

ECONOMIC COMMISSION FOR EUROPE

Geneva

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

CEVNI

European Code for Inland Waterways

Amendment 2

Including amendments adopted in resolutions Nos. 43, 44 and 45



UNITED NATIONS

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Note by the secretariat

It is recalled that the Working Party on Inland Water Transport (SC.3) at its forty-third session adopted resolution No.45 introducing amendments to chapter 3 and annexes 3, 7, 9, 10 and 11 of CEVNI, as contained in document TRANS/SC.3/1999/8 and Add.1 and at the end of document TRANS/SC.3/1999/8/Add.2, subject to final confirmation by the SC.3/WP.3 Working Party (TRANS/SC.3/151, para. 35). The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its twentieth session considered the above-mentioned documents and finalized them as indicated in document TRANS/SC.3/WP.3/40, paragraphs 6 and 13. The secretariat was requested to prepare a working document containing the consolidated text of all the amendments to CEVNI approved by the SC.3 Working Party at its forty-third session (annexes to resolutions Nos. 43, 44 and 45) and confirmed by the SC.3/WP.3 Working Group, with a view to their final endorsement by the SC.3 Working Party at its forty-fourth session and the undertaking of a second revised loose-leaf publication of CEVNI (TRANS/SC.3/WP.3/40, paras. 7 and 14).

The secretariat reproduces below the consolidated text of the amendments to CEVNI adopted by SC.3 and confirmed by SC.3/WP.3. After final endorsement of the amendments by the SC.3 Working Party, it is envisaged that they will be included in the revised publication of CEVNI which will possibly be issued during 2001 under the symbol TRANS/SC.3/115/Rev.2.

**Additions and Amendments to resolution No. 24 on CEVNI:
European Code for Inland Navigation**

Resolution No. 43

(adopted on 27 October 1999 by the Working Party
on Inland Water Transport)

The Working Party on Inland Water Transport,

Considering resolution No. 24 of the Working Party on Inland Water Transport concerning CEVNI: European Code for Inland Waterways (TRANS/SC.3/115), as amended by its resolutions Nos. 26 (TRANS/SC.3/115/Add.1), 27 (TRANS/SC.3/115/Add.2), 37 (TRANS/SC.3/115/Add.3 and 39 (TRANS/SC.3/115/Rev.1/Amend.1),

Bearing in mind the report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its eighteenth session (TRANS/SC.3/WP.3/36, paragraphs 26-27),

Noting the desirability in the interest of safety in navigation of taking into account in CEVNI the latest developments in inland navigation and their consequences for the regulations in force,

Decides to amend the text of CEVNI by the text contained in the annex to this resolution,

Requests Governments and River Commissions to inform the Executive Secretary of the Economic Commission for Europe whether they accept this resolution,

Requests the Executive Secretary of the Economic Commission for Europe to place the question of the application of this resolution periodically on the agenda of the Working Party on Inland Water Transport.

Article 4.04 - Radiotelephony - should be redrafted to read:

“Article 4.04 - Radiotelephony¹

1. Every radio telephone set carried on board a vessel or floating establishment shall conform to, and shall be operated in accordance with, the requirements of the competent authorities.²
2. Motorized vessels, excluding small craft, ferries and floating equipment may sail only if they are equipped with two radiotelephone installations in proper working order. When under way, the radiotelephone installations 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.
3. Ferries 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.
4. 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.
5. Sign B.11 (Annex 7) shall indicate that the competent authority requires the use of radiotelephone communications.”

¹ The competent authorities may waive the provisions of this article for certain inland waterways where there is no international traffic.

² The telecommunication services of a number of ECE member Governments have harmonized their national technical and operational requirements for radiotelephone installations on board inland navigation vessels in the framework of a Regional Arrangement based on the Radio Regulations of the International Telecommunication Union (ITU).

**Additions and Amendments to resolution No. 24 on CEVNI:
European Code for Inland Navigation**

Resolution No. 44

(adopted on 27 October 1999 by the Working Party
on Inland Water Transport)

The Working Party on Inland Water Transport,

Considering resolution No. 24 of the Working Party on Inland Water Transport concerning CEVNI: European Code for Inland Waterways (TRANS/SC.3/115), as amended by its resolutions Nos. 26 (TRANS/SC.3/115/Add.1), 27 (TRANS/SC.3/115/Add.2), 37 (TRANS/SC.3/115/Add.3) and 39 (TRANS/SC.3/115/Rev.1/Amend.1),

Bearing in mind the report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its eighteenth session (TRANS/SC.3/WP.3/36, paragraphs 28 and 29),

Desirous of reducing to the maximum the pollution caused by inland navigation vessels on European inland waterways and of standardizing provisions in this regard,

Noting the desirability in the interest of safety in navigation of taking into account in CEVNI the latest developments in inland navigation and their consequences for the regulations in force,

Decides to amend and supplement the text of CEVNI by the text contained in the annex to this resolution,

Requests Governments and River Commissions to inform the Executive Secretary of the Economic Commission for Europe whether they accept this resolution,

Requests the Executive Secretary of the Economic Commission for Europe to place the question of the application of this resolution periodically on the agenda of the Working Party on Inland Water Transport.

Annex

1. Add a chapter 9 to read:

CHAPTER 9

**PREVENTION OF POLLUTION OF WATER AND DISPOSAL
OF WASTE OCCURRING ON BOARD VESSELS**

Article 9.01 - Definitions

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

1. Terms concerning waste in general

(a) “waste occurring on board”: substances or articles defined in (b) to (f) below, of which the person in charge disposes or of which he intends or is required to dispose;

(b) “waste resulting from the operation of the vessel”: waste and waste water generated on board as a result of the operation and maintenance of the vessel; it includes oily and greasy waste and other waste occurring during the operation of the vessel;

(c) “oily and greasy waste occurring during the operation of the vessel”: waste oil, bilge water and other oily and greasy waste such as waste grease, used filters, used rags, containers and packagings for such waste;

(d) “waste oil”: used oil or other non-reusable grease from engines, gears and hydraulic equipment;

(e) “bilge water”: oily water from the engine-room bilges, peak, cofferdams or side compartments;

(f) “waste grease”: used grease collected from run-off from greasers, bearings and greasing facilities and other non-reusable grease;

(g) “other waste occurring during the operation of the vessel”: domestic waste water, household refuse, sludge, slops and other special waste as defined in paragraph 3 below;

(h) “cargo-related waste”: waste and waste water occurring on board the vessel and deriving from the cargo; cargo remnants and handling residues as defined in paragraph 2, (b) and (d) below are not included in this category;

(i) “reception facility”: a vessel within the meaning of article 1.01 (a) of CEVNI or a facility on land approved by the competent authorities for the collection of waste occurring on board;

2. Cargo terms

- (a) “exclusive transport operations”: successive transport operations during which the same cargo or another cargo the carriage of which does not require the prior cleaning of holds or tanks is carried in the vessel’s hold or cargo tank;
- (b) “cargo remnants”: liquid cargo remaining in the cargo tanks or in the pipes after unloading when a stripping system in accordance with the European Provisions concerning the International Carriage of Goods by Inland Waterway (ADN) has not been used, and dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used;
- (c) “cargo residues”: liquid cargo which cannot be discharged from tanks or pipes using the stripping system and dry cargo which cannot be removed from the hold by the use of manual or mechanical sweepers or suction facilities;
- (d) “handling residues”: cargo which falls on the vessel outside the hold during handling;
- (e) “swept hold”: hold from which the cargo has been removed using means of cleaning such as manual or mechanical sweepers, but without the use of suction or washing apparatus and containing only cargo residues;
- (f) “stripped tank”: tank from which cargo remnants have been removed using a stripping system in accordance with ADN and containing only cargo residues;
- (g) “vacuum-cleaned hold”: a hold from which cargo remnants have been removed using a suction technique and containing considerably fewer cargo residues than a swept hold;
- (h) “swilled-out hold or tank”: a hold or tank which following swilling-out is suitable for any category of cargo;
- (i) “discharge of remnants”: removal of cargo remnants from the holds and from the tanks and pipes using suitable means (e.g. manual or motorized sweepers, suction facility, stripping system) enabling the standard of “swept” or “vacuumed” clean for the hold or “stripped” clean for the cargo tank to be achieved along with the removal of handling residues, packagings and means of stowage;
- (j) “swilling-out”: removal of cargo residues from swept or vacuumed holds using steam or water;
- (k) “swilling-out water”: water from the swilling-out of swept or vacuumed holds or stripped tanks; it also includes ballast water or rainwater from these holds or tanks.

