

Amendment proposals to the draft CEVNI 6

1. Beam of a vessel vs. breadth of a vessel

The term “Beam of a vessel” is used in articles 1.07, paragraph 5; 4.07, paragraphs 5 (f) and 6 (b); 6.01, paragraph 1 (b).

The term “Breadth of a vessel” is used in articles 6.08, paragraph 1, and 8.02, paragraph 2(f).

In the annex to resolution No. 61 and ES-TRIN, the term “breadth” is used. The Expert Group may wish to replace “beam” with “breadth” where appropriate:

Article 1.07

5. The stability of vessels carrying containers shall be ensured at any time. The boatmaster shall prove that the stability check has been made before starting loading and unloading, as well as before departure.

The results of the stability check and the actual loading plan shall be kept on board and shall be available at any moment. In addition, vessels shall keep on board the documents related to the stability required by the competent authority.

The check of stability is not required for vessels carrying containers, if a vessel can be loaded across its **beam/breadth**:

- (a) with maximum 3 rows of containers and it is loaded with not more than one tier of containers beginning from the bottom of the hold; or
- (b) with four or more rows of containers and it is loaded solely with not more than two tiers of containers beginning from the bottom of the hold.

Article 4.07

5. In accordance with chapter 1 of the International Standard for Tracking and Tracing on Inland Waterways (VTT) (resolution No. 63) and the respective ITU Recommendation, at least the following data shall be transmitted:

...

- (e) Overall length of the vessel or convoy in decimetre accuracy;
 - (f) Overall **beam/breadth** of the vessel or convoy in decimetre accuracy;
6. The boatmaster shall immediately update the following data if it has changed:
- (a) Overall length;
 - (b) Overall **beam/breadth**;

2. Radiocommunication channels for the service categories ship-to-ship, ship-to-port authorities, nautical information

In articles 4.05–4.07, 6.28, 6.30 and 6.31, different terms are used for radiocommunication channels for the service categories ship-to-ship, ship-to-port authorities and nautical information, such as: “channel allocated to the ship-to-ship network” vs. “ship-to-ship channel”, “réseau bateau-bateau” vs. “voie de bateau à bateau”, “bateau-autorités portuaires” vs. “bateau-autorité portuaire” etc. The Expert Group may wish to introduce editorial modifications in order to use a harmonized terminology throughout the text.

Article 4.05:*Paragraph 2:*

English (no modifications)

Les voies de radiocommunication pour les catégories de service bateau-bateau, bateau-autorités portuaires, d'informations nautiques, de communications à bord et de correspondance publique ne peuvent être utilisées que conformément aux dispositions (...).

Каналы радиосвязи для категорий радиосетей «судно–судно», «судно–портовые власти», «навигационная информация», «**внутрисудовая** связь» и «общественная корреспонденция» могут использоваться только в соответствии с положениями (...).

Paragraph 3, second sentence:

3. Motorized vessels, excluding small craft, may navigate only if they are equipped with a radiotelephone installation in proper working order for **the** ship-to-ship, nautical information and ship-to-port authority networks. When under way, the radiotelephone installation for the **channels allocated to the** ship-to-ship and nautical information **networks channels** must be permanently in a ready-to-transmit and ready-to-receive state. The channel allocated to nautical information may only be left for a short time in order to transmit or receive information on other channels.

3. Les bateaux motorisés, à l'exception des menues embarcations, ne peuvent naviguer que lorsqu'ils sont équipés d'une installation de radiotéléphonie pour les réseaux bateau-bateau, informations nautiques et bateau-autorité portuaire et lorsque celle-ci est en bon état de fonctionnement. En cours de route, l'installation de radiotéléphonie pour les voies **attribuées aux réseaux** bateau-bateau et informations nautiques doit être en permanence sur une position «prêt à émettre» et «prêt à recevoir». La voie ~~pour les~~ **attribuée aux** informations nautiques ne peut être quittée que pour une brève période, le temps d'émettre ou de recevoir des informations sur d'autres voies.

