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Standardization of technical and safety requirements in inland navigation: European Code for Inland Waterways (resolution No. 24, revision 5)

Comparison of the European Code for Inland Waterways and the Police Regulations for the Navigation of the Rhine

Note by the secretariat*

Mandate

1. This document is submitted in line with the Proposed Programme Budget for 2020, part 5, Regional cooperation for development section 20, Economic Development in Europe. Programme 17, Economic Development in Europe (A/74/6 (Sect. 20) and Supplementary).
2. It is recalled that, at its fifty-fourth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) asked the secretariat to make a comparison of the European Code for Inland Waterways (CEVNI), revision 5, with the updated consolidated version of the Police Regulations for the Navigation of the Rhine (RPNR) in cooperation with the secretariat of the Central Commission for the Navigation of the Rhine (CCNR).
3. The comparison of chapters 1 to 4 was issued as ECE/TRANS/SC.3/WP.3/2019/15 for the fifty-fifth session of SC.3/WP.3. The annex to this document contains the comparison of chapters 5 to 8 and 10 of CEVNI revision 5, including amendments 1 to 3, with chapters 5 to 8 and 15 of RPNR as of 1 December 2018¹ and annexes 1 to 11 to CEVNI with annexes 1 to 12 of RPNR. It was prepared by the secretariat with due regard of the conclusions in ECE/TRANS/SC.3/WP.3/2013/10/Add.1 and the decisions of the CEVNI Expert Group in 2017–2019.

* This document was scheduled for publication after the standard publication date owing to circumstances beyond the submitter's control.

¹ https://ccr-zkr.org/files/documents/reglementRP/rp1f_122018.pdf.

Annex

Comparison of chapters 5 to 8, 10 and annexes 1 to 11 of the European Code for Inland Waterways with chapters 5 to 8, 15 and annexes 1 to 12 of the Police Regulations for the Navigation of the Rhine

I. Chapter 5 “Waterway signs and marking”

The comparison of articles 5.01 and 5.02 of CEVNI and RPNR is given in table 1 below.

Table 1

	<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
	Article 5.01	Article 5.01	
1	Paragraph 1	Paragraph 1	Harmonized
2	Paragraph 2	Paragraph 2	May be considered as harmonized; however, CEVNI mentions article 1.19 “Special instructions” among the applicable provisions
	Article 5.02	Article 5.02	
3	Unnumbered paragraph	Paragraph 1	Harmonized
4	–	Paragraph 2	RPNR mentions the signals used for marking of shallows and temporary obstacles defined in annex 8

II. Chapter 6 “Rules of the Road”

The comparison of articles 6.01–6.37 of CEVNI and articles 6.01–6.33 of RPNR is given in table 2 below.

Table 2

	<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
	<i>I. General</i>	<i>Section I. General</i>	
1	Article 6.01	–	RPNR does not contain definitions of the terms “meeting”, “overtaking” and “crossing”
2	Article 6.01 bis	Article 6.01	Prescriptions for high-speed vessels are different in CEVNI and RPNR
3	Article 6.02	Article 6.02	The titles are different
4	Paragraph 1	–	CEVNI extends the meaning of the term “small craft” to convoys consisting only of small craft for the whole chapter 6. In RPNR, small craft is mentioned separately in Article 6.02 bis

