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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
(Forty-eighth session, 19-21 October 2004,
agenda item 7(b))

UPDATING THE EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)

Note: At its twenty-eighth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation considered once again the text of the draft resolution amending the text of CEVNI, as indicated in documents TRANS/SC.3/WP.3/2004/2 and Corr.1, modified it as set out in paragraphs 4, 5, 21 and 35 of its report on that session (TRANS/SC.3/WP.3/56) and requested the secretariat to transmit the draft resolution to the Working Party on Inland Water Transport (SC.3) for further consideration and adoption.

The secretariat reproduces below the draft resolution amending the text of CEVNI as approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3).

**Additions and amendments to resolution No. 24 on CEVNI:
European Code for Inland Waterways**

Resolution No. ...

(adopted on ... by the Working Party
on Inland Water Transport)

The Working Party on Inland Water Transport,

Considering resolution No. 24 of the Working Party on Inland Water Transport concerning CEVNI: European Code for Inland Waterways, as amended by its resolutions Nos. 26, 27, 37, 39 and 43-47 (TRANS/SC.3/115/Rev.2),

Bearing in mind the report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its twenty-eighth session (TRANS/SC.3/WP.3/56, paragraphs 4, 5, 21 and 35),

Noting the desirability in the interest of safety in navigation of taking into account in CEVNI, the latest developments in inland navigation and their consequences for the regulations in force,

Decides to amend the text of CEVNI by the text contained in the annex to this resolution,

Requests Governments and River Commissions to inform the Executive Secretary of the Economic Commission for Europe whether they accept this resolution,

Requests the Executive Secretary of the Economic Commission for Europe to place the question of the application of this resolution periodically on the agenda of the Working Party on Inland Water Transport.

Annex

Chapter 1

1. Amend article 1.01 “Meaning of certain terms” by modifying the definition of the term t) and adding new definitions (cc) and (dd) to read:

“(t) The terms ‘scintillating light’ and ‘quick scintillating light’ mean rhythmic lights flashing 50-60 times per minute and 100-120 times per minute;”;

“(cc) The term ‘high-speed vessel’ means a motorized vessel, with the exception of small craft, capable of travelling at a speed greater than 40 km/h in relation to still water, when this is stated in its inspection certificate; ^{1/}”;

“(dd) The term ‘reduced visibility’ means conditions in which visibility is reduced owing to fog, haze, snow, rain or other reasons;”.

2. Amend the text of article 1.02, paragraph 7, to read:

“7. In the case of a moored vessel or assembly of floating material having no boatmaster, the person responsible for ensuring compliance with the provisions of these regulations shall be:

(a) The operator or owner of such vessel or assembly;

(b) The person responsible for keeping watch and surveillance under article 7.08.”

3. Amend the text of article 1.04, paragraph 1(d), to read:

“(d) Causing harm to crew members and other persons on board the vessel or damage to barges moored alongside, port or wharf facilities and the environment”.

4. Amend the text of article 1.07, paragraph 2, to read:

“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 abaft is restricted during the voyage, this lack of visibility may be compensated for by the use of radar apparatus. ^{2/}”;

5. Amend the text of article 1.07, paragraph 4, to read:

“4. In addition, the stability of vessels carrying containers shall be checked before departure for the following cases:

^{1/} In countries where the competent authorities prescribe such certificates.

^{2/} The competent authorities may also prescribe the use of flat reflector periscopes.

- (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.”

6. Amend the text of article 1.08, paragraph 2, to read:

“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.”

7. Amend the text of article 1.09, paragraph 4, to read:

“4. When under way, all high-speed vessels shall be steered by a person of not less than 18 years of age holding a diploma certifying that he has the necessary qualifications referred to in article 1.02, paragraph 1 and the certificate referred to in article 4.05, paragraph 1 (b). A second person who also holds these documents shall be in the wheelhouse except during berthing and casting off and in locks and their forebays.”

