



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.3/WP.3/2000/8
20 January 2000

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Working Party on the Standardization
of Technical and Safety Requirements
in Inland Navigation

(Nineteenth session, 17-19 April 2000,¹
agenda item 9)

UPDATING THE EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)

Transmitted by the Government of the Netherlands

Note: The Working Party at its eighteenth session agreed that, in view of the large number of documents dealing with possible amendments to CEVNI submitted by Governments and the limited time available for considering them, the small informal group of experts should be established for the purpose of considering the proposals contained in the above-mentioned documents and submitting its considerations to the Working Party at its twentieth session. The delegation of the Netherlands offered to prepare a core document for the meeting of the small group of experts which would take into account all the documentation available and proposals concerning possible amendments to CEVNI (TRANS/SC.3/WP.3/36, paras. 4-6).

The secretariat reproduces below the communication received from the delegation of the Netherlands, to be considered by the small group at the meeting it is scheduled to hold in Geneva on 6 June 2000.

¹ The session had originally been scheduled for 14-16 March 2000. However, in accordance with General Assembly resolution 51/211 of 18 December 1996 on Patterns of Conferences, the Secretary-General decided that Id al-Adha, which falls in the year 2000 on 16 March, will be an official holiday for all United Nations staff members, and there will be no conference services available on that day. The session will start therefore at 10.30 a.m. on Monday 17 April and will be closed on Wednesday 19 April.

REVISION OF CEVNI

Analysis of proposals

Documents submitted	Decisions taken by SC.3/WP.3
TRANS/SC.3/WP.3/73 Proposals by the Russian Federation TRANS/SC.3/WP.3/R.92 Comments by Germany and the Netherlands on the proposal by the Russian Federation TRANS/SC.3/WP.3/R.119 Comments by CCNR on the proposal by the Russian Federation	Not adopted by SC.3/WP.3
TRANS/SC.3/WP.3/R.73/Add.1 Proposals by France and the Netherlands	See below
TRANS/SC.3/WP.3/R.73/Add.2 Proposals by Lithuania	Not adopted by SC.3/WP.3
TRANS/SC.3/WP.3/R.123 and TRANS/SC.3/WP.3/1998/15 Proposals by France TRANS/SC.3/WP.3/1999/17 Comments by Switzerland and the Netherlands on TRANS/SC.3/WP.3/1998/15 TRANS/SC.3/WP.3/1999/17/Add.1 Various comments on the definitions proposed by France	The terms “bateau” and “installation flottante” adopted by SC.3/WP.3. Other proposals not adopted
TRANS/SC.3/WP.3/1998/12 Proposals by the Russian Federation	Footnotes of Chapter 3 adopted in principle. Other proposals to be made into an Appendix to CEVNI
TRANS/SC.3/WP.3/14 Proposals by France	Proposals for article 1.02 not adopted by SC.3/WP.3. Proposal for article 1.03, para. 3: see TRANS/SC.3/WP.3/36, paras. 14-15
TRANS/SC.3/WP.3/1998/14/Add.1 Proposal by Germany TRANS/SC.3/WP.3/1999/16 Comments on the proposal by Germany	See below

Documents submitted	Decisions taken by SC.3/WP.3
TRANS/SC.3/WP.3/1998/15/Add.1 Various proposals by Lithuania and the Russian Federation	Not adopted by SC.3/WP.3
TRANS/SC.3/WP.3/1998/22/Rev.1 Proposal by Germany for article 4.04	Adopted in Resolution No. 45
TRANS/SC.3/WP.3/1999/10 and TRANS/SC.3/1999/8 Proposal by the Netherlands for Chapter 3	Adopted in Resolution No. 45
TRANS/SC.3/WP.3/1999/11 Proposals by Germany	See below
TRANS/SC.3/WP.3/1999/12 Proposals by the Russian Federation (draft Appendix to CEVNI)	To be considered by SC.3/WP.3
TRANS/SC.3/WP.3/1999/15 Proposal for article 1.03, para. 3 (Moldova, Netherlands, Russian Federation, Switzerland, Danube Commission) TRANS/SC.3/WP.3/1999/15/Add.1 Proposal for article 1.03, para. 3 (Czech Republic)	See TRANS/SC.3/WP.3/36, paras. 14-15 See below
TRANS/SC.3/WP.3/1999/18 and TRANS/SC.3/WP.3/R.76/Rev.1 and Corr.1 Proposals by the Netherlands for Annexes 4 and 5 TRANS/SC.3/WP.3/1998/18 Proposal by the Russian Federation for Annexes 4 and 5	Draft resolution to be reconsidered by SC.3/WP.3 (see document TRANS/SC.3/1999/8/Add.2)

Proposals for discussion

Article 1.02 - Boatmaster

In the English version, paragraph 4, last sentence, replace “steersman” by “boatmaster”.

