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Economic Commission for Europe**Inland Transport Committee****Working Party on Inland Water Transport****Sixty-first session**

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Item 6 (a) of the provisional agenda

**Standardization of technical and safety requirements
in inland navigation: European Code for Inland
Waterways (CEVNI) (Resolution No. 24, revision 5)****Implementation of the European Code for Inland Waterways
(CEVNI) (CEVNI Status document): deviations from CEVNI
and additional national and regional requirements****Note by the secretariat****I. Mandate**

1. This document is submitted in line with cluster 5: Inland Waterway Transport, para. 5.1 of the programme of work 2016-2017 (ECE/TRANS/2016/28/Add.1) adopted by the Inland Transport Committee at its seventy-eighth session on 26 February 2016.
2. At its fifty-ninth session, the Working Party on Inland Water Transport (SC.3) approved the draft questionnaire on regional and national special requirements updated with due regard of the fifth revision of CEVNI and asked the secretariat to circulate it among member States and River Commissions with a view of updating the CEVNI Status document and Chapter 9.
3. The present document is a revised version of ECE/TRANS/SC.3/2014/5 updated on the basis of answers from: Austria, Bulgaria and Romania (ECE/TRANS/SC.3/2016/7), Czech Republic and Hungary (ECE/TRANS/SC.3/2016/17), Slovakia (ECE/TRANS/SC.3/WP.3/2017/4), Belarus (ECE/TRANS/SC.3/WP.3/2017/11 and Informal document SC.3/WP.3 No. 11), Russian Federation (ECE/TRANS/SC.3/WP.3/2017/22), the Sava Commission (Informal document SC.3/WP.3 No. 13 (2017)) and Belgium (information transmitted in July 2017), unless indicated otherwise. It supplements ECE/TRANS/SC.3/2017/6.

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

A. Austria

4. The following deviations are applied:

<i>Article of CEVNI</i>	<i>Provision</i>
1.01(IV) 12	Waterways are defined in the national law as the Austrian part of the Danube and the lower sections of the rivers Traun, Enns, and March. CEVNI is applicable on these waterways. The regulations for other inland waters open to navigation are based on CEVNI, but are much shorter because there are e.g. no convoys on those inland waters.
1.09	Deviating from para. 5, high-speed vessels may only travel at a speed greater than 40 km/h in relation to water, if steered by a person not younger than 21 years of age who has the necessary qualifications referred to in article 1.10, para. 1 (e) and (j).
2.01, para. 5	The obligation to fly the national flag does not apply on national waterways.
3.22	The lights in accordance with paras. 1 and 2 are not required on ferries if the conditions of article 3.20, para. 4 (b) or para. 5 (Austrian amendment) are met. Para. 5 (c) is also applicable to ferries with a length of up to 20 m.
3.23	Deviating from para. 1, floating establishment is not required to carry lights if not protruding more than 5 m into the waterway.
6.11	The prohibition of overtaking does not apply to vessels overtaking small craft.
6.28	Para. 2 applies to the whole lock area which includes the berths for waiting for lockage. Deviating from para. 3, the passage through locks shall be in the order of arrival in the lock area. The estimated time of arrival of vessels equipped with Inland AIS may be used to determine the order of locking. Within the limits defined in para. 7 (a) vessels have to proceed as far into the lock chamber as necessary and to select a place within the chamber that does not impede following vessels to enter and use the same chamber. Deviating from para. 7 (c), it is allowed to use suitable non floating devices. Deviating from para. 7 (e), mechanical means of propulsion may be used in exceptional cases to assure safety during locking. All persons on the deck of pleasure craft with a length of less than 20 m have to carry life jackets during locking. The lock near the left bank is the "left lock", the lock near the right bank the "right lock". Vessels may only berth in the lock area before or after locking if necessary because of nautical reasons or allowed by the lock surveillance. The deck crew on duty has to be on deck during locking if it is not necessary to go on shore for making fast. The wheelhouse of motorized vessels has to be manned during locking. Vessels carrying marking in accordance with article 3.14 have to report the marking when announcing for locking. The lock surveillance has to be informed by radiotelephony, lock telephone, ringing the bell or calling when the vessel or convoy is ready for locking. Bunkering and taking over of polluting substances is not allowed within locks.

<i>Article of CEVNI</i>	<i>Provision</i>
6.29	<p>Deviating from para. 1 the following shall have priority of passage through a lock:</p> <ul style="list-style-type: none"> (a) Vessels used for aid and rescue; (b) Vessels of navigation surveillance, police and customs during operation; (c) Heavily damaged vessels; (d) Vessels according to article 6.29, para. 1 (b); (e) Passenger vessels operating in a scheduled service and (f) Other passenger vessels with passengers on board, if they are announced to the lock operator at least one hour before. <p>After each locking upstream or downstream of vessels making use of their priority there has to be a locking of waiting other vessels without priority in the same direction. If a vessel is not ready for locking when the signal for entering the lock is shown it has to inform the lock operator and the next vessel waiting for locking.</p> <p>A priority of passage through locks can be granted on request of the operator of a vessel if it is in the interest of the safety of navigation or persons, for the public benefit or in the interest of national economy. The priority is assigned with a certificate in accordance with appendix x; the certificate has to be on board if the right of priority is used.</p>
7.02	<p>Deviating from paras. 1 and 2 vessels shall be moored only at public or private berths taking into account the orders for the use of those berths if they are loaded, unloaded, entered or exited by passengers, bunkered, provided with operating materials or provisions and all other activities necessary to continue the voyage outside of ports. Mooring at other places is only allowed with approval of navigation surveillance in individual cases. Mooring in cases of emergency has to be reported by the boatmaster to the navigation surveillance without delay.</p>

