



Application of the distress signals and prohibition signs

(Answers to the questionnaire for the fifty-eighth session of SC.3/WP.3)

CEVNI provisions	Sketch from annex 3	Answers
<p>1.1 Do the following distress signals apply, in addition to (a) a flag or any other suitable object waved in a circle and (b) a light waved in a circle?</p> <p>(Distress signals mentioned in article 3.30, paragraph 1 (c) to (g) (Annex 3, sketch 65)):</p> <p>Article 3.30 – Distress signals</p> <p>1. When a vessel in distress needs assistance, it may display:</p> <p>...</p> <p>(c) A flag having above or below it a ball or anything resembling a ball;</p> <p>(d) Rockets or shells throwing red stars, fired one at a time at short intervals;</p> <p>(e) A luminous signal consisting of the group ... --- ... (SOS) in Morse Code;</p> <p>(f) Flames such as may be produced by burning tar, oil, etc.;</p> <p>(g) Parachute flares or hand held flares emitting a red light;</p> <p>(h) Slow, repeated up and down movements of the arms extended on each side.</p>	<p>Sketch 65</p> <p>Night</p>  <p>Day</p> 	<p>Austria: The current regulation allows all types of distress signals listed in CEVNI. But in practice only (a) and (b) are used and we would support to include only those two in the next edition of CEVNI.</p> <p>Belarus: (c), (d), (e), (f), (g), (h), other signals not mentioned in CEVNI.</p> <p>Belgium: Yes, all of them.</p> <p><i>Note:</i> In practice not all of the distress signals mentioned under article 3.30 are used on the Belgian inland waterways.</p> <p>Bulgaria: All signals are used.</p> <p>Croatia: All signals are used (one Harbour Master Office), all signals are used, except (d) and (g) which are used only if a vessel is equipped with them (not obligatory on board according to our legislation) (one Harbour Master Office), none of them since there was no need for usage thus far (two Harbour Master Offices).</p> <p>Czechia: All of them are used.</p> <p>Germany: In the respective German codes, Germany uses only (a) and (b) in the Binnenschiffahrtsstraßen-Ordnung (BinStrO), Rheinschiffahrtspolizeiverordnung (RheinSchPV) and Moselpolizeischiffahrtsverordnung (MoselSchPV). In the Donauschiffahrtspolizeiverordnung (DonauSchPV) signals (a) to (h) are used.</p> <p>Netherlands:¹</p> <p>BPR All signals are used</p> <p>SRW, SRKGT (a), (b), (e), (h), (f) but limited to orange smoke</p> <p>SRGM (a), (b), (c), (d), (f), (g)</p> <p>RPR (a), (b)</p> <p>SRE None of them.</p>

¹ BPR: Binnenvaartpolitierglement
RPR: Rijnvaartpolitierglement (Police Regulations for the Navigation of the Rhine)
SRGM Scheepvaartreglement Gemeenschappelijke Maas
SRW: Scheepvaartreglement Westerschelde
SRKGT: Scheepvaartreglement kanaal Gent naar Terneuzen
SRE: Scheepvaartreglement Eemsmonding.

Romania: All of the distress signals mentioned in CEVNI are applied in Romania, on a case by case basis.

Russian Federation: (c), (d), (h), other signals not mentioned in CEVNI.

Slovakia: (a), (b), (h) and sound signals according to Article 4.04.

1.2 Which sketches are used to indicate the prohibition of unauthorized persons from going on board?

(Annex 3, sketch 66):

Article 3.31 – Prohibition of boarding

1. If there are regulations prohibiting unauthorized persons from going on board, the prohibition shall be indicated by:

circular white boards bordered with red, with a red diagonal and a picture of an averting hand in black or, alternatively, by circular white boards bordered with red, with a red diagonal and the figure of a pedestrian in black.

Sketch 66

(a)



(b)



Austria: The police regulation allows the sign (a). It should only be deleted in CEVNI if it is ensured that it is no longer accepted in the technical regulations of any country.

The technical regulation requires the sign (b) on vessels with an Austrian certificate and the police regulation allows the sign.

Belarus: the sign (a) is not used, the sign (b) is used.

Belgium: the sign (a) is not used, the sign (b) is used.

Bulgaria: both signs are used.

Croatia: both signs are used.

Czechia: Both signs are used; the sign (a) is modified:



Germany:

the sign (a) is used in BinSchStrO, Anlage A zur DonauSchPV; new DonauSchPV;

the sign (b) is used in BinSchStrO, RheinSchPV, MoselSchPV; new DonauSchPV.

Netherlands: the sign (a) is used in BPR; the sign (b) is used in RPR.

Romania: We agree with both proposals, however, the sign (b) is not transposed in our legislation. The sign (a) is used in most of cargo terminals, excepting dangerous goods. For terminals operating dangerous goods, more restrictive signals are also used. Therefore, we support all signs indicated by CEVNI, but having in view the level of hazard, gradually.

Russian Federation: None of them; the following no passage signs may be used on vessels and on-shore objects:



Slovakia: both signs are used.

1.3 Which sketches are used to indicate the prohibition of smoking or using fires and naked light?

Sketch 67

(Annex 3, sketch 67):

Article 3.32 – Prohibition of smoking or using fires and naked light

1. If other regulations prohibit:

(a) smoking;

(b) using fires and naked light;

on board, the prohibition shall be indicated by circular white boards bordered with red, with a red diagonal and a picture of a burning match or, alternatively, by circular white boards bordered with red, with a red diagonal and a picture of a cigarette emitting smoke.

(a)



(b)



Austria: the technical regulation requires the sign (a) on vessels with an Austrian certificate and the police regulation allows the sign;

The police regulation allows the sign (b). It should only be deleted in CEVNI if it is ensured that it is no longer accepted in the technical regulations of any country.

Belarus: the sign (a) is used, the sign (b) is not used, instead, the following sign is used:



Belgium: the sign (a) is used, the sign (b) is not used.

Bulgaria: both signs are used.

Croatia: both signs are used.

Czechia: both signs are used; the sign (b) is modified:



Germany:

The sign (a) is used in BinSchStrO, RheinSchPV, MoselSchPV; new DonauSchPV;

The sign (b) is not used; instead, the following sign is used in BinSchStrO, Anlage A zur DonauSchPV, new DonauSchPV:



Netherlands: the sign (a) is used in BPR and not used in BPR, SRW, SRKGT, SRGM, SRE, the sign (b) is not used in RPR, BPR (black tip of the cigarette), SRW, SRKGT, SRGM, SRE.

Romania: We agree with both proposals, however, the sign (a) is not transposed in our legislation. The sign (b) is used in most of cargo terminals, excepting dangerous goods. For terminals operating dangerous goods, more restrictive signals are also used (including the first sketch). Therefore, we support all signs indicated by CEVNI, but having in view the level of hazard, gradually.

Russian Federation: the sign (a) is used; the sign (b) is not used, instead, the following “No smoking” signs are used:



Slovakia: both signs are used.