

**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

**Working Party on Inland Water Transport**

**CEVNI**  
**European Code For Inland Waterways**

**Resolution No. 24**

**Revision 5**

**Amendment 1**



**UNITED NATIONS**  
**New York and Geneva, 2017**

## **Additions and amendments to Resolution No. 24, CEVNI – European Code For Inland Waterways, revision 5**

### **Resolution No. 88**

(adopted by the Working Party on Inland Water Transport on 6 October 2017)

*The Working Party on Inland Water Transport,*

*Considering* Resolution No. 24 of the Working Party on Inland Water Transport concerning CEVNI, European Code for Inland Waterways, as amended by its resolutions Nos. 26, 27, 37, 39, 43 to 47, 54, 62, 66 and 81 (ECE/TRANS/SC.3/115/Rev.5),

*Bearing in mind* the report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its fifty-first session (ECE/TRANS/SC.3/WP.3/102, paragraphs 20-22);

*Noting* the desirability, in the interest of safety in navigation, of taking into account in CEVNI, the latest developments in inland navigation and their consequences for the regulations in force,

*Decides* to amend the text of CEVNI by the text contained in the annex to this resolution,

*Requests* Governments and River Commissions to inform the Executive Secretary of the United Nations Economic Commission for Europe whether they accept this resolution,

*Requests* the Executive Secretary of the United Nations Economic Commission for Europe to place the question of the application of this resolution periodically on the agenda of the Working Party on Inland Water Transport.

## Annex

### Additions and amendments to the European Code for Inland Waterways

#### Chapter 1, Article 1.01

1. Part III "Light and other signals"

*Delete para. 2 and renumber paras. 3 to 7 as 2 to 6.*

2. Part IV "Other terms"

*At the end add new paras. 19 to 21*

19. The term "liquefied natural gas" (LNG) means a natural gas that has been liquefied by cooling it to a temperature of  $-161^{\circ}\text{C}$ .

20. The term "LNG system" means the various components of the vessel that may contain LNG or natural gas, such as engines, fuel tanks and bunkering piping.

21. The term "bunkering area" means the area situated within a 20 m radius of the bunkering hose connection.

#### Chapter 1, Article 1.10, para. 1

3. *After subpara. (e) add*

(f) An unloading certificate in accordance with article 10.08;

(g) For vessels displaying the identification marking referred to in article 2.06, the operation manual and safety documentation;

(h) For vessels displaying the identification marking referred to in article 2.06, expert certificates in the use of LNG as a fuel for the boatmaster and those crew members involved in bunkering operations.

#### Chapter 2

4. *At the end of chapter 2 add*

##### **Article 2.06 – Identification marking for vessels powered by LNG**

1. Vessels powered by LNG shall display an identification marking.

2. That identification marking shall be rectangular in shape and shall bear the legend "LNG" in white letters on a red background, with a white border at least 5 cm wide.

The longest side of the rectangle shall be at least 60 cm in length. The letters shall be at least 20 cm high and their width and the thickness of their strokes must be proportional to their height.

3. The identification marking shall be fixed in an appropriate and clearly visible location.

4. The identification marking shall be lit as necessary, in order to ensure that it is clearly visible at night.

**Chapter 4, Article 4.01, para. 1 (b)**

5. *For the existing text substitute*

(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 of annex 6 to these regulations.

**Chapter 6, Article 6.28**

6. *After para. 9 add*

10. Vessels and convoys displaying the identification marking referred to in article 2.06 shall not be authorized to enter a lock when there are LNG emissions from the LNG system or when it is probable that there will be such emissions during passage through the lock.

7. *Renumber existing paras. 10 to 13 as paras. 11 to 14.*

**Chapter 6, Article 6.35, para. 2**

8. *For the existing text substitute*

2. The boatmaster of the towing vessel shall be accompanied by a person responsible for supervising the towing arrangement, the skier and/or persons on other towed water sport equipment and competent for that purpose.

**Chapter 7, Article 7.03, paras. 3-4**

9. *For the existing text substitute*

3. The competent authority may extend the application of paragraph 1 to telescopic piles (spuds).

4. In case paragraph 1 is extended to the use of spuds, in sections where anchoring is prohibited under the provisions of paragraph 1 (a) above, vessels, assemblies of floating material and floating establishments may use spuds only in sectors marked by the sign E.6.1 (annex 7) and only on the side of the waterway on which the sign is placed.