B. Belarus

5. The Inland Waterways Navigation Code applies the following provisions deviating from CEVNI:

<i>Article of CEVNI</i>	<i>Provision</i>
1.01 (a) 5	<p>High-speed vessel is any motorized vessel, except vessels with main engine output of less than 55 kW and gross tonnage of less than 80 register tonnes, that is capable of movement at a speed of more than 40 km/h in relation to the surface of still water, when specified in the vessel's certificate of fitness for navigation.</p>
1.09	<p>Persons of not less than 16 years of age may operate small size craft, except small size motorized craft. Persons under the age of 16 may operate small size craft, except small size motorized craft, when participating in sporting or recreational events conducted by official sports organizations or other sporting events or when engaged in sports training in specialized training facilities, Olympic training colleges and specialized sports clubs.</p> <p>“Persons of not less than 18 years of age with medical authorization may operate small size motorized craft if they have passed a test of their knowledge of the rules for the operation of small size motorized craft and have a certificate of competence for operators of small size motorized craft or an International Certificate for Operators of Pleasure Craft.</p>
1.10	<p>Vessels registered in the Belarus River Register Inspectorate must carry the following papers:</p> <ul style="list-style-type: none"> - Certificate of the right to fly the flag of Belarus; - Certificate of ownership of the vessel; - Certificate of fitness for navigation indicating the vessel's classification or with the classification certificate appended; - A list of the members of the ship's crew (crew list); - Ship's log (unified log);

<i>Article of CEVNI</i>	<i>Provision</i>
	<ul style="list-style-type: none"> - Engine room logbook (for power-driven vessels operated by crew members not working with multiple competences); - Ship sanitation certificate; - Ship inspection record book; - Vessel's oil, sewage and waste pollution prevention certificates; - Ship radio station licence; - Minimum safe manning certificate (for motorized vessels). <p>Vessels navigating outside Belarus shall bear, in addition to the documents referred to in paragraph 1 of this article, the documents stipulated in the international treaties to which Belarus is a party. The documents stipulated in the international treaties of Belarus shall be issued by the State body so authorized by the Government of Belarus.</p> <p>Combined (sea-river) navigation vessels entering maritime routes (except craft entering river estuaries with maritime navigation rules) shall carry, in addition to the documents set out in parts 1 and 2 of this article, the documents referred to in the Belarus Merchant Marine Code.</p> <p>A vessel registered in the small ships registry must carry a ship certificate and a certificate authorizing the vessel for operation, confirming it as a small size craft deemed fit for service following a technical survey.</p>
2.02	<p>Vessels, except rowing boats, canoes and inflatable boats of a weight of up to 225 kg, must bear the following identification marks on the hull or on firmly attached boards or plates:</p> <ul style="list-style-type: none"> - The name or number of the vessel for inland waterway vessels and mixed (sea-river) navigation vessels; - The registration number assigned to the vessel at the time of State registration; - The port of registry for vessels navigating outside of Belarus. <p>Vessels intended for the carriage of goods must additionally show the vessel's tonnage, and passenger vessels must show the maximum permissible number of passengers.</p>
2.05	<p>Anchors of vessels, except vessels with a main engine power of up to 55 kW and (or) gross tonnage of up to 80 register tonnes, must bear the shipowner's identification marks in indelible characters.</p>
3.08, para. 1	<p>A stern light shall be placed amidships on the stern. Two stern lights shall be placed horizontally on the same plane. Three stern lights shall be placed in the form of an isosceles triangle with a horizontal base. The top light shall be placed amidships and the two lower lights as close as possible to the sides.</p>
3.09 para. 1 (a)	<p>A masthead light on a motorized vessel (the lower one where there are two or more lights on a single mast), except for lower masthead lights on pushers or tugs, must be placed amidships no less than 1 m above the side lights, and no less than 0.5 m above the side lights on vessels of a length of over 20 m.</p>
3.10, para. 1	<p>The Inland Waterway Navigation Code of Belarus provides that pushers must carry the following lights:</p> <ul style="list-style-type: none"> - Three masthead lights in an isosceles triangle with a horizontal base, in a plane, and the upper light placed amidships; - Side lights; - Three stern lights in a triangle with a horizontal base and a towing light above (a towing light alone is sufficient for vessels of a width of up to 5 m). <p>Pushed vessels shall carry the following lights:</p> <ul style="list-style-type: none"> single vessels — one masthead light at the bow; convoys — one masthead light at the bow of each leading vessel.
3.14	<p>Single motorized vessels under way and motorized vessels with an activated propulsion system following an auxiliary motorized vessel shall carry the following lights:</p> <ul style="list-style-type: none"> - One masthead light (vessels of 50 m or more in length shall carry a second masthead light placed abaft of and higher than the forward light); - Side lights; - Three stern lights in the form of a triangle with a horizontal base (for vessels of up to 5 m in width, a single stern light placed amidships); - A yellow scintillating light placed higher than the masthead light (for passenger motorized vessels in water-displacement mode operating across a waterway or on urban lines within port waters).

