

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

CEVNI
European Code for Inland Waterways

Resolution No. 24

Revision 5

Amendment 3



UNITED NATIONS
Geneva, 2020

Note

Amendment No. 3 to the fifth revision of the European Code for Inland Waterways (CEVNI) contains a consolidated text of the amendments preliminarily approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation at its fifty-fourth and fifty-fifth sessions and adopted by the Working Party on Inland Water Transport at its sixty-third session (ECE/TRANS/SC.3/210, paragraph 49).

Ref.: Sales No. 15.II.E.8 (ECE/TRANS/SC.3/115/Rev.5)

Ref.: ISBN 978-92-1-117090-0

Ref.: eISBN 978-92-1-057409-9

Additions and amendments to Resolution No. 24, CEVNI – European Code for Inland Waterways, revision 5

I. Article 1.07

1. Paragraph 2, *add* at the end

If direct visibility astern is restricted during the voyage, it may be compensated also by an optical means that provides a clear image without deformation within sufficient field of vision. If there is not sufficient visibility in front of the vessel due to load, when the vessel passes through bridges or locks, this lack of visibility may be compensated during the passage by using flat-reflector periscopes, radar installations or a lookout in permanent contact with the wheelhouse.

2. *Add* a new paragraph 2a

In derogation from the first sentence of Article 1.07, paragraph 2, direct visibility may be restricted up to 500 m in front of the bow of the vessel in the event that radar and video equipment are used, if:

- (a) Such aids ensure that 350 to 500 m are visible in front of the bow of the vessel;
- (b) The requirements of article 6.32, paragraph 1, are met;
- (c) Radar antennas and cameras are installed at the bow of the vessel;
- (d) These aids are recognized by the competent authorities as appropriate.

3. Paragraph 4, *replace* the entire text *with*

The stability of vessels carrying containers shall be ensured at any time. The boatmaster shall prove that the stability check has been made before starting loading and unloading, as well as before departure.

The results of the stability check and the actual loading plan shall be kept on board and shall be available at any moment. In addition, vessels shall keep on board the documents related to the stability required by the competent authority.

The check of stability is not required for vessels carrying containers, if a vessel can be loaded across its beam:

- (a) with maximum 3 rows of containers and it is loaded with not more than one tier of containers beginning from the bottom of the hold; or
- (b) with four or more rows of containers and it is loaded solely with not more than two tiers of containers beginning from the bottom of the hold.

II. Article 1.15

4. In paragraph 1, *replace* substances *with* matter.

III. Article 4.07

5. Paragraph 2, *replace* the second sentence *with*
This requirement does not apply:
 - (a) To stationary vessels in berthing areas designated by the competent authorities;
 - (b) If the competent authority has granted an exemption for bodies of water separated from the navigable channel by infrastructure;
 - (c) To police vessels, if the transmission of AIS data is likely to compromise policing tasks.
6. *Add* a new paragraph 3a
Competent authorities may require on certain inland waterways for which official Inland ENC¹ are available, that vessels that are equipped with Inland AIS devices, except ferries, shall also be equipped with Inland ECDIS devices in information mode.
The Inland ECDIS devices in information mode, comparable electronic chart display devices and inland electronic navigational chart shall be in conformity with the minimum requirements for ECDIS devices in information mode and comparable chart display devices for using Inland AIS data on board vessels.
7. Paragraph 4
 - (a) *Replace* subparagraph (c) *with*
 - (c) Type of vessel or convoy in conformity with the International Standard for Tracking and Tracing on Inland Waterways;
 - (b) Subparagraph (k), *delete* the text in brackets.
8. Paragraph 5, subparagraph (c), *modify*
 - (c) Type of convoy in conformity with the International Standard for Tracking and Tracing on Inland Waterways.

IV. Article 7.06

9. *Renumber* the existing text as paragraph 1 and *add* new paragraphs 2 and 3
 2. In berthing areas marked by the sign B.12 (annex 7), all vessels are required to be connected to an onshore power supply point in order to fully cover their energy needs while berthed. Exceptions to the requirement referred to in the first sentence above may be indicated by an additional rectangular white panel placed under sign B.12.
 3. Paragraph 2 does not apply to vessels which, while berthed, exclusively use an energy supply that makes no noise and emits neither gas nor particulate pollutants.

¹ Electronic Navigational Charts.

