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Working Party on Inland Water Transport

Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

Fifty-eighth session

Geneva, 17–19 February 2021

Item 5 (a) of the provisional agenda

**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 Basic Rules of Navigation on the Danube

Note by the secretariat

Mandate

1. This document is submitted in line with the Proposed Programme Budget for 2021, part 5, Regional cooperation for development, section 20, Economic Development in Europe. Programme 17, Economic Development in Europe (A/75/6 (Sect. 20) para. 20.51).
2. At its thirty-fifth meeting on 27 November 2020, the CEVNI Expert Group considered it appropriate to take account of a number of requirements of the Basic Rules of Danube Navigation (DFND) for the draft sixth revised version of the European Code for Inland Waterways Navigation (CEVNI) and, to this end, requested the secretariat to publish them as a working document for the fifty-eighth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Waterways (SC.3/WP.3). These requirements are set out in the annex to the present document. SC.3/WP.3 may wish to consider them and provide the secretariat with relevant guidance.



Annex

Article 6.32 and annex 8 to the Basic Rules of Navigation on the Danube

A. Article 6.32 – Navigation by radar

1. When a vessel is navigating by radar, there shall be at all times in the wheelhouse a person holding a certificate required by the competent authorities for that section of the Danube and for the type of vessel the person navigates and the certificate referred to in article 4.06, paragraph 1 (b), and a second person sufficiently conversant with this method of navigation. However if the wheelhouse is designed for radar navigation by one person, it is sufficient that the second person can, if necessary, be summoned to the wheelhouse immediately.

2. As soon as a vessel proceeding upstream by radar observes oncoming vessels on the radar screen, or when it is approaching a sector where there might be vessels not yet visible on the screen, it shall communicate by radiotelephone to the oncoming vessels its category (for example, pushed convoy, high-speed vessel), name, direction and position (river km) and agree with these vessels on a procedure for passing.

3. As soon as a vessel proceeding downstream by radar observes on the radar screen a vessel whose position or course may cause a dangerous situation and which has not established contact by radiotelephone, or if it approaches a section where there may be vessels not yet visible on the radar screen, the vessel proceeding downstream shall draw the attention of this vessel to the dangerous situation by radiotelephone and agree on a procedure for passing.

4. When radiotelephone contact cannot be established with the oncoming vessels, the vessel proceeding downstream shall:

(a) Give the three-tone signal provided for in paragraph 6 (c) of article 1.01 and repeat it as often as necessary; this provision does not apply to small craft;

(b) Reduce speed and, if necessary, stop with the bow facing downstream or turn around.

A vessel proceeding upstream shall, as soon as it hears the signals referred to in paragraph 4 (a) above or observes on the screen vessels whose position or movements might cause a dangerous situation, or when it is approaching a section where there might be vessels not yet visible on the screen:

(c) Give one long blast and repeat this signal as often as necessary;

(d) Reduce speed and, if necessary, stop.

5. Any vessel navigating by radar and called by radiotelephone shall reply by radiotelephone, giving its category (for example, pushed convoy, high-speed vessel), name, direction and position (river km). It shall then agree on a passing procedure with the oncoming vessel; a small craft, however, shall only indicate on which side it is giving way.

6. In convoys the requirements of paragraphs 1–5 above shall apply only to the vessel carrying the boatmaster of the convoy.

B. Annex 8 Signs and marking

III. Marks on the banks indicating the position of the fairway

Marker posts on the right bank¹

Two yellow boards like the one in figure 8, for example. (front and back boards).

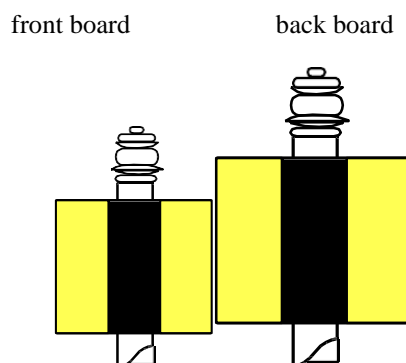


Figure 11a

Light (if installed): yellow lights. The front light is isophase light, the back light is fixed.

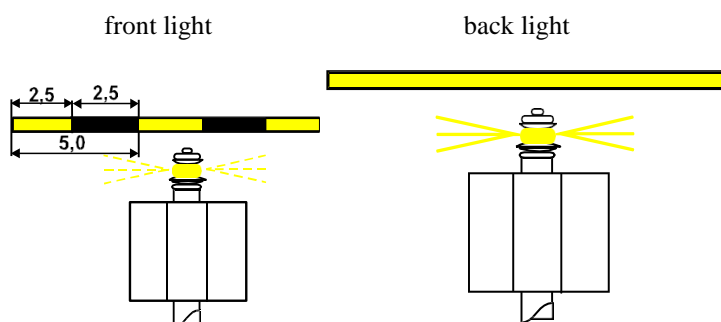


Figure 11b

¹ *Note by the secretariat:* Marker posts are a type of bank mark used to indicate the position of the fairway of a number of countries members of the United Nations Economic Commission for Europe (see, for example, Interstate Standard GOST 26600-98). There are several types of marker posts, including as follows:

- Alignment signs show the direction and position of the axis of the fairway
- Slot-like marks show the direction and width of the fairway; they are used mainly in reservoirs
- Edge marks define the position of the fairway and its edges
- Cross-over marks are put up at points at which the fairway passes (crosses over) from one bank to the other; the cross-over marks can be found in annex 8 of CEVNI, part III, section B

See also the European Code for Signs and Signals on Inland Waterways (resolution No. 90), chapter 6.

Marker posts on the left bank

Two yellow boards like the one in figure 9, for example. (front and back boards).

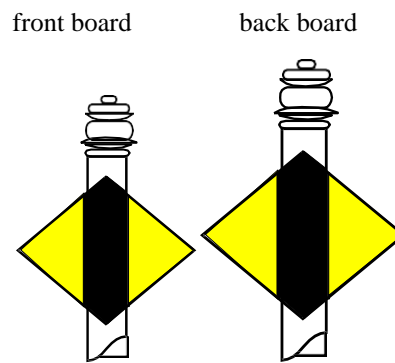


Figure 11c

Light (if installed): yellow lights. The front light is isophase light, the back light is fixed.

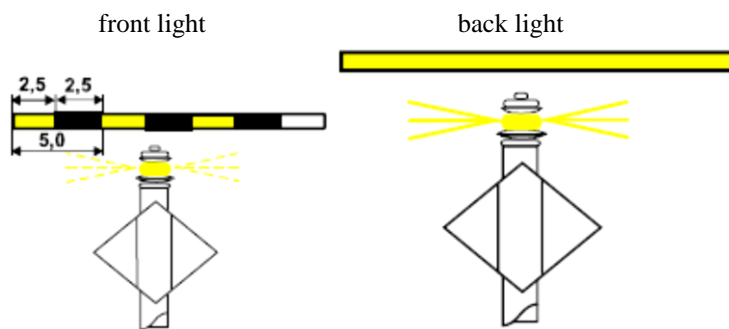


Figure 11d