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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Inland Water Transport

##### Fifty-fifth session

Geneva, 12–14 October 2011

Item 7 (a) of the provisional agenda

**Standardization of technical and safety requirements in inland navigation:**

**European Code for Inland Waterways (Resolution No. 24)**

### **Implementation of the European Code for Inland Waterways (CEVNI) (CEVNI Status document)**

#### **Note by the secretariat**

#### **I. Mandate**

1. At its fifty-third session the Working Party on Inland Water Transport (SC.3) emphasized the importance of the proper implementation process for the European Code for Inland Waterways (CEVNI) and agreed that the secretariat would circulate a special questionnaire aimed at collecting the information on implementing the fourth revised edition of CEVNI, as contained in ECE/TRANS/SC.3/115/Rev.4 (ECE/TRANS/SC.3/183, para. 13).

2. In accordance with this decision, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its thirty-sixth session, approved the draft questionnaire on regional and national special requirements which deviated from CEVNI. SC.3/WP.3 asked Governments and River Commissions to transmit their responses to the secretariat who would prepare a consolidated document (ECE/TRANS/SC.3/WP.3/72, para. 11).

3. The collected information based on responses received from the Governments of Belarus, Bulgaria, Lithuania, the Netherlands, the Russian Federation, Slovakia, Serbia and from the Mosel Commission was submitted for the fifty-fourth session of SC.3 as the 2010 CEVNI status document (ECE/TRANS/SC.3/2010/5 and Add.1). SC.3 asked the secretariat to continue collecting information on implementing CEVNI and to present an updated report to its fifty-fifth session (ECE/TRANS/SC.3/187, para.23). The Working Party also asked the secretariat to include in the report a special section on the activities by River Commissions and a list of countries which have introduced or are in the process of implementing the fourth revised edition of CEVNI (ECE/TRANS/SC.3/187, para. 22).

4. In 2011 SC.3/WP.3 continued collecting information from the countries and an informal version of the updated CEVNI status document, including information from Belgium and Germany was prepared for its thirty-eighth session from 16 to 18 February 2011 (SC.3/WP.3 Informal document 2011 No. 1). Since then, Ukraine has also replied.

5. The present document contains the following information:

(a) Implementation of CEVNI by member States and River Commissions (Part II);

(b) Existing regional and national special requirements communicated in accordance with Chapter 9 of CEVNI (Part III);

(c) Deviations from articles of Chapters 1–8, other than those listed in Chapter 9 (Part IV);

(d) Additional national and regional requirements in addition to Chapters 1–8 (Part V).

6. The Working Party may wish to take note of the updated information on implementing CEVNI and invite Governments and River Commissions, who have not yet done so, to complete the questionnaire and transmit their responses to the secretariat as soon as possible. The Working Party may also wish to invite the CEVNI Expert Group to start revising Chapter 9 of CEVNI, based on information contained in the present document.

## II. Implementation of CEVNI by member States and River Commission

### A. Application of CEVNI by member States

7. According to information received by the secretariat when preparing the annual report on the status of application of UNECE resolutions on inland navigation issues and the CEVNI status document, as well as during the CEVNI Expert Group meetings in 2010–2011, the national legislation of the following UNECE member States is based in totality (A) or partially (P) on CEVNI:

<i>Country</i>	<i>Status of CEVNI</i>	<i>Additional information</i>
Austria	A	Following the adoption of CEVNI, revision four, Austria contributed to aligning CEVNI and the Fundamental Rules for the Navigation on the Danube (DFND). <sup>1</sup>
Belarus	A	
Belgium	P	Belgium has completed the process of comparing its national legislation, which was close to the previous edition of CEVNI, with the fourth revised edition of CEVNI. The results of the comparison were forwarded to the UNECE secretariat. <sup>2</sup>

<sup>1</sup> Information provided at the twelfth meeting of the CEVNI Expert Group on 10 December 2010.

<sup>2</sup> Information provided at the twelfth meeting of the CEVNI Expert Group on 10 December 2010.