- Vessels under way transporting dangerous goods or that have not been degassed following the transport of such goods shall carry lights in accordance with paragraph 57 of the Inland Waterway Navigation Code and a red masthead light placed below the forward white masthead light.
- Pushers (or tugs) that use cables to tow or that push vessels transporting dangerous goods or vessels that have not been degassed after transporting such goods shall carry the following lights, in addition to the lights prescribed in the Code:
- When using cables to tow: a red masthead light placed higher than the white masthead lights;
 - When pushing: a red masthead light instead of the upper white masthead light at the top of the triangle;
 - When towing (or pushing) a mixed convoy (different types of vessels): one red masthead light placed higher than the white masthead lights.
- 3.16 Ferry-boats which do not move independently shall carry:
- A white all-round light;
 - A yellow all-round light placed not less than 1 m higher than the white light.
- Ferry-boats that move independently shall carry the lights stipulated in paragraph 57 of the Inland Waterway Navigation Code of Belarus and a yellow all-round scintillating light placed above the masthead light.
- Paragraph 57 of the Inland Waterway Navigation Code of Belarus provides that single motorized vessels under way and motorized vessels with an activated propulsion system following an auxiliary motorized vessel shall carry the following lights:
- One masthead light (vessels of more than 50 m in length shall carry a second masthead light placed abaft of and higher than the forward light);
 - Side lights;
 - Three stern lights in the form of a triangle with a horizontal base (for vessels of up to 5 m in width, one stern light amidships);
 - A yellow scintillating light placed higher than the masthead light (for passenger motorized vessels in water-displacement mode operating across a waterway or on urban lines within port waters).
- 3.27 Vessels of the navigation safety agency, the supervisory authorities, other government agencies and the State Inspectorate for Small Craft, and vessels designated to conduct accident rescue or water rescue and search work, when on their way to bring assistance, may, while not departing from the requirements of the Code concerning visual marking for the vessels concerned, display a blue scintillating all-round light at any time.
- 4.05 The technical and operational requirements for radiotelephone installations on inland navigation vessels are established by the State River Transport Telecommunications Inspectorate of Belarus in the frequency operating range 300.0-336.0 MHz.
- 6.22 bis Grounded convoys or motorized vessels shall carry the prescribed "stationary vessel" lights (motorized vessels of up to 5 m in width and non-motorized vessels of up to 50 m in length: a white all-round light on the mast; motorized vessels of over 5 m in width: a white all-round light on the bow, two stern lights placed horizontally and a white light on the navigation bridge on the fairway side with a 180° arc; non-motorized vessels of over 50 m in length: an all-round white light at the bow and an all-round white light at the stern); and in addition, as a floating navigation signal, if the vessel is in the fairway and other vessels are able to pass alongside it, it shall carry one white or red light on the part of the vessel situated in the fairway, in accordance with the regulations for the illumination of floating navigation signals. If other vessels are not able to pass alongside a non-motorized vessel, the pusher (or tug) may not leave the vessel and must warn other vessels and convoys using sound signal 6 "Caution", in accordance with annex 5 of the Inland Waterways Navigation Code and a "Stop" visual signal (horizontal movement from side to side during daytime and a white light at night). A grounded motorized vessel shall use the same signals if passage alongside is not possible. A sunken vessel in, or in the immediate vicinity of, the fairway must be delimited by floating signs that indicate the navigation conditions.