	<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
5	Paragraph 2	Paragraph 1	May be considered as harmonized; however, CEVNI in addition prescribes that small craft may not require that vessels other than small craft give them way
6	–	Paragraph 2	
7	–	Article 6.02 bis	CEVNI does not contain a separate article for the specific rules of the road for small craft; some provisions are included in other sections of chapter 6 (see below)
8	Article 6.03 bis, paragraph 3; article 6.04, paragraph 9	Paragraphs 1 and 2	Covered in CEVNI in a more general provision
9	Article 6.03 bis, paragraph 1; article 6.04, paragraph 8	Paragraph 3(a)	Covered in CEVNI in a more general provision, however, CEVNI has no special prescription for two motorized small craft
10	Article 6.03 bis, paragraphs 1 and 2	Paragraph 3(b)	Covered in CEVNI in a more general provision, however, CEVNI has no special prescription for two motorized small craft
11	Article 6.10, paragraph 6	Paragraph 4	Covered in CEVNI in a more general provision, however, CEVNI has no special prescriptions for two small sailing craft
12	Article 6.03 bis, paragraphs 4 and 5; Article 6.04, paragraph 9	Paragraph 5	Covered in CEVNI in a more general provision
13	<i>II. Meeting, crossing and overtaking</i>	<i>Section II. Crossing and overtaking</i>	Titles are different
	Article 6.03	Article 6.03	
14	Paragraph 1	Paragraph 1	The texts have been considered as harmonized
15	Paragraph 2	Paragraph 2	Harmonized; in addition, RPNR specifies the case of a towed convoy
16	Paragraph 3	Paragraph 3	Harmonized
17	Paragraph 4	–	
18	Article 6.03 bis	–	
19	Paragraph 1	Article 6.02 bis, paragraph 3	RPNR apply only for small craft
20	Paragraph 2	Article 6.02 bis, paragraph 3(b)	RPNR apply only for small craft
21	Paragraph 3	Article 6.02 bis, paragraphs 1 and 2	RPNR apply only for small craft
22	Paragraphs 4 and 5	Article 6.02 bis, paragraph 5	RPNR apply only for two small craft, one of which is under sail

	<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
23	Article 6.04	Article 6.04	Titles are different
24	Paragraph 1	Article 9.02, paragraph 3	Harmonized; however, this provision in RPNR is applied for particular waterway sections
25	Paragraphs 2 and 3	Paragraphs 1 and 2	Harmonized
26	Paragraph 4	Paragraph 3	May be considered as harmonized; however, CEVNI allows to display a light without a blue board by day
27	Paragraphs 5 and 6	Paragraphs 4 and 5	Harmonized
28	Paragraph 7	–	There is no similar provision in RPNR, however, Article 6.02 bis contains specific rules of the road for small craft
29	Paragraph 8	Article 6.02 bis, paragraph 3(a)	RPNR apply to motorized small craft
30	Paragraph 9	Article 6.02 bis, paragraphs 1, 2 and 5	
31	Article 6.05	Article 6.05	Titles are different
32	Paragraph 1	Article 9.02, paragraph 4	Harmonized; however, this provision in RPNR is applied for particular waterway sections
33	Paragraphs 2–4	Paragraphs 1–3	Harmonized
34	Paragraph 5	Paragraph 4	Harmonized; CEVNI should refer to paragraph 3 and could apply also to convoys
35	Paragraph 6	–	There is no similar provision in RPNR
36	Paragraph 7	–	There is no similar provision in RPNR, however, Article 6.02 bis contains specific rules of the road for small craft
37	Article 6.06	Article 6.06	Harmonized
	Article 6.07	Article 6.07	
38	Paragraph 1	Paragraph 1	Harmonized for waterways for which “downstream” and “upstream” are defined; in addition, CEVNI contains provisions for other waterways. In paragraph 1(a), RPNR recalls that the overtaking in narrow waterways is prohibited
39	Paragraph 2	Paragraph 2	Harmonized
	Article 6.08	Article 6.08	
40	Paragraph 1	Paragraph 1	May be considered as harmonized; however, CEVNI contains a reference to sign A.4.1, in addition to sign A.4.
41	Paragraph 2	Paragraph 2	Harmonized

	<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
	Article 6.09	Article 6.09	
42	Paragraph 1	Paragraph 1	Harmonized
43	Paragraph 2	Paragraph 2	Harmonized; however, CEVNI does not apply to a small craft overtaking a vessel other than a small craft
	Article 6.10	Article 6.10	
44	Paragraph 1	Paragraph 1	Not sufficiently harmonized; CEVNI prescribes, as a general rule, that the overtaking vessel pass to port of the vessel being overtaken
45	Paragraph 2	Paragraph 2	Harmonized
46	Paragraph 3	Paragraph 3	RPNR do not prescribe sound signals
47	Paragraphs 4–5	Paragraphs 4–5	Harmonized
48	Paragraph 6	–	There is no similar provision in RPNR
49	Paragraph 7	–	There is no similar provision in RPNR, however, Article 6.02 bis contains specific rules of the road for small craft
50	Article 6.11	Article 6.11	May be considered as harmonized; however, CEVNI contains also references to signs A.4 and A.4.1 (the latter is not included in RPNR)
	<i>III. Other rules of the road</i>	<i>Section III. Other rules of the road</i>	
	Article 6.12	Article 6.12	
51	Paragraph 1	Unnumbered paragraph	Harmonized; however, CEVNI prescribes the sign indicating the end of the section
52	Paragraph 2	–	There is no similar provision in RPNR
	Article 6.13	Article 6.13	
53	Paragraph 1	Paragraph 1	Harmonized; however, RPNR refer to paragraphs 2 and 3
54	Paragraph 2	Paragraph 2	Harmonized
55	Paragraph 3	Paragraph 3	The first sentence is harmonized; the second sentence from CEVNI is not contained in RPNR
56	Paragraph 4	–	
57	Paragraph 5	Paragraph 4	Harmonized
58	Articles 6.14 and 6.15	Articles 6.14 and 6.15	Harmonized
59	Article 6.16	Article 6.16	Titles are different
60	Paragraph 1	Paragraph 1	Harmonized
61	Paragraph 2	Paragraph 2 (except the last sentence)	Harmonized

