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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Working Party on the Standardization of  
Technical and Safety Requirements in Inland Navigation  
(Twenty-ninth session, 7-9 June 2005,  
agenda item 4 (a))

**FURTHER UPDATING OF THE EUROPEAN CODE  
FOR INLAND WATERWAYS (CEVNI)**

Transmitted by the Government of Austria and by the Danube Commission (DC)

*Note:* Reproduced below are proposals from the Government of Austria, the Danube Commission (DC) and the secretariat concerning the possible amendment of chapter 1 of CEVNI as set out in TRANS/SC.3/115/Rev.2 and amended in TRANS/SC.3/2004/6.

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## AUSTRIA

### High-speed vessels

1. The definition of “high-speed vessels” in point 5 of TRANS/SC.3/WP.3/56, which has been proposed by the CCNR, violates the principles of CEVNI, does not take into account the physical rules of navigation and cannot, therefore, be applied by boatmasters and cannot contribute to safety.

### Principles of CEVNI

2. Obviously, the principles of technical regulations and traffic regulations have been mixed up in the proposal regarding high-speed vessels. For the application of technical regulations, the most demanding kind of use has to be taken into account:

- vessels for the transport of dangerous goods have to comply with the requirements for the most dangerous substance, they are going to transport, and need a certificate,
- the propulsion system, the steering system, the winches and anchors and the wheelhouse of push boats have to be dimensioned for the biggest convoy, the pusher is allowed to move,
- and vessels have to meet all the technical requirements for high-speed vessels, if they are capable of travelling at a speed greater than 40 km/h in relation to still water.

3. But within CEVNI

- a vessel is a dangerous goods vessel only if it is transporting dangerous goods at the moment,
- a push boat is not a convoy, if it is not pushing any vessels and
- a motorized vessel is only a motorized vessel, when it is using its own mechanical means of propulsion.

4. The proposed definition, which is defining a vessel, which is travelling with 3 km/h as a high-speed vessel, if it is capable of going faster, might therefore be used for technical regulations, but it is violating the principles of CEVNI.

### Physical rules

5. High-speed vessels, which are travelling in displacement condition, have rather bad manoeuvrability in most cases. A hydrofoil in displacement condition is simply not able to give way to another vessel of the same size or a small craft. The requirements of the proposed chapter cannot, therefore, be fulfilled by the boatmaster, if they apply to high-speed vessels in displacement condition.

### General safety approach

6. Article 1.07 is completely useless if a vessel certified as a high-speed vessel is always a high-speed vessel and would have to be moved from CEVNI to the annex of resolution No.17.
7. Article 1.09: when a high-speed vessel is moved from one pontoon to another at a speed of 5 km/h, there is no need for two boatmasters in the wheelhouse. The requirement would contribute to safety, however, if it is only applied to vessels travelling at a high speed.
8. Article 3.08: displaying the scintillating lights at low speed is misleading and dangerous: other boatmasters would keep their course, because “high-speed vessels” have to give way. But “high-speed vessels” in displacement condition are physically not able to do so. The requirement would contribute to safety, however, if it is only applied to vessels travelling at a high speed.
9. Article 4.05: when a “high-speed vessel” is moved from one pontoon to another at a speed of 5 km/h, there is no need to use radar. The requirement would contribute to safety, however, if it is only applied to vessels travelling at a high speed.
10. Article 6.01: “High-speed vessels” in displacement condition are physically not able to give way. The requirement would contribute to safety, however, if it is only applied to vessels travelling at a high speed, because the situation is completely different then: most conventional vessels (including small crafts like rowing boats) are not fast enough to give way to a vessel, which is approaching at a speed of more than 40 km/h. The high-speed vessel has to give way in this case.

### Conclusion

11. As all requirements regarding “high-speed vessels” should only be applied to vessels, which are really travelling at a high speed, the Government of Austria proposes the following text for the definition of high-speed vessels in article 1.01:

“(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, **as far as it is not in displacement condition.**”

### DANUBE COMMISSION (DC)

12. The Danube Commission is currently considering the amendment of the definition of the term “High-speed vessel” as follows:

“(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”.

SECRETARIAT

13. After the amendment of the annex to resolution No.17, revised, with provisions of a new chapter 19 “Crews” (TRANS/SC.3/104/Add.6), the Working Party may wish to supplement article 1.10 (1) of CEVNI as follows:

**“(e) Boatmaster’s licence or licences belonging to boatmasters of the vessel and for other crew members a service record duly completed”.**

14. This would bring CEVNI in line with article 1.10(1)(b) of the Police Regulations for the Navigation of the Rhine (RPNR). Once this amendment of CEVNI is adopted, the first entry of the “Particulars and guidelines concerning the keeping of the Service Record” (page 57 of the Model of the Service Record in TRANS/SC.3/104/Add.6) could be amended to read: “The Service Record is an official document within the meaning of ~~section 19.4 of chapter 19 “Crews” of the annex to resolution No.17, revised~~ **article 1.10 of the European Code for Inland Waterways (CEVNI)**”.

15. The Working Party may also wish to replace the term “Le journal de bord” used in article 1.10(1)(d) of CEVNI by “**Le livre de bord**” to make it consistent with the terminology used in RPNR and in TRANS/SC.3/104/Add.6, section 19-8.

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