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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

Thirty-third session

Geneva, 16-18 June 2008

Item 2 (a) of the provisional agenda

**EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI): COMPARISON  
DOCUMENT CEVNI / DFND / RPNR/ RNSR**

Note by Austria

Note by the Secretariat

It is recalled that the Working Party on Inland Water Transport (SC.3) during its fifty-first session discussed the proposal by the delegation of Austria on upgrading the legal status of CEVNI (ECE/TRANS/SC.3/2007/1). Noting that there was no agreement on changing the legal status, the Working Party approved the proposal by Austria to prepare a document on the differences between the provisions of CEVNI and regional and national navigation rules, and invited the Austrian delegation to present the results of this work, as soon as they were available, to the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (ECE/TRANS/SC.3/178, para. 24). At its thirty-second session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) took note of the creation of an informal working group on CEVNI and reviewed Informal Document No. 1, which presented the comparison of Chapter 1 in CEVNI, Police Regulations

for the Navigation of the Rhine (RPRN), Basic Rules of Navigation on the Danube (DFND) and the Rules for the Navigation on the Sava River (RNSR). SC.3/WP.3 approved the format of the document and asked Austria to present an updated version of the comparison document at its thirty-third session (ECE/TRANS/SC.3/WP.3/64, para. 8).

The comparison of Chapters 1, 2 and 3 in CEVNI, DFND, RPNR and SNSR is presented below. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) may wish to take note of the document and issue instructions, if any, on the preparation of the text below (to be completed by the analysis of Chapters 4 to 9) for the fifty-second session of the Working Party on Inland Water Transport.

### CEVNI / DFND / RPNR/ SNSR COMPARISON DOCUMENT

1. The present document identifies the differences in traffic rules between European Code for Inland Waterways (CEVNI) and Basic Rules of Navigation on the Danube (DFND), Police Regulations for the Navigation of the Rhine (RPNR), and Rules for the Navigation on Sava River (RNSR). The following abbreviations are applied in the document:

- C: European Code for Inland Waterways
- D: Basic Rules of Navigation on the Danube
- R: Police Regulations for the Navigation of the Rhine
- S: Rules for the Navigation on the Sava River.

2. Regular font indicates that the text is identical in all documents. Mentions like CRD, CRS, etc. indicate that the text is only present in the documents mentioned. Underlined text indicates that the comment following the underlined part applies to this part of the text only.

European Code for Inland Waterways (CEVNI)*	Comments
<b>Chapter 1, GENERAL PROVISIONS</b>	
<b>Article 1.01 – Meaning of certain terms</b>	
In these regulations:	
(a) The term “ <u>vessel</u> ” means any inland waterway <u>craft</u> (1), including small craft and ferry-boats, as well as floating equipment and seagoing vessels; (2) <sup>1/</sup>	(1) S: any inland waterway craft intended for navigation (2) CRD: and seagoing vessels
(b) The term “motorized vessel” means any craft using its own mechanical means of propulsion, except craft whose engines are used only to cover short distances (in harbours or at loading and unloading points) or to make them easier to handle while being towed or pushed; (3)	(3) CRS: except craft whose engines are used only to cover short distances (in harbours or at loading and unloading points) or to make them easier to handle while being towed or pushed

\* The third revised edition (ECE/TRANS/SC.3/115/Rev.3).

<sup>1/</sup> The competent authorities may, on certain waterways much used by seagoing ships, exempt such vessels from compliance with some of the provisions of these regulations.

European Code for Inland Waterways (CEVNI) *	Comments
(c) The term “sailing vessel” means any vessel proceeding under sail only; a vessel proceeding under sail and making use at the same time of its own mechanical means of propulsion shall be considered as a motorized vessel;	
(d) The term “small craft” means any vessel with a hull (4) less than 20 m long, <sup>2/</sup> except vessels built or equipped to tow, push or propel in side-by-side formation vessels other than small craft, craft authorized to carry more than 12 passengers and ferry-boats (5);	(4) R: m) without rudder and bowsprit (5) R: m) a pushed barge S: regardless of their length
(e) The term “floating equipment” means (6) <u>floating structures carrying</u> (7) machinery used for work on <u>waterways or in harbours</u> (8) (dredgers, elevators, derricks, cranes, etc.);	(6) S: vessel, with or without its own mechanical means of propulsion, equipped with (7) CRD: floating structures carrying (8) S: inland waters; CRD: waterways or in harbours
(f) The term “floating establishment” means any floating installation that is (9) <u>normally a fixture</u> , e.g. swimming baths, docks, wharves or boat-sheds; (10)	(9) S: permanently moored, anchored or laid on the river bed, e.g. landing-places, accommodation-establishment, restaurants, repair-shops, warehouses, pontoon bridges, floating hangars (10) CRD: normally a fixture, e.g. swimming baths, docks, wharves or boat-sheds
(g) The term “assembly of floating material” means a raft or any construction, assembly or object capable of navigation, other than a vessel or floating establishment;	
(h) The term “ferry-boat” means any vessel providing a transport service across a waterway, that is classed as a ferry-boat by the competent authorities; <sup>3/</sup>	
(i) The term “pushed barge” means any vessel designed or specially equipped to be pushed; (11)	(11) S: “barge” means any vessel designed or specially equipped to be towed
(j) The term “shipborne barge” means a pushed barge designed to be carried on board seagoing vessels and to navigate on inland waterways;	

<sup>2/</sup> The competent authorities may in the application of the provisions of CEVNI and for particular waterways limit the category of small craft to vessels of 15 m long.

<sup>3/</sup> The competent authorities shall in any case class as “ferry-boats” all vessels providing such a service which do not move independently.

European Code for Inland Waterways (CEVNI) *	Comments
(k) The term “convoy” means a towed convoy, a pushed convoy or a side-by-side formation;	
(l) The term “towed convoy” means any group consisting of one or more vessels, floating establishments or assemblies of floating material towed by one or more motorized vessels, the later forming part of the convoy and being known as tugs; (12)	(12) CDS: and being known as tugs
(m) The term “pushed convoy” means a rigid <sup>4/</sup> group of vessels, one at least of which is placed in front of the motorized vessel (13) propelling the convoy and is known as a pusher; (14)	(13) R: e) or two motorized vessels (14) R: e) this includes convoys with a pusher, a pushed vessel and clutch which allows steered buckling
(n) The term “side-by-side formation” means a group consisting of vessels coupled side-by-side, none of which is placed in front of the motorized vessel propelling the formation;	
(o) A vessel, an assembly of floating material or a floating establishment is “stationary” when it is, directly or indirectly, anchored or made fast to the shore;	
(p) A vessel, an assembly of floating material or a floating establishment is “under way” or “proceeding” when it is neither directly nor indirectly at anchor, made fast to the shore or grounded. <u>For such vessels, floating equipment or floating establishments under way, the term “stop” applies with respect to the land;</u> (15)	(15) CDS: For such vessels, floating equipment or floating establishments under way, the term “stop” applies with respect to the land
(q) <u>The term “vessel engaged in fishing” means any vessel fishing with nets, lines, trawls or other fishing apparatus that restrict manoeuvrability, but does not apply to a vessel fishing with trolling lines or other fishing apparatus that does not restrict manoeuvrability;</u> (16)	(16) CD: The term “vessel engaged in fishing” means any vessel fishing with nets, lines, trawls or other fishing apparatus that restrict manoeuvrability, but does not apply to a vessel fishing with trolling lines or other fishing apparatus that does not restrict manoeuvrability
(r) The terms “white light”, “red light”, “green light”, “yellow light” and “blue light” mean lights of colours (17) <u>conforming to the provisions of annex 4 to these regulations;</u> (18)	(17) R: t) conforming to the requirements concerning the colour and intensity of lights and approval of signal lanterns for inland waterway vessels (18) CDS: conforming to the provisions of annex 4 to these

<sup>4/</sup>

The competent authorities may class some non-rigid groups as “pushed convoys”.

European Code for Inland Waterways (CEVNI) *	Comments
	regulations
(s) The terms “strong light”, “bright light” and “ordinary light” mean lights of intensities <u>conforming to the provisions of annex 5 to these regulations</u> ; (20)	(19) R: t) conforming to the requirements concerning the colour and intensity of lights and approval of signal lanterns for inland waterway vessels; (20) CDS: conforming to the provisions of annex 5 to these regulations
(t) The terms ‘scintillating light’ and ‘quick scintillating light’ mean rhythmic lights flashing 50-60 times per minute and 100-120 times per minute;	
(u) The term “short blast” means a blast lasting approximately one second, and the term “long blast” means a blast lasting approximately four seconds, the interval between two consecutive blasts being about one second;	
(v) The term “series of very short blasts” means a series of at least six blasts lasting approximately ¼ second each, separated by intervals of approximately ¼ second; (21)	(21) SD: “series of blows” means two peals of bell
(w) <u>The term “three-tone signal” means a signal repeated three times, of three blasts of different pitch with no interval between them lasting about two seconds in all. The frequency of the blasts shall be within the range 165 to 297 Hertz and the difference between the highest and the lowest blasts shall be at least two full notes. Each series of three blasts shall begin with the lowest and end with the highest note</u> ; (22)	(22) CDS: The term “three-tone signal” means a signal repeated three times, of three blasts of different pitch with no interval between them lasting about two seconds in all. The frequency of the blasts shall be within the range 165 to 297 Hertz and the difference between the highest and the lowest blasts shall be at least two full notes. Each series of three blasts shall begin with the lowest and end with the highest note
(x) The term “night” means the period between sunset and sunrise;	
(y) The term “day” means the period between sunrise and sunset;	
(z) <u>The term “state of fatigue” means a state occurring as the result of insufficient rest or of sickness, and expressed in deviations from the norm in behaviour and reaction speed</u> ; (23)	(23) CDS: The term “state of fatigue” means a state occurring as the result of insufficient rest or of sickness, and expressed in deviations from the norm in behaviour and reaction speed
(aa) <u>The term “state of intoxication” means a state occurring as a result of the use of alcohol</u> ,	(24) CD: The term “state of intoxication” means a state occurring

<p align="center"><b>European Code for Inland Waterways (CEVNI) *</b></p>	<p align="center"><b>Comments</b></p>
<p><u>narcotics, medicines or other similar substances and determined from the results of laboratory examination or from clinical symptoms in accordance with national legislation and practice;</u> (24)</p>	<p>as a result of the use of alcohol, narcotics, medicines or other similar substances and determined from the results of laboratory examination or from clinical symptoms in accordance with national legislation and practice S: The term “state of intoxication” means that a person shall be considered to be in an intoxicated state if blood or blood and urine analysis or some other method of measurement confirms that the blood alcohol level is greater than 0,5 g/Kg or if the presence of alcohol in the organism is confirmed by use of appropriate means or devices (alcometer, etc.) for measuring degree of intoxication, which corresponds with amounts greater than 0,5 g/Kg or a person who upon expert examination, regardless of the blood alcohol level, show signs of alcoholic derangement. Similarly, a person under the influence of narcotics, medicines or some other similar substance shall also be considered to be in an intoxicated state, which shall be established with the assistance of results from laboratory tests or clinical symptoms</p>
<p>(bb) <u>The term “water bike” means any small craft using its own mechanical means of propulsion, which is able to carry one or more persons and built or designed to be used for skiing over the water or performing figures, for example, waterbobs, waterscooters, jetbikes, jetski and other similar craft;</u><sup>5/</sup> (25)</p>	<p>(25) CDS: The term “water bike” means any small craft using its own mechanical means of propulsion, which is able to carry one or more persons and built or designed to be used for skiing over the water or performing figures, for example, waterbobs, waterscooters, jetbikes, jetski and other similar craft</p>

<sup>5/</sup> The competent authority may define a water bike as an assembly of floating material instead of a small craft.

European Code for Inland Waterways (CEVNI) *	Comments
(cc) The term ‘high-speed vessel’ means a motorized vessel, with the exception of small craft, capable of travelling at a speed greater than 40 km/h in relation to still water, when this is stated in its inspection certificate; <sup>6/, 7/</sup>	
(dd) <u>The term ‘reduced visibility’ means conditions in which visibility is reduced owing to fog, haze, snow, rain or other reasons.</u> (26)	(26) CDS: The term ‘reduced visibility’ means conditions in which visibility is reduced owing to fog, haze, snow, rain or other reasons
(27)	(27) DS: The term fairway means zone on inland waterways of a particular depth, width and other dimensions which is developed, marked and open for safe navigation
(ee) <u>The term ‘safe speed’ means a speed at which a vessel or a convoy can navigate safely, undertake manoeuvres and stop within the distance required by the prevailing circumstances and conditions.</u>	(28) CDS: The term ‘safe speed’ means a speed at which a vessel or a convoy can navigate safely, undertake manoeuvres and stop within the distance required by the prevailing circumstances and conditions
(29)	(29) R: “radar navigation”
(30)	(30) R: “ADNR”
(31)	(31) R: “upstream”
(32)	(32) RS: The term “left and right bank” means left and right side of the river looking from the river source towards the river mouth
<b>Article 1.02 – Boatmaster</b> <sup>8/</sup>	
1. Every vessel or assembly of floating material, except vessels in a pushed convoy other than the pusher, shall be placed under the authority of a person having the necessary qualifications. <sup>9/, 10/</sup> (33) This person is hereinafter referred to as the boatmaster.	(33) R: a boatmaster is competent when he is holder of a Rhine patent or a recognized qualification

<sup>6/</sup> In countries where the competent authorities prescribe such certificates.

