

EUROPEAN CODE FOR INLAND WATERWAYS

Fifth revised edition as amended in 2017–2020

General remarks:

1. This document contains only the amended articles, editorial changes and additional changes proposed by the secretariat.
2. The CEVNI Expert Group may wish to consider whether a clarification is needed that the ship's certificate covers the Inland Navigation Vessel certificate:

The term “ship's certificate” means the ship's certificate, issued in accordance with the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (resolution No. 61), the inland navigation vessel certificate or other recognized ship's certificate.

(Definition of the inland navigation vessel certificate in ES-TRIN:

12.4: ‘inland navigation vessel certificate’: Union certificate for inland navigation vessels or Rhine vessel inspection certificate, issued by the competent authority and which confirms compliance with the technical requirements.)

In this case, a reference to the Inland Navigation Vessel certificate can be deleted from article 1.10, para. 1(a).

3. References to CEVNI articles have been checked and modified where necessary (mostly concerns annex 7).
4. Additional comments for the consideration of the CEVNI Expert Group are given in the text below (highlighted yellow) for articles 1.07, 1.10, 6.08, 6.22, 7.05, 7.08 para. 4, 8.02, 9.02 para. 8, 9.07, annex 1, annex 3 (sketch 41), annex 4, annex 5, annex 6, annex 7 (signs A.1, A.1.1 (A.1g), A.4, A.4.1, A.7, A.9, A.12, B.5, B.11, E.1, E.5.1–E.7.1, E.11, E.15), annex 8 (chapter I C, a new chapter II D) and annex 10.

Chapter 1 GENERAL PROVISIONS

Article 1.01 – Meaning of certain terms

I. TYPES OF VESSELS

5. The term “high-speed vessel” means a motorized vessel, with the exception of small craft, capable of travelling at a speed greater than 40 km/h in relation to water (for example a hydrofoil craft, a hovercraft or a multihull vessel) when this is stated in the ship’s certificate;

III. LIGHT AND SOUND SIGNALS

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;¹

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;²

3. The terms “scintillating light” and “quick scintillating light” mean rhythmic lights flashing 40–60 times per minute and 100–120 times per minute;³

¹ Identical to EN 14744:2005 (table 2).

² Identical to EN 14744:2005 (table 1).

³ 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”.



IV. OTHER TERMS

On canals, lakes and broad waterways the term “left and right banks” is assigned by the competent authorities in light of local conditions. However, it is recommended that for canals, the terms “right” and “left” should be defined as meaning to the right and to the left respectively of an observer facing the direction in which the numbers indicated on successive kilometre markings increase;

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-metre radius of the bunkering hose connection.

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.

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.



Article 1.02 – Boatmaster

1. Every vessel or assembly of floating material, except vessels in a pushed convoy other than the pusher, shall be placed under the authority of a person having the necessary qualifications. This person is hereinafter referred to as the boatmaster. Boatmasters are considered to possess the necessary qualifications if they hold a valid boatmaster's certificate.

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.

Article 1.07 – Maximum load, maximum number of passengers and view

1. Vessels shall not be loaded beyond their maximum draught markings.

2. The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. If direct visibility astern and aside is restricted during the voyage, this lack of visibility may be compensated for by the use of radar apparatus.

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.

3. 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.

4. The load shall not endanger the vessel's stability or strength of the hull.

5.

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.


6. Passenger vessels shall not have on board more passengers than the number authorized by the competent authorities. High-speed passenger vessels shall not have on board more persons than the number of available seats.

Article 1.08 – Construction, rigging and crews of vessels

3. The requirements set out in paragraphs 1 and 2 above are considered to be complied with when the ship has a ship's certificate, issued in accordance with the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (resolution No. 61), or other recognized ship's certificate, and when the construction and the equipment of the vessel correspond to the content of the ship's certificate.


4. Without prejudice to paragraph 3, the individual life-saving equipment listed in No. 44 of the ship's certificate shall be available for distribution and shall correspond to the number of adult and child passengers.

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:

-  (a) for embarkation and disembarkation at the points provided for this purpose;
- (b) within the outreach of the crane when it is in operation;
- (c) during the mooring and release of the mooring lines in the bollard area;
- (d) from the bank side of the vessel, if it is berthed alongside a vertical bank and there is no danger of falling overboard, or
- (e) at the contact points between two vessels berthed side-by-side, if there is no danger of falling overboard, or
- (f) when they extremely hinder loading and unloading operations or construction works.

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

6. Members of the crew and other persons on board shall wear life jackets:

-  a) during embarkation and disembarkation, if there is a risk of falling into the water;
- b) when in the ship's boat,
- c) during overside operations, or

d) when being present or during operations on the deck and the gunwale, if the bulwarks have the height less than 90 cm or the guard rails referred to in paragraph 5, are not installed from one extremity to another.

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

This provision does not apply to pleasure craft.

Article 1.10 – Vessel's papers and other documents

1. The following documents shall be available on board if required by other regulations:

- (a) Ship's certificate (Inland Navigation Vessel certificate);
- (b) Measurement certificate if applicable.
- (c) Boatmaster's certificate and for other crew members – a service record book duly completed;

(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.

In addition, the following documents shall be available on board if required by other regulations:

(e) Certificate on the release of the logbooks;

(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;

(g) Certificate confirming installation and functioning of radar device and rate-of-turn indicator;

(h) Radio operator's certificate in accordance with annex 5 of the Regional Arrangement on the Radiocommunication Service for Inland Waterways;

(i) Ship Station Licence;

(j) A duly completed used-oil log;

(k) Certificates for steam boiler and other pressure equipment;

(l) Certificate for liquified gas installations;

(m) Documentation of electrical equipment;

- (n) Proof of inspection of portable fire extinguishers and fixed fire extinguishing systems;
- (o) Inspection attestation for cranes;
- (p) Documents referred to in paragraphs 8.1.2.1, 8.1.2.2 and 8.1.2.3 of ADN;
- (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;
- (r) Attestation on duration and local boundary of the construction site, where the worksite craft is allowed to be used;
- (s) Copies of certificates for internal combustion engines including the type approval document and the engine parameter protocol;
- (t) Attestation for the prescribed mooring and towing cables;
- (u) Certificate confirming installation and functioning of the inland AIS equipment;
- (v) Certificate of qualification as a passenger navigation expert if applicable;
- (w) For vessels showing the identification marking according to article 2.06 – the operation manual and safety documentation a safety rota;
- (x) For vessels showing the identification marking according to article 2.06 – the certificate for liquefied natural gas expert ;
- (y) Unloading certificate in accordance with article 10.08;

and any other documents relating to navigation required under other international conventions or agreements.

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).

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.

For small craft and sports or pleasure craft, the document referred to in subparagraph (a) may be replaced by a national navigation permit.

3. If applicable, assemblies of floating material shall carry a national navigation permit.

4. The documents required to be carried on board under these regulations or any other provisions applicable shall be produced whenever requested by officials of the competent authorities.

5. However, the ship's certificate and the measurement certificate need not be carried on board a pushed barge to which is affixed a metal or plastic plate conforming to the following model:

Unique European vessel identification number:
Ship's certificate No.:
Competent authority:
Expiry date:

These particulars shall be engraved or stamped or permanently printed in easily legible characters not less than 6 mm high. The plate shall be not less than 60 mm high and 120 mm long; it shall be permanently affixed in a prominent place towards the stern of the barge on the starboard side.

The conformity of the particulars given on the plate to those in the barge's ship's certificate shall be certified by the competent authority, whose stamp shall be applied to the plate. The ship's certificate and measurement certificate shall be kept by the operator of the barge.

Article 1.11 – Navigation regulations

1. An updated copy of the navigation regulations applicable to the waterway shall be carried on board of every vessel, except unmanned vessels, open small crafts and assemblies of floating material.


2. The Guide concerning the radiotelephone service on inland waterways (general part and relevant regional parts)⁴ shall be carried on board of vessels equipped with a radiotelephone installation.

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

⁴ Available in French and Russian only.


Article 1.15 – Prohibition of discharge into the waterways

1. It is forbidden to throw, pour or allow to fall or flow into a waterway any objects or matter likely to cause an obstruction or danger to navigation or to other users of the waterway.

 2. In the event of such accidental spillage or any risk of such spillage, the boatmaster shall immediately inform the nearest competent authority, specifying as accurately as possible the nature and site of the spillage.

Article 1.18 – Obligation to clear the fairway

1. When a grounded or sunken vessel, a grounded assembly of floating material or an object lost by a vessel or assembly of floating material causes or threatens to cause total or partial obstruction of the fairway, the boatmaster of the vessel or assembly of floating material shall endeavour to get the fairway cleared as soon as possible.

 2. A boatmaster whose vessel or assembly of floating material is in danger of sinking or becomes impossible to control is under the same obligation.

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.

4. The competent authority may proceed without delay with the removal if it considers that this operation cannot be postponed.

Article 1.20 – Inspection

2. Authorized officials of the competent authorities may, except in special cases when the provisions of other legislation are applied, by means of a special decision prohibit the navigation of a vessel and, in particular, in the following cases:

(a) When the vessel does not have a ship's certificate or national navigation permit or these documents have expired;



(b) When the vessel does not comply with the conditions referred to in article 1.07;

(c) When the crew or the vessel does not comply with the conditions referred to in article 1.08;

(d) When the capabilities of the boatmaster or on-duty crew members have been diminished due to a state of fatigue or intoxication.