3. Terms concerning other types of waste

(a) “domestic waste water”: waste water from galleys, messes, bathrooms and laundries and human waste water;

(b) “household refuse”: on-board organic and inorganic household waste and food remains, which do not, however, contain components of the other types of waste defined in article 9.01 above occurring during the operation of the vessel;

(c) “sludge”: residues occurring on board the vessel during the operation of an on-board sewage plant;

(d) “slops”: mixtures of cargo residues with swilling-out water, rust or mud, whether or not suitable for pumping;

(e) “other special waste”: waste occurring during the operation of the vessel other than oily and greasy waste and other than the waste covered by (a) to (d) above.

Article 9.02 - General duty to exercise care

The boatmaster, other crew members and other persons on board shall exercise every care required by the circumstances in order to avoid polluting the waterway and to restrict to the maximum the amount of waste occurring on board and to avoid as far as possible any mixing of the various categories of waste.

Article 9.03 - Prohibition on discharging and dumping

1. Vessels shall be prohibited from throwing, discharging or allowing to run into the waterway oily or greasy waste occurring during the operation of the vessel or household refuse, sludge, slops and other special waste.

2. Vessels shall be prohibited from throwing, discharging or allowing to run into the waterway any parts of the cargo or cargo-related waste. Packagings and means of stowage shall also be included.

3. Domestic waste water shall not be discharged or allowed to flow into the waterway except in accordance with the respective national provisions.

4. Swilling-out water from the holds shall not be discharged or allowed to flow into the waterway except in accordance with the respective national provisions.

5. Discharge into the waterway of water separated by approved oil-separator vessels shall be exempted from the prohibition contained in paragraph 1 if the maximum content of residual oil after separation is consistently and without prior dilution in accordance with national requirements.¹

6. In the event of the accidental discharge of waste referred to in paragraphs 1 and 2 above or the threat of such discharge, the boatmaster shall notify the nearest competent authorities without delay indicating as precisely as possible the nature, quantity and position of the discharge. In the event of the accidental discharge of waste referred to in paragraphs 3 and 4 above or the threat of such discharge, the boatmaster shall, in accordance with the respective national requirements, notify the nearest competent authorities without delay, indicating as precisely as possible the nature, quantity and position of the discharge.

Article 9.04 - On-board collection and processing of waste

1. The boatmaster shall ensure the separate collection on board of oily and greasy waste occurring during the operation of the vessel and referred to in article 9.03, paragraph 1 above in receptacles provided for the purpose and the collection of bilge-water in the engine-room bilges. The receptacles shall be stored on board in such a way that any leakage of the contents may be noticed in time and easily prevented.

2. It shall be prohibited

(a) to use mobile tanks stored on the deck for the collection of waste oil;

(b) to burn waste on board;²

(c) to introduce oil or grease-dissolving or emulsifying cleaning agents into the engine-room bilges except for products which do not make the treatment of bilge water by the reception facilities more difficult.

3. The boatmaster shall ensure the separate collection on board and delivery to a reception facility of the waste referred to in article 9.03, paragraph 1 above, such as household refuse, sludge, slops and other special waste. If possible, household refuse shall be deposited separately according to the following categories: paper, glass, other recyclable materials and other refuse.

¹ The competent authorities may permit on their national waterways other exceptions concerning the discharge into the waterway of separated water.

² The competent authorities may, under certain conditions, permit exceptions to the prohibition on burning waste on their national waterways.

**Article 9.05 - Pollution prevention register (used-oil log), requirements
for delivery to reception facilities**

1. All vessels equipped with an engine room in accordance with resolution No. 17, excluding small craft, shall carry on board a valid pollution prevention register (used-oil log) conforming to the model in annex 9.¹
2. The pollution prevention register (used-oil log) shall be issued and identified by the competent authorities.
3. The oily and greasy waste occurring during the operation of the vessel and referred to in article 9.04, paragraph 1 above 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 pollution prevention register (used-oil log) by the reception facility.
4. The competent authority may prescribe the inclusion of other data in the pollution prevention register (used-oil log), e.g.:
 - data concerning disposal (certificate of disposal);
 - deposit of swilling-out water from the bilges;
 - deposit of domestic waste water;
 - deposit of slops, sludge and other special waste.
5. A vessel carrying on board other documents concerning the deposit of waste occurring during the operation of the vessel in accordance with regulations applicable outside the waterways covered by CEVNI shall be able to prove by means of these documents that the deposit of waste has taken place outside the above-mentioned waterways. This proof may also be furnished by the hydrocarbons register as provided for by the International Convention for the Prevention of Pollution by Ships (MARPOL 73).

Article 9.06 - Painting and external cleaning of vessels

It shall be prohibited to oil or clean the outside of vessels using products which must not be discharged into the waterway.

¹ The competent authorities may require other vessels, assemblies of floating material and floating equipment on their national waterways to carry a pollution prevention register.

2. Add annex 9 to read:

“Annex 9

Model used-oil log

USED-OIL LOG

Appendix

Model used-oil log

USED-OIL LOG

Page 1

Order No.:

Type of vessel:

Name of vessel:

Official number
or tonnage measurement number:

Place of issue:

Date of issue:

This log contains pages

Seal and signature of the authority issuing the log

.....

Making-out of used-oil logs

The first used-oil log, carrying order number 1 on page 1, is issued only by the authority which made out the vessel's certificate. This authority shall also enter the required particulars on page 1.

All the following logs, numbered by order, shall be made out by a competent local authority, but shall only be issued on presentation of the previous log. The previous log shall be indelibly stamped "Not valid" and returned to the boatmaster. It shall be kept on board for six months following the last entry.

Page 2

Oily and greasy wastes accepted, occurring during the operation of the vessel:

Waste oil 1

Bilge water from:

Aft engine room 1

Fore engine room 1

Other premises 1

Other oily and greasy waste:

Used rags kg

Waste grease kg

Used filters units

Receptacles units

.....
.....

Other comments:

.....
.....

Place.....

Date.....

Seal and signature of the reception facility

**Additions and amendments to resolution No. 24 on CEVNI:
European Code for Inland Waterways**

Resolution No. 45

**(adopted on 27 October 1999 by the Working Party
on Inland Water Transport)**

The Working Party on Inland Water Transport,

Considering resolution No. 24 of the Working Party on Inland Water Transport concerning CEVNI: European Code for Inland Waterways (TRANS/SC.3/115), as amended by its resolutions Nos. 26 (TRANS/SC.3/115/Add. 1), 27 (TRANS/SC.3/115/Add.2), 37 (TRANS/SC.3/115/Add.3) and 39 (TRANS/SC.3/115/Rev.1/Amend.1),

Bearing in mind the report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its eighteenth session (TRANS/SC.3/WP.3/36, paras. 8, 9, 10 and 13),

Noting the desirability in the interest of safety in navigation of taking into account in CEVNI the latest developments in inland navigation and their consequences for the regulations in force,

Decides to amend and supplement the text of CEVNI and its annexes by the text contained in the annex to this resolution,

Requests Governments and River Commissions to inform the Executive Secretary of the Economic Commission for Europe whether they accept this resolution,

Requests the Executive Secretary of the Economic Commission for Europe to place the question of the application of this resolution periodically on the agenda of the Working Party on Inland Water Transport.