<i>Country</i>	<i>Status of CEVNI</i>	<i>Additional information</i>
Bulgaria	A	Bulgaria is implementing the new edition of DFND, based on the fourth revised edition of CEVNI. <sup>3</sup>
Croatia	A	
Czech Republic	A	
Finland	N	
France	C	
Germany	A	
Hungary	A	
Ireland	N/A	
Italy	N/A	
Lithuania	A	
Luxembourg	C	
Republic of Moldova	N/A	
Netherlands	A	The Dutch Government has recently adopted the strategy on harmonizing national inland navigation legislation. The approved approach foresees comparing the existing six sets of regulations (national and convention-based for international waterways) with the fourth revised edition of CEVNI. The goal is to have one inland navigation act based on CEVNI by 2015 (comparison work to be completed by 2013). <sup>4</sup>
Poland	A	
Romania	A	
Russian Federation	P	Currently, the Government of the Russian Federation is preparing a detailed inventory of deviations from CEVNI, contained in national Rules of Navigation on Inland Waterways of the Russian Federation. The inventory will be made available to the secretariat when finalized.
Serbia	A	
Slovakia	A	
Switzerland	A	
Ukraine	A	
United Kingdom	N	
United States	N	

<sup>3</sup> Information communicated to the secretariat in July 2011.

<sup>4</sup> Information provided at the twelfth meeting of the CEVNI Expert Group on 10 December 2010.

## B. Application of CEVNI by River Commissions

8. According to the information received by the secretariat the status of CEVNI with respect to the river commissions is as follows:

(a) Danube Commission (DC): by the decision of its seventy-fifth plenary session (CD/SES 75/24) on 14 December 2010, DC adopted the new edition of DFND, which implements the provisions of the fourth revised edition of CEVNI. The decision recommends that DC member States apply the revised rules starting from 1 January 2012;

(b) Central Commission for the Navigation of the Rhine (CCNR): the CCNR secretariat had submitted a partial reply to the CEVNI implementation questionnaire, but the comparison of the fourth revised edition of CEVNI and the Rhine Police regulations yet to be completed. It will be done in close cooperation with the Mosel Commission, based on the German text of CEVNI, which is expected to be finalized in the summer of 2011;<sup>5</sup>

(c) Mosel Commission (MC): The MC secretariat has completed the comparison of MC Police regulations with that of the Rhine. It now proceeds to the comparison between CEVNI, Rhine and Mosel regulations. The German text of CEVNI, revision four, is an important prerequisite for this work, and MC is cooperating with CCNR and UNECE on the finalization of the translation.<sup>6</sup>

(d) International Sava River Basin Commission (Sava Commission or SC): CEVNI, revision four, was introduced in the Sava Commission's regulations by SC Decision No. 1S-24-O-10-27/2-2 of October 27, 2010, which entered into force on 1 June 2011.<sup>7</sup>

## III. Existing regional and national special requirements in accordance with Chapter 9 of CEVNI

9. The table below presents the responses to the CEVNI questionnaire received from the Governments of Belarus, Belgium, Bulgaria, the Czech Republic, Germany, Lithuania, the Netherlands, the Russian Federation, Slovakia, Serbia, Turkey and Ukraine and from the Mosel Commission.

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*CEVNI provisions    Regional and National Special Requirements*

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### Chapter 1: General Provisions

Article 1.01 a) 5 In accordance with article 9.02, paragraph 1, the following administrations state in the ship's certificate that the vessel is a high-speed vessel:

1. Bulgaria;
2. Serbia (envisaged by new draft legislation);
3. Turkey.

Article 1.01 a) 9 In accordance with article 9.02, paragraph 2, the following administrations use the term "small size craft" as a subcategory of "small craft" to designate all vessels with a hull less than 7 m long, including rowing boats of any length:

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<sup>5</sup> Information provided at the twelfth meeting of the CEVNI Expert Group on 10 December 2010.

<sup>6</sup> Information provided at the twelfth meeting of the CEVNI Expert Group on 10 December 2010.

<sup>7</sup> Information provided at the twelfth meeting of the CEVNI Expert Group on 10 December 2010.