Chapter 2 MARKS AND DRAUGHT SCALES ON VESSELS; TONNAGE MEASUREMENT

Article 2.06 – Identification marking for vessels using LNG as fuel

1. Vessels using LNG as fuel shall display an identification marking.
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.

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.

3. The identification marking shall be fixed in an appropriate and clearly visible location.
4. The identification marking shall be lit as necessary, in order to ensure that it is clearly visible at night.

Chapter 3

VISUAL SIGNALS (MARKING) ON VESSELS

II. NIGHT AND DAY MARKING

A. MARKING WHEN UNDER WAY



Article 3.09 – Marking for towed convoys under way

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.

Article 3.14 – Additional marking for vessels carrying out certain transport operations involving dangerous substances

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 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.

Article 3.18 – Additional marking for vessels unable to manoeuvre

1. A vessel which is unable to manoeuvre shall, if necessary, display, in addition to the marking prescribed elsewhere in these regulations:

By night:

A swinging red light; in the case of small craft, this light may be white instead of red;
or

Two red lights, about 1 m one above the other, placed in a suitable position and high enough to be visible from all directions;

By day:

A swinging red flag; or

Two black balls, about 1 m one above the other, placed in a suitable position and high enough to be visible from all directions.

The flag can be replaced by a board of the same colour.

2. If necessary, such vessels shall in addition give the regulation sound signal.

B. MARKING WHEN STATIONARY

Article 3.20 – Marking for stationary vessels

4. The marking prescribed in this article shall not be mandatory:
- (a) When the vessel is stationary in a waterway on which navigation is temporarily impossible or prohibited;
 - (b) When the vessel is stationary alongside the bank and is sufficiently well lit from the bank;
 - (c) When the vessel is stationary outside the fairway in a clearly safe situation;
 - (d) For ships' boats, if stationed in the vicinity of the vessel to which they belong.
 - (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.
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.

Article 3.23 – Marking for assemblies of floating material and floating establishments when stationary

Without prejudice to any special conditions which may be imposed under article 1.21, assemblies of floating material and floating establishments shall carry:

By night:

A sufficient number of ordinary white lights visible from all directions to show their outlines on the fairway side.

The provisions of article 3.20, paragraph 4 (a)–(d) and (f), are applicable.

Article 3.24 – Marking for nets or poles of stationary vessels

When vessels have nets or poles extending into the fairway or near to it, such nets or poles shall be marked:

By night:

By ordinary white lights visible from all directions in sufficient number to show their position;

By day:

By yellow floats or yellow flags in sufficient number to show their position.

In this case, the provision of article 3.20, paragraph 4 (c), is not applicable.





Chapter 4

SOUND SIGNALS; RADIOTELEPHONY; NAVIGATION DEVICES

Article 4.01 – General

1. When sound signals other than bells are prescribed in these regulations or any other provisions applicable, they shall be given:

- (a) On motorized vessels, except small craft unless these are vessels with radar equipment, by means of mechanically operated sound signalling devices, placed sufficiently high that the sound signals can spread freely to the front and if possible also to the back; the signalling devices shall conform to the requirements laid down in chapter I of annex 6 of these regulations;
- (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.

2. The sound signals given by motorized vessels shall be accompanied by light signals synchronized with them, such light signals shall be yellow, bright and visible from all directions. 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.

3. In the case of a convoy, prescribed sound signals need to be given only by the vessel carrying the boatmaster of the convoy.

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 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.

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


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


Article 4.06 – Radar

1. Vessels shall only navigate by radar if:

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


(b) A person holding a 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;

(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. 

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

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

4. Notwithstanding the provisions of article 4.05, small craft 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. 

Article 4.07 – Inland Automatic Identification System (AIS) and Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS)

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.

3. Paragraph 2 (a) above shall 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.

4. Competent authorities may require on certain inland waterways for which official Inland ENCs 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.

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.

5. In accordance with Chapter 1 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:

(a) User identifier (Maritime Mobile Service Identity, MMSI);

(b) Name of vessel;



(c) Type of vessel or convoy in conformity with the International Standard for Tracking and Tracing on Inland Waterways;

(d) Unique European vessel identification number (ENI), or IMO number for sea-going vessels that have not been given an ENI number;

(e) Overall length of the vessel or convoy in decimetre accuracy;

(f) Overall beam of the vessel or convoy in decimetre accuracy;

(g) Position (WGS-84);

(h) Speed over ground (SOG);

(i) Course over ground (COG);

(j) Timestamp of the electronic position fixing device;

(k) Navigational status in conformity with the International Standard for Tracking and Tracing on Inland Waterways;

(l) Reference point for reported position on the vessel in metre accuracy (e.g. GNSS antenna);

(m) Position accuracy.

6. 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.



7. 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.

8. Small craft which do not have an ENI number are not required to transmit the data stipulated in paragraph 4 (d) above.

9. 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.

10. 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 RULES OF THE ROAD

I. GENERAL

Article 6.02 – Small craft: General rules

1. For the purposes of this chapter, the term “small craft” means small craft navigating alone or convoys consisting only of small craft.
2. Small craft in relation to vessels other than small craft, including high-speed craft, shall leave them enough room to hold their course and to manoeuvre. They may not require that such vessels give them way.

II. MEETING, CROSSING AND OVERTAKING

Article 6.05 – Meeting: Departures from normal rules

5. As soon as it appears that the intentions of a vessel proceeding downstream may not have been understood by a vessel or convoy proceeding upstream, the vessel proceeding downstream shall repeat the sound signals referred to in paragraph 3 of this article.

Article 6.08 – Meeting prohibited by waterway signs

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.

III. OTHER RULES OF THE ROAD

Article 6.13 – Turning

1. 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.

Article 6.14 – Procedure on departure

The provisions of article 6.13 shall apply also to vessels, other than ferry-boats, when leaving their anchorage or berth without turning; however, the signals prescribed in paragraph 2 of that article shall be replaced by the following:

- (a) one short blast when the vessels are approaching on the starboard side; or
- (b) two short blasts when they are approaching on the port side.

Article 6.16 – Harbours and tributary waterways: entering and leaving; leaving followed by crossing the waterway

5. Vessels may not enter a harbour or tributary waterway when the sign A.1, together with the additional sign shown in annex 7, section II, chapter B (b), is displayed on the main waterway.

Vessels may not leave a harbour or tributary waterway when the sign A.1, together with the additional sign shown in annex 7, section II, chapter B (b), is near the exit.

6. If the sign E.1 together with the additional sign shown in annex 7, section II, chapter B (a), is displayed on the main waterway, vessels may enter a harbour or tributary waterway even if their doing so might oblige vessels proceeding on the main waterway to change their course or speed. Vessels may leave if the sign E.1, together with the additional sign shown in annex 7, section II, chapter B (a), is displayed near the exit; in this case, the sign B.10 (annex 7) shall be displayed on the main waterway.

Article 6.18 – Prohibition of trailing of anchors, cables or chains

2. This prohibition does not apply to drifting, when authorized, small movements at berthing places, places of loading and unloading and roadsteads or to manoeuvring, except in the following cases:


- (a) less than 100 m from a bridge, lock or weir, ferry-boat or floating equipment at work;

- (b) on sections of the waterway marked with the prohibitory sign A.6 (annex 7), in accordance with the provisions of article 7.03, paragraph 1 (b).



Article 6.21 – Convoys



1. Motorized vessels propelling a convoy shall have sufficient power to ensure proper manoeuvrability of the convoy.
2. The pusher of a pushed convoy shall be capable of stopping the convoy in good time, without turning, in such a way that the convoy remains under proper control.
3. Motorized vessels may not, except for rescue or assistance to a vessel in distress, be used for towing, pushing or propelling a side-by-side formation, unless such a use is allowed in their ship's certificate. It is prohibited for motorized vessels towing or pushing other vessels or propelling them in side-by-side formation to leave them during making-fast or anchoring operations before the fairway has been cleared of such vessels and the boatmaster of the convoy has satisfied himself that they are in a secure position.

Article 6.22 – Suspension of navigation

2. Navigation on waters displaying the sign: 
 - (a) A.1a (annex 7) is prohibited for all vessels;
 - (b) A.12 (annex 7) is prohibited for all motorized vessels;
 - (c) **A.1g** (annex 7) is prohibited for all vessels, with the exception of non-motorized small craft.


Article 6.28 – Passage through locks

9. Vessels and convoys showing the marking referred to in article 3.14, paragraphs 2 or 3, shall be locked separately. 

 This provision shall not apply to dry cargo vessels as defined in ADN which carry only containers, intermediate bulk containers (IBCs), large packagings, multiple element gas containers (MEGCs), portable tanks and tank-containers as mentioned in paragraph 7.1.1.18 of ADN, and showing the marking referred to in article 3.14, paragraph 2. These may pass through locks with dry cargo vessels which carry only containers, intermediate bulk containers (IBCs), large packagings, multiple element gas containers (MEGCs), portable tanks and tank-containers as mentioned in paragraph 7.1.1.18 of ADN, and showing the marking referred to in article 3.14, paragraph 1, or with the vessels referred to in article 3.14, paragraph 7. There shall be a minimum distance of 10 m between the bow and the stern of vessels passing through locks together. 

