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Working Party on Inland Water Transport

Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

Forty-third session

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Item 3 (b) of the provisional agenda

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

Amendments to chapters 1–8 and annexes 1–8

Proposed amendments aimed at harmonizing the provisions of the European Code for Inland Waterways with the Police Regulations for the Navigation of the Rhine

Note by the secretariat

I. Mandate

1. At its fifty-third session, the Working Party on Inland Water Transport (SC.3) had decided to maintain the informal working group on the European Code for Inland Waterways (CEVNI), which is composed of the representatives of the river commissions and the interested Governments, and had renamed it the “CEVNI Expert Group”. It had put this group in charge of monitoring the implementation of the new Code by Governments and river commissions and considering future proposals for amendments to the Code (ECE/TRANS/SC.3/183, para. 13).

2. At its forty-second session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) had taken note of the detailed work carried out by the Central Commission for the Navigation of the Rhine (CCNR) in order to bring the Police Regulations for the Navigation of the Rhine (RPNR) into line with revision 4 of CEVNI. CCNR had prepared tables that identify the provisions of CEVNI that might be amended to be aligned with the respective provisions of RPNR. CCNR had also identified provisions in RPNR to which amendments would be required to align them with CEVNI and for which it would take the necessary measures (ECE/TRANS/SC.3/WP.3/84, para. 28).

3. The Working Party had requested the secretariat to put forward concrete proposals based on the proposals sent by CCNR in informal document SC.3/WP.3 No. 4 (2013) and to submit them to the CEVNI Expert Group and SC.3/WP.3 for consideration at their next sessions (ECE/TRANS/SC.3/WP.3/84, para. 31).

4. The Working Party is asked to consider the new proposals for amendments to CEVNI set out below and in document ECE/TRANS/SC.3/WP.3/2013/10/Add.1. Amendments are marked in bold for new text and strikethrough for the existing text of CEVNI to be deleted.

II. Chapter 1, General provisions

Article 1.01

It has been decided that the order of the CEVNI definitions is to be incorporated into RPNR.

Article 1.01, definitions a) 1 to 4

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.01, definition a) 5

Add the following text, as in the definition of “high-speed vessel” of RPNR:

“The term ‘high-speed vessel’ means a motorized vessel, with the exception of small craft, capable of travelling at a speed greater than 40 km/h in relation to water (**for example a hydrofoil craft, a hovercraft or a multihull vessel**) **when this is stated in the ship’s certificate.**”

Article 1.01, definition a) 6

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 1.01, definitions a) 7 to 10

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.01, definition a) 11

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 1.01, definitions b) 1 to 4

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.01, definitions c) 1 to 3

It has been decided that the reference to standard EN 14744 is to be maintained in RPNR.

Article 1.01, definitions c) 4 and 5

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.01, definition c) 6

The definition for “three-tone signal” will not be incorporated into RPNR.

Article 1.01, definition d) 1

In the French version, *amend* as follows:

“1. Le terme «**établissement flottant** ~~installation flottante~~» désigne toute installation flottante normalement stationnaire, telle qu'établissement de bains, docks, embarcadère, hangar pour bateaux;”¹

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.01, definitions d) 2 to 4

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.01, definition d) 5

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 1.01, definitions d) 6 and 7

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.01, definition d) 8

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 1.01, definition d) 9

Delete the last part of the sentence:

“The term ‘state of intoxication’ means a state occurring as a result of the use of alcohol, narcotics, medicines or other ~~similar substances and determined in accordance with national legislation and practice;~~”.

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Article 1.01, definition d) 10

Delete the last part of the sentence:

“The term ‘reduced visibility’ means conditions in which visibility is reduced owing to fog, haze, snow, ~~or rain or other reasons;~~”.

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Article 1.01, definition d) 11

The definition for “safe speed” will not be incorporated into RPNR.

Article 1.01, definition d) 12

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

¹ Other articles of CEVNI shall be amended accordingly. The secretariat will make proposals at a later date.

Article 1.01, definition d) 13

Amend as follows, in line with the definition in annex 8 of RPNR:

“The term ‘fairway’ means that part of the waterway **in which set widths and anchorage areas are to the extent possible maintained for navigation** ~~that can actually be used by shipping;~~”.

It has been decided that this definition is also to be incorporated into article 1.01 of RPNR.

Article 1.01, definitions d) 14 and 15

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.01, definition d) 16

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 1.01, definition d) 17

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.01, definition d) 18

Add a new definition, as in article 1.01 of RPNR:

“**The term ‘inland AIS device’ means a device that is installed on board of a vessel and is used within the meaning of the ‘tracking and tracing in inland navigation’ standard.**”.