<sup>7/</sup> Competent authorities may supplement this definition with their interpretation as to the applicability of the term to vessels navigating on particular inland waterways or stretches thereof, for example, when the vessels have to limit their speed.

<sup>8/</sup> The competent authorities may use the term “chef de bord” instead of the term “conducteur” currently used in the French text of CEVNI as long as it means a person exercising a nautical responsibility on board a vessel. The question of the use of one or the other term in the French text of CEVNI is under consideration by the Working Party.

<sup>9/</sup> The competent authorities may waive this provision in the case of certain assemblies of floating material and non-motorized vessels in certain side-by-side formations.

<sup>10/</sup> The competent authorities may lay down requirements regarding these qualifications.

European Code for Inland Waterways (CEVNI) *	Comments
2. Every convoy shall likewise be placed under the authority of a person having the necessary qualifications. <sup>11/</sup> This boatmaster shall be appointed as follows:	
(a) In the case of a convoy with only one motorized vessel, the boatmaster of the convoy shall be the boatmaster of the motorized vessel;	
(b) In the case of a towed convoy led by two or more motorized vessels in line, the boatmaster of the convoy shall be the boatmaster of the leading vessel, <u>unless that vessel is a temporary auxiliary tug, in which case the boatmaster of the convoy shall be the boatmaster of the second vessel</u> (34);	(34) CRS: unless that vessel is a temporary auxiliary tug, in which case the boatmaster of the convoy shall be the boatmaster of the second vessel
(c) In the case of a towed convoy led by two or more motorized vessels not in line, one of which provides the main traction, the boatmaster of the convoy shall be the boatmaster of the vessel providing the main traction;	
(d) In a pushed convoy propelled by two pushers side-by-side, (35) the boatmaster of the starboard pusher shall be the boatmaster of the convoy; (36) <sup>12/</sup>	(35) CRS: In a pushed convoy propelled by two pushers side-by-side (36) CR: In a pushed convoy propelled by two pushers side-by-side, the boatmaster of the starboard pusher shall be the boatmaster of the convoy (S) : the boatmaster of a pusher of a higher propelling power shall be the boatmaster of the convoy
(e) In other cases, the boatmaster of the convoy shall be appointed when required.	
3. When a vessel is under way the boatmaster shall be on board; in addition, the boatmaster of floating equipment shall always be on board when the equipment is in operation.	

<sup>11/</sup> The competent authorities may lay down requirements regarding these qualifications.

<sup>12/</sup> The competent authorities may prescribe that the boatmaster of a pusher of a higher propelling power shall be the boatmaster of the convoy.



European Code for Inland Waterways (CEVNI) *	Comments
4. The boatmaster is responsible for compliance with these regulations on his vessel, convoy or assembly of floating material. In a towed convoy, the boatmasters of the towed vessels shall obey the orders of the boatmaster of the convoy; however, even without such orders, they shall take all steps required by the circumstances for the proper handling of their vessels. The same provisions apply to boatmasters of vessels in a side-by-side formation who are not the boatmaster of the formation. <sup>13/</sup>	
5. <u>Every floating establishment shall be placed under the authority of a (37) person. This person shall be responsible for the observance of the provisions of these regulations (38) on the floating establishment.</u> (39)	(37) S: competent (38) S: and any special instructions given to them by officials of the competent authorities (39) CSD: Every floating establishment shall be placed under the authority of a person. This person shall be responsible for the observance of the provisions of these regulations on the floating establishment
6. The faculties of the boatmaster shall not be impaired as a result of a state of fatigue or intoxication.(40)	(40) S: An authorized official of the competent authorities may subject the boatmaster to testing with the aid of suitable means and devices (alcometers, etc.) or bring him in for an expert examination to check whether he is in a state of intoxication. The boatmaster is obliged to submit to testing or an expert examination
7. In the case of a moored vessel or assembly of floating material having no boatmaster, the person responsible for ensuring compliance with the provisions of these regulations shall be:	
(a) The operator or owner of such vessel or assembly;	
(b) The person responsible for keeping watch and surveillance under article 7.08.	

<sup>13/</sup> When circumstances make it necessary for two or more vessels and/or convoys to sail together (for example, with the support of an ice-breaker), the relationships between the boatmasters are determined by the competent authority.

European Code for Inland Waterways (CEVNI) *	Comments
<b>Article 1.03 – Duties of crew and other persons on board</b>	
1. Crew members shall carry out the orders given to them by the boatmaster in the performance of his duties. They shall assist in complying with the requirements of these regulations and of any other provisions applicable.	
2. All other persons on board are required to comply with the orders given to them by the boatmaster in the interest of safe navigation or of good order on board.	
3. Members of the crew and other persons on board who temporarily determine the vessel's course and speed themselves shall also be responsible in that respect for ensuring compliance with the requirements of these regulations.	
4. The faculties of crew members on duty and other persons on board who participate temporarily in the navigation of the vessel shall not be impaired as a result of a state of fatigue or intoxication.	
<b>Article 1.04 – General obligation to exercise vigilance</b>	
1. <u>When under way every vessel shall at all times proceed at a safe speed.</u> (41)	(41) C: When under way every vessel shall at all times proceed at a safe speed
2. Even where no special rules are laid down in these regulations, boatmasters shall take all the precautions required by the general obligation to exercise vigilance and good navigational practice in order to avoid, in particular:	
(a) Danger to human life;	
(b) Damage to vessels or assemblies of floating material, banks, works or installations of any kind on or adjacent to the waterway;	
(c) Causing obstructions to shipping; and	
(d) Causing harm to <u>crew members and other persons on board the vessel or damage to barges moored alongside, port or wharf facilities and the</u> (42) environment.	(42): C: members and other persons on board the vessel or damage to barges moored alongside, port or wharf facilities
3. <u>The above provisions shall also apply to persons in charge of floating establishments.</u> (43)	(43) C: The above provisions shall also apply to persons in charge of floating establishments

European Code for Inland Waterways (CEVNI) *	Comments
<b>Article 1.05 – Conduct in special circumstances</b>	
To avoid imminent danger, boatmasters shall take all the steps required by the situation, even if this entails departing from these regulations.	
<b>Article 1.06 – Use of the waterway</b>	
(44) The length, width, height, draught and speed of vessels, convoys and assemblies of floating material shall be suited to the characteristics of the waterway (45) and its installations. <sup>14/</sup> (45)	(44) R: without prejudice to §§ 8.08, 9.02 Nr. 10, 10.01, 10.02, 11.01, 11.02, 11.03, 11.04 and 11.05 of this regulation (45) S: fairway. CRD: waterway
<b>Article 1.07 – Maximum load and maximum number of passengers</b>	
Article 1.07 – Maximum load (46) and maximum number of passengers	(46): R: Maximum load, view and maximum number of passengers
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, this lack of visibility may be compensated for by the use of radar apparatus. (47) <sup>15/</sup>	(47): C: 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, this lack of visibility may be compensated for by the use of radar apparatus R: direct view of 350 m in front of the vessel. Compensation is allowed for the view backwards and when sailing through bridges or locks SD: The load shall not endanger the vessel's stability or the strength of the hull. The load shall not restrict the direct or indirect view at a distance of more than 350 m in front of the vessel or convoy under way
3. Passenger vessels shall not have on board more passengers than the number authorized by the competent authorities. High-speed passenger vessels shall not have on board more persons than the number of available seats.	
4. In addition, the stability of vessels carrying containers shall be checked before departure for the following cases:	

<sup>14/</sup> The competent authorities may lay down rules on this matter, taking traffic density into account if necessary.

<sup>15/</sup> The competent authorities may also prescribe the use of flat reflector periscopes.

European Code for Inland Waterways (CEVNI) *	Comments
(a) for vessels with a beam of less than 9.5 m, loaded with more than one tier of containers;	
(b) for vessels with a beam of 9.5 m or more but less than 11 m (48), loaded with more than two tiers of containers;	(48) CRS: but less than 11 m
(c) <u>(49) for vessels with a beam of 11 m or more, loaded with more than three tiers of containers or more than three widths;</u>	(49) R: for vessels with a beam of 11.00 m or more: - if the vessel is loaded with more than three breadths and more than two tiers of containers - If the vessel is loaded with more than three tiers of containers ; CSD: for vessels with a beam of 11 m or more, loaded with more than three tiers of containers or more than three widths
(d) <u>for vessels with a beam of 15 m or more, loaded with more than three tiers of containers.</u> (50)	(50) CSD: (d) for vessels with a beam of 15 m or more, loaded with more than three tiers of containers
<b>Article 1.08 – Construction, rigging and crews of vessels</b>	
1. Vessels <u>and assemblies of floating</u> (51) material shall be so constructed and rigged as to ensure the safety of those on board and safe navigation and to be able to satisfy the requirements of these regulations. (52)	(51) CDS: and assemblies of floating material (52) S: and of other regulations in force
2. All vessels, <u>except vessels in a pushed convoy other than the pusher</u> (53), shall have a crew sufficient in number and sufficiently skilled to ensure the safety of those on board and safe navigation. <u>However, non-motorized vessels in a side-by-side formation and some of the towed vessels in a rigid group are not required to have a crew if the vessel propelling the side-by-side formation or rigid group, or keeping it safely stopped, has a crew sufficiently large and skilled to ensure the safety of those on board and safe navigation.</u> (54)	(53) CSD: except vessels in a pushed convoy other than the pusher (54) CSD: However, non-motorized vessels in a side-by-side formation and some of the towed vessels in a rigid group are not required to have a crew if the vessel propelling the side-by-side formation or rigid group, or keeping it safely stopped, has a crew sufficiently large and skilled to ensure the safety of those on board and safe navigation. R: The requirements are satisfied if the vessel is provided with a ship's certificate pursuant to the Regulation on Inspection of Shipping on the Rhine, the construction and equipment of the vessel fully comply with the specifications of the ship's certificate

European Code for Inland Waterways (CEVNI) *	Comments
	and crew and operation are in accordance with the Regulation on Inspection of Shipping on the Rhine
(55)	(55) S: 3. All vessels carrying out carriage of the dangerous goods shall have on board one crew member qualified for the carriage of dangerous goods in accordance with the regulations for the carriage of dangerous goods in force
<b>Article 1.09 – Steering</b>	
1. When under way, a vessel (56) shall be steered by at least one qualified person of not less than 16 years of age. <sup>16/</sup>	(56) S: except vessels from Article 1.08, paragraph 2 R: Age limits do not apply to small non- motorized vessels
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. <u>If a sufficiently clear view is not possible, he has to have a possibility to use an optical means giving a clear and undistorted image over an adequate field.</u> (57)	(57) CDS: If a sufficiently clear view is not possible, he has to have a possibility to use an optical means giving a clear and undistorted image over an adequate field
3. When particular circumstances so require, a look-out or listening-post shall be set up to keep the helmsman informed.	
4. <u>When under way, all high-speed vessels shall be steered by a person not younger than 21 years of age holding a diploma certifying that he has the necessary qualifications referred to in article 1.02, paragraph 1 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.</u> (58)	(58) CDS: When under way, all high-speed vessels shall be steered by a person not younger than 21 years of age holding a diploma certifying that he has the necessary qualifications referred to in article 1.02, paragraph 1 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 R: When under way, all high-speed vessels shall be steered by a person holding a Rhine patent and a Radar

<sup>16/</sup> The competent authorities may prescribe other provisions concerning age.

