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Working Party on Inland Water Transport

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

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Item 2 (c) of the provisional agenda

**EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI): AMENDMENTS TO
CHAPTER 2, "MARKS AND DRAUGHT SCALES ON VESSELS; TONNAGE
MEASUREMENT", AND CHAPTER 3, "VISUAL SIGNALS (MARKING) ON VESSELS".**

Proposal by the Chairman of the informal working group on European Code for Inland
Waterways

Note by the secretariat

It is recalled that the Working Party on Inland Water Transport (SC.3) during its fifty-first session discussed the proposal by Austria to upgrade the legal status of CEVNI (ECE/TRANS/SC.3/2007/1). Noting that there was no agreement on changing the legal status, the Working Party approved the proposal by Austria to prepare a document on the differences between the provisions of CEVNI and regional and national rules, and invited the Austrian delegation to present the results of this work to the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (ECE/TRANS/SC.3/178, para. 24). At its thirty-second session, SC.3/WP.3 took note of the creation of an informal working group on CEVNI to prepare a proposal on amendments to CEVNI to facilitate future harmonization of traffic rules on all above-mentioned documents, based on the analysis of differences between CEVNI and regulations from River Commissions, prepared by Austria (ECE/TRANS/SC.3/WP.3/64, para. 8).

The present document contains the proposal on CEVNI Chapters 2 and 3, submitted by the Chairman of the informal working group on CEVNI. SC.3/WP.3 may wish to review the proposed amendments and propose a recommendation to the Working Party on Inland Water Transport on further amendments to CEVNI. In doing so, the Working Party may wish to use document ECE/TRANS/SC.3/WP.3/2008/14, which outlines the differences between i) CEVNI, ii) Police Regulations for the Navigation of the Rhine (RPNR), iii) Basic Rules of Navigation on the Danube (DFND) and iii) Rules for the Navigation on Sava river (RNSR).

I. INTRODUCTION

1. The aim of the proposed amendments in CEVNI is to consolidate the core rules for inland navigation in order to provide a common basis for all the European traffic regulations. National and international bodies could maintain their right to amend CEVNI rules as far as it is necessary to ensure safety on their specific waterways, as long as the original text of CEVNI is part of their regulations and all the amendments and deviations are clearly marked.
2. The current proposal also aims to simplify and to clarify the text of CEVNI in order to provide skippers with easy access to the applicable traffic rules. To this effect, the informal Working Group suggests reducing, to the extent possible, the number of footnotes in the text, as proposed in the text below.

II. AMENDMENTS TO CHAPTER 2, “MARKS AND DRAUGHT SCALES ON VESSELS; TONNAGE MEASUREMENT”

3. Amendments to Article 2. 01 – Identification marks on vessels other than small craft

- (i) Add “and seagoing vessels” at the end of the title of the article;
- (ii) Add “and seagoing vessels” in paragraph 1 after the words “small craft”;
- (iii) Amend the first sentence in paragraph 1 a) as follows:

“The name **or emblem** shall be inscribed on both sides of the vessel; ~~in the case of motorized vessels,~~ **except for the pushed barges**, it shall also be inscribed in a position visible from astern.

4. Amendments to Article 2. 04 – Draught marks and draught scales

- (i) Replace in paragraph 1, “the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to Resolution No. 17, revised)” by “the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61)”;
- (ii) Add in paragraph 2 the words “except for small craft” after the word “water”.

III. AMENDMENTS TO CHAPTER 3 “VISUAL SIGNALS (MARKING) ON VESSELS”

5. Amendments to Article 3.01 – Application and definitions

- (i) Delete paragraph 1;
 - (ii) Delete paragraph 3;
 - (iii) Renummer the paragraphs accordingly;
 - (iv) Amend the sentence in paragraph 5 e) as follows:
“The term “height” means the height above the level of the **maximum** draught marks or, for vessels without draught marks (4), above the hull waterline”
6. Amendments to Article 3.04 – Cylinders, balls, cones and bicones
 - (i) Add a new paragraph 4 as follows:
“4. Contrary to the provision in paragraph 3, for small craft the use of signal body with smaller dimension is permitted, as long as they are large enough to be easily visible.”
7. Amendments to Article 3.08 – Marking for motorized vessels proceeding alone
 - (i) Add a second sentence to paragraph 3.08.1 a) as follows:
“The height may be reduced to 4 m, when the vessel does not exceed a length of 40 m.”;
 - (ii) Delete footnote 24;
 - (iii) Amend provision 1 b) as follows:
“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, ~~not forward of it~~ **at least 1 m abaft of it on the widest part of the ship**; 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;”
 - (iv) Delete the words “high enough to be clearly visible to an overtaking vessel” at the end of paragraph 1 c).
 - (v) Delete the last sentence in paragraph 3.
8. Amendments to Article 3.09 – Marking for towed convoys under way
 - (i) Amend paragraph 1a) as follows:
“Two masthead lights one above the other about 1 m apart, placed forward and in the axis of the vessel, the upper light being at least ~~5 m higher~~ **at a height of, at least, 5 meters** and the lower light, so far as possible, at least 1 m higher than the side lights;”
 - (ii) Delete footnote 26;
 - (iii) Delete footnote 27.
9. Amendments to Article 3.10 – Marking for pushed convoys under way
 - (i) Delete footnote 29.
 - (ii) Add a new paragraph 5 as follows:
“For the application of this chapter, pushed convoys whose maximum dimensions do not exceed 110 m by 12 m are regarded as single motorized vessels”.
10. Amendments to Article 3.11 – Marking for side-by-side formations under way

- (i) Add a new paragraph 5 as follows:
A side-by-side formation whose greatest dimensions do not exceed 110 m in length and 23 m in width are regarded as single motorized vessels”.
11. Amendments to Article 3.12 – Marking for sailing vessels under way
 - (i) Delete footnote 32.
12. Amendments to Article 3.13 – Marking for small craft under way
 - (i) Delete footnote 33;
 - (ii) Delete footnote 34;
 - (iii) Delete footnote 35.
13. Amendments to Article 3.14 – Additional marking for vessels carrying out certain transport operations involving dangerous substances
 - (i) Replace in the end of paragraph 1 the words “draught markings” by “maximum draught marks”;
 - (ii) Replace in the end of paragraph 2 the words “draught markings” by “maximum draught marks”;
14. Amendments to Article 3.15 – Marking of vessels authorized to carry more than 12 passengers with a hull length of not more than 20 m
 - (i) Amend the title as follows: “Marking of vessels authorized to carry more than 12 passengers with a hull length of ~~not more~~ **less than 20 m**”;
 - (ii) Amend the beginning of article 3.15 as follows: “Vessels authorized to carry more than 12 passengers with a maximum hull length of ~~not more than 20 m~~” **of less than 20 m**”;
 - (iii) Delete footnote 38.
15. Amendments to Article 3.16 – Marking for ferry boats under way
 - (i) Amend the end of the sentence in paragraph 1 a) as follows: “this height may, however, be reduced if the ferry boat is ~~not more than 15 m long~~ **of the length of less than 20 m**”;
 - (ii) Add at the end of paragraph 1 a) the following sentence: “Insofar as the ferry-boat does not exceed 20 m, this height may be smaller”;
 - (iii) Delete footnote 40;
 - (iv) Delete footnote 41;
 - (v) Delete paragraph 4.