Annex

Article 1.01

1. Amend the text of paragraph (d) (does not concern the English text).

Article 1.02

2. Add a new paragraph 2 (d) to read:

“2 (d) In a pushed convoy propelled by two pushers side by side, the boatmaster of the starboard pusher shall be the boatmaster of the convoy.¹
¹The competent authorities may prescribe that the boatmaster of a pusher of a higher propelling power shall be the boatmaster of the convoy.”

Existing paragraph 2 (d) becomes 2 (e).

3. In the English version of article 1.02, in the last sentence of paragraph 4, replace “steersman” by “boatmaster” (does not concern the French and Russian texts).

Article 1.03

4. Add new paragraphs 3 and 4 to read:

“3. Members of the crew and other persons on board who temporarily determine the vessel’s course and speed themselves shall also be responsible in that respect for ensuring compliance with the requirements of these regulations.

4. The faculties of crew members on duty and other persons on board who participate temporarily in the navigation of the vessel shall not be impaired as a result of a state of fatigue or intoxication.”

Article 1.04

5. Amend the text of the article to read:

“Article 1.04 - General obligation to exercise vigilance

1. Even where no special rules are laid down in these regulations, boatmasters shall take all the precautions required by the general obligation to exercise vigilance and good navigational practice in order to avoid, in particular:

- (a) Danger to human life;
- (b) Damage to vessels or assemblies of floating material, banks, works or installations of any kind on or adjacent to the waterway;

- (c) Causing obstructions to shipping; and
- (d) As far as possible, causing damage to the environment.

2. The above provisions shall also apply to persons in charge of floating establishments.”

Article 1.08

1. Amend the text of the article to read:

“Article 1.08 - Construction, rigging and crews of vessels

- 1. Vessels and assemblies of floating material shall be so constructed and rigged as to ensure the safety of those on board and safe navigation and to be able to satisfy the requirements of these regulations.
- 2. All vessels, except vessels in a pushed convoy other than the pusher, shall have a crew sufficient in number and sufficiently skilled to ensure the safety of those on board and safe navigation. However, non-motorized vessels in a side-by-side formation and some of the towed vessels in a rigid group are not required to have a crew when the crew of the other vessels in the side-by-side formation or rigid group is sufficiently large and skilled to ensure the safety of those on board and safe navigation.”

Article 1.09

7. Amend the text of paragraph 3 to read:

“3. When particular circumstances so require, a look-out or listening-post shall be set up to keep the helmsman informed.”

Article 1.11

8. Amend the text of the article to read:

“Article 1.11 - Navigation regulations

An updated copy of the navigation regulations applicable to the waterway shall be carried on board every vessel, except vessels in a pushed convoy other than the pusher, and on every assembly of floating material.²”

Article 1.17

9. Amend the text of paragraph 2 to read:

“2. When a vessel is grounded or sunk, or an assembly of floating material is grounded, in or near the channel, its boatmaster shall, unless it is obviously unnecessary, as soon as possible and without prejudice to the obligation to display the marking

referred to in article 3.25, give warning to approaching vessels and assemblies of floating material at suitable points far enough from the site of the accident to enable them to take the necessary action in good time.”

Article 1.20

10. Amend the text of the article to read:

“Article 1.20 - Inspection

Boatmasters and persons in charge of floating establishments shall give officials of the competent authorities the necessary facilities for verifying compliance with these regulations and any other provisions applicable, and in particular facilitate immediate boarding by them.”

Article 2.02

11. Amend the text of paragraph 4 (English only) to read:

“4. However, ships’ boats need only bear inside or outside, the name of the vessel to which they belong and any other particulars needed to identify the owner.”

Chapter 3

12. Amend the text of the chapter to read:

“Chapter 3

VISUAL SIGNALS (MARKING) ON VESSELS

I. GENERAL

Article 3.01 - Application and definitions

1. Articles 3.08 to 3.19, 3.28, 3.34, 3.35, 3.37 and 3.38 shall apply to vessels under way and articles 3.20 to 3.26 to stationary vessels. Articles 3.21, 3.23 and 3.26 shall apply also to vessels, assemblies of floating material or floating establishments, when they are grounded.
2. When visibility conditions so require, the visual signals prescribed for use at night shall also be displayed by day.
3. For the application of this chapter, pushed convoys whose maximum dimensions do not exceed 110 m by 12 m are regarded as single motorized vessels.

4. Sketches of the signals prescribed in this chapter are contained in annex 3 to these regulations.

5. In this chapter:

(a) The term 'mast-head light' means a strong white light projecting an uninterrupted beam throughout a horizontal arc of 225° and placed so as to project that beam from the bow to 22°30' abaft the beam on each side;

(b) The term 'side lights' means a bright green light to starboard and a bright red light to port, each of these lights projecting an uninterrupted beam throughout a horizontal arc of 112°30' and placed so as to project that beam from the bow to 22°30' abaft the beam on its side;

(c) The term 'stern light' means an ordinary or bright white light projecting an uninterrupted beam throughout a horizontal arc of 135° and placed so as to project this beam throughout an arc of 67°30' along each side from the stern;

(d) The term 'light visible from all directions' means a light projecting an uninterrupted beam throughout a horizontal arc of 360°;

(e) The term 'height' means the height above the level of the draught marks or, for vessels without draught marks, above the hull.

Article 3.02 - Lights

Unless otherwise provided, the lights prescribed in these regulations shall show a continuous and uniform beam.

Article 3.03 - Boards, flags and pennants

1. Unless otherwise provided, the boards and flags prescribed in these regulations shall be rectangular.

2. The colours of the boards, flags and pennants shall not be faded or dirty.

3. They shall be large enough to be easily visible; this condition shall be considered to be satisfied in all cases:

(a) For the boards and flags if neither the length nor the width is less than 1 m or, in the case of small craft, less than 0.60 m;

(b) For the pennants if the length is not less than 1 m and the breadth at the staff not less than 0.50 m.

Article 3.04 - Cylinders, balls, cones and bicones

1. The cylinders, balls, cones and bicones prescribed in these regulations may be replaced by devices having the same appearance when seen from a distance.
2. Their colours shall not be faded or dirty.
3. They shall be large enough to be easily visible; this condition shall be considered to be satisfied in all cases:
 - (a) For cylinders, if the height is not less than 0.80 m and the diameter not less than 0.50 m;
 - (b) For balls, if the diameter is not less than 0.60 m;
 - (c) For cones, if the height is not less than 0.60 m and the diameter at the base not less than 0.60 m;
 - (d) For bicones, if the height is not less than 0.80 m and the diameter at the base not less than 0.50 m.

Article 3.05 - Prohibited lights and signals

1. The use of any lights or signals other than those mentioned in these regulations or the use of those mentioned otherwise than as prescribed or permitted by these regulations is prohibited.
2. However, for communication between vessels or between a vessel and the shore, the use of other lights or signals is permitted provided they are not liable to be confused with those mentioned in these regulations.

Article 3.06 - Emergency lights

When signal lights prescribed by these regulations cease to function, they shall be replaced by emergency lights without delay. However, where the prescribed light is strong, the emergency light may be bright and, where the prescribed light is bright, the emergency light may be ordinary. Lights of the prescribed power shall be brought into operation again as soon as possible.

Article 3.07 - Prohibited use of lamps, searchlights, boards, flags, etc.

1. The use of lamps or searchlights or of boards, flags or other objects in such a way that they may be confused with the lights or signals mentioned in these regulations or impair their visibility or complicate their identification is prohibited.

2. The use of lamps or searchlights in such a way that they cause dazzle constituting a danger or inconvenience to navigation or to traffic on the banks of the waterway is prohibited.