European Code for Inland Waterways (CEVNI) *	Comments
	patent. In conformity with the Rhine License regulation and the radar patent, a second person who also holds these documents must be in the wheelhouse except during berthing and casting off and in locks and their forebays
<b>Article 1.10 – Vessel’s papers and other documents</b>	
1. Every vessel shall carry:	
(a) Ship’s certificate; (59)	(59) S: A certificate of registry CDR: Ship’s certificate
(b) (60) <u>tonnage certificate (cargo vessels only)</u> (61);	(60) R: b) The Rhine Patent or any other document referring to the Rhine Patent Regulation for the boat master and for the crew, a personal service record or the Rhine Patent or any other document referring to the Rhine Patent Regulation c) The duly completed logbook including the certificate to in Annex K of the Regulation on Inspection of Shipping on the Rhine d) The certificate on the release of the logbooks e) The certificate of the membership to the Rhine License Regulation f) Certificate of measurement of the vessel g) The certificate of installation and function of the recording equipment and its legal record h) The Radar patent or any other document referring to the regulation on assignation of a Radar patent; these documents are not necessary if the Rhine patent card contains the entry “Radar” or any other entry in a certification referring to the Rhine patent regulation i) The certificate on installation and function of radar device and turn-and-bank indicator

European Code for Inland Waterways (CEVNI) *	Comments
	<p>k) The certificate of radiotelephony to operate on radio telephone installations according to Annex 5 of the Regulation on the Agreement of Radiotelephony in Inland Navigation</p> <p>l) Certificate “Frequency allocation”</p> <p>m) The Handbook on radiotelephony in inland navigation, general part and regional part</p> <p>n) The duly completed book of oil control</p> <p>o) The certificate of boilers and auxiliaries for vessels</p> <p>p) The certificate for liquefied gas installations</p> <p>q) The certificate for Electrical Equipment</p> <p>r) The verification certificate for portable fire extinguishers and fixed fire extinguisher installations</p> <p>s) Verification certificate of cranes</p> <p>t) The certificate referring to in ADNR Nr. 8.1.2.1, 8.1.2.2 and 8.1.2.3</p> <p>u) The certificate for confirmation of stability for the transport of containers, including stowage plan or manifest for each loading condition and calculation methods shall be provided for confirmation of stability on a previous or standardized carriage case under explanation of the chosen calculation method</p> <p>v) The certificate on duration and local boundary of the construction site, where the worksite craft is allowed to be used</p> <p>w) On the section between Basel and Mannheim, for vessels with a length more than 110 m: according to § 22a.05 Nr.2 Letter b of the Regulation on Inspection of Shipping on the Rhine</p>

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	(61) S: A measurement certificate D: A measurement certificate (cargo vessels only) C: tonnage certificate (cargo vessels only)
(c) (62) Ship's articles or crew list;	(62) D: except vessels which are not crewed CDR: Ship's articles
(d) (63) A ship's log; <sup>17/</sup>	(63) D: (only motorized vessels)
(e) <u>Boatmaster's licence or licences belonging to boatmasters of the vessel and for other crew members a service record duly completed.</u> (64)	(64) CDR: Boatmaster's licence or licences belonging to boatmasters of the vessel and for other crew members a service record duly completed S: A ship's certificate
(65)	(65) D: and crewed vessels referred to in 8.1.2.1, 8.1.2.2 and 8.1.2.3 of the annex relating to ADN-D certificates
and any other documents relating to navigation required under international conventions or agreements.	
2. <u>By derogation from paragraph 1 above, small craft are not required to carry the documents referred to in subparagraphs (b) and (d); moreover, in the case of small pleasure craft, the document referred to in subparagraph (c) is not required, and that referred to in subparagraph (a) may be replaced by a national navigation permit.</u> (66)	(66) CSD: By derogation from paragraph 1 above, small craft are not required to carry the documents referred to in subparagraphs (b) and (d); moreover, in the case of small pleasure craft, the document referred to in subparagraph (c) is not required, and that referred to in subparagraph (a) may be replaced by a national navigation permit
3. <u>Assemblies of floating material shall carry a national navigation permit.</u> <sup>18/</sup> (67)	(67) CSD: Assemblies of floating material shall carry a national navigation permit
4. The documents required to be carried on board under these regulations or any other provisions applicable shall be produced whenever requested by officials of the competent authorities.	

<sup>17/</sup> The competent authorities may waive the requirement to carry this document. If they do require it, they shall exempt from producing it vessels registered in countries where it is not required.

<sup>18/</sup> The competent authorities may waive this provision.



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5. However, the ship's certificate and the tonnage certificate need not be carried on board a pushed barge to which is affixed a metal plate conforming to the following model:	
Official No.: Ship's certificate No.: Competent authority: Expiry date:	
<p>These particulars shall be engraved or stamped in easily legible characters not less than 6 mm high. The metal plate shall be not less than 60 mm high and 120 mm long; it shall be permanently affixed in a prominent place towards the stern of the barge on the starboard side.</p> <p>The conformity of the particulars given on the plate to those in the barge's ship's certificate shall be certified by the competent authority, whose stamp shall be applied to the plate. The ship's certificate and tonnage certificate shall be kept by the owner of the barge. <sup>19/</sup></p>	
<b>Article 1.11 – Navigation regulations</b>	
An updated copy of the navigation regulations applicable to the waterway shall be carried (68) on board every vessel, except vessels in a pushed convoy other than the pusher (69) and on every assembly of floating material. <sup>20/</sup>	(68) R: navigation regulations by electronic means is also sustained (69) R: and small vessels
<b>Article 1.12 – Dangerous objects on board; loss of objects; obstacles</b>	
1. It is prohibited to allow objects that would constitute a danger to vessels (70), assemblies of floating material, floating establishments or installations on or adjacent to the waterway to project beyond the sides of vessels or of assemblies of floating material.	(70) R: Referring to in §1.04
2. When anchors are weighed, they shall not hang below the bottom or keel of a vessel or the bottom of an assembly of floating material. (71)	(71) CDS: assembly of floating material S: and no part of it shall be permanently immersed in water

<sup>19/</sup> The competent authorities may allow photocopies of the certificate of registry and the tonnage certificate, certified as true copies by a competent authority, to be carried on board the pusher.

<sup>20/</sup> The competent authorities may exempt certain classes of small craft and of assemblies of floating material from this regulation.

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3. When a vessel, an assembly of floating material or a floating establishment loses an object and this may cause an obstruction or danger to navigation, the boatmaster or the person responsible for the floating establishment shall at once inform the nearest competent authorities, specifying as accurately as possible the place where the object was lost. If possible, he shall also place a marker at the spot.	
4. When a vessel encounters an unknown obstacle on a waterway, the boatmaster shall at once inform the nearest competent authority, specifying as accurately as possible the place where the obstacle was encountered. (72)	(72) S: When this obstacle may cause danger to navigation the boatmaster shall also place a marker at the spot
<b>Article 1.13 – Protection of waterway signs and marking</b>	
1. It is prohibited to use waterway signs or marking (boards, buoys, floats, beacons, etc.) for mooring or warping vessels or assemblies of floating material, to damage them or to render them unfit for use.	
2. When a vessel or an assembly of floating material has displaced or damaged any device or installation which is part of the system of waterway signs and marking, the boatmaster shall at once inform the nearest competent authority.	
3. Every boatmaster has a general duty immediately to inform the nearest competent authority of any incident or accident affecting waterway signs or marking (failure of a light, displacement of a buoy, destruction of a sign, etc.).	
<b>Article 1.14 – Damage to permanent structures</b>	
When a vessel or assembly of floating material has damaged a permanent structure (lock, bridge, etc.), the boatmaster shall at once inform the nearest competent authority.	
<b>Article 1.15 – Prohibition of discharge into waterways</b>	
1. It is forbidden to throw, pour or allow to fall or flow into a waterway any objects or substances likely to cause an obstruction or danger to navigation or to other users of the waterway.	
2. It is in particular forbidden to throw, pour or discharge into a waterway any form of petroleum waste or mixtures of such waste with water.	
3. In the event of accidental spillage of a substance covered by paragraph 1 or paragraph 2 or of any risk of such spillage, the boatmaster shall	

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immediately inform the nearest competent authority, specifying as accurately as possible the nature and site of the spillage.	
<b>Article 1.16 – Salvage and assistance</b>	
1. In the event of an accident endangering those on board, the boatmaster shall use every means at his disposal to save them.	
2. Every boatmaster who is close to a vessel or assembly of floating material which has suffered an accident endangering persons or threatening to obstruct the channel is required to give immediate assistance insofar as is consistent with the safety of his own vessel.	
<b>Article 1.17 – Grounded or sunken vessels</b>	
1. The boatmaster of a grounded or sunken vessel or of a grounded or broken assembly of floating material shall arrange for the nearest competent authority to be informed as soon as possible. In the case of a grounded or sunken vessel, the boatmaster or a member of the crew shall remain on board or near the site of the accident until the competent authority has authorized him to leave.	
2. When a vessel is grounded or sunk, or an assembly of floating material is grounded, in or near the channel, its boatmaster shall, unless it is obviously unnecessary, as soon as possible and without prejudice to the obligation to display the marking referred to in article 3.25, give warning to approaching vessels and assemblies of floating material at suitable points far enough from the site of the accident to enable them to take the necessary action in good time.	
3. Should an accident occur while a vessel is passing through a lock, the boatmaster shall immediately inform the service in charge of the lock in question. (73)	(73) S: 4. When the vessels from paragraph 1, 2 and 3 of this Article are part of the pushed or towed convoy or side-by-side formation, the boatmaster of the convoy or side-by-side formation shall be responsible in that respect for ensuring compliance with the requirements of this Article D: 4. When the vessels from paragraph 1 and 2 of this Article are part of a convoy the boatmaster of the convoy shall be responsible in that respect for ensuring compliance with

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	the requirements of this Article
<b>Article 1.18 – Obligation to clear the channel</b>	
<p>1. When a grounded or sunken vessel, a grounded assembly of floating material or an object lost by a vessel or assembly of floating material causes or threatens to cause total or partial obstruction of the channel, the boatmaster of the vessel or assembly of floating material shall endeavour to get the channel cleared as soon as possible.</p> <p>2. A boatmaster whose vessel is in danger of sinking or becomes impossible to control is under the same obligation.</p>	
(74)	<p>(74) R: 3. For the obligation to clear the channel from grounded or sunken vessel, a grounded assembly of floating material or an object lost by a vessel, national regulations should be considered</p> <p>D: 3. When the vessels from paragraph 1 and 2 of this Article are part of a convoy the boatmaster of the convoy shall be responsible in that respect for ensuring compliance with the requirements of this Article</p>
(75)	<p>(75) R: 4. The competent authorities may begin immediately with the clearance, if the administrative discretion bears no delay</p> <p>S: 4. When the vessels from paragraph 1 and 2 of this Article are part of the pushed or towed convoy or side-by-side formation the boatmaster of the convoy or side-by-side formation shall be responsible in that respect for ensuring compliance with the requirements of this Article</p>
<b>Article 1.19 – Special instructions</b>	
<p>Boatmasters and persons in charge of floating establishments shall comply with any special instructions given to them by officials of the competent authorities in order to ensure safe and orderly navigation. (76)</p>	<p>(76) R: also applicable in cases of border-crossing</p> <p>SD: 2. Authorised officials of the competent authorities may, except in special cases when the provisions of other legislation are applied, by means of a special decision prohibit the navigation of a vessel and especially</p>

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	in the following case (s)
	1. when the vessel does not have a certificate of registry or national navigation permit or these documents have expired 2. when the vessel does not comply with the conditions referred to in Article 1.07 of this Decision 3. when the crew or vessel do not comply with the conditions referred to in Article 1.08 of this Decision 4. when the capabilities of the boatmaster or on-duty crew members have been diminished due to a state of fatigue or intoxication
<b>Article 1.20 – Inspection</b>	
<p>Boatmasters and persons in charge of floating establishments shall give officials of the competent authorities the necessary facilities for verifying compliance with these regulations and any other provisions applicable, and in particular facilitate immediate boarding by them.</p>	
<b>Article 1.21 – Special transport operations</b>	
Article 1.21 – Special transport operations (77)	(77) R: amphibian vehicles
1. Movements on inland waterways are deemed to be special transport operations if they are movements of:	
(a) Vessels or convoys which do not comply with the requirements of articles 1.06 and 1.08;	
(b) Floating establishments or <u>assemblies of floating material</u> (78), unless it is evident that their movement cannot cause any hindrance or danger to navigation or any damage to permanent structures.	(78) C: assemblies of floating material
2. Such a transport operation shall be allowed only under a special authorization issued by the competent authorities of the sector or sectors over which it is to take place.	
3. <u>It shall be subject to such conditions as those authorities may determine in each case.</u> (79)	(79) CDS: It shall be subject to such conditions as those authorities may determine in each case
4. A boatmaster shall be appointed for each transport operation, account being taken of the provisions of article 1.02.	