V. Article 8.02

10. Paragraph 1, *replace with*

1. Boatmasters of the following vessels and convoys shall, prior to entering the sectors, traffic control posts, traffic centres and locks indicated by the competent authority, eventually by B.11 sign (annex 7), which may be complemented with an additional sign marked “Reporting requirement”, report their presence on the indicated radiotelephone channel:

- (a) Vessels and convoys carrying dangerous goods in accordance with the provisions of ADN;
- (b) Tank vessels, except for small supply vessels and oil separator vessels as defined in section 1.2.1 of ADN;
- (c) Vessels transporting more than 20 containers;
- (d) Vessels longer than 110 m;
- (e) Cabin passenger vessels;
- (f) Seagoing vessels, except for pleasure craft;
- (g) Vessels with an LNG² system on board;
- (h) Special transport referred to in article 1.21;
- (i) Other vessels and convoys as required by the competent authorities.

11. Paragraph 2, *replace* subparagraphs (a) to (k) *with* the following and renumber the remaining subparagraphs accordingly

- (a) category of vessel or convoy and, for convoys, category of all the vessels of the convoy;
- (b) name of vessel and, for convoys, of all the vessels of the convoy;
- (c) position, direction of navigation;
- (d) unique European vessel identification number or official number; for seagoing vessels: IMO number, and, for convoys, of all the vessels of the convoy;
- (e) maximum load and, for convoys, of all the vessels of the convoy; for seagoing vessels: deadweight tonnage;
- (f) length and breadth of vessel and, for convoys, length and breadth of the convoy and all vessels of the convoy;
- (g) draught (only on special request);
- (h) route with information on the ports of departure and destination;
- (i) loading port;
- (j) unloading port.

² Liquefied natural gas.

VI. Article 10.01

12. *Modify* paragraph 1 as follows:
- (a) In the whole paragraph:
 - In the English text, *replace* “wastes” with “waste”;
 - In the French text, *replace* “produits par” with “survenant lors de”;
 - (b) Subparagraph (a), *modify*
“Waste generated on board”: matter or objects defined in (b) to (f) below, of which the holder disposes or of which he/she intends or is required to dispose.
 - (c) Subparagraph (b), *replace* “from the operation” with “as a result of operation”;
 - (d) Subparagraph (c), *replace* the existing text with
“Oily and greasy wastes generated from the operation of the vessel” means used oils, bilge water and other oily or greasy wastes, such as used grease, used filters, used rags, and receptacles and packagings for such wastes;
 - (e) Subparagraph (k), *replace* the existing English text with
“Reception station” means a vessel, a floating establishment or facility on shore approved by the competent authorities for receiving waste generated on board;
In the French text, *replace* “agrées” with “agrée”;
 - (f) *Add* a new subparagraph (l)
“Bunker station”: an installation or a vessel for the supply of vessels with liquid fuels.
13. Paragraph 2, subparagraph (c), *replace* the existing text with
“Slops”: a mixture of cargo residues with washing water, rust or sludge, whether or not suitable for pumping.

VII. Article 10.08

14. *Renumber* the existing text as paragraph 1 and *add* at the end
Where this is a vessel without a crew, the attestation of unloading may be kept by the carrier in a place other than on board.
15. *Add* a new paragraph 2
Paragraph 1 does not apply to vessels which by their type and design are suitable for, and are used for:
- (a) transporting containers;
 - (b) transporting mobile cargo (ro-ro), break bulk and heavy cargo and large equipment;
 - (c) delivering fuels, drinking water and shipboard supplies to seagoing and inland navigation vessels (supply vessels);
 - (d) collecting oily and greasy waste from seagoing and inland navigation vessels;
 - (e) transporting liquefied gases (ADN type G);

(f) transporting liquid sulphur (at 180 °C), cement powder, fly ash and comparable loads that are carried as bulk material or a pumpable cargo, employing an appropriate and dedicated system for loading, unloading and storing the cargo onboard;

(g) transporting sand, gravel or dredged material from the dredging location to the place of unloading if the vessel in question has been built and equipped solely for such transportation;

where the vessel in question has also really transported only the aforementioned loads or cargoes and did so as its last cargo.

This provision shall not apply to the carriage of mixed cargoes using such vessels.

VIII. Annex 7

16. After B.11b, *add*

B.12 Obligation to use onshore power supply point

(see article 7.06, para. 2)

