.

3. A single motorized vessel temporarily preceded by night by an auxiliary motorized vessel shall continue to show the lights referred to in paragraphs 1 and 2 above.

4. In addition to the marking prescribed by other provisions of these regulations, high-speed vessels under way shall carry by day and by night:

two strong yellow quick scintillating lights.

These scintillating lights shall be placed one above the other about 1 m apart, in a suitable position and high enough to be visible from all directions.

5. When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, vessels may carry the masthead lights provided for in paragraphs 1 and 2 above at a reduced height so that passage may be effected without difficulty.

6. The provisions of this article shall not apply to small craft or ferry-boats.

Article 3.17

⁴² At its twentieth meeting on 26 June 2013, the CEVNI Expert Group decided to return the amendment proposal for this article contained in document ECE/TRANS/SC.3/WP.3/2013/10 back to CCNR for further consideration (ECE/TRANS/SC.3/WP.3/86, para. 21).

It is proposed to verify this provision and endeavour to harmonize it as much as possible with the provision of article 3.29. The present text is as follows:

Vessels for which the competent authority has authorized priority of passage at points where it regulates the order of passage may carry, in addition to the marking prescribed in other provisions of these regulations:

By day:

A red pennant at the bow and high enough to be clearly visible.

Article 3.29

It is proposed to verify this provision and endeavour to harmonize it as much as possible with the provision of article 3.17. The present text is as follows:

1. Vessels, assemblies of floating material and floating establishments under way or stationary (other than those specified in article 3.25) requiring protection against wash caused by the passage of other vessels or assemblies of floating material may, without prejudice to the marking applicable to them under the provisions of the other articles of this chapter, display:

By night:

An ordinary red light and an ordinary white light, or a bright red light and a bright white light, one about 1 m above the other with the red light above, and in such a position that they are clearly visible and cannot be confused with other lights;

By day:

A flag with a red upper half and the lower half white, in a suitable position and high enough to be visible from all directions. This flag may be replaced by two flags one above the other, the upper flag red and the lower flag white. These flags may be replaced by boards of the same colour.

2. Without prejudice to the provisions of article 3.25, only the following may use the marking mentioned in paragraph 1 above:

- (a) Vessels, assemblies of floating material and floating establishments which are seriously damaged or are engaged in rescue work, and vessels unable to manoeuvre;
- (b) Vessels, assemblies of floating material and floating establishments having written authorization from the competent authorities.

Articles 3.31 and 3.32⁴³

It is proposed to verify these provisions. The present text (including the additions as proposed by the CEVNI Expert Group in ECE/TRANS/SC.3/WP.3/2013/2 and provisionally accepted by SC.3/WP.3 at its forty-second session in February 2013, marked in bold) is as follows:

Article 3.31 – Prohibition of boarding

1. If there are regulations prohibiting unauthorized persons from going on board, the prohibition shall be indicated by:

⁴³ At its twentieth meeting on 26 June 2013, the CEVNI Expert Group decided to return the amendment proposal for this article contained in document ECE/TRANS/SC.3/WP.3/2013/10 back to CCNR for further consideration (ECE/TRANS/SC.3/WP.3/86, para. 21).

circular white boards bordered with red, with a red diagonal and a picture of an averting hand in black or, alternatively, by circular white boards bordered with red, with a red diagonal and the figure of a pedestrian in black.

The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, para. 3, they shall be about 60 cm in diameter.

2. The boards shall be illuminated, as required, so as to be clearly visible at night.

Article 3.32 – Prohibition of smoking or using an unprotected light or flame

1. If other regulations prohibit

- (a) smoking;
- (b) using an unprotected light or flame;

on board, the prohibition shall be indicated by **circular white boards bordered with red, with a red diagonal and a picture of a burning match or, alternatively, by circular white boards bordered with red, with a red diagonal and a picture of a cigarette emitting smoke.**

The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, para. 3, they shall be about 60 cm in diameter.

Article 3.37

It is proposed to transfer this provision to chapter 9 as it does not apply on most sections. The text of the article is reproduced below in English, French and Russian with an indication of proposed amendments to be made in the French and Russian versions.