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.
11. Vessels and convoys showing the marking referred to in article 3.14, paragraph 1 shall not be locked with passenger vessels.
12. On approaching the lock basin and on entering and leaving a lock, high-speed vessels shall move at a speed that will preclude any damage to the locks to vessels or to assemblies of floating material and that will not cause any danger for the persons on board.
13. In order to ensure safe and orderly navigation, quick passage through locks or their full use, the lock staff may give instructions supplementing or departing from the provisions of this article. Vessels in locks and lock basins shall comply with such instructions.
14. The provisions of this article also apply to any other types of crossings such as ship lifts and inclined planes.

Article 6.31 – Indicating the position of stationary vessels

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.
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.
4. This article shall also apply to vessels grounded in or near the fairway which may present a danger to other vessels.
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) Reduce speed and, if necessary, stop.

...

Article 6.35 – Water skiing and similar activities

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.
4. The tow rope shall not be trailed upheld.





Chapter 7 BERTHING RULES

Article 7.03 – Anchoring and use of telescopic piles (spuds)

3. The competent authority may extend the application of paragraph 1 to telescopic piles (spuds).
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.

Article 7.05 – Berthing areas


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:

- On the right-hand side of the fairway: buoys with lights shown on figure 4 bis, annex 8;
- On the left-hand side of the fairway: buoys with lights shown on figure 4 ter, annex 8.

Article 7.06 – Berthing authorized for certain types of vessels

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 the 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.

Article 7.07 – Berthing in case of transport operations involving dangerous substances

2.  The obligation referred to in paragraph 1 (a) above shall not apply to:
- (a) Vessels, pushed convoys and side-by-side formations also carrying this marking;
 - (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.

Article 7.08 – Watch and surveillance

1. An efficient watch shall be kept continuously on board of vessels and convoys lying in the fairway.
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.
3. An efficient watch shall be kept continuously on board of:
 - (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 fuel,
 - (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.



Chapter 8

SIGNALLING, REPORTING AND SAFETY REQUIREMENTS



Article 8.02 – Reporting requirements

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 the sign B.11 (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 LNG system on board;
 - (h) Special transport referred to in article 1.21;
 - (i) Other vessels and convoys as required by the competent authorities.
2. The boatmasters mentioned in paragraph 1 shall communicate the following data:
 - (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;
- (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 ADN for carriage in bulk or in packages, or paragraph 5.4.1.1.2 (a)–(e) of ADN for carriage in tank-vessels;
- (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.

3. The data given in paragraph 2 above, except those in (c) and (g), may be communicated by other services or persons to the competent authority either in writing, or by telephone or if possible electronically. In all cases, the boatmaster shall report when his vessel or convoy enters the sector subject to the reporting requirement and when it leaves the sector again.

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

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

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

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

- (a) Convoys and vessels with containers on board;

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

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

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

6. The competent authority shall not transmit these data to third parties with the exception of the neighbouring competent authorities along the vessel's route. However, in the event of an accident, the competent authority is allowed to communicate data essential for emergency rescue operations to the emergency services.

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 ADN, as well as for day-trip vessels.

Article 8.03 – Safety on board vessels using LNG as fuel

1. Prior to commencing LNG bunkering operations, the boatmaster of the bunkered vessel shall ensure that:

(a) The required firefighting equipment is ready to be deployed at any moment; and

(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.

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.

This provision does not apply to:

(a) Air intakes of running engines;

(b) Ventilation inlets of engine rooms while the engines are running;

(c) Air intakes of rooms fitted with an overpressure system; and

(d) Air intakes of air conditioning installations if these openings are fitted with a gas detection system.

These entrances and openings shall only be opened when necessary and for a short time, with the permission of the boatmaster.

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 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.






Chapter 9 REGIONAL AND NATIONAL SPECIAL REQUIREMENTS



Article 9.01 – Regional and national special requirements

1. The competent authorities may omit, complement or modify the provisions of chapters 1–8 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).
 2. The competent authorities shall also report to SC.3 on the additional local requirements existing in their region.
- 

Article 9.02 – Chapter 1, “GENERAL PROVISIONS”

1. With respect to article 1.01, section I, para. 5, the competent authorities may state in the ship’s certificate that the vessel is a high-speed vessel.
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:
 - (a) Crew list;
 - (b) Ship’s log;
 - (c) Certificate of installation and functioning of tachograph and its records as required;
 - (d) Proofs for vessels with a length of more than 110 m if required by local regulations;
 - (e) Certificates required by the Convention on Collection, Deposit and Reception of Wasted Produced during Navigation on the Rhine and Inland Waterways (CDNI) other than the used oil log and the unloading certificate.

However, sports or pleasure craft are not required to carry the documents referred to above.

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.

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.

Article 9.04 – Chapter 3, “VISUAL SIGNALS (MARKING) ON VESSELS”

4. With respect to article 3.10 paragraph 1, the competent authorities may:
- (a) Prescribe the use of bright lights on narrow waterways;
 - (b) Authorize the pusher to carry the masthead lights and the side lights;
 - (c) Authorize that vessels whose full width is visible from astern, to screen the stern lights mentioned in article 3.10, paragraph 1 (c) (ii).
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 firefighting and rescue vessels;
 - (b) additional marking for vessels of the supervising authorities.

Article 9.05 – Chapter 4, “SOUND SIGNALS; RADIOTELEPHONY; NAVIGATION DEVICES”

1. With respect to article 4.05, the competent authorities of some UNECE member States apply the harmonized national technical and operational requirements for radiotelephone installations on board inland navigation vessels in the framework of a Regional Arrangement based on the ITU Radio Regulations.

Article 9.07 – Chapter 6, “RULES OF THE ROAD”

- 4.
- 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.

5. With respect to article 6.11 paragraph (b), the competent authorities may also stipulate an exception for the situation when one of the convoys is a side-by-side formation whose maximum dimensions do not exceed 110 m x 23 m.

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.

6. With respect to article 6.22 bis, the competent authorities may prescribe special rules for navigation when passing floating equipment at work or grounded or sunken vessels, and vessels whose ability to manoeuvre is limited.

7. With respect to article 6.23 paragraph 2 (b), the competent authorities may prohibit the use of longitudinal cable.

8. With respect to article 6.24—6.26, the competent authorities may prescribe special rules for the passage under bridges.

9. With respect to article 6.27, the competent authorities may prescribe special rules for the passage through weirs.

10. With respect to article 6.28, the competent authorities may prescribe special rules for the passage through locks.

11. With respect to article 6.28 bis, the competent authorities may prescribe special rules for entering and leaving locks.

12. With respect to article 6.30, the competent authorities may prescribe other general rules for navigation in reduced visibility.

13. With respect to article 6.32, the competent authorities may:

- (a) waive the provision on giving the three-tone signal or apply it only on certain waterways;
- (b) Prescribe additional provisions for vessels navigating by radar.

14. With respect to article 6.33, the competent authorities may prescribe that a vessel carrying the boatmaster of a convoy shall sound two long blasts.

**Article 9.09 – Chapter 8, “SIGNALLING AND REPORTING REQUIREMENTS”**

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.





Chapter 10

PREVENTION OF POLLUTION OF WATER AND DISPOSAL OF WASTE GENERATED ON BOARD VESSELS



Article 10.01 – Meaning of certain terms

For the purposes of this chapter, the terms set out below have the following meaning:

1. General terms:

- (a) “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;
- (b) “waste generated as a result of the operation of the vessel”: waste and waste water generated on board from the operation and maintenance of the vessel; this includes oily and greasy waste and other waste generated as a result of the operation of the vessel;
- (c) “oily and greasy waste generated from the operation of the vessel” means used oils, bilge water and other oily or greasy waste such as used grease, used filters, used rags, and receptacles and packagings for such waste;
- (d) “used oil”: used oil or other non-reusable oil from engines, gears and hydraulic equipment;
- (e) “bilge water”: oily water from the engine room bilges, peak, cofferdams, double-hull spaces or side compartments;
- (f) “used grease”: used grease collected from run off from greasers, bearings and greasing facilities and other non-reusable grease;

- (g) "other waste generated from the operation of the vessel": domestic waste water, household refuse, sludge, slops and other special waste within the meaning of paragraph 2 below;
- (h) "cargo related waste": waste and waste water generated on board the vessel and deriving from the cargo; residual cargo and handling residues as defined in (i) – (j) below are not included in this category;
- (i) "residual cargo": liquid cargo remaining in the cargo tanks or in the cargo piping after unloading without the use of a stripping system in accordance with the ADN, as well as dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used;
- (j) "handling residues": cargo which falls on the vessel outside the hold during handling;
- (k) "reception station": a vessel, a floating establishment or facility on shore approved by the competent authorities for receiving waste generated on board;
- (l) "Bunker station": an installation or a vessel for the supply of vessels with liquid fuels.

2. Other terms

- (a) "household refuse": on board organic and inorganic household waste and food remains generated from the operation of the vessel, except for the components of the other types of waste defined in article 10.01 above;
- (b) "sludge": residues generated on board the vessel during the operation of an on board sewage plant;
- (c) "slops": a mixture of cargo residues with washing water, rust or sludge, whether or not suitable for pumping;
- (d) "other special waste": waste generated from the operation of the vessel other than oily and greasy waste and other than the waste covered by (a) to (c) above.