**Chapter 7, Article 7.08, para. 3**

10. *For the existing text substitute*

3. An efficient watch shall be kept continuously on board of:

(a) Stationary vessels which bear the identification marking referred to in article 2.06, and

(b) Passenger vessels while passengers are on board.

11. *After para. 3 add new paras. 4 and 5*

4. The efficient watch is provided by a crew member who:

(a) [For vessels referred to in paragraph 3 (a) above, holds an expert certificate in the use of LNG as a fuel,]<sup>1</sup>

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<sup>1</sup> The present text is retained in brackets until a decision is made by UNECE on the introduction of the certificate.

(b) For vessels referred to in paragraph 2 above, holds the specialized knowledge certificate under ADN.

5. There is no need to keep an efficient watch on board stationary vessels displaying the identification marking referred to in article 2.06, if:

(a) No LNG is consumed as a fuel on board the vessel;

(b) The operational data of the vessel's LNG system are monitored remotely; and

(c) The vessel is kept under surveillance by a person capable of acting quickly if the need arises.

12. *Renumber* existing paras. 4 and 5 *as* paras. 6 and 7.

### **Chapter 8**

13. *For* the existing title *substitute*

Signalling, reporting and safety requirements

14. *Add* a new article at the end of the chapter

#### **Article 8.03 – Safety on board vessels powered by LNG**

1. Prior to commencing LNG bunkering operations, the boatmaster of the bunkered vessel shall ensure that:

(a) The required fire-fighting equipment is ready to be deployed at any moment; and

(b) The required equipment for the evacuation of persons on board the bunkered vessel has been put in place between the vessel and the pier.

2. During LNG bunkering operations, all entrances or openings of spaces which are accessible from the deck and all openings of spaces facing the outside shall remain closed.

This provision does not apply to:

(a) Air intakes of running engines;

(b) Ventilation inlets of engine rooms while the engines are running;

(c) Air intakes of rooms fitted with an overpressure system; and

(d) Air intakes of air conditioning installations if these openings are fitted with a gas detection system.

These entrances and openings shall only be opened when necessary and for a short time, with the permission of the boatmaster.

3. During LNG bunkering operations, the boatmaster shall at all times ensure compliance with the prohibition on smoking on board and in the bunkering area. The prohibition on smoking also applies to electronic cigarettes and other similar devices. This prohibition on smoking does not apply to the accommodation or the wheelhouse, provided their windows, doors, skylights and hatches are closed.

4. Once LNG bunkering operations have been completed, all the rooms accessible from the deck must be aired.

## Chapter 10

15. *After article 10.07 add*

### **Article 10.07 bis — Obligation to exercise vigilance during bunkering with LNG**

1. The provisions of article 10.07, paras. 2 (b), 2 (c), 3 (a) and 3 (e), do not apply during bunkering with LNG.
2. Bunkering with LNG is not permitted when the vessel is under way, during trans-shipment of goods or during embarkation and disembarkation of passengers.
3. Bunkering with LNG may only be carried out at locations designated by the competent authority.
4. Only crew members of the bunkered vessel, bunker station staff and persons having obtained authorization from the competent authority may be present in the bunkering area.
5. Before commencing LNG bunkering operations, the boatmaster of the bunkered vessel shall ensure that:
  - (a) The receiving vessel is moored in such a way that the cables, in particular the electrical power cables, ground connection terminals and hoses, are not subject to tensile strain and the vessel can be released quickly in an emergency;
  - (b) A checklist for LNG bunkering operations for vessels displaying the identification marking referred to in article 2.06 has been completed and signed by the boatmaster or by a person mandated by him or her and by the person responsible for the bunkering station and that there is a positive response to all the questions contained therein. Irrelevant questions should be struck out. If a positive response to all the questions is not possible, bunkering is only permitted with the consent of the competent authority;
  - (c) All the required authorizations have been obtained.
6. The checklist referred to in paragraph 5 (b) above shall be:
  - (a) Completed in two copies;
  - (b) Made available in at least one language understood by the persons referred to in paragraph 5 (b) above; and
  - (c) Kept on board the vessel for three months.
7. During LNG bunkering operations, the boatmaster shall constantly ensure that:
  - (a) All measures are taken to avoid leaks of LNG;
  - (b) The pressure and temperature inside the LNG fuel tank remain within normal operational limits;
  - (c) The degree of filling of LNG in the fuel tanks remains within the authorized limits;
  - (d) Measures are taken for grounding the receiving vessel and the bunker station, in line with the method provided for in the operating manual.
8. During LNG bunkering operations:
  - (a) In addition to the identification marking referred to in article 2.06, the receiving vessel shall display a sign that is visible to other vessels and that stipulates