A vessel engaged in minesweeping shall carry, in addition to the marking prescribed elsewhere in these regulations:

By night:

Three bright or ordinary green lights visible from all directions, arranged in a triangle with a horizontal base in a plane perpendicular to the axis of the vessel, the top light at or near the top of the foremast and the other lights at each end of the foremast yard;

By day:

Three black balls arranged in the manner prescribed for the lights.

Un bateau effectuant des opérations de dragage de mines doit, outre la signalisation prescrite par les autres dispositions du présent Règlement, porter :

De nuit :

Trois feux clairs ou ordinaires verts, visibles de tous les côtés, disposés selon un triangle à base horizontale dans un plan perpendiculaire à l'axe du bateau, le feu supérieur se trouvant à la tête du mât de misaine ou à proximité de celle-ci et les autres feux, à chaque extrémité de la vergue de misaine;

De jour :

Trois ballons noirs ~~superposés~~ disposés comme prescrit pour les feux.

Судно, выполняющее операции по минному тралению, должно, помимо сигнализации, предписанной другими положениями настоящих Правил, нести:

Ночью:

три ясных или обыкновенных зеленых огня, видимых со всех сторон и расположенных в виде треугольника с горизонтальным основанием в плоскости, перпендикулярной оси судна, причем верхний огонь должен быть расположен на вершине фок-мачты или поблизости от нее, а другие огни – на каждом конце фок-рея,

Днем:

три черных шара, расположенных ~~один над другим~~ в соответствии с предписаниями для огней.

Article 4.05⁴⁴

It is proposed to verify whether the availability of two radiotelephone installations is really necessary. It is proposed to include a reference to the Regional Arrangement on the Radiocommunication Service for Inland Waterways (RAINWAT).

Article 4.06

Annex 10 has been deleted. In this connection the text of this article has been amended as follows (ECE/TRANS/SC.3/2012/5 as adopted by SC.3 at its fifty-sixth session in October 2012):

1. Vessels may not use radar and Inland ECDIS equipment which may be used for conning the vessel with overlaid radar image (Navigation Mode) unless:

- (a) they are fitted with radar equipment and, if appropriate, Inland ECDIS equipment adapted to the needs of inland navigation and a rate-of-turn indicator. This equipment shall be in proper working order and of a type approved for the needs of inland navigation in accordance with the requirements of the competent authorities concerned as well as in accordance with General technical requirements for radar equipment as set out in ~~annex 10~~ **Part III of Appendix 7 to the annex of Resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels”**. However, ferry-boats not moving independently shall not be required to be fitted with a rate-of-turn indicator;
- (b) a person holding a certificate of aptitude to use radar in accordance with the requirements of the competent authorities is on board. Notwithstanding the provisions of article 1.09, paragraph 2, the radar may be used for training purposes in good visibility by day and by night, even when there is no such person on board;
- (c) they are equipped with a device for emitting the three-tone signal with the exception of small craft and ferry-boats. However, the competent authorities may not prescribe such a system.

Notwithstanding the provisions of article 4.05, small craft shall also be equipped with a radiotelephone in proper working order for the ship-to-ship network.

2. In convoys, the requirements of paragraph 1 above shall apply only to the vessel carrying the boatmaster.

3. High-speed vessels under way shall use radar.

⁴⁴ At its twentieth session on 26 June 2013, the CEVNI Expert Group invited the Danube Commission to formulate an amendment proposal for this article (CEVNI EG/2013/12 and ECE/TRANS/SC.3/WP.3/86 annex, para. 45).

Article 5.03

It is proposed to delete this provision or transfer it to another part of CEVNI, e.g. introductory statements at the beginning of chapters. The present text is as follows:

Article 5.03 – Use of signs and markings

1. The competent authorities are not required to use all the signs which are included in Annexes 7 and 8 and may omit the signs and markings that they do not use from their regulations.
2. In the absence of signs and markings, boatmasters and persons in charge of floating establishments shall take all the precautions required by the general obligation to exercise vigilance in accordance with Article 1.04.