8. Amend the text of article 1.21, paragraph 1(b) in Russian, to read:

Of no relevance for the text in English.

Chapter 3

9. Add a new paragraph 4 to article 3.08 to read:

“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.”

Renumber existing paragraphs 4 and 5 of article 3.08 as 5 and 6.

10. Add a footnote to article 3.10, paragraph 4, to read:

“^{1/} In the event that the competent authorities prescribe that the boatmaster of a pusher of a higher propelling power shall be the boatmaster of the convoy, this pusher shall carry the lights prescribed in paragraph 1 (c) (i) above.”

11. In the Russian text of articles 3.27 and 3.28, replace “проблесковый огонь” by “частый проблесковый огонь”.

12. Amend article 3.32 to read:

“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 cigarette emitting smoke.

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

2. By night, the boards shall be illuminated so as to be clearly visible on both sides of the vessel.”

Chapter 4

13. Add a new article 4.05 - Radar - to read:

“1. Vessels may not use radar or 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 necessary, 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. 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 4.04, small craft shall also be equipped with a radiotelephone in proper working order for the ship-to-ship network.

2. In pushed, towed convoys and side-by-side formations, the requirements of paragraph 1 above shall apply only to the vessel carrying the boatmaster of the convoy or formation.

3. High-speed vessels under way shall use radar.^{3/}

Chapter 6

14. Amend article 6.01 bis to read:

“Article 6.01 bis - High-speed vessels

High-speed vessels are required to leave all other vessels enough room to hold their course and to manoeuvre; they may not require such vessels to give way to them.”

15. Amend the text of article 6.02, paragraph 2, to read:

“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, except for high-speed vessels, enough room to hold their course and to manoeuvre; they may not require such vessels to give way to them.”

16. Amend the last sentence of article 6.09 to read:

“This provision shall not apply to a small craft overtaking a vessel other than a small craft.”

17. Add a new paragraph 5 to article 6.21 to read:

“5. Passenger vessel with passengers on board shall not sail in side-by-side formation.”

18. Add a new paragraph 11 to article 6.28 to read:

“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.”

^{3/} On inland waterways where national legislation so allows, high-speed vessels only allowed to operate in day time and at a visibility of 1 km or more, may not need to be fitted with radar equipment and a rate-of-turn indicator.

Renumber existing paragraph 11 as paragraph 12.

19. Amend article 6.30 to read:

“Article 6.30 - General rules for navigation in reduced visibility; use of radar

1. In reduced visibility and notwithstanding the provisions of article 6.32, only vessels equipped with a radar installation according to article 4.05 are permitted to proceed. They shall use the radar installation.
2. Vessels under way in reduced visibility shall adjust their speed as required by the reduced visibility and the presence and movements of other vessels and local circumstances. The radiotelephone installation shall be placed on listening watch on the channel allocated to the ship-to-ship network and they shall use the radiotelephone to give other vessels the necessary information for safety of navigation.
3. When stopping because of reduced visibility, vessels shall, as far as, possible keep clear of the channel.
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 3, 4 and 5 (Class I) and of article 6.05 shall generally not apply in reduced visibility.^{4/} However, passing starboard to starboard can also be allowed by the competent authorities when navigational conditions of particular waterways so require.”

^{4/} The competent authorities may waive this provision or apply it only on certain waterways.

20. Amend article 6.31 to read:

“Article 6.31 - Sound signals when stationary

Class I

1. In reduced visibility, vessels and floating equipment stationary in or near the channel outside harbours or places specially designated by the competent authorities for berthing, shall be on listening watch on the ship-to-ship network. As soon as they hear by radiotelephone, of the approach of other vessels, or as soon and as long as they hear from an approaching vessel one of the signals prescribed in article 6.32, paragraph 5 or article 6.33, paragraph 1 (b), they shall indicate their position by radiotelephone or give sound signals as follows:

(a) When they are to the left of the channel (for an observer facing downstream):