	<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
62	Paragraph 3	Paragraph 2, last sentence	Harmonized; however, CEVNI refers also to sign B.10
63	Paragraph 4	Paragraph 3	Harmonized
64	Paragraph 5	Paragraph 5	The first sentence is harmonized; the second sentence from CEVNI (the prohibition to leave a harbour or tributary waterway) is not contained in RPNR
65	Paragraphs 6, 7	–	
	Article 6.17	Article 6.17	
66	Paragraph 1	Paragraph 1	Harmonized
67	Paragraph 2	Paragraph 2	Harmonized; however, CEVNI mentions also side-by-side formations
68	Paragraphs 3–4	Paragraphs 3–4	Harmonized
	Article 6.18	Article 6.18	
69	Paragraph 1	Paragraph 1	Harmonized
70	Paragraph 2	Paragraph 2	RPNR mention also places of loading and unloading and in harbours. CEVNI extends the prohibition also to sections less than 100 m from a bridge, lock or weir, ferry-boat or floating equipment at work
71	Paragraph 3	–	
	Article 6.19	Article 6.19	
72	Paragraph 1	Paragraph 1	Harmonized
73	Paragraph 2	Paragraph 2	Harmonized; however, CEVNI prescribes “safe stopping”
74	Paragraph 3	Paragraph 3	Harmonized
	Article 6.20	Article 6.20	
75	Paragraphs 1–3	Paragraphs 1–3	Harmonized
	Article 6.21	Article 6.21	
76	Paragraph 1	Paragraph 1	May be considered as harmonized; however, CEVNI prescribes proper control of the convoy, while RPNR – good manoeuvrability
77	Paragraph 2	–	
78	Paragraph 3	Paragraph 2	The first sentence is harmonized. The second sentence from CEVNI is not contained in RPNR. The second sentence from RPNR – the position of motorized vessels that provide the main traction of a side-by-side formation – is not contained in CEVNI
79	Paragraph 4	Article 8.03(1)	RPNR contains more detailed provisions

	<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
80	Paragraph 5	Paragraph 3	May be considered as harmonized; however, RPNR contain more detailed prescriptions
81	Article 6.21 bis	Article 8.04	RPNR contain similar provisions in chapter 8 “Additional provisions”, however, they are not fully harmonized
82	Article 6.22	Article 6.22	Titles are different
83	Paragraph 1	Paragraph 1	Harmonized
84	Paragraph 2: (a) (b) (c)	Paragraph 2: (c) (b) (a)	Harmonized Harmonized In RPNR, sign A.1a is not distinguished from the general prohibitory sign A.1 (see table 7, para. 2)
85	Article 6.22 bis	Article 6.22 bis	CEVNI contains also prescriptions for vessels referred to in article 3.34 “Special priorities”
	<i>IV. Ferry-boats</i>	<i>Section IV. Ferry-boats</i>	
86	Article 6.23, paragraphs 1–2	Article 6.23, paragraphs 1–2	Harmonized
	<i>V. Passage under bridges and through weirs and locks</i>	<i>Section V. Passage under bridges and through weirs and locks</i>	
87	Article 6.24, paragraphs 1–2	Article 6.24, paragraphs 1–2	Harmonized
	Article 6.25	Article 6.25	
88	Paragraph 1	Paragraph 1	Harmonized
89	Paragraph 2	Paragraph 2	May be considered as harmonized; however, the last sentence from CEVNI is not contained in RPNR
90	Paragraph 3	Paragraph 3	Harmonized
91	Article 6.26, paragraphs 1–7	Article 6.26	Prescriptions are not harmonized and may require a detailed analysis
	Article 6.27	Article 6.27	
92	Paragraphs 1–2	Paragraphs 1–2	Harmonized
93	Paragraph 3	–	
	Article 6.28	Article 6.28	
94	Paragraphs 1–5	Paragraphs 1–5	Harmonized
95	Paragraph 6	Paragraph 6	Harmonized; however, CEVNI mentions also floating establishments
96	Paragraphs 7–9	Paragraphs 7–9	Harmonized