Article 10.04 – Prohibition on discharging and dumping

1. From the vessel, it shall be prohibited to throw, discharge or allow to run into the waterway oily or greasy waste generated from the operation of the vessel; slops, household refuse, sludge or other special waste; portions of the cargo or cargo-related waste.
3. Without prejudice to the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned, in the event of the

accidental discharge of waste referred to in paragraph 1 above or the threat of such discharge, the boatmaster must notify the nearest competent authority without delay and, as far as possible, vessels located in the vicinity of the position of the discharge, indicating as precisely as possible the position, quantity and nature of the waste, and measures taken.

Article 10.06 – Used-oil log, deposit at reception facilities

1. 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.

Exceptions are admissible only if consistent with the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned.

2. The oily and greasy waste generated from the operation of the vessel, slops and other special waste shall be delivered, against a receipt, to the reception facilities at regular intervals, depending on the condition and operation of the vessel. The receipt shall consist of an entry in the used oil log by the reception facility.

Article 10.07 – Obligation to exercise vigilance during filling operations

1. For bunkering vessels excluding small craft must use bunker boats, bunker stations or tank trucks specially designated by the competent authorities.

2. During filling operations involving fuel or lubricating oil, the boatmaster shall ensure that:

- (a) the receiving vessel is secured in such a way that no strain is exerted on the pipes and hoses during the entire filling operation;
- (b) the amount to be supplied is within the readable indicators of the capacity-gauging device;
- (c) when tanks are filled individually, the shut-off valves located in the connecting piping between the tanks are closed;
- (d) the filling operation is supervised; and
- (e) fuel tanks shall be safeguarded against fuel spills during bunker by means of appropriate onboard technical devices which shall be entered in item 52 of the ship's certificate if applicable. If fuel is taken on from bunker stations with their own technical devices to prevent fuel spills on board during bunkering, these equipment requirements shall no longer apply.

**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. 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;
 - (c) All the required authorizations have been obtained.
6. The checklist referred to in paragraph 5 (b) above shall be:
 - (a) Completed in two copies;
 - (b) Made available in at least one language understood by the persons referred to in paragraph 5 (b) above; and
 - (c) Kept on board the vessel for three months.
7. During LNG bunkering operations, the boatmaster shall constantly ensure that:
 - (a) All measures are taken to avoid leaks of LNG;
 - (b) The pressure and temperature inside the LNG fuel tank remain within normal operational limits;

(c) The degree of filling of LNG in the fuel tanks remains within the authorized limits;

(d) Measures are taken for grounding the receiving vessel and the bunker station, in line with the method provided for in the operating manual.

8. During LNG bunkering operations:

(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;

(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, the 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;

(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.

9. After LNG bunkering operations, the following steps shall be taken:

(a) The LNG bunkering hoses must be drained, right up to the LNG fuel tank;

(b) The shut-off valves must be closed and the hoses and cables connecting the vessel to the LNG bunkering station must be disconnected;

(c) The competent authority must be notified of the completion of the bunkering operation.

Article 10.08 – Collection, deposit and reception of cargo-related waste

1. All vessels shall carry on board for each unloading operation a valid unloading certificate in accordance with the model contained in the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned. Unless otherwise stipulated in these provisions, the certificate must be kept on board for at least six months following the date of its issuance. 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.

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.

Annex 1

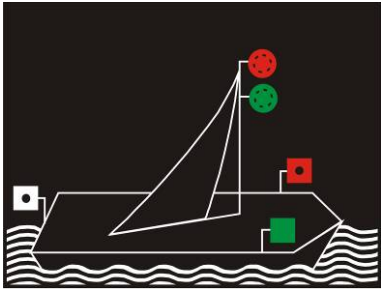
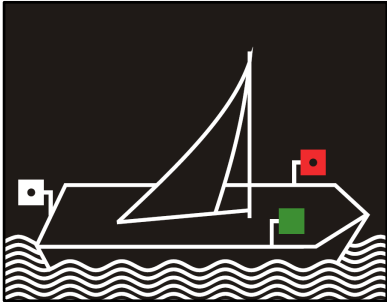
DISTINGUISHING LETTER OR GROUP OF LETTERS INDICATING COUNTRY OF VESSELS' HOME PORT OR PLACE OF REGISTRATION

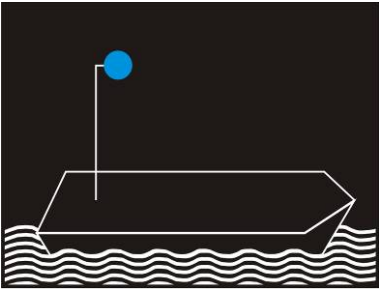
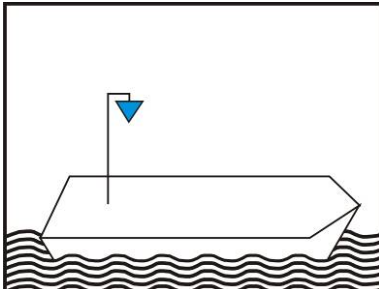
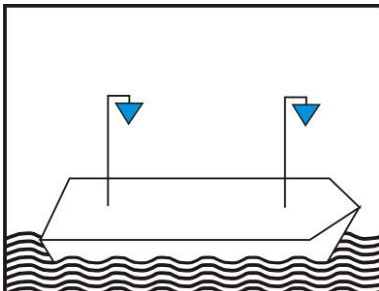
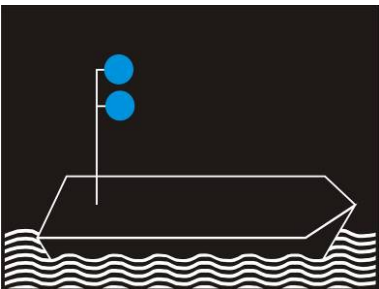
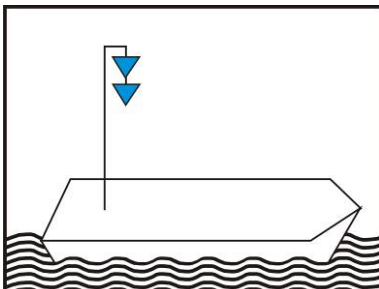
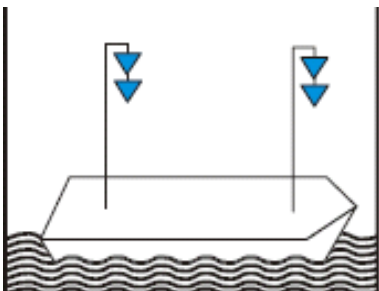
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BELGIUM	B	NORWAY	NO
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BULGARIA	BG	PORTUGAL	P
CROATIA	HR	REPUBLIC OF MOLDOVA	MD
CZECHIA	CZ	ROMANIA	R
FINLAND	FI	RUSSIAN FEDERATION	RUS
FRANCE	F	SERBIA	SRB
GERMANY	D	SLOVAKIA	SK
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LUXEMBOURG	L	UKRAINE	UA

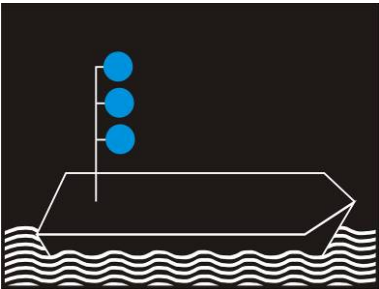
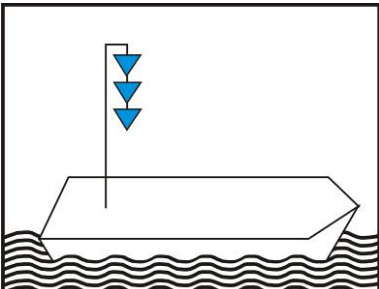
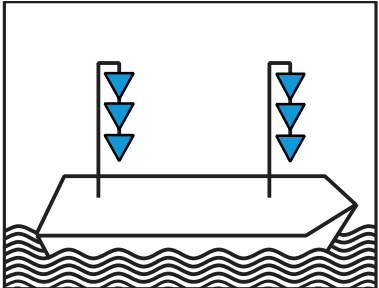
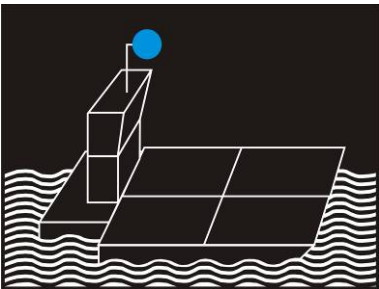