Chapter 6

The way provisions addressing small craft are formulated in CEVNI lacks clarity⁴⁵. It is proposed to verify in principle whether “assemblies of floating material” should be taken into consideration.

Article 6.01 (b) and (c)

It is proposed to verify whether these definitions can be implemented in practice. The present text is as follows:

Article 6.01 – Definitions

For the purposes of this chapter, the following terms are used:

- (a) “Meeting”: where two vessels are proceeding on courses directly or almost directly opposite;
- (b) “Overtaking”: where a vessel (the overtaking vessel) comes up to another vessel (the vessel being overtaken) from a direction more than 22.5° abaft the latter vessel’s beam and overtakes it;
- (c) “Crossing”: where two vessels are approaching in a situation other than the cases referred to under (a) and (b).

Article 6.02, para. 2

It is proposed to amend the paragraph as follows:

2. ~~Where the provisions of this chapter provide that a particular rule of the road shall not apply to small craft in relation to other vessels, it shall be incumbent on small craft to leave all other vessels, including high-speed vessels, enough room to hold their course and to manoeuvre; they may not require such vessels to give way to them.~~ **Small craft may not require other vessels, including high-speed vessels, to give way to them.**

Article 6.04, para. 4

It is proposed to exclude the possibility of showing a light blue flag. The present text is as follows:

⁴⁵ At its twentieth session on 26 June 2013, the CEVNI Expert Group decided to recommend SC.3/WP.3 to introduce a new definition of large vessel in article 2.01 in order to simplify the provisions with exceptions for small craft (CEVNI EG/2013/12 and ECE/TRANS/SC.3/WP.3/86 annex, para. 10).

4. Vessels proceeding upstream which leave the course of those proceeding downstream on their starboard side shall in good time and to starboard:

(a) By day:

- Display a strong scintillating white light or wave a light blue flag or board; or
- Display a light blue board in conjunction with a bright scintillating white light;

(b) By night:

Display a bright scintillating white light in conjunction, if desired, with a light blue board.

These signals shall be visible from ahead and from astern and be displayed until passing is completed. Their continued display after passing is completed is prohibited unless it is desired to indicate an intention to continue allowing vessels proceeding downstream to pass to starboard. The light blue board shall have a white border not less than 5 cm wide; the frame and lath structure and the lantern of the scintillating light shall be dark in colour.

Article 6.16, paras. 5 and 6

It is proposed to amend the paragraphs as follows:

5. Vessels may not enter a harbour or tributary waterway when the sign A.1, together with the additional sign shown in annex 7, section II, paragraph 2 (b), is displayed on the main waterway.

Vessels may not leave a harbour or tributary waterway when the sign A.1, together with the additional sign shown in annex 7, section II, paragraph 2 (b), is near the exit.

6. If the sign E.1 together with the additional sign shown in annex 7, section II, paragraph 2 (a), is displayed on the main waterway, vessels may enter a harbour or tributary waterway even if their doing so might oblige vessels proceeding on the main waterway to change their course or speed. Vessels may leave if the sign E.1, together with the additional sign shown in annex 7, section II, paragraph 2 (a), is displayed near the exit; in this case, the sign B.10 (annex 7) shall be displayed on the main waterway.

Article 6.19

It is proposed to add a new paragraph 2 (see ECE/TRANS/SC.3/WP.3/2013/10/Add.1).

Article 6.20, para. 3⁴⁶

It is proposed to modify the English, French and Russian versions as follows:

3. When passing vessels displaying the ~~signals~~ **markings** prescribed in article 3.25, paragraph 1 (c), or vessels, assemblies of floating material or floating establishments displaying the ~~signals~~ **markings** prescribed in article 3.29, paragraph 1, other vessels shall reduce speed as prescribed in paragraph 1 above. They shall also keep as far off as possible.

3. Au droit de bateaux montrant ~~les signaux~~ **la signalisation** prescrite à l'article 3.25, paragraphe 1 c), et au droit de bateaux, matériels flottants ou installations flottantes montrant ~~les signaux~~ **la signalisation** prescrite à l'article 3.29, paragraphe 1, les autres bateaux doivent réduire leur vitesse ainsi qu'il est prescrit au paragraphe 1 ci-dessus. Ils doivent, en outre, s'écarter le plus possible.