that it is prohibited to berth within less than 10 m of the receiving vessel, in accordance with article 3.33. The side of the sign must be at least 60 cm in length;

(b) In addition to the identification marking referred to in article 2.06, the receiving vessel shall display, in a location visible to other vessels, sign A.9 warning other vessels not to create wash (Annex 7). The longest side of the sign must be at least 60 cm in length;

(c) At night time, the signs shall be illuminated in such a way as to ensure that they are clearly visible from both sides of the vessel.

9. After LNG bunkering operations, the following steps shall be taken:

(a) The LNG bunkering hoses must be drained, right up to the LNG fuel tank;

(b) The shut-off valves must be closed and the hoses and cables connecting the vessel to the LNG bunkering station must be disconnected;

(c) The competent authority must be notified of the completion of the bunkering operation.

**Annex 3**



16. Sketch 68

*For the existing text substitute*

Article 3.33: Lateral berthing prohibited.

Article 10.07 bis, paragraph 8 (a): Obligation to exercise vigilance during bunkering with LNG.

17. *At the end of annex 3 add a new sketch*

Night	Sketch	Day
	76	
Article 2.06: Identification marking of vessels using liquefied natural gas (LNG) as fuel		

**Annex 7, sign A.9**

18. *For the existing text in parenthesis substitute*

(see articles 6.20, para. 1 (e) and 10.07 bis, para. 8 (b))

**Annex 8, part VI**

19. *At the end of section A add a new paragraph*

3. Marking of new dangers

The term “New Danger” is used to describe newly discovered hazards not yet shown in nautical documents. New Dangers include naturally occurring obstructions such as sand banks or rocks or man-made dangers such as wrecks.

Colour: Blue and yellow vertical stripes in equal number dimensions (minimum 4 stripes and maximum 8)

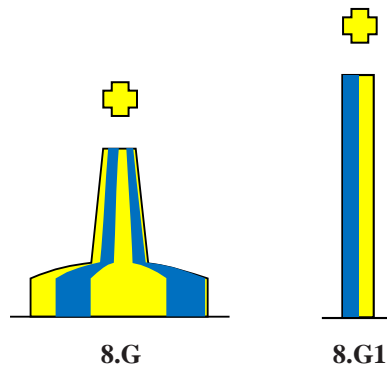
Form: pillar or spar

Topmark (if any): vertical or perpendicular yellow cross

Light (when fitted):

Colour: yellow/blue alternating

Rhythm: one second of blue light and one second of yellow light with 0.5 seconds of darkness between.



8.G

8.G1

(fig. 23 bis)

20. After section B add a new section

**B BIS. SPECIAL MARKS**

Marks not primarily intended to assist navigation but which indicate a special area or feature referred to in appropriate documents, such as military exercise zone marks, recreation zone marks.

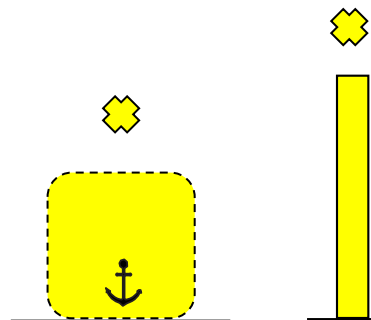
Colour: yellow

Shape: optional, but not conflicting with navigational marks

Topmark if any: single yellow, "X" shape

Light: yellow

Rhythm: any, other than those described in A.2, A.3 and B.



8.F

8.F1

(fig.24 bis)