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Article 1.01 a) 10	<p>In accordance with article 9.02, paragraph 3, the following administrations use a different definition of “water bike”:</p> <ol style="list-style-type: none"> <li>1. Belarus;</li> <li>2. The Netherlands (the term “small size craft” is not used as a subcategory of small craft, but within the category small craft, a special sub-category high speed small craft exists, especially for small craft capable of exceeding speeds of 20 km/h);</li> <li>3. Russian Federation (for the time being, this term applies to all small craft, but after the revision of the national Rules of Navigation on Inland Waterways, currently under way, the definition of the term “small craft” will be brought in line with that of CEVNI).</li> </ol>
Article 1.01 a) 10	<p>In accordance with article 9.02, paragraph 3, the following administrations use a different definition of “water bike”:</p> <ol style="list-style-type: none"> <li>1. Belarus (the term “hydro cycle” is used instead of “water bike”);</li> <li>2. Germany (the term “water motorcycles” is not included in the German inland water transport regulations (Binnenschiffahrtstraßen-Ordnung). This issue is regulated by special instructions on the water motorcycles);</li> <li>3. Lithuania;</li> <li>4. The Netherlands (all such craft are contained in the term "water scooter", defined in 1.01 a) 18 of the Dutch regulations);</li> <li>5. Russian Federation (the term “water bike” is mentioned in official documents without a definition of this term);</li> <li>6. Serbia (definition is the same but the term “Scooter” is used instead of “water bike”);</li> <li>7. Slovakia;</li> <li>8. Turkey;</li> <li>9. Mosel Commission (this term is not used in the Police Regulations for the Navigation of the Mosel (PRNM), where this type of vessel is covered by the term “small craft”).</li> </ol>
Article 1.02	<p>In accordance with article 9.02, paragraph 4, the following administrations waive the provisions of article 1.02 in case of certain assemblies of floating material and non-motorized vessels in certain side-by-side formations:</p> <ol style="list-style-type: none"> <li>1. Belgium;</li> <li>2. Czech Republic;</li> <li>3. Germany (there is no need for a boatmaster on the pushed vessel in the pushed convoy, but there exists a subordination to the boatmaster of the pushing vessels . If a pushed barge is part of a side-by-side formation, the boatmaster of the leading vessel can carry out boatmaster duties for the pushed barge);</li> <li>4. Lithuania;</li> <li>5. Turkey;</li> <li>6. Ukraine (in a pushed convoy propelled by two pushers side-by-side, the boatmaster of the pusher on the left shall be the boatmaster of the convoy).</li> </ol>
Article 1.09	<p>In accordance with article 9.02 paragraph 5, the following administrations prescribe other provisions concerning age for steering small craft:</p> <ol style="list-style-type: none"> <li>1. Belarus (not less than 18 years);</li> <li>2. Belgium: (yes for the pleasure craft, most of which is also small craft (18 years for the operator of pleasure craft, whose hull length is equal or superior to 15 m or pleasure craft which can reach the speed of 20 km/h; 16 years for other pleasure craft unless its engine power is</li> </ol>

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- equal or superior to 7355 W));
3. Bulgaria (not less than 18 years);
  4. Czech Republic;
  5. Germany (on selected distances with very limited traffic, easy navigation and no passenger traffic, the age for steering small craft is 12 years, provided that the person carries an identity card issued by one of the German affiliated water sport associations. By issuing this card the association guarantees the basic road safety. In some cases, this possibility is restricted to the vessels with the length less than 5 m and the engine power less or equal to 3.68 kW);
  6. Lithuania (16 years for small craft of up to 50 HPs, 18 years for small craft of up to 150 HPs and 19 years for small craft of unlimited power, subject to the experience gained in steering during one year a small craft of up to 150 HPs);
  7. The Netherlands (vessels without propulsion, excluding sailing boats more than 7 m: no age limit; Sailing boats more than 7 m: 16 years; small motor boat less than 7 m and max. 13 kph: 12 years, any large vessel: 16 years; any high speed small craft: 18 years; high speed vessels: 18 years);
  8. Russian Federation (not less than 18 years);
  9. Serbia (16 years for small craft of up to 2.9 kW and 18 years for small craft of unlimited power);
  10. Slovakia (16 years if used for sport activity);
  11. Turkey;
  12. Ukraine (not less than 18 years);
  13. Mosel Commission (there are no provisions concerning age for steering small craft with no mechanic motive power of its own);

## Article 1.10

In accordance with article 9.02, paragraph 6, the following administrations require documents additional to those mentioned in Article 1.10 (1) to be on board of the vessel:

1. Bulgaria: (documents mentioned in paragraphs (c) to (h) and (j) to (n) of article 9.02 (6));
  2. Germany: (the items mentioned under the letters q), r) and s) must not be present on board (based on the Rhine requirements));
  3. Lithuania: (documents mentioned in paragraphs (a), (c) to (e) and (h) to (m) of article 9.02 (6));
  4. The Netherlands: (documents mentioned in article 9.02 paragraph 1 and the registration certificate of a high speed small vessel);
  5. Russian Federation: (documents mentioned in paragraphs (c) to (f), (h), (l) to (n), (q) and (s) of article 9.02 (6));
  6. Serbia: (all documents mentioned in article 9.02 (6) plus Waste Log Book; and Inspection Log Book);
  7. Slovakia: (documents mentioned in paragraphs (e), (h), (j) to (n), (q) to (s) of article 9.02 (6));
  8. Turkey: (documents mentioned in paragraphs (a), (c), (e), (h), (l), (o), (p), (s) of article 9.02 (6));
  9. Ukraine: (the list of documents is not included in the navigation rules, it is stipulated in the Instruction on certifications of vessels navigating on Ukrainian Inland Waterways of 19.04.2001 (No. 225));
  10. Mosel Commission: (documents mentioned in paragraphs (a) to (r). However, radar certificate mentioned in paragraph (c) is only required if the boatmaster's certificate does not include the authorization to navigate by radar indicated by letter R on the certificate. With respect to the worksite craft without wheelhouse and
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crew accommodation, the documents required in paragraphs (a) and (f) only need to be available on the construction site).

**Chapter 2: Marks and Draught Scales on Vessels; Tonnage Measurement**

- Article 2.02      In accordance with article 9.03, the following administrations prescribe other provisions for small craft which are neither motorized nor sailing craft and for sailboards or small sailing craft less than 7 m long:
1.      Belgium (all small craft, except for the pleasure craft less than 5 m long and non-motorized boats less than 20 m long, must bear its name or devise on both side of its hull or on fixed plates or posters);
  2.      The Netherlands (registration marks are only required for large vessels and high-speed small craft);
  3.      Russian Federation;
  4.      Slovakia: (for lifeboats);
  5.      Turkey.

**Chapter 3, “Visual Signals (Marking) on Vessels”**

- Section II of Chapter 3      In accordance with article 9.04, paragraph 1, the following administrations do not require vessels under way to carry day markings:
1.      Belarus (the carriage of day markings by vessels under way is not envisaged);
  2.      Germany: (there is no marking required for the dragging of side-by-side formations (article 3.11, paragraph 2 of CEVNI), no day marking requirements for ferry-boats (article 3.16 of CEVNI); no alternative marking foreseen in the cases mentioned in article 3.20 paragraph 1 (sentence 2) and article 3.20 paragraphs 2 and 3 of CEVNI. No marks are foreseen for vessels with limited manoeuvrability, for fishing vessels which drag nets, for vessels engaged in mine-sweeping operations or pilotage service);
  3.      Lithuania (under consideration);
  4.      Russian Federation (deviations from CEVNI requirements concerning day marking are considerable);
  5.      Turkey;
  6.      Ukraine: (there are no national rules on day markings, except for articles 3.27, 3.28 and 3.36 para. 1);
  7.      Mosel Commission (the carriage of day markings is only required from towed convoys; pushed towed convoys; vessels carrying certain dangerous goods; vessels authorized to carry more than 12 passengers with a length of less than 20 m; vessels enjoying priority of passage and vessels under way which are impossible to control. Night markings, however, should be carried in reduced visibility).
- Article 3.08, paragraph 1      In accordance with article 9.04, paragraph 2, the following administration prescribe: (a) a height of masthead light less than 5 meters or (b) stern lights other than recommended in 3.08 (1) (c):
1.      Belgium: (yes (b) only (4 m for vessels less than 40m long));
  2.      Belarus (yes (a) only);
  3.      Czech Republic (yes (a) only: 4 m);
  4.      Germany: (yes (a) and (b). The regulations only define that the stern and top light must be set, without information on the height);
  5.      Russian Federation (yes, (a) and (b));
  6.      Turkey (yes (a) only);
  7.      Mosel Commission (yes (b) only and only for vessels less than 40