(Germany)

Article 1.02 - Boatmaster

“2. (d) In a pushed convoy propelled by two pushers side by side the boatmaster of the starboard pusher shall be the boatmaster of the convoy.”

The present 2. (d) becomes 2. (e).

“7. In the case of a moored vessel or assembly of floating material having no boatmaster:

(a) The operator and owner of such vessel or assembly shall be responsible for ensuring compliance with articles 1.02, paragraph 1, 3.01, paragraph 4, 3.05, 3.06, 3.07, 3.20-3.26, 3.29, 3.31, 3.32, 3.33, 7.01, paragraph 3, and 7.08 of these regulations;

(b) The person responsible for keeping watch and surveillance under article 7.08 shall ensure compliance with articles 1.12, paragraphs 1 and 2, 1.13, 1.14, 1.15, 1.17, 3.01, paragraph 4, 3.05, 3.06, 3.07, 3.20-3.26, 3.29, 3.31, paragraph 2, 3.32, paragraph 2, 3.33, paragraph 2, 7.01, paragraph 3, of these regulations.”
(Netherlands)

Article 1.03 - Duties of crew and other persons on board

“3. Members of the crew and other persons on board who themselves temporarily determine the vessel’s heading and speed shall also thereby be responsible for ensuring compliance with the requirements of these regulations.

4. The faculties of crew members on duty and other persons on board who temporarily participate in the navigation of the vessel shall not be impaired as a result of a state of fatigue or intoxication.”

(Netherlands)

Article 1.03 - Duties of crew and other persons on board

“3. The faculties of crew members on duty and other persons on board who temporarily participate in the navigation of the vessel shall not be impaired as a result of a state of fatigue or intoxication.”

(SC.3/WP.3/36, para. 14)

Article 1.04 - General obligation to exercise vigilance

“1.

- ...

- ...

- ...
- Causing unnecessary damage to the environment.”

(Netherlands)

Article 1.08 -

New heading and paragraph 1:

Construction and crews of vessels and of assemblies of floating material

“1. Vessels and assemblies of floating material shall be so constructed as to ensure the safety of those on board and safe navigation and to be able to satisfy the requirements of these regulations.

2. ...”

(Netherlands)

Article 1.09 - Steering

Paragraph 3: ... “to keep the helmsman informed.”.

(Germany)

Article 1.11 - Navigation regulations

Insert: “updated”.

(Netherlands)

Article 1.20 - Inspection

Add: “and in particular facilitate immediate boarding by them.”.

(Netherlands)

Article 2.02 - Identification marks on small craft

Paragraph 4: In English, “ship's boats” should continue to be used as in article 3.13, paragraph 6.

(Germany)

Article 3.08 - Night marking for motorized vessels proceeding alone

New paragraph 6:

“6. In addition to the marking prescribed in other provisions of these regulations, the vessels referred to in article 6.01 bis shall carry two strong yellow scintillating lights by day and by night.

These lights shall be placed one above the other approximately 1 metre apart in a suitable position and high enough to be visible from all directions.”

(Netherlands: <new proposal>)

Article 4.05 - Radar (new)

“1. Vessels may not use radar unless:

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

(b) A person holding a diploma issued in accordance with the requirements of the competent authorities is on board. Notwithstanding the provisions of article 1.09, paragraph 3, the radar may be used for training purposes, in good visibility, even where there is no such person on board.

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

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

(Netherlands)

Article 5.01 - Signs

English version, add: “At the same time it defines the meaning of these signs.”

(Germany)

Article 6.01 bis - High-speed vessels

“Multi-hull vessels (catamaran type), hydrofoils etc.”

(Netherlands)

Article 6.03 - General principles

“2. When vessels are proceeding in convoy, the visual signals prescribed in articles 3.17, 6.04 and 6.05 shall be shown or emitted only by the vessel carrying the boatmaster of the convoy or side-by-side formation or, in the case of a towed convoy, by the towed vessel at the head of the convoy.”

(Netherlands)

Article 6.04 - Meeting: Normal rules

“8. This article shall not apply to the vessels referred to in article 6.01 bis.”

(Netherlands)

Article 6.05 - Meeting: Departures from normal rules

“7. This article shall not apply to the vessels referred to in article 6.01 bis.”

(Netherlands)

Article 6.09 - Overtaking: General provisions

Paragraph 2, last sentence: “This provision shall not apply to small craft overtaking other vessels.”

Article 6.16 - Harbours and tributary waterways: entering and leaving; leaving followed by crossing the waterway

English version: paragraph 7, second sentence, delete “and 3”.

