

## Consolidated version of amendments and proposed modifications to CEVNI 5\*

No.	Amendment	Introduced by	Comment
<b>Chapter 1</b>			
<b>Article 1.01</b>			
<i>Part III “Light and other signals”</i>			
1	Definition 1: the terms “white light”, “red light”, “green light”, “yellow light” and “blue light” mean lights of colours according to the provisions referred to in the annex to resolution No. 61, appendix 7, Requirements Concerning Lights and the Colour of Signal Lights on Vessels, Intensity and Range of Signal Lights on Vessels and General Technical Specifications Applicable to Radar Equipment;*	CEVNI EG/2020/24	
	* Identical to EN 14744:2005 (table 2).		
2	Definition 2: The terms “strong light”, “bright light” and “ordinary light” mean lights of intensities according to the provisions referred to in the annex to resolution No. 61, appendix 7 “Requirements Concerning Lights and the Colour of Signal Lights on Vessels, Intensity and Range of Signal Lights on Vessels and General Technical Specifications Applicable to Radar Equipment”, part I, Requirements to intensity and range of signal lights on vessels;*	CEVNI EG/2020/24	Definitions of Definitions of “strong light”, “bright light” and “ordinary light” were modified and reintroduced into Chapter 1 at the 35 <sup>th</sup> meeting
	* Identical to EN 14744:2005 (table 1).		
3	Definition 3: “scintillating light” and “quick scintillating light”  At the end, add a footnote “Definitions of rhythmic lights according to IALA Recommendation E-110 “Rhythmic Characters of Lights on Aids to Navigation” (Edition 4.0) are given in the European Code for Signs and Signals on Inland Waterways”, chapter 5 “Lights” and appendix 4 “Rhythmic lights”.”	CEVNI EG/2020/24	

\* As of 30 November 2020 , including amendments 1 to 3 (ECE/TRANS/SC.3/115/Rev.5/Amends.1–3), amendment 4 (ECE/TRANS/SC.3/2020/3) and the minutes of the thirty-third, thirty-fourth and thirty-fifth meetings of the CEVNI Expert Group (ECE/TRANS/SC.3/2020/4, CEVNI EG/2020/19 and CEVNI EG/2020/24).

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4	Delete para. 7	ECE/TRANS/SC.3/2020/3	Definition of “peal of a bell”
	<i>Part IV “Other terms”</i>		
5	At the end add new paras. 19 to 22	ECE/TRANS/SC.3/115/ Rev.5/Amend.1	
	19. The term “liquefied natural gas” (LNG) means a natural gas that has been liquefied by cooling it to a temperature of -161° C.		
	20. The term “LNG system” means the various components of the vessel that may contain LNG or natural gas, such as engines, fuel tanks and bunkering piping.		
	21. The term “bunkering area” means the area situated within a 20 m radius of the bunkering hose connection.		
6	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.	ECE/TRANS/SC.3/2020/3	
7	23. The term “fixed tank” means a tank joined to the vessel, the walls of the tank consisting either of the hull itself or of a casing separate from the hull;	CEVNI EG/2020/24	
	<b>Article 1.02</b>		
8	Paragraph 1, add the second paragraph	ECE/TRANS/SC.3/2020/3	
	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.		
	<b>Article 1.07</b>		
9	Paragraph 2, modify as follows	ECE/TRANS/SC.3/2020/3	
	(a) In the second sentence, replace “in front of” with “astern” (Russian text only) ;		
	(b) At the end, add	ECE/TRANS/SC.3/115/ Rev.5/Amend.3	
	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		

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	<p>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.</p>		
10	<p>Add a new paragraph 2a</p> <p>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:</p> <ul style="list-style-type: none"> <li>(a) Such aids ensure that 350 to 500 m are visible in front of the bow of the vessel;</li> <li>(b) The requirements of article 6.32, paragraph 1, are met;</li> <li>(c) Radar antennas and cameras are installed at the bow of the vessel;</li> <li>(d) These aids are recognized by the competent authorities as appropriate.</li> </ul> <p>Paragraph 4, replace with</p> <p>4. 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.</p> <p>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.</p> <p>The check of stability is not required for vessels carrying containers, if a vessel can be loaded across its beam:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> </ul> <p><b>Article 1.08</b></p>	<p>ECE/TRANS/SC.3/115/ Rev.5/Amend.3</p> <p>ECE/TRANS/SC.3/115/ Rev.5/Amend.3</p>	
11	<p>Add new paragraphs 5 and 6</p> <p>5. If the guard rails 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:</p> <ul style="list-style-type: none"> <li>(a) for embarkation and disembarkation at the points provided for this purpose;</li> <li>(b) within the outreach of the crane when it is in operation;</li> </ul>	ECE/TRANS/SC.3/2020/3	

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	<p>(c) during the mooring and release of the mooring lines in the bollard area;</p> <p>(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</p> <p>(e) at the contact points between two vessels berthed side-by-side, if there is no danger of falling overboard, or</p> <p>(f) when they extremely hinder loading and unloading operations or construction works.</p> <p>If the operating conditions mentioned in the first sentence are no longer present, the guard rails must be immediately reinstated.</p> <p>6. Members of the crew and other persons on board shall wear life jackets:</p> <p>a) during embarkation and disembarkation, if there is a risk of falling into the water;</p> <p>b) when in the ship's boat,</p> <p>c) during overside operations, or</p> <p>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.</p> <p>Overside operations may be conducted only when the vessels are berthed and when the surrounding traffic is not likely to cause any danger.</p> <p>This provision does not apply to pleasure craft.</p> <p><b>Article 1.10</b></p>		
12	<p>Paragraph 1, substitute</p> <p>1. The following documents shall be available on board if required by other regulations:</p> <p>(a) Ship's certificate (Inland Navigation Vessel certificate);</p> <p>(b) Measurement certificate if applicable;</p> <p>(c) Boatmaster's certificate and for other crew members a service record book duly completed;</p> <p>(d) A duly completed logbook, including a copy of the page with the journeys and resting times of the crew members on the last vessel;</p> <p>(e) Certificate on the release of the logbooks;</p>	ECE/TRANS/SC.3/115/R ev.5/Amend.1	Unloading certificate in accordance with article 10.08, the operation manual and safety documentation and expert certificates in the use of LNG as a fuel for the boatmaster and those crew

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	<p>(f) Specific authorization for sailing with the aid of radar or certificate of qualification as a boatmaster with a specific authorization for sailing with the aid of radar;</p> <p>(g) Certificate confirming installation and functioning of radar device and rate-of-turn indicator;</p> <p>(h) Radio operator's certificate in accordance with annex 5 of the Regional Arrangement on the Radiocommunication Service for Inland Waterways;</p> <p>(i) Ship Station Licence;</p> <p>(j) A duly completed used-oil log;</p> <p>(k) Certificates for steam boiler and other pressure equipment;</p> <p>(l) Certificate for liquified gas installations;</p> <p>(m) Documentation of electrical equipment;</p> <p>(n) Proof of inspection of portable fire extinguishers and fixed fire extinguishing systems;</p> <p>(o) Inspection attestation for cranes;</p> <p>(p) Documents referred to in paragraphs 8.1.2.1, 8.1.2.2 and 8.1.2.3 of the annexed regulations to ADN;</p> <p>(q) When carrying containers, the stability documents of the craft checked by an authority including stowage plan and cargo list for the respective loading condition and the result of the stability calculation for the respective loading case or an earlier comparable or standardized loading case, in each case mentioning the calculation method used;</p> <p>(r) Attestation on duration and local boundary of the construction site, where the worksite craft is allowed to be used;</p> <p>(s) Copies of certificates for internal combustion engines including the type approval document and the engine parameter protocol;</p> <p>(t) Attestation for the prescribed mooring and towing cables;</p> <p>(u) Certificate confirming installation and functioning of the inland AIS equipment;</p> <p>(v) Certificate of qualification as a passenger navigation expert if applicable;</p> <p>(w) For vessels showing the identification marking according to Article 2.06 the operation manual and a safety rota;</p>		<p>members involved in bunkering operations have been introduced in ECE/TRANS/SC.3/115/Rev.5/Amend. 1</p>