Article 1.02, paragraph 1

Add a reference to the certificate of competency, as in article 1.02, paragraph 1, of RPNR:

“1. Every vessel or assembly of floating material, except vessels in a pushed convoy other than the pusher, shall be placed under the authority of a person having the necessary competency. This person is hereinafter referred to as the boatmaster. **Boatmasters are considered to possess the necessary competency if they hold a recognized boatmaster’s licence.**”.

Article 1.02, paragraphs 2 to 4

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.02, paragraph 5

This provision, on floating establishments, will not be incorporated into RPNR.

Article 1.02, paragraph 6

Add the provisions on blood alcohol concentration, as in the second sentence of article 1.02, paragraph 7, of RPNR:

“6. The faculties of the boatmaster shall not be impaired as a result of a state of fatigue or intoxication. **When blood alcohol concentration is 0.5 parts per thousand or more, or when the level of alcohol absorption corresponds to an equivalent alcohol concentration in the blood or exhaled breath, the boatmaster may not operate the vessel.**”.

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Article 1.02, paragraph 7

Add the following text at the end of subparagraph (b):

“7. In the case of a moored vessel or assembly of floating material having no boatmaster, the person responsible for ensuring compliance with the provisions of these regulations shall be:

- (a) The person responsible for keeping watch and surveillance under article 7.08;
- (b) The operator or owner of such vessel or assembly **if the person referred to in letter (a) is absent.**”.

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Article 1.03, paragraphs 1 to 3

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.03, paragraph 4

Add the provisions on blood alcohol concentration, as in the second sentence of article 1.03, paragraph 4, of RPNR:

“4. The faculties of crew members on duty and other persons on board who participate temporarily in the navigation of the vessel shall not be impaired as a result of a state of fatigue or intoxication. **When blood alcohol concentration is 0.5 parts per thousand or more or when the level of alcohol absorption corresponds to an equivalent alcohol concentration in the blood or exhaled breath, the persons referred to in the first sentence of this paragraph may not determine the vessel’s course or speed themselves.**”.

Article 1.04, paragraph 1

This provision, on safe speed, will not be incorporated into RPNR.

Article 1.04, paragraph 2

Amend subparagraph (d) as follows, in line with article 1.04, subparagraph (d), of RPNR:

“(d) **Causing inordinate harm to the environment.** ~~Causing harm to crew members and other persons on board the vessel or damage to barges moored alongside, port or wharf facilities and the environment.~~”.

Article 1.04, paragraph 3

Delete the paragraph:

“3. ~~Paragraph 2 shall also apply to persons in charge of floating establishments.~~”.

Article 1.05

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.06

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 1.07, paragraphs 1, 3 and 5

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.07, paragraphs 2 and 4

These paragraphs require reconsideration by the Working Group on the Police Regulations of CCNR.

Article 1.08, paragraphs 1 and 3

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.08, paragraph 2

Amend the text as follows, in line with article 1.08, paragraph 2, of RPNR:

“2. **All vessels, except vessels in a pushed convoy other than the pusher, shall have a crew sufficient in number and sufficiently skilled to ensure the safety of those on board and safe navigation.** ~~All vessels, except vessels in a pushed convoy other than the pusher, shall have a crew sufficient in number and sufficiently skilled to ensure the safety of those on board and safe navigation. However, non-motorized vessels in a side-by-side formation and some of the towed vessels in a rigid group are not required to have a crew if the vessel propelling the side-by-side formation or rigid group, or keeping it safely stopped, has a crew sufficiently large and skilled to ensure the safety of those on board and safe navigation.~~”.

Article 1.08, paragraph 4

Amend the text as follows, in line with article 1.08, paragraph 4, of RPNR:

“4. **Without prejudice to paragraph 3, the individual life-saving equipment listed in No. 44 of the ship’s certificate shall be available for distribution and shall correspond to the number of adult and child passengers, with rigid life jackets allowed only for children who weigh 30 kg or less or are under 6 years of age.** ~~Without prejudice to paragraph 3, the life-saving devices suitable for passengers mentioned in the ship’s certificate shall be available on board of the vessel. Life-saving devices shall be available for distribution to passengers and will correspond to the number of adults and children.~~”.

Article 1.09, paragraph 1

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.09, after paragraph 1

Add a new paragraph 2, as in article 1.09, paragraph 2, of RPNR:

“2. **The age requirement shall not apply in the case of small craft having no motive power of its own.**”.

Article 1.09, existing paragraphs 2 and 3

Renumber as paragraphs 3 and 4, respectively.

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.09, existing paragraph 4

Renumber as paragraph 5 and *delete* the indication of age, in line with the text in article 1.09, paragraph 5, of RPNR:

“54. When under way, all high-speed vessels shall be steered by a person ~~not younger than 21 years of age~~ who has the necessary qualifications referred to in article 1.02, paragraph 1 and the certificate referred to in article 4.06, paragraph 1 (b). A second person who also holds these documents shall be in the wheelhouse except during berthing and casting off and in locks and their forebays.”.

