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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

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

(Twentieth session, 7-9 June 2000,
agenda item 3 (c))

UPDATING THE EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)

Transmitted by the Government of the Russian Federation

Note: Reproduced below are suggested amendments by the Government of the Russian Federation to chapter 3 of CEVNI.

In accordance with the decision adopted by the Working Party at its eighteenth session (document TRANS/SC.3/1999/10), the Russian Federation has reviewed the new draft of chapter 3 of CEVNI prepared by the Netherlands (TRANS/SC.3/1999/8) and, taking due account of the rolling text of CEVNI (TRANS/SC.3/115/Rev.1), is of the opinion that the proposed text of the chapter in question, with its amended structure, may be adopted for final polishing, taking into consideration the following comments:

1. Article 3.01, paragraph 5 (e): Include the following text in the draft reflected in TRANS/SC.3/115/Rev.1: “The term ‘height’ means the height above the level of the draught marks or, for vessels without draught marks, above the level of the waterline corresponding to the maximum draught”.
 2. In its comments, contained in document TRANS/SC.3/WP.3/1998/12 issued by the CEVNI secretariat, the Russian Federation had insisted on the deletion from CEVNI of section III.A, “Day marking when under way”, since this is not provided for under Russian national rules. This section has been deleted from the Netherlands proposal, but requirements for day marking for vessels under way are incorporated in the articles covering night marking. Accordingly, the Russian Federation suggests that a general note be added to chapter III, stating: “Under the national navigation rules of Belarus, Lithuania, the Republic of Moldova, the Russian Federation and Ukraine, vessels under way are not required to carry day markings”.
 3. Article 3.13, paragraph 2: The draft should begin with the words “Small motorized craft proceeding alone ...” (continue with original text).
- In the Russian, it is not clear which craft are meant (apparently an incorrect translation).
4. Article 3.14: In note 10 to this article, after the words: “... red lights instead of blue lights ...”, add: “with the right to use such lights in the operation of their national craft on the inland waterways of other European States”. This was the suggestion by Russia in TRANS/SC.3/WP.3/1998/12.
 5. Article 3.15: Delete. Authorization to carry passengers on a single occasion does not mean that this is a specialized passenger vessel.
 6. Article 3.16, paragraphs 3 and 4: The paragraphs duplicate each other, with the exception of subparagraph 4 (c). It is suggested that they be combined under paragraph 3, with subparagraph 4 (c) incorporated in the draft as follows:

“Ferry boats moving independently and enjoying priority shall carry a second green light visible from all directions, at a height of 1 m above that prescribed in (b) above.”