	<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
97	Paragraphs 10–13 ²	Paragraphs 10–13	Harmonized
98	Paragraph 14 ²	–	
	Article 6.28 bis	Article 6.28 bis	
99	Paragraphs 1–4	Paragraphs 1–4	Harmonized
100	Paragraph 5	–	
	Article 6.29	Article 6.29	
101	Paragraph 1	Unnumbered paragraph	CEVNI refers to articles 3.27 and 3.17, while RPNR describe the types of vessels which have priority of passage through locks. This may require a detailed analysis
102	Paragraphs 2, 3	–	
	<i>VI. Reduced visibility – navigation by radar</i>	<i>Section VI. Reduced visibility; navigation by radar</i>	
	Article 6.30	Article 6.30	
103	Paragraph 1	Paragraph 1	Harmonized
104	Paragraph 2	Paragraph 2 Paragraph 4	CEVNI applies the term “safe speed” For small craft, RPNR additionally prescribe listening watch on channel 10
105	Paragraph 3	Paragraph 3	Harmonized
106	Paragraphs 4 and 5	Paragraph 5	Provisions are different and may require a detailed analysis
	Article 6.31	Article 6.31	
107	Paragraph 1	Paragraph 1	May be considered as harmonized; however, CEVNI mentions also floating equipment
108	–	Paragraph 2	RPNR prescribes that “the vessels mentioned in paragraph 1, which cannot use the radiotelephone, shall give one peal of a bell as soon as they hear from an approaching vessel one of the signals prescribed in article 6.32, paragraph 4 (c), or article 6.33, paragraph 1 (b). ³ These sound signals shall be repeated at intervals of one minute or less”
109	Paragraph 2 ⁴	Paragraph 3	May be considered as harmonized; however, CEVNI contains also provisions for a towed convoy.
110	Paragraph 3	–	

² See amendment 1 (ECE/TRANS/SC.3/115/Rev.5/Amend.1).

³ Here, the references are modified in accordance with CEVNI articles.

⁴ See amendment 2 (ECE/TRANS/SC.3/115/Rev.5/Amend.2).

<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
Article 6.32	Article 6.32	
111 Paragraph 1	Paragraph 1	May be considered as harmonized
112 Paragraph 2	Paragraph 2(a)	Harmonized
113 Paragraph 3	Paragraph 2(b)	Harmonized
114 Paragraph 4	Paragraph 2(d)	RPNR prescribes the following: “When radiotelephone contact cannot be established with the vessels coming in the opposite direction, the vessel navigating by radar shall: <ul style="list-style-type: none"> • Give one long blast and repeat this signal as often as necessary; • Reduce speed and, if necessary, stop. This provision also applies to all vessels navigating by radar in relation to stationary vessels near the fairway, with which radiotelephone contact cannot be established.”
115 Paragraph 5	Paragraph 2(c)	Harmonized
116 Paragraph 6	–	
Article 6.33	Article 6.33	
117 Paragraph 1	Unnumbered paragraph	May be considered as harmonized; however, CEVNI mentions the leading vessel in a convoy, while RPNR – the first unit in the convoy
118 Paragraph 2	–	
<i>VII. Special rules</i>	–	
119 Articles 6.34–6.37		RPNR do not contain these provisions

III. Chapter 7 “Berthing rules”

The comparison of articles 7.01–7.08 of CEVNI and RPNR is given in table 3 below.

