



# Economic and Social Council

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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-ninth session

Geneva, 15–17 June 2011

Item 2 (c) of the provisional agenda

###### European Code for Inland Waterways (CEVNI)

## New amendment proposals to CEVNI

### Note by the secretariat

#### I. Mandate

1. It is recalled that the Working Party on Inland Water Transport (SC.3), at its fifty-third session, decided to maintain its informal working group on the European Code for Inland Waterways (CEVNI) and renamed it as the “CEVNI expert group”, to be composed of representatives of the River Commissions and interested Governments. The Group was charged, in particular, with examining future amendment proposals to CEVNI (ECE/TRANS/SC.3/183, para. 13).
2. The CEVNI expert group met in Geneva on 15 February 2011, reviewed the new amendment proposals to CEVNI revision four (ECE/TRANS/SC.3/115/Rev.4) received from Governments and River Commissions and adopted those listed below.
3. The secretariat would like also suggests a correction to the illustration of a yellow flashing light 4.C for marking of cross-overs, as shown in Part III of Annex 8 of CEVNI, page 159. There is a contradiction between the description of the flashing light (“other than the group flashing rhythm with a group of two flashes”) and the illustration showing exactly the group flashing rhythm of two flashes. The suggested correction has been made the revised edition of SIGNI and is represented below for consideration by the Working Party.
4. The Working Party may wish to consider the list of the further amendments to CEVNI and, if appropriate, forward the relevant proposals to the fifty-fifth session of SC.3 for adoption.

## II. New amendment proposals to CEVNI

5. *Modify* paragraph 5 of article 1.01 to read:

5. However, the ship's certificate and the measurement certificate need not be carried on board a pushed barge to which is affixed a metal **or plastic** plate conforming to the following model:

Official identification number No. <sup>1</sup> ..... Ship's certificate No.: ..... Competent authority: ..... Expiry date: .....
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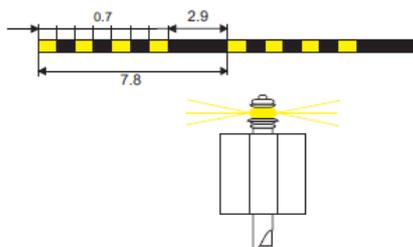
These particulars shall be engraved or stamped **or permanently printed** in easily legible characters not less than 6 mm high. The metal plate shall be not less than 60 mm high and 120 mm long; it shall be permanently affixed in a prominent place towards the stern of the barge on the starboard side.

The conformity of the particulars given on the plate to those in the barge's ship's certificate shall be certified by the competent authority, whose stamp shall be applied to the plate. The ship's certificate and measurement certificate shall be kept by the owner of the barge.

6. *Modify* paragraph 6 of article 8.02 to read:

6. The competent authority shall not transmit these data to third parties **with the exception of the neighbouring competent authorities along the route of the vessel**. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services.

7. *Modify* the illustration of a yellow flashing light for marking of cross-overs in Part III of Annex 8 as shown:



<sup>1</sup> The Working Party may wish to bring this term in line with that of section 2-7 of the annex to Resolution No. 61, i.e. “**Unique European vessel identification number**”.