⁴⁶ Proposal by the secretariat.

3. Вблизи судов, ~~показывающих сигналы~~ **несущих сигнализацию**, предписанную в пункте 1 с) статьи 3.25, и вблизи судов, соединений плавучего материала или плавучих установок, ~~показывающих сигналы~~ **несущих сигнализацию**, предписанную в пункте 1 статьи 3.29, другие суда должны снижать свою скорость в соответствии с предписаниями пункта 1 выше. Кроме того, они должны как можно больше уклоняться в сторону.

Article 6.28, para. 7 (b)

It is proposed to split this provision into two. The present text of this paragraph is as follows:

7. In locks:
- (a) If limits are marked on the side-walls, vessels shall keep within those limits;
 - (b) While the lock is being filled or emptied and until they are allowed to leave, vessels shall be made fast and the mooring ropes shall be so handled as to prevent bumping against the walls, gates or protective devices or against other vessels or assemblies of floating material;
 - (c) The use of fenders, which shall be floating fenders if movable, shall be compulsory;
 - (d) It is prohibited for vessels and assemblies of floating material to discharge or run off water onto the copings or onto other vessels or assemblies of floating material;
 - (e) The use of mechanical means of propulsion is prohibited from the time the vessel is made fast until it is allowed to leave;
 - (f) Small craft shall keep away from other vessels.

Article 6.28, para. 7 (c)

It is proposed to adapt the English, French and Russian versions of this provision to the original German version, which reads as follows:

- c) sind Fender zu verwenden, die schwimmfähig sein müssen, wenn sie nicht fest mit dem Fahrzeug verbunden sind;

The present text is as follows:

- (c) The use of fenders, which shall be floating fenders if movable, shall be compulsory;

Article 6.28, para. 8

It is proposed to amend the paragraph as follows:

8. In locks and lock basins it is obligatory to keep a minimum lateral distance of 10 m from the vessels or convoys carrying ~~the blue light or the blue cone~~ **marking** referred to in article 3.14, paragraph 1. However, this obligation shall not apply to vessels and convoys also showing this marking nor to the vessels referred to in article 3.14, paragraph 7.

Article 6.28, para. 11

It is proposed to add “or assemblies of floating material” after the words “to the locks, to vessels”. The wording proposed by the CEVNI Expert Group (ECE/TRANS/SC.3/WP.3/2013/2 as agreed by SC.3/WP.3 at its forty-second session in February 2013) reads as follows:

11. On approaching the lock basin and on entering and leaving a lock, high-speed vessels shall move at a speed that will preclude any damage to the locks, to vessels ~~or to floating equipment~~ and that will not cause any danger for the persons on board.

Article 6.28bis, paras. 1 and 2

It is proposed to amend the paragraphs as follows:

1. Admittance to a lock shall be regulated both by day and by night by ~~visual signals (marking)~~ **signal lights** placed on one side or on both sides of the lock. Such signals shall have the following meaning:
 - (a) Two red lights one above the other:
No entry, lock out of service;
 - (b) A single red light or two red lights side-by-side:
No entry, lock closed;
 - (c) Extinction of one of the two red lights side-by-side or one red light and one green light side-by-side or a red light above a green light:
No entry, lock being prepared for opening;
 - (d) A single green light or two green lights side-by-side:
Entry permitted.
2. Exit from a lock shall be regulated both by day and by night by the following ~~visual signals (marking)~~ **signal lights**:
 - (a) One or two red lights: No exit;
 - (b) One or two green lights: Exit permitted.

Article 6.30, paras. 4 and 5

These provisions in CEVNI and RPNR differ. It is proposed to consider how they could be harmonized. The present text of these paragraphs is as follows:

For CEVNI:

4. Vessels proceeding on their course shall, when meeting another vessel, keep to the right as far as is necessary to allow passing port to port. The provisions of articles 6.04, paragraphs 4, 5 and 6 and of article 6.05 shall generally not apply in reduced visibility. However, passing starboard to starboard can also be allowed by the competent authorities when navigational conditions of particular waterways so require.
5. Towed convoys shall immediately proceed to the nearest safe berthing or anchoring areas, if a communication with visual sign, between the towed vessel and the motorized vessel, is not possible. For towed convoys proceeding downstream, navigation by radar is prohibited except for reaching the nearest safe berthing or anchoring areas. For such towed convoys provisions of the Article 6.33 are applicable.

