



Economic and Social Council

Distr.: General
7 August 2013

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

Fifty-seventh session

Geneva, 16–18 October 2013

Item 7 (a) of the provisional agenda

Standardization of technical and safety requirements in inland navigation: European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised)

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 requested the secretariat to circulate a questionnaire aimed at collecting information on implementing the fourth revised edition of the European Code for Inland Waterways (CEVNI 4) (ECE/TRANS/SC.3/183, para. 13). Reproduced below is an updated version of the original CEVNI Status document (ECE/TRANS/SC.3/2011/7) including new responses from Belgium and Lithuania (ECE/TRANS/SC.3/2012/15) and further responses to the CEVNI questionnaire (ECE/TRANS/SC.3/WP.3/2010/1) received by the secretariat from Austria, Hungary and Romania.

II. Implementation of CEVNI by member States and River Commission

A. Application of CEVNI by member States

2. According to information received by the secretariat on the status of application of UNECE resolutions on inland navigation issues, national regulations for inland waterways of the following UNECE member States are 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 4 Austria contributed to aligning CEVNI and the Fundamental Rules for the Navigation on the Danube (DFND). ¹ National rules are almost identical to CEVNI. ⁴
Belarus	A	
Belgium	C	For the time being, legislation based on CEVNI Revision 2 applies (Royal Decree of 24 September 2006). Work is under way to bring it in line with CEVNI 4. ²
Bulgaria	A	Bulgaria is implementing the new edition of DFND, based on CEVNI 4. ³
Croatia	A	
Czech Republic	A	
Finland	N	
France	C	
Germany	A	
Hungary	A	
Ireland	N	
Italy	N	
Lithuania	A	
Luxembourg	C	
Netherlands	C	In 2011 the Dutch Government adopted the strategy on harmonizing national inland navigation legislation. To enable a comparison of the existing regulations which differ between the six regions, with CEVNI 4, the latter has been translated into Dutch. The goal is to have one inland navigation act based on CEVNI by 2015. ⁴
Norway		
Poland	A	
Republic of Moldova	N	
Romania	A	
Russian Federation	P	A revision of the national Rules of Navigation on Inland Waterways of the Russian Federation is in progress. Revised rules to be published end 2013. ⁴

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

² Information provided for the fifty-sixth session of SC.3 on 25 September 2012.

³ Information communicated to the secretariat in July 2011.

⁴ Information provided at the nineteenth meeting of the CEVNI Expert Group on 12 February 2013.

<i>Country</i>	<i>Status of CEVNI</i>	<i>Additional information</i>
Serbia	A	
Slovakia	A	
Switzerland	A	
Turkey	N	
Ukraine	A	
United Kingdom	N	
United States	N	

Legend:

A	–	Resolution is applied
C	–	Application is under consideration
N	–	Resolution is not applied
P	–	Resolution is applied in part
Blank	–	No information is available

B. Application of CEVNI by River Commissions

3. According to 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 CEVNI 4. The decision recommends that DC member States apply the revised rules starting from 1 January 2012. The DC is currently collating local rules to form chapter 9.⁴

(b) Central Commission for the Navigation of the Rhine (CCNR): the CCNR has carried out a detailed comparison of CEVNI 4 and the Police Regulations for the Navigation of the Rhine (RPNR) in close cooperation with the Mosel Commission and UNECE, based on the German text of CEVNI. In doing so, CCNR identified a number of articles in CEVNI which should be taken over from RPNR and submitted it for consideration of the CEVNI Expert Group.⁴

(c) Mosel Commission (MC): A comparison of Mosel, RPNR and CEVNI regulations had been completed. The next step would be to identify the required changes in the Mosel police regulations to align them with CEVNI. The delegations of the Mosel Commission will be asked to decide whether to amend the Mosel police regulations and adopt CEVNI as a common core instrument or to keep the Mosel regulations different from CEVNI.⁴

(d) International Sava River Basin Commission (Sava Commission or SC): CEVNI 4 was introduced in the Sava Commission's regulations by SC Decision No. 1S-24-O-10-27/2-2 of 27 October 2010, which entered into force on 1 June 2011. CEVNI 4 is applied in full and local rules are contained in chapter 11.⁴

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

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

CEVNI provisions *Regional and National Special Requirements*

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. Austria;
2. Bulgaria;
3. Hungary: High speed vessels must be classified by an approved Classification Institute, which certifies the category of high speed vessels;
4. Lithuania;
5. Romania;
6. Serbia (envisaged by new draft legislation);
7. 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:

1. Belarus;
2. Lithuania;
3. 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);
4. 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).

