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Working Party on Inland Water Transport

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Item 7 (a) of the provisional agenda

Standardization of technical and safety requirements in inland navigation:

European Code for Inland Waterways (resolution No. 24, revision 5)

Amendments to the European Code for Inland Waterways

Note by the secretariat

Mandate

1. This document is submitted in line with the programme of work of the Transport subprogramme for 2020 (ECE/TRANS/2020/21, chapter IV, table, section A, para. 11) adopted by the Inland Transport Committee at its eighty-second session (ECE/TRANS/294, para 136).
2. At its virtual informal meeting held on 29–30 June 2020, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) preliminarily approved the amendment proposals to the European Code for Inland waterways (CEVNI) and asked the secretariat to transmit them to the Working Party on Inland Water Transport (SC.3) for the final adoption.
3. The annex to the present document contains the amendment proposals to CEVNI, preliminarily approved by SC.3/WP.3 in 2020: (a) at its fifty-sixth session (ECE/TRANS/SC.3/WP.3/110, para. 44) and (b) at its informal meeting held on 29–30 June 2020. SC.3 may wish to approve them as amendment 4 to CEVNI revision 5.

Annex

Amendments to CEVNI preliminarily approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation in 2020

A. Chapter 1

1. Article 1.01:

- (a) Section III “Light and sound signals”

Delete paragraph 7;

- (b) Section IV “Other terms”

In the end, *add* a new paragraph 22

22. The term “specific risk” means a safety hazard that is due to particular navigation conditions, which requires boatmasters to have the professional knowledge beyond what is required under annex II “Professional knowledge required to obtain a boatmaster's certificate”, part A, of resolution No. 31, revised.

2. Article 1.02, paragraph 1

Add the second paragraph

If a vessel navigates on a stretch of inland waterway with specific risks identified by the competent authority in accordance with the regulations in force, for which the specific authorization for the boatmaster is required, and if several boatmasters are assigned to a vessel, only the boatmaster who is on duty in the wheelhouse must have the specific authorization for the stretch concerned.

3. Article 1.07, paragraph 2, second sentence

Replace *впереди* with *позади* (Russian text only).

4. Article 1.08:

- (a) *Add* new paragraphs 5 and 6

5. If the guard rails [required by resolution No. 61/the competent authorities]¹ are retractable or may be removed, they may be partially retracted or removed only when the vessel is berthed and only in the following operating conditions:

(a) for embarkation and disembarkation at the points provided for this purpose;

(b) within the outreach of the crane when it is in operation;

(c) during the mooring and release of the mooring lines in the bollard area;

(d) from the bank side of the vessel, if it is berthed alongside a vertical bank and there is no danger of falling overboard, or

(e) at the contact points between two vessels berthed side-by-side, if there is no danger of falling overboard, or

(f) when they extremely hinder loading and unloading operations or construction works.

¹ SC.3 may wish to decide as appropriate.

If the operating conditions mentioned in the first sentence are no longer present, the guard rails must be immediately reinstated.

6. Members of the crew and other persons on board shall wear life jackets:
- a) during embarkation and disembarkation, if there is a risk of falling into the water;
 - b) when in the ship's boat,
 - c) during overside operations, or
 - d) when being present or during operations on the deck and the gunwale, if the bulwarks have the height less than 90 cm or the guard rails referred to in paragraph 5, are not installed from one extremity to another.

Overside operations may be conducted only when the vessels are berthed and when the surrounding traffic is not likely to cause any danger.

This provision does not apply to pleasure craft.

5. Article 1.11:

- (a) *Add* a new paragraph 2

2. The guide concerning the radiotelephone service on inland waterways (general part and relevant regional parts)² shall be carried on board of vessels equipped with a radiotelephone installation.

- (b) *Renumber* the existing paragraph 2 *as* paragraph 3 and *modify*

3. An electronic version of documents mentioned in paragraphs 1 and 2 is acceptable when readable at short notice.

B. Chapter 3

6. Article 3.14, paragraph 7, *modify*

7. Any vessel not required to carry the markings referred to in paragraphs 1, 2 or 3 above but which has been issued with a certificate of approval or a provisional certificate of approval in accordance with section 1.16.1 of the Regulations annexed to ADN, which conforms to the safety provisions for vessels referred to in paragraph 1 above, may, on approaching a lock, display the markings referred to in paragraph 1 above, when it wishes to pass through the lock with a vessel required to display the markings referred to in paragraph 1 above.

C. Chapter 4

7. Article 4.01:

- (a) Paragraph 2, the second sentence, *modify*

This provision shall not apply to small craft or to vessels giving the signal prescribed in article 6.32, paragraph 4 (a), to be given by vessels proceeding downstream and navigating by radar, or to vessels ringing a bell.

- (b) *Delete* paragraph 4.

D. Chapter 6

8. Article 6.31, *modify* the title

Indicating the position of stationary vessels.

² Available in French and Russian only.

E. Chapter 7

9. Article 7.07, paragraph 2 (b), *modify*

(b) Vessels not carrying this marking but issued with a certificate of approval or a provisional certificate of approval in accordance with section 1.16.1 of ADN, and conforming to the safety requirements applicable to vessels referred to in article 3.14, paragraph 1.

F. Chapter 8

10. Article 8.02:

(a) Paragraph 2, subparagraphs (k) to (n),³ *replace with*

(k) nature and quantity of cargo (for dangerous goods: as required under paragraphs 5.4.1.1.1 (a)–(d) and (f) and 5.4.1.2.1 (a) of the Regulations annexed to ADN for carriage in bulk or in packages, or paragraph 5.4.1.1.2 (a)–(e) of the Regulations annexed to ADN for carriage in tank-vessels;⁴

(l) signalization required for the carriage of dangerous goods;

(m) number of persons on board;

(n) number of containers on board, according to their size and loading condition (loaded or unloaded) and respective placement of containers according to the stowage plan and their type;

(o) Identification number of any container carrying dangerous goods.