(Germany)

Article 6.17 - Sailing abreast

“2. Except when overtaking or passing, it is prohibited to sail within 50 m of a vessel or pushed convoy carrying the markings referred to in article 3.14, paragraphs 2 and 3.”

(Netherlands)

Article 6.20 - Wash

“3. When passing vessels showing the signals prescribed in article 3.25, paragraph 1 (c), or vessels, assemblies of floating material or floating establishments showing the signals prescribed in article 3.29, paragraph 1, other vessels shall reduce speed as prescribed in paragraph 1 above. They shall also keep as far off as possible.”

(Netherlands)

Article 6.21 - Convoys

“5. Motorized vessels providing the main propulsion for a side-by-side formation shall be on the starboard side of the formation. However, where one or more pushed barges are being towed in side-by-side formation, a barge may be on the starboard side of the formation.

“6. Passenger vessels with passengers on board shall not sail in side-by-side formation; they shall not tow or be towed by other vessels, except in cases where this is necessary in order to move a damaged vessel.”

(Netherlands)

Article 6.22 bis - Navigation when passing floating equipment at work or grounded or sunken vessels, and vessels whose ability to manoeuvre is limited

“It shall be prohibited to pass the vessels referred to in article 3.25 on the side on which they show the red light or lights prescribed in article 3.25, paragraph 1 (b) and (d), or the A.1 sign (Annex 7), the red ball or red flag prescribed in article 3.25, paragraph 1 (b) and (d), or to pass the vessels referred to in article 3.343 on the side on which they show the two red lights or the two black balls prescribed in article 3.34, paragraph 2 (a).”

(Netherlands)

Article 6.23 - Rules applicable to ferry-boats

Paragraph 1, add:

“This provision shall not apply to ferry-boats not moving independently in respect of their movements in relation to small craft.”

(Netherlands)

Article 6.28 - Passage through locks

“8. In locks and lock basins it shall be compulsory to keep at a minimum lateral distance of 10 m from vessels and convoys carrying the blue light or blue cone

referred to in article 3.14, paragraph 1. However, this requirement shall not apply to vessels and convoys which also carry this marking or to the vessels referred to in article 3.14, paragraph 7.

“9. Any vessel or convoy carrying the marking referred to in article 3.14, paragraphs 2 and 3, shall be locked separately.

“10. Vessels and convoys carrying the marking referred to in article 3.14, paragraph 1, shall not be locked with passenger vessels.”

(Netherlands)

Article 6.30 - General rules for navigation in reduced visibility

“5. In reduced visibility, small craft may navigate on inland waterways indicated by the competent authority only if they are equipped with a radio telephone for the vessel-to-vessel network and if they listen on the channel designated by the competent authority. They shall provide other vessels with any information necessary for safe navigation.”

(Netherlands)

Article 6.32 - Provisions for vessels navigating by radar

“1. A vessel is navigating by radar when it uses the radar in reduced visibility conditions.”

(Netherlands)

Article 6.33 - Provisions for vessels not navigating by radar

Paragraph 1: “ and have a radio telephone as prescribed in articles 4.04 and 6.30.”

(Netherlands)

Article 7.07 - Berthing in the vicinity of vessels, pushed convoys and side-by-side formations carrying out certain transport operations involving dangerous substances

“2. The obligation referred to in paragraph 1 (a) above shall not apply to:

(a) Vessels, pushed convoys and side-by-side formations also carrying this marking;

(b) Vessels not carrying this marking but issued with a certificate of approval in accordance with marginal 10 282 (Annex B.1) or marginal 210 282 (Annex B.2) of ADN (R), and conforming to the safety requirements applicable to vessels referred to in article 3.14, paragraph 1.”

3. ... (= former paragraph 2).

(Netherlands)

Article 7.08 - Watch and surveillance

“1. An efficient watch shall be kept continuously on board vessels lying in the channel and on board vessels berthed and loaded with substances referred to in marginal 10 500 of Annex B.1 and in Appendix 4 (list of substances) of Annex B.2 of ADN®, or which, having carried such substances, are not free of dangerous gases. However, the competent authorities may exempt vessels berthed in harbour basins from this requirement.

“2. All other berthed vessels, assemblies of floating material and floating installations shall be kept under surveillance by a person capable of acting quickly if the need arises, unless such surveillance is rendered unnecessary by local conditions or is waived by the competent authorities.

“3. When no boatmaster is competent to do so, the responsibility for setting up this surveillance shall devolve on the owner or shipper or another operator.”

(Netherlands)

Annex 8, Section II

See document TRANS/SC.3/WP.3/1999/14/Add.1.

(Germany)