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	<p>(x) For vessels showing the identification marking according to Article 2.06 the certificates for liquefied natural gas experts;</p> <p>(y) Unloading certificate in accordance with article 10.08</p> <p>and any other documents relating to navigation required under other international conventions or agreements.</p> <p>2. By derogation from paragraph 1 above, small craft are not required to carry the documents referred to in subparagraphs (b), (j), (m), (r)–(t) and (v)–(y).</p> <p>Sports or pleasure craft are not required to carry the documents referred to in (b)–(f), (i), (j), (m)–(t) and (v)–(y); moreover, in the case of small sports or pleasure craft, the documents referred to in subparagraphs (g), (l), (m) and (u), are not required.</p> <p>For small craft and sports or pleasure craft, the document referred to in subparagraph (a) may be replaced by a national navigation permit.</p> <p><b>Article 1.11</b></p>		
13	<p>Add a new paragraph 2</p> <p>2. The Guide concerning the radiotelephone service on inland waterways (general part and relevant regional parts)<sup>1</sup> shall be carried on board of vessels equipped with a radiotelephone installation.</p> <p>Renumber the existing paragraph 2 as paragraph 3 and modify</p> <p>3. An electronic version of documents mentioned in paragraphs 1 and 2 is acceptable when readable at short notice.</p> <p><b>Article 1.15</b></p>	ECE/TRANS/SC.3/2020/3	
14	<p>In paragraph 1, replace “substances” with “matter”.</p> <p><b>Article 1.18</b></p>	ECE/TRANS/SC.3/115/ Rev.5/Amend.3	
15	<p>Add new paragraphs 3 and 4</p> <p>3. The obligation to remove grounded or sunken vessels, grounded assemblies of floating material or lost objects from the river bed is governed by national regulations.</p>	CEVNI EG/2020/24	

<sup>1</sup> Available in French and Russian only.

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	<p>4. The competent authority may proceed without delay with the removal if it considers that this operation cannot be postponed.</p>		
	<b>Chapter 2</b>		
16	<p>At the end of chapter 2 add</p> <p><b>Article 2.06 – Identification marking for vessels using LNG as fuel</b></p>	ECE/TRANS/SC.3/115/ Rev.5/Amend.1	ECE/TRANS/SC.3/ 2020/3: In the whole text of amendment 1 to CEVNI 5, “vessels powered by LNG ” has been replaced with “vessels using LNG as fuel”.
	<p>1. Vessels using LNG as fuel shall display an identification marking.</p> <p>2. That identification marking shall be rectangular in shape and shall bear the legend “LNG” in white letters on a red background, with a white border at least 5 cm wide.</p> <p>The longest side of the rectangle shall be at least 60 cm in length. The letters shall be at least 20 cm high and their width and the thickness of their strokes must be proportional to their height.</p> <p>3. The identification marking shall be fixed in an appropriate and clearly visible location.</p> <p>4. The identification marking shall be lit as necessary, in order to ensure that it is clearly visible at night.</p>		
	<b>Chapter 3</b>		
	<b>Article 3.09</b>		
17	<p>Add a new paragraph 7:</p> <p>7. In roadsteads, convoys composed only of a motorized vessel and a single towed unit are not required to carry the day marking prescribed in this article.</p>	CEVNI EG/2020/19	
	<b>Article 3.14</b>		
18	<p>Paragraph 7, modify</p> <p>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.</p>	ECE/TRANS/SC.3/2020/3	
	<b>Article 3.18</b>		
19	Paragraph 1, add at the end:	ECE/TRANS/SC.3/2020/4	

<i>No.</i>	<i>Amendment</i>	<i>Introduced by</i>	<i>Comment</i>
	The flag can be replaced by a board of the same colour.		
	<b>Article 3.20</b>		
20	Paragraph 4, add new paragraphs (e) and (f)  (e) When the vessel is a part of an assembly of vessels which cannot be separated before the end of the night and the vessels of this formation on the fairway side have the light prescribed in paragraph 1 above;  (f) When the vessel is located entirely on the water surface between non-submerged groynes or stationary behind a longitudinal dyke emerging from the water.  Add a new paragraph 5:  5. In special cases, certain vessels assembled in a place specially assigned for their berthing, may be exempted by the competent authority from the obligation to carry the light prescribed in paragraph 1 or 2 above.	ECE/TRANS/SC.3/2020/4	
	<b>Article 3.23</b>		
21	The last sentence, modify  The provisions of article 3.20, paragraph 4 (a)–(d) and (f), are applicable.	ECE/TRANS/SC.3/2020/4	
	<b>Article 3.24</b>		
22	Add at the end:  In this case, the provision of article 3.20, paragraph 4 (c), is not applicable.	ECE/TRANS/SC.3/2020/4	
	<b>Chapter 4</b>		
	<b>Article 4.01</b>		
23	Paragraph 1 (b) for the existing text substitute  (b) On non-motorized vessels and motorized small craft whose equipment does not include a sound signalling device, by means of a suitable trumpet or horn; such sound signals shall conform to the requirements of chapter I of annex 6 to these regulations.	ECE/TRANS/SC.3/115/ Rev.5/Amend.1	
24	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.	ECE/TRANS/SC.3/2020/3 ECE/TRANS/SC.3/2020/3	



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25	Delete paragraph 4.  <b>Article 4.05</b>		
26	Replace the existing text with	CEVNI EG/2020/24	

#### **Article 4.05 – Radiotelephony**

1. Every radiotelephone installation carried on board a vessel, an assembly of floating material or a floating establishment 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 Guide concerning the radiotelephone service on Inland Waterways, the regional part, or the relevant regulations of the competent authorities.

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 be capable of monitoring two of these networks 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.

4. By derogation from paragraph 3 above, 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 of the vessels mentioned above.

5. 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

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	<p>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.</p> <p>The radiotelephone installation must be switched to the listening watch on the ship-to-ship and nautical information networks simultaneously.</p> <p>6. 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.</p> <p>7. Sign B.11 (Annex 7) shall indicate that the competent authority requires the use of radiotelephone communications.</p>		
	<b>Article 4.06</b>		
27	Replace the existing text with	CEVNI EG/2020/24	
	<b>Article 4.06 – Radar</b>		
	<p>1. Vessels shall only navigate by radar if:</p> <p>(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. 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;</p> <p>(b) A person holding a specific authorization for sailing with the aid of 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;</p> <p>(c) They are equipped with a device for emitting the three-tone signal with the exception of small craft and ferry-boats unless the competent authorities do not prescribe such a system.</p> <p>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.</p> <p>3. High-speed vessels under way shall use radar.</p>		

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4.	Notwithstanding the provisions of article 4.05, small craft using radar shall also be equipped with a radiotelephone in proper working order for the ship-to-ship network.		
5.	In case of a simultaneous target tracking by means of radar and AIS, radar information should be considered as only reliable.		
<b>Article 4.07</b>			
28	Replace the existing text with	CEVNI EG/2020/19	
<b>Article 4.07 - Inland Automatic Identification System (AIS) and Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS)</b>			
1.	Vessels shall be equipped with Inland AIS devices in conformity with the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) and ITU Radio Regulations. The Inland AIS device shall be certified and installed in conformity with the requirements of the competent authority and shall be in good working condition. The competent authority may exempt seagoing vessels from these requirements.		
ITU Radio Regulations apply to the sending of messages via Inland AIS.			
The following vessels shall not be subject to these requirements:			
(a)	Vessels in convoys, except the vessel that provides the main propulsion;		
(b)	Small craft, except for police vessels equipped with radar devices;		
(c)	Vessels and floating equipment without their own means of propulsion.		
2.	The Inland AIS device must meet the following requirements:		
(a)	The Inland AIS device shall run continuously;		
(b)	The Inland AIS device shall transmit at maximum power; this does not apply to tank vessels whose navigational status is set to ‘moored’;		
(c)	At all times, only one Inland AIS device shall transmit data for a vessel or a convoy;		
(d)	The data entered in the Inland AIS device shall at all times correspond with the actual data relating to the vessel or the convoy.		
2a.	Paragraph 2 (a) above shall not apply:		
(a)	To stationary vessels in berthing areas designated by the competent authorities;		