Article 1.01 (a) 10 In accordance with article 9.02, paragraph 3, the following administrations use a different definition of "water bike":

1. Austria: the definition is the same, but water bikes with a length of less than 4 m are defined as floating material;
 2. Belarus: the term "hydro cycle" is used instead of "water bike";
 3. Germany: the term "water motorcycles" is not included in the German inland water transport regulations (Binnenschiffahrtsstraßen-Ordnung). This issue is regulated by special instructions on the water motorcycles;
 4. Hungary: the definition contains a limitation of length of less than 4 m;
 5. Netherlands: all such craft are contained in the term "water scooter", defined in 1.01 (a) 18 of the Dutch regulations;
 6. Russian Federation: the term "water bike" is mentioned in official documents without a definition of this term;
 7. Serbia: definition is the same but the term "Scooter" is used instead of "water bike";
 8. Slovakia;
 9. Turkey;
 10. 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
-

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	the term "small craft".
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"> 1. Czech Republic; 2. 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; 3. Lithuania; 4. Turkey; 5. 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.
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"> 1. Belarus: not less than 18 years; 2. Belgium: yes, for 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 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. 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; 7. Russian Federation: not less than 18 years; 8. Serbia: 16 years for small craft of up to 2.9 kW and 18 years for small craft of unlimited power; 9. Slovakia: 16 years if used for sport activity; 10. Turkey; 11. Ukraine: not less than 18 years; 12. Mosel Commission: there are no provisions concerning age for steering small craft with no mechanic motive power of its own;
Article 1.10	<p>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:</p> <ol style="list-style-type: none"> 1. Austria: (a), (c), (d), (e), (f) if required, (g) not regulated in police regulation, but in regional agreement, (h), (i), (j), (k), (l), (m), (n) not regulated in police regulation, but in ADN, (o); in addition: proof of the sulphur content of fuel and certificates of examination of the personal safety equipment. 2. Belgium: document mentioned in paragraph (n) of article 9.02 (6); 3. Bulgaria: documents mentioned in paragraphs (c) to (h) and (j) to (n) of article 9.02 (6); 4. Germany: the items mentioned under the letters (q), (r) and (s) must not be present on board (based on the Rhine requirements);

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	<p>5. Hungary: documents (a) to (q) and (s) are required as well as a certificate for anchor chain and a certificate for crane cable on floating cranes;</p> <p>6. Lithuania: documents mentioned in paragraphs (c) to (e), (h) to (o), (q) and (r) of article 9.02 (6);</p> <p>7. Netherlands: documents mentioned in article 9.02 paragraph 1 and the registration certificate of a high speed small vessel;</p> <p>8. Russian Federation: documents mentioned in paragraphs (c) to (f), (h), (l) to (n), (q) and (s) of article 9.02 (6);</p> <p>9. Serbia: all documents mentioned in article 9.02 (6) plus Waste Log Book; and Inspection Log Book;</p> <p>10. Slovakia: documents mentioned in paragraphs (e), (h), (j) to (n), (q) to (s) of article 9.02 (6);</p> <p>11. Turkey: documents mentioned in paragraphs (a), (c), (e), (h), (l), (o), (p), (s) of article 9.02 (6);</p> <p>12. 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);</p> <p>13. 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 crew accommodation, the documents required in paragraphs (a) and (f) only need to be available on the construction site.</p>

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

Article 2.02	<p>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:</p> <ol style="list-style-type: none"> 1. Belgium: all small craft, except for pleasure craft less than 5 m long and non-motorized boats less than 20 m long; 2. 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	<p>In accordance with article 9.04, paragraph 1, the following administrations do not require vessels under way to carry day markings:</p> <ol style="list-style-type: none"> 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. Russian Federation: deviations from CEVNI requirements concerning day marking are considerable; 4. Turkey; 5. Ukraine: there are no national rules on day markings, except for articles 3.27, 3.28 and 3.36 para. 1; 6. 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
-------------------------	--