Table 3

<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
Article 7.01	Article 7.01	
1 Paragraph 1	Paragraph 1	Harmonized
2 –	Paragraph 2	CEVNI does not contain a similar provision
3 Paragraphs 2 and 3	Paragraphs 3 and 4	Harmonized
4 –	Paragraph 5	

	<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
5	Article 7.02	Article 7.02	Titles are different; CEVNI could be brought in line with RPNR
6	Paragraphs 1 and 2	Paragraphs 1 and 2	Harmonized
	Article 7.03	Article 7.03	
7	Paragraph 1 Paragraph 3 ²	Paragraph 1	May be considered as harmonized
8	Paragraphs 2 and 4 ²	Paragraphs 2 and 3	Harmonized
9	Article 7.04, paragraphs 1–3	Article 7.04, paragraphs 1–3	Harmonized
	Article 7.05	Article 7.05	
10	Paragraphs 1–4	Paragraphs 1–4	Harmonized
11	Paragraph 5	Article 7.06(2)	Harmonized
12	Article 7.06	Article 7.06	Titles are different
13	Paragraphs 1–3 ⁵ –	Paragraphs 1, 3–4 Paragraph 2	Harmonized
14	Article 7.07, paragraphs 1–3 ⁶	Article 7.07, paragraphs 1–3	Harmonized
	Article 7.08	Article 7.08	
15	Paragraphs 1–6 ^{2,4}	Paragraphs 1–4	Not fully harmonized, as CEVNI establishes provisions for efficient watch, while RPNR – for operational watch. However, in relation to vessels using liquefied natural gas as a fuel and vessels carrying dangerous goods they may be considered as harmonized
16	Paragraphs 7 and 8 ^{2,4}	Paragraphs 5 and 6	Harmonized

IV. Chapter 8 “Signalling and reporting requirements”

The comparison of articles 8.01–8.03² of CEVNI and similar articles of RPNR is given in table 4 below.

Table 4

	<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
1	Article 8.01, paragraphs 1–8	Article 8.09, paragraphs 1–8	Harmonized

⁵ See amendment 3 (ECE/TRANS/SC.3/115/Rev.5/Amend.3).

⁶ With due regard to the decisions of the thirtieth meeting of the CEVNI Expert Group (ECE/TRANS/SC.3/2019/8).

	<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
	Article 8.02	Article 12.01	
2	Paragraph 1 ⁵	Paragraph 1	May be considered as harmonized; however, CEVNI applies to vessels transporting more than 20 containers and to other vessels and convoys as required by the competent authorities
3	Paragraph 2 ^{5,6}	Paragraph 2	This paragraph is currently under revision by the CEVNI Expert Group
4	Paragraph 3	Paragraph 3	Harmonized
5	–	Paragraphs 4 and 5	These provisions are not contained in CEVNI and may require a detailed analysis
6	Paragraphs 4–5	Paragraphs 6	Partly harmonized; the proposal for further harmonization may be found in CEVNI EG/2018/11
7	Paragraph 6	–	
8	Article 8.03²	Article 8.11	Harmonized

V. Additional provisions for convoys: Chapter 8 of RPNR

The following articles of Chapter 8 “Additional provisions” of RPNR are not contained in CEVNI:

- Article 8.01 “Towing of a pushed convoy by a pushed convoy”
- Article 8.02 “Pushed convoys that include vessels other than pushed barges”
- Article 8.05 “Coupling of pushed convoys”
- Article 8.06 “Radiotelephone communications on convoys”
- Article 8.07 “Movements of people on pushed convoys”
- Article 8.08 “Formation of towed convoys”
- Article 8.10 “Safety on board vessels authorized to carry more than 12 passengers”.

VI. Chapters in CEVNI and RPNR which contain regional, local and other special provisions

Chapter 9 of CEVNI contains regional and national special requirements that differ from those on chapters 1–8 and, therefore, it may cover some provisions of RPNR; an example is article 9.02(6) of CEVNI. However, the provisions have not been considered in detail.

Chapters 9 to 14 of RPNR:

- Chapter 9 “Specific rules of the road and berthing rules”
- Chapter 10 “Restriction of navigation at high and low water levels”
- Chapter 11 “Maximum dimensions of vessels, pushed convoys and other assemblies of vessels”
- Chapter 12 “River sections where reporting requirements shall be met and sections where navigation is regulated by signalling devices”
- Chapter 13 “Specific rules related to navigation of canal barges on the sector Basel–Iffezheim locks”

- Chapter 14 “Prescriptions concerning harbours of the Rhine”.

