



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/SC.3/WP.3/2004/15  
12 March 2004

ENGLISH  
Original: RUSSIAN

---

**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Inland Water Transport

Working Party on the Standardization of  
Technical and Safety Requirements in Inland Navigation  
(Twenty-eighth session, 8-10 June 2004,  
agenda item 3 (f))

**FURTHER UPDATING OF THE EUROPEAN CODE FOR  
INLAND WATERWAYS (CEVNI)**

**Transmitted by the Governments of Lithuania, the Russian Federation,  
Ukraine, and by the Danube Commission**

*Note:* Reproduced below are proposals from Lithuania, the Russian Federation, Ukraine and the Danube Commission, and comments by the secretariat on the possibility of further updating CEVNI.

## Chapter 1

### LITHUANIA

1. Lithuania supports the suggestion by Croatia (TRANS/SC.3/WP.3/52, para. 6) that the term “reduced visibility” should be clarified in CEVNI.

### RUSSIAN FEDERATION

2. A definition of the term “reduced visibility” should be included in CEVNI. Such a definition would enable the technical requirements for vessels and traffic procedures to be formulated more specifically. According to the Regulations on Navigating the Inland Waterways of the Russian Federation, **the term “reduced visibility” is understood to mean visibility of less than 1 km, such that navigation signs are not clearly distinguishable to the naked eye.**

### UKRAINE

3. We have the following comments on the Croatian proposal to incorporate a definition of the term “reduced visibility” in article 1.01 (TRANS/SC.3/WP.3/52, para. 6). This proposal presumably refers to an earlier version of the Basic Provisions relating to Navigation on the Danube (DFND), in which “reduced visibility” was determined by a vessel’s ability to stop over a defined braking distance within the limits of visibility, namely by one convoy’s length when proceeding upstream and by three convoys’ length when proceeding downstream. At present, article 1.01, paragraph 8 bis, of DFND defines this term as **“conditions in which visibility is reduced owing to fog, haze, snow, rain or other reasons”**.

This definition seems too elusive. In CEVNI, therefore, it would seem reasonable to go back to the wording of the earlier version of DFND, or to adopt a definition to the effect that **“reduced visibility means optical visibility of less than 1 km”**, as specified in the Regulations for the Navigation of Inland Waterways of Ukraine and the Russian Federation (with the addition of the word “optical”).

### DANUBE COMMISSION

4. The member States of the Danube Commission have long used the term “reduced visibility”. It appears in article 1.01 of DFND (Meaning of certain terms), where it is defined as follows in paragraph (z-bis 1):

**“(z-bis 1) The term ‘reduced visibility’ means conditions in which visibility is reduced owing to fog, haze, snow, rain or other reasons;”**

Both chapter 6 of DFND, section F (Reduced visibility - Navigation by radar), articles 6.30, 6.31, 6.32 and 6.33, and CEVNI lay down rules for navigating in reduced visibility, although the wording of the DFND and CEVNI articles differs slightly. In the case of the Danube Commission, article 6.30, paragraph 1, and a number of other articles also use the term “safe speed”. This term, like “reduced visibility”, has long been used by the Danube Commission without objection. The definition, below, may also be helpful for CEVNI:

**“(z) The term ‘safe speed’ means a speed at which a vessel, convoy or side-by-side formation can take proper and effective action to prevent a collision by stopping within the distance required by the prevailing circumstances and conditions.”**

5. The secretariat of the Danube Commission draws attention to the need to clarify article 1.21, paragraph 1 (b), of CEVNI (this may affect the Russian text only).

This subparagraph should be worded as follows:

**“Floating establishments or assemblies of floating material, unless it is evident that their movement cannot cause any hindrance or danger to navigation or any damage to permanent structures.”<sup>1</sup>**

## Chapter 6

6. At the meeting of experts of the Danube Commission on technical questions (November 2003), the competent authorities of Hungary proposed amending the text of article 6.07 of DFND as indicated below. Text differing from that of the corresponding provisions of CEVNI is shown in boldface.