II. NIGHT AND DAY MARKING¹

II.A MARKING WHEN UNDER WAY

Article 3.08 - Marking for motorized vessels proceeding alone

1. Single motorized vessels shall carry:

by night:

- (a) A mast-head light forward and in the axis of the vessel, at a height of not less than 5 m;²

- (b) Side lights, each placed at the same height and on the same perpendicular to the axis of the vessel, 1 m lower than the mast-head light and not forward of it; they shall be screened inboard so that the green light cannot be seen from the port side and the red light cannot be seen from the starboard side;

- (c) A stern light, placed aft and in the axis of the vessel high enough to be clearly visible to an overtaking vessel.³

2. A single motorized vessel may in addition carry by night at the stern a second mast-head light placed in the axis of the vessel and at least 3 m higher than the forward light, in such a way that the horizontal distance between these lights is at least three times the vertical distance. A single motorized vessel more than 110 m long shall be required to carry this second mast-head light.

3. A single motorized vessel temporarily preceded by night by an auxiliary motorized vessel shall continue to show the lights referred to in paragraphs 1 and 2 above.

¹ Under the national navigational rules of the Russian Federation and Ukraine [Belarus, Kazakhstan, Lithuania and the Republic of Moldova], vessels under way are not required to carry day markings.

² The competent authorities may prescribe a height of less than 5 m.

³ The competent authorities of Belarus, the Russian Federation, Kazakhstan, the Republic of Moldova and Ukraine may prescribe other stern lights.

When a motorized vessel is preceded by day by one or more auxiliary motorized vessels, it shall carry a yellow ball as indicated in article 3.09, paragraph 3.

4. When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, vessels may carry the mast-head lights provided for in paragraphs 1 and 2 above at a reduced height so that passage may be effected without difficulty.
5. The provisions of this article shall not apply to small craft or ferry-boats.

Article 3.09 - Marking for towed convoys under way

1. A motorized vessel leading a towed convoy, and a motorized vessel used as an auxiliary in front of another motorized vessel, a pushed convoy or a side-by-side formation shall carry:

by night:

(a) Two mast-head lights one above the other about 1 m apart, placed forward and in the axis of the vessel, the upper light being at least 5 m¹ higher and the lower light, so far as possible, at least 1 m higher than the side lights;

(b) The side lights prescribed in article 3.08, paragraph 1 (b);

(c) A yellow instead of a white stern light, placed in the axis of the vessel and high enough to be clearly visible from the towed unit following the vessel or the motorized vessel, pushed convoy or side-by-side formation in front of which the vessel is used as an auxiliary;

by day:

A yellow cylinder, with two black and white stripes at top and bottom, the white stripes being at the ends of the cylinders. The cylinder shall be placed vertically forward, and high enough to be visible from all directions.

2. Where a towed convoy is led by several motorized vessels, or where a motorized vessel, pushed convoy or side-by-side formation is preceded by several auxiliary motorized vessels proceeding side by side, whether coupled or not, each of those vessels shall carry:

¹ The competent authorities may prescribe a height of less than 5 m.

by night:

Instead of the mast-head lights prescribed in 1 (a) above, three mast-head lights one above the other about 1 m apart, placed forward in the axis of the vessel, the top and bottom lights being at the same height as those prescribed in paragraph 1 (a);

by day:

The cylinder prescribed in paragraph 1 above.

Where a vessel, an assembly of floating material or a floating establishment is being manoeuvred by more than one motorized vessel, this requirement shall apply to each of them.

3. Vessels in a towed convoy following the motorized vessel or vessels referred to in paragraphs 1 and 2 above shall carry:

by night:

A bright white light visible from all directions, placed at a height of at least 5 m;¹

by day:

A yellow ball in a suitable position and high enough to be visible from all directions.

However,

(a) If a section of the convoy is more than 110 m long, that section shall carry two such lights, one forward and one aft;

(b) If a section of the convoy comprises a row of more than two vessels coupled side by side, only the two outside vessels of the row shall carry such lights or such a ball.

The marking of all towed vessels in a convoy shall so far as possible be carried at the same height above the water level.

¹ The competent authorities may prescribe a height of less than 1 m.

4. The vessel or vessels forming the last section of a towed convoy shall carry, in addition to the marking prescribed in paragraph 3 above:

by night:

The stern light prescribed in article 3.08, paragraph 1 (c).

However, if the convoy ends with a row of more than two vessels coupled side by side, only the two outside vessels of the row shall carry such lights. If the rear of the convoy is made up of small craft, those craft shall not be taken into account for the provisions of this paragraph.

5. When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, the vessels of a towed convoy may carry the lights prescribed in paragraphs 1 (a), 2 and 3 of this article at a reduced height so that passage may be effected without difficulty.

6. Where the vessels referred to in paragraph 3 above are seagoing vessels coming directly from or leaving for the sea, they may carry:

by night:

Instead of the white light, the side lights prescribed in article 3.08, paragraph 1 (b);

by day:

The yellow ball.

7. The provisions of this article shall not apply to small craft towing only other small craft or to the towing of small craft.

Article 3.10 - Marking for pushed convoys under way

1. Pushed convoys shall carry:¹

by night:

- (a) (i) Three mast-head lights at the bow of the leading vessel or the vessel on the port side at the head of the convoy. These lights shall be arranged in an equilateral triangle with a horizontal base, in a

¹ The competent authorities may prescribe the use of bright lights on narrow waterways.

plane perpendicular to the longitudinal axis of the convoy. The top light shall be at a height of not less than 5 m.¹ The two lower lights shall be about 1.25 m apart and about 1.10 m below the top light.

- (ii) A mast-head light at the bow of any other vessel whose full width is visible from ahead. This light shall so far as possible be 3 m below the top light referred to under (i).

The masts carrying these lights shall be in the longitudinal axis of the vessel in which they are carried;²

(b) The side lights prescribed in article 3.08, paragraph 1 (b); these lights shall be placed on the widest part of the convoy, as near the pusher as possible, not more than 1 m from the sides of the convoy and at a height of not less than 2 m;

(c) (i) Three stern lights as prescribed in article 3.08, paragraph 1 (c) on the pusher, placed in a line perpendicular to its longitudinal axis, about 1.25 m apart and high enough not to be hidden by another vessel in the convoy;

- (ii) A stern light on every vessel whose full width is visible from astern; however, when more than two vessels other than the pusher are visible from astern, this light shall be carried only by the two vessels on the outside of the convoy.

2. The provisions of paragraph 1 above shall also apply to pushed convoys preceded by night by one or more auxiliary motorized vessels; however, the stern lights referred to in paragraph 1 (c) (i) above shall be yellow instead of white.

When a pushed convoy is preceded by day by one or more auxiliary motorized vessels, the pusher shall carry the yellow ball referred to in article 3.09, paragraph 3.

3. When a pushed convoy is passing through the opening of a fixed or closed bridge or weir, or when passing through locks, the mast-head lights prescribed in paragraph 1 (a) above may be carried at a reduced height so that passage may be effected without difficulty.

¹ The competent authorities may prescribe a height of less than 5 m.

² The competent authorities of Belarus, the Russian Federation, Kazakhstan, the Republic of Moldova and Ukraine may authorize the pusher to carry the mast-head lights and the side lights.

4. Pushed convoys with two pushers in side-by-side formation shall carry by night the stern lights prescribed in paragraph 1 (c) (i) on the pusher at the starboard side; the other pusher shall carry the stern light prescribed in paragraph 1 (c) (ii) above.

Article 3.11 - Marking for side-by-side formations under way

1. Side-by-side formations shall carry:

by night:

(a) The mast-head light prescribed in article 3.08, paragraph 1 (a), on each vessel; however, each non-motorized vessel may, instead of the mast-head light, carry the white light prescribed in article 3.09, paragraph 3, visible from all directions, in a suitable position but not higher than the mast-head light of the motorized vessel or vessels;

(b) The side lights prescribed in article 3.08, paragraph 1 (b); these lights shall be placed on the outside of the formation, so far as possible at the same height and at least 1 m below the lowest mast-head light;

(c) The stern light prescribed in article 3.08, paragraph 1 (c), on each vessel.