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(80)	(80) R: 2. In this regulation, amphibian vehicles are considered as small vessels S: 5. Before issuing approval for the transports referred to in paragraph 1 of this Article, the competent authorities may request a review and verification of ability for navigation by the competent organisation
<b>Article 1.22 – Special temporary requirements</b>	
Boatmasters shall comply with any temporary requirements issued by a competent authority in special circumstances and published as notices to ensure safe and orderly navigation.	
(81)	(81) R: 2. These requirements should be issued in case of work on the waterway, military exercises, public events referring to in § 1.23 or due to waterway conditions. They may on certain passages, where special attention is needed and which are signalled with buoys; beacons or any other sign or warning, prohibit navigation by night or passage of vessels of too much draught. 3. The requirements under paragraph 1 also cover the requirements that could be taken, when it appears necessary to introduce navigation rules measures, while waiting for the amendment of the existing rules or as a test. The requirements will remain valid for three years, maximum. They will be implemented in all riparian states at the same time and revoked under the same conditions
<b>Article 1.23 – Authorization of public events</b>	
(82) Sporting events, regattas or other public events which may endanger safe and orderly navigation shall be subject to authorization by the competent authorities.	(82) S: 1. Organizers of the sporting events, regattas and other public activities on waterways from Article 1.0 of these Rules shall inform competent authorities in charge about such activities 20 days in advance

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<b>Chapter 2</b> <b>MARKS AND DRAUGHT SCALES ON VESSELS; TONNAGE MEASUREMENT</b>	
<b>Article 2.01 – Identification marks on vessels other than small craft</b>	
Article 2.01 – Identification marks on vessels other than small craft (83)	(83) R: and seagoing vessels
1. Every vessel, except small craft (84), shall bear the following identification marks on its hull or on fixed boards or plates:	(84) R: and seagoing vessels
(a) Its name or emblem The name shall be inscribed on both sides (85) of the vessel; <u>in the case of motorized vessels</u> (86), it shall also be inscribed in a position visible from astern. If, in a side-by-side formation or pushed convoy, one or more of the inscriptions of the propelling vessel's name are hidden, the name shall be reproduced on boards so placed as to be clearly visible from the directions from which those inscriptions are hidden. If the vessel has no name or emblem, it shall bear either the name (or its usual abbreviation) of the organization to which it belongs followed, where applicable, by a number, or the registration number followed, in order to show the country of the vessel's home port or place of registry, by the letter or letters assigned to that country in annex 1 to these regulations.	(85) R: except pushed barges (86) CDS: in the case of motorized vessels
(b) Its home port or place of registry The name of the home port or place of registry shall be inscribed either on both sides of the vessel or on its stern and shall be followed by the letter or letters indicating the country of that home port or place of registry.	
2. In addition, except for small craft, (a) Every cargo vessel shall have its dead-weight tonnage inscribed on both sides, on the hull or on fixed boards; (b) Every passenger vessel shall display the maximum permissible number of passengers in a conspicuous position on board.	
3. The above-mentioned identification marks shall be inscribed in easily legible and indelible Latin characters (87), their inscription in oil paint being considered indelible. The height of the characters shall be not less than 20 cm for the name and not less	(87) S: for numbers in easily legible and indelible Arabic numbers and for characters in easily legible and indelible Latin characters

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than 15 cm for other marks. The width of the characters and the thickness of strokes shall be in proportion to the height. The characters shall be of a light colour against a dark background or vice versa.	
4. <u>As an exception to the preceding paragraphs, seagoing vessels may maintain their identification marks.</u> (88)	(88) CRD: 4. As an exception to the preceding paragraphs, seagoing vessels may maintain their identification marks
5. <u>Crewed vessels under way by day shall fly their national flag at the stern. High-speed vessels may instead of the national flag display a board which matches the national flag in shape and colour.</u> (89)	(89) CSD: 5. Crewed vessels under way by day shall fly their national flag at the stern. High-speed vessels may instead of the national flag display a board which matches the national flag in shape and colour
<b>Article 2.02 – Identification marks on small craft</b> <sup>21/</sup>	
1. Small craft shall bear the official registration marks; if those marks are not prescribed, they shall bear: (a) Their name or emblem; (b) The name and domicile of the owner.	
2. The registration or identification marks mentioned under paragraph 1 (a) shall be inscribed on the outside of the craft in Latin characters not less than 10 cm high, easily legible and indelible, their inscription in oil paint being considered indelible. If the craft has no name or emblem, it shall bear the name (or its usual abbreviation) of the organization to which it belongs, followed, where applicable, by a number.	
3. The name and domicile of the owner shall be displayed in a conspicuous position inside or outside the craft.	
4. However, ship's boats need only bear, inside or outside, the name of the vessel to which they belong and any other particulars needed to identify the owner.	
<b>Article 2.03 – Tonnage measurement</b>	
Every inland waterway cargo vessel, except small craft, shall have its tonnage capacity measured.	

<sup>21/</sup> The competent authorities may prescribe other provisions for small craft which are neither motorized nor sailing craft and for sailboards or small sailing craft less than 7 m long.



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<b>Article 2.04 – Draught marks and draught scales</b> <sup>22/</sup>	
1. All vessels, except small craft, shall bear marks showing the maximum draught level. In the case of inland waterway vessels, the methods by which the maximum draught is determined and the conditions to be observed in affixing the draught marks shall be laid down in the rules concerning technical requirements which correspond to the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to Resolution No. 17, revised) (TRANS/SC.3/104). (90)(91)(92) (93) In the case of seagoing vessels, the summer fresh-water line shall serve in place of draught marks.	(90) C: to the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to Resolution No. 17, revised) (TRANS/SC.3/104) (91) S: Directive 2006/87/EC (92) R: Which correspond to the Regulation on Inspection of Shipping on the Rhine (93) D: to annex 2
2. Every vessel which may draw as much as 1 m (94) of water shall be provided with draught scales. <u>In the case of inland waterway vessels, annex 2 to these regulations lays down the conditions to be observed in affixing the draught scales.</u> (95)(96)	(94) R: except small vessels (95) CSD: In the case of inland waterway vessels, annex 2 to these regulations lays down the conditions to be observed in affixing the draught scales. (96) R: The principles on affixing the draught scale are shown in the Regulation on Inspection of Shipping on the Rhine
<b>Article 2.05 – Identification marks on anchors</b>	
1. The anchors of vessels (97) shall bear identification marks in indelible characters. (98)	(97) S: except small craft, (98) R: They have to contain the number of the ship's certificate and the letter of differentiation of the commission on Inspection of Shipping or the name and place of residence of the owner of the vessels.
2. The obligation contained in paragraph 1 shall not apply to the anchors of seagoing vessels or of small craft. (99)	(99) R: and vessels, navigating on the Rhine as an exception.
<b>Chapter 3 VISUAL SIGNALS (MARKING) ON VESSELS</b>	
<b>I. GENERAL</b>	
<b>Article 3.01 – Application and definitions</b>	
1. <u>Articles 3.08 to 3.19, 3.28, 3.34, 3.35, 3.37 and 3.38 shall apply to vessels under way and articles 3.20 to 3.26 to stationary vessels. Articles 3.21, 3.23 and 3.26 shall apply also to vessels, assemblies of</u>	(*) Different numbers of the Articles in C, R, D and S due to different formal conception of this chapter (in D and S there are separate articles for

<sup>22/</sup> The competent authorities may waive the requirement for these marks and scales.

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<u>floating material or floating establishments, when they are grounded.</u>	day and night marking)
2. When visibility conditions so require, the visual signals prescribed for use at night shall also be displayed by day.	
3. For the application of this chapter, pushed convoys whose maximum dimensions do not exceed 110 m by 12 m are regarded as single motorized vessels. (100) (101)	(100) R: A side-by-side formation, whose length does not exceed 140 m is considered as a pushed convoy of the similar length (101) SD: and side-by-side formations whose greatest dimensions do not exceed 110 m in length and 23 m in width are regarded as single motorized vessels
4. Sketches of the signals prescribed in this chapter are contained in annex 3 to these regulations.	
5. In this chapter:	
(a) The term “masthead light” means a strong white light projecting an uninterrupted beam throughout a horizontal arc of 225° and placed so as to project that beam from the bow to 22°30’ abaft the beam on each side;	
(b) The term “side lights” means a bright green light to starboard and a bright red light to port, each of these lights projecting an uninterrupted beam throughout a horizontal arc of 112°30’ and placed so as to project that beam from the bow to 22°30’ abaft the beam on its side;	
(c) The term “stern light” means an ordinary (102) or bright white light projecting an uninterrupted beam throughout a horizontal arc of 135° and placed so as to project this beam throughout an arc of 67°30’ along each side from the stern;	(102) D: or a yellow bright light
(d) The term “light visible from all directions” means a light projecting an uninterrupted beam throughout a horizontal arc of 360°;	
(e) <u>The term “height” means the height above the level of the draught marks or, for vessels without draught marks (103), above the hull.</u> (104)(105)	(103) CDS: The term “height” means the height above the level of the draught marks or, for vessels without draught marks

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	(104) C: above the hull (105) DS: above the line of the maximum draught
<b>Article 3.02 – Lights</b>	
Article 3.02 – Lights (106)	(106) R: and navigation lights
<p>Unless otherwise provided, the lights prescribed in these regulations shall show a continuous (107) and uniform beam. (108)</p>	<p>(107) R: visible from all directions (108) R: Only navigation lights are permitted when: a) housing, auxiliary equipment and light sources contain the approval character conforming to the requirements concerning the colour and intensity of lights and approval of signal lanterns for vessels navigating on the Rhine b) lights in horizontal emission, are conforming to the regulation on colour and intensity 3. The night mark of stationary non motorized vessels does not need to conform to the provision in paragraph 2; but in case of clear view and dark background, it shall have a range of 1000 m</p>
<b>Article 3.03 – Boards, flags and pennants</b>	
1. Unless otherwise provided, the boards and flags prescribed in these regulations shall be rectangular.	
2. The colours of the boards, flags and pennants shall not be faded or dirty.	
3. They shall be large enough to be easily visible; this condition shall be considered to be satisfied in all cases:	
(a) For the boards and flags if neither the length nor the width is less than 1 m or, <u>in the case of small craft, less than 0.60 m</u> (109);	(109) CDS: in the case of small craft, less than 0.60 m
(b) For the pennants if the length is not less than 1 m and the breadth at the staff not less than 0.50 m.	
<b>Article 3.04 – Cylinders, balls, cones and bicones</b>	
1. The cylinders, balls, cones and bicones prescribed in these regulations may be replaced by devices having the same appearance when seen from a distance.	
2. Their colours shall not be faded or dirty.	

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3. They shall be large enough to be easily visible; this condition shall be considered to be satisfied in all cases:	
<ul style="list-style-type: none"> <li>(a) For cylinders, if the height is not less than 0.80 m and the diameter not less than 0.50 m;</li> <li>(b) For balls, if the diameter is not less than 0.60 m;</li> <li>(c) For cones, if the height is not less than 0.60 m and the diameter at the base not less than 0.60 m;</li> <li>(d) For bicones, if the height is not less than 0.80 m and the diameter at the base not less than 0.50 m.</li> </ul>	
(110)	(110) R: 4. Contrary to the provision in paragraph 3, for small craft the use of signal bodies of smaller dimension, proportional to its size, is permitted, as long as they are large enough to be visible
<b>Article 3.05 – Prohibited lights and signals</b>	
1. The use of any lights or signals other than those mentioned in these regulations or the use of those mentioned otherwise than as prescribed or permitted by these regulations is prohibited.	
2. However, for communication between vessels or between a vessel and the shore, the use of other lights or signals is permitted provided they are not liable to be confused with those mentioned in these regulations.	
<b>Article 3.06 – Emergency lights</b>	
Article 3.06 – Emergency lights (111)	(111) CDS: Emergency lights
<u>When signal lights prescribed by these regulations cease to function, they shall be replaced by emergency lights without delay. However, where the prescribed light is strong, the emergency light may be bright and, where the prescribed light is bright, the emergency light may be ordinary. Lights of the prescribed power shall be brought into operation again as soon as possible.</u> (112)	(112) CDS: When signal lights prescribed by these regulations cease to function, they shall be replaced by emergency lights without delay. However, where the prescribed light is strong, the emergency light may be bright and, where the prescribed light is bright, the emergency light may be ordinary. Lights of the prescribed power shall be brought into operation again as soon as possible

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<b>Article 3.07 – Prohibited use of lamps, searchlights, boards, flags, etc.</b>	
1. The use of lamps or searchlights or of boards, flags or other objects in such a way that they may be confused with the lights or signals mentioned in these regulations or impair their visibility or complicate their identification is prohibited.	
2. The use of lamps or searchlights in such a way that they cause dazzle constituting a danger or inconvenience to navigation or to traffic on the banks of the waterway is prohibited.	
<b>II. NIGHT AND DAY MARKING <sup>23/</sup></b>	
<b>II.A. MARKING WHEN UNDER WAY</b>	
<b>Article 3.08 – Marking for motorized vessels proceeding alone</b>	
1. Single motorized vessels shall carry:	
By night:	
(a) A masthead light forward and in the axis of the vessel, at a height of not less than 5 m; <sup>24/</sup> (113) (114) (115)	(113) S: 6 (114) CRD: 5 (115) RD: The height may be reduced of 4 m, when the vessel does not exceed a length of 40 m
(b) Side lights, each placed at the same height and on the same perpendicular to the axis of the vessel, 1 m lower than the masthead light and not forward of it (116) (117) (118); they shall be screened inboard so that the green light cannot be seen from the port side and the red light cannot be seen from the starboard side;	(116) CDS: not forward of it (117) S: and where possible on the external side of the widest part of the ship (118) R: 1 m abaft of it
(c) A stern light, placed aft <u>and in the axis of the vessel high enough to be clearly visible to an overtaking vessel.</u> <sup>25/</sup> (119) (120)	(119) CDS: and in the axis of the vessel high enough to be clearly visible to an overtaking vessel (120) S: or which is located behind the vessel in question
2. <u>A single motorized vessel may in addition carry by night at the stern a second masthead light placed in the axis of the vessel and at least 3 m higher than the forward light, in such a way that the horizontal distance between these lights is at least three times</u>	(121) CDS: A single motorized vessel may in addition carry by night at the stern a second masthead light placed in the axis of the vessel and at least 3 m higher than the forward light, in

<sup>23/</sup> Under the national navigational rules of Belarus, Kazakhstan, Lithuania, the Republic of Moldova, the Russian Federation and Ukraine, vessels under way are not required to carry day markings.

<sup>24/</sup> The competent authorities may prescribe a height of less than 5 m.

<sup>25/</sup> The competent authorities of Belarus, Kazakhstan, the Republic of Moldova, the Russian Federation and Ukraine may prescribe other stern lights.