Article 1.10, paragraph 1

CCNR proposes supplementing the list, if possible, by adding documents generally required.²

Article 1.10, paragraphs 2 and 3

These provisions, on documents, will not be incorporated into RPNR.

Article 1.10, paragraphs 4 and 5

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.11, paragraphs 1 and 2

The provisions of CEVNI are to be incorporated into RPNR, with the exception of the word “open” in the phrase “open small crafts” in paragraph 1.

Article 1.12, paragraph 1

Amend as follows:

“1. It is prohibited to allow objects that would constitute a danger to vessels, assemblies of floating material **or** floating establishments ~~or installations~~ on or adjacent to the waterway to project beyond the sides of vessels or of assemblies of floating material.”

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended.

Article 1.12, paragraph 2

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 1.12, paragraphs 3 and 4

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.13, paragraph 1

Add the term “warning rafts with waterway signs” in the listing, as in article 1.13, paragraph 1, of RPNR:

“1. It is prohibited to use waterway signs (such as boards, buoys, floats, beacons, **warning rafts with waterway signs**) for mooring or warping vessels or assemblies of floating material, to damage them or to render them unfit for use.”.

The example of boards will not be incorporated into RPNR.

² Documents of RPNR not mentioned in CEVNI shall be added to chapter 9 of CEVNI.

Article 1.13, paragraphs 2 and 3

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.14

Add the example of groynes, as in article 1.14 of RPNR:

“When a vessel or assembly of floating material has damaged a permanent structure (**lock, bridge, groyne, etc.**) (such as lock, bridge), the boatmaster shall at once inform the nearest competent authority.”.

Article 1.15, paragraph 1

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.15, paragraph 2

Delete the paragraph, as it duplicates the provisions of chapter 10.

~~“2. It is in particular forbidden to throw, pour or discharge into a waterway any form of petroleum waste or mixtures of such waste with water.”.~~

Article 1.15, paragraph 3

Renumber as paragraph 2 and *amend* the text as follows, in line with article 1.15, paragraph 2, of RPNR:

23. In the event of **such** accidental spillage ~~of a substance covered by paragraph 1 or paragraph 2~~ or of any risk of such spillage, the boatmaster shall immediately inform the nearest competent authority, specifying as accurately as possible the nature and site of the spillage.

Articles 1.16 and 1.17

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.18, paragraph 1

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.18, paragraph 2

Add the term “floating material”, as in article 1.18, paragraph 2, of RPNR:

“2. A boatmaster whose vessel **or floating material** is in danger of sinking or becomes impossible to control is under the same obligation.”.

Article 1.18, paragraphs 3 and 4

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 1.19

Add the following new sentence at the end of the paragraph, as in article 1.19 of RPNR:

“Boatmasters and persons in charge of floating establishments shall comply with any special instructions given to them by officials of the competent authorities in order to ensure safe and orderly navigation. **This shall also apply in the event of a cross-border hot pursuit.**”.

Article 1.20, paragraph 1

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.20, paragraph 2

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 1.21, paragraphs 1 to 4

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.21, paragraph 5

Add a new paragraph 5, as in article 1.21, paragraph 2, of RPNR:

“5. For the purposes of the current regulations, amphibious vehicles are considered to be small craft.”.

Article 1.22

Amend the text as follows, in line with article 1.22, paragraph 1, of RPNR:

“1. Boatmasters shall comply with any temporary requirements issued by a competent authority in special circumstances ~~and published as notices~~ to ensure safe and orderly navigation.”.

Add a new paragraph 2, as in article 1.22, paragraph 2, of RPNR:

“2. These requirements may be justified by work carried out on the inland waterway, military exercises, public events within the meaning of article 1.23 or conditions of the waterway; they may, in specific sections where particular precautions are necessary and are indicated by buoys, beacons or other signs or by alarms, prohibit navigation by night or the passage of vessels with too large a draught.”.³

Article 1.23

The provisions of CEVNI and RPNR are considered harmonized.

Article 1.24

Add a new article 1.24, as in RPNR:

“Article 1.24**Applicability in ports, loading and unloading zones**

This regulation shall also apply to water surfaces that are a part of ports and loading and unloading zones, without prejudice to the specific requirements of the waterway police enacted for these ports and loading and unloading zones and called for by local conditions and loading and unloading operations.”.

³ The special provision of Rhine navigation, as in article 1.22, paragraph 3, of RPNR shall be added to chapter 9 of CEVNI.

Article 1.25

Add a new article 1.25, as in RPNR:

“Article 1.25

Requirements, authorizations and approvals

The requirements, authorizations and approvals may come with restrictions and conditions by the competent authority.”.