3. Моторные суда, за исключением малых судов, могут находиться на ходу только в том случае, если они оборудованы радиотелефонной установкой для радиообмена в сетях «судно–судно», «навигационная информация», «судно–портовые власти» и если эта установка находится в исправном рабочем состоянии. На ходу судна радиотелефонная установка на каналах, **предназначенных для работы в сетях** «судно–судно» и «навигационная информация», должна постоянно находиться в режиме готовности для передачи и приема информации. Каналы, выделенные для передачи навигационной информации, могут переключаться для передачи или приема информации по другим каналам только на короткий промежуток времени.

Paragraph 4, second sentence:

When under way, the radiotelephone installation for **the channel allocated to the** ship-to-ship **network channel** must be permanently in a ready to-transmit and ready to receive state.

En cours de route, l'installation de radiotéléphonie sur la voie ~~de~~ **attribuée au réseau** ~~de~~ bateau à-bateau doit être en permanence sur une position «prêt à émettre» et «prêt à recevoir».

На ходу судна радиотелефонная установка на канале, **предназначенном для работы в сети** «судно–судно», должна постоянно находиться в режиме готовности для передачи и приема информации.

Paragraph 5:

English and French (no modifications)

Моторные суда на ходу, за исключением малых судов, должны иметь радиотелефонную установку в режиме прослушивания канала, предназначенного для работы в сети «судно–судно», и, только в конкретных оправданных обстоятельствах, канала, предназначенного для работы в иной сети, и передавать информацию, необходимую для обеспечения безопасности судоходства, по каналам, **предназначенным для работы в сетях «судно–судно»** и «навигационная информация». (...)

Article 4.06, paragraph 4

English and French (no modifications)

4. Без ущерба для положений статьи 4.05 малые суда, использующие радиолокатор, должны быть оборудованы также радиотелефонной установкой, находящейся в исправном рабочем состоянии, для ~~ведения связи по каналу сети~~ «судно–судно».

Article 4.07, paragraph 9

Small craft employing AIS shall also have radiotelephone installation in proper working order ~~tuned switched to the listening watch on the channel allocated to the ship-to-ship network channel~~ and operating in a ready-to-receive and ready-to-transmit state.

Les menues embarcations qui utilisent l’AIS doivent en outre posséder une installation de radiotéléphonie en bon état de fonctionnement commutée sur écoute **sur la voie attribuée au pour le** réseau bateau-bateau et sur une position « prêt à émettre » et « prêt à recevoir ».

Малые суда, оборудованные АИС, должны также иметь радиотелефонную установку, ~~настроенную на канал~~ **включенную в режим прослушивания канала, предназначенного для работы в сети «судно–судно»**, и находящуюся в режиме готовности для передачи и приема информации.

Article 6.28, paragraph 2

English (no modifications)

Dans les garages des écluses et dans les écluses, les bateaux équipés d'une installation de radiotéléphonie permettant les communications sur le réseau ~~d'informations nautiques doivent être à l'écoute sur la voie allouée à l'écluse.~~

В ~~местах отстоя судов у шлюзов~~ **аванпортах** и в шлюзах суда, оборудованные **радиотелефонной установкой для радиообмена в сети «навигационная информация»** устройством радиотелефонной связи, позволяющим осуществлять связь со службой информации о судоходной обстановке, должны обеспечивать работу этой аппаратуры в режиме приема на волне, выделенной **держат ее включенной в режиме прослушивания канала, выделенного** для данного шлюза.

Article 6.30, paragraph 2, last sentence

Small craft under way in reduced visibility may navigate only if they are also on **the** listening watch on **the channel allocated to** the ship-to-ship ~~network channel~~ or on any other channel prescribed by the competent authorities.

Par visibilité réduite, les menues embarcations ne peuvent naviguer que si elles sont aussi à l'écoute sur la voie **attribuée au réseau de** bateau à-bateau ou sur toute autre voie désignée par les autorités compétentes.