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<p><u>the vertical distance. (121) A single motorized vessel more than 110 m long shall be required to carry this second masthead light. (122)</u></p>	<p>such a way that the horizontal distance between these lights is at least three times the vertical distance (122) CRS: A single motorized vessel more than 110 m long shall be required to carry this second masthead light</p>
<p>3. <u>A single motorized vessel temporarily preceded by night by an auxiliary motorized vessel shall continue to show the lights referred to in paragraphs 1 and 2 above. (123)</u></p> <p><u>When a motorized vessel is preceded by day by one or more auxiliary motorized vessels, it shall carry a yellow ball as indicated in article 3.09, paragraph 3. (124)</u></p>	<p>(123) CDS: A single motorized vessel temporarily preceded by night by an auxiliary motorized vessel shall continue to show the lights referred to in paragraphs 1 and 2 above (124) C: When a motorized vessel is preceded by day by one or more auxiliary motorized vessels, it shall carry a yellow ball as indicated in article 3.09, paragraph 3</p>
<p>4. In addition to the marking prescribed by other provisions of these regulations, high-speed vessels under way shall carry by day and by night: two strong yellow quick scintillating 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.</p>	
<p>5. <u>When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, vessels may carry the masthead lights provided for in paragraphs 1 and 2 above at a reduced height so that passage may be effected without difficulty. (125)</u></p>	<p>(125) CDS: When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, vessels may carry the masthead lights provided for in paragraphs 1 and 2 above at a reduced height so that passage may be effected without difficulty</p>
<p>6. The provisions of this article shall not apply to small craft or ferry boats.</p>	
<b>Article 3.09 – Marking for towed convoys under way</b>	
<p>1. A motorized vessel leading a towed convoy, and a motorized vessel used as an auxiliary in front of another motorized vessel, a pushed convoy or a side-by-side formation shall carry:</p>	
<p>By night: (a) Two masthead lights one above the other about 1 m apart, placed forward and in the axis of the vessel, <u>the upper light</u></p>	

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<p><u>being at</u> <u>least 5m<sup>26/</sup> higher</u>(126)(127) and the lower light, so far as possible, at least 1 m higher than the side lights;</p> <p>(b) The side lights prescribed in article 3.08, paragraph 1(b);</p> <p>(c) A yellow instead of a white stern light, placed in the axis of the vessel and high enough to be clearly visible from the towed unit following the vessel or the motorized vessel, pushed convoy or side-by-side formation in front of which the vessel is used as an auxiliary;</p> <p>By day: A yellow cylinder, with two black and white stripes at top and bottom, the white stripes being at the ends of the cylinders. The cylinder shall be placed vertically forward, and high enough to be visible from all directions.</p>	<p>(126) CR: the upper light being at least 5 m higher (127) DS: the upper light positioned at the height stipulated in item a, paragraph 1, Article 3.08 of these Rules</p>
<p>2. Where a towed convoy is led by several motorized vessels, or where a motorized vessel, pushed convoy or side-by-side formation is preceded by several auxiliary motorized vessels proceeding side-by-side, whether coupled or not, each of those vessels shall carry:</p> <p>By night: Instead of the masthead lights prescribed in 1 (a) above, three masthead lights one above the other about 1 m apart, placed forward in the axis of the vessel, the top and bottom lights being at the same height as those prescribed in paragraph 1 (a);</p> <p>By day: The cylinder prescribed in paragraph 1 above.</p> <p>Where a vessel, an assembly of floating material or a floating establishment is being manoeuvred by more than one motorized vessel, this requirement shall apply to each of them.</p>	
<p>3. <u>Vessels in a towed convoy following the motorized vessel or vessels referred to in paragraphs 1 and 2 above shall carry:</u></p>	<p>(128) CRS: Vessels in a towed convoy following the motorized vessel or vessels referred to in paragraphs 1 and</p>

<sup>26/</sup> The competent authorities may prescribe a height of less than 5 m.

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<p><u>By night:</u> A bright white light visible from all directions, placed at a height of at least 5 m; <sup>27/</sup></p> <p><u>By day:</u> <u>A yellow ball in a suitable position and high enough to be visible from all directions.</u></p> <p><u>However,</u></p> <p>(a) <u>If a section of the convoy is more than 110 m long, that section shall carry two such lights, one forward and one aft;</u></p> <p>(b) <u>If a section of the convoy comprises a row of more than two vessels coupled side-by-side, only the two outside vessels of the row shall carry such lights or such a ball.</u></p> <p>The marking of all towed vessels in a convoy shall so far as possible be carried at the same height above the water level. (128)</p>	<p>2 above shall carry:</p> <p>By night: A bright white light visible from all directions, placed at a height of at least 5 m;</p> <p>By day: A yellow ball in a suitable position and high enough to be visible from all directions.</p> <p>However,</p> <p>(a) If a section of the convoy is more than 110 m long, that section shall carry two such lights, one forward and one aft;</p> <p>(b) If a section of the convoy comprises a row of more than two vessels coupled side-by-side, only the two outside vessels of the row shall carry such lights or such a ball.</p> <p>The marking of all towed vessels in a convoy shall so far as possible be carried at the same height above the water level</p>
<p>4. The vessel or vessels forming the last section of a towed convoy shall carry, in addition to the marking prescribed in paragraph 3 above:</p> <p>By night: The stern light prescribed in article 3.08, paragraph 1 (c).</p> <p>However, if the convoy ends with a row of more than two vessels coupled side-by-side, only the two outside vessels of the row shall carry such lights. If the rear of the convoy is made up of small craft, those craft shall not be taken into account for the provisions of this paragraph.</p>	
<p>5. <u>When passing through the opening of a fixed or closed (129) bridge or weir, or when passing through locks, the vessels of a towed convoy may carry the lights prescribed in paragraphs 1 (a), 2 and 3 of this article at a reduced height so that passage may be effected without difficulty. (130)</u></p>	<p>(129) D: free to move</p> <p>(130) CDS: When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, the vessels of a towed convoy may carry the lights prescribed in</p>

<sup>27/</sup> The competent authorities may prescribe a height of less than 5 m.



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	paragraphs 1(a), 2 and 3 of this article at a reduced height so that passage may be effected without difficulty
<p>6. <u>Where the vessels referred to in paragraph 3 above are seagoing vessels coming directly from or leaving for the sea, they may carry:</u>  <u>By night:</u>  <u>Instead of the white light, the side lights prescribed in article 3.08, paragraph 1 (b);</u>  <u>By day:</u>  <u>The yellow ball. (131)</u></p>	<p>(131) C: Where the vessels referred to in paragraph 3 above are seagoing vessels coming directly from or leaving for the sea, they may carry:  By night:  Instead of the white light, the side lights prescribed in article 3.08, paragraph 1 (b);  By day:  The yellow ball</p>
<p>7. The provisions of this article shall not apply to small craft towing only other small craft or to the towing of small craft.</p>	
<b>Article 3.10 – Marking for pushed convoys under way</b>	
<p>1. Pushed convoys shall carry <sup>28/</sup></p>	
<p>By night:  (a)(i) <u>Three masthead lights at the bow of the leading vessel or the vessel on the port side at the head of the convoy. (132)</u>  (133) These lights shall be arranged in an equilateral triangle with a horizontal base, in a plane perpendicular to the longitudinal axis of the convoy. The top light shall be at a height of not less than 5 (134)(135) m. <sup>29/</sup> The two lower lights shall be about 1.25 m apart and about 1.10 m below the top light; (136)  (ii) <u>A masthead light at the bow of any other vessel whose full width is visible from ahead. This light shall so far as possible be 3 m below the top light referred to under (i).</u>  <u>The masts carrying these lights shall be in the longitudinal axis of the vessel in which they are carried;</u> <sup>30/</sup> (137)</p>	<p>(132) CR: or the vessel on the port side at the head of the convoy  (133) DS: or on a vessel which is on a longitudinal axis of the convoy and at the head of a convoy  (134) CRS: 5  (135) D: 6  (136) D: The lights shall be carried by the nearest vessel from the longitudinal axis of the convoy  (137) CRS: A masthead light at the bow of any other vessel whose full width is visible from ahead. This light shall so far as possible be 3 m below the top light referred to under (i).  The masts carrying these lights shall be in the longitudinal axis of the vessel in which they are carried</p>

<sup>28/</sup> The competent authorities may prescribe the use of bright lights on narrow waterways.

<sup>29/</sup> The competent authorities may prescribe a height of less than 5 m.

<sup>30/</sup> The competent authorities of Belarus, Kazakhstan, the Republic of Moldova, the Russian Federation and Ukraine may authorize the pusher to carry the mast-head lights and the side lights.

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(b) The side lights prescribed in article 3.08, paragraph 1(b); these lights shall be placed on the widest part of the convoy, as near the pusher as possible, not more than 1 m from the sides of the convoy and at a height of not less than 2 m;	
(c) (i) Three stern lights as prescribed in article 3.08, paragraph 1(c) on the pusher, placed in a line perpendicular to its longitudinal axis, about 1.25 m apart and high enough not to be hidden by another vessel in the convoy; (ii) <u>A stern light on every vessel whose full width is visible from astern; however, when more than two vessels other than the pusher are visible from astern, this light shall be carried only by the two vessels on the outside of the convoy.</u> (138)	(138) CRS: A stern light on every vessel whose full width is visible from astern; however, when more than two vessels other than the pusher are visible from astern, this light shall be carried only by the two vessels on the outside of the convoy
2. The provisions of paragraph 1 above shall also apply to pushed convoys preceded by night by one or more auxiliary motorized vessels; however, the stern lights referred to in paragraph 1(c)(i) above shall be yellow instead of white. <u>When a pushed convoy is preceded by day by one or more auxiliary motorized vessels, the pusher shall carry the yellow ball referred to in article 3.09, paragraph 3.</u> (139)	(139) CRS: When a pushed convoy is preceded by day by one or more auxiliary motorized vessels, the pusher shall carry the yellow ball referred to in article 3.09, paragraph 3
3. <u>When a pushed convoy is passing through the opening of a fixed or closed bridge (140) or weir, or when passing through locks, the masthead lights prescribed in paragraph 1 (a) above may be carried at a reduced height so that passage may be effected without difficulty.</u> (141)	(140) D: free to move (141) CDS: When a pushed convoy is passing through the opening of a fixed or closed bridge or weir, or when passing through locks, the masthead lights prescribed in paragraph 1(a) above may be carried at a reduced height so that passage may be effected without difficulty
4. <u>Pushed convoys with two pushers in side-by-side formation shall carry by night the stern lights prescribed in paragraph 1 (c) (i)(142) on the pusher at the starboard side;(143) (144) the other pusher shall</u>	(142) CRS: Pushed convoys with two pushers in side-by-side formation shall carry by night the stern lights prescribed in paragraph 1 C: (i)

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<p>carry the stern light prescribed in paragraph 1 (c) (ii) above.<sup>31/</sup> (145)</p>	<p>(143) CR: on the pusher at the starboard side (144) S: on the pusher of the boatmaster's convoy (145) CRS: the other pusher shall carry the stern light prescribed in paragraph 1 C: (ii) above</p>
<p><b>Article 3.11 – Marking for side-by-side formations under way</b></p>	
<p>1. Side-by-side formations shall carry: By night: (a) The masthead light prescribed in article 3.08, paragraph 1 (a), on each vessel; <u>however, each non-motorized vessel may, instead of the masthead light, carry the white light prescribed in article 3.09, paragraph 3, visible from all directions, in a suitable position but not higher than the masthead light of the motorized vessel or vessels;</u> (146) (b) The side lights prescribed in article 3.08, paragraph 1 (b); these lights shall be placed on the outside of the formation, so far as possible at the same height and at least 1 m below the lowest masthead light; (c) The stern light prescribed in article 3.08, paragraph 1 (c), on each vessel.</p>	<p>(146) CRS: however, each non-motorized vessel may, instead of the masthead light, carry the white light prescribed in article 3.09, paragraph 3, visible from all directions, in a suitable position but not higher than the masthead light of the motorized vessel or vessels</p>
<p>2. <u>The provisions of paragraph 1 above shall also apply to side-by-side formations preceded by night by one or more auxiliary motorized vessels.</u> (147) <u>When a side-by-side formation is preceded by day by one or more auxiliary motorized vessels, each vessel in the formation shall carry the yellow ball referred to in article 3.09, paragraph 3.</u> (148)</p>	<p>(147) CDS: The provisions of paragraph 1 above shall also apply to side-by-side formations preceded by night by one or more auxiliary motorized vessels (148) CS: When a side-by-side formation is preceded by day by one or more auxiliary motorized vessels, each vessel in the formation shall carry the yellow ball referred to in article 3.09, paragraph 3</p>
<p>3. <u>When a side-by-side formation is passing through the opening of a fixed or closed bridge or of</u></p>	<p>(149) CDS: When a side-by-side formation is passing through the</p>

<sup>31/</sup> In the event that the competent authorities prescribe that the boatmaster of a pusher of a higher propelling power shall be the boatmaster of the convoy, this pusher shall carry the lights prescribed in paragraph 1 (c) (i) above.