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	m long).
Article 3.09 paragraph 1 (a)	<p>In accordance with article 9.04, paragraph 3, the following administrations prescribe a height of an upper masthead light less than 5 m:</p> <ol style="list-style-type: none"> <li>1. Belgium (yes (b) only, (4 m for vessels less than 40m long));</li> <li>2. Germany (the regulations only define that the stern must be set, without information on the height);</li> <li>3. Belarus;</li> <li>4. Czech Republic;</li> <li>5. Russian Federation;</li> <li>6. Mosel Commission (yes but only for vessels less than 40 m long);</li> </ol>
Article 3.10 paragraph 1	<p>In accordance with article 9.04, paragraph 4, the following administrations prescribe (a) the use of bright lights on narrow waterways or (b) authorize the pusher to carry the masthead lights and the side lights:</p> <ol style="list-style-type: none"> <li>1. Belgium: (yes (b) only, provided that the lights are placed on the largest part of the pushed convoy);</li> <li>2. Belarus (yes (b) only);</li> <li>3. Czech Republic (yes (b) only);</li> <li>4. Germany (the height of 5 m for the top light is not included);</li> <li>5. Lithuania ((a) under consideration, yes (b));</li> <li>6. Russian Federation (yes, (a) and (b));</li> <li>7. Serbia (yes (a) and (b));</li> <li>8. Turkey (yes (a) and (b));</li> <li>9. Ukraine:(yes (b) only).</li> </ol>
Article 3.11	<p>In accordance with article 9.04, paragraph 5, the following administrations consider a side-by-side formation whose greatest dimensions do not exceed 110 m in length and 23 m in width as single motorized vessels:</p> <ol style="list-style-type: none"> <li>1. Bulgaria;</li> <li>2. Germany (pushed convoy with the length not exceeding 110 m and the width not exceeding 12 are considered as a single motorized vessel of the same length and width. A side-by-side formation whose length exceeds 140 m is considered as a pushed convoy of the same length);</li> <li>3. Turkey.</li> </ol>
Article 3.14	<p>In accordance with article 9.04, paragraph 6, the following administrations authorize (a) seagoing vessels operating only temporarily in inland navigation areas the use of the day and night signals prescribed in the Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas adopted by the Maritime Safety Committee of the International Maritime Organization (by night an all-round fixed red light and by day flag "B" of the International Code of Signals), instead of the signals prescribed in paragraphs 1, 2 and 3 of article 3.14 and (b) prescribe red lights (or cones) instead of blue lights (or cones):</p> <ol style="list-style-type: none"> <li>1. Belgium (yes (b) only);</li> <li>2. Belarus (yes (b) only);</li> <li>3. Lithuania (yes (a) and (b));</li> <li>4. Russian Federation (yes (b));</li> <li>5. Serbia (yes (a) and yes (b) – only for vessels carrying explosive</li> </ol> <hr/>

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- goods);
6. Turkey (yes (b) only);
  7. Ukraine (yes (a) only).
- Article 3.16    In accordance with article 9.04, paragraph 7, the following administrations prescribe another marking for ferry-boats:
1. Belarus;
  2. Germany (no day mark for ferry-boats and for the ferry-boats which enjoys priority of passage, as this does not exist in Germany);
  3. Russian Federation;
  4. Slovakia;
  5. Turkey;
  6. Mosel Commission (The PRNM do not prescribe day markings for ferry-boats under way. Ferry-boats navigating freely do not need to carry side lights and astern light by night. Moreover, the height of the white light can be reduced if the ferry-boat is less than 15 m long).
- Article 3.20 paragraph 4    In accordance with article 9.04, paragraph 8, the following administrations prescribe that small craft other than ship's boats do not need to carry the black ball by day:
1. Belarus;
  2. Bulgaria;
  3. Germany;
  4. Lithuania (under consideration);
  5. Serbia;
  6. Turkey.
- Article 3.27    In accordance with article 9.04, paragraph 9, the following administrations prescribe a yellow scintillating light instead of the blue one for fire-fighting and rescue vessels:
1. Czech Republic (yellow lights for rescue vessels);
  2. Turkey.

**Chapter 4, "Sound Signals; Radiotelephony; Navigation Devices"**

- Article 4.01    In accordance with article 9.05, paragraph 1, the following administrations apply the harmonized national technical and operational requirements for radiotelephone installations on board inland navigation vessels in the framework of a Regional Arrangement based on the Radio Regulations of the International Telecommunication Union (ITU):
1. Belgium;
  2. Bulgaria;
  3. Czech Republic;
  4. Germany;
  5. Lithuania;
  6. The Netherlands;
  7. Serbia;
  8. Slovakia;
  9. Turkey;
  10. Mosel Commission (in article 4.05 the PRNM prescribe conformity with the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways and the EU Directive 1999/5/EC of 9 March 1999 on radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity. This issue is currently under consideration by the Mosel Commission).
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- Article 4.06    In accordance with article 9.05, paragraph 2, the following administrations allow on certain inland waterways high-speed vessels to operate in daytime and at a visibility of 1 km and more without being fitted with radar equipment and a rate-of-turn indicator:
1.    Belarus;
  2.    Lithuania.