2. The provisions of paragraph 1 above shall also apply to side-by-side formations preceded by night by one or more auxiliary motorized vessels.

When a side-by-side formation is preceded by day by one or more auxiliary motorized vessels, each vessel in the formation shall carry the yellow ball referred to in article 3.09, paragraph 3.

3. When a side-by-side formation is passing through the opening of a fixed or closed bridge or of a weir, or when passing through locks, the lights prescribed in paragraph 1 (a) above may be carried at a reduced height so that passage may be effected without difficulty.

4. The provisions of this article shall not apply to small craft propelling only small craft in a side-by-side formation, or to small craft so propelled.

Article 3.12 - Marking for sailing vessels under way

1. Sailing vessels shall carry:

by night:

(a) The side lights prescribed in article 3.08, paragraph 1 (b); however these lights may be ordinary, instead of bright;

(b) The stern light prescribed in article 3.08, paragraph 1 (c).

2. In addition to the lights prescribed in paragraph 1 of this article, a sailing vessel may carry:

by night:

Two ordinary or bright lights one above the other, visible from all directions, the upper light being red and the lower green; these lights shall be in a suitable position at the top or on the upper part of the mast and not less than 1 m apart.

3. All vessels under sail and simultaneously using their own mechanical means of propulsion shall carry:

by day:

A black cone, point downwards.

This cone shall be positioned as high as possible and where it will be most obvious.¹

4. The provisions of paragraphs 1 and 2 of this article shall not apply to small craft. The provisions of paragraph 2 shall not apply to the vessels referred to in article 3.35.

Article 3.13 - Marking for small craft under way

1. Small motorized craft proceeding alone shall carry:

by night:

(a) A mast-head light; this light shall be in the axis of the craft, at least 1 m higher than the side lights, and shall be bright instead of strong;²

(b) Side lights; these lights may be ordinary instead of bright and shall be placed either:

(i) As prescribed in article 3.08, paragraph 1 (b); or

(ii) Side by side or in the same lamp, in the axis of the craft, at or near the bow;

¹ The competent authorities may waive this provision for isolated waterways.

² The competent authorities may also prescribe a mast-head light at the same height as the side lights and not less than 1 m forward of them.

(c) The stern light prescribed in article 3.08, paragraph 1 (c). However, the requirement to carry this light may be waived; but in such case, the mast-head light referred to in (a) above shall be a bright white light visible from all directions.

2. Motorized small craft less than 7 m long proceeding alone may carry, instead of the lights prescribed in paragraph 1 above, an ordinary white light in a suitable position and high enough to be visible from all directions.¹

3. When a small craft is towing or propelling in side-by-side formation only other small craft, it shall carry by night the lights prescribed in paragraph 1 above.

4. Small craft in tow or propelled in side-by-side formation shall carry by night an ordinary white light visible from all directions. This provision shall not apply to ships' boats.

5. Small sailing craft under way shall carry:

by night:

Side lights and stern light, the side lights being placed side by side or in the same lamp in the axis of the craft, at or near the bow, and the stern light being placed in the after part of the craft; however, these lights may be ordinary lights; or

Side lights and a stern light in the same lamp placed in a suitable position at the top or on the upper part of the mast; this light may be an ordinary light; or

In the case of craft less than 7 m long, an ordinary white light visible from all directions. On the approach of other vessels, such craft shall in addition display a second ordinary white light.²

6. Small craft proceeding alone which are neither motorized nor under sail shall carry:

by night:

An ordinary white light visible from all directions.

However, ships' boats under these conditions need not display this light except on the approach of other vessels.

¹ The competent authorities may limit the scope of this provision to slow or low-powered craft or to certain waterways.

² On certain inland waterways the competent authorities may prescribe this provision to all small sailing craft.

7. When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, the mast-head lights prescribed in this article may be carried at a reduced height so that passage may be effected without difficulty.

Article 3.14 - Additional marking for vessels carrying out certain transport operations involving dangerous substances^{1 2}

1. Vessels carrying out transport operations involving certain flammable substances that are referred to in marginal 10 500 of Annex B.1 and Appendix 4 (list of substances) of Annex B.2 of ADN shall carry, in addition to the marking prescribed elsewhere in these regulations:

by night:

A blue light;

by day:

A blue cone, point downwards.

These markings shall be in a suitable position and high enough to be visible from all directions. The blue cone may be replaced by one blue cone at the bow and one blue cone at the stern of the vessel, at a height of not less than 3 m above the draught markings.

2. Vessels carrying out transport operations involving certain substances constituting health hazards that are referred to in marginal 10 500 of Annex B.1 and in Appendix 4 (list of substances) to Annex B.2 of ADN shall carry, in addition to the marking prescribed elsewhere in these regulations:

by night:

Two blue lights;

¹ In the case of sea-going vessels operating only temporarily in inland navigation areas, the competent authorities may authorize the use of the day and night signals prescribed in the Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas adopted by the Maritime Safety Committee of the International Maritime Organization (by night an all-round fixed red light and by day flag "B" of the International Code of Signals), instead of the signals prescribed in paragraphs 1, 2 and 3 of this article.

² The competent authorities of Belarus, the Russian Federation, Kazakhstan, the Republic of Moldova and Ukraine may prescribe red lights instead of blue lights.

by day:

Two blue cones, point downwards.

These markings shall be placed one about 1 m above the other, in a suitable position and high enough to be visible from all directions. The two blue cones may be replaced by two blue cones at the bow and two blue cones at the stern of the vessel at a height not less than 3 m above the draught markings.

3. Vessels carrying out transport operations involving certain explosives that are referred to in marginal 10 500 of Annex B.1 of ADN shall carry, in addition to the marking prescribed elsewhere in these regulations:

by night:

Three blue lights;

by day:

Three blue cones, point downwards.

These markings shall be about 1 m one above the other, in a suitable position and high enough to be visible from all directions.

4. When a pushed convoy or side-by-side formation includes one or more of the vessels referred to in paragraphs 1, 2 or 3 above, the marking prescribed in paragraphs 1, 2 or 3 above shall be carried by the vessel propelling the pushed convoy or side-by-side formation.

5. Pushed convoys propelled by two pushers side by side shall carry the marking referred to in paragraph 4 above on the starboard pusher.

6. Any vessel, pushed convoy or side-by-side formation carrying out a transport operation involving several dangerous substances that are referred to in paragraphs 1, 2 and 3 above shall carry the marking corresponding to the substance that requires the greatest number of blue lights or blue cones.

7. Any vessel not required to carry the markings referred to in paragraphs 1, 2 or 3 above but which has been issued with an approval certificate in accordance with marginal 10 282 (Annex B.1) or marginal 210 282 (Annex B.2) of ADN and which conform 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.

8. The intensity of the blue lights prescribed in this article shall be at least equal to that of ordinary blue lights.

Article 3.15 - Marking of vessels authorized to carry more than 12 passengers with a hull length of not more than 20 m¹

Vessels authorized to carry more than 12 passengers with a maximum hull length of not more than 20 m shall carry:

by day:

A yellow bicone in a suitable position and high enough to be visible from all directions.

Article 3.16 - Marking for ferry-boats under way²

1. Ferry-boats not moving independently shall carry:

by night:

(a) A bright white light visible from all directions, at a height of not less than 5 m; this height may, however, be reduced if the ferry-boat is not more than 15 m long;

(b) A bright green light visible from all directions, about 1 m above the light referred to in (a) above;

by day:

A green ball at a height of not less than 5 m.³

2. The leading boat or float of a longitudinal-cable ferry-boat shall carry, by night, not less than 3 m above the water level, a bright white light visible from all directions.

