



# Economic and Social Council

Distr.: General  
30 July 2012

Original: English

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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Inland Water Transport

##### Fifty-sixth session

Geneva, 10–12 October 2012

Item 6 (a) of the provisional agenda

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

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

### Status of amendments to CEVNI

#### Note by the secretariat

#### I. Mandate

1. At its fortieth and forty-first sessions, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) rectified the text of amendments to the fourth revised edition of CEVNI (ECE/TRANS/SC.3/115/Rev.4), which had been approved as pending amendments by the Working Party on Inland Water Transport (SC.3) at its fifty-fifth session (ECE/TRANS/SC.3/191, para. 30). The secretariat was requested to transmit to SC.3 a consolidated text of these draft amendments to CEVNI together with new amendment proposals agreed upon by the Working Party SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/80, para. 24 and ECE/TRANS/SC.3/WP.3/82, paras. 22 (a) and 25).

2. The Working Party may wish to consider and approve as pending amendments to CEVNI this consolidated text reproduced below. The modifications to the existing text of CEVNI are marked in bold for new or strikethrough for deleted characters.

## II. Amendments to the fourth revised edition of CEVNI, adopted by the fifty-fourth and fifty-fifth sessions of SC.3

### A. Amendment to the text of Resolution No. 24

3. Update the text of the 1985 Resolution No. 24 reproduced in ECE/TRANS/SC.3/115/Rev.4 and *issue* a new number to the resolution during the next revision.

### B. Amendment to Chapter 1

4. *Supplement* article 1.01 (c) with a new definition 7 *reading*

The term “peal of a bell” means two strokes of a bell.

5. *Complement* definition 14 of article 1.01 (d) with a new entry *reading*

On canals, lakes and broad waterways **the term “left and right banks” is assigned by the competent authorities ~~shall decide on the matter~~** in light of local conditions. However, it is recommended that for canals, the terms “right” and “left” should be defined as meaning to the right and to the left respectively of an observer facing the direction in which the numbers indicated on successive kilometer markings increase.

6. *Supplement* article 1.01 (d) with a new definition 14 **bis** *reading*

The designations “right-hand side” and “left-hand side” of the waterway or fairway are understood to be for an observer facing downstream. On canals, lakes and broad waterways, the terms “right-hand side” and “left-hand side” ~~shall be~~ **are** defined by the competent authorities.

7. *Modify* paragraph 5 of article 1.10 *to read*:

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

<p><del>Official identification number No.</del> <b>Unique European vessel identification number:</b> .....</p> <p>Ship’s certificate No.: .....</p> <p>Competent authority: .....</p> <p>Expiry date: .....</p>
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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~~ **operator** of the barge.

### C. Amendments to Chapter 2

8. In paragraph 1 (c) of article 2.01, *for* official identification number *substitute* unique European vessel identification number.

### D. Amendments to Chapter 3

9. At the beginning of paragraph 3 (c) of article 3.01 *add* "If not prescribed otherwise".
10. *Supplement* paragraph 3 of article 3.12 *with*  
By night: the lights according to paragraph 1 and one masthead light instead of the lights according to paragraph 2.
11. In article 3.25, paragraph 1, at the end of subsection (a), the words "and, as appropriate" should start on a new line below.

### E. Amendments to Chapter 4

12. In paragraph 1 (a) of article 4.06 *for* in annex 10 *substitute* in Part III of Appendix 7 to the annex of Resolution No. 61, "Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels".

### F. Amendments to Chapter 6

13. Amend article 6.01 as follows:
- (a) *Amend* the title of article 6.01 to read:  
Definitions and scope of application
- (b) *Add* a new paragraph 2  
2. Unless otherwise indicated, for the purpose of this chapter, the rules applicable to vessels also apply to convoys.
14. In paragraph 2 of article 6.03
- (i) *for* visual signals *substitute* visual or sound signals;
- (ii) In the last part of the sentence *for* by the towed vessel at the head of convoy *substitute* by the vessel at the head of convoy.

### G. Amendments to Chapter 6

15. In article 8.02, *amend* paragraph 6 *to read*  
The competent authority shall not transmit these data to third parties **with the exception of the neighbouring competent authorities along the vessel's route**. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services.