These chapters may contain provisions harmonized with CEVNI (see table 2, paragraphs 24 and 32). However, they have not been considered in detail.

VII. Prevention of pollution of water and disposal of waste generated on board vessels; Chapter 10 of CEVNI and Chapter 15 of RPNR

The comparison of articles 10.01–10.09 of CEVNI and articles 15.01–15.09 of RPNR is given in table 5 below.

Table 5

	<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
1	Article 10.01 , paragraphs 1 and 2 ^{4, 5}	Article 15.01	May be considered as harmonized ⁷
2	Article 10.02	Article 15.02	Harmonized
	Article 10.04	Article 15.03	
3	Paragraph 1	Paragraph 1	Harmonized
4	Paragraphs 2 and 3	Paragraphs 2 and 3	May be considered as harmonized
5	Article 10.05	Article 15.04	Harmonized
	Article 10.06	Article 15.05	
6	Paragraph 1 ⁴	Paragraph 1	Harmonized; however, CEVNI can allow exceptions
7	Paragraphs 2–4	Paragraphs 2–4	Harmonized
	Article 10.07	Article 15.06	
8	Paragraph 1 ⁴	–	
9	Paragraph 2 (a) (b)–(d) (e)	Paragraph 1 – (a)–(c) (d)	Harmonized RPNR refer to ES-TRIN ⁸
10	Paragraph 3	Paragraph 2	May be considered as harmonized; however, RPNR do not refer to the safety checklist for bunkering fuel
11	Article 10.07 bis ²	Article 15.07	Harmonized
	Article 10.08 ⁵	Article 15.08	
12	–	Paragraph 1	
13	Unnumbered paragraph	Paragraph 2	May be considered as harmonized

⁷ The definitions were harmonized with the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI) and ADN at the twenty-ninth meeting of the CEVNI Expert Group and the joint meeting of the CEVNI Expert Group and the CDNI Secretariat (see ECE/TRANS/SC.3/WP.3/2019/1 and ECE/TRANS/SC.3/WP.3/2019/13).

⁸ European Standard laying down Technical Requirements for Inland Navigation Vessels.

<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
Article 10.09	Article 15.09	
14 Paragraph 1	Paragraph 1	Harmonized
15 Paragraph 2	–	

VIII. Annex 1 “Distinguishing letter or group of letters indicating country of vessels’ home port or place of registration”

Annex 1 in both documents is harmonized.

IX. Annex 2 “Draught scales on inland waterway vessels”

In RPNR, annex 2 is left void.

X. Annex 3 “Visual signals (marking) on vessels”

Annex 3 to CEVNI contains four parts as shown below, while RPNR contains part I “General”, while the rest contents has no titles:

- I. General
- II. Marking when under way (sketches 1–44)
- III. Marking when stationary (sketches 45–61)
- IV. Special marking (sketches 62–76²).

All sketches in RPNR are numbered, while in CEVNI the first sketch related to article 3.01, paragraph 1, is not numbered; it is harmonized with sketch 1 in RPNR.

The detailed comparison of signs is given in table 6 below.

Table 6

<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
<i>I. General</i>	<i>I. General</i>	
1 1.1	–	
2 1.2	1	The first sentences are harmonized. In addition, CEVNI contains explanations for additional marking
3 –	2	RPNR clarify that pushed convoys whose maximum dimensions do not exceed 110 m by 12 m are considered as single motorized vessels
4 1.3		RPNR does not contain symbols (d), (f) and (k)
<i>II–IV</i>		
5 Sketches 1–2, 4–11, 13–18, 22–24, 26–43a, 44–45, 49–55, 58–64, 68, 76 ²	Sketches 2–16, 18–25, 27–40, 42–48, 51–54, 56–58, 62, 64–66	Harmonized

	<i>CEVNI</i>	<i>RPNR</i>	<i>Comments</i>
6	Sketches 3, 12, 19, 25, 43b, 46, 47, 69–75	–	
7	Sketch 20	Sketch 17	In CEVNI, the masthead lights are indicated
8	Sketch 21	Sketch 26	Sketch in RPNR refers to small crat only
9	Sketch 48	Sketch 41	Sketches are different
10	Sketches 56 and 56 bis, 57 and 57 bis	Sketches 49a and 49b, 50a and 50b	RPNR do not use a separate sketch for floating equipment by night
11	Sketch 65	Sketch 59	Sketches are different
12	Sketches 66 and 67	Sketches 60 and 61	CEVNI uses both new and existing signs, valid for a transitional period
13	–	Sketches 55 and 63	

XI. Annex 4 “Lights and the colour of signal lights on vessels” and annex 5 “Intensity and range of signal lights on vessels”

Annex 4 to CEVNI is left void. Requirements to lights and the colour of signal lights on vessels are contained in part I of appendix 7 to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61, revision 2).