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<u>a weir, or when passing through locks, the lights prescribed in paragraph 1 (a) above may be carried at a reduced height so that passage may be effected without difficulty. (149)</u>	opening of a fixed or closed bridge or of a weir, or when passing through locks, the lights prescribed in paragraph 1 (a) above may be carried at a reduced height so that passage may be effected without difficulty
4. The provisions of this article shall not apply to small craft propelling only small craft in a side-by-side formation, or to small craft so propelled.	
<b>Article 3.12 – Marking for sailing vessels under way</b>	
1. Sailing vessels shall carry: By night: (a) The side lights prescribed in article 3.08, paragraph 1 (b); however these lights may be ordinary, instead of bright; (b) The stern light prescribed in article 3.08, paragraph 1 (c).	
2. <u>In addition to the lights prescribed in paragraph 1 of this article, a sailing vessel may carry:</u> By night: <u>Two ordinary or bright lights one above the other, visible from all directions, the upper light being red and the lower green; these lights shall be in a suitable position at the top or on the upper part of the mast and not less than 1 m apart. (150)</u>	(150) CDS: In addition to the lights prescribed in paragraph 1 of this article, a sailing vessel may carry By night: Two ordinary or bright lights one above the other, visible from all directions, the upper light being red and the lower green; these lights shall be in a suitable position at the top or on the upper part of the mast and not less than 1 m apart.
3. <u>All vessels under sail and simultaneously using their own mechanical means of propulsion shall carry:</u> By day: <u>A black cone, point downwards.</u> <u>This cone shall be positioned as high as possible and where it will be most obvious.</u> <sup>32/</sup> (151)	(151) CS: All vessels under sail and simultaneously using their own mechanical means of propulsion shall carry: By day: A black cone, point downwards. This cone shall be positioned as high as possible and where it will be most obvious
4. The provisions of paragraphs 1 and 2 of this article shall not apply to small craft. <u>The provisions of paragraph 2 shall not apply to the vessels referred to in article 3.35. (152)</u>	(152) CDS: The provisions of paragraph 2 shall not apply to the vessels referred to in article 3.35

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The competent authorities may waive this provision for isolated waterways.

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<b>Article 3.13 – Marking for small craft under way</b>	
<p>1. Small motorized craft proceeding alone shall carry:</p> <p>By night:</p> <p>(a) A masthead light; this light shall be in the axis of the craft, at least 1 m higher than the side lights, and shall be bright instead of strong; <sup>33/</sup>(153)(154)</p> <p>(b) Side lights; these lights may be ordinary instead of bright and shall be placed either:</p> <p>(i) As prescribed in article 3.08, paragraph 1 (b); or</p> <p>(ii) Side-by-side or in the same lamp, in the axis of the craft, at or near the bow;</p> <p>(c) The stern light prescribed in article 3.08, paragraph 1 (c). However, the requirement to carry this light may be waived; but in such case, the masthead light referred to in (a) above shall be a bright white light visible from all directions.</p>	<p>(153) DS: and may also be placed at the same height as the side lights</p> <p>(154) S: but must be 1 m in front of them</p>
<p>2. <u>Motorized small craft less than 7 m long proceeding alone may carry, instead of the lights prescribed in paragraph 1 above, an ordinary white light in a suitable position and high enough to be visible from all directions.</u> <sup>34/</sup> (155)</p>	<p>(155) CDS: Motorized small craft less than 7 m long proceeding alone may carry, instead of the lights prescribed in paragraph 1 above, an ordinary white light in a suitable position and high enough to be visible from all directions</p>
<p>3. When a small craft is towing or propelling in side-by-side formation only other small craft, it shall carry by night the lights prescribed in paragraph 1 above.</p>	
<p>4. Small craft in tow or propelled in side-by-side formation shall carry by night an ordinary white light visible from all directions. This provision shall not apply to ships' boats.</p>	

<sup>33/</sup> The competent authorities may also prescribe a mast-head light at the same height as the side lights and not less than 1 m forward of them.

<sup>34/</sup> The competent authorities may limit the scope of this provision to slow or low-powered craft or to certain waterways.

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<p>5. Small sailing craft under way shall carry: By night: Side lights and stern light, the side lights being placed side-by-side or in the same lamp in the axis of the craft, at or near the bow, and the stern light being placed in the after part of the craft; however, these lights may be ordinary lights; or Side lights and a stern light in the same lamp placed in a suitable position at the top or on the upper part of the mast; this light may be an ordinary light; or <u>In the case of craft less than 7 m long, an ordinary white light visible from all directions. On the approach of other vessels, such craft shall in addition display a second ordinary white light.</u><sup>35/</sup>(156)</p>	(156) CDS: In the case of craft less than 7 m long, an ordinary white light visible from all directions. On the approach of other vessels, such craft shall in addition display a second ordinary white light
<p>6. Small craft proceeding alone which are neither motorized nor under sail shall carry: By night: An ordinary white light visible from all directions. However, ships' boats under these conditions need not display this light except on the approach of other vessels.</p>	
<p>7. <u>When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, the masthead lights prescribed in this article may be carried at a reduced height so that passage may be effected without difficulty.</u> (157)</p>	(157) CDS: When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, the masthead lights prescribed in this article may be carried at a reduced height so that passage may be effected without difficulty
<b>Article 3.14 – Additional marking for vessels carrying out certain transport operations involving dangerous substances</b> <sup>36/, 37/</sup>	
<p>1. Vessels carrying out transport operations involving flammable substances that are referred to in</p>	(158) R: ADNR (159) D: ADN-D

<sup>35/</sup> On certain inland waterways the competent authorities may prescribe this provision to all small sailing craft.

<sup>36/</sup> In the case of seagoing vessels operating only temporarily in inland navigation areas, the competent authorities may authorize the use of the day and night signals prescribed in the Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas adopted by the Maritime Safety Committee of the International Maritime Organization (by night an all-round fixed red light and by day flag "B" of the International Code of Signals), instead of the signals prescribed in paragraphs 1, 2 and 3 of this article.

<sup>37/</sup> The competent authorities of Belarus, Kazakhstan, the Republic of Moldova, the Russian Federation and Ukraine may prescribe red lights instead of blue lights.

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<p>ADN (158)(159) shall carry, in addition to the marking prescribed elsewhere in these regulations, the following marking, referred to in paragraph 7.1.5.0 or paragraph 7.2.5.0 of ADN: (160) (161)</p> <p>By night: A blue light;</p> <p>By day: A blue cone, point downwards.</p> <p>These markings shall be in a suitable position and high enough to be visible from all directions. <u>The blue cone may be replaced by one blue cone at the bow and one blue cone at the stern of the vessel, at a height of not less than 3 m (162) above the draught markings.</u> (163)</p>	<p>(160) R: ADNR (161) D: ADN-D (162) CRS: The blue cone may be replaced by one blue cone at the bow and one blue cone at the stern of the vessel, at a height of not less than 3 m (163) CR: above the draught markings</p>
<p>2. Vessels carrying out transport operations involving substances constituting health hazards that are referred to in ADN (164) (165) shall carry, in addition to the marking prescribed elsewhere in these regulations, the following marking, referred to in paragraph 7.1.5.0 or paragraph 7.2.5.0 of ADN: (166)(167)</p> <p>By night: Two blue lights;</p> <p>By day: Two blue cones, point downwards.</p> <p>These markings shall be placed <u>one about 1 m above the other</u> (168), in a suitable position and high enough to be visible from all directions. <u>The two blue cones may be replaced by two blue cones at the bow and two blue cones at the stern of the vessel at a height not less than 3 m(169) above the draught markings.</u> (170)</p>	<p>(164) R: ADNR (165) D: ADN-D listed in table A, Chapter 3.2, part 3 of ADN-D (166) R: ADNR (167) D: ADN-D (168) CRS: one about 1 m above the other (169) CRS: The two blue cones may be replaced by two blue cones at the bow and two blue cones at the stern of the vessel at a height not less than 3 m (170) CR: above the draught markings</p>
<p>3. Vessels carrying out transport operations involving explosives that are referred to in ADN (171)(172) shall carry, in addition to the marking prescribed elsewhere in these regulations, the following marking, referred to in paragraph 7.1.5.0 or paragraph 7.2.5.0 of ADN:(173)(174)</p> <p>By night: Three blue lights;</p> <p>By day: Three blue cones, point downwards.</p> <p>These markings shall <u>be about 1 m one above the other</u> (175), in a suitable position and high enough to be visible from all directions.</p>	<p>(171) R: ADNR (172) D: ADN-D listed in table A, Chapter 3.2, part 3 of ADN-D (173) R: ADNR (174) D: ADN-D (175) CRS: about 1 m one above the other</p>

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<p>4. When a pushed convoy or side-by-side formation includes one or more of the vessels referred to in paragraphs 1, 2 or 3 above, the marking prescribed in paragraphs 1, 2 or 3 above shall be carried by the vessel propelling the pushed convoy or side-by-side formation. (176)</p>	<p>(176) S: Art.3.14 par. 4. Insofar as one or more vessels referred to in paragraphs 1, 2 or 3 of this Article are a part of the towed convoy, the lights stipulated in the aforementioned paragraphs must also be on the motorised vessel which is at the head of the convoy and on the pusher and the tug acting as an auxiliary to the convoy.</p> <p>Art. 3.28 par. 4. Insofar as one or more vessels referred to in paragraphs 1, 2 or 3 of this Article are a part of the towed convoy, the lights stipulated in the aforementioned paragraphs must also be on the motorised vessel which is at the head of the convoy and on the pusher and the tug acting as an auxiliary to the convoy</p>
<p>5. <u>Pushed convoys propelled by two pushers side-by-side shall carry the marking referred to in paragraph 4 above on the starboard pusher.</u> (177)</p>	<p>(177) CR: Pushed convoys propelled by two pushers side-by-side shall carry the marking referred to in paragraph 4 above on the starboard pusher</p>
<p>6. Any vessel, pushed convoy or side-by-side formation carrying out a transport operation involving several dangerous substances that are referred to in paragraphs 1, 2 and 3 above shall carry the marking corresponding to the substance that requires the greatest number of blue lights or blue cones.</p>	
<p>7. <u>Any vessel not required to carry the markings referred to in paragraphs 1, 2 or 3 above but which has been issued with an approval certificate in accordance with paragraph 8.1.8 of ADN (178) and which conforms to the safety provisions for vessels referred to in paragraph 1 above, may, on approaching a lock, display the markings referred to in paragraph 1 above, when it wishes to pass through the lock with a vessel required to display the markings referred to in paragraph 1 above.</u> (179)</p>	<p>(178) D: ADN-D</p> <p>(179) CRS: Any vessel not required to carry the markings referred to in paragraphs 1, 2 or 3 above but which has been issued with an approval certificate in accordance with paragraph 8.1.8 of ADN and which conforms to the safety provisions for vessels referred to in paragraph 1 above, may, on approaching a lock, display the markings referred to in paragraph 1 above, when it wishes to pass through the lock with a vessel required to display the markings</p>



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	referred to in paragraph 1 above
8. The intensity of the blue lights prescribed in this article shall be at least equal to that of ordinary blue lights.	
<b>Article 3.15 – Marking of vessels authorized to carry more than 12 passengers with a hull length of not more than 20 m<sup>38/</sup></b>	
Vessels authorized to carry more than 12 passengers with a maximum hull length of not more than 20 m shall carry: By day: A yellow bicone in a suitable position and high enough to be visible from all directions.	
<b>Article 3.16 – Marking for ferry boats under way<sup>39/</sup></b>	
1. Ferry boats not moving independently shall carry: By night: (a) A bright white light visible from all directions, at a height of not less than 5 m; this height may, however, be reduced if the ferry boat is not more than <u>15 m</u> (180)(181) long; (b) A bright green light visible from all directions, about 1 m above the light referred to in (a) above; <u>By day:</u> <u>A green ball at a height of not less than 5 m.</u> <sup>40/</sup> (182) (183) (184) (185)	(180) CR: 15 (181) DS: 20 (182) CDS: By day: A green ball at a height of not less than (183) C: 5 (184) D: 6 (185) S: 6 m. Insofar as the ferry-boat does not exceed 20 m, this height may be smaller
2. <u>The leading boat or float of a longitudinal cable ferry boat shall carry, by night, not less than 3 m above the water level, a bright white light visible from all directions.</u> (186)	(186) CR: The leading boat or float of a longitudinal cable ferry boat shall carry, by night, not less than 3 m above the water level, a bright white light visible from all directions
3. Ferry boats moving independently shall carry: By night: (a) A bright white light visible from all directions, as prescribed in paragraph 1 (a) above;	(187) S: If a ferry-boat is being towed, pushed or drawn side-by-side, only the vessel with its own power must have the lights stipulated in items a), b) and c) of this paragraph

<sup>38/</sup> The competent authorities may waive these requirements for vessels which they consider as small craft.

<sup>39/</sup> The competent authorities of Belarus, Lithuania, the Republic of Moldova, the Russian Federation and Ukraine may prescribe another marking.

<sup>40/</sup> The competent authorities may waive the requirement for day markings or prescribe a height of less than 5 m.