¹ The competent authorities may waive these requirements for vessels which they consider as small craft.

² The competent authorities of Belarus, the Russian Federation, Lithuania, the Republic of Moldova and Ukraine may prescribe another marking.

³ The competent authorities may waive the requirement for day markings or prescribe a height of less than 5 m.

3. Ferry-boats moving independently shall carry:

by night:

(a) A bright white light visible from all directions, as prescribed in paragraph 1 (a) above;

(b) A bright green light visible from all directions, as prescribed in paragraph 1 (b) above;

(c) The side lights and stern light prescribed in article 3.08, paragraphs 1 (b) and (c);

by day:

A green ball, as prescribed in paragraph 1 above.

4. Ferry-boats moving independently and enjoying priority shall carry:

by night:

(a) A bright white light visible from all directions, as prescribed in paragraph 1 (a) above;

(b) A bright green light visible from all directions, as prescribed in paragraph 1 (b) above;

(c) A second bright green light visible from all directions, about 1 m above that prescribed in (b) above;

(d) The side lights and stern light prescribed in article 3.08, paragraph 1 (b) and 1 (c);

by day:

A white cylinder, about 1 m below the green ball prescribed in paragraph 1 above.

Article 3.17 - Additional marking for vessels enjoying priority of passage

Vessels for which the competent authority has authorized priority of passage at points where it regulates the order of passage may carry, in addition to the marking prescribed in other provisions of these regulations:

by day:

A red pennant at the bow and high enough to be clearly visible.

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

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

Article 3.19 - Marking for assemblies of floating material and floating establishments under way

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 bright white lights visible from all directions to show their outline.

II.B MARKING WHEN STATIONARY

Article 3.20 - Marking for stationary vessels¹

1. A vessel directly or indirectly made fast to the bank shall carry:

by night:

¹ When vessels, in particular small craft, are stationary in circumstances such that marking is not considered necessary by the competent authorities, the latter may exempt them from the obligation to carry the marking prescribed in this article.

On the channel side and at a height of at least 3 m, an ordinary white light visible from all directions.

This light may be replaced by an ordinary white light at the bow and an ordinary white light at the stern, positioned at the same height on the channel side and visible from all directions.

2. A vessel stationary offshore (without direct or indirect access to the bank) shall carry:

by night:

Two ordinary white lights visible from all directions and in suitable positions, one forward at a height of at least 4 m and the other aft at a height of at least 2 m and at least 2 m lower than the other;

by day:

A black ball in a suitable position forward and high enough to be visible from all directions.

3. A pushed convoy stationary offshore (without direct or indirect access to the shore) shall carry:

by night:

On each vessel of the formation an ordinary white light visible from all directions, in a suitable position and at a height of at least 4 m. The total number of lights marking the barges shall not exceed four, provided that the outlines of the convoy are clearly marked;

by day:

A black ball on the pusher (or on each pusher) and on the leading vessel of the convoy or on the outermost vessels leading the convoy.

4. Small craft other than the service boats of vessels may carry, instead of the lights prescribed by night in paragraphs 1 and 2 above, an ordinary white light in a suitable position and high enough to be visible from all directions.

5. 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 channel in a clearly safe situation.

6. This article shall not apply to the vessels referred to in articles 3.22, 3.25, 3.34, paragraph 2, and 3.35.

Article 3.21 - Additional marking for vessels carrying out certain transport operations involving dangerous substances

The requirements of article 3.14 shall also apply to the vessels referred to in that article when those vessels are stationary.

Article 3.22 - Marking for ferry-boats made fast at their landing-stage

1. Ferry-boats not moving independently shall, when made fast at their landing-stage, carry by night the lights prescribed in article 3.16, paragraph 1. In addition, the lead boat or float of a longitudinal-cable ferry-boat shall carry the light prescribed in article 3.16, paragraph 2.

2. Ferry-boats moving independently in service shall, when made fast at their landing-stage, carry by night the lights prescribed in article 3.16, paragraph 1. When made fast for a short time, they may also keep the lights prescribed in article 3.08, paragraph 1 (b) and (c). The green light referred to in article 3.16, paragraph 3 (b) shall be extinguished as soon as the ferry-boat is no longer in service.

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 channel side.

The provisions of article 3.20, paragraph 5, are applicable.

Article 3.24 - Marking for nets or poles
of stationary vessels

When vessels have nets or poles extending into the channel 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.

Article 3.25 - Marking for floating equipment at work
and for grounded or sunken vessels

1. Floating equipment at work and stationary vessels carrying out work or sounding or measuring operations shall carry:

(a) On the side or sides on which the channel is clear,

by night:

Two ordinary green lights or

two bright green lights;

by day:

Two green bicones, one placed about 1 m above the other;

and, as appropriate

(b) On the side on which the channel is not clear,

by night:

An ordinary red light or a bright red light, placed at the same height as the higher of the two green lights prescribed in (a) above, and of the same intensity;

by day:

A red ball, placed at the same height as the higher of the two green bicones prescribed in (a) above,

or, if the vessels have to be protected against wash,

(c) On the side or sides on which the channel is clear,

by night:

An ordinary red light and an ordinary white light, or a bright red light and bright white light, one placed about 1 m above the other, with the red light at the top;

by day:

A flag with a red upper half and a white lower half, or two flags flown one above the other, the upper flag being red and the lower flag white,

and, as appropriate,

(d) On the side on which the channel is not clear,

by night:

A red light at the same height and of the same intensity as the red light prescribed in (c) above.

by day:

A red flag at the same height as the red and white flag or red flag flown on the other side.

2. The marking prescribed by day in paragraph 1 (a) and (b) above may be replaced by the following signs:

(a) On the side or sides on which the channel is clear,

The 'entry permitted' board E.1 (annex 7);

and, as appropriate,

(b) On the side on which the channel is not clear,

The 'no entry' board A.1 (annex 7), placed at the same height as the board prescribed in (a) above.

3. The marking prescribed in paragraphs 1 and 2 above shall be placed high enough to be visible from all directions.

The flags may be replaced by boards of the same colour.

4. Grounded or sunken vessels shall carry the marking prescribed in paragraph 1 (c) and (d) above. If the position of a sunken vessel prevents the marking from being placed on the vessel, it shall be placed on boats or buoys or displayed in any other appropriate manner.

5. The competent authorities may waive the obligation to carry the lights prescribed in paragraphs 1 and 2 above under (a) and (b).

Article 3.26 - Marking for anchors that may
be a danger to navigation

1. When, in the cases referred to in articles 3.20 and 3.23, by night, the anchors of vessels, assemblies of floating material or floating establishments are so placed that they, their cables or chains may be a danger to navigation, the 'stationary vessel' light nearest to such anchors shall be replaced by two ordinary white lights visible from all directions, one about 1 m above the other.

2. The vessels, assemblies of floating material and floating establishments shall mark each of their anchors which might be a danger to navigation:

by night:

By a float with a radar reflector bearing an ordinary white light visible from all directions;¹

by day:

By a yellow float with a radar reflector.

III. SPECIAL MARKING

Article 3.27 - Additional marking for vessels of the supervising
authorities and fire-fighting services

Vessels of the supervising authorities may, without prejudice to the marking applicable to them under the other provisions of these regulations, display:

¹ The competent authorities may waive the requirement for a white light or prescribe such a light only for floating equipment.

by day and by night:

An ordinary blue scintillating light visible from all directions.

This shall apply also to fire-fighting vessels when on their way to bring assistance.¹

Article 3.28 - Additional marking for vessels under way
carrying out work in the waterway²

Vessels under way carrying out work in the waterway or engaged in sounding or measuring operations may, without prejudice to the marking applicable to them under the other provisions of these regulations, display:

by day and by night:

A bright or ordinary yellow scintillating light visible from all directions.