III. Chapter 2, Marks and draught scales on vessels; tonnage measurement

Article 2.01, paragraph 1, subparagraphs (a) and (b)

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 2.01, paragraph 1, subparagraph (c)

Amend the text as follows, in line with article 2.01, paragraph 1 (c), of RPNR:

“(c) Its unique European vessel identification number, which is made up of eight Arabic numerals. The first three digits are used to identify the country and the office where this unique European vessel identification number was assigned. This identification mark is mandatory only for vessels that have been assigned a unique European vessel identification number; ~~Its official identification number~~

~~The official identification number shall be inscribed in accordance with the instructions given in point (a).”.~~

Article 2.01, paragraph 1, after subparagraph (c)

Add a new subparagraph (d) and a new sentence at the end, as in article 2.01, paragraph 1, of RPNR:

“(d) Its official number, which is made up of seven Arabic numerals, possibly followed by a letter in lower-case type. The first two digits are used to identify the country and the office where this unique European vessel identification number was assigned. This identification mark is mandatory only for vessels which were assigned an official number that has not yet been converted into a unique European vessel identification number.

The unique European vessel identification number and the official number shall be displayed under the conditions laid down in letter (a) above.”

Article 2.01, paragraph 2

Amend the text as follows, in line with article 2.01, paragraph 2, of RPNR:

“2. In addition, except for small craft and seagoing vessels,

(a) Every cargo vessel shall have its dead-weight tonnage inscribed on both sides, on the hull or on fixed boards **or plates;**

(b) Every passenger vessel shall display the maximum permissible number of passengers in a conspicuous position on board.”.

Article 2.01, paragraph 3

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 2.01, paragraph 4

Delete the paragraph (this provision will not be incorporated into RPNR):

~~“4.—As an exception to the preceding paragraphs, seagoing vessels may maintain their identification marks.”.~~

Article 2.01, paragraph 5

This provision, on the national flag, will not be incorporated into RPNR.

Article 2.02, paragraphs 1 to 4

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 2.02, paragraph 4

CCNR proposes clarifying the marks that ship’s boats are to bear.

Article 2.03

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 2.04

The reference to the provisions on Resolution No. 61 will not be incorporated into RPNR.

Article 2.05, paragraph 1

Amend the text as follows, in line with article 2.05, paragraph 1, of RPNR:

“1. The anchors of vessels shall bear identification marks in indelible characters. These shall include at least either the order number of the ship’s certificate and the distinguishing letters of the inspection commission or the name and domicile of the owner of the vessel.

If an anchor is used on another vessel belonging to the same owner, the original marking may be kept.”.

Article 2.05, paragraph 2

It has been decided that the provision authorizing ships to travel as an exception is to be maintained in RPNR.

IV. Chapter 3, Visual signals (marking) on vessels**Article 3.01, paragraphs 1 to 3 (d)**

The provisions of CEVNI and RPNR are considered harmonized.

Article 3.01, paragraph 3 (e)

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.01, new paragraph 4

Add a new paragraph 4 as follows:^{4,5}

“4. **When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, vessels may carry the lights, boards, balls, etc. provided for in this chapter at a reduced height so that passage may be effected without difficulty.**”

This provision on lights, boards and balls at reduced height will not be incorporated into RPNR.

Article 3.02

It has been decided that the provisions of CEVNI are to be incorporated into RPNR as article 3.02, paragraph 1.

It has been decided that the provisions on signal lanterns are to be maintained in article 3.02, paragraphs 2 and 3, of RPNR.

Article 3.03, paragraphs 1 and 2

The provisions of CEVNI and RPNR are considered harmonized.

Article 3.03, paragraph 3

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, with the exception of the lighter requirements for small craft.

Articles 3.04 and 3.05

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.06

This provision, on emergency lights, will not be incorporated into RPNR.

Article 3.07, paragraph 1

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.07, paragraph 2

The provisions of CEVNI and RPNR are considered harmonized.

Article 3.08, paragraph 1

Amend as follows, to delete the requirement of placing side lights on the widest part of the vessel:

“1. Single motorized vessels shall carry:

⁴ CCNR proposes adding this paragraph, which reproduces the text of articles 3.08, paragraph 5, 3.10, paragraph 3, 3.11, paragraph 3, and 3.13, paragraph 7, and to delete these paragraphs.

⁵ At its forty-second session, SC.3/WP.3 agreed to add a new paragraph 4 to article 3.01 (ECE/TRANS/SC.3/WP.3/2013/2).

By night:

- (a) A masthead light forward and in the axis of the vessel, at a height of not less than 5 m. The height may be reduced to 4 m, when the vessel does not exceed a length of 40 m;
- (b) Side lights, each placed at the same height and on the same perpendicular to the axis of the vessel, 1 m lower than the masthead light, at least 1 m abaft of it ~~on the widest part of the vessel~~; they shall be screened inboard so that the green light cannot be seen from the port side and the red light cannot be seen from the starboard side;
- (c) A stern light, placed aft and in the axis of the vessel.”.