<sup>41/</sup> The competent authorities may waive the requirement for day markings or prescribe a height of less than 5 m.

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<p>(b) A bright green light visible from all directions, as prescribed in paragraph 1 (b) above;</p> <p>(c) The side lights and stern light prescribed in article 3.08, paragraphs 1 (b) and (c);</p> <p>By day: A green ball, as prescribed in paragraph 1 above. <sup>41/</sup>(187)</p>	
<p>4. <u>Ferry boats moving independently and enjoying priority shall carry:</u></p> <p><u>By night:</u></p> <p>(a) <u>A bright white light visible from all directions, as prescribed in paragraph 1 (a) above;</u></p> <p>(b) <u>A bright green light visible from all directions, as prescribed in paragraph 1 (b) above;</u></p> <p>(c) <u>A second bright green light visible from all directions, about 1 m above that prescribed in (b) above;</u></p> <p>(d) <u>The side lights and stern light prescribed in article 3.08, paragraph 1 (b) and 1 (c);</u></p> <p><u>By day:</u> <u>A white cylinder, about 1 m below the green ball prescribed in paragraph 1 above. (188)</u></p>	<p>(188) CDS: Ferry boats moving independently and enjoying priority shall carry:</p> <p>By night:</p> <p>(a) A bright white light visible from all directions, as prescribed in paragraph 1 (a) above;</p> <p>(b) A bright green light visible from all directions, as prescribed in paragraph 1 (b) above</p> <p>C: A second bright green light visible from all directions, about 1 m above that prescribed in (b) above</p> <p>D: The side lights and stern light prescribed in article 3.08, paragraph 1 (b) and 1 C</p> <p>By day: A white cylinder, about 1 m below the green ball prescribed in paragraph 1 above</p>
<b>Article 3.17 – Additional marking for vessels enjoying priority of passage</b>	
<p>Vessels for which the competent authority has authorized priority of passage at points where it regulates the order of passage may carry, in addition to the marking prescribed in other provisions of these regulations:</p> <p>By day: A red pennant at the bow (189) and high enough to be clearly visible.</p>	<p>(189) D: with a length of at least 1 m</p>
<b>Article 3.18 – Additional marking for vessels unable to manoeuvre</b>	
<p>1. A vessel which is unable to manoeuvre shall, if necessary, display, in addition to the marking prescribed elsewhere in these regulations:</p> <p>By night: A swinging red light; <u>in the case of small craft,</u></p>	<p>(190) CDS: in the case of small craft, this light may be white instead of red; or</p> <p>(191) CS: Two red lights, one about 1 m above the other, placed in a</p>

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<p><u>this light may be white instead of red; or (190)</u>  <u>Two red lights, one about 1 m above the other,</u>  <u>placed in a suitable position and high enough to</u>  <u>be visible from all directions; (191)</u>            By day:            A swinging red flag; or  <u>Two black balls, one about 1 m above the other,</u>  <u>placed in a suitable position and high enough to</u>  <u>be visible from all directions. (192)</u></p>	<p>suitable position and high enough to be visible from all directions            (192) CS: Two black balls, one about 1 m above the other, placed in a suitable position and high enough to be visible from all directions</p>
<p>2. <u>If necessary, such vessels shall in addition give the regulation sound signal. (193)</u></p>	<p>(193) C: If necessary, such vessels shall in addition give the regulation sound signal</p>
<p><b>Article 3.19 – Marking for assemblies of floating material and floating establishments under way</b></p>	
<p>Without prejudice to any special conditions which may be imposed under article 1.21, assemblies of floating material and floating establishments shall carry:            By night:            A sufficient number of bright white lights visible from all directions to show their outline.</p>	
<p><b>II.B. MARKING WHEN STATIONARY</b></p>	
<p><b>Article 3.20 – Marking for stationary vessels<sup>42/</sup></b></p>	
<p>1. A vessel <u>directly or indirectly made fast to the bank</u> (194) (195) (196) (197) shall carry:            By night:            On the channel side and at a height of at least 3 m, an ordinary white light visible from all directions.  <u>This light may be replaced by an ordinary white light at the bow and an ordinary white light at the stern, positioned at the same height on the channel side and visible from all directions</u> (198).</p>	<p>(194) C: directly or indirectly made fast to the bank            (195) S: All vessels, except ferry-boats listed in Article 3.20 of these Rules shall, when stationary            (196) R: every vessel except small vessel referred to in article 3.22 and 3.25 when stationary            (197) D: a vessel proceeding alone, a vessel forming part of a side-by-side formation or a side-by-side formation            (198) CR: This light may be replaced by an ordinary white light at the bow and an ordinary white light at the stern, positioned at the same height on the channel side and visible from all directions</p>

<sup>42/</sup> When vessels, in particular small craft, are stationary in circumstances such that marking is not considered necessary by the competent authorities, the latter may exempt them from the obligation to carry the marking prescribed in this article.

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<p>2. <u>A vessel stationary offshore (without direct or indirect access to the bank) shall carry:</u>  <u>By night:</u>  <u>Two ordinary white lights visible from all directions and in suitable positions, one forward at a height of at least 4 m and the other aft at a height of at least 2 m and at least 2 m lower than the other;</u>  <u>By day:</u>  <u>A black ball in a suitable position forward and high enough to be visible from all directions.</u>  (199)</p>	<p>(199) C: A vessel stationary offshore (without direct or indirect access to the bank) shall carry:  By night:  Two ordinary white lights visible from all directions and in suitable positions, one forward at a height of at least 4 m and the other aft at a height of at least 2 m and at least 2 m lower than the other;  By day:  A black ball in a suitable position forward and high enough to be visible from all directions</p>
<p>3. <u>A pushed convoy stationary offshore (without direct or indirect access to the shore) shall carry:</u>  (200)  By night:  <u>On each vessel of the formation an ordinary white light visible from all directions, in a suitable position and at a height of at least 4 m. The total number of lights marking the barges shall not exceed four, provided that the outlines of the convoy are clearly marked;</u> (201)(202)  By day:  A black ball on the pusher (<u>or on each pusher</u>) (203) and on the leading vessel of the convoy or on the outermost vessels leading the convoy.</p>	<p>(200) CDS: 3. A pushed convoy stationary offshore (without direct or indirect access to the shore) shall carry  (201) C: On each vessel of the formation an ordinary white light visible from all directions, in a suitable position and at a height of at least 4 m. The total number of lights marking the barges shall not exceed four, provided that the outlines of the convoy are clearly marked  (202) DS: A pushed convoy stationary offshore (without direct or indirect access to the shore) must have two ordinary white lights visible from all directions, in a suitable position and at a height of at least 3 m. One light must be on the pusher, while the other on the leading vessel of the convoy  (203) C: (or on each pusher)</p>
<p>4. Small craft other than ship's boats may carry, instead of the lights prescribed by night in paragraphs 1 and 2 above, an ordinary white light in a suitable position and high enough to be visible from all directions.</p>	
<p>5. The marking prescribed in this article shall not be mandatory:  (a) <u>When the vessel is stationary in a</u></p>	<p>(204) CDS: (a) When the vessel is stationary in a waterway on which navigation is temporarily impossible</p>

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<p><u>waterway on which navigation is temporarily impossible or prohibited;</u> (204)(205)</p> <p>(b) <u>When the vessel is stationary alongside the bank and is sufficiently well lit from the bank;</u> (206)</p> <p>(c) <u>When the vessel is stationary outside the channel</u> (207) (208) <u>in a clearly safe situation.</u> (209) (210)</p>	<p>or prohibited</p> <p>(205) R: When the vessel is part of a formation of vessels and this formation will not be unlocked during the night and when the formation carry the lights prescribed to in paragraph 1</p> <p>(206) R: when the vessel is stationary in water between non-submerged flood water groynes or stationary behind a longitudinal dyke emerging from the water</p> <p>(207) C: channel</p> <p>(208) DS: fairway</p> <p>(209) CDS: c) When the vessel is stationary outside the channel in a clearly safe situation</p> <p>(210) D: d) when a small vessel is stationary alongside the bank</p>
<p>6. <u>This article shall not apply to the vessels referred to in articles 3.22, 3.25, 3.34, paragraph 2, and 3.35.</u> (211)</p>	<p>(211) CDS: 6. This article shall not apply to the vessels referred to in articles 3.22, 3.25, 3.34, paragraph 2, and 3.35</p>
<p><b>Article 3.21 – Additional marking for stationary vessels carrying out certain transport operations involving dangerous substances</b></p>	
<p>The requirements of article 3.14 shall also apply to the vessels referred to in that article when those vessels are stationary.</p>	
<p><b>Article 3.22 – Marking for ferry boats made fast at their landing stage</b></p>	
<p>1. Ferry boats not moving independently shall, when made fast at their landing stage, carry by night the lights prescribed in article 3.16, paragraph 1. <u>In addition, the lead boat or float of a longitudinal cable ferry boat shall carry the light prescribed in article 3.16, paragraph 2.</u> (212)</p>	<p>(212) CR: In addition, the lead boat or float of a longitudinal cable ferry boat shall carry the light prescribed in article 3.16, paragraph 2</p>
<p>2. Ferry boats moving independently in service shall, when made fast at their landing stage, carry by night the lights prescribed in article 3.16, paragraph 1. When made fast for a short time, they may also keep the lights prescribed in article 3.08, paragraph 1 (b) and (c). The green light referred to in article 3.16, paragraph 3 (b) shall be extinguished as soon as the ferry boat is no longer in service.</p>	

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<b>Article 3.23 – Marking for assemblies of floating material and floating establishments when stationary</b>	
<p>Without prejudice to any special conditions which may be imposed under article 1.21, assemblies of floating material and floating establishments shall carry:</p> <p>By night: A sufficient number of ordinary white lights visible from all directions to show their outlines on the channel side. The provisions of article 3.20, paragraph 5, are applicable.</p>	
<b>Article 3.24 – Marking for nets or poles of stationary vessels</b>	
<p>When vessels have nets or poles extending into the channel or near to it, such nets or poles shall be marked:</p> <p>By night: By ordinary white lights visible from all directions in sufficient number to show their position; By day: By yellow floats or yellow flags in sufficient number to show their position.</p>	
<b>Article 3.25 – Marking for floating equipment at work and for grounded or sunken vessels</b>	
<p>1. Floating equipment at work and stationary vessels carrying out work or sounding or measuring operations shall carry:</p> <p>(a) On the side or sides on which the channel is clear: By night: Two ordinary green lights or two bright green lights; (213) By day: Two green bicones, one placed about 1 m above the other; and, as appropriate;</p>	(213) DS: positioned at a height of about 1 m one above each other
<p>(b) On the side on which the channel is not clear: By night: An ordinary red light or a bright red light, placed at the same height as the higher of the two green lights prescribed in (a) above, and of the same intensity; By day: A red ball, placed at the same height as</p>	

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<p>the higher of the two green bicones prescribed in (a) above, or, if the vessels have to be protected against wash,</p>	
<p>(c) On the side or sides on which the channel is clear: By night: An ordinary red light and an ordinary white light, or a bright red light and bright white light, one placed about 1 m above the other, with the red light at the top; By day: A flag with a red upper half and a white lower half, or two flags flown one above the other (214), the upper flag being red and the lower flag white, and, as appropriate,</p>	<p>(214) D: or two black balls one above the other</p>
<p>(d) On the side on which the channel is not clear: By night: A red light at the same height and of the same intensity as the red light prescribed in (c) above; By day: A red flag (215) at the same height as the red and white flag or red flag flown on the other side.</p>	<p>(215) D: or a red ball</p>
<p><u>2. The marking prescribed by day in paragraph 1 (a) and (b) above may be replaced by the following signs:</u> <u>(a) On the side or sides on which the channel is clear, the “entry permitted” board E.1 (annex 7);</u> <u>and, as appropriate,</u> <u>(b) On the side on which the channel is not clear, the “no entry” board A.1 (annex 7), placed at the same height as the board prescribed in (a) above.(216)</u></p>	<p>(216) CDS: The marking prescribed by day in paragraph 1 (a) and (b) above may be replaced by the following signs: (a) On the side or sides on which the channel is clear, the “entry permitted” board E.1 (annex 7); and, as appropriate, (b) On the side on which the channel is not clear, the “no entry” board A.1 (annex 7), placed at the same height as the board prescribed in (a) above</p>
<p>3. The marking prescribed in paragraphs 1 and 2 above shall be placed high enough to be visible from all directions. The flags may be replaced by boards of the same colour.</p>	

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4. Grounded or sunken vessels shall carry the marking prescribed in paragraph 1 (c) and (d) above. If the position of a sunken vessel prevents the marking from being placed on the vessel, it shall be placed on boats or buoys or displayed in any other appropriate manner.	
5. <u>The competent authorities may waive the obligation to carry the lights prescribed in paragraphs 1 and 2 above under (a) and (b).</u> (217)	(217) CRD: 5. The competent authorities may waive the obligation to carry the lights prescribed in paragraphs 1 and 2 above under (a) and (b)
<b>Article 3.26 – Marking for anchors that may be a danger to navigation</b>	
Article 3.26 – Marking for anchors (218) that may be a danger to navigation	(218) R: of vessels, floating equipment and floating establishment
1. When, in the cases referred to in articles 3.20 and 3.23, by night, the anchors of vessels, assemblies of floating material or floating establishments are so placed that they, their cables or chains may be a danger to navigation, the “stationary vessel” light nearest to such anchors shall be replaced by two ordinary white lights visible from all directions, one about 1 m above the other.	
2. The vessels, assemblies of floating material and floating establishments shall mark each of their anchors which might be a danger to navigation: By night: By a float with a radar reflector bearing an ordinary white light visible from all directions; <sup>43/</sup> By day: By a yellow float with a radar reflector. (219)	(219) R: 3. In the cases prescribed in paragraph 1 and 2, every anchor shall be marked by a yellow header with a radar reflector
<b>III. SPECIAL MARKING</b>	
<b>Article 3.27 – Additional marking for vessels of the supervising authorities and fire fighting services</b>	
Vessels of the supervising authorities may, <u>without prejudice to the marking applicable to them under the other provisions of these regulations</u> (220), display: By day and by night: (221) An ordinary blue scintillating light <u>visible from all directions.</u> (222)	(220) CD: without prejudice to the marking applicable to them under the other provisions of these regulations (221) D: the state flag and white pennant with the symbol referred to the symbol above (222) CD: visible from all directions

<sup>43/</sup> The competent authorities may waive the requirement for a white light or prescribe such a light only for floating equipment.



