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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

(Twenty-second session, 6-8 June 2001,
agenda item 3)

UPDATING THE EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)

Transmitted by the Government of the Netherlands

Note: The secretariat reproduces below the proposals of the delegation of the Netherlands concerning amendments to CEVNI, as set out in document 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 and TRANS/SC.3/2000/4).

Proposals for the revision of CEVNI

Article 1.01 - Meaning of certain terms

- (t.1) The term “rapid scintillating light” means a rhythmic light flashing 100-120 times a minute;
- (cc) The term “speed boat” means a motorized vessel, with the exception of small craft, capable of travelling on water at a speed greater than 40 km/h.

Article 1.07 - Maximum load and maximum number of passengers; visibility requirements from the wheelhouse

1. Vessels shall not be loaded beyond their maximum draught markings.
2. The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. If direct visibility abaft is restricted during the voyage, the lack of visibility may be compensated for by optical means, giving a clear and undistorted image over an adequate field. When, on account of the cargo, direct forward visibility is inadequate to permit passage under bridges or through locks, this lack of visibility may be compensated for during passage by the use of flat reflector periscopes or radar apparatus.
3. The load shall not endanger the vessel's stability or the strength of the hull.
4. In addition, the stability of vessels carrying containers shall be checked before departure for the following cases:
 - (a) for vessels with a width of less than 9.50 m when the containers are loaded in more than one layer;
 - (b) for vessels with a width of 9.50 m or more when the containers are loaded in more than two layers;
 - (c) for vessels with a width of 11.00 m or more when the containers are loaded in more than three layers or over more than three widths.
5. Passenger vessels shall not have on board more passengers than the number authorized by the competent authorities.

Article 1.09 - Steering

1. When under way, a vessel shall be steered by at least one qualified person of not less than 16 years of age.¹

¹ The competent authorities may prescribe other provisions concerning age.

2. In order to ensure proper control of the vessel, the helmsman shall be able to receive and give all information and all orders reaching or proceeding from the wheelhouse. In particular, he shall be able to hear sound signals and have a sufficiently clear view in all directions.
3. When particular circumstances so require, a look-out or listening-post shall be set up to keep the boatmaster informed.
4. When under way, all speed boats shall be steered by a person holding a diploma required by the competent authorities confirming his general aptitude to steer a vessel and the certificate referred to in article 4.05, paragraph 1 (b). A second person who also holds these documents shall be in the wheelhouse except during berthing and casting off and in locks and their forebays.

Article 3.08 - Marking for motorized vessels proceeding alone

[Paragraphs 1-4 - unchanged]

5. In addition to the marking prescribed by other provisions of these regulations, speed boats under way shall carry by day and by night:

two strong, rapid, scintillating yellow lights.

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

6. The provisions of paragraphs 1 and 2 above shall not apply to small craft or ferry-boats.

Article 3.32 - Prohibition of smoking or using an unprotected light or flame

1. If other regulations prohibit
 - (a) smoking,
 - (b) using an unprotected light or flame,

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, they shall be about 60 cm in diameter.

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

Article 4.05 - Radar

1. Vessels may not use radar unless

(a) They are fitted with radar equipment and a rate-of-turn indicator in proper working order and conforming to [approved in accordance with] the requirements of the competent authorities concerned. However, ferry-boats not moving independently shall not be required to be fitted with a rate-of-turn indicator;

(b) A person holding a certificate of aptitude to pilot a vessel using radar issued in accordance with the requirements of the competent authorities. Notwithstanding the provisions of article 1.09, paragraph 2, the radar may be used for training purposes in good visibility by day, even when there is no such person on board.

Small craft shall also be equipped with a radio telephone in proper working order for the ship-to-ship network.

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

3. Speed boats under way shall use radar.

Article 6.01 bis - Speed boats

Speed boats [hydrofoils, hovercraft and multi-hull vessels] are required to leave all other vessels enough room to hold their course and to manoeuvre; they may not require such vessels to give way to them.

Article 6.02 - Small craft: general rules

[Paragraph 1 remains unchanged]

2. Where the provisions of this chapter provide that a particular rule of the road shall not apply to small craft in relation to other vessels, it shall be incumbent on small craft to leave all other vessels, except the vessels referred to in article 6.01 bis [speed boats], enough room to hold their course and to manoeuvre; small craft may not require other vessels to give way to them.