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	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	<p>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):</p> <ol style="list-style-type: none"> 1. Austria: yes, (a) only (4 m for vessels less than 40m long); 2. Belarus: yes, (a) only; 3. Belgium: yes, (a) only (4 m for vessels less than 40m long); 4. Czech Republic: yes, (a) only: 4 m; 5. Germany: yes, (a) and (b); the regulations only define that the stern and top light must be set, without information on the height; 6. Lithuania: yes, (a) only; 7. Romania: yes, (a) only; 8. Russian Federation: yes, (a) and (b); 9. Turkey: yes, (a) only; 10. Mosel Commission: yes, (b) only and only for vessels less than 40 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"> 1. Belgium: 4 m for vessels less than 40m long; 2. Germany: the regulations only define that the stern must be set, without information on the height; 3. Belarus; 4. Czech Republic; 5. Russian Federation; 6. Mosel Commission: yes, but only for vessels less than 40 m long;
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"> 1. Belarus: yes, (b) only; 2. Czech Republic: yes, (b) only; 3. Germany: the height of 5 m for the top light is not included; 4. Russian Federation: yes, (a) and (b); 5. Serbia: yes, (a) and (b); 6. Turkey: yes, (a) and (b); 7. Ukraine: yes, (b) only.
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"> 1. Austria: Same regulation as in DFND: side-by-side formations whose greatest dimensions do not exceed 110 m in length and 12 m in width are considered as single motorized vessels; 2. Bulgaria; 3. 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; 4. Hungary: the Hungarian Shipping Regulation considers a side-by-side formation whose greatest dimensions do not exceed 110 m in length and 12 m in width as single motorized vessels;

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	5. Turkey.
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"> 1. Belgium: yes, (a) only; 2. Belarus: yes, (b) only; 3. Lithuania: yes, (a) only; 4. Romania: article 1.02, paragraph 2, Part II, Special Rules of Navigation on the Danube, the sector between Sulina and Brăila Port (km 175) of “Rules of Navigation on the Danube in the Romanian sector” – edition 2013; 5. Russian Federation: yes, (b); 6. Serbia: yes, (a) and (b); (b) – only for vessels carrying explosive goods; 7. Turkey: yes, (b) only; 8. Ukraine: yes, (a) only.
Article 3.16	<p>In accordance with article 9.04, paragraph 7, the following administrations prescribe another marking for ferry-boats:</p> <ol style="list-style-type: none"> 1. Austria: Pontoon ferries of the army and the army administration under way are exempted in certain cases defined in the national law; 2. Belarus; 3. Germany (no day mark for ferry-boats and for the ferry-boats which enjoys priority of passage, as this does not exist in Germany); 4. Hungary: ferry-boats not moving independently shall carry a yellow scintillating light visible from all directions when its cable is in operation (situated over the water); 5. Russian Federation; 6. Slovakia; 7. Turkey; 8. 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	<p>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:</p> <ol style="list-style-type: none"> 1. Austria: Small craft moored at the shore do not need to carry the black ball in accordance with DFND; 2. Belarus; 3. Bulgaria; 4. Germany; 5. Romania: article 3.20, paragraph 4 (d) of “Rules of Navigation on the Danube in the Romanian sector” – edition 2013: when a small craft is mooring (moored), it does not need to carry the black ball by day; 6. Serbia; 7. Turkey.
Article 3.27	<p>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</p>

CEVNI provisions *Regional and National Special Requirements*

rescue vessels:

1. Austria: fire-fighting and rescue vessels may display a red scintillating light instead of the blue;
2. Czech Republic: yellow lights for rescue vessels;
3. Lithuania;
4. 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. Austria: in accordance with article 4.05 and DFND, the radiotelephone installations on board have to comply with the Regional Agreement Basel 2000;
2. Belgium: in accordance with article 4.05, for large vessels – same as CEVNI; for motorized small craft less than 7 m long – 1 mariphone;
3. Bulgaria;
4. Czech Republic;
5. Germany;
6. Hungary;
7. Lithuania;
8. Netherlands;
9. Romania: article 4.05, paragraph 1 of the “Rules of Navigation on the Danube in the Romanian sector”: the administration is applying the “Regional Arrangement concerning the Radiotelephone Service on Inland Waterways (Basel, 6 April 2000)”;
10. Serbia;
11. Slovakia;
12. Turkey;
13. 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.