Малые суда в условиях ограниченной видимости могут двигаться только в том случае, если они тоже ~~принимают информацию по каналу, отведенному для связи между судами,~~ **используют радиотелефонную установку в режиме прослушивания канала, предназначенного для работы в сети «судно–судно»,** или ~~по любому другому каналу~~ **любого другого канала, указанному указанного** компетентными органами.

Article 6.31, paragraph 1, first sentence

In reduced visibility, vessels and floating equipment stationary in or near the fairway outside harbours or places specially designated by the competent authorities for berthing, shall be on **the** listening watch on **the channel allocated to the ship-to-ship network channel**.

Par visibilité réduite, les bateaux **et engins flottants** en stationnant dans le chenal, ou à proximité de celui-ci en dehors des ports et des endroits spécialement affectés au stationnement par les autorités compétentes, doivent être à l'écoute sur la voie **attribuée au réseau** bateau à-bateau.

В условиях ограниченной видимости суда **и плавучее оборудование, стоящие находящиеся на стоянке** на фарватере или вблизи него вне портов и мест, специально отведенных для стоянки компетентными органами, должны ~~находиться на канале связи между судами~~ **использовать радиотелефонную установку в режиме прослушивания канала, предназначенного для работы в сети «судно–судно».**

3. Chapter 1: Definitions of pushed convoy, towed convoy and side-by-side formation

The Expert Group may wish to align the definitions of pushed convoy, towed convoy and side-by-side formation with resolution No. 61 and, in particular, replace “group” with “assembly” as follows:

2. The term “towed convoy” means ~~any group~~ **an assembly consisting** of one or more vessels, floating establishments or assemblies of floating material towed by one or more motorized vessels, the latter forming part of the convoy and being known as tugs;

3. The term “pushed convoy” means a rigid ~~group~~ **assembly consisting** of vessels, **of which** one at least ~~of which~~ is placed in front of the motorized vessel for propelling the convoy and is known as a pusher. A convoy composed of a pusher and a pushed craft so as to permit guided articulation is also considered as rigid;

4. The term “side-by-side formation” means ~~a group~~ **an assembly consisting** of vessels coupled side-by-side, none of which is placed in front of the motorized vessel propelling the ~~formation~~ **assembly**.

Note 1: In the annex to resolution No. 61, the following definitions are used:

33. “Pushed convoy”: a rigid assembly of craft of which at least one is positioned in front of the one or two vessels providing the power for propelling the convoy, known as the “pusher(s)”; a convoy composed of a pusher and a pushed craft coupled so as to permit guided articulation is also considered as rigid;

34. “Side-by-side formation”: an assembly of craft coupled rigidly side by side, none of which are positioned in front of the vessel propelling the assembly;

35. “Towed convoy”: an assembly of one or more craft, floating establishments or floating objects towed by one or more vessels forming part of the convoy;

Note 2: In ES-TRIN 2021, the following definitions are used:

2.4 ‘pushed convoy’: a rigid assembly of craft of which at least one is positioned in front of the craft providing the power for propelling the convoy, known as the ‘pusher(s)’; a convoy composed of a pusher and a pushed craft coupled so as to permit guided articulation is also considered as rigid;

2.5 ‘side-by-side formation’: an assembly of craft coupled rigidly side by side, none of which is positioned in front of the craft propelling the assembly;

2.6 ‘towed convoy’: an assembly of one or more craft, floating establishments or floating objects towed by one or more self-propelled craft forming part of the convoy.

4. **Article 1.09 – Steering**

In article 1.09, para. 2, “small craft having no motive power of its own” is used, while “mechanical means of propulsion” is used in articles 1.01 (definitions of “motorized vessel”, “sailing vessel”, “water bike”); 3.12, paragraph 3; 6.28, paragraph 7(e)). In RPNR, Article 1.09(2), “mechanical means of propulsion” is used instead of “motive power”. The Expert Group may wish to replace “motive power” with “