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	<p>(b) If the competent authority has granted an exemption for bodies of water separated from the navigable channel by infrastructure;</p> <p>(c) To police vessels, if the transmission of AIS data is likely to compromise policing tasks.</p> <p>3. Competent authorities may require on certain inland waterways for which official Inland ENC's are available, that vessels that are equipped with Inland AIS devices, except ferries, shall also be equipped with Inland ECDIS devices in information mode, connected to the Inland AIS device.</p> <p>The Inland ECDIS devices in information mode and inland electronic navigational chart shall be in conformity with the minimum requirements for ECDIS devices in information mode for using Inland AIS data on board vessels.</p> <p>4. In accordance with Chapter 1<sup>2</sup> of the International Standard for Tracking and Tracing on Inland Waterways (VTT) (resolution No. 63) and the respective ITU Recommendation, at least the following data shall be transmitted:</p> <p>(a) User identifier (Maritime Mobile Service Identity, MMSI);</p> <p>(b) Name of vessel;</p> <p>(c) Type of vessel or convoy in conformity with the International Standard for Tracking and Tracing on Inland Waterways;</p> <p>(d) Unique European vessel identification number (ENI), or IMO number for sea-going vessels that have not been given an ENI number;</p> <p>(e) Overall length of the vessel or convoy in decimetre accuracy;</p> <p>(f) Overall beam of the vessel or convoy in decimetre accuracy;</p> <p>(g) Position (WGS-84);</p> <p>(h) Speed over ground (SOG);</p> <p>(i) Course over ground (COG);</p> <p>(j) Timestamp of the electronic position fixing device;</p> <p>(k) Navigational status in conformity with the International Standard for Tracking and Tracing on Inland Waterways;</p> <p>(l) Reference point for reported position on the vessel in metre accuracy (e.g. GNSS antenna);</p>		

<sup>2</sup> Subject to the approval of the revised annex to resolution No. 63 by SC.3 in October 2020.

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	(m) Position accuracy.		
5.	The boatmaster shall immediately update the following data if it has changed:		
	(a) Overall length;		
	(b) Overall beam;		
	(c) Type of convoy in conformity with the International Standard for Tracking and Tracing on Inland Waterways;		
	(d) Navigational status in conformity with the International Standard for Tracking and Tracing on Inland Waterways;		
	(e) Reference point for reported position on the vessel.		
6.	Small craft may be equipped with an Inland AIS device, a Class A AIS device, or a Class B AIS device. Inland AIS devices should be in conformity with the International Standard for Tracking and Tracing Inland Waterways (VTT) (Resolution No. 63) and radiotelephone regulations. Class A AIS and Class B AIS devices should be in conformity with the corresponding requirements of Recommendation ITU-R.M 1371, International Standard IEC 62287-1 or 2 and the IMO regulations.		
7.	Small craft which do not have an ENI number are not required to transmit the data stipulated in paragraph 4 (d) above.		
8.	Small craft employing AIS shall also have radiotelephone installation in proper working order tuned to the ship-to-ship channel and operating in a ready-to-receive and ready-to-transmit state.		
9.	For vessels using Class A AIS devices having an IMO type reception or Class B AIS devices, the requirements of paragraph 1 shall apply by analogy.		

## Chapter 6

### Article 6.02

29	Paragraph 2, modify	ECE/TRANS/SC.3/2020/4	
	“in relation to vessels other than small craft, including high-speed craft”.		

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	<b>Article 6.05</b>		
30	Paragraph 5 replace the reference to paragraph 4 with paragraph 3 of this article; after “vessel”, add “or convoy”.	ECE/TRANS/SC.3/2020/4	
	<b>Article 6.08</b>		
31	Add a new paragraph 3  3. When the signals mentioned in paragraph 2 cannot be not displayed due to some reasons, vessels shall stop and wait for the permission from the competent authorities to continue the voyage by radiotelephone or by means of the corresponding signals.	ECE/TRANS/SC.3/2020/4	
	<b>Article 6.13</b>		
32	Paragraph 1, modify  Vessels may turn only after making certain that the movements of other vessels, with due regard of paragraphs 2 and 3 below, will allow them to do so safely, and without obliging such other vessels to change their course or speed abruptly.	ECE/TRANS/SC.3/2020/4	
	<b>Article 6.18</b>		
33	Paragraph 2 , modify the first sentence  2. This prohibition does not apply to <b>drifting, when authorized</b> , small movements at <del>stopping</del> <b>berthing</b> places, <b>places of loading and unloading and roadsteads</b> or to manoeuvring, except in the following cases:	CEVNI EG/2020/19	
	<b>Article 6.21</b>		
34	Paragraph 1 replace “control” with “manoeuvrability”.	ECE/TRANS/SC.3/2020/4	
	<b>Article 6.28</b>		
35	After paragraph 9 add  10. Vessels and convoys displaying the identification marking referred to in article 2.06 shall not be authorized to enter a lock when there are LNG emissions from the LNG system or when it is probable that there will be such emissions during passage through the lock.  Renumber existing paras. 10 to 13 as paras. 11 to 14.	ECE/TRANS/SC.3/115/ Rev.5/Amend.1	
	<b>Article 6.31</b>		
36	Modify the title: “Indicating the position of stationary vessels”.	ECE/TRANS/SC.3/2020/3	

<i>No.</i>	<i>Amendment</i>	<i>Introduced by</i>	<i>Comment</i>
37	Paragraph 2, modify  2. The provisions of paragraph 1 above shall not apply to vessels in a pushed convoy other than the pusher. In the case of a side-by-side formation, they shall apply only to one vessel in the formation. In the case of a towed convoy, they shall apply only to the towing vessel.	ECE/TRANS/SC.3/115/ Rev.5/Amend.2	
38	Add a new paragraph 3  3. The vessels mentioned in paragraph 1, when they cannot establish radiotelephone contact with the approaching vessels, shall ring a bell as soon as they hear from an approaching vessel one of the signals prescribed in Article 6.32, paragraph 4 (a) or (c), or Article 6.33, paragraph 1 (b). This sound signal shall be repeated at intervals of not more than one minute.  <b>Article 6.32</b>	CEVNI EG/2020/19	
39	Paragraph 4, subparagraph (a), modify as follows:  4. When radiotelephone contact cannot be established with the oncoming vessels, the vessel proceeding downstream shall:  (a) Give the three-tone signal and repeat it as often as necessary. This provision does not apply to small craft.  If the competent authority does not require a device for emitting the three-tone signal to be fitted on board vessels, the provision in (c) below shall apply;  <b>Article 6.35</b>	ECE/TRANS/SC.3/2020/4	
40	Paragraph , for the existing text, substitute  2. The boatmaster of the towing vessel shall be accompanied by a person responsible for supervising the towing arrangement, the skier and/or persons on other towed water sport equipment and competent for that purpose.  <b>Chapter 7</b>  <b>Article 7.03</b>	ECE/TRANS/SC.3/115/ Rev.5/Amend.1	
41	Paragraphs 3 and 4  For the existing text, substitute  3. The competent authority may extend the application of paragraph 1 to telescopic piles (spuds).	ECE/TRANS/SC.3/115/ Rev.5/Amend.1	

No.	Amendment	Introduced by	Comment
	<p>4. In case paragraph 1 is extended to the use of spuds, in sections where anchoring is prohibited under the provisions of paragraph 1 (a) above, vessels, assemblies of floating material and floating establishments may use spuds only in sectors marked by the sign E.6.1 (annex 7) and only on the side of the waterway on which the sign is placed.</p> <p><b>Article 7.05</b></p>		
42	<p>Add a new paragraph 6</p> <p>6. If a berthing area adjacent to the fairway, in addition to the signs prescribed in paragraphs 1 to 5 above or in Article 7.06, is separated from the fairway with buoys, it shall be indicated by:</p> <p>On the right-hand side of the fairway: buoys with lights shown on figure 3 bis, Annex 8;</p> <p>On the left-hand side of the fairway: buoys with lights shown on figure 3 ter, Annex 8.</p> <p><b>Article 7.06</b></p>	CEVNI EG/2020/24	
43	<p>Renumber the existing text as paragraph 1 and add new paragraphs 2 and 3</p> <p>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.</p> <p>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.</p> <p><b>Article 7.07</b></p>	ECE/TRANS/SC.3/115/ Rev.5/Amend.3	
44	<p>Paragraph 2 (b), modify</p> <p>(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.</p> <p><b>Article 7.08</b></p>	ECE/TRANS/SC.3/2020/3	
45	<p>Modify</p> <p>1. An efficient watch shall be kept continuously on board of vessels and convoys lying in the fairway.</p> <p>2. An efficient watch shall be kept continuously on board stationary vessels and convoys carrying the markings provided for in article 3.14. However, the competent authorities may exempt vessels and convoys berthed in harbour basins from this requirement.</p>	Consolidated text from Amendments 1 and 2	ECE/TRANS/SC.3/ 2020/3: In the whole text of amendment 1 to CEVNI 5, “vessels powered by LNG ”