One peal of a bell;

(b) When they are to the right of the channel (for an observer facing downstream):

Two peals of a bell;

(c) When their position is uncertain:

Three peals of a bell.^{5/}

[Paragraphs 2-5 remain unchanged]

Class II

1. In reduced visibility, vessels and floating equipment stationary in or near the channel outside harbours or places specially designated by the competent authorities for berthing, shall be on listening watch on the ship-to-ship network. As soon as they hear by radiotelephone of the approach of other vessels, or as soon and as long as they hear from an approaching vessel one of the signals prescribed in article 6.32, paragraph 5 or article 6.33, paragraph 1 (b), they shall indicate their position by radiotelephone or give:

One peal of a bell.

However, vessels not parallel to the side of the channel, or positioned in such a way that they may be a danger to other vessels, shall give this signal even without hearing any of the signals referred to above.^{5/}

[Paragraphs 2-5 remain unchanged]”

^{5/} The competent authorities may waive this provision concerning sound signals or apply it only on certain waterways.

21. Amend article 6.32 to read:

“Article 6.32 - Navigation by radar

1. A vessel is considered to be navigating by radar when, in conditions of reduced visibility, it navigates using radar in accordance with article 4.05.

2. When a vessel is navigating by radar, there shall be at all times in the wheelhouse a person holding a diploma required by the competent authorities for that section of the inland waterway and for the type of vessel he navigates and the certificate referred to in article 4.05, paragraph 1 (b) and a second person sufficiently conversant with this method of navigation. However, if the wheelhouse is equipped with a centralized control post, it is sufficient that the second person can, if necessary, be summoned to the wheelhouse immediately.

Class I

3. As soon as a vessel proceeding upstream observes oncoming vessels on the radar screen, or when it is approaching a sector where there might be vessels not yet visible on the screen, it shall communicate by radiotelephone to the oncoming vessels its category, name, direction and position and agree with these vessels on a procedure for passing.

4. As soon as a vessel proceeding downstream observes on the radar screen a vessel whose position or course may cause a dangerous situation and which has not established contact by radiotelephone, the vessel proceeding downstream shall draw the attention of this vessel to the dangerous situation by radiotelephone and agree on a procedure for passing.

Class II

3. As soon as a vessel observes oncoming vessels on the radar screen, or when it is approaching a sector where there might be vessels not yet visible on the screen, it shall communicate by radiotelephone to the oncoming vessels its category, name, direction and position and agree with these vessels on a procedure for passing.

4. As soon as a vessel observes on the radar screen another vessel whose position or course may cause a dangerous situation and which has not established contact by radiotelephone, the vessel shall draw the attention of the other vessel to the dangerous situation by radiotelephone and agree on a procedure for passing.

5. When radiotelephone contact cannot be established with the oncoming vessels, the vessel shall:

(a) Give the three-tone signal and repeat it as often as necessary.^{6/} 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 5 (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.

6. Any vessel navigating by radar and called by radiotelephone shall reply by radiotelephone, giving its category, name, direction and position. It shall then, agree on a passing procedure with the oncoming vessel; a small craft, however, shall only indicate on which side it is giving way.

7. In convoys and side-by-side formations, the requirements of paragraphs 1-6 above shall apply only to the vessel carrying the boatmaster of the convoy or formation.”

22. Amend article 6.33 to read:

“Article 6.33 - Provisions for vessels not navigating by radar

1. In reduced visibility, vessels and convoys unable to use radar shall immediately proceed to the nearest safe berth. The following provisions shall apply during the voyage to this berth:

^{6/} The competent authorities may waive the provision on giving the three-tone signal or apply it only on certain waterways.

(a) As far as possible they shall proceed on the navigable side of the channel.

(b) Any vessel proceeding alone and any vessel carrying the boatmaster of a convoy shall sound one long blast;^{7/} 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 channel as fully and as quickly as possible.