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Article 3.08, paragraph 2

Amend as follows, to bring the text into line with article 3.08, paragraph 2, of RPNR:⁶

“2. **Where a single motorized vessel under way is more than 110 m long, it shall further be required to carry by night a second masthead light at the stern placed higher than the forward light.** ~~A single motorized vessel may in addition carry by night at the stern a second masthead light placed in the axis of the vessel and at least 3 m higher than the forward light, in such a way that the horizontal distance between these lights is at least three times the vertical distance. A single motorized vessel more than 110 m long shall be required to carry this second masthead light.”.~~

Article 3.08, paragraph 3

This provision, on auxiliary motorized vessels, will not be incorporated into RPNR.

Article 3.08, paragraph 4

The provisions of CEVNI and RPNR are considered harmonized.

Article 3.08, paragraph 5

*Delete.*⁷

Article 3.09, paragraph 1

Delete the requirement concerning auxiliary motorized vessels, as follows:

“1. A motorized vessel leading a towed convoy, ~~and a motorized vessel used as an auxiliary in front of another motorized vessel, a pushed convoy or a side by side formation~~ shall carry:

By night:

- (a) Two masthead lights one above the other about 1 m apart, placed forward and in the axis of the vessel, the upper light being at a height of, at least, 5 meters and the lower light, so far as possible, at least 1 m higher than the side lights;

⁶ At its forty-second session, SC.3/WP.3 adopted an amendment to this paragraph (ECE/TRANS/SC.3/WP.3/2013/2).

⁷ At its forty-second session, SC.3/WP.3 adopted an amendment to delete this paragraph (ECE/TRANS/SC.3/WP.3/2013/2).

(b) The side lights prescribed in article 3.08, paragraph 1 (b);

(c) A yellow instead of a white stern light, placed in the axis of the vessel and high enough to be clearly visible from the towed unit following the vessel ~~or the motorized vessel, pushed convoy or side by side formation in front of which the vessel is used as an auxiliary;~~

By day:

A yellow cylinder, with two black and white stripes at top and bottom, the white stripes being at the ends of the cylinders. The cylinder shall be placed vertically forward, and high enough to be visible from all directions.”⁸

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Article 3.09, paragraph 2

In the first sentence, *delete* the requirement concerning auxiliary motorized vessels as follows:

~~“2. Where a towed convoy is led by several motorized vessels, or where a motorized vessel, pushed convoy or side by side formation is preceded by several auxiliary motorized vessels proceeding side by side, whether coupled or not, each of those vessels shall carry:”⁸~~

It has been decided that the provisions of CEVNI should be incorporated into RPNR, as amended above.

Article 3.09, paragraph 3

Amend the text as follows, in line with article 3.09, paragraph 3, of RPNR:

“3. Vessels in a towed convoy following the motorized vessel or vessels referred to in paragraphs 1 and 2 above shall carry:

By night:

A bright white light visible from all directions, at a height of not less than 5 m. **This height may be reduced to 4 m for vessels whose length does not exceed 40 m;**

By day:

A yellow ball in a suitable position and high enough to be visible from all directions.

However,

(a) If a section of the convoy is more than 110 m long, that section shall carry two such lights, one forward and one aft;

(b) If a section of the convoy comprises a row of more than two vessels coupled side by side, only the two outside vessels of the row shall carry such lights or such a ball.

The marking of all towed vessels in a convoy shall so far as possible be carried at the same height above the water level.”

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

⁸ CCNR proposes deleting the provisions on auxiliary motorized vessels, as it considers that this is not legally relevant; if necessary, the provisions on auxiliary devices for towing should be clarified. CCNR believes that it is unnecessary to prescribe special provisions for auxiliary devices for towing.

Article 3.09, paragraph 4

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.09, paragraphs 5 and 6

These provisions, on marking for vessels in a towed convoy when passing through bridges, weirs or locks, will not be incorporated into RPNR.

Article 3.09, new paragraph 7

Add a new paragraph 7, as in article 3.09, paragraph 5, of RPNR:

“7. In harbours, convoys consisting solely of one motorized vessel and a single towed unit shall not be required to carry the day marking prescribed in this article.”.

Article 3.09, existing paragraph 7

Renumber as new paragraph 8.

The provisions of CEVNI and RPNR are considered harmonized.

Article 3.10, paragraph 1

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.10, paragraph 2

Delete the requirement concerning auxiliary motorized vessels as follows:

“2. The provisions of paragraph 1 above shall also apply to pushed convoys when they are under way by night ~~preceded by night by one or more auxiliary motorized vessels~~; however, the stern lights referred to in paragraph 1 (c) (i) above shall be yellow instead of white.