Annex 5 to CEVNI is left void. Requirements to the intensity and range of signal lights on vessels are contained in part II of appendix 7 to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61, revision 2).

Annexes 4 and 5 to RPNR are left void.

XII. Annex 6 “Sound signals”

Parts I “Sound intensity of signals” and II “Monitoring of sound pressure level” of annex 6 to CEVNI vessels are contained in part IV of appendix 7 to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61, revision 2).

Annex 6 to RPNR does not contain similar requirements.

Part III “Sound signals to be used by vessels”:

- The introduction to part III in annex 6 to CEVNI and the preliminary notes to Annex 6 to RPNR may be considered as harmonized, however, RPNR contains a provision for one peal of a bell which has been deleted from CEVNI
- Section A: in RPNR, the indication of the signal “Do not approach” is missing
- Sections B to D are considered as harmonized
- Section E: in RPNR, the last two signals are not included

- Section F in CEVNI and section G in RPNR: in RPNR, the description of three-tone signal⁹ and the signal of ferry-boats not navigating by radar are not included; in CEVNI, ringing of a bell for stationary vessels has been deleted.

XIII. Annex 7 “Waterway signs and marking”

The detailed comparison is given in table 7 below.

Table 7

	<i>CEVNI signs</i>	<i>RPNR signs</i>	<i>Comments</i>
	Main signs	Section I - Main signs	
	<i>A. Prohibitory signs</i>	<i>A. Prohibitory signs</i>	
1	A.2–A.4, A.5–A.10, A.12, A.14–A.18	A.2–A.4, A.5–A.10, A.12, A.14–A.18	Harmonized
2	A.1 a–f	A.1	In RPNR, variations of the sign (boards, lights and flags) are not distinguished from each other by letters
3	A.1.1 (A.1g)	A.1a	Numbers are different
4	A.4.1, A.13, A.19, A.20	–	A.13 is left void in RPNR
5	A.11 a–c	A.11	A.11b is missing in RPNR
	<i>B. Mandatory signs</i>	<i>B. Mandatory signs</i>	
6	B.1–B.9, B.11, B.12 ⁵	B.1–B.9, B.11–B.12	Harmonized
7	B.10	–	Left void in RPNR
	<i>C. Restrictive signs</i>	<i>C. Restrictive signs</i>	
8	C.1–C.3	C.1–C.3	Sketches C.1b, C.2b and C.3b are not contained in RPNR
9	C.4	C.4	Harmonized
10	C.5 ⁴	C.5	The second sketch (indication of the bank) is not contained in RPNR
	<i>D. Recommndatory signs</i>	<i>D. Recommndatory signs</i>	
11	D.1 a–f	D.1	In RPNR, light signals are not mentioned; variations of the sign are not distinguished from each other by letters
12	D.2	D.2	In RPNR, D.2b is not included
13	D.3	D.3	Harmonized

⁹ At its thirtieth meeting, the CEVNI Expert Group decided to investigate the actual use of the three-tone signal and asked the secretariat to collect information from member States (ECE/TRANS/SC.3/WP.3/2020/1, para. 15).

	<i>CEVNI signs</i>	<i>RPNR signs</i>	<i>Comments</i>
	<i>E. Informative signs E. Informative signs</i>		
14	E.1 a–d	E.1	In RPNR, variations of the sign (boards, lights) are not distinguished from each other by letters
15	E.2–E.4, E.5–E.11a, E.13–E.21, E.23, E.25	E.2–E.4, ¹⁰ E.5–E.11, E.13–E.22, E.25	Harmonized
16	E.11b, E.12, E.15, E.16, E.22, E.24, E.26–E.27.1	–	E.12, E.15, E.16 and E.24 are left void
17	–	E.23	Flood marks
	Auxiliary signs	Section II - Boards, panels, pointers or additional inscriptions	
18	Section A	Paragraph 1	Harmonized
19	Section B	Paragraph 3	CEVNI mentions also an additional luminous signal with green light
20	Section C	Paragraph 2	Harmonized
21	Section D	Paragraph 4	Harmonized; however, RPNR provide more examples of signs with additional panels

XIV. Annex 8 “Buoyage and marking of the waterways”

The detailed comparison is given in table 8 below.