<i>No.</i>	<i>Amendment</i>	<i>Introduced by</i>	<i>Comment</i>
3.	An efficient watch shall be kept continuously on board of:		has been replaced with “vessels using LNG as fuel”.
	(a) Stationary vessels which bear the identification marking referred to in article 2.06, and		
	(b) Passenger vessels while passengers are on board.		
4.	The efficient watch is provided by a crew member who:		
	(a) [For vessels referred to in paragraph 3 (a) above, holds an expert certificate in the use of LNG as a fuel,] <sup>3</sup>		
	(b) For vessels referred to in paragraph 2 above, holds the specialized knowledge certificate under ADN.		
5.	There is no need to keep an efficient watch on board stationary vessels displaying the identification marking referred to in Article 2.06, if:		
	(a) No LNG is consumed as a fuel on board the vessel;		
	(b) The operational data of the vessel’s LNG system are monitored remotely; and		
	(c) The vessel is kept under surveillance by a person capable of acting quickly if the need arises.		
6.	An efficient watch kept on one vessel in accordance with paragraphs 1 and 2 can be responsible for the watch on the several other vessels referred to in these paragraphs only in case when vessels are coupled together in such a way that the safe crossing from one to other is provided for.		
7.	All other berthed vessels, assemblies of floating material and floating installations shall be kept under surveillance by a person capable of acting quickly if the need arises, unless such surveillance is rendered unnecessary by local conditions or is waived by the competent authorities.		
8.	When the vessel has no boatmaster, the responsibility for setting up such a watch or surveillance shall lie with the operator and, in case the operator is not identifiable, with the owner.		
<b>Chapter 8</b>			
46	For the existing title substitute: “Signalling, reporting and safety requirements”.	ECE/TRANS/SC.3/115/ Rev.5/Amend.1	
<b>Article 8.02</b>			
47	Paragraph 1, modify	ECE/TRANS/SC.3/115/ Rev.5/Amend.3	

<sup>3</sup> The present text is retained in brackets until a decision is made by UNECE on the introduction of the certificate.

No.	Amendment	Introduced by	Comment
1.	<p>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:</p> <ul style="list-style-type: none"> <li>(a) Vessels and convoys carrying dangerous goods in accordance with the provisions of ADN;</li> <li>(b) Tank vessels, except for small supply vessels and oil separator vessels as defined in section 1.2.1 of ADN;</li> <li>(c) Vessels transporting more than 20 containers;</li> <li>(d) Vessels longer than 110 m;</li> <li>(e) Cabin passenger vessels;</li> <li>(f) Seagoing vessels, except for pleasure craft;</li> <li>(g) Vessels with an LNG system on board;</li> <li>(h) Special transport referred to in article 1.21;</li> <li>(i) Other vessels and convoys as required by the competent authorities.</li> </ul>		
48	<p>Paragraph 2, modify</p> <p>2. The boatmasters mentioned in paragraph 1 shall communicate the following data:</p> <ul style="list-style-type: none"> <li>(a) category of vessel or convoy and, for convoys, category of all the vessels of the convoy;</li> <li>(b) name of vessel and, for convoys, of all the vessels of the convoy;</li> <li>(c) position, direction of navigation;</li> <li>(d) unique European vessel identification number or official number; for seagoing vessels: IMO number, and, for convoys, of all the vessels of the convoy;</li> <li>(e) maximum load and, for convoys, of all the vessels of the convoy; for seagoing vessels: deadweight tonnage;</li> <li>(f) length and breadth of vessel and, for convoys, length and breadth of the convoy and all vessels of the convoy;</li> <li>(g) draught (only on special request);</li> <li>(h) route with information on the ports of departure and destination;</li> <li>(i) loading port;</li> </ul>	<p>ECE/TRANS/SC.3/115/ Rev.5/Amend.3</p>	

No.	Amendment	Introduced by	Comment
	(j) unloading port;		
	(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; <sup>4</sup>	ECE/TRANS/SC.3/2020/3	
	(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.		
	Paragraph 3, replace (h) with (g)	ECE/TRANS/SC.3/2020/3	
	Add new paragraphs 3a and 3b	ECE/TRANS/SC.3/2020/3	
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;	ECE/TRANS/SC.3/2020/3	
	(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.		

<sup>4</sup> 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.

No.	Amendment	Introduced by	Comment
	<p>Paragraphs 4 and 5, modify</p> <p>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.</p> <p>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.</p> <p>Add a new paragraph 7</p> <p>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.</p> <p><b>New article 8.03</b></p>	ECE/TRANS/SC.3/2020/3	
49	<p>Add a new article 8.03 at the end of the chapter</p> <p style="text-align: center;"><b>Article 8.03 – Safety on board vessels using LNG as fuel</b></p> <p>1. Prior to commencing LNG bunkering operations, the boatmaster of the bunkered vessel shall ensure that:</p> <p style="margin-left: 40px;">(a) The required fire-fighting equipment is ready to be deployed at any moment; and</p> <p style="margin-left: 40px;">(b) The required equipment for the evacuation of persons on board the bunkered vessel has been put in place between the vessel and the pier.</p> <p>2. During LNG bunkering operations, all entrances or openings of spaces which are accessible from the deck and all openings of spaces facing the outside shall remain closed.</p> <p>This provision does not apply to:</p> <p style="margin-left: 40px;">(a) Air intakes of running engines;</p> <p style="margin-left: 40px;">(b) Ventilation inlets of engine rooms while the engines are running;</p> <p style="margin-left: 40px;">(c) Air intakes of rooms fitted with an overpressure system; and</p> <p style="margin-left: 40px;">(d) Air intakes of air conditioning installations if these openings are fitted with a gas detection system.</p> <p>These entrances and openings shall only be opened when necessary and for a short time, with the permission of the boatmaster.</p> <p>3. During LNG bunkering operations, the boatmaster shall at all times ensure compliance with the prohibition on smoking on board and in the bunkering area. The prohibition on smoking also applies to electronic cigarettes and other</p>	ECE/TRANS/SC.3/115/R ev.5/Amend.1	ECE/TRANS/SC.3/2020/3: In the whole text of amendment 1 to CEVNI 5, “vessels powered by LNG ” has been replaced with “vessels using LNG as fuel”.

<i>No.</i>	<i>Amendment</i>	<i>Introduced by</i>	<i>Comment</i>
	similar devices. This prohibition on smoking does not apply to the accommodation or the wheelhouse, provided their windows, doors, skylights and hatches are closed.		
4.	Once LNG bunkering operations have been completed, all the rooms accessible from the deck must be aired.		
<b>Chapter 9</b>			
<b>Article 9.01</b>			
50	Paragraph 1, modify	ECE/TRANS/SC.3/115/ Rev.5/Amend.2	
	1. The competent authorities may omit, complement or modify the provisions of Chapters 1-8 and, in particular, that are listed in this chapter, when this is required by the conditions of navigation. In this case, they shall report on these differences to the Working Party on Inland Water Transport (SC.3).		
<b>Article 9.02</b>			
51	Paragraph 6, modify	CEVNI EG/2020/24	
	6. With respect to article 1.10 para. 1, the competent authorities may require additional documents to be on board of the vessel, including but not limited to: <ul style="list-style-type: none"> <li>(a) Crew list;</li> <li>(b) Ship's log;</li> <li>(c) Certificate of installation and functioning of tachograph and its records as required;</li> <li>(d) Proofs for vessels with a length of more than 110 m if required by local regulations;</li> <li>(e) Certificates required by the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI), other than the used oil log and the unloading certificate.</li> </ul> However, sports or pleasure craft are not required to carry the documents referred to above.		
52	Add new paragraphs 7 and 8	CEVNI EG/2020/24	
	7. With respect to article 1.10, para. 1, the competent authorities may waive the provisions of (a) and (b) for worksite craft that have no wheelhouse or accommodation, provided that the papers are kept permanently available at the construction site.		