When a pushed convoy is under way by day ~~is preceded by day by one or more auxiliary motorized vessels~~, the pusher shall carry the yellow ball referred to in article 3.09, paragraph 3.”.⁸

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Article 3.10, paragraph 3

*Delete.*⁷

Article 3.10, paragraph 4

It has been decided that the provision on day marking of the pusher of pushed convoys with two pushers placed side by side is to be maintained in article 3.10, paragraph 2, of RPNR. The provision on the night marking on pushers in side-by-side formation will not be incorporated into RPNR.

Article 3.10, paragraph 5

The provisions of CEVNI and RPNR are considered harmonized (this provision is contained in article 3.01, paragraph 3, of RPNR).

Article 3.11, paragraph 1

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.11, paragraph 2

This provision, on auxiliary motorized vessels, will not be incorporated into RPNR.

Article 3.11, paragraph 3

*Delete.*⁷

Article 3.11, paragraph 4

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.12, paragraphs 1 to 3

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.12, paragraph 4

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, provided that the provision in article 3.35 on the marking of vessels engaged in fishing is also to be incorporated.

Article 3.13, paragraph 1

Amend the text as follows, in line with article 3.13, paragraph 1, of RPNR:

“1. Small motorized craft proceeding alone shall carry by night **either**:

(a) **A masthead light, bright instead of strong, at the same height as the side lights and not less than 1 m forward of them;**

(b) **Side lights, which may be ordinary lights; they shall be at the same height and on the same perpendicular to the axis of the craft and be screened inboard so that the green light cannot be seen from the port side and the red light cannot be seen from the starboard side;**

(c) **A stern light; or**

(d) **The masthead light prescribed in letter (a) above; however, this light is to be placed at least 1 m higher than the side lights;**

(e) **The side lights prescribed in letter (b) above; however, these lights may be placed side by side or in the same lamp in the axis of the craft, at or near the bow;**

(f) **A stern light; however, this light may be waived provided that the masthead light referred to in letter (d) above is a bright white light visible from all directions.**

~~(a) — A masthead light; this light shall be in the axis of the craft, at least 1 m higher than the side lights, and shall be bright instead of strong;~~

~~(b) — Side lights; these lights may be ordinary instead of bright and shall be placed either:~~

~~—— (i) — As prescribed in article 3.08, paragraph 1 (b); or~~

~~—— (ii) — Side by side or in the same lamp, in the axis of the craft, at or near the bow;~~

~~(e) — The stern light prescribed in article 3.08, paragraph 1 (e). However, the requirement to carry this light may be waived; but in such case, the masthead light referred to in (a) above shall be a bright white light visible from all directions.”.~~

Article 3.13, paragraphs 2 to 4

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.13, paragraph 5

Label the last three paragraphs as subparagraphs (a), (b) and (c).

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, with the exception of the limitation of length of the small craft referred to in the last subparagraph.

Article 3.13, paragraph 6

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.13, new paragraph 7

Add a new paragraph 7, as in article 3.13, paragraph 6, of RPNR:

“7. A small craft under sail and at the same time employing a motor shall carry:

By day:

A black cone with the vertex pointing downwards. This cone shall be positioned as high as possible and where it will be most obvious.”.

Article 3.13, existing paragraph 7

*Delete.*⁷

Article 3.14, paragraphs 1 to 3

Align the text beginning with “as indicated in ADN” with the body of the paragraph.

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Article 3.14, paragraphs 4 to 8

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.15

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.16, paragraph 1

Delete the requirement for the day marking as follows:⁹

“1. Ferry boats not moving independently shall carry:

By night:

⁹ At its forty-second session, SC.3/WP.3 adopted an amendment to this paragraph (ECE/TRANS/SC.3/WP.3/2013/2).

(a) A bright white light visible from all directions, at a height of not less than 5 m; this height may, however, be reduced if the ferry boat is of a length of less than 20 m;

(b) A bright green light visible from all directions, about 1 m above the light referred to in (a) above.

~~By day:~~

~~A green ball at a height of not less than 5 m.”.~~

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above, and with the text “if the ferry boat is of a length less than 15 m”, in subparagraph (a).

Article 3.16, paragraph 2

The provisions of CEVNI and RPNR are considered harmonized.

Article 3.16, paragraph 3

Delete the requirement for the day marking as follows:

“3. Ferry boats moving independently shall carry:

By night:

(a) A bright white light visible from all directions, as prescribed in paragraph 1 (a) above;

(b) A bright green light visible from all directions, as prescribed in paragraph 1 (b) above;

(c) The side lights and stern light prescribed in article 3.08, paragraphs 1 (b) and (c).

~~By day:~~

~~A green ball, as prescribed in paragraph 1 above.”.~~

Articles 3.17 to 3.19

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.20, paragraph 1

Label the requirements for night marking as subparagraphs (a) and (b) and *delete* the requirement for day marking as follows:

“1. All stationary vessels except the vessels listed in articles 3.22 and 3.25 shall carry:

By night:

(a) An ordinary white light visible from all directions and at a height of at least 3 m.

