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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
(Forty-eighth session, 19-21 October 2004,
agenda item 7(b))

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

Transmitted by the Government of Germany

Note: At the twenty-eighth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3), the delegation of Germany informed the Working Party on the project carried out within the European Committee for Standardization (CEN) aimed at uniting the requirements for navigation lights of sea-going and inland navigation vessels (TRANS/SC.3/WP.3/56, paras. 15-18). Reproduced below is a written proposal received from German experts clarifying the above-mentioned CEN project which is of direct relevance to annexes 4 and 5 of CEVNI.

The Working Party may wish to have an exchange of views on this issue and instruct the Working Party SC.3/WP.3 accordingly.

HARMONIZATION OF NAVIGATION LIGHTS - EN 14744 STANDARD FOR SEAGOING AND INLAND VESSELS

1. The purpose of the proposal is to bring about an amendment to CEVNI, Annex 5, according to the enclosed EN 14744 standard, Table 1, and to obtain the other States' support for additional work on the above-mentioned standard.
2. The reasons underlying the proposal are as follows.
3. Navigation lights on inland vessels are subject to the requirements of CEVNI, Annexes 4 and 5. Approvals are issued in accordance with the Requirements for the Colour and Luminous Intensity of Navigation Lights and for the Approval of Signal Lights in Rhine Navigation, issued by the Central Commission of the Navigation of the Rhine. Technically approved navigation lights are marked with an anchor as the approval mark.
4. Navigation lights for ocean-going vessels are subject to the Convention on the International Regulations for Preventing Collisions at Sea (COLREG). They are approved on the basis of national requirements. For the future, the European Union intends to introduce a technical approval based on the Marine Equipment Directive (MED). The approval mark in the MED approval is a steering wheel (wheel mark).
5. Sea-going vessels capable of navigating in inland waters are facing the problem that they either have to carry a second set of navigation lights, or the luminous intensity has to be reduced in accordance with the requirements of the German traffic regulations for inland waters.
6. As the approval procedures and requirements for both types of light are largely identical, it has been tried to harmonize the requirements for maritime navigation and inland navigation. On the initiative of the Federal Republic of Germany, a working group under CEN TC 15 with participation of CEN TC 300 has worked on the development of a standard. This standard – EN 14744 – is to combine those parts of the requirements for inland and maritime navigation lights that can be standardized. The standard contains clearly defined requirements taking into account state-of-the-art technology and enhances the safety of navigation including recreational craft navigation.
7. All major manufacturers of navigation lights in Austria, the Netherlands and Germany which are in international business participated in this working group.
8. A uniform standard would allow a substantial reduction of manufacturing costs and type-testing and approval expenses and, apart from that, would dramatically reduce the confusing range of navigation lights that are available on the market for different trade areas.
9. Regarding the range of visibility, shown in Table 1 of EN 14744, a compromise had to be accepted by all participants.

10. In order to enhance the safety of navigation, the requirements for navigation lights on all vessels should be standardized, and different requirements should no longer be accepted in future.

Extract from document CEN/TC 15 N 460 E:

Table 1 — Range, luminous intensities and range designations for day and night operations

| Nominal size is the range of the navigation lights | Minimum range value | | Maximum range value | | Minimum operational luminous intensity (I_B) | Minimum photometric luminous intensity (I_0) to be measured in the laboratory | Maximum photometric luminous intensity (I_0) to be measured in the laboratory | Other range designation |
|--|---------------------|-------|---------------------|-------|--|---|---|-------------------------|
| | nm | km | nm | km | | | | |
| 1 | 1 | 1.85 | 2 | 3.70 | 0.9 | 1.1 | 5.4 | Ordinary |
| 2 | 2 | 3.70 | 5 | 9.26 | 4.3 | 5.4 | 65 | Bright |
| 3 | 3 | 5.56 | 5 | 9.26 | 12 | 15 | 65 | Bright |
| 5 | 5 | 9.26 | 7.5 | 13.89 | 52 | 65 | 257 | Strong |
| 6 | 6 | 11.11 | 7.5 | 13.89 | 94 | 118 | 257 | Strong |

(Conversion: 1 nautical mile = 1,852 km)