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<p><u>This shall apply also to fire fighting vessels when on their way to bring assistance</u> (223) (224).<sup>44/</sup></p>	<p>(223) CR: This shall apply also to fire fighting vessels when on their way to bring assistance</p> <p>(224) S: Vessels of inland navigation inspections and competent authorities' vessels shall display without prejudice to the marking applicable to them under the provisions of these Rules, on both sides of the bow a marking in the shape of a white rhomb bordered in blue.</p> <p>In addition to the markings referred to in paragraph 1 of this Article, the vessels listed in paragraph 1 of this Article shall be obliged to display, during the day, the state flag and white pennant with the symbol referred to in paragraph 1 of this Article in the centre</p>
<p><b>Article 3.28 – Additional marking for vessels under way carrying out work in the waterway</b><sup>45/</sup></p>	
<p>Vessels under way carrying out work in the waterway or engaged in sounding or measuring operations may, without prejudice to the marking applicable to them under the other provisions of these regulations, display:</p> <p>By day and by night:</p> <p>A bright or ordinary yellow scintillating light visible from all directions.</p> <p>The use of this marking shall be restricted to vessels having written authorization from the competent authorities.</p>	
<p><b>Article 3.29 – Additional marking for protection against wash</b></p>	
<p>1. Vessels, assemblies of floating material and floating establishments under way or stationary (other than those specified in article 3.25) requiring protection against wash caused by the passage of other vessels or assemblies of floating material may, without prejudice to the marking applicable to them under the provisions of the other articles of this chapter, display:</p>	

<sup>44/</sup> The competent authorities may also require these lights for rescue craft.

<sup>45/</sup> The competent authorities may waive this requirement.

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<p>By night: An ordinary red light and an ordinary white light, or a bright red light and a bright white light, one about 1 m above the other with the red light above, and in such a position that they are clearly visible and cannot be confused with other lights;</p> <p>By day: A flag with a red upper half and the lower half white, in a suitable position and high enough to be visible from all directions. This flag may be replaced by two flags one above the other, the upper flag red and the lower flag white. These flags may be replaced by boards of the same colour.</p>	
<p>2. Without prejudice to the provisions of article 3.25, only the following may use the marking mentioned in paragraph 1 above:</p> <p>(a) Vessels, assemblies of floating material and floating establishments which are seriously damaged or are engaged in rescue work, and vessels unable to manoeuvre;</p> <p>(b) Vessels, assemblies of floating material and floating establishments having written authorization from the competent authorities.</p>	
<b>Article 3.30 – Distress sign</b>	
<p>1. When a vessel in distress needs assistance, it may display:</p> <p>(a) A flag or any other suitable object waved in a circle;</p> <p>(b) <u>A flag having above or below it a ball or anything resembling a ball;</u> (225)</p> <p>(c) A light waved in a circle;</p> <p>(d) <u>Rockets or shells throwing red stars, fired one at a time at short intervals;</u> (226)</p> <p>(e) <u>A luminous signal consisting of the group ... --- ... in Morse Code;</u> (227)</p> <p>(f) <u>Flames such as may be produced by burning tar, oil, etc.;</u> (228)</p>	<p>(225) CDS: (b) A flag having above or below it a ball or anything resembling a ball</p> <p>(226) CDS: (d) Rockets or shells throwing red stars, fired one at a time at short intervals</p> <p>(227) CDS: (e) A luminous signal consisting of the group ... --- ... (SOS) in Morse Code</p> <p>(228) CDS: (f) Flames such as may be produced by burning tar, oil, etc.</p>

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<p>(g) <u>Parachute flares or hand held flares emitting a red light;</u> (229)</p> <p>(h) <u>Slow, repeated up and down movements of the arms extended on each side.</u> (230)</p>	<p>(229) CDS: (g) Parachute flares or hand held flares emitting a red light</p> <p>(230) CDS: (h) Slow, repeated up and down movements of the arms extended on each side</p>
<p>2. These signals replace or supplement the sound signals referred to in article 4.01, paragraph 4.</p>	
<p><b>Article 3.31 – Prohibition of boarding</b></p>	
<p>1. If there are regulations prohibiting unauthorized persons from going on board, the prohibition shall be indicated by:</p> <p style="padding-left: 40px;">Circular white boards bordered with red, with a red diagonal and the figure of a pedestrian in black.</p> <p style="padding-left: 40px;">The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, paragraph 3, they shall be about 60 cm in diameter.</p>	
<p>2. The boards shall be illuminated, as required, so as to be clearly visible at night.</p>	
<p><b>Article 3.32 – Prohibition of smoking or using an unprotected light or flame</b></p>	
<p>1. If other regulations prohibit</p> <p style="padding-left: 40px;">(a) smoking;</p> <p style="padding-left: 40px;">(b) using an unprotected light or flame;</p> <p>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.</p> <p style="padding-left: 40px;">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.</p>	
<p>2. By night, the boards shall be illuminated so as to be clearly visible on both sides of the vessel.</p>	
<p><b>Article 3.33 – Prohibition of lateral berthing</b></p>	
<p>1. If there are regulations or special requirements laid down by the competent authorities prohibiting lateral berthing near a vessel (for instance, because of the nature of its cargo) that vessel shall carry on deck, in the longitudinal axis:</p> <p style="padding-left: 40px;">A square board with a triangle below.</p> <p>Both faces of the square board shall be white with a red border, and have a red diagonal from the top left to the bottom right with the letter ‘P’ in black in the centre.</p>	

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Both faces of the triangle shall be white and show in black figures the distance in metres over which berthing is prohibited.	
2. By night, the boards shall be illuminated so as to be clearly visible on both sides of the vessel.	
3. This article shall not apply to the vessels, pushed convoys or side-by-side formations referred to in article 3.21.	
<b>Article 3.34 – Additional marking for vessels whose ability to manoeuvre is limited</b>	
<u>Article 3.34 – Additional marking for vessels whose ability to manoeuvre is limited (231)</u>	(231) CS: Article 3.34 – Additional marking for vessels whose ability to manoeuvre is limited
<p><u>1. A vessel whose capacity to give way in accordance with the requirements of these regulations is limited when it is carrying out work or underwater operations, such as dredging or cable or buoy laying, and whose position may hinder navigation, shall carry, in addition to the marking prescribed elsewhere in these regulations:</u></p> <p><u>By night:</u>  <u>Three bright or ordinary lights, the top and bottom lights red and the middle light white, one above the other not less than 1 m apart and high enough to be visible from all directions;</u>  <u>By day:</u>  <u>A black ball, a black bicone and a black ball, the bicone in the middle, one above the other not less than 1 m apart and high enough to be visible from all directions.</u></p>	
<p><u>2. When the operation in which they are engaged causes an obstruction, the vessels referred to in paragraph 1 shall carry, in addition to the marking prescribed in paragraph 1:</u></p> <p><u>By night:</u></p> <p><u>(a) Two bright or ordinary red lights, one above the other not less than 1 m apart, on the side or sides on which the obstruction occurs, such as to be visible from all directions;</u></p> <p><u>(b) Two bright or ordinary green lights, one above the other not less than 1 m apart, on the side or sides on which the channel is clear, such as to be visible from all directions;</u></p> <p><u>By day:</u></p>	

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<p>(a) <u>Two black balls, one above the other not less than 1 m apart, on the side or sides on which the obstruction occurs;</u></p> <p>(b) <u>Two black bicones, one above the other not less than 1 m apart, on the side or sides on which the channel is clear.</u></p> <p><u>The lights, balls and bicones referred to in this paragraph shall be placed not less than 2 m from, and in no case higher than, the lower light or ball referred to in paragraph 1 of this article.</u></p>	
<p>3. <u>The provisions of this article shall not apply to floating equipment at work when stationary.</u></p>	
<p><b>Article 3.35 – Additional marking for vessels engaged in fishing<sup>46/</sup></b></p>	
<p>Article 3.35 – Additional marking for vessels engaged in fishing (232)</p>	<p>(232) CS: Article 3.35 – Additional marking for vessels engaged in fishing</p>
<p>1. <u>A vessel engaged in drawing a trawl or other fishing gear through the water (trawler) shall carry, in addition to the marking prescribed elsewhere in these regulations:</u></p> <p><u>By night:</u></p> <p><u>Two bright or ordinary lights, the upper light green and the lower light white, one above the other, not less than 1 m apart and high enough to be visible from all directions, forward of the light prescribed in article 3.08, paragraph 1 (a), the upper light lower than that light and the lower light at a height above the lights prescribed in article 3.08, paragraph 1 (b) at least twice the vertical distance referred to above; however, vessels less than 50 m long shall not in this case be required to carry the light prescribed in article 3.08, paragraph 1 (a);</u></p> <p><u>By day:</u></p> <p><u>Two black cones, point to point, one above the other and high enough to be visible from all directions.</u></p>	
<p>2. <u>Vessels engaged in fishing other than the vessels referred to in paragraph 1 shall carry the marking prescribed in that paragraph, except for the light prescribed in article 3.08, paragraph 1 (a) and, in place of the green light:</u></p>	<p>(233) S: Vessels referred to in this Article whose length is less than 15 m may have a basket in place of two cones stipulated in paragraph 2 and 3 of this Article</p>

<sup>46/</sup> In applying the marking stipulated in this article, the competent authorities shall avoid any confusion with the markings stipulated in article 3.16.

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<p><u>By night:</u>  <u>A bright or ordinary red light, such as to be visible from all directions;</u>  <u>and in addition, if the fishing tackle extends more than 150 m horizontally from the vessel, in line with the tackle:</u>  <u>By night:</u>  <u>A bright or ordinary white light, at a horizontal distance not less than 2 m and not more than 6 m from the two red and white lights prescribed above and at such a height as to be neither above the white light nor lower than the lights prescribed in article 3.08, paragraph 1 (b);</u>  <u>By day:</u>  <u>A black cone, point upwards. (233)</u></p>	
<b>Article 3.36 – Additional marking for vessels used for underwater diving</b>	
<u>Article 3.36 – Additional marking for vessels used for underwater diving (234)</u>	(234) CS: Article 3.36 – Additional marking for vessels used for underwater diving
<p><u>1. A vessel being used for underwater diving shall carry, in addition to the marking prescribed elsewhere in these regulations:</u>  <u>A rigid reproduction at least 1 m high of the “A” flag of the International Code of Signals, in a suitable position and high enough to be visible from all directions by night and day.</u></p>	
<p><u>2. Where appropriate, such vessels may carry the marking referred to in article 3.34, paragraph 1, instead of the marking prescribed in paragraph 1 above.</u></p>	
<b>Article 3.37- Additional marking for vessels engaged in minesweeping</b>	
<u>Article 3.37 - Additional marking for vessels engaged in minesweeping (235)</u>	(235) CS: Article 3.37 - Additional marking for vessels engaged in minesweeping
<p><u>A vessel engaged in minesweeping shall carry, in addition to the marking prescribed elsewhere in these regulations:</u>  <u>By night:</u>  <u>Three bright or ordinary green lights visible from all directions, arranged in a triangle with a horizontal base in a plane perpendicular to the axis of the vessel, the top light at or near the top of the foremast and the other lights at each end of the foremast yard;</u>  <u>By day:</u></p>	

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<u>Three black balls arranged in the manner prescribed for the lights.</u>	
<b>Article 3.38 – Additional marking for vessels on pilotage service</b>	
<u>Article 3.38 – Additional marking for vessels on pilotage service (236)</u>	(236) CS: Article 3.38 – Additional marking for vessels on pilotage service
<u>A vessel on pilotage service shall carry, in addition to the marking prescribed elsewhere in these regulations:</u> <u>Instead of the light prescribed in article 3.08, paragraph 1 (a), two bright or ordinary lights one above the other and visible from all directions, the top light white and the lower light red, at or near the top of the mast.</u>	

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