**Chapter 5, “Waterway Signs and Marking”**

- Article 5.01, paragraph 2    In accordance with article 9.06 the following administrations regulate navigation on certain sections by also using special signs at control posts:
1.    Germany;
  2.    The Netherlands (the administration may do so by using signs, but also by using Notices to Skippers with the same legal status as a sign);
  3.    Russian Federation (with regard mainly to sections with one-way traffic);
  4.    Ukraine.

**Chapter 6, “Rules of the Road”**

- Article 6.02    In accordance with article 9.07, paragraph 1, the following administrations prescribe specific rules applicable to small size craft:
1.    Belgium;
  2.    Germany;
  3.    The Netherlands (in general, the rules apply to all vessels, including small craft. When different rules apply, this is indicated specifically. e.g.: high-speed vessels must always give way to small craft);
  4.    Russian Federation (more prescriptions exist concerning the navigation of small size craft, additional to the rule prescribing that small-size craft “may not require other vessels to give way to them”);
  5.    Turkey;
  6.    Ukraine (detailed information is communicated to the secretariat);
  7.    Mosel Commission (article 6.02 paragraph 2 lists the provisions not applicable to small craft, namely, articles 6.04, 6.05, 6.07, 6.08, 6.10, 6.11 and 6.12). Moreover additional requirements applicable to small craft are included in article 6.02 bis).
- Article 6.04    In accordance with article 9.07, paragraph 2, the following administrations prescribe special exceptions to the rules on the meeting of vessels:
1.    Belgium (when two vessels are meeting and there may be a risk of collision, the vessels which is on the starboard side of the fairway shall maintain its course and the other vessels shall give way to it);
  2.    Belarus (for high-speed vessels);
  3.    Germany;
  4.    The Netherlands (for small craft, sailing vessels and vessels propelled by muscular strength);
  5.    Russian Federation (sound signals for indication of the side of meeting are not prescribed);
  6.    Turkey;
  7.    Mosel Commission.
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- Article 6.05      In accordance with article 9.07, paragraph 3, the following administrations prescribe special rules for the meeting of vessels:
1.      Belgium (when two vessels are meeting and there may be a risk of collision, the vessels which is on the starboard side of the fairway shall maintain its course and the other vessels shall give way to it);
  2.      Germany;
  3.      The Netherlands (article 6.04(a) gives special provisions for vessels passing each other starboard/starboard. In the cases indicated by article 6.04(a), they may do so after showing a blue sign or a white flickering light (at night));
  4.      Russian Federation (only for vessels towing rafts);
  5.      Turkey;
  6.      Mosel Commission.
- Article 6.08      In accordance with article 9.07, paragraph 4, the following administrations prescribe that if the signs referred to in paragraph 2 of article 6.08 cannot be displayed, vessels shall stop and wait until authorization to proceed is given by representatives of the competent authorities:
1.      Belarus;
  2.      Czech Republic;
  3.      Russian Federation (relevant indications may be found in special rules of navigation in particular river basins);
  4.      Slovakia;
  5.      Turkey.
- Article 6.11 paragraph (b)      In accordance with article 9.07, paragraph 5, the following administrations stipulate an exception for the situation when one of the convoys is a side-by-side formation whose maximum dimensions do not exceed 110 m x 23 m:
1.      The Netherlands (exception for push barges not exceeding 110m x 12m);
  2.      Russian Federation (paragraph (b) of article 6.11 is not applied);
  3.      Serbia (the exception relates to side-by-side formations whose maximum dimensions do not exceed 110 m x 12 m);
  4.      Turkey;
  5.      Ukraine.
- Article 6.22 bis      In accordance with article 9.07, paragraph 6, the following administrations prescribe special rules for navigation when passing floating equipment at work or grounded or sunken vessels, and vessels whose ability to manoeuvre is limited:
1.      Belarus;
  2.      Germany (no rules for the navigation when passing vessels whose ability to manoeuvre is limited);
  3.      The Netherlands (but these rules do not differ from CEVNI).
  4.      Russian Federation (rules for navigation when passing floating equipment at work differ from those indicated in article 6.22 bis);
  5.      Turkey;
  6.      Ukraine (detailed information is communicated to the secretariat).
- Article 6.23 paragraph 2 (b)      In accordance with article 9.07, paragraph 7, the following administrations prohibit the use of longitudinal cable:
1.      Belarus (longitudinal cables are not used);
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	<ol style="list-style-type: none"> <li>2. Bulgaria;</li> <li>3. Serbia.</li> </ol>
Articles 6.24–6.26	<p>In accordance with article 9.07, paragraph 8, the following administrations prescribe special rules for passage under bridges:</p> <ol style="list-style-type: none"> <li>1. Belarus;</li> <li>2. Germany;</li> <li>3. The Netherlands (the rules do not differ significantly from CEVNI. The Dutch rules allow the use of sound signals for opening bridges);</li> <li>4. Russian Federation;</li> <li>5. Ukraine (detailed information is communicated to the secretariat);</li> <li>6. Mosel Commission (article 6.26 of the PRNM deals with passage through cradle locks and bottlenecks for sport vessels).</li> </ol>
Article 6.27	<p>In accordance with article 9.07, paragraph 9, the following administrations prescribe special rules for the passage through weirs:</p> <ol style="list-style-type: none"> <li>1. Belarus;</li> <li>2. Germany;</li> <li>3. The Netherlands (special provisions are given for weirs that have a bridge lying across them);</li> <li>4. Ukraine (Article 6.27 is not included in the national rules);</li> <li>5. Mosel Commission (passage through weirs is prohibited).</li> </ol>
Article 6.28	<p>In accordance with article 9.07, paragraph 10, the following administrations prescribe special rules for the passage through locks:</p> <ol style="list-style-type: none"> <li>1. Belarus;</li> <li>2. Germany;</li> <li>3. The Netherlands (the rules are quite similar to CEVNI. The Dutch rules allow the use of sound signals for opening locks. It is prohibited to take fuel inside the lock);</li> <li>4. Russian Federation;</li> <li>5. Mosel Commission (the PRNM prohibit the entrance to forebay to vessels not planning to lock through. They also prohibit overtaking in the lock area except for vessels and convoys waiting to lock through. The PRNM also define special prescriptions due to the usable length of the locks on the Mosel (an authorization is required for pushed convoys whose length is longer than 170 m and less than 172.10 m)).</li> </ol>
Article 6.28 bis	<p>In accordance with article 9.07, paragraph 11, the following administrations prescribe special rules for entering and leaving locks:</p> <ol style="list-style-type: none"> <li>1. Belarus;</li> <li>2. Germany;</li> <li>3. The Netherlands (the rules are quite similar. The Dutch rules do not have a similar paragraph to 6.28 bis, paragraph 4);</li> <li>4. Russian Federation;</li> <li>5. Ukraine (Article 6.28 bis is not included in the national rules).</li> </ol>
Article 6.30	<p>In accordance with article 9.07, paragraph 12, the following administrations prescribe other general rules for navigation in visibility of less than 1 km:</p> <ol style="list-style-type: none"> <li>1. Belgium (to decide whether to stop or continue navigation and determine the appropriate speed, the vessel which navigates using radar can take into account the radar information. It shall, however, take note of the diminished visibility experienced by the other vessels);</li> </ol>