(b) This light may be replaced by an ordinary white light at the bow and an ordinary white light at the stern, positioned at the same height on the fairway side and visible from all directions.

~~By day:~~

~~Only vessels stationary offshore, without direct or indirect access to the bank, a black ball in a suitable position forward and high enough to be visible from all directions.”.~~

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Article 3.20, paragraph 2

This provision, on marking of convoys stationary offshore, will not be incorporated into RPNR.

Article 3.20, paragraph 3

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.20, paragraph 4

It has been decided that the exceptions concerning marking are to be maintained in article 3.20, paragraph 3, of RPNR.

Article 3.20, new paragraph 5

Add a new paragraph 5, as in article 3.20, paragraph 4, of RPNR:

“5. **In special circumstances, some vessels gathered in a place specially designated for their berthing may be exempted by the competent authority from the obligation to carry the light prescribed in paragraph 1 or 3 above.**”.

Articles 3.21 to 3.24

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.25, paragraphs 1 to 3

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.25, paragraphs 4 and 5

The provisions of CEVNI and RPNR are considered harmonized.

Article 3.26, paragraphs 1 and 2

It has been decided that the provisions on marking for vessels, assemblies of floating material or floating establishments whose anchor may be a danger to navigation (referred to in paragraphs 1 to 3) are to be maintained as they are in RPNR.

Article 3.26, paragraph 3

The provisions of CEVNI and RPNR are considered harmonized.

Articles 3.27 to 3.29

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.30, paragraph 1

Amend the text as follows, in line with article 3.30, paragraph 1, of RPNR:

“1. When a vessel in distress needs assistance, **by means of visual signals**, it may display:

By night:

A light waved in a circle;

By day:**A red flag or any other suitable object waved in a circle;**

- (a) ~~A flag or any other suitable object waved in a circle;~~
- (b) ~~A light waved in a circle;~~
- (c) ~~A flag having above or below it a ball or anything resembling a ball;~~
- (d) ~~Rockets or shells throwing red stars, fired one at a time at short intervals;~~
- (e) ~~A luminous signal consisting of the group ... (SOS) in Morse Code;~~
- (f) ~~Flames such as may be produced by burning tar, oil, etc.;~~
- (g) ~~Parachute flares or hand held flares emitting a red light;~~
- (h) ~~Slow, repeated up and down movements of the arms extended on each side.”.~~

Article 3.30, paragraph 2

The provisions of CEVNI and RPNR are considered harmonized.

Article 3.31

Amend the text as follows, in line with article 3.31 of RPNR:¹⁰

“1. If there are **other** regulations prohibiting unauthorized persons from going on board, the prohibition shall be indicated by:

Circular white **symbols boards** bordered with red, with a red diagonal and **a picture of an averting hand** in black ~~the figure of a pedestrian~~.

The symbols ~~The boards~~ shall be placed on the vessel or on the gangway, as circumstances require. ~~By way of derogation from article 3.03, paragraph 3,~~

They shall be about 60 cm in diameter.

2. The **symbols boards** shall be illuminated, as required, so as to be clearly visible at night.”.

Article 3.32

Amend the text as follows, in line with article 3.32 of RPNR:¹¹

“1. If other regulations prohibit

- (a) Smoking,
- (b) Using an unprotected light or flame;

On board, the prohibition shall be indicated by circular white **symbols boards** bordered with red, with a red diagonal and a picture of a **burning match** ~~cigarette emitting smoke~~.

¹⁰ At its forty-second session, SC.3/WP.3 adopted an amendment to this paragraph (ECE/TRANS/SC.3/WP.3/2013/2).

¹¹ At its forty-second session, SC.3/WP.3 adopted an amendment to this paragraph (ECE/TRANS/SC.3/WP.3/2013/2).

The symbols shall be placed on the vessel or on the gangway, as circumstances require. ~~The boards shall be placed on the vessel or on the gangway, as circumstances require. By way of derogation from article 3.03, paragraph 3,~~

They shall be about 60 cm in diameter.

2. **The symbols shall be illuminated, as required, so as to be clearly visible at night** ~~By night, the boards shall be illuminated so as to be clearly visible on both sides of the vessel.”.~~

Article 3.33

The provisions of CEVNI and RPNR are considered harmonized.

Article 3.34

This provision, on marking for vessels whose ability to manoeuvre is limited, will not be incorporated into RPNR.

Article 3.35

This provision, on the marking for vessels engaged in fishing, will not be incorporated into RPNR.

Article 3.36, paragraph 1

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 3.36, paragraph 2

The use of marking for vessels whose ability to manoeuvre is limited for vessels being used for underwater diving will not be authorized in RPNR.

Article 3.37

This provision, on the marking for vessels engaged in minesweeping, will not be incorporated into RPNR.

Article 3.38

This provision, on the marking for vessels on pilotage service, will not be incorporated into RPNR.