Class II

2. Ferry boats not navigating by radar shall, instead of the signal prescribed in paragraph 1 above, give as a fog-signal one long blast followed by four short blasts; this signal shall be repeated at intervals of not more than one minute.”

Chapter 7

23. Amend article 7.08, paragraph 3, to read:

“3. 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 owner.”

^{7/} The competent authorities may prescribe that a vessel carrying the boatmaster of a convoy shall sound two long blasts.

Chapter 9

24. The text of article 9.06 should be modified to read:

“Article 9.06 - Painting and external cleaning of ships

1. It shall be prohibited to oil or clean the outside of vessels using products which may not be discharged into water.
2. Nor shall it be permitted to use anti-fouling systems containing the following substances or preparations thereof:
 - (e) Mercury compounds;
 - (f) Arsenic compounds;
 - (g) Organotin compounds which act as biocides;
 - (h) Hexachlorocyclohexane.

As an interim measure, pending complete removal and replacement of an anti-fouling system containing substances indicated above, it shall be permitted to apply to a vessel’s hull a coating to inhibit the introduction into the water of the aforementioned substances from the anti-fouling systems under the coating.”

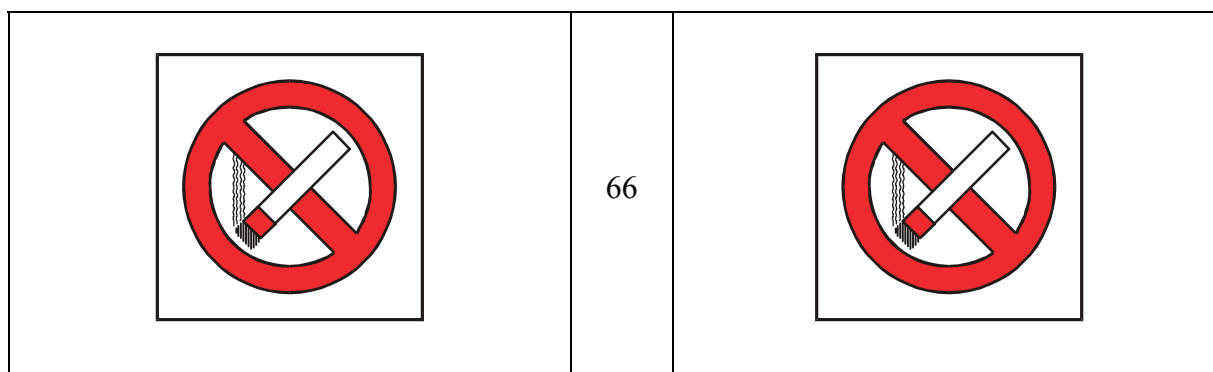
Annex 1

25. Replace “Yugoslavia” by “Serbia and Montenegro” in the country table of distinguishing letters.

Annex 3

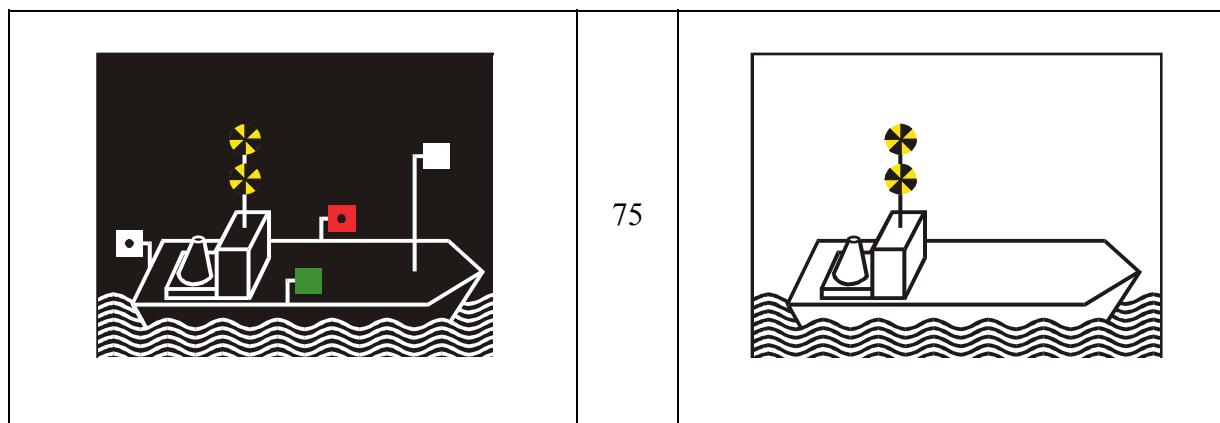
26. In the Russian text of paragraph 1.5 с, replace “проблесковый огонь” by “частый проблесковый огонь”.