<i>Article of CEVNI</i>	<i>Provision</i>
6.23	<p>A ferry-boat may not remain in the fairway longer than is necessary for the service it provides on the waterway.</p> <p>When the longitudinal cable of a ferry-boat may block the fairway, the ferry-boat may stop on the side of the fairway opposite the point at which the cable is made fast only for as long as is strictly necessary for embarking and disembarking. During these operations, approaching vessels may request the clearing of the fairway by means of sound signal 1, "Warning".</p>
6.24-6.26	<p>In conditions of limited visibility, the passage of vessels and conveys under bridges is permitted only if the bridge passages have aids to navigation that allow identification of the passage at no less than 0.5 km and allow the boatmaster to navigate with certainty (visually or using technical equipment) during such passage.</p> <p>In populated areas, except provincial centres, pontoon bridges may be opened for the passage of vessels and convoys at any time.</p> <p>In provincial centres, pontoon bridges shall be opened according to a schedule.</p> <p>The passage of vessels through movable pontoon bridges is regulated by the use of semaphore signals. On approaching a pontoon bridge, at a distance of no less than 1 km, the vessel shall emit sound signal 1, "Caution", in accordance with annex 5. At night or in reduced visibility, in addition to the sound signal, a light beam must also be projected upwards.</p> <p>When passing through bridges with height restrictions, boatmasters must:</p> <ul style="list-style-type: none"> - Lower the mast without extinguishing the lights. After passing through the bridge, the mast should immediately be returned to its original position; - If the vertical clearance offered by the bridge is insufficient (less than 20 cm headroom), all removable parts and components may be removed from the roof of the wheelhouse or movement must be halted pending authorization from the navigation safety authority; - In the case of large-dimension vessels or floating objects, if ballast must be used for passage under a bridge at high water levels (to increase the draught of the vessel or floating object through the use of ballast), passage under the bridge should only take place on the instruction of the shipowner. <p>Boatmasters must obtain information on the bridge clearance from the dispatcher before setting out on the voyage.</p>
6.27	<p>Passage through weirs is permitted if the weir crest is secured to allow passage and the fairway is marked by floating navigation signs that are illuminated at night or navigation signs with a reflective surface.</p> <p>Passage through a weir is prohibited if the pounds on both sides each have two red beacons delimiting the weir zone. At night, the beacons shall be illuminated or have a reflective surface.</p>
6.28	<p>The rules of the passage through locks may be found in informal document SC.3/WP.3 No. 11 (2017).</p>
6.28 bis	<p>Ingoing traffic lights installed on the lock heads regulate the entry of vessels directly into the chamber. Entry into the chamber and approach to the pier is permitted if the boatmaster can see the green traffic light clearly. A red light or the absence of lights means that the vessel may not cross the 60 "Stop" sign line.</p> <p>If two-aspect entry lights emitted from the control panel installed on the lock head are directed towards the pounds, yellow light signals are used to inform boatmasters that the lock chamber is being prepared to allow vessels to enter and to warn vessels to prepare to enter the lock from the pound on which the light is visible.</p> <p>A yellow signal does not authorize vessels to cross the 60 "Stop" sign line and enter the chamber, but only warns of the need to prepare to enter the chamber.</p> <p>At night, the following lights are used to indicate the position of the lock gates (to show whether they are closed or open):</p> <ul style="list-style-type: none"> - When the gates are closed — a red light on the lock control panel directed into the lock chamber; - When the gates are open — a green light at the same location. <p>A red light emitted from the lock control panel or the absence of a light indicates that any vessel located in the chamber may not unmoor and begin to move towards the exit gates.</p>

C. Belgium

6. The following Regulations contain special provisions deviating and/or additional to CEVNI:¹

- Algemeen Politierglement voor de Scheepvaart op de Binnenwateren (APSB) (General Police Regulations for Navigation on Inland Waterways);
- Algemeen reglement der scheepvaartwegen van het koninkrijk (ARSK) (General Regulations for the Waterways of the Kingdom);
- Ghent-Terneuzen Canal: Shipping rules for the canal from Ghent to Terneuzen;
- Beneden-Zeeschelde: Police Regulations for Beneden-Zeeschelde and Inland Waterways Regulations for Beneden-Zeeschelde;
- Brussels-Scheldt Canal: Inland Waterways Regulations for the Brussels-Scheldt Canal and Tariff Regulations for the Brussels-Scheldt Canal, Meuse Community:
 - Inland Waterways Regulations for Meuse Community;
 - Special regulations for certain inland waterways;
 - Notices to Skippers.

7. The following deviations are applied:

<i>Article of CEVNI</i>	<i>Provision</i>
1.01(IV) 12	Waterways are defined in the national law as the Austrian part of the Danube and the lower sections of the rivers Traun, Enns, and March. CEVNI is applicable on these waterways. The regulations for other inland waters open to navigation are based on CEVNI, but are much shorter because there are e.g. no convoys on those inland waters.
1.09	Deviating from para. 5, high-speed vessels may only travel at a speed greater than 40 km/h in relation to water, if steered by a person not younger than 21 years of age who has the necessary qualifications referred to in article 1.10, para. 1 (e) and (j).
6.28, para.1	Additional requirement in APSB: the obligation imposed on the skipper to make his intention to go through the lock gates known either by giving one long blast of the horn, or via the marine telephone.
6.28, para.3	Provisions of para. 3: Small craft shall not be entitled to demand separate locking. They shall not enter the lock until invited to do so by the lock staff have not been adopted in APSB.
6.28, para. 6	Not adopted in APSB.
6.28, para. 7b	Additional requirement in APSB: a ship in a lock must be moored at both bow and stern so that it does not damage the other ships.
6.28, para. 9	CEVNI makes an exception for certain vessels made in CEVNI, while APSB allows no exceptions to this paragraph.
6.30	Paragraph 4: CEVNI also states that Art. 6.04 does not apply (in addition to Art. 6.05) in poor visibility, whereas APSB is limited to Article 6.05. In addition, Paragraph 4: CEVNI states that «Passing starboard to starboard can also be allowed by the competent authorities when navigational conditions of particular waterways so require». APSB has not adopted this addition. Paragraph 5: CEVNI further states that For towed convoys proceeding downstream, navigation by radar is prohibited except for reaching the nearest safe berthing or anchoring areas. For such towed convoys, the provisions of article 6.33 are applicable. APSB has not adopted this addition.

¹ Available at www.visuris.be/scheepvaartreglementering.

D. Netherlands

8. 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).

9. 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.

E. Russian Federation

10. 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 “high-speed craft” whose speed is greater than 35 km/h.