V. Chapter 4, Sound signals; radiotelephony; navigation devices

Article 4.01, paragraph 1

Amend as follows:

“1. When sound signals other than bells are prescribed in these regulations or any other provisions applicable, they shall be given:

(a) On motorized vessels, except ~~certain~~ small craft unless these are vessels with radar equipment, by means of mechanically operated sound signalling devices, placed sufficiently high that the sound signals can spread freely to the front and if possible also to the back; the signalling devices shall conform to the requirements laid down in chapter I of annex 6 of these regulations;

(b) On non-motorized vessels and motorized small craft whose equipment does not include a sound signalling device, by means of a suitable trumpet or horn; such sound signals shall conform to the requirements of chapter I, paragraphs 1 (b) and 2 (b), of annex 6 to these regulations.”.

Article 4.01, paragraph 2

This provision, on light signals, will not be incorporated into RPNR.

Article 4.01, paragraph 3

Amend the text as follows:

3. ~~Unless specifically provided to the contrary,~~ In the case of a convoy, prescribed sound signals need to be given, only by the vessel carrying the boatmaster of the convoy.

It has been decided that the provisions of CEVNI are to be incorporated into RPNR, as amended above.

Article 4.01, paragraph 4

The provisions of CEVNI and RPNR are considered harmonized.

Article 4.02, paragraph 1

The provisions of CEVNI and RPNR are considered harmonized.

Article 4.02, paragraph 2

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Articles 4.03 and 4.04

The provisions of CEVNI and RPNR are considered harmonized.

Article 4.05, paragraph 1

Amend the text as follows, in line with article 4.05, paragraph 1, of RPNR:

“1. Every radiotelephone set carried on board a vessel or floating establishment shall conform to **the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways and shall be used in accordance with the provisions of this Arrangement. Details of these provisions are provided in the radiotelephony guide for inland navigation.** ~~and shall be operated in accordance with, the requirements of the competent authorities.”.~~

Article 4.05, paragraph 2

Amend the text as follows, in line with article 4.05, paragraph 4, of RPNR:

“2. **Motorized vessels, with the exception of small craft, may navigate only if they are equipped with a radiotelephone installation in proper working order for ship-to-ship, nautical information and ship-to-port-authority networks.**

The radiotelephone installation shall ensure that two of these networks are monitored simultaneously.

~~Motorized vessels, excluding small craft, ferries and floating equipment may sail only if they are equipped with two radiotelephone installations in proper working order. When under way, the radiotelephone installations for the ship to ship and nautical information~~

~~channels must be permanently in a ready to transmit and ready to receive state. The channel allocated to nautical information may only be left for a short time in order to transmit or receive information on other channels.”.~~

Article 4.05, paragraph 3

Amend the text as follows, in line with article 4.05, paragraph 5, of RPNR:

“3. **Motorized vessels under way, with the exception of small craft, shall have the installation tuned into the channels allotted to the ship-to-ship network and, only in justified special circumstances, into the channel allotted to another network, and shall give, on channels allotted to ship-to-ship and nautical information networks, information necessary for safety of navigation.**

~~The vessels shall be tuned into the ship-to-ship and information networks simultaneously. Ferries and motorized floating equipment may only sail if they are equipped with a radiotelephone installation in proper working order. When under way, the radiotelephone installation for the ship to ship channel must be permanently in a ready to transmit and ready to receive state. This channel may only be left for a short time in order to transmit or receive information on other channels. The first and the second sentence shall also apply during operation.”.~~

Article 4.05, paragraph 4

Amend the text as follows, in line with RPNR:

“4. Each vessel equipped with a radiotelephone installation shall make reports on the channel ~~allocated~~ **allotted** to the ship-to-ship network before entering blind sections, narrow channels or bridge openings and the sections determined by the competent authorities.”.

Article 4.05, paragraph 5

Amend the text as follows, in line with article 4.05, paragraph 6, of RPNR:

“5. **Sign B.11 (Annex 7) shall indicate the obligation established by the competent authority to use radiotelephony.** ~~Sign B.11 (Annex 7) shall indicate that the competent authority requires the use of radiotelephone communications.”.~~

Article 4.06, paragraph 1, first sentence and subparagraphs (a) and (b)

It has been decided that the provisions of CEVNI are to be incorporated into RPNR.

Article 4.06, paragraph 1, subparagraph (c)

The obligation for vessels to be equipped with a device for emitting the three-tone signal will not be incorporated into RPNR.

Article 4.06, paragraph 2

Amend the text as follows, in line with article 4.06, paragraph 2, of RPNR:

“2. In **pushed 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.**”.

Article 4.06, paragraph 3

The provisions of CEVNI and RPNR are considered harmonized.

Article 4.07

The Working Group on the Police Regulations of CCNR will consider this provision after the consultations in CCNR bodies on the new wording of the requirements for inland AIS devices.
