

## Amendment proposal to articles 4.05 and 4.06 of CEVNI

### Transmitted by the Russian Federation

#### Article 4.05 – Radiotelephony

1. Every radiotelephone installation carried on board a vessel, an assembly of floating material or a floating establishment<sup>1</sup> shall conform to the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways and shall be used in accordance with the provisions of this Arrangement. Details of these provisions are provided in the Radiotelephony guide for inland navigation.

Vessels navigating in inland waterways not covered by the provisions of the above-mentioned Regional Arrangement shall carry on board a radiotelephone installation operated in accordance with the requirements of the local competent authorities.

**2. Radiocommunication channels for service categories ship-to-ship, ship-to-port authorities, nautical information, on board communications and public correspondence may only be used in accordance with the provisions of the Guidelines for radio communication on inland waterways, Regional part or other regulations of national inland waterway administrations.**

~~2 3.~~ Motorized vessels, excluding small craft may navigate only if they are equipped with a radiotelephone installation in proper working order for ship-to-ship, nautical information and ship-to-port-authority networks. When under way, the radiotelephone installation for the ship-to-ship and nautical information channels must be permanently in a ready-to-transmit and ready-to-receive state. The channel allocated to nautical information may only be left for a short time in order to transmit or receive information on other channels.

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

The ship station used in the radiotelephone service for inland waterways may consist of either separate equipment for each of the service categories or equipment for combinations of several of those.

~~3. — Ferry boats and motorized floating equipment may only sail if they are equipped with a radiotelephone installation in proper working order. When under way, the radiotelephone installation for the ship to ship channel must be permanently in a ready to transmit and ready to receive state. This channel may only be left for a short time in order to transmit or receive information on other channels. The first and the second sentence shall also apply during operation.~~

4. Motorized vessels under way, with the exception of small craft, must have the radiotelephone installation switched to the listening watch on the channel allocated to the ship-to-ship network and, only in specific justified circumstances, on the channel allocated to another network, and must transmit information necessary for navigation safety on the channels allocated to the ship-to-ship and nautical information networks.

---

<sup>1</sup> As modified by SC.3 in 2017–2019.

The radiotelephone installation must be switched to the listening watch on the ship-to-ship and nautical information networks simultaneously.

4-5. Each vessel equipped with a radiotelephone installation shall make reports on the channel allocated to the ship-to-ship network before entering blind sections, narrow channels or bridge openings and the sections determined by the competent authorities.

5 6. Sign B.11 (Annex 7) shall indicate that the competent authority requires the use of radiotelephone communications

**7. In communications between ship stations and land stations, the language of the country in which the land stations are situated should be used.**

**For the start of communication between ship stations, the language normally used in this section of inland waterway shall be used. The continuation of communication is allowed in the language mutually agreed by both radio counterparts.**

**In case of difficulties of understanding, the language specified in the appropriate Police Navigation Regulations has to be used.**

### Article 4.06 – Radiotelephony

1. Vessels may ~~not use radar and Inland ECDIS equipment which may be used for conning the vessel with overlaid radar image (Navigation Mode) unless~~ **only if:**

(a) They are fitted **with a stand-alone radar and a rate-of-turn indicator, or** with radar equipment and, if appropriate, **connected to Inland ECDIS equipment in navigation mode with radar image overlay** adapted to the needs of inland navigation and a rate of turn indicator. This equipment shall be in proper working order and of a type approved for the needs of inland navigation in accordance with the requirements of the competent authorities concerned as well as in accordance with **the** general technical requirements for radar equipment as set out in Part III of appendix 7 to the annex of resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels”. However, ferry-boats not moving independently shall not be required to be fitted with a rate-of-turn indicator;

(b) A person holding a certificate of aptitude to use radar in accordance with the requirements of the competent authorities is on board. Notwithstanding the provisions of article 1.09, paragraph 3, the radar may be used for training purposes in good visibility by day and by night, even when there is no such person on board;

(c) They are equipped with a device for emitting the three-tone signal with the exception of small craft and ferry-boats. However, the competent authorities may not prescribe such a system.

~~Notwithstanding the provisions of article 4.05, small craft shall also be equipped with a radiotelephone in proper working order for the ship to ship network.<sup>2</sup>~~

2. In **pushed convoys and side-by-side formations**, the requirements of paragraph 1 above shall apply only to the vessel carrying the boatmaster of the convoy.

3. High-speed vessels under way shall use radar.

**4. Notwithstanding the provisions of article 4.05, small craft shall also be equipped with a radiotelephone in proper working order for the ship-to-ship network.**

**5. In case of simultaneous target tracking by means of radar and AIS, radar information should be considered as more reliable.**

---

<sup>2</sup> Transferred to a new paragraph 4.