F. Ukraine

11. 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”.

G. Mosel Commission

12. 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 secretariat of MC 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 were communicated by the secretariat of MC 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.

H. International Sava River Basin Commission

13. Additional local requirements for the sectors “Mouth of the Sava River”, “Upper Sava” and “Kupa” in Chapter 11 and provisions on the river surveillance in Chapter 12 of the Navigation Rules on the Sava River Basin are given in the Annex.

III. Additional national and regional requirements to chapters 1-8

A. Austria

14. The following additional requirements are applied:

<i>Article of CEVNI</i>	<i>Provision</i>
1.01(IV)2	Especially surf boards, unmanned towing and water ski towing gear, water bikes with a length of less than 4 m and amphibious craft and other floating land vehicles are considered as floating establishment.
1.01(IV)8	The state of the boatmaster of a commercial vessel or convoy, who has been on duty for more than 16 hours within 24 hours is considered as state of fatigue in any case.
1.01(IV)9	The state of a person with an alcohol level of 0.5 g/l (0.5 per mille) or higher in the blood or an alcohol level of 0.25 mg/l or higher in the breath is considered as intoxicated in any case. The state of the boatmaster of a commercial vessel or convoy with an alcohol level of 0.1 g/l (0.1 per mille) or higher in the blood or an alcohol level of 0.05 mg/l or higher in the breath is considered as intoxicated by alcohol.
1.06	Vessels that cannot use the whole width of the marked fairway because of their draught have to take into account the depth information provided by River Information Services under www.doris.bmvit.gv.at as part of general obligation to exercise vigilance and especially for the planning and the communication of passing and overtaking.
1.08	Using pleasure craft whose noise is not reduced according to the state-of-the-art is prohibited. The operating noise is measured in accordance with EN ISO 14 509-1:2008 “Small craft – Airborne sound emitted by powered recreational craft – Part 1: Pass-by measurement procedures” and may not exceed an A-weighted sound pressure level of 75 dB.
1.08, para. 3	Vessels with a length of 2.5 m to 24 m used for pleasure and recreation may only be used if they comply with the pleasure craft regulation (transposition of Directive 2013/53/EU). This does not apply to: <ol style="list-style-type: none"> (a) Watercraft intended solely for racing, including rowing racing boats and training rowing boats; (b) Canoes and kayaks designed to be propelled solely by human power, gondolas and pedalos; (c) Original historical watercraft and individual replicas thereof designed before 1950, built predominantly with the original materials; (d) Experimental watercraft, provided that they are not placed on the European Union market; (e) Watercraft built for own use, provided that they are not subsequently placed on the Union market during a period of five years from the putting into service of the watercraft; (f) Hydrofoils; (g) Craft placed on the market or put into service before 16 June 1998 in the European Union/in the European Economic Area; (h) Pleasure craft certified by another country, that are using the national waterways not more than three months within a calendar year.
1.09	The use of systems that determine the course and speed of a vessel or convoy based on geo referenced data without intervention of the boatmaster in the ongoing operation (automated track control) is prohibited.

<i>Article of CEVNI</i>	<i>Provision</i>
3.20	In addition to para. 4 the marking in accordance with paras. 1 to 3 does not have to be carried by: <ul style="list-style-type: none"> (a) Vessels lying between groins that are not covered by water or behind guiding walls that are not covered by water; (b) Vessels moored at a floating establishment and sufficiently illuminated by the floating establishment; (c) Small craft moored directly at a floating establishment.
4.05	Paras. 1, 2 and 3 are also applying to vessels involved in accident if they are stationary. Para. 3 is also applying to small craft using radiotelephony voluntarily.
4.07	In addition to the information prescribed in para. 4 the following data shall be transmitted: <ul style="list-style-type: none"> - maximum static draught; - number of blue cones/lights. <p>In addition to the information required in para. 5, the boatmaster shall immediately update the following data if it has changed:</p> <ul style="list-style-type: none"> - maximum static draught; - number of blue cones/lights. <p>The requirement of para. 3 does not apply if the vessel is stationary at a marked berth or in a port. The boatmaster has to take the information received via AIS into account as part of the general obligation to exercise vigilance.</p>
5.02	Lights are only installed where nautically necessary.
6.21	Pushed convoys are not allowed to tow. Vessels with a steering gear may only be included in a convoy bow ahead, except for small movements. Vessels required to carry the marking in accordance with article 3.14, para. 1 to 3 are not allowed to tow or to be towed. This does not apply to the use of motorized vessel as auxiliary vessels in sections with high current. The auxiliary vessel has to carry the marking in accordance with article 3.14, paras. 1 to 3 for the dangerous good that requires the highest number of blue cones or lights. Pushed convoys or side-by-side formations with more than one motorized craft in accordance with article 1.01, I, para. 2, is only allowed, if the motorized craft are explicitly certified for that use.
7.01	It is prohibited to batter posts in the fairway to secure stationary vessels. Stationary vessels, assemblies of floating material and if necessary floating establishments have to be moved from the fairway to the shore or into a port if drifting ice is covering an average of three tenth of the width of the waterway or if a closed ice cover is forming in backwater sections. If this is not possible, they have to be moored in bays, tributaries or protecting sections of the shore in a way that precludes break away.
7.03	If telescopic spuds are used: <ul style="list-style-type: none"> (a) The vessel shall be secured additionally by an anchor or a cable to the shore; or (b) The main engine shall be in operation and the wheelhouse shall be manned.
7.04	Anchors, panniers and similar items may not be positioned on shore except in case of emergency. Other persons that the crew are not allowed to remove the mooring or the anchors of stationary vessels except in case of emergency or to aid the crew.
7.08	Para. 1 is also applicable for leaky vessels, vessels (with the exception of small craft) forced to berth outside of ports or similarly protected areas when navigation is closed due to high water and vessels forced to berth outside of ports or similarly protected areas in case of ice. An efficient watch on board is not required for tank vessels in accordance with para. 1 and for all vessels carrying the markings provided in article 3.14 if they are moored at a berth with a safe access from shore and surveillance by an expert according to ADN from shore. Para. 3 is also applicable to other vessels with passengers on board. An efficient watch according to para. 1 to 3 or surveillance according to para. 4 of several vessels by one person is allowed if the vessels are moored close together and safe access to every vessel is guaranteed.