For RPNR:

4. In reduced visibility, small craft shall only navigate if they are also connected to channel 10 or another channel designated by the competent authority.

5. In reduced visibility, vessels and convoys unable to use the radar shall immediately make way to the nearest berthing area.

Article 7.05, paras. 2 and 3

It is proposed to break up the sentences in smaller ones to make the provisions more clear. The present text is as follows:

2. In berthing areas marked by the sign E.5.1 (annex 7), vessels and assemblies of floating material may berth only on the stretch of water whose breadth, measured from the sign, is shown in metres on the sign.

3. In berthing areas marked by the sign E.5.2 (annex 7), vessels and assemblies of floating material may berth only on the stretch of water bounded by the two distances shown in metres on the sign. These distances shall be measured from the sign.

Article 7.07, para. 1

It is proposed to amend the paragraph as follows (this sentence is superfluous as its content is implied in subparagraphs (a) and (c)):

1. The minimum distance to be left between two vessels, pushed convoys or side-by-side formations when berthed shall be:

- (a) 10 m if one of them shows the marking referred to in article 3.14, paragraph 1;
- (b) 50 m if one of them shows the marking referred to in article 3.14, paragraph 2;
- (c) 100 m if one of them shows the marking referred to in article 3.14, paragraph 3.

~~If the two vessels, pushed convoys or side-by-side formations each carry one or more lights or cones, the higher number of lights or cones indicates the distance to be left clear.~~

Article 7.07, para. 2 (b)

It is proposed to amend the paragraph as follows (the carriage of a blue cone already indicates the application of the ADN):

2. The obligation referred to in paragraph 1 (a) above shall not apply to:

- (a) Vessels, pushed convoys and side-by-side formations also carrying this marking;
- (b) Vessels not carrying this marking but issued with a certificate of approval in accordance with paragraph 8.1.8 of ADN, ~~and conforming to the safety requirements applicable to vessels referred to in article 3.14, paragraph 1.~~

Article 7.08, para. 5

It is proposed to amend the paragraph as follows in the English, French and Russian versions:

5. 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 **ship** owner.

5. Lorsque le bateau n'a pas de conducteur, la responsabilité de la mise en place de cette garde ou surveillance incombe à l'exploitant et, si l'exploitant ne peut pas être identifié, ~~au propriétaire à l'armateur.~~

5. В том случае, когда на судне нет судоводителя, ответственность за установление такой вахты или наблюдение возлагается на оператора, а в случае, если идентифицировать оператора невозможно, – на судовладельца.

Article 8.02, para. 2 (d)

It is proposed to amend the paragraph as follows:

2. The boatmasters mentioned in paragraph 1 shall communicate the following data:
- (a) category of vessel;
 - (b) name of vessel;
 - (c) position, direction of navigation;
 - (d) ~~official number of vessel~~ **unique European vessel identification number⁴⁷**; for seagoing vessels: IMO number;
 - (e) maximum load; for seagoing vessels: deadweight tonnage;
 - (f) length and breadth of vessel;
 - (g) type, length and breadth of convoy;
 - (h) draught (only on special request);
 - (i) route;
 - (j) loading port;
 - (k) unloading port;
 - (l) nature and quantity of cargo (for dangerous goods: as required under 5.4.1.1.1 (a), (b), (c), (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), (b), (c), (d) and (e) of the Regulations annexed to ADN for carriage in tank-vessels);
 - (m) signalization required for the carriage of dangerous goods;
 - (n) number of persons on board;
 - (o) number of containers on board.

Annex 1⁴⁸

It is proposed to add the following distinguishing group of letters for Slovenia: SLO (as confirmed by the Ministry of Transport of Slovenia to the secretariat).