The use of this marking shall be restricted to vessels having written authorization from the competent authorities.

Article 3.29 - Additional marking for protection against wash

1. Vessels, assemblies of floating material and floating establishments under way or stationary (other than those specified in article 3.25) requiring protection against wash caused by the passage of other vessels or assemblies of floating material may, without prejudice to the marking applicable to them under the provisions of the other articles of this chapter, display:

by night:

An ordinary red light and an ordinary white light, or a bright red light and a bright white light, one about 1 m above the other with the red light above, and in such a position that they are clearly visible and cannot be confused with other lights;

¹ The competent authorities may also require these lights for rescue craft.

² The competent authorities may waive this requirement.

by day:

A flag with a red upper half and the lower half white, in a suitable position and high enough to be visible from all directions. This flag may be replaced by two flags one above the other, the upper flag red and the lower flag white. These flags may be replaced by boards of the same colour.

2. Without prejudice to the provisions of article 3.25, only the following may use the marking mentioned in paragraph 1 above:

(a) Vessels, assemblies of floating material and floating establishments which are seriously damaged or are engaged in rescue work, and vessels unable to manoeuvre;

(b) Vessels, assemblies of floating material and floating establishments having written authorization from the competent authorities.

Article 3.30 - Distress signals

1. When a vessel in distress needs assistance, it may display:

(a) A flag or any other suitable object waved in a circle;

(b) A flag having above or below it a ball or anything resembling a ball;

(c) A light waved in a circle;

(d) Rockets or shells throwing red stars, fired one at a time at short intervals;

(e) A luminous signal consisting of the group ... --- ... (SOS) in Morse Code;

(f) Flames such as may be produced by burning tar, oil, etc.;

(g) Parachute flares or hand-held flares emitting a red light;

(h) Slow, repeated up-and-down movements of the arms extended on each side.

2. These signals replace or supplement the sound signals referred to in article 4.01, paragraph 4.

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 the figure of a pedestrian in black.

The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, paragraph 3, they shall be about 60 cm in diameter.

2. The boards shall be illuminated, as required, so as to be clearly visible at night.

Article 3.32 - Prohibition of smoking

1. If there are regulations prohibiting smoking on board, the prohibition shall be indicated by:

Circular white boards bordered with red, with a red diagonal and a picture of a cigarette emitting smoke.

The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, paragraph 3, they shall be about 60 cm in diameter.

2. The boards shall be illuminated, as required, so as to be clearly visible at night.

Article 3.33 - Prohibition of lateral berthing

1. If there are regulations or special requirements laid down by the competent authorities prohibiting lateral berthing near a vessel (for instance because of the nature of its cargo) that vessel shall carry on deck, in the longitudinal axis:

A square board with a triangle below.

Both faces of the square board shall be white with a red border, and have a red diagonal from the top left to the bottom right with the letter 'P' in black in the centre.

Both faces of the triangle shall be white and show in black figures the distance in metres over which berthing is prohibited.

2. By night, the boards shall be illuminated so as to be clearly visible on both sides of the vessel.

3. This article shall not apply to the vessels, pushed convoys or side-by-side formations referred to in article 3.21.

Article 3.34 - Additional marking for vessels whose
ability to manoeuvre is limited

1. A vessel whose capacity to give way in accordance with the requirements of these regulations is limited when it is carrying out work or underwater operations such as dredging or cable or buoy laying, and whose position may hinder navigation shall carry, in addition to the marking prescribed elsewhere in these regulations:

by night:

Three bright or ordinary lights, the top and bottom lights red and the middle light white, one above the other not less than 1 m apart and high enough to be visible from all directions;

by day:

A black ball, a black bicone and a black ball, the bicone in the middle, one above the other not less than 1 m apart and high enough to be visible from all directions.

2. When the operation in which they are engaged causes an obstruction, the vessels referred to in paragraph 1 shall carry, in addition to the marking prescribed in paragraph 1:

by night:

(a) Two bright or ordinary red lights, one above the other not less than 1 m apart, on the side or sides on which the obstruction occurs, such as to be visible from all directions;

(b) Two bright or ordinary green lights, one above the other not less than 1 m apart, on the side or sides on which the channel is clear, such as to be visible from all directions;

by day:

(a) Two black balls, one above the other not less than 1 m apart, on the side or sides on which the obstruction occurs;

(b) Two black bicones, one above the other not less than 1 m apart, on the side or sides on which the channel is clear.

The lights, balls and bicones referred to in this paragraph shall be placed not less than 2 m from, and in no case higher than, the lower light or ball referred to in paragraph 1 of this article.

3. The provisions of this article shall not apply to floating equipment at work when stationary.

Article 3.35 - Additional marking for vessels
engaged in fishing¹

1. A vessel engaged in drawing a trawl or other fishing gear through the water (trawler) shall carry, in addition to the marking prescribed elsewhere in these regulations:

by night:

Two bright or ordinary lights, the upper light green and the lower light white, one above the other, not less than 1 m apart and high enough to be visible from all directions, forward of the light prescribed in article 3.08, paragraph 1 (a), the upper light lower than that light and the lower light at a height above the lights prescribed in article 3.08, paragraph 1 (b) at least twice the vertical distance referred to above; however, vessels less than 50 m long shall not in this case be required to carry the light prescribed in article 3.08, paragraph 1 (a);

by day:

Two black cones, point to point, one above the other and high enough to be visible from all directions.

2. Vessels engaged in fishing other than the vessels referred to in paragraph 1 shall carry the marking prescribed in that paragraph, except for the light prescribed in article 3.08, paragraph 1 (a) and, in place of the green light:

by night:

A bright or ordinary red light, such as to be visible from all directions;

¹ In applying the marking stipulated in this article, the competent authorities shall avoid any confusion with the markings stipulated in article 3.16.

and in addition, if the fishing tackle extends more than 150 m horizontally from the vessel, in line with the tackle:

by night:

A bright or ordinary white light, at a horizontal distance not less than 2 m and not more than 6 m from the two red and white lights prescribed above and at such a height as to be neither above the white light nor lower than the lights prescribed in article 3.08, paragraph 1 (b);

by day:

A black cone, point upwards.

Article 3.36 - Additional marking for vessels
used for underwater diving

1. A vessel being used for underwater diving shall carry, in addition to the marking prescribed elsewhere in these regulations:

A rigid reproduction at least 1 m high of the 'A' flag of the International Code of Signals, in a suitable position and high enough to be visible from all directions by night and day.

2. Where appropriate, such vessels may carry the marking referred to in article 3.34, paragraph 1, instead of the marking prescribed in paragraph 1 above.

Article 3.37 - Additional marking for vessels
engaged in minesweeping

A vessel engaged in minesweeping shall carry, in addition to the marking prescribed elsewhere in these regulations:

by night:

Three bright or ordinary green lights visible from all directions, arranged in a triangle with a horizontal base in a plane perpendicular to the axis of the vessel, the top light at or near the top of the foremast and the other lights at each end of the foremast yard;

by day:

Three black balls arranged in the manner prescribed for the lights.

Article 3.38 - Additional marking for vessels
on pilotage service

A vessel on pilotage service shall carry, in addition to the marking prescribed elsewhere in these regulations:

Instead of the light prescribed in article 3.08, paragraph 1 (a), two bright or ordinary lights one above the other and visible from all directions, the top light white and the lower light red, at or near the top of the mast.”

Article 4.01

13. Amend the text of paragraph 4 to read:

“4. When a vessel in distress needs assistance, it may ring a bell or sound repeated long blasts. Such signals may replace or supplement the visual signals referred to in article 3.30.”

Article 5.01

14. Amend the text of paragraph 1 to read (concerns the English text only):

“1. Annex 7 to these regulations sets out the prohibitory, restrictive, recommendatory and informative signs and auxiliary signs for inland waterways. ¹ It also defines the meaning of each sign.