<i>Article of CEVNI</i>	<i>Provision</i>
8.02	The reporting according to para. 1 (a) shall be communicated before the start of the voyage if the voyage starts within the country or when crossing the border in all other cases. Reports according to paras. 1 (b) to (f) are not required.

B. Belgium

15. The following additional requirements are applied.

<i>Article of CEVNI</i>	<i>Provision</i>
1.09	<ol style="list-style-type: none"> 1. Unless otherwise specified or exempted as regards age, a ship must be operated either by a person who is competent to do so, and for motor vessels is at least 16 years old, or by someone under the supervision of such a person. 2. In order to ensure the proper sailing of a vessel, the person who is steering it must be able to receive and give all the information and instructions coming into the wheelhouse or issuing from it. In particular, that person must be able to hear sound signals and have a sufficiently unobstructed view of all sides. If such unobstructed view is not possible, it must be possible to use an optical aid that will provide a clear and undistorted image over a sufficiently wide field of view. 3. If special circumstances so require, a viewing or listening post must be present, which informs the skipper. 4. The person operating the vessel must be located in the place and in the position [standing/sitting] provided for steering. He must constantly be able to execute all the necessary steering movements and keep his vessel firmly under control. 5. The ability to judge and act on the part of the person steering the ship must not be impaired by a state of fatigue or intoxication.
6.28, paragraph 7(b)	<p>While the lock is being filled or emptied and until they are allowed to leave, vessels shall be made fast and the mooring ropes shall be so handled as to prevent bumping against the walls, gates or protective devices or against other vessels or assemblies of floating material.</p> <p>Other variations are applicable.</p>

C. Netherlands

16. 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.

D. Central Commission for the Navigation of the Rhine

17. 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.

E. Mosel Commission

18. 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).

IV. Information on deviations or additional requirements complementing Chapter 10 of CEVNI 5

A. Belarus

19. The basic requirements of chapter 10 of CEVNI correspond to the requirements of Belarusian legislation. However, Belarus has no legal regulations requiring a used-oil log or an unloading certificate for the disposal of waste.

B. Belgium

20. This chapter has not been adopted into Belgian legislation. Belgium is a signatory to the CDNI Convention. Specific requirements have been included for certain harbours.

Annex

Navigation Rules on the Sava River Basin

“Chapter 11

Additional local requirements for the sector “Mouth of the Sava River”

Article 11.01 — Definitions

The sector “Mouth of the Sava River” means the waterway section from rkm 0 to rkm 11. The fairway on this section of the Sava River waterway is 75 m wide as determined by the left and right limits of its axis. The fairway is marked with signs and signals on the water, banks and bridges.

Article 11.02 — Navigation

1. Vessels and convoys, except small craft, shall navigate only on the fairway and shall not navigate with a speed less than 6 km/h or more than 15 km/h in relation to the bank.
2. Small craft navigating with a speed more than 15 km/h in relation to the bank, shall navigate only on the fairway with a speed not more than 25 km/h and with the obligation not to hinder navigation of other vessels on the fairway.
3. Small craft navigating with a speed of 15 km/h and less in relation to the bank, shall navigate only on the part of the waterway outside of the fairway alongside the left or the right bank, except on the sector of the waterway alongside the right bank from rkm 0 to rkm 3+200 and alongside the left bank from rkm 9 to rkm 11.
4. Small craft mentioned in paragraph 3 may cross the fairway in the shortest possible time and only after making certain that the movement of other vessels enables them to do so without a risk and that the latter are not obliged to change their course or speed abruptly.

