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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation

Thirty-second session

Geneva, 5-7 March 2008

Item 2 (b) of the provisional agenda

**FURTHER AMENDMENTS TO THE EUROPEAN CODE FOR INLAND
WATERWAYS (CEVNI): CHAPTER 2, "RULES OF THE ROAD"**

Regulations for small vessels

Note by Lithuania, Romania and Switzerland

At the thirtieth session of the Working Party, the secretariat of the Danube Commission proposed to amend articles 6.01*bis* and 6.02 (2) to clarify the rules of conduct of small vessels in respect of other vessels, and high-speed vessels, in particular (ECE/TRANS/SC.3/WP.3/2006/1, paras. 9-10). At its thirty-first session, the Working Party did not retain the proposal but recognized the need for elaborating regulations on the navigation of small vessels and asked Governments and the River Commissions to send their views and proposals on such regulations to the secretariat (ECE/TRANS/SC.3/WP.3/62, para. 8). The Working Party may wish to come back to this discussion in the light of the comments from Governments reproduced below.

REGULATIONS FOR SMALL VESSELS

I. LITHUANIA

1. We consider not necessary to modify existing articles 6.01*bis*, 6.02, 6.03*bis*, 6.13 and 6.30 of CEVNI, as it is suggested in the proposals of the Danube Commission, for all classes of the inland waterways. In our opinion, such modification could apply for the inland waterways of Class I and II. The Lithuanian inland waterways network, which is of Class III and IV, is being mostly used for the navigation of small, particularly recreational, crafts. There are national regulations for the navigation of small crafts in Lithuania and in some cases they are different than above-mentioned proposals. For example, irrespective of visibility level we recommend for the navigator of small craft to use the channel in the Curonian Lagoon insuring the safety of navigation, because outside of the channel they can touch at the fishing net.

II. ROMANIA

2. The Romanian Ministry of Transport agrees with the proposal by the Danube Commission's secretariat to modify articles 6.01*bis*, 6.02, 6.03*bis*, 6.13, 6.30 of CEVNI.

III. SWITZERLAND

3. The Swiss Federal Office of Transport considers the current CEVNI provisions on small crafts to be coherent and sufficient. Therefore, it does not support the Danube Commission's opinion that the change in the existing rules is necessary. Furthermore, it considers that all regulations should be limited to the indispensable.

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