## H. Amendment to Annex 3

16. It is proposed to bring the following corrections to the sketches in Annex 3 of CEVNI to bring them in line with relevant articles in Chapter 3:

- (a) *Delete* sketches No. 41 given that paragraph 4 of article 3.16 was deleted during the last revision of CEVNI and *replace* them *by an inscription* “Left void”;
- (b) *Replace* the existing text under sketch No. 45 *by* article 3.20: Stationary vessels;
- (c) In sketches No. 46, *delete* the sketch for night marking and in the text under the sketch *substitute* paragraph 2 *for* paragraph 1;
- (d) In the text under sketches No. 47, *substitute* paragraph 2 *for* paragraph 3;
- (e) In the text under sketches No. 48, *substitute* paragraph 3 *for* paragraph 4;
- (f) *Replace* the existing sketch No. 50 *by* existing sketch No. 49;
- (g) *Replace* the existing sketch No. 49 *by* the sketch representing additional night- and day marking for stationary vessels carrying out certain transport operations involving dangerous substances, as set out in article 3.21.<sup>1</sup>

17. *Supplement* signs 66 “Boarding prohibited” and 67 “Prohibition to smoke or use an unprotected light or flame” *with* the following sketches 1 and 2 from Appendix 3 of Resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels”, respectively, thus providing for possible alternative markings:

**Sketch 1**  
No access for  
unauthorized  
persons



Colours: red/white/black

**Sketch 2**  
No naked lights or  
fires and no smoking



Colours: red/white/black

<sup>1</sup> The sketch similar to No. 42 of the Police Regulations for the Navigation of the Rhine (PRNR)).


## I. Amendment to Annex 6

18. At the end of section III of Annex 6 *add* the following definition:

The term “peal of a bell” means two strokes of a bell.

19. *Add* “and Belarus” at the end of a footnote to a sound signal “Do not approach” in Section A.

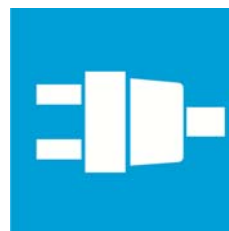
20. In annex 6 after F (b), add the following visual representation of the fog signal for ferry-boats not navigating by radar, referred to in article 6.33, para. 2, i.e.:

	<p>(ii) Ferry boats not navigating by radar</p>	<p>One long blast followed by four short blasts; repeated at intervals of not more than one minute.</p>	<p>Article 6.33, paragraph 2.<sup>2</sup></p>
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## J. Amendment to Annex 7

21. *Add* the following sign under “Informative signs and marking”:

E.25 Electrical power supply available



22. *Add* the following sign under “Informative signs and marking”:

E.26 Winter harbour



23. *Add* the following sign under “Informative signs and marking”:

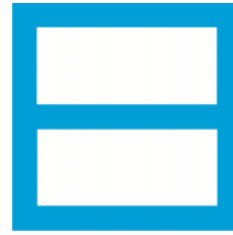
E.26.1 Maximum number of vessels permitted to berth in winter harbour



<sup>2</sup> The Working Party may wish to note that this representation existed in the third edition of CEVNI (ECE/TRANS/SC.3/115/Rev.3), but only for waterways of class II. It was deleted with the removal of the distinction between class I and class II in the fourth revised edition of CEVNI.

24. Add the following sign under “Informative signs and marking”:

E.27 Winter shelter



25. Add the following sign under “Informative signs and marking”:

E.27.1 Maximum number of vessels permitted to berth in winter shelter

Maximum number of vessels permitted to berth abreast

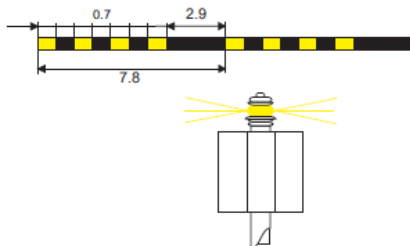
Maximum number of rows of vessels which are berthed abreast



### K. Amendment to Annex 8

26. Delete the definition relating to designation of “right-hand side” and “left-hand side” of the waterway or fairway in Section I (2) of Annex 8 of CEVNI “Buoyage and marking of waterways, lakes and broad waterways”.<sup>3</sup>

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



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<sup>3</sup> This definition should be moved to article 1.01 (d) as definition 14 bis (see para. 7 above).