<i>No.</i>	<i>Amendment</i>	<i>Introduced by</i>	<i>Comment</i>
	8. With respect to article 1.10, para. 1, the competent authorities may require worksite craft that have no wheelhouse or accommodation to carry on board a certificate [issued by the competent authority] relating to the duration and the local boundaries of the site where the craft may be operated.		
	<b>Article 9.04</b>		
53	Paragraph 4, add a new paragraph (c)  Authorize that vessels whose full width is visible from astern, to screen the stern lights mentioned in subparagraph (c) (ii).	ECE/TRANS/SC.3/2020/4	
54	Paragraphs 7 and 9, modify:  7. With respect to article 3.16, the competent authorities may prescribe another marking for ferry-boats.  ...  9. With respect to article 3.27, the competent authorities may prescribe: (a) a yellow or red scintillating light instead of the blue for fire-fighting and rescue vessels; (b) additional marking for vessels of the supervising authorities.	ECE/TRANS/SC.3/115/ Rev.5/Amend.2  ECE/TRANS/SC.3/2020/4	
	<b>Article 9.05</b>		
55	Delete paragraph 4.	ECE/TRANS/SC.3/115/ Rev.5/Amend.2	
	<b>Article 9.07</b>		
56	Add new paragraphs 4a and 4b  4a. With respect to article 6.10, paragraph 1, the competent authorities may allow that the overtaking vessel may pass to port or starboard of the vessel being overtaken.  4b. With respect to article 6.10, the competent authorities may prohibit the overtaking in narrow fairways.	ECE/TRANS/SC.3/2020/4	
57	Add a new paragraph 5a  5a. With respect to article 6.21, paragraph 3, the competent authorities may prescribe that the motorized vessel which provides the main propulsion of a side-by-side formation, shall be located starboard of this formation; however, when one or several pushed barges are coupled side-by-side, one barge may be located on the starboard side of the formation.	ECE/TRANS/SC.3/2020/4	

No.	Amendment	Introduced by	Comment
<b>Article 9.09</b>			
58	<p>Modify</p> <p>With respect to article 8.01, paragraph 4, the competent authorities may waive the requirement that, if the vessel has stopped, all engines and auxiliary machinery must be stopped or unplugged.</p>	ECE/TRANS/SC.3/115/ Rev.5/Amend.2	
<b>Chapter 10</b>			
<b>Article 10.01</b>			
59	<p>Paragraph 1 modify as follows</p> <p>(a) Subparagraphs (g) and (h) and paragraph 2 (b), replace the word occurring with generated; in the English text, replace “wastes” with “waste”; in the French text, replace “produits par” with “survenant lors de”;</p> <p>(b) Subparagraph (a), modify</p> <p>“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.</p> <p>(c) Subparagraph (b), replace “from the operation” with “as a result of operation”;</p> <p>(d) Subparagraph (c), modify</p> <p>“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;</p> <p>(d) Subparagraph (k), in the English text, modify</p> <p>“Reception station” means a vessel, a floating establishment or facility on shore approved by the competent authorities for receiving waste generated on board;</p> <p>In the French text, replace “agrées” with “agrée”;</p> <p>(e) Add a new subparagraph (l)</p> <p>“Bunker station”: an installation or a vessel for the supply of vessels with liquid fuels.</p> <p>Paragraph 2 modify as follows</p> <p>(a) Subparagraph (b), replace occurring with generated.</p> <p>(b) Subparagraph (c), modify</p>	ECE/TRANS/SC.3/115/ Rev.5/Amend.3	

<i>No.</i>	<i>Amendment</i>	<i>Introduced by</i>	<i>Comment</i>
	“Slops”: a mixture of cargo residues with washing water, rust or sludge, whether or not suitable for pumping.		
	<b>Article 10.06</b>		
60	Paragraph 1, sentence 1, modify  All vessels, whose main or auxiliary engines, with the exception of the engines of the anchor winches, are combustion engines, excluding small craft, shall carry on board a valid used oil log issued by a competent authority and in line with the model contained in annex 9.	ECE/TRANS/SC.3/115/ Rev.5/Amend.2	
	<b>Article 10.07</b>		
61	Paragraph 1, delete “motorized”.	ECE/TRANS/SC.3/115/ Rev.5/Amend.2	
62	Paragraph 2 (e), at the end of the first sentence, add “if applicable”.	ECE/TRANS/SC.3/2020/3	
63	<b>New article 10.07.bis</b>	ECE/TRANS/SC.3/115/ Rev.5/Amend.1	

**Article 10.07 bis — Obligation to exercise vigilance  
during bunkering with LNG**

1. The provisions of article 10.07, paras. 2 (b), 2 (c), 3 (a) and 3 (e), do not apply during bunkering with LNG.
2. Bunkering with LNG is not permitted when the vessel is under way, during trans-shipment of goods or during embarkation and disembarkation of passengers.
3. Bunkering with LNG may only be carried out at locations designated by the competent authority.
4. Only crew members of the bunkered vessel, bunker station staff and persons having obtained authorization from the competent authority may be present in the bunkering area.
5. Before commencing LNG bunkering operations, the boatmaster of the bunkered vessel shall ensure that:
  - (a) The receiving vessel is moored in such a way that the cables, in particular the electrical power cables, ground connection terminals and hoses, are not subject to tensile strain and the vessel can be released quickly in an emergency;
  - (b) A checklist for LNG bunkering operations for vessels displaying the identification marking referred to in article 2.06 has been completed and signed by the boatmaster or by a person mandated by him or her and by the person responsible for the bunkering station and that there is a positive response to all the questions contained therein.



No.	Amendment	Introduced by	Comment
	<p>Irrelevant questions should be struck out. If a positive response to all the questions is not possible, bunkering is only permitted with the consent of the competent authority;</p>		
	<p>(c) All the required authorizations have been obtained.</p>		
6.	<p>The checklist referred to in paragraph 5 (b) above shall be:</p>		
	<p>(a) Completed in two copies;</p>		
	<p>(b) Made available in at least one language understood by the persons referred to in paragraph 5 (b) above;</p>		
	<p>and</p>		
	<p>(c) Kept on board the vessel for three months.</p>		
7.	<p>During LNG bunkering operations, the boatmaster shall constantly ensure that:</p>		
	<p>(a) All measures are taken to avoid leaks of LNG;</p>		
	<p>(b) The pressure and temperature inside the LNG fuel tank remain within normal operational limits;</p>		
	<p>(c) The degree of filling of LNG in the fuel tanks remains within the authorized limits;</p>		
	<p>(d) Measures are taken for grounding the receiving vessel and the bunker station, in line with the method provided for in the operating manual.</p>		
8.	<p>During LNG bunkering operations:</p>		
	<p>(a) In addition to the identification marking referred to in article 2.06, the receiving vessel shall display a sign that is visible to other vessels and that stipulates that it is prohibited to berth within less than 10 m of the receiving vessel, in accordance with article 3.33. The side of the sign must be at least 60 cm in length;</p>		
	<p>(b) In addition to the identification marking referred to in article 2.06, the receiving vessel shall display, in a location visible to other vessels, sign A.9 warning other vessels not to create wash (Annex 7). The longest side of the sign must be at least 60 cm in length;</p>		
	<p>(c) At night time, the signs shall be illuminated in such a way as to ensure that they are clearly visible from both sides of the vessel.</p>		
9.	<p>After LNG bunkering operations, the following steps shall be taken:</p>		
	<p>(a) The LNG bunkering hoses must be drained, right up to the LNG fuel tank;</p>		
	<p>(b) The shut-off valves must be closed and the hoses and cables connecting the vessel to the LNG bunkering station must be disconnected;</p>		