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. Belgium: will be adapted with the entry into force of new regulations based on CEVNI revision 4;
3. 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. Austria: special signs and signals apply on the “Struden” section of the Danube;
 2. Germany;
 3. Netherlands: the administration may do so by using signs, but also by using Notices to Skippers with the same legal status as a sign;
-

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	<ol style="list-style-type: none"> 4. Russian Federation: with regard mainly to sections with one-way traffic; 5. Ukraine.
Chapter 6, “Rules of the Road”	
Article 6.02	<p>In accordance with article 9.07, paragraph 1, the following administrations prescribe specific rules applicable to small size craft:</p> <ol style="list-style-type: none"> 1. Germany; 2. 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; 3. 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”; 4. Turkey; 5. Ukraine: detailed information is communicated to the secretariat; 6. 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	<p>In accordance with article 9.07, paragraph 2, the following administrations prescribe special exceptions to the rules on the meeting of vessels:</p> <ol style="list-style-type: none"> 1. Belarus: for high-speed vessels; 2. Belgium: the vessel which is on the starboard side of the fairway has right of way; 3. Germany; 4. 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.
Article 6.05	<p>In accordance with article 9.07, paragraph 3, the following administrations prescribe special rules for the meeting of vessels:</p> <ol style="list-style-type: none"> 1. Germany; 2. 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); 3. Russian Federation: only for vessels towing rafts); 4. Turkey; 5. Mosel Commission.
Article 6.08	<p>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:</p> <ol style="list-style-type: none"> 1. Austria: in accordance with DFND; 2. Belarus; 3. Czech Republic; 4. Hungary; 5. Romania: article 6.08, paragraph 3 of the “Rules of Navigation on the Danube in the Romanian sector”

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	<ol style="list-style-type: none"> 6. Russian Federation: relevant indications may be found in special rules of navigation in particular river basins; 7. Slovakia; 8. Turkey.
Article 6.11 paragraph (b)	<p>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:</p> <ol style="list-style-type: none"> 1. Austria: the exception relates to side-by-side formations whose maximum dimensions do not exceed 110 m x 12 m; 2. Hungary: but with the maximum dimensions of 110 m x 12 m; 3. Netherlands: exception for push barges not exceeding 110 m x 12m; 4. Russian Federation: paragraph (b) of article 6.11 is not applied; 5. Serbia: the exception relates to side-by-side formations whose maximum dimensions do not exceed 110 m x 12 m; 6. Turkey; 7. Ukraine.
Article 6.22 bis	<p>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:</p> <ol style="list-style-type: none"> 1. Austria: same as in CEVNI; 2. Belarus; 3. Belgium: for the time being the article 6.22.3 is the same as in CEVNI; will be adapted with the entry into force of new regulations based on CEVNI revision 4. 4. Germany: no rules for the navigation when passing vessels whose ability to manoeuvre is limited; 5. Netherlands: but these rules do not differ from CEVNI; 6. Russian Federation: rules for navigation when passing floating equipment at work differ from those indicated in article 6.22 bis; 7. Turkey; 8. Ukraine: detailed information is communicated to the secretariat.
Article 6.23, paragraph 2 (b)	<p>In accordance with article 9.07, paragraph 7, the following administrations prohibit the use of longitudinal cable:</p> <ol style="list-style-type: none"> 1. Austria: in accordance with DFND; 2. Belarus: longitudinal cables are not used; 3. Bulgaria; 4. Romania; 5. Serbia.
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"> 1. Belarus; 2. Belgium: two fixed green lights (one above the other or both at the same height) mean passage through the movable bridge is authorized, the bridge is open and not being manoeuvred; one fixed red light in combination with one scintillating green light mean the passage through the movable bridge is prohibited, except for vessels which are so close to the bridge that they cannot be reasonably expected to stop; 3. Germany; 4. Netherlands: the rules do not differ significantly from CEVNI. The Dutch rules allow the use of sound signals for opening bridges;