---

<sup>1</sup> Note by the UN/ECE secretariat: This clarification affects the Russian text only. The erroneous insertion of the word “не” had changed the meaning of the subparagraph to the exact opposite of the English and French versions. To align the text as closely as possible with the French original (which also appears in article 1.21, paragraph 1 (c), of the Police Regulations for the Navigation of the Rhine (RPNR)), the following translation into Russian is suggested:

**“(b) плавучих установок или соединений плавучего материала кроме тех случаев, когда совершенно очевидно, что их передвижение не создает препятствий и не представляет опасности для судоходства и не является угрозой для искусственных сооружений”**

At the same time it should be noted that in article 1.21, paragraph 1, of RPNR, floating establishments are dealt with in a separate subparagraph (b), i.e. their movement is treated as a “special transport operation”, regardless of extraneous circumstances.

“Article 6.07 - Meeting in narrow channels

“1. In order to avoid so far as possible meetings on sections or at points where the channel is not unquestionably wide enough for vessels to pass (narrow channels), the following rules shall apply:\*

- (a) All vessels shall proceed through narrow channels as quickly as possible;
- (b) Where the view is restricted, vessels shall sound one long blast before entering a narrow channel; if necessary, especially when the narrow channel is long, they shall repeat **these signals** while passing through it;
- (c) A vessel **or convoy** proceeding upstream, on becoming aware that a vessel **or convoy** proceeding downstream is about to enter a narrow channel, shall stop below the channel until the vessel **or convoy** proceeding downstream has passed through it;
- (d) When a convoy **or a vessel** proceeding upstream has already entered a narrow channel, vessels **or convoys** proceeding downstream shall, so far as possible, stop above the channel until the convoy **or vessel** has passed through it. ~~the same requirement shall apply to single vessels proceeding downstream with respect to a single vessel proceeding upstream.~~

“2. When a meeting in a narrow channel has become inevitable, the vessels concerned shall take every possible precaution to ensure that they pass at a point and under conditions involving the minimum danger. A boatmaster seeing any danger of collision shall sound a series of very short blasts.”

## Chapter 9

7. In accordance with the instructions of the Working Party (TRANS/SC.3/WP.3/52, para. 8), reproduced below is article 9.08 of DFND concerning the prohibition of the use of certain anti-fouling systems on vessels. Where the text differs from that of article 9.06 of CEVNI, this is shown in boldface.

“Article 9.08 - 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, **or to use anti-fouling paints containing the following substances or preparations based thereon:**

---

\* This provision shall not apply to small craft in relation to other vessels.

- (a) **Mercury compounds;**
- (b) **Arsenic compounds;**
- (c) **Organotin compounds;**
- (d) **Hexachlorocyclohexane.”**

## **SECRETARIAT**

8. In accordance with the instructions of the Working Party (TRANS/SC.3/WP.3/52, para. 8), reproduced below is the revised text of article 9.06 of CEVNI, as proposed by the secretariat, that takes account of the relevant provisions of the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, adopted in 2001 by the International Maritime Organization (IMO), article 9.08 of DFND referred to above and the existing text of article 15.09 of RPNR:

“Article 9.06 - Painting and external cleaning of ships

1. It shall be prohibited to oil or clean the outside of vessels using products **which may not be discharged into water.**<sup>2</sup>
2. **Nor shall it be permitted to use anti-fouling systems containing the following substances or preparations thereof:**
  - (e) **Mercury compounds;**
  - (f) **Arsenic compounds;**
  - (g) **Organotin compounds which act as biocides;**
  - (h) **Hexachlorocyclohexane.**

**As an interim measure, pending complete removal and replacement of an anti-fouling system containing substances indicated above, it shall be permitted to apply to a vessel's hull a coating to inhibit the introduction into the water of the aforementioned substances from the anti-fouling systems under the coating.”**

## **Annex 7**

9. At the meeting of experts of the Danube Commission on technical questions (November 2003), the competent authorities of Hungary submitted the following proposals.

---

<sup>2</sup> Note by the secretariat: This form of words is used in RPNR.

It is often the case that on sections where convoys are prohibited from meeting owing to the insufficient depth or width of the fairway, or for some other reason, conditions nevertheless permit single vessels to meet and pass safely. The Instructions on buoyage and marking of the Danube do not prescribe a sign that authorizes single vessels to effect a meeting.

The use of a new sign A.4 (a) is proposed to mark sections where the prohibition on meeting extends to convoys only, but not to single vessels. For this purpose a “convoy” is taken to be as defined in article 3.01, paragraph 3.

The competent authorities of Hungary envisage that the new sign will be used on the Danube on the basis of new local regulations. A similar sign is used on the Rhine to mark sections where traffic safety is subject to local regulations. The competent authorities of Hungary propose that these signs be included in the set of markings in use on the Danube.



-----