No.	Amendment	Introduced by	Comment
	(c) The competent authority must be notified of the completion of the bunkering operation.		
	<b>Article 10.08</b>		
64	<p>Renumber the existing text as paragraph 1 and add at the end</p> <p>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.</p> <p>Add a new paragraph 2</p> <p>2. Paragraph 1 does not apply to vessels which by their type and design are suitable for, and are used for:</p> <ul style="list-style-type: none"> <li>(a) transporting containers,</li> <li>(b) transporting mobile cargo (ro-ro), break bulk and heavy cargo and large equipment,</li> <li>(c) delivering fuels, drinking water and shipboard supplies to seagoing and inland navigation vessels (supply vessels),</li> <li>(d) collecting oily and greasy waste from seagoing and inland navigation vessels,</li> <li>(e) transporting liquefied gases (ADN type G),</li> <li>(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,</li> <li>(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,</li> </ul> <p>where the vessel in question has also really transported only the aforementioned loads or cargoes and did so as its last cargo.</p> <p>This provision shall not apply to the carriage of mixed cargoes using such vessels.</p>	ECE/TRANS/SC.3/115/ Rev.5/Amend.3	
	<b>Annex 3</b>		
65	Sketch 20, at the end add “(masthead lights are optional)”.	ECE/TRANS/SC.3/2020/3	

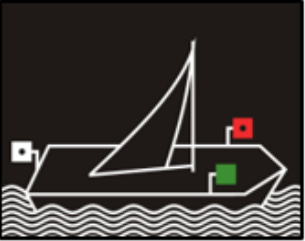
No. Amendment

Introduced by

Comment

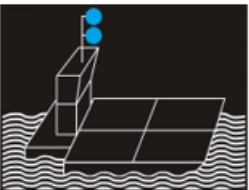
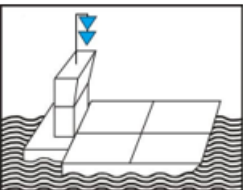
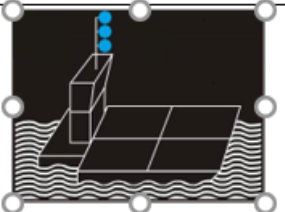
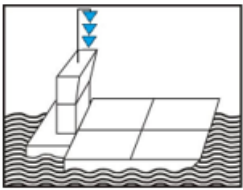
66 Add a new sketch 20bis

ECE/TRANS/SC.3/2020/3

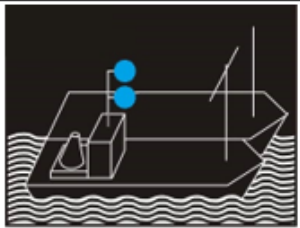
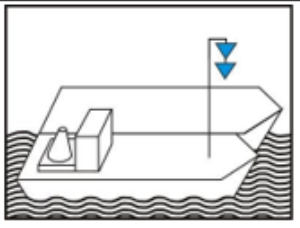
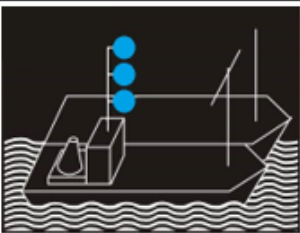
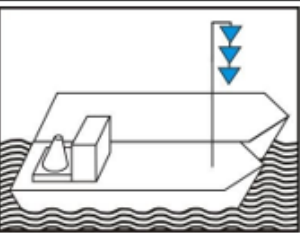
	20 bis	
Article 3.12: Sailing vessels (masthead lights are optional)		

67 Add new sketches 34 bis and 34 ter:

CEVNI EG/2020/24

	34 bis	
Article 3.14, paragraph 4: Additional marking of pushed convoys carrying out certain transport operations involving dangerous substances, prescribed in Article 3.14, paragraph 2, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and Chapter 3.2, Table A, column (12) or table C column (19) of ADN.		
	34 ter	
Article 3.14, paragraph 4: Additional marking of pushed convoys carrying out certain transport operations involving dangerous substances, prescribed in Article 3.14, paragraph 3, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and Chapter 3.2, Table A, column (12) or table C column (19) of ADN.		

68 Add new sketches 35 bis and 35 ter:

	<p><b>35 bis</b></p>	
<p>Article 3.14, paragraph 4: Additional marking of side-by-side formations carrying out certain transport operations involving dangerous substances, prescribed in Article 3.14, paragraph 2, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and Chapter 3.2, Table A, column (12) or Table C column (19) of ADN.</p>		
	<p><b>35 ter</b></p>	
<p>Article 3.14, paragraph 4: Additional marking of side-by-side formations carrying out certain transport operations involving dangerous substances, prescribed in Article 3.14, paragraph 3, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and Chapter 3.2, Table A, column (12) or Table C column (19) of ADN.</p>		

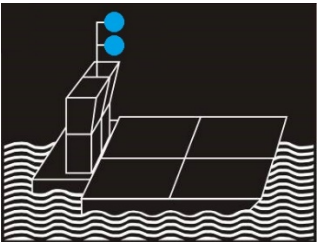
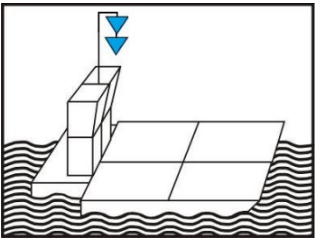
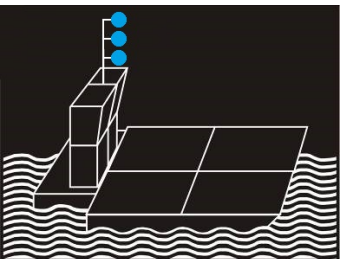
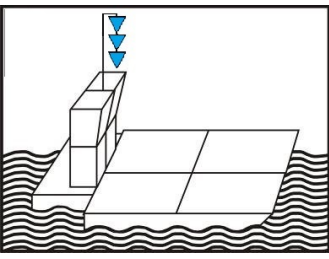
No. Amendment

Introduced by

Comment

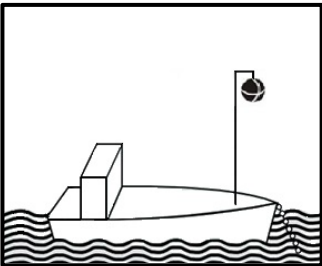
69 Add new sketches 36 bis and 36 ter:

CEVNI EG/2020/24

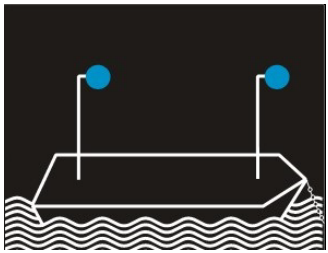
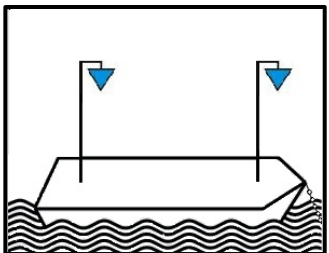
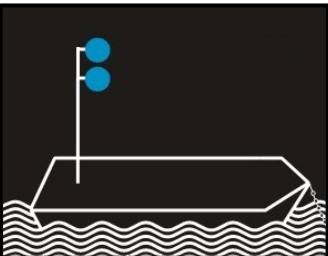
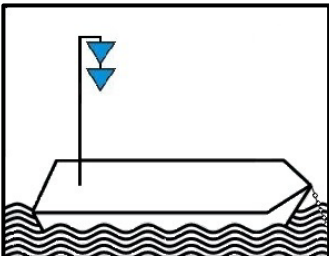
	36 bis	
Article 3.14, paragraph 5: Additional marking of pushed convoys propelled by two pushers placed side by side and carrying out certain transport operations involving dangerous substances, prescribed in Article 3.14, paragraph 2, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and Chapter 3.2, Table A, column (12) or Table C column (19) of ADN.		
	36 ter	
Article 3.14, paragraph 5: Additional marking of pushed convoys propelled by two pushers placed side by side and carrying out certain transport operations involving dangerous substances, prescribed in Article 3.14, paragraph 3, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and Chapter 3.2, Table A, column (12) or Table C column (19) of ADN.		