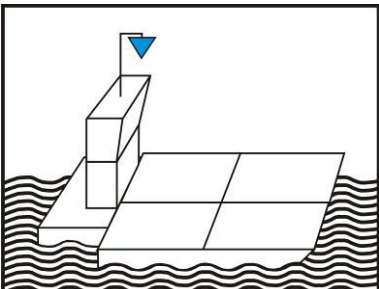


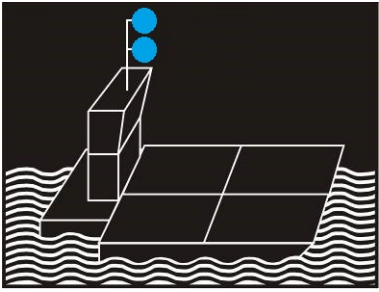
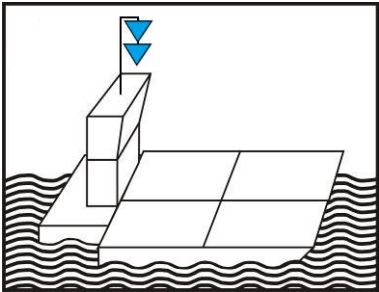
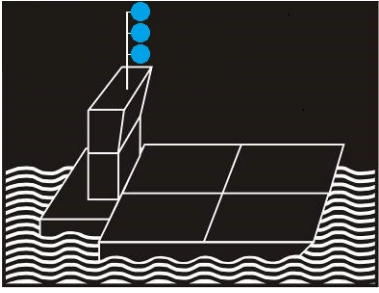
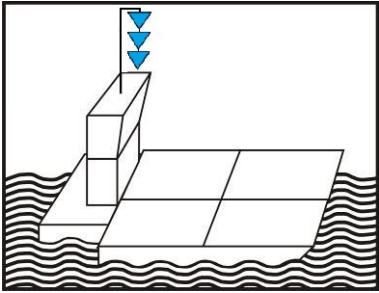
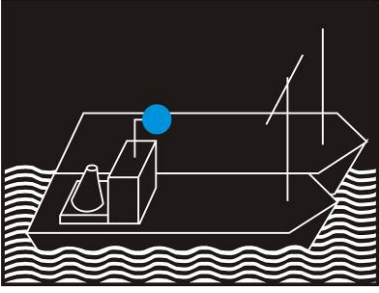
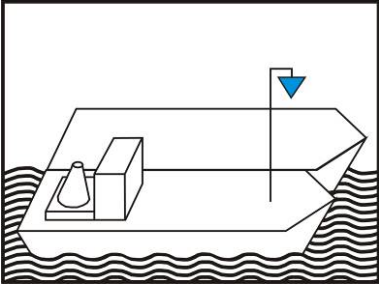
Annex 3
VISUAL SIGNALS (MARKING) ON VESSELS

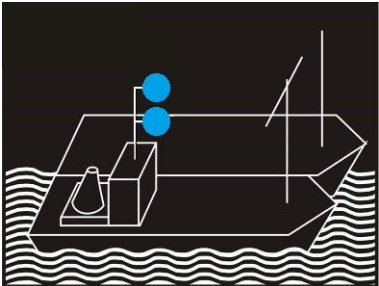
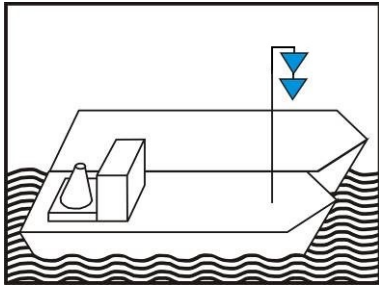
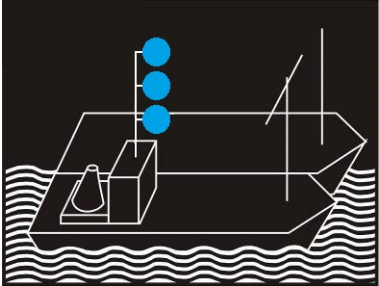
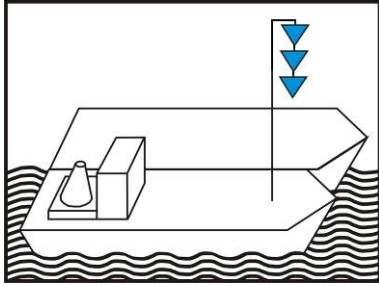
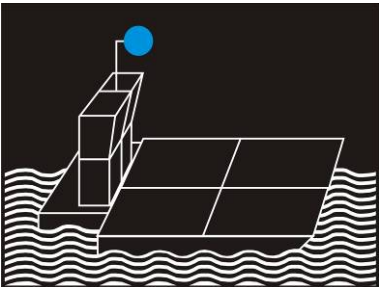
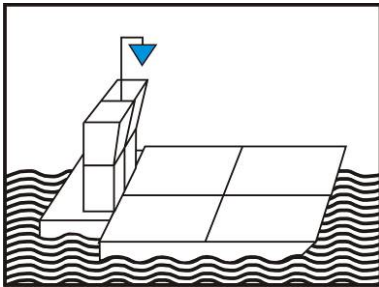
II. MARKING WHEN UNDER WAY

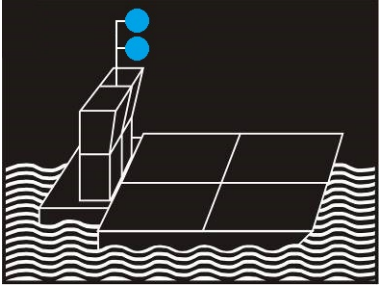
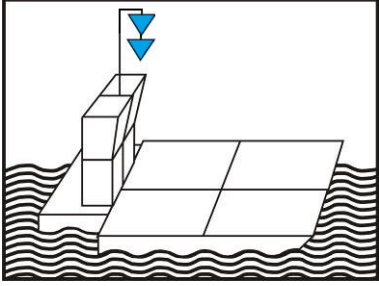
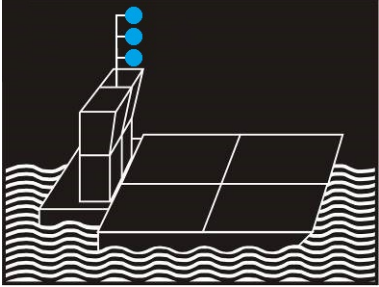
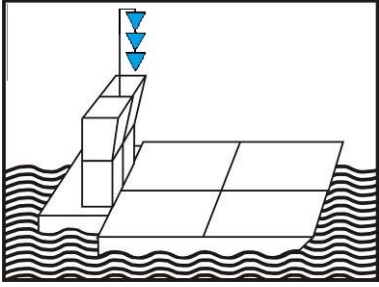
Night	Sketch	Day
	20	
	20 bis	
Article 3.12: Sailing vessels (masthead lights are optional).		

Night	Sketch	Day
	31	
	31 bis	
Article 3.14, paragraph 1: Additional marking for vessels carrying out certain transport operations involving dangerous substances: flammable substances that are referred to 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.		
	32	
	32 bis	
Article 3.14, paragraph 2: Additional marking for vessels carrying out certain transport operations involving dangerous substances: substances constituting health hazards 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.		

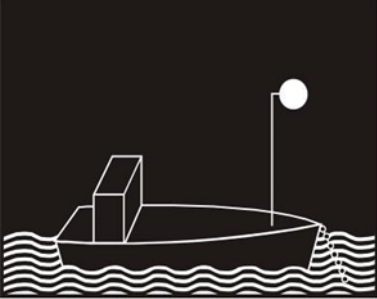

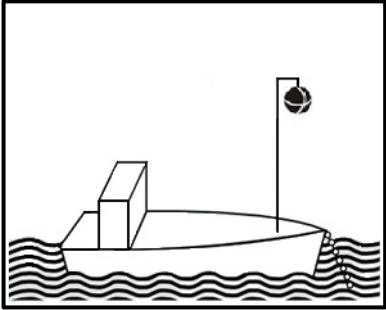
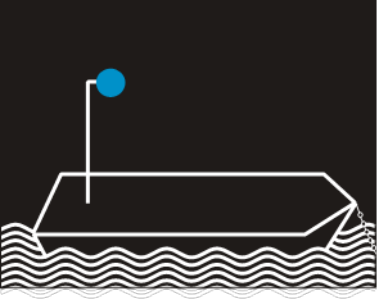

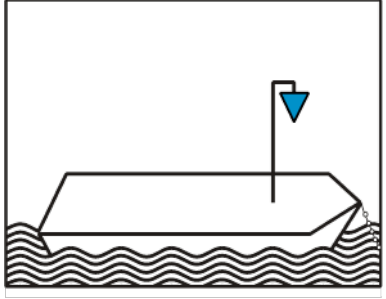
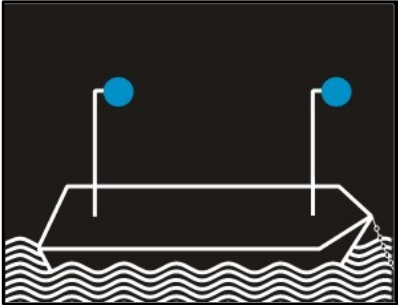
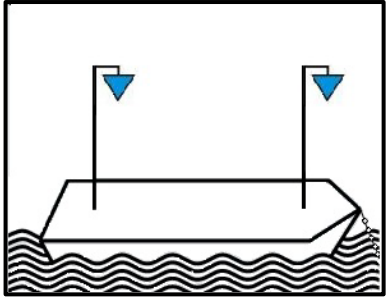
Night	Sketch	Day
	33	
	33 bis	
Article 3.14, paragraph 3: Additional marking of vessels carrying out certain transport operations involving dangerous substances: explosives in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and chapter 3.2, table A, column (12) of ADN.		
	34 	
Article 3.14, paragraph 4: Additional marking of pushed convoys carrying out certain transport operations involving dangerous substances, prescribed in article 3.14, paragraph 1, 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.		