Table 8

	<i>CEVNI signs</i>	<i>RPNR signs</i>	<i>Comments</i>
	<i>I. General</i>		
1	Section A	Paragraph 1	Harmonized
2	Section B	Paragraph 2	RPNR contains also the definitions of the fairway and the right and left banks ¹¹
3	Section C	Paragraph 3	CEVNI contains more types of rhythmic lights
	<i>II. Buoyage of fairway limits in the waterway</i>		
4	Sections A and B	Paragraphs 1 and 2	Harmonized
5	Section C	Paragraph 3	May be considered as harmonized; however, three last indents and figure 4 from CEVNI are not included in RPNR

¹⁰ Sign E.4b has been introduced by CCNR Resolution 2018-II-14.

¹¹ See the European Code for Signs and Signals on Inland Waterways (annex to resolution No. 90), para. 1.1.10.

	<i>CEVNI signs</i>	<i>RPNR signs</i>	<i>Comments</i>
6	<i>III. Marks on land indicating the position of the fairway</i>	–	
	<i>IV. Buoyage and marking of danger points and obstacles</i>	<i>III. Buoyage and marking of the waterway and obstacles in the waterway</i>	
7	Sections A and B	Paragraphs 1 and 2	May be considered as harmonized; however, in paragraph 3 of RPNR, the rhythm of light and the last indent are not included
8	Figure 17	Figures 4 and 10	An example of use of the buoyage and marking described in chapters II and IV is combined on one figure in CEVNI and is given separately in RPNR
9	<i>IV bis. Other marking of danger points and obstacles in the waterway, sections A and B</i>	<i>IV. Other marking of danger points and obstacles in the waterway, paragraphs 1 and 2</i>	Harmonized
10	<i>V. Additional marking for navigation by radar, sections A and B</i>	<i>V. Additional marking for navigation by radar (if necessary), sections A and B</i>	Harmonized; however, the sketches of radar reflectors are different
11	<i>VI. Additional buoyage and marking of lakes and broad waterways</i> <i>VII. Marking of prohibited or restricted areas</i> <i>VIII. Buoys for miscellaneous purposes</i> <i>IX. Entrances to harbours</i>	–	

XV. Annex 9 “Model used-oil log”

Model used-oil log is contained in annex 9 to CEVNI and annex 10 to RPNR. The annexes have not been compared in detail.

XVI. Annex 10 “General technical specifications applicable to radar equipment”

Annex 10 to CEVNI is left void. Requirements applicable to radar equipment are contained in appendix 7, part III of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61, revision 2).

There is no similar annex to RPNR.

XVII. Annex 11 “Safety checklist for bunkering fuel”

There is no similar annex to RPNR.

CCNR has introduced the Standard for a LNG bunker checklist Truck to Ship Edition 1.0, adopted on 13 October 2015.¹²

XVIII. Annexes 9, 11 and 12 to RPNR

Annex 9 to RPNR “Warning lights on the section Oberwesel–St. Goar p.k.¹³ 548.50 – 555.43” has no similar provisions in CEVNI.

Annex 11 to RPNR “Data to be entered in the Inland AIS device: indication of the navigational status and the position acquisition point on the vessel”¹⁴ has no similar provisions in CEVNI.

Annex 12 “List of categories of vessels and convoys”¹⁵ has no similar provisions in CEVNI. At its twenty-eighth meeting, the CEVNI Expert Group noted that the list of categories of vessels and convoys in Annex 12 of RPNR had not covered the whole list from UN Recommendation No. 28 “Codes for Types of Means of Transport”, and decided that clarifications from the CCNR secretariat would be helpful to understand the reasons.¹⁵

¹² www.ccr-zkr.org/files/documents/reglementRP/L_ctrl_avitaillement_GNL_fr.pdf.

¹³ River kilometre.

¹⁴ See CEVNI EG/2018/11.

¹⁵ See ECE/TRANS/SC.3/2018/5, para. 18.