(b) Paragraph 3, *replace (h) with (g)*;

(c) *Add new paragraphs 3a and 3b*

3a. Where the boatmaster or other service or person reports electronically:

(a) The report shall be made in accordance with the International Standard for Electronic Ship Reporting in Inland Navigation (resolution No. 79);

(b) Notwithstanding paragraph 2 (a) above, the type of vessel or convoy according to the standard mentioned in subparagraph (a) must be indicated.

3b. The competent authority may require that the report referred to in paragraph 2 above, except the information in subparagraphs (c) and (g), shall be transmitted electronically for the following:

(a) Convoys and vessels with containers on board;

(b) Convoys and vessels with at least one vessel intended for the carriage of goods in fixed tanks, except for supply vessels and oil separator vessels as defined in paragraph 1.2.1 of the Regulations annexed to ADN.

³ *Note by the secretariat:* subparagraphs (l) to (o) in CEVNI 5.

⁴ *Note by the secretariat:* SC.3 may wish to replace the text in subparagraph (k) with the following text:

“For vessels with goods on board whose transport is subject to ADN:

(aa) UN number or a substance identification number of dangerous goods;

(bb) Proper shipping name for the transport of dangerous goods;

(cc) Class, classification code and, where necessary, packing group of the dangerous goods;

(dd) Total quantity (as a volume, or as a gross mass, or as a net mass, as appropriate) of dangerous goods, for which such information applies;

(ee) Number of blue lights/blue cones.”

In this case, subparagraph (l) should be deleted.

(d) Paragraphs 4 and 5, *modify*

4. When a vessel's journey is interrupted in the sector subject to the reporting requirement mentioned in paragraph 1 above for more than two hours, the boatmaster shall report the beginning and end of the interruption.

5. When the data covered by paragraph 2 above change during the journey through the sector subject to the reporting requirement, the competent authority shall be notified immediately. The change in data shall be communicated through the channel as indicated in writing or electronically.

(e) *Add* a new paragraph 7

7. The competent authority may set reporting requirements and determine their content for supply vessels and oil separator vessels as defined in paragraph 1.2.1 of the Regulations annexed to ADN, as well as for day-trip vessels.

G. Chapter 9

11. Article 9.02, paragraph 6, *add*

(t) For vessels displaying the identification marking referred to in article 2.06, the operation manual and the safety rota.

H. Chapter 10

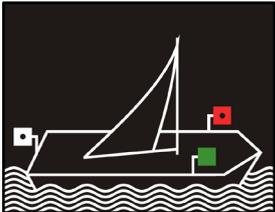
12. Article 10.07, paragraph 2 (e)

In the end of the first sentence, *add* "if applicable".

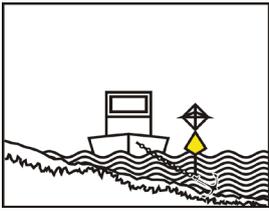
I. Annex 3

13. Sketch 20, in the end *add* "(masthead lights are optional)".

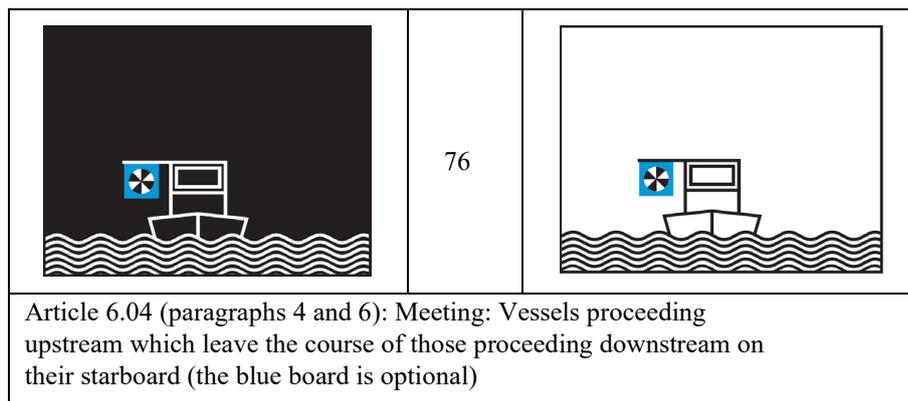
14. *Add* a new sketch 20bis

	<p>20 bis</p>	
<p>Article 3.12: Sailing vessels</p>		

15. *Add* a new sketch 61bis

	<p>61 bis</p>	
<p>Article 3.26: Floating equipment whose anchors may be a danger to navigation</p>		

16. Add a new sketch 76

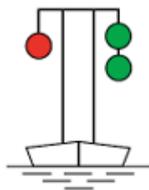


J. Annex 8

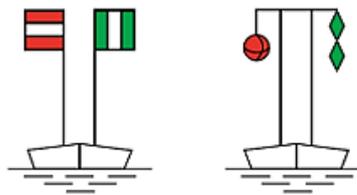
17. Section IV bis:

(a) Figure 17 ter, *modify*

By night

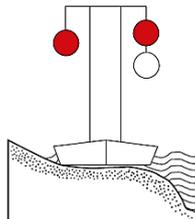


By day

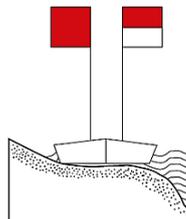


(b) Figure 17 quinquies, *modify*

By night



By day



K. Amendment 1 to CEVNI 5

18. In the whole text of amendment 1 to CEVNI 5, *replace* “vessels powered by LNG”⁵ *with* “vessels using LNG as fuel”.

⁵ Liquefied natural gas.