¹ The competent authorities may omit from their regulations those signs in annex 7 which they do not install on the waterways to which those regulations apply.”

Article 6.03

15. Amend the text of paragraph 2 to read:

“2. When vessels are proceeding in convoy, the visual signals prescribed in articles 3.17, 6.04 and 6.05 shall be shown or emitted only by the vessel carrying the boatmaster of the convoy or side-by-side formation or, in the case of a towed convoy, by the towed vessel at the head of the convoy.”

Article 6.16

16. In the English version delete “and 3” in the second sentence of paragraph 7 (does not concern the French and Russian texts).

Article 6.17

17. Amend the text of paragraph 2 to read:

“2. Except when overtaking or passing, it is prohibited to sail within 50 m of a vessel, side-by-side formation or pushed convoy showing the marking referred to in article 3.14, paragraphs 2 or 3.”

Article 6.20

18. Amend the text of paragraph 3 to read:

“3. When passing vessels displaying the signals prescribed in article 3.25, paragraph 1 (c), or vessels, assemblies of floating material or floating establishments displaying the signals prescribed in article 3.29, paragraph 1, other vessels shall reduce speed as prescribed in paragraph 1 above. They shall also keep as far off as possible.”

Article 6.22 bis

19. Amend the text of the article to read:

“Article 6.22 bis – Navigation when passing floating equipment at work or grounded or sunken vessels, and vessels whose ability to manoeuvre is limited

It is prohibited to pass the vessels referred to in article 3.25 on the side on which they show the red light or lights prescribed in article 3.25 (b) and (d), or the board bearing the sign A.1 (annex 7), the red ball or the red flag prescribed in article 3.25, paragraph 1 (b) and (d), or to pass the vessels referred to in article 3.34 on the side on which they show the two red lights or the two black balls prescribed in article 3.34, paragraph 2 (a).”

Article 6.23

20. Add a footnote to the present text of paragraph 1 of this article to read: “The competent authorities may prescribe that this provision does not apply to ferry-boats not moving independently in their relation to small craft.”

Article 6.28

21. Amend the text of paragraphs 8, 9 and 10 to read:

“8. In locks and lock basins it is obligatory to keep a minimum lateral distance of 10 m from the vessels or convoys carrying the blue light or the blue cone referred to in article 3.14, paragraph 1. However, this obligation shall not apply to vessels and convoys also showing this marking nor to the vessels referred to in article 3.14, paragraph 7.

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

10. Vessels and convoys showing the marking referred to in article 3.14, paragraph 1 shall not be locked with passenger vessels.”

Article 6.29

22. Amend the text of paragraph (b) to read:

“(b) Vessels to which the competent authority has expressly granted priority, and carrying the red pennant prescribed in article 3.17.”

Article 6.34

23. Amend the text of paragraphs 1 and 3 to read:

“1. When meeting or crossing the course of:

(a) A vessel showing the marking referred to in article 3.34;

(b) A vessel showing the marking referred to in article 3.35, other vessels shall give way.”

“3. Vessels shall not approach within 1,000 m of the rear of a vessel showing the marking referred to in article 3.37.”

Article 6.36

24. Amend the text of paragraph 2 to read:

“2. All vessels are prohibited from passing at a short distance behind a vessel engaged in fishing showing the marking prescribed in article 3.35.”

Article 6.37

25. Amend the text of paragraphs 1 and 2 to read:

“1. Underwater diving for sport shall be prohibited in areas where navigation might be hindered, particularly:

(a) On the normal course of vessels showing the marking referred to in article 3.16;

(b) At entrances to harbours;

- (c) Near berthing areas;
- (d) In areas reserved for water skiing or similar activities.

2. All vessels shall keep at a sufficient distance¹ from a vessel showing the marking referred to in article 3.36.”

Article 7.02

26. Amend the text of paragraph 1 (j) to read:

“(j) Laterally to a vessel carrying the sign prescribed in article 3.33 within the distance in metres indicated in the white triangle on that sign;”

Article 7.07

27. Amend the text of the article to read:

“Article 7.07 - Berthing in the vicinity of vessels, pushed convoys and side-by-side formations carrying out certain transport operations involving dangerous substances

1. The minimum distance to be left between two vessels, pushed convoys or side-by-side formations when berthed shall be:

- (a) 10 m if one of them shows the marking referred to in article 3.14, paragraph 1;
- (b) 50 m if one of them shows the marking referred to in article 3.14, paragraph 2;
- (c) 100 m if one of them shows the marking referred to in article 3.14, paragraph 3.

If the two vessels, pushed convoys or side-by-side formations each carry one or more lights or cones, the higher number of lights or cones indicates the distance to be left clear.

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;

¹ Distance to be determined by the competent authorities.

(b) Vessels not carrying this marking but issued with a certificate of approval in accordance with marginal 10 282 (Annex B.1) or marginal 210 282 (Annex B.2) of ADN (R), and conforming to the safety requirements applicable to vessels referred to in article 3.14, paragraph 1.”

3. The competent authority may make exceptions with regard to berthing in particular cases.”

Article 7.08

28. Amend the text of paragraphs 1 and 2 to read:

“1. An efficient watch shall be kept continuously on board vessels lying in the channel and on board vessels berthed and loaded with substances referred to in marginal 10 500 of Annex B.1 and in Appendix 4 (list of substances) of Annex B.2 of ADN, or which, having carried such substances, are not free of dangerous gases. However, the competent authorities may exempt vessels berthed in harbour basins from this requirement.

“2. 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.”

Annex 3

29. Amend the text of the annex to read:

“Note by the secretariat: The text of annex 3 is reproduced in document TRANS/SC.3/1998/8/Add.1. The text in square brackets at the end of the annex should be deleted and the day marking window No. 42a should be left blank.”

Annex 6

30. Amend the text of paragraph 1 (b) of section I “Sound signals” to read:

“(b) For non-motorized vessels and small craft the fundamental frequency shall be above 350 Hz;”.

Annex 7

31. Amend the explanatory texts of signs E.5.4 to E.5.15 to read:

“E.5.4 Berthing area reserved for pushing-navigation vessels that are not required to carry the marking prescribed in article 3.14 (see article 7.06)

- E.5.5 Berthing area reserved for pushing-navigation vessels that are required to carry one blue light or one blue cone under article 3.14, paragraph 1 (see article 7.06)
- E.5.6 Berthing area reserved for pushing-navigation vessels that are required to carry two blue lights or two blue cones under article 3.14, paragraph 2 (see article 7.06)
- E.5.7 Berthing area reserved for pushing-navigation vessels that are required to carry three blue lights or three blue cones under article 3.14, paragraph 3 (see article 7.06)
- E.5.8 Berthing area reserved for vessels other than pushing-navigation vessels that are not required to carry the marking prescribed in article 3.14 (see article 7.06)
- E.5.9 Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry one blue light or one blue cone under article 3.14, paragraph 1 (see article 7.06)
- E.5.10 Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry two blue lights or two blue cones under article 3.14, paragraph 2 (see article 7.06)
- E.5.11 Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry three blue lights or three blue cones under article 3.14, paragraph 3 (see article 7.06)
- E.5.12 Berthing area reserved for all vessels that are not required to carry the marking prescribed in article 3.14 (see article 7.06)
- E.5.13 Berthing area reserved for all vessels that are required to carry one blue light or one blue cone under article 3.14, paragraph 1 (see article 7.06)
- E.5.14 Berthing area reserved for all vessels that are required to carry two blue lights or two blue cones under article 3.14, paragraph 2 (see article 7.06)
- E.5.15 Berthing area reserved for all vessels that are required to carry three blue lights or three blue cones under article 3.14, paragraph 3 (see article 7.06)”

Annexes 9, 10 and 11

32. Delete existing annexes 9, 10 and 11.