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	<ol style="list-style-type: none"> <li>2. Belarus;</li> <li>3. Germany: (article 6.30, paragraphs 4 and 5 are not included in the regulations);</li> <li>4. The Netherlands (the rules for using radar are similar to CEVNI. However, there is no obligation to navigate by radar when visibility is reduced. Only on certain specified waterways, is it obliged to use radar in reduced visibility. The Dutch legislation has special rules for vessels not navigating by radar in reduced visibility. The rules CEVNI has for these vessels are aimed at getting these vessels to shore as soon as possible);</li> <li>5. Russian Federation;</li> <li>6. Slovakia;</li> <li>7. Turkey.</li> </ol>
Article 6.32	<p>In accordance with article 9.07, paragraph 13, the following administrations (a) waive the provision on giving the three-tone signal or apply it only on certain waterways and (b) prescribe additional provisions for vessels navigating by radar:</p> <ol style="list-style-type: none"> <li>1. Germany;</li> <li>2. The Netherlands (yes (a). In the Netherlands a one tone signal (long tone) is prescribed. For ferries it is one long tone followed by four short tones);</li> <li>3. Russian Federation (yes (a) and (b));</li> <li>4. Slovakia (yes (a));</li> <li>5. Turkey (yes (a) and (b));</li> <li>6. Ukraine (national rules do not foresee the use of three-tone signal);</li> <li>7. Mosel Commission (the three-tone signal is not prescribed by the PRNM).</li> </ol>
Article 6.33	<p>In accordance with article 9.07, paragraph 14, the following administrations prescribe that a vessel carrying the boatmaster of a convoy shall sound two long blasts:</p> <ol style="list-style-type: none"> <li>1. Bulgaria;</li> <li>2. Czech Republic;</li> <li>3. Serbia;</li> <li>4. Slovakia;</li> <li>5. Turkey.</li> </ol>
<b>Chapter 8, “Signalling and reporting requirements”</b>	
Article 8.02 paragraph 4	<p>In accordance with article 9.09 the following administrations require that if the vessel has stopped, all engines and auxiliary machinery must be stopped or unplugged:</p> <ol style="list-style-type: none"> <li>1. Belgium (in article 4.05);</li> <li>2. Czech Republic (but the reference is made to article 8.01, paragraph 4).</li> </ol>