Annex 3, sketch 5

It is proposed to modify the reference for sketch 5 as follows:

⁴⁷ At its twentieth session on 26 June 2013, the CEVNI Expert Group decided to amend article 2.01, para. 1 (c) to display one of the following: unique European vessel identification number or official number (CEVNI EG/2013/12 and ECE/TRANS/SC.3/WP.3/86 annex, para. 31).

⁴⁸ Proposal by the secretariat.

Article 3.09, paragraph 1: Motorized vessel leading a ~~towed~~ convoy alone ~~or as an auxiliary~~.

Article 3.09, paragraphe 1: Bateau motorisé ~~faisant route seul~~ en tête ~~d'un du~~ convoi ~~remorqué ou placé en renfort~~, lorsqu'il n'y en a qu'un seul.

Статья 3.09, пункт 1: ~~Главное~~ моторное судно ~~буксируемого~~ в голове состава ~~или вспомогательное моторное судно~~, если используется только одно судно.

Annex 3, sketch 14

It is proposed to modify the reference for sketch 14 as follows:

Article 3.10, paragraph 1, (c), (ii): Pushed convoys, when more than two vessels **other than the pusher** are visible from astern over the full **width length**.

Article 3.010 paragraphe 1, c), ii): Convois poussés, **autre le pousseur** plus de deux bateaux visibles de l'arrière sur ~~la largeur totale~~ **toute la longueur**.

Статья 3.10, пункт 1, c), ii): Толкаемые составы, **в случае если помимо толкача** более двух судов **видны сзади по общей длине**, ~~общая ширина которых видна сзади~~.

Annex 3, sketch 45

It is proposed to modify the reference for sketch 45 as follows:

Article 3.20, paragraphs 1 ~~and~~ 4: Vessels directly or indirectly made fast to the bank.

Annex 3, sketch 46

It is proposed to modify the reference for sketch 46 as follows:

Article 3.20, paragraph ~~2~~1: Vessels stationary offshore.

Annex 3, sketch 47⁴⁹

It is proposed to modify the reference for sketch 47 as follows:

Article 3.20, paragraph ~~3~~2: Pushed convoys stationary offshore.

Annex 3, sketch 48⁵⁰

It is proposed to modify the reference for sketch 48 as follows:

Article 3.20, paragraph ~~4~~3: Stationary small craft.

Annex 3, sketch 56

It is proposed to modify the reference for sketch 56 as follows:

Article 3.25, paragraph 1, (a): Floating equipment at work and **stationary** vessels ~~carrying out work or sounding or measuring operations~~; fairway clear on both sides.

Annex 3, sketch 57

⁴⁹ Already proposed in ECE/TRANS/SC.3/WP.3/2013/10/Add.1, p.14

⁵⁰ This amendment has already been adopted by the CEVNI Expert Group in ECE/TRANS/SC.3/WP.3/2013/2, para. 44 and provisionally accepted by SC.3/WP.3 at its forty-second session in February 2013.

It is proposed to modify the reference for sketch 56 as follows:

Article 3.25, paragraph 1, (a) and (b): Floating equipment at work and **stationary** vessels ~~carrying out work or sounding or measuring operations~~; fairway clear on one side.

Annex 6, section I

It is proposed to modify the title of part I as follows:

Frequency and sound pressure level of sound signals

Annex 6, section III, E

It is proposed to verify this provision. The present text is as follows:

E. *Harbours and tributary waterways: entering and leaving, followed by crossing the waterway*

E.1 *Signals on entering and leaving harbours and tributary waterways*

	3 long blasts followed by 1 short blast	"I am going to starboard"	Article 6.16, paragraph 2
	3 long blasts followed by 2 short blasts	"I am going to port"	Article 6.16, paragraph 2

E.2 *Signals on crossing after entering the waterway*

	3 long blasts	"I am going to cross"	Article 6.16, paragraph 2
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followed if necessary by:

	1 long blast followed by 1 short blast	"I am going to starboard"	Article 6.16, paragraph 2
	1 long blast followed by 2 short blasts	"I am going to port"	Article 6.16, paragraph 2

Annex 7, section I, sign A.13

It is proposed to replace the words "sports or pleasure craft" with "recreational craft" as defined in chapter 21 of Resolution No. 61 (the term "recreational craft" means a vessel, other than passenger vessels, intended for sport and pleasure and of a length of 20 meters and more). The present sign is as follows:

Furthermore, it is proposed verify the footnote⁵¹.