Article 11.03 — Convoys

The dimensions of convoys on the sector “Mouth of the Sava River” are limited as follows:

(a) Downstream navigation is allowed for:

- pushed convoys not showing the marking referred to in article 3.14, with a width of not more than 33 m and a length of not more than 120 m;
- pushed convoys showing the marking referred to in article 3.14, consisting of a pusher and one transversal row of vessels in front, with a width of not more than 23 m and a length of not more than 120 m;
- towed convoys not showing the marking referred to in article 3.14, consisting of a tug and one transversal row of vessels in tow with a width of not more than 33 m;
- towed convoys showing the marking referred to in article 3.14, consisting of a tug and one transversal row of vessels in tow with a width of not more than 23 m;
- side-by-side formations with a width of not more than 23 m and a length of not more than 120 m.

b) Upstream navigation is allowed for:

- pushed convoys not showing the marking referred to in article 3.14 with a width of not more than 23 m and a length of not more than 200 m;
- pushed convoys showing the marking referred to in article 3.14, consisting of a pusher and one transversal row of vessels in front, with a width of not more than 23 m and a length of not more than 120 m;
- towed convoys not showing the marking referred to in article 3.14, consisting of a tug and two transversal row of vessels in tow with a width of not more than 23 m;
- towed convoys showing the marking referred to in article 3.14, consisting of a tug and one transversal row of vessels in tow with a width of not more than 23 m;
- side-by-side formations with a width of not more than 23 m and a length of not more than 120 m.

Article 11.04 — Meeting and overtaking

1. Meeting and overtaking is prohibited on the fairway from rkm 0+400 to rkm 3+200 except for small craft navigating with a speed more than 15 km/h in relation to the bank.
2. Vessels and convoys navigating upstream on the fairway shall wait for vessels and convoys navigating downstream on the fairway which have started to pass under the Old Railway Bridge on rkm 2+700, to allow them to finish the passage under the bridge, on the waterway between rkm 0+200 and 0+400 near the left bank.

Article 11.05 — Turning

1. Passenger vessels with an overall length not more than 110 m shall turn on the marked place on rkm 0+900. Passenger vessels with an overall length of 110 m or more shall turn on the rkm 0+200.
2. Vessels and convoys with an overall length not more than 140 m shall turn on the sector from rkm 3+400 m to rkm 3+700 m.

Article 11.06 — Stoppage and anchoring

1. The stoppage and the anchoring of vessels and convoys showing the marking referred to in article 3.14, is prohibited on the sector “Mouth of the Sava River”.
2. The stoppage and the anchoring of vessels and convoys not showing the marking referred to in article 3.14, except small craft, is allowed only from rkm 9 to rkm 10+300 outside of the fairway near the left bank (the recommended stoppage place).
3. The stoppage and the anchoring of small craft is allowed only by day and outside of the fairway from the rkm 5 to rkm 11 near the right bank.

Article 11.07 — Other regulations

1. Navigation of all vessels, except passenger vessels, on the sector “Mouth of the Sava River” is prohibited when the water level on the water level gauge Belgrade is + 600 and more.
2. Navigation of sailing vessels on the sector “Mouth of the Sava River” is allowed only on the parts of the waterway designated by the competent authorities.
3. Navigation of vessels, except small craft, through the branch of the waterway between the island of Medica and the island of Velika Ciganlija is prohibited.

4. It is prohibited to make waves which can damage the infrastructure, vessels and other structures alongside the river banks.
5. When the water level on the water level gauge Belgrade is +250 and more and when three vessels are moored at the passenger terminal (rkm 0+700), the vessel in the middle is obliged to drop the bow anchor.
6. Passenger vessels with passengers on board are prohibited to navigate as a part of a convoy.
7. Vessels and convoys, except small craft, which have departed from Bežanija winter harbour (rkm 2+900) and continue to navigate downstream, shall enter the fairway in the shortest and the safest way and shall navigate upstream to the place of turning on rkm 3+500 and after the turning manoeuvre shall continue to navigate downstream. The boatmasters of these vessels shall announce this manoeuvre on the VHF radio station on Channel 16 (156.8 MHz) and give the required sound signals.
8. All vessels which are equipped with radiotelephone installations in proper working order in accordance with article 4.04, para. 2 shall, when approaching rkm 0, rkm 3, rkm 7 and rkm 11, communicate the following data on Channel 16 (156.8 MHz):
 - a) its name or emblem;
 - b) the composition and the dimensions of the convoy;
 - c) its position;
 - d) its course and speed.
9. Vessels mentioned in article 9 shall communicate on Channel 16 (156.8 MHz) their intentions and further course when entering or leaving the Sava River, when anchoring, when entering or leaving pontoons, when entering Bežanija or Čukarica branches and when meeting or overtaking.

B. Sector “Upper Sava”

Article 11.08 — Definitions

The sector “Upper Sava” means the waterway section from rkm 514 to rkm 594.

Article 11.09 — Prohibition of navigation

On the sector “Upper Sava” navigation is prohibited for all vessels, except for public² vessels, as follows:

- (a) from rkm 594 to rkm 550, when the water level on the water level gauge Crnac is +710 and more;
- (b) from rkm 550 to rkm 514, when the water level on the water level gauge Jasenovac is +820 and more.

² *Note of the secretariat:* vessels owned by the public authorities; this term is applied by the member States of the International Sava River Basin Commission.

