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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

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agenda item 3)

UPDATING THE EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)

Transmitted by the Government of Germany

Note: The secretariat reproduces below the proposals of the Government of Germany concerning possible amendments to CEVNI, as set out in TRANS/SC.3/115/Rev.1 and amended by resolutions Nos. 39, 43-46 and 47 (TRANS/SC.3/115/Rev.1/Amends.1-2; TRANS/SC.3/2000/3; TRANS/SC.3/2000/4).

Article 3.01 paragraph 5 (e)

1. The definition for “height” as laid down in article 3.01 paragraph (e) of CEVNI is sufficient.

Justification: The first part of the definition has as reference point the height above the level of the draught mark. The subjects to be regulated as regards the determination of height are in article 3.08, paragraph 1 (a), article 3.09, paragraph 1 (a) and article 3.10, paragraph 1 (a) of CEVNI motorized vessels, towed convoys and pushed convoys. As these vessels are, as a rule, subject to inspection they have to be equipped with draught marks in accordance with the inspection regulations. For vessels for which no draught marks are prescribed, such as small craft (vessels which are not subject to inspection), the definition of “height” is sufficient (height above the hull), as in accordance with article 3.13 of CEVNI no exact indication of height is required for the installation of the mast-head light.

Article 1.02 paragraph 7 – Boatmaster

2. The Dutch proposal concerning article 1.02, paragraph 7 (TRANS/SC.3/WP.3/2000/8) is not clear enough and is, therefore, rejected.
3. The following wording is proposed instead:

“7. If a person is appointed for watch and surveillance for berthed vessels and floating material in accordance with article 7.08, this person shall take the place of the boatmaster.”

Article 6.09 – Overtaking

4. Article 6.09 regulates the general provisions to be observed when overtaking. Paragraph 2 regulates the behaviour of the vessel to be overtaken. In accordance with article 6.09, paragraph 2, second sentence the vessel to be overtaken need, however, not observe this regulation if a small craft overtakes a vessel other than a small craft. Small craft must, however, be obliged to take care when overtaking each other. For this reason, the wording “This provision shall not apply to a small craft overtaking another vessel “ must be maintained.

Article 7.08 – Watch and surveillance

5. The Dutch proposal (TRANS/SC.3/WP.3/2000/8) is appreciated. The responsibility of the “owner of the vessel, shipowner or operator” should, however, not only refer to “surveillance” but

Articles 6.30, 6.32, 6.33 in connection with article 4.05 – Radar

6. In consideration of the Dutch proposal (TRANS/SC.3/WP.3/2000/8), Germany has elaborated a discussion paper (TRANS/SC.3/WP.3/2001/13) concerning radar equipment and radar use. For reasons of time, it has in the meantime not been possible to coordinate the proposals with the Dutch delegation. The Central Commission for the Navigation of the Rhine (CCNR) is at the moment preparing new provisions for navigation in reduced visibility. In this connection, the principle of the three-tone signal shall be replaced by the obligation to use radio and by new navigational rules. As soon as these provisions are adopted by the CCNR, they should be taken into account in the course of consideration of the discussion paper.
