



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.3/WP.3/2004/18
26 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 5)

HARMONIZATION OF WATERWAY SIGNS AND MARKING

Transmitted by the Governments of the Russian Federation and Ukraine

Note: Reproduced below are the proposals of the Russian Federation and Ukraine regarding the draft guidelines for waterway signs and marking (TRANS/SC.3/WP.3/2003/15).

RUSSIAN FEDERATION

1. The draft guidelines proposed for consideration reflect fairly comprehensively the requirements to be met by signs and marks, the of visibility of signs and lights and the procedure for the installation of signs. However, the text could be improved by making the following amendments.

2. **[Amendment to Russian text only].**

3. In paragraph 2.1, delete “In principle”.

4. **[Amendment to Russian text only].**

5. Delete paragraph 2.4 in its entirety as basically a repetition of paragraph 1.6 of the guidelines.

6. Paragraph 3.10 should be worded as follows: **“The good visibility of a sign or signal depends on the contrast between the luminance of the sign or signal and the background. This shall be taken into consideration in choosing a site for signs and signals.”**

7. Attach the following footnote to paragraph 3.11: **“The competent authorities may waive these requirements.”**

8. In paragraph 4.3.4, delete “As a general rule”.

9. Paragraph 4.4 supplies no new information. It should either be deleted or amended to incorporate the relevant recommendations on the installation of signs and signals restricting anchoring points.

10. We are of the view that the proposed guidelines for waterway signs and marking could be shortened by deleting those paragraphs not directly relating to the description of the signs or signals or the requirements for their installation. For example, section 5 contains general information and is short on specific recommendations.

UKRAINE

11. It would be possible to agree with the draft guidelines for waterway signs and marking prepared by the delegation of the Netherlands, as contained in document TRANS/SC.3/WP.3/2003/15, because they take full account of the relevant Danube Commission instruction and some account of the international standard adopted by the Commonwealth of Independent States (CIS) (GOST 26600, 98). At the same time, we propose the following amendments to the text.

12. Paragraph 4.1.11 should be expanded. The phrase **“and bank signs”** should be added after “bank lights” in the first sentence, as per the annex 8 to the European code for inland waterways (CEVNI) (sect. A, paras. 1-3).

13. A plate should be affixed above board C.5 indicating the distance to the point at which the channel is the distance shown from the bank.

14. Boards marking dangerous spots and obstacles to navigation (annex 8 to CEVNI, sect. A, paras. 1-2), when positioned on land rather than in the waterway, and at the outer edges of obstacles (e.g. dykes), should indicate in black numerals the distance from the bank to the outer edge of the obstacle. These boards should be displayed at a sufficient distance upstream and downstream of the obstacle, to enable the boatmaster to identify the distance to the obstacle and divert the vessel or convoy to the appropriate distance from the bank in good time. The practice of displaying these boards athwart the obstacle has not proved effective and contributes to accidents, because the boatmaster identifies the sign only when the pushing tug draws level with the board, by which time it is often too late to take action.

15. The following sentence should be added to the end of paragraph 3.8 in section 3 (Visibility of signs and lights): **“In all cases, the topmarks of light buoys shall be covered with reflective paint.”** This is necessary because light buoys could malfunction owing to lamp damage or interruption of their electrical power supply, with the result that at night a boatmaster may not be able to distinguish by radar between left-side and right-side buoys arranged in a curve on certain shallows, and can tell them apart only by the colour of their light-reflecting coating when a searchlight is shone on them.