Article 11.10 — Convoys

1. The dimensions of convoys on the sector “Upper Sava”, when the water level on the water level gauge Crnac is 0 or lower and water level on the water level gauge Jasenovac is +50 or lower, are limited as follows:

(a) Downstream navigation is allowed for:

- pushed convoys with a width of not more than 25 m and a length of not more than 120 m;
- towed convoys consisting of a tug and one transversal row of vessels in tow with a width of not more than 33 m;
- side-by-side formations with a width of not more than 25 m and a length of not more than 120 m.

b) Upstream navigation is allowed for:

- pushed convoys with a width of not more than 25 m and a length of not more than 120 m;
- towed convoys, consisting of a tug and two transversal rows of vessels in tow with a width of not more than 25 m;
- side-by-side formations with a width of not more than 25 m and a length of not more than 120 m.

2. The dimensions of convoys on the sector “Upper Sava”, when the water level on the water level gauge Crnac is more than 0 and water level on the water level gauge Jasenovac is more than +50, are limited as follows:

(a) Downstream navigation is allowed for:

- pushed convoys with a width of not more than 25 m and a length of not more than 120 m;
- towed convoys consisting of a tug and one transversal row of vessels in tow with a width of not more than 45 m;
- side-by-side formations with a width of not more than 25 m and a length of not more than 120 m.

b) Upstream navigation is allowed for:

- pushed convoys with a width of not more than 25 m and a length of not more than 200 m;
- towed convoys, consisting of a tug and three transversal row of vessels in tow with a width of not more than 25 m;
- side-by-side formations with a width of not more than 25 m and a length of not more than 120 m.

C. Sector “Kupa”**Article 11.11 — Definitions**

The sector “Kupa” means the waterway section on the River Kupa from rkm 0 to rkm 5.

Article 11.12 — Prohibition of navigation

On the sector “Kupa” navigation is prohibited for all vessels, except for public vessels, when the water level on the water level gauge Crnac is +710 and more.

Article 11.13 — Convoys

The dimensions of convoys on the sector “Kupa” are limited as follows:

- (a) Downstream navigation is allowed for:
 - pushed convoys with a width of not more than 12 m and a length of not more than 120 m;
 - towed convoys consisting of a tug and one transversal row of vessels in tow with a width of not more than 12 m;
 - side-by-side formations with a width of not more than 20 m and a length of not more than 120 m.
- (b) Upstream navigation is allowed for:
 - pushed convoys with a width of not more than 12 m and a length of not more than 120 m;
 - towed convoys, consisting of a tug and one transversal row of vessels in tow with a width of not more than 12 m;
 - side-by-side formations with a width of not more than 20 m and a length of not more than 120 m.

Chapter 12

River surveillance

Article 12.01 — General

1. In this chapter:

(a) The term “competent authority” means the authority in charge of navigation safety;

b) The term “average” means an extraordinary event on the waterway mentioned in Article 1.00 of these Rules, occurring during the navigation or operation of a vessel, waterway or objects within, resulting in victims, personal injuries, material damage or pollution.

c) The term “river surveillance” means a series of actions and measures undertaken by the competent authority with the aim to control the observance of regulations in force and regulate navigation, in particular, the observance of the navigation rules, technical requirements for vessels, rules for carriage of dangerous goods, as well as the rules for the protection of aids to navigation (hydro-technical structures, navigation signs and fairway marking), port structures and the environment.

Article 12.02 — Conducting river surveillance

1. River surveillance is carried out without any discrimination in terms of nationality of the vessel, the port of its departure or destination or any other issues.

2. River surveillance is carried out by the competent authorities of the Parties on their territories.
3. On waterway sections where the river banks fall under the sovereignty of two Parties, river surveillance shall be governed by agreements between the two Parties.
4. After surveillance has been performed, the competent authority that carried out the surveillance will make the report in accordance with the national law, which shall contain the information specified in Annex 11. A copy of the report shall be delivered to the Party concerned.

Article 12.03 — Surveillance in case of averages

1. The competent authorities shall, without delay, provide aid to the vessel in danger and, for that purpose, they have the right to engage any vessel in the vicinity of the vessel in need of assistance. In the event of an average occurring on a waterway section where the river banks fall under the sovereignty of two Parties, at the invitation of the boatmaster of the vessel in danger, public vessels of one Party are allowed to enter the territory of the other Party in order to rescue the vessel and the crew as well as to transport rescue teams with prior notification of the nearest competent authority, the customs authority and the state border control authority of the other Party.
2. The boatmaster of the vessel that experiences an average shall immediately notify the nearest competent authority. On a waterway section where the river banks fall under the sovereignty of two Parties, the boatmaster of the vessel that experiences an average shall immediately notify the nearest competent authority, regardless of the Party in which the competent authority is located. The competent authority which has received the notification shall inform the competent authority of the other Party which is responsible for navigation safety on the waterway section where the average occurred.
3. The investigation of an average occurring in the national waters of the waterway falls under the competence of the competent authority of the coastal country. Notwithstanding para. 2, if the average occurred on a waterway section where the river banks fall under the sovereignty of two Parties, the investigation of the average is carried out by the competent authorities of both Parties as determined by the agreement between the two Parties.
4. The investigation of the average shall be completed as soon as possible and shall not result in undue delay of the vessel or crew.
5. The competent authorities shall provide a copy of the final report to the interested Parties.

Special rules apply on certain sections of the Sava that present navigation difficulties.”