No.	Amendment	Introduced by	Comment
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70	Sketch 48, add a sketch for the marking of vessels when stationary, by day	CEVNI EG/2020/24	
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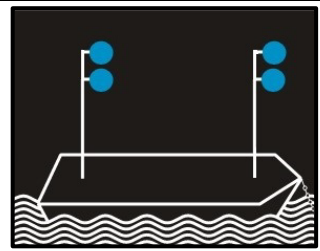
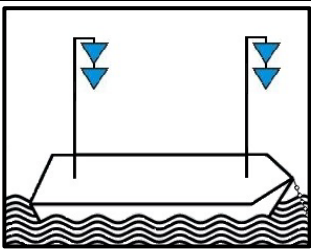
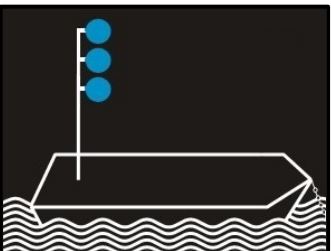
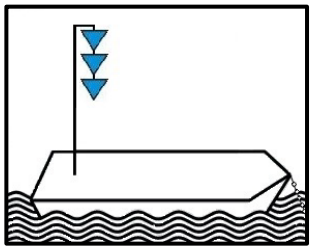
71	Add new sketches 49 bis – 49 quinquies	CEVNI EG/2020/24	
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	49 bis	
Article 3.21: Additional marking for stationary vessels carrying out certain transport operations involving dangerous substances in accordance with Article 3.14, paragraph 1.		
	49 ter	

No. Amendment

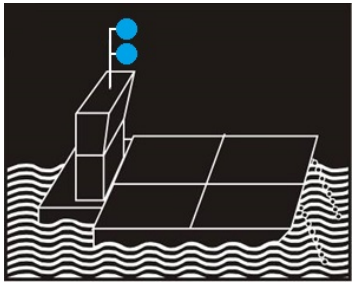
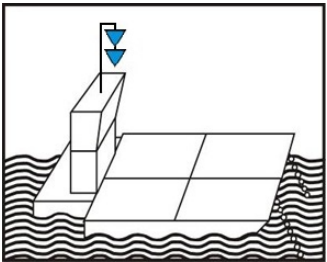
Introduced by

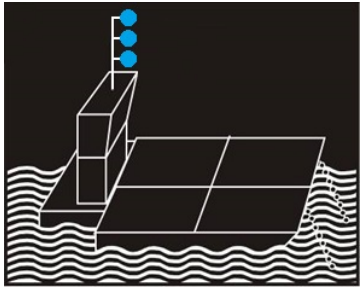
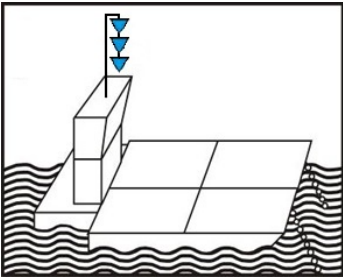
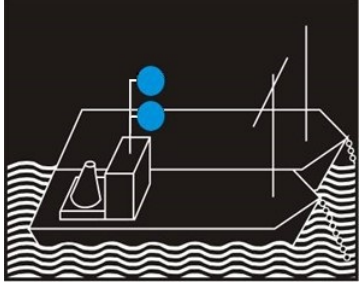
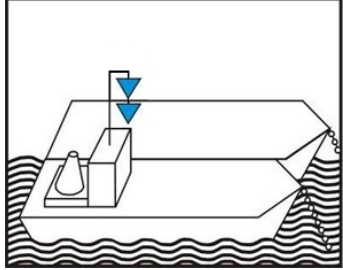
Comment

	<p><b>49 quater</b></p>	
<p>Article 3.21: Additional marking for stationary vessels carrying out certain transport operations involving dangerous substances in accordance with Article 3.14, paragraph 2.</p>		
	<p><b>49 quinquies</b></p>	
<p>Article 3.21: Additional marking for stationary vessels carrying out certain transport operations involving dangerous substances in accordance with Article 3.14, paragraph 3.</p>		

72 Add new sketches 50 bis and 50 ter

CEVNI EG/2020/24

	<p><b>50 bis</b></p>	
<p>Article 3.21: Additional marking for stationary pushed convoys carrying out certain transport operations involving dangerous substances in accordance with Article 3.14, paragraph 2.</p>		

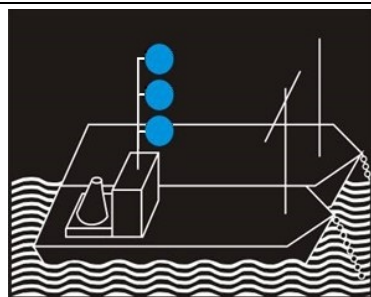
No.	Amendment	Introduced by	Comment
	<b>50 ter</b>		<p>Article 3.21: Additional marking for stationary pushed convoys carrying out certain transport operations involving dangerous substances in accordance with Article 3.14, paragraph 3.</p>
73	Add new sketches 51 bis and 51 ter	CEVNI EG/2020/24	
	<b>51 bis</b>		<p>Article 3.21: Additional marking for stationary side-by-side formations carrying out certain transport operations involving dangerous substances in accordance with Article 3.14, paragraph 2.</p>



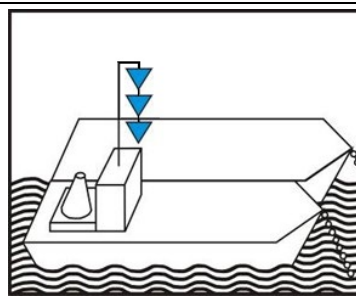
No. Amendment

Introduced by

Comment



51 ter

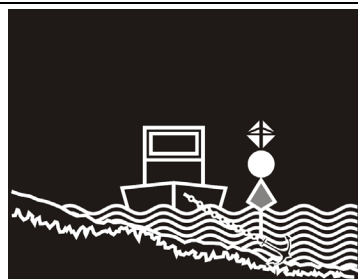


Article 3.21: Additional marking for stationary side-by-side formations carrying out certain transport operations involving dangerous substances in accordance with Article 3.14, paragraph 3.

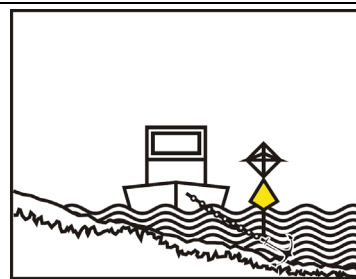
74 Add a new sketch 61bis

ECE/TRANS/SC.3/2020/3

CEVNI EG/2020/24



61 bis



Article 3.26: Marking for anchors of floating equipment that may be a danger to navigation.

The text in sketch 61 bis has been modified:







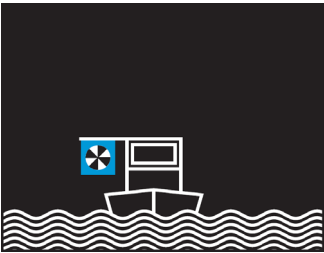
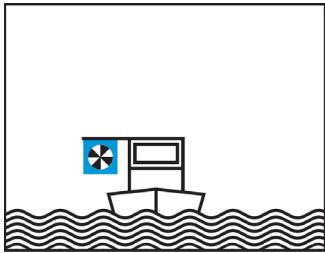
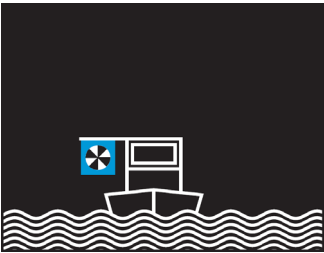
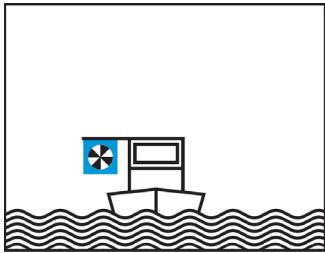
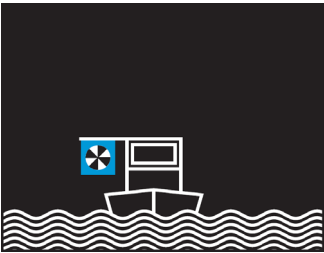
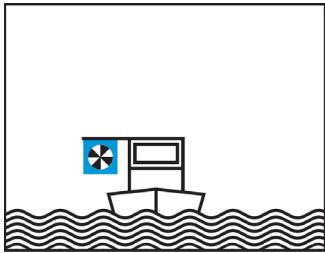
Article 3.26: Marking for anchors of floating equipment that may be a danger to navigation

75 Sketch 68, for the existing text substitute

ECE/TRANS/SC.3/115/Rev.5/  
Amend.1

Article 3.33: Lateral berthing prohibited.

Article 10.07 bis, paragraph 8 (a): Obligation to exercise vigilance during bunkering with LNG.