## **IV. Deviations from articles of Chapters 1–8, other than those listed in Chapter 9**

### **A. Mosel Commission**

10. The comparative study of the Police Regulations for the Navigation of the Mosel (RPNM) and the fourth revised edition of CEVNI carried out by the MC secretariat was published in the first edition of the CEVNI status document (ECE/TRANS/SC.3/2010/5/Add.1, paras. 4–11). The following additional remarks have been communicated by MC secretariat on the first edition of the document:

(a) Article 1.01: As of 1 January 2011 RPNM refers to ADN and no longer to the Regulations for the Carriage of Dangerous Goods on the Rhine (ADNR);

(b) Article 2.04: RPNM refers to the Rhine Vessels Inspection Regulations and not to the UNECE Resolution No. 61.

### **B. Netherlands**

11. The Dutch administration does not demand a second headmast light for vessels less than 110 m long, prescribed by article 3.08, paragraph 1, part 2.

12. Starting in summer 2010, the Navigation Rules for inland waterways in the Netherlands will be harmonized with CEVNI. During this process, deviations from Chapters 1–8 of CEVNI will be identified.

### **C. Russian Federation**

13. With respect to the definition of the “high-speed vessel” in article 1.01 a) 5 of CEVNI, the national Rules of Navigation on Inland Waterways use the term “fast-moving vessel” whose speed is greater than 30 km/h.

### **D. Ukraine**

14. In addition to the special national requirements listed in the table above, the national rules in Ukraine differ from the following articles of CEVNI (the content of the national rules has been communicated to the secretariat):

(a) Article 1.12, “Dangerous objects on board; loss of objects; obstacles”;

(b) Article 3.34, “Additional marking for vessels whose ability to manoeuvre is limited”;

(c) Article 4.01, “General”;

(d) Article 6.02, “Small craft: General rule”;

(e) Article 6.22 bis, “Navigation when passing floating equipment at work or grounded or sunken vessels, and vessels whose ability to manoeuvre is limited”;

(f) Article 6.24, “Passage under bridges and through weirs: General”;

(g) Article 6.25, “Passage under fixed bridges”;

(h) Article 6.26, “Passage through movable bridges”;

(i) Article 6.29, “Priority of passage through locks”;

(j) Article 6.32, "Navigation by radar".

## **V. Additional national and regional requirements in addition to Chapters 1–8**

### **A. Central Commission for the Navigation of the Rhine**

15. The conclusions of the preliminary study of the Police Regulations for the Navigation of the Rhine (RPNR) and CEVNI carried out by the secretariat of CCNR have been published in the first edition of the CEVNI status document (ECE/TRANS/SC.3/2010/5/Add.1, paras. 12–19).

### **B. Mosel Commission**

16. The conclusions of the preliminary study carried out by the secretariat of the Mosel Commission were published in the first edition of the CEVNI status document (ECE/TRANS/SC.3/2010/5/Add.1, para. 20).

### **C. The Netherlands**

17. Starting in summer 2010, the Navigation Rules for inland waterways in the Netherlands will be harmonized with CEVNI. During this process, additional requirements compared to CEVNI will be identified.

### **D. Russian Federation**

18. Currently, the Government of the Russian Federation is preparing a detailed inventory of deviations from CEVNI, contained in national Rules of Navigation on Inland Waterways of the Russian Federation. The inventory will be made available to the secretariat when finalized.

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