Article 6.06 - Meeting of speed boats and other vessels and speed boats with each other

Articles 6.04 and 6.05 shall not apply when speed boats meet other boats or when they meet each other. Speed boats shall, however, arrange their passing by radio telephone.

Article 6.28 - Passage through locks

[Paragraphs 1-10 remain unchanged]

11. On approaching the lock basin, during locking and on leaving a lock, speed boats shall restrict their speed so as to avoid any damage to the locks, to vessels or to floating equipment and any danger for the persons on board.

[Present paragraph 11 becomes paragraph 12]

Article 6.30 - General rules for navigation in reduced visibility; use of radar

1. In reduced visibility all vessels under way shall use radar.¹
2. Vessels under way in reduced visibility shall adjust their speed as required by the reduced visibility and the presence and movements of other vessels and local circumstances. They shall use the radio telephone to give other vessels the necessary information for safety.
3. When stopping because of reduced visibility, vessels shall as far as possible keep clear of the channel.
4. In reduced visibility, small craft may only navigate if they are equipped with a radio telephone in working order for the vessel-to-vessel network and listen on the channel indicated by the competent authority.
5. Vessels proceeding on their course shall when meeting another vessel keep to the right as far as is necessary to allow passing port to port. The provisions of articles 6.04, paragraphs 3, 4 and 5 (Class I) and of article 6.05 shall not apply in reduced visibility.¹

Article 6.31 - Sound signals when stationary

Class I

1. In reduced visibility, vessels and floating equipment stationary in or near the channel outside harbours or places specially designated by the competent authorities for berthing shall be on listening watch on the ship-to-ship network. As soon as they hear by radio telephone of the approach of other vessels or as soon and as long as they hear from an approaching vessel one of the signals prescribed in article 6.32, paragraph 4 or article 6.33, paragraph 1 (b), they shall indicate their position by radio telephone or give sound signals as follows:

Class II

1. In reduced visibility, vessels and floating equipment stationary in or near the channel outside harbours or places specially designated by the competent authorities for berthing shall be on listening watch on the ship-to-ship network. As soon as they hear by radio telephone of the approach of other vessels or as soon and as long as they hear from an approaching vessel one of the signals prescribed in article 6.32, paragraph 4 or article 6.33, paragraph 1 (b), they shall indicate their position by radio telephone or give:

¹ The competent authorities may waive this provision or apply it only on certain waterways.

(a) When they are to the left of the channel (for an observer facing downstream):

One peal of a bell;

(b) When they are to the right of the channel (for an observer facing downstream):

Two peals of a bell;

(c) When their position is uncertain:

Three peals of a bell.

One peal of a bell.

However, vessels not parallel to the side of the channel, or positioned in such a way that they may be a danger to other vessels, shall give this signal even without hearing any of the signals referred to above.

[Paragraphs 2-5 remain unchanged]

Article 6.32 - Navigation by radar

1. A vessel is considered to be navigating by radar when, in conditions of reduced visibility, it navigates using radar in accordance with article 4.05.

2. When a vessel is navigating by radar, there shall be at all times in the wheelhouse a person holding a diploma required by the authorities confirming his general aptitude to pilot a vessel and the certificate referred to in article 4.05, paragraph 1 (b) and a second person sufficiently conversant with this method of navigation.

However, if the wheelhouse is equipped with a centralized control post, it is sufficient that the second person can, if necessary, be summoned to the wheelhouse immediately.

Class I

3. As soon as a vessel proceeding upstream observes oncoming vessels on the radar screen, or when it is approaching a sector where there might be vessels not yet visible on the screen, it shall communicate by radio telephone to the oncoming vessels its category, name, direction and position and agree with these vessels on a procedure for passing.

Class II

3. As soon as a vessel observes oncoming vessels on the radar screen, or when it is approaching a sector where there might be vessels not yet visible on the screen, it shall communicate by radio telephone to the oncoming vessels its category, name, direction and position and agree with these vessels on a procedure for passing.

4. As soon as a vessel proceeding downstream observes on the radar screen a vessel whose position or course may cause a dangerous situation and which has not established contact by radio telephone, the vessel proceeding downstream shall draw the attention of this vessel to the dangerous situation by radio telephone and agree on a procedure for passing.