No.	Amendment	Introduced by	Comment						
76	At the end of annex 3 add a new sketch 76	ECE/TRANS/SC.3/115/Rev.5/ Amend.1							
<table><tr><td></td><td>76</td><td></td></tr><tr><td colspan="3">Article 3.26: Marking for anchors of floating equipment that may be a danger to navigation.</td></tr></table>					76		Article 3.26: Marking for anchors of floating equipment that may be a danger to navigation.		
	76								
Article 3.26: Marking for anchors of floating equipment that may be a danger to navigation.									
77	Add a new sketch 77	ECE/TRANS/SC.3/2020/3							
<table><tr><td></td><td>77</td><td></td></tr><tr><td colspan="3">Article 6.04 (paragraphs 4 and 6): Meeting: Vessels proceeding upstream which leave the course of those proceeding downstream on their starboard (the blue board is optional)</td></tr></table>					77		Article 6.04 (paragraphs 4 and 6): Meeting: Vessels proceeding upstream which leave the course of those proceeding downstream on their starboard (the blue board is optional)		
	77								
Article 6.04 (paragraphs 4 and 6): Meeting: Vessels proceeding upstream which leave the course of those proceeding downstream on their starboard (the blue board is optional)									
78	<b>Annex 4</b> , footnote, replace with « Requirements to lights and the colour of signal lights on vessels are included in “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” (Resolution No. 61), appendix 7 “Requirements Concerning Lights and the Colour of Signal Lights on Vessels, Intensity and Range of Signal Lights on Vessels and General Technical Specifications Applicable to Radar Equipment”.	To be agreed by the CEVNI EG							
79	<b>Annex 5</b> , footnote, replace with “Requirements to intensity and range of signal lights on vessels are included in “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” (Resolution No. 61), appendix 7 “Requirements Concerning Lights and the Colour of Signal Lights on Vessels, Intensity and Range of Signal Lights on Vessels and General Technical Specifications Applicable to Radar Equipment”.	To be agreed by the CEVNI EG							

No.	Amendment	Introduced by	Comment
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## Annex 6

- 80 Add a new subparagraph (c) to Chapter F CEVNI EG/2020/19

(c) Stationary vessels, when radiotelephone contact cannot be established with the approaching vessels



Vessels and floating equipment stationary in or near the fairway outside harbours or places specially designated by the competent authorities for berthing

Ringling of a bell repeated at intervals of not more than one minute

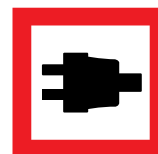
Article 6.31, paragraph 3

## Annex 7

- 81 Sign A.9 for the existing text in parenthesis, substitute  
(see articles 6.20, para. 1 (e) and 10.07 bis, para. 8 (b)) ECE/TRANS/SC.3/115/Rev.5/  
Amend.1

After B.11b, add a new sign B.12

- B.12 Obligation to use onshore power supply point  
(See article 7.06, para. 2)



ECE/TRANS/SC.3/115/Rev.5/  
Amend.1

- 82 Sign C.5 modify ECE/TRANS/SC.3/115/Rev.5/  
Amend.2

- C.5 The channel lies at a distance from the bank where the sign is installed; the figure shown on the sign indicates the distance in metres, measured from the sign, to which vessels should keep

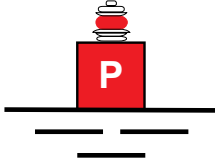
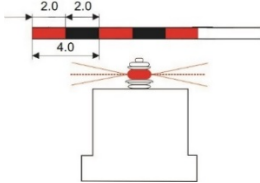



C.5a

C.5b

## Annex 8

Part II

No.	Amendment	Introduced by	Comment
83	<p>Before the last paragraph, add a new title “D. Fairway adjacent to a berthing area”, and modify the paragraph</p> <p>A letter “P” painted in white on the buoys described in paragraphs 1 and 2 sections A and B above indicates that the fairway is adjacent to a berthing area. If the buoys showing the letter “P” carry a light, its rhythm shall be different from that of the lights of other buoys placed along the fairway limits.</p> <p>Add figures 3 bis and 3 ter</p> <p>Buoys for separating the berthing area on the right-hand side of the fairway</p> <p>Example:</p> <p>Colour: red</p> <p>Form: cylindrical buoy</p> <p>Topmark (if any): no</p> <p>Light (when fitted): rhythmic red light with a rhythm different from that of the lights of other buoys placed along the fairway limits.</p> <p>Buoys for separating the berthing area on the left-hand side of the fairway</p> <p>Example:</p>	CEVNI EG/2020/24	
			
	<p>1.E Buoy with light for marking the fairway adjacent to a berthing area</p> <p>(fig. 3 bis)</p> 		
			
	<p>2.E Buoy with light for marking the fa</p> <p>adjacent to a berthing area</p> <p>(fig. 3 ter)</p>		

No. Amendment

Introduced by

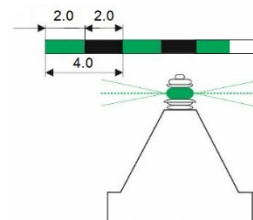
Comment

Colour: green

Form: conical buoy

Topmark (if any): no

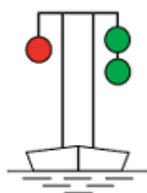
Light (when fitted): rhythmic green  
light with a rhythm different from that  
of the lights of other buoys placed along  
the fairway limits.

*Part IV bis*

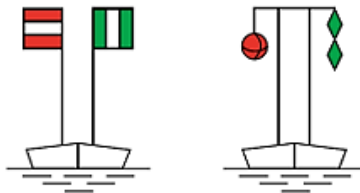
84 Figure 17 ter, modify

ECE/TRANS/SC.3/2020/3

By night



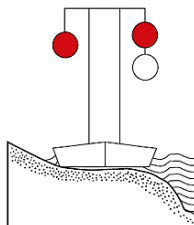
By day



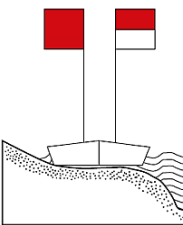
85 Figure 17 quinquies, modify

ECE/TRANS/SC.3/2020/3

By night

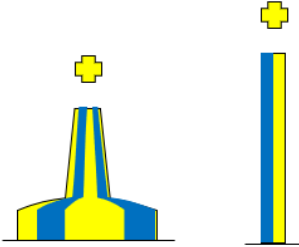




By day

*Part VI*

86 At the end of section A, add a new paragraph  
3. Marking of new dangers

ECE/TRANS/SC.3/115/Rev.5/  
Amend.1

No.	Amendment	Introduced by	Comment
	<p>The term “New Danger” is used to describe newly discovered hazards not yet shown in nautical documents New Dangers include naturally occurring obstructions such as sand banks or rocks or man-made dangers such as wrecks.</p> <p>Colour:       Blue and yellow vertical stripes                   in equal number dimensions                   (minimum 4 stripes and maximum 8)</p> <p>Form:         pillar or spar</p> <p>Topmark (if any):   vertical or perpendicular                           yellow cross</p> <p>Light (when fitted):</p> <p>Colour:       yellow/blue alternating</p> <p>Rhythm:       one second of blue light and one                   second of yellow light with                   0.5 seconds of darkness between.</p>	 <p>8.G                   8.G1</p> <p>(fig. 23 bis)</p>	

No.	Amendment	Introduced by	Comment
87	<p>After section B, add a new section</p> <p><b>B BIS. SPECIAL MARKS</b></p> <p>Marks not primarily intended to assist navigation but which indicate a special area or feature referred to in appropriate documents, such as military exercise zone marks, recreation zone marks.</p> <p>Colour: yellow</p> <p>Shape: optional, but not conflicting with navigational marks</p> <p>Topmark, if any: single yellow, “X” shape Light:</p> <p>Colour: yellow</p> <p>Rhythm: any, other than those described in A.2, A.3 and B.</p> <div><p>8.F                      8.F1</p><p>(fig.24 bis)</p></div>	ECE/TRANS/SC.3/115/Rev.5/ Amend.1	
88	<p><b>Annex 10</b>, footnote, replace with « Requirements applicable to radar equipment are included in “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” (Resolution No. 61), appendix 7 “Requirements Concerning Lights and the Colour of Signal Lights on Vessels, Intensity and Range of Signal Lights on Vessels and General Technical Specifications Applicable to Radar Equipment”.</p>	To be agreed by the CEVNI EG	