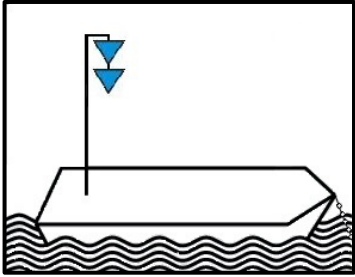
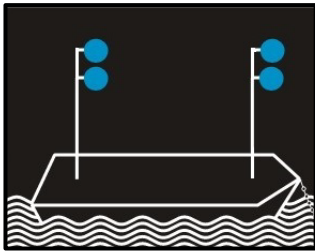
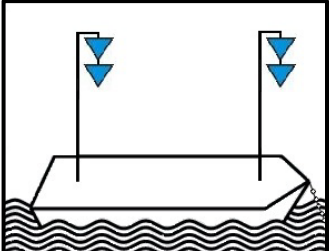
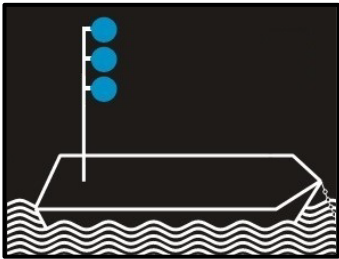
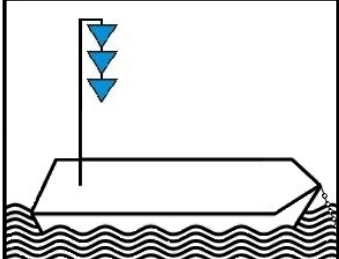
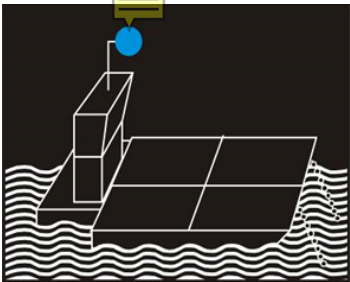
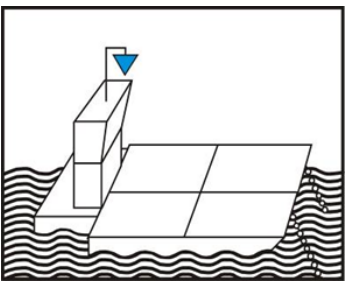
Night	Sketch	Day
	34 bis	
Article 3.14, paragraph 4: Additional marking of pushed convoys carrying out certain transport operations involving dangerous substances, prescribed in article 3.14, paragraph 2, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and chapter 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.		
	35	
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 1, 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.		

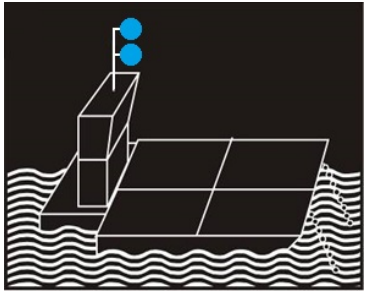

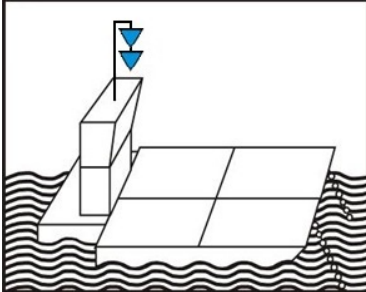
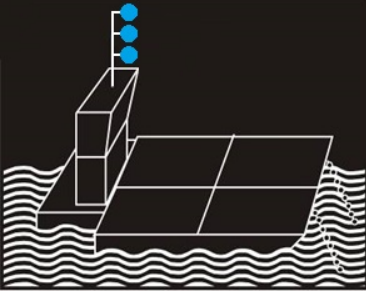
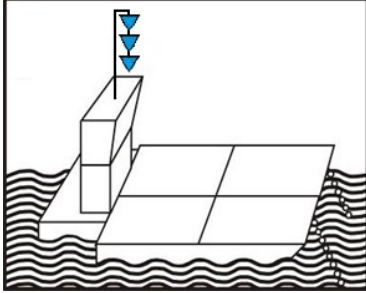
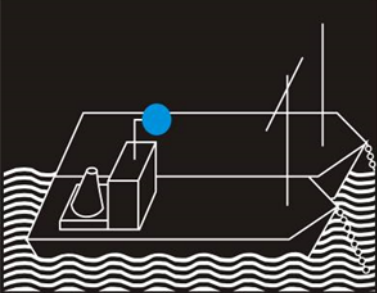

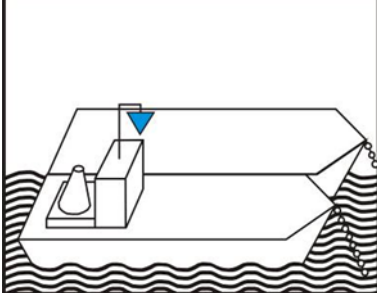
Night	Sketch	Day
	<p>35 bis</p>	
<p>Article 3.14, paragraph 4: Additional marking of side-by-side formations carrying out certain transport operations involving dangerous substances, prescribed in article 3.14, paragraph 2, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and chapter 3.2, table A, column (12) or table C, column (19) of ADN.</p>		
	<p>35 ter</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>		
	<p>36</p>	
<p>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 1, 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>		

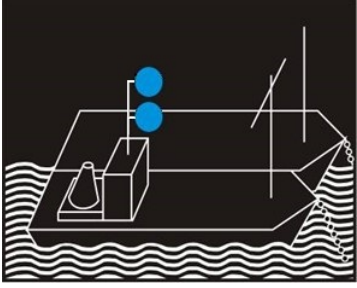
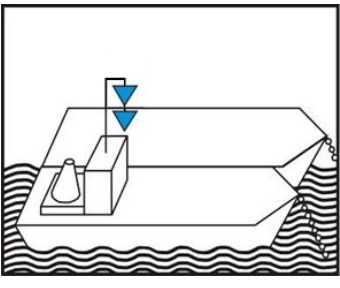
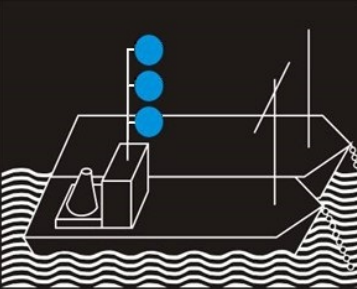
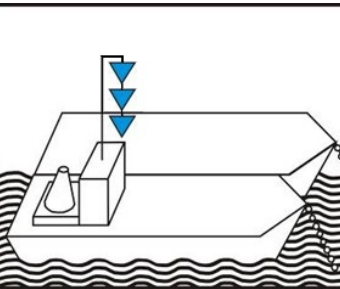
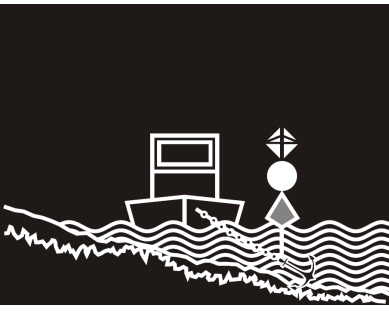
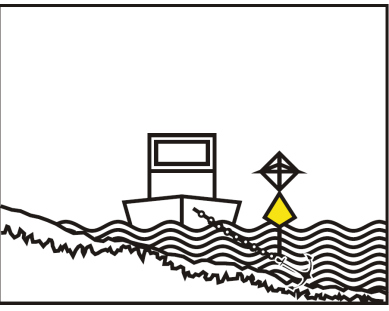
Night	Sketch	Day
	36 bis	
Article 3.14, paragraph 5: Additional marking of pushed convoys propelled by two pushers placed side by side and carrying out certain transport operations involving dangerous substances, prescribed in article 3.14, paragraph 2, in accordance with the requirements of sub-section 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.		
Left void	41	Left void

III. MARKING WHEN STATIONARY







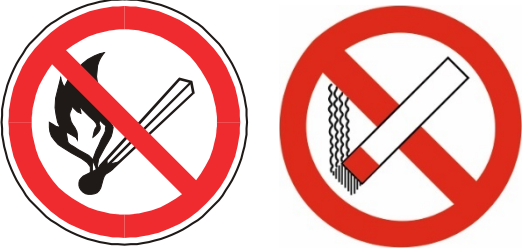

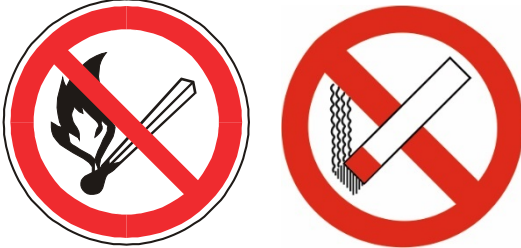
Night	Sketch	Day
	 48	
Article 3.20, paragraph 3: Small craft stationary offshore.		
	 49	
	49 bis	
Article 3.21: Additional marking for stationary vessels carrying out certain transport operations involving dangerous substances in accordance with article 3.14, paragraph 1.		

Night	Sketch	Day
	ter	
	49 quater	
Article 3.21: Additional marking for stationary vessels carrying out certain transport operations involving dangerous substances in accordance with article 3.14, paragraph 2.		
	49 quinquies	
Article 3.21: Additional marking for stationary vessels carrying out certain transport operations involving dangerous substances in accordance with article 3.14, paragraph 3.		
	50	
Article 3.21: Additional marking for stationary pushed convoys carrying out certain transport operations involving dangerous substances in accordance with article 3.14, paragraph 1.		