5. When radio telephone contact cannot be established with the oncoming vessels, the vessel proceeding upstream shall

- sound one long blast and repeat this signal as often as necessary;
- reduce speed and, if necessary, stop.

6. Any vessel navigating by radar and called by radio telephone shall reply by radio telephone, giving its category, name, direction and position. It shall then agree on a passing procedure with the oncoming vessel. Small craft shall communicate only their category, direction, position and the side on which they are giving way.

7. In convoys and side-by-side formations, the requirements of paragraphs 1-6 above shall apply only to the vessel carrying the boatmaster of the convoy or formation.

Article 6.33 - Provisions for vessels not navigating by radar

1. In reduced visibility, vessels and convoys unable to use radar shall immediately return to a berthing area. The following provisions shall apply during the voyage to this area:

(a) As far as possible they shall proceed on the navigable side of the channel.

(b) Any vessel proceeding alone and any vessel carrying the boatmaster of a convoy shall sound one long blast as a fog-signal;¹ this signal shall be repeated at intervals of not more than one minute. Such vessels shall have a look-out forward; in the case of convoys, however, a look-out is required on the leading vessel only. The look-out shall be within sight or hearing or in communication through a voice link with the boatmaster of the vessel or convoy.

¹ The competent authorities may prescribe that a vessel carrying the boatmaster of a convoy shall sound two long blasts.

(c) When a vessel is called by radio telephone from another vessel it shall reply by radio telephone, giving its category, name, direction and position. It shall also state that it is not navigating by radar and that it is making for a berthing area. It shall then agree on a passing procedure with the oncoming vessel.

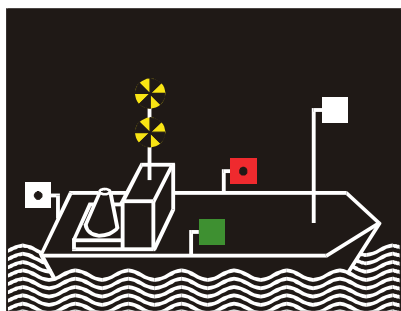
(d) As soon as a vessel hears the sound signal from another vessel with which it has not been possible to establish contact by radio telephone, it shall:

- if it is near to a bank: keep close to that bank and, if necessary, stop there until the other vessel has passed;
- if it is not near to a bank and especially if it is crossing from one bank to another: clear the channel as fully and as quickly as possible.

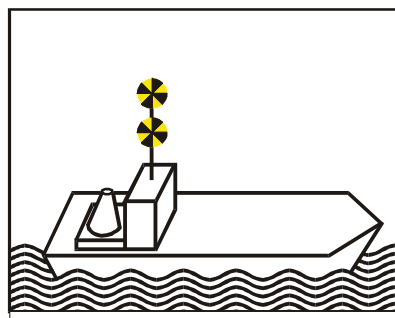
Class 2

2. Ferry-boats not navigating by radar shall, instead of the signal prescribed in paragraph 1 above, give as a fog-signal one long blast followed by four short blasts: this signal shall be repeated at intervals of not more than one minute.

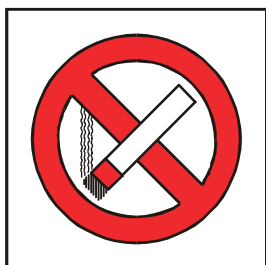
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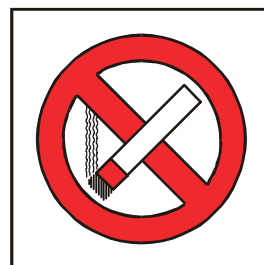
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Article 3.08: Motorized vessels proceeding alone
Paragraph 3: Speed boat



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Article 3.32: Prohibition of smoking, or using an unprotected lighter or flame.

Annex 6

Sound signals

F. Sound signals in reduced visibility

(a) Vessels proceeding alone or convoys navigating by radar, when radio telephone contact cannot be established:

a long blast, repeated

Article 6.32, paragraph 4

(b) Vessels proceeding alone or convoys not navigating by radar:

a long blast repeated at intervals of not more than
one minute

Article 6.33, paragraph 1 (b)

(c) Stationary vessels [unchanged]