A.13 All sports or pleasure craft prohibited¹



¹ The competent authorities may also use this board to prohibit small craft.

Annex 7, section I, sign A.16

⁵¹ CCNR proposed to move the footnote to a separate provision (ECE/TRANS/SC.3/WP.3/20013/Add.1, p. 22).

It is proposed to add the representation of a person on the sign. The present sign is as follows:

- A.16 All craft other than motorized vessels
or sailing craft prohibited



Annex 7, section I, sign A.18

It is proposed to modify the name of the sign to “End of zone authorized for small sport and pleasure craft⁵²” in order to clarify that the sign concerns small sports craft and small pleasure craft. The present sign is as follows:

- A.18 End of zone authorized for high
speed navigation of small sport
and pleasure craft



Annex 7, section I, sign E.21

It is proposed to modify the name of the sign to “Zone authorized for small sport and pleasure craft⁵³” in order to clarify that the sign concerns small sports craft and small pleasure craft. The present sign is as follows:

- E.21 Zone authorized for high speed navigation
of small sport and pleasure craft



Annex 7, section I, sign D.1

It is proposed to modify the name of the sign to “Recommended opening” instead of “Recommended channel”. The present signs are as follows:

⁵² It is proposed also to add a definition of “small sport and pleasure craft” in article 1.01 (see above).

⁵³ It is proposed also to add a definition of “small sport and pleasure craft” in article 1.01 (see above).

D. RECOMMENDATORY SIGNS

D.1 Recommended channel

(a) In both directions
 (see articles 6.25, 6.26 and 6.27)



D.1a

or



D.1b

(b) Only in the direction indicated
 (passage in the opposite direction prohibited)
 (see articles 6.25, 6.26 and 6.27)



D.1c



or



D.1d



D.1e

or



D.1f

Annex 7, section I, sign E.7.1

It is proposed to modify the name of the sign to “Making fast to the bank for the immediate loading or unloading of motorized vehicles”. The present signs are as follows:

E.7.1 Berthing area reserved for loading and unloading vehicles. (Maximum duration of berthing permitted may be added on an information plate below the board)



Annex 7, section I, sign E.9

It is proposed to add the following sign from RPNR under E.9c:



The present signs are as follows:

E.9 The waterways being approached are considered to be tributaries of this waterway (see article 6.16)

E.9a



E.9b



Annex 7, section I, sign E.19

It is proposed to add the representation of a person on the sign. The present sign is as follows:

E.19 Craft other than motorized vessels or sailing craft permitted



Annex 7, section I, sign E.22

It is proposed to specify that this sign concerns small vessels only. The present sign is as follows:

E.22 Launching or beaching of vessels permitted



Annex 8, section I, paragraph 1

It is proposed to modify the title of paragraph 1 as follows:

1. Marking of waterways

Annex 8, section I, paragraph 1

It is proposed to reformulate the paragraph so that it provides information for the boatmaster rather than requirements for competent authorities. The present text is as follows:

The waterway, the fairway, as well as the danger points and obstacles are not always marked.

Buoys, when used, shall be anchored at approximately 5 m distance from the limits that they indicate.

Groynes and shallows can be marked using fixed marks or buoys. These marks or buoys shall, usually, be placed on the borders of groynes and shallows or in front of them.

It is necessary to keep a sufficient distance from the marks and the buoys to avoid the risk of getting on the ground or hitting an obstacle.

Annex 8, section I, paragraph 1

It is proposed to transfer the first sentence of the paragraph to the corresponding article. The present text is as follows:

The waterway, the fairway, as well as the danger points and obstacles are not always marked.

Annex 8, section II

It is proposed to harmonize the representation of buoyage between CEVNI and RPNR.