Night	Sketch	Day
	<p>50 bis</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>		
	<p>50 ter</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 3.</p>		
	<p>51</p> 	
<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 1.</p>		







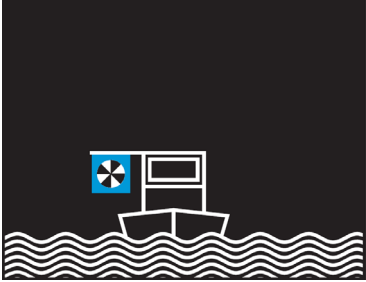

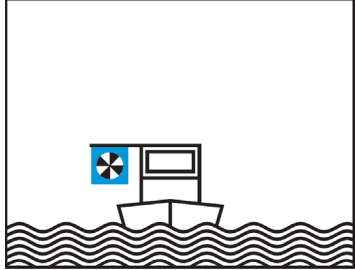
Night	Sketch	Day
	51 bis	
Article 3.21: Additional marking for stationary side-by-side formations carrying out certain transport operations involving dangerous substances in accordance with article 3.14, paragraph 2.		
	51 ter	
Article 3.21: Additional marking for stationary side-by-side formations carrying out certain transport operations involving dangerous substances in accordance with article 3.14, paragraph 3.		
	61 bis	
Article 3.26: Marking for anchors of vessels, assemblies of floating material or floating establishments that may be a danger to navigation.		

IV. SPECIAL MARKING

Night	Sketch	Day
	 65	
Article 3.30: Distress signals.		
	 66	
Article 3.31: No access for unauthorized persons. ⁶		
	 67	
Article 3.32: Prohibition of smoking or using fires and naked light. ⁷		

⁶ The first sketch illustrates the new sign for "Boarding prohibited". The second sketch illustrates the existing sign. For a transitional period both signs may be used.

⁷ The first sketch illustrates the new sign for "Prohibition of smoking or using fires and naked light". The second sketch illustrates the existing sign. For a transitional period both signs may be used.

Night	Sketch	Day
	 68	
<p>Article 3.33: Lateral berthing prohibited.</p> <p>Article 10.07 bis, paragraph 8 (a): Obligation to exercise vigilance during bunkering with LNG.</p>		
	 76	
<p>Article 2.06: Identification marking of vessels using liquefied natural gas (LNG) as fuel.</p>		
	 77	
<p>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).</p>		

Annex 4 LIGHTS AND THE COLOUR OF SIGNAL LIGHTS ON VESSELS

(Left void)⁸

⁸ 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".

Annex 5

INTENSITY AND RANGE OF SIGNAL LIGHTS ON VESSELS


(Left void)⁹



⁹ 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".

Annex 6 SOUND SIGNALS

I. SOUND INTENSITY OF SIGNALS



Requirements to sound intensity of signals  included in “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” (resolution No. 61, revision 2, 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”).

II. MONITORING OF SOUND PRESSURE LEVEL

Requirements to monitoring of sound pressure level are included in “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” (resolution No. 61, revision 2, 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”).

III. SOUND SIGNALS TO BE USED BY VESSELS

A. GENERAL SIGNALS

	Repeated long blasts	"Distress signs"	Article 4.04
	Ringings of a bell		

F. SIGNALS IN REDUCED VISIBILITY

(a) Vessels navigating by radar



(i) Vessels, other than small craft, proceeding downstream

Three-tone signal repeated as often as necessary

Article 6.32, paragraph 4 (a)



(ii) Single vessel proceeding upstream

1 long blast

Article 6.32, paragraph 4 (c)

(b) Vessels not navigating by radar



(i) Any vessel proceeding alone

1 long blast repeated at least once a minute

Article 6.33, paragraph 1 (b)



(ii) Ferry boats not navigating by radar

One long blast followed by four short blasts; repeated at intervals of

Article 6.33, paragraph 2

not more than one
minute

(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

WATERWAY SIGNS AND MARKING

I. MAIN SIGNS

A.1 No entry A.1a
(general sign) boards

(see articles
3.25, para. 2
(b), 6.08,
para. 2, 6.16,
para. 5, 6.22,
6.22 bis,
6.25, 6.26,
6.27, para. 1
and 6.28 bis)



A.1b,
A.1c and
A.1d

or red
lights



or

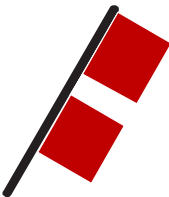


or



Two boards,
two lights or
two flags, one
above the
other,
indicate a
prolonged
prohibition

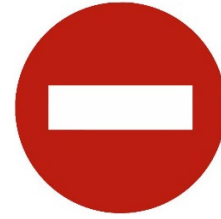
A.1e and
A.1f or
red flags



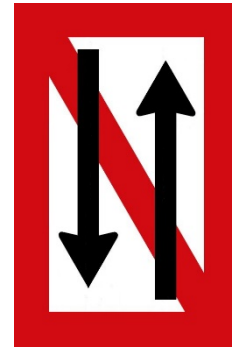
or



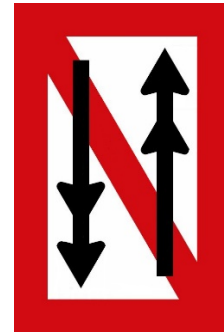
A.1.1 Sections closed to A.1g
use, no entry except
for non-motorized
small craft (see article
6.22)



A.4 No passing or overtaking
(see articles 6.08, para. 1, and 6.11)



A.4.1 No passing or overtaking of convoys by convoys
(See article 6.08, para. 1, and 6.11)



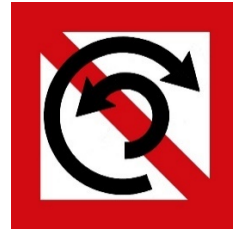
A.5 No berthing on the side of the waterway on
which the sign is placed (i.e. no anchoring or
making fast to the bank)
(see article 7.02, para. 1)



A.7 No making fast to the bank on the side of the
waterway on which the sign is placed
(see article 7.04, para. 1(b))



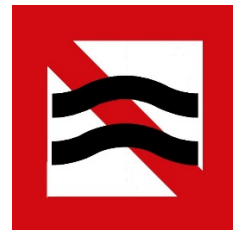
A.8 No turning
(see article 6.13, para. 5)



A.9 Do not create wash likely to cause damage
(see articles 6.20, para. 1 (e), and 10.07 bis,
para. 8 (b))



A.9a

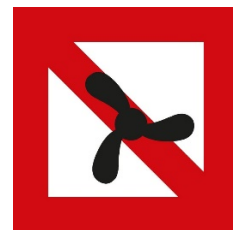


or

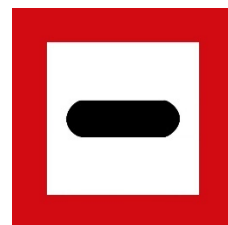
A.9b



A.12 Motorized craft prohibited (see article 6.22,
para. 2(b))



B.5 Stop as prescribed in the Regulations
(see articles 6.26, para. 2 and 6.28, para. 1)



B.11

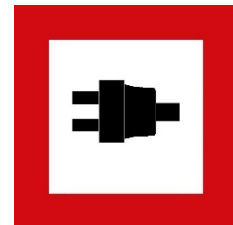
- B.11a Obligation to enter into a radiotelephone link
(see articles 4.05, para. 5, and 8.02, para. 1)



- B.11b Obligation to enter into a radiotelephone link on the channel as indicated on the board
(see articles 4.05, para. 5, and 8.02, para. 1)



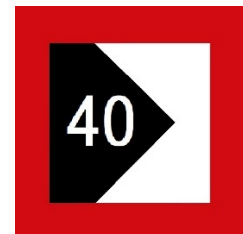
- B.12 Obligation to use onshore power supply point
(see article 7.06, para. 2)



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



C.5a

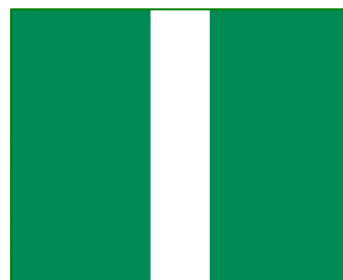


C.5b



E.1 Entry permitted (general sign)
(see articles 6.08, para. 2, 6.16, para.6, 6.26, 6.27, para. 2, and 6.28 bis)

E.1a

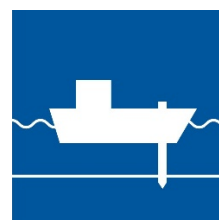


E.5.1–
E.7.1 Add article 7.02, para.2

E.6 Anchoring (see article 7.03, para. 2) or trailing of anchors, cables or chains permitted on the side of the waterway on which the sign is placed
(see articles 6.18, para. 3, 7.02, para. 2, and 7.03, para. 2)



E.6.1 Use of spuds permitted
(see articles 7.02, para. 2, and 7.03, para. 4)

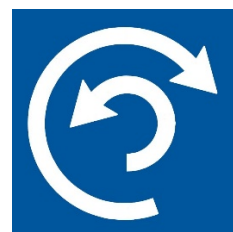


E.7

Making fast to the bank permitted on the side of the waterway on which the sign is placed
(see articles 7.02, para. 2, and 7.04, para. 2)



E.8 Turning area
(see articles 6.13, para. 5 and 7.02 para. 1 (i))



E.11 End of a prohibition or obligation applying to traffic in one direction only, or end of a restriction (see article 6.12, para. 1)



E.11a



or



E.11b



E.15 Motorized vessels permitted



E.16 Sports or pleasure craft permitted¹⁰




¹⁰ The competent authorities may also use this board to permit small craft.