27. Modify sketch 66 as follows:



Article 3.32: Prohibition of smoking or using an unprotected light or flame.

28. Add the following sketch 75:



Article 3.08, paragraph 5: High-speed motorized vessel proceeding alone.

Annex 5

29. Table in section II “Intensity and range” of annex 5 should be modified to read:

“Nature of the signal lights		Colour of signal lights							
		white		Green/red		yellow		blue	
		min.	max.	min.	max.	min.	max.	min.	max.
ordinary	I _O	2.7	10.0	1.2	4.7	1.1	3.2	0.9	2.7
	I _B	2.0	7.5	0.9	3.5	0.8	2.4	0.7	2.0
	t	2.3	3.7	1.7	2.8	1.6	2.5	1.5	2.3
bright	I _O	12.0	33.0	6.7	27.0	4.8	20.0	6.7	27.0
	I _B	9.0	25.0	5.0	20.0	3.6	15.0	5.0	20.0
	t	3.9	5.3	3.2	5.0	2.9	4.6	3.2	5.0
strong	I _O	47.0	133.0	-	-	47.0	133.0	-	-
	I _B	35.0	100.0	-	-	35.0	100.0	-	-
	t	5.9	8.0	-	-	5.9	8.0	-	-

However, for daytime use of the yellow scintillating lights a minimum luminous intensity I_o of 900 cd shall apply.”

Annex 6

30. In the text of section F, delete all references to sound signals from convoys and rectify references to chapter 6 in accordance with numbering of amended articles 6.31 – 6.33 above.

Annex 8

31. Rectifier a number of misprints in the text in Russian on page 166.

Of no relevance for the text in English.

Annex 10

32. Add a new annex 10, to read:

“ANNEX 10**GENERAL TECHNICAL SPECIFICATIONS
APPLICABLE TO RADAR EQUIPMENT**

The technical parameters of radar installations must satisfy the following requirements:

Minimum range of detection	15 m
Maximum range of detection of shore 60 m high (at height of installation 10 m)	- 32,000 m ^{8/}
Distance resolution	15 m at scales 0.5-1.6 km; 1% of the scale value at other scales
Angular resolution	1.2°
Accuracy of measurement: range	1% of variable range circles; 10 m fixed range circles at scales 0.5-2.0 km; 0.8% of the value of the selected scale.
Accuracy of measurement: bearings	$\pm 1^\circ$
Heading line:	
– Width	0.5°
– Deviation	0.5°
Effective diameter of screen indicator	270 mm
Range scales	0.5; 1; 1.6; 2; 3.2; 4; 8; 16; 32 km: not less than 4 fixed range circles within each scale
Off-centring	1/4-1/3 of the effective diameter of the image
Bearing facilities:	
– Timing	Up to 5 seconds
– Error	$\pm 1^\circ$

^{8/} Maximum range of detection is only required to be ensured for radar equipment installed on vessels operated on large lakes, reservoirs and in coastal waters.

Transmission frequency	9.3 – 9.5 GHz (3.2 cm)
Warm-up time	4 minutes
Minimum antenna speed	24 revolutions per minute”
