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-fourth session
Geneva, 11-13 February 2009
Item 3 (c) (v) of the provisional agenda

EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)

Amendments to CEVNI

Amendments to Chapter 4 “Sound signals on vessels - radiotelephony”

Proposal submitted by the Chairman of the informal working group on CEVNI

Note by the secretariat

At its thirty-second session, SC.3/WP.3 took note of the creation of an informal working group on CEVNI, composed of the representatives of Austria, Netherlands, Danube Commission, the International Sava River Basin Commission and the UNECE secretariat (ECE/TRANS/SC.3/WP.3/64, para. 8). The aim of the group was to prepare amendment proposals to CEVNI, Police Regulations for the Navigation of the Rhine, Basic Rules of Navigation on the Danube and Rules for the Navigation on Sava River, based on the analysis of the differences between these four documents, prepared by Austria (ECE/TRANS/SC.3/2008/6). The preliminary results of this work (proposals on Chapters 1-3) were presented at the SC.3/WP.3 thirty-third session, where it was decided to consider all the proposals from the group at the SC.3/WP.3 thirty-fourth session with a view to preparing a substantive revision of CEVNI (ECE/TRANS/SC.3/WP.3/66, paras. 9-10).
The present document contains the proposals related to Chapter 4 “Sound signals on vessels - radiotelephony”. The additions to the original text are highlighted in bold and the text to eliminate is highlighted in strike-through.

The Working Party may wish to decide whether to recommend that the Working Party on Inland Water Transport adopt these proposals at its fifty-third session. In doing so, the Working Party may wish to take into account the comments received from the Russian Federation, presented in document ECE/TRANS/SC.3/WP.3/2008/14. The reference to these comments is provided in footnotes.

**AMENDMENTS TO CHAPTER 4, “SOUND SIGNALS ON VESSELS - RADIOTELEPHONY”**

1. Amendment to the title of Chapter 4
   (a) **Amend** the title of chapter 4 to read “Sound signals on vessels; radiotelephony; navigation devices”\(^1\)

2. Amendments to Article 4.01 - **General**
   (a) **Delete** footnote 47;
   (b) **Delete** footnote 48;
   (c) **Delete** footnote 49;
   (d) **Delete** paragraph 4;
   (e) **Delete** paragraph 5;
   (f) **Renumbe**r the paragraphs accordingly.

3. New article 4.04 – Distress signals
   (a) **Add** a new article 4.04 entitled “Distress signals”\(^2\)
      “Article 4.04 - “Distress signals”
      When a vessel in distress needs assistance, it may ring a bell or sound repeated long blasts. Such signals may replace or supplement the visual signals referred to in article 3.30.”

4. Amendments to Article 4.04 - Radiotelephony\(^3\)
   (a) **Renumbe**r article 4.04 as 4.05;
   (b) In paragraph 2 replace “ferries” by “ferry boats”;
   (c) **Add** at the end of paragraph 4 “and the sections determined by the competent authorities”;
   (d) **Delete** footnote 51;
   (e) **Delete** footnote 52.

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\(^1\) To accommodate forthcoming provisions on AIS etc.

\(^2\) Former article 4.01 para. 4.

\(^3\) Article 4.05 “Radar” is still being reviewed by the informal working group on CEVNI. Additional proposal on the article will be submitted for the next session of the Working Party.
5. Amendments to Article 4.05 - Radar
   (a) **Renumber** Article 4.05 as Article 4.06;
   (b) **Amend** paragraph 2 as follows:
       “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.”;
   (c) **Delete** footnote 53.  

6. New article 4.07 “Inland Automatic Identification System Equipment”
   (a) **Add** a new article 4.07 as follows:
       “Article 4.07 - Inland Automatic Identification System Equipment
       “1. Vessels, except for sea-going vessels, cannot use an automatic identification
       system (AIS) unless they possess an Inland AIS device in accordance with the
       Resolution No. 63 (ECE/TRANS/SC.3/176) on “International Standard for Tracking
       and Tracing on Inland Waterways (VTT)”. The device must be in a good working
       condition. Small craft must, in addition, be equipped with a radiotelephone
       installation in proper working order for the ship-to-ship channel.
       2. Vessels are authorized to use AIS only if the parameters, recorded in the AIS
       device, correspond at all times to the actual vessel’s parameters.”

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5 Based on Article 4.07 in the Police Regulations for the Navigation of the Rhine.