Annex 8

BUOYAGE AND MARKING OF THE WATERWAYS

I. GENERAL

A. MARKING OF WATERWAYS

 Groynes and shallows can be marked using fixed marks or buoys. These marks or buoys are usually placed on the borders of groynes and shallows or in front of them.

It is necessary to keep a sufficient distance from the marks and the buoys to avoid the risk of getting on the ground or hitting an obstacle.



C. RHYTHM OF LIGHTS



Single-occulting light



Group-occulting light



Isophase light



Single-flashing light



Group-flashing light



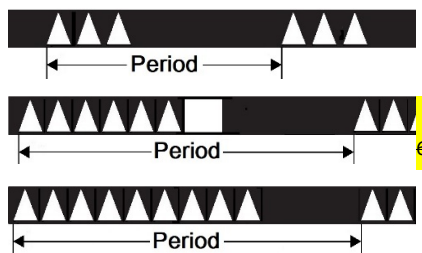
Composite group-flashing light



Continuous scintillating light or continuous quick scintillating light



Group scintillating light or group quick scintillating light¹¹



II. BUOYAGE OF FAIRWAY LIMITS IN THE WATERWAY

D. FAIRWAY ADJACENT TO A BERTHING AREA

A letter "P" painted in white on the buoys described in 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 limit.

⁶ In this instance, a long flash permits clear differentiation of the rhythm.

¹¹ On the second sketch, a long flash permits clear differentiation of the rhythm.

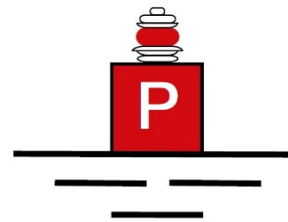
1. Buoys for separating the berthing area on the right-hand side of the fairway

Colour: red

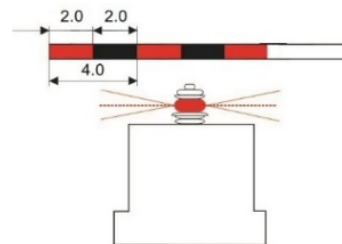
Form: cylindrical buoy

Topmark: no

Light rhythmic red light with a rhythm different from that of the lights of other buoys placed along the fairway limits.



(fig. 4 bis)



2. Buoys for separating the berthing area on the left-hand side of the fairway

Colour: green

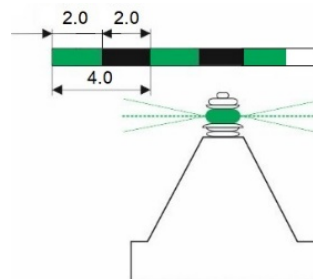
Form: conical buoy

Topmark: no

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

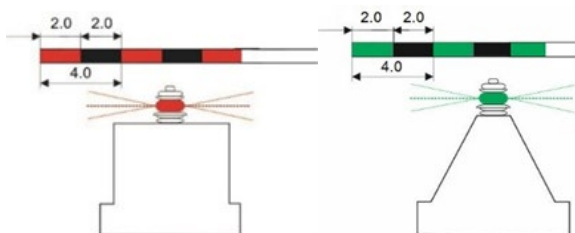


(fig. 4 ter)



Alternative:

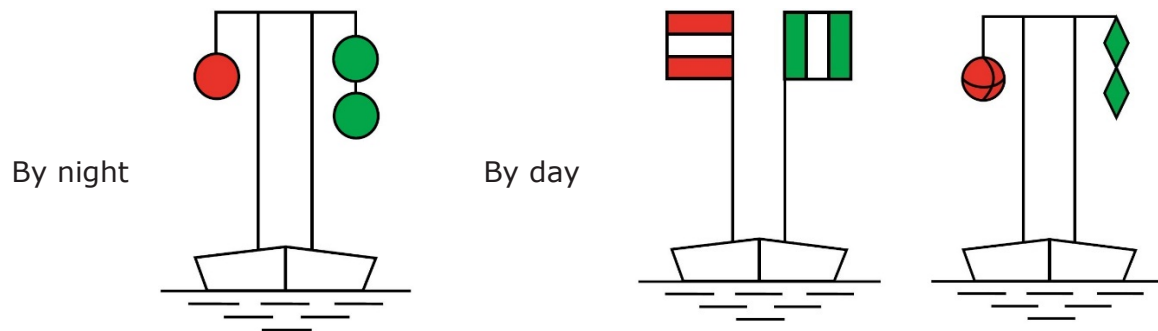
A letter "P" painted in white on the buoys : shown in figure 1, sketch 1.A, and figure 2, sketch 2.A above indicates that the fairway is adjacent to a berthing area. If the buoys showing the letter "P" carry a light, its rhythm shall be different from that of the lights of other buoys placed along the fairway limit. Example:



IV BIS. OTHER MARKING OF DANGER POINTS AND OBSTACLES IN THE WATERWAY

A. PASSAGE PERMITTED ON THE CLEAR SIDE WITHOUT REDUCING SPEED

Example:

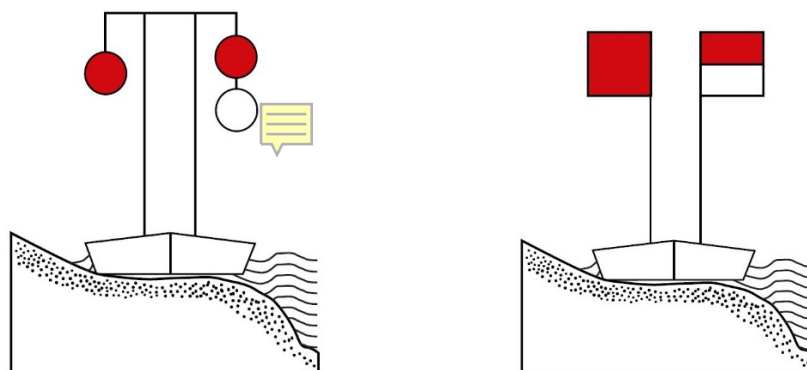


(fig. 17 ter)

B. PASSAGE PERMITTED ON THE CLEAR SIDE AT REDUCED SPEED (AVOID CREATING WASH)

Example:

By night



(fig. 17 quinquies)



VI. ADDITIONAL BUOYAGE AND MARKING OF LAKES AND BROAD WATERWAYS

A. MARKING OF DANGER POINTS, OBSTACLES AND SPECIAL FEATURES

3. Marking of new dangers

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.

Colour: Blue and yellow vertical stripes in equal number dimensions (minimum 4 stripes and maximum 8)

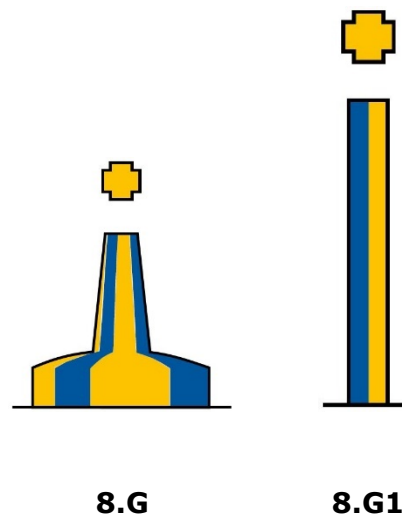
Form: pillar or spar

Topmark (if any): vertical or perpendicular yellow cross

Light (when fitted):

Colour: yellow/blue alternating

Rhythm: one second of blue light and one second of yellow light with 0.5 seconds of darkness between.



(fig. 23 bis)

B BIS. SPECIAL MARKS

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.

Colour: yellow

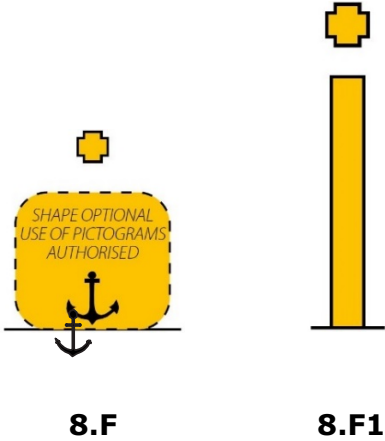
Shape: optional, but not conflicting with navigational marks

Topmark, if any: single yellow, "X" shape

Light(when fitted):


Colour: yellow

Rhythm: any, other than those described in A.2, A.3 and B



(fig.24 bis)

Annex 9 MODEL USED-OIL LOG

Page  3 and following

1. Accepted oily and greasy waste accepted generated from the operation of the vessel:

1.1 Used oil: _____ l

1.2 Bilge water from:

Aft engine room _____ l

Fore engine room _____ l

Other premises _____ l

1.3 Other oily and greasy waste:

Used rags _____ kg

Waste grease _____ kg

Used filters _____ units

Receptacles _____ units

2. Notes:

2.1 Unaccepted waste: _____

2.2 Other comments: _____

Place: _____ Date: _____

Seal and signature of the reception facility



Annex 10 GENERAL TECHNICAL SPECIFICATIONS APPLICABLE TO RADAR EQUIPMENT

(Left void)¹²

¹² 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”.