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	<p>5. Romania: Part III, Special rules of navigation on the Romanian Danube sector of “Rules of Navigation on the Danube in the Romanian sector”: A. Special rules of navigation for the passage under the Giurgeni-Vadu Oii bridge (km 237+800); B. Special rules of navigation for the passage under the Cernavodă bridges (km 300 and km 300+070); C. Special rules of navigation for the passage under the Fetești bridges (km 42+220 and km 42+300) Borcea branch; D. Special rules of navigation for the passage under the Giurgiu-Ruse bridge (km 498+700);</p> <p>6. Russian Federation;</p> <p>7. Ukraine: detailed information is communicated to the secretariat;</p> <p>8. Mosel Commission: article 6.26 of the PRNM deals with passage through cradle locks and bottlenecks for sport vessels.</p>
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"> 1. Belarus; 2. Germany; 3. Netherlands (special provisions are given for weirs that have a bridge lying across them); 4. Ukraine (Article 6.27 is not included in the national rules); 5. Mosel Commission (passage through weirs is prohibited).
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"> 1. Austria: in accordance with the transposition of CEVNI revision 4 provisions into national law; 2. Belarus; 3. Germany; 4. 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); 5. Russian Federation; 6. 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)).
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"> 1. Austria: in accordance with the transposition of CEVNI revision 4 provisions into national law; 2. Belarus; 3. Belgium: yes, two fixed green lights (one above the other or both at the same height) mean passage through the lock is authorized, the lock is open at both ends and is not being manoeuvred; 4. Germany; 5. Netherlands (the rules are quite similar. The Dutch rules do not have a similar paragraph to 6.28 bis, paragraph 4); 6. Russian Federation; 7. Ukraine (Article 6.28 bis is not included in the national rules).
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>

<i>CEVNI provisions</i>	<i>Regional and National Special Requirements</i>
	<ol style="list-style-type: none"> 1. Austria: Pleasure craft with a length of not more than 20 m have to clear the fairway in case of reduced visibility.; 2. Belarus; 3. Belgium: will be aligned with the provisions of CEVNI revision 4 with the entry into force of new regulations under elaboration; 4. Germany: (article 6.30, paragraphs 4 and 5 are not included in the regulations); 5. Hungary: there is no 1 km limitation of visibility; 6. 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); 7. Russian Federation; 8. Slovakia; 9. Turkey.
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"> 1. Germany; 2. Belgium: yes, (a) waives the provision on giving the three-tone signal; 3. Lithuania: yes, (a); 4. 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; 5. Russian Federation: yes, (a) and (b); 6. Slovakia: yes, (a); 7. Turkey: yes, (a) and (b); 8. Ukraine: national rules do not foresee the use of three-tone signal; 9. Mosel Commission: the three-tone signal is not prescribed by the PRNM.
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"> 1. Bulgaria; 2. Czech Republic; 3. Serbia; 4. Slovakia; 5. Turkey.
Chapter 8, "Signalling and reporting requirements"	
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"> 1. Belgium: no, article 8.01; 2. Czech Republic: but the reference is made to article 8.01, paragraph 4.

IV. Deviations from articles of chapters 1–8, other than those listed in chapter 9

A. Austria

5. Special rules, signs and signals apply on the Struden section of the Danube, and are available on request from the secretariat.

B. Netherlands

6. The Dutch administration does not demand a second headmast light for vessels less than 110 m long, prescribed by article 3.08, paragraph 1 (b).

7. A comparison of the Navigation Rules for inland waterways in the Netherlands and CEVNI 4 is under way, that has so far identified important deviations in chapter 6.

C. Russian Federation

8. 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

9. In addition to the special national requirements listed in the table above, the national rules in Ukraine differ from the following articles of CEVNI, which are available on request from 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”.

E. 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 UNECE Resolution No. 61.

F. Sava Commission

11. Special rules apply on certain sections of the Sava presenting difficulties to navigation.

V. Additional national and regional requirements to chapters 1–8

A. Netherlands

12. A comparison of the Navigation Rules for inland waterways in the Netherlands and CEVNI 4 is under way to identify additional requirements as compared to CEVNI 4.

B. Russian Federation

13. The Government of the Russian Federation is in the process of preparing a detailed inventory of deviations of the national Rules of Navigation on Inland Waterways of the Russian Federation from CEVNI 4.

C. Central Commission for the Navigation of the Rhine

14. A list of deviations of the Police Regulations for the Navigation of the Rhine (RPNR) from the provisions of CEVNI 4 has been submitted by CCNR for the forty-second session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) in February 2013 as Informal document SC.3/WP.3 (2013) No. 4 available in English, French and German.

D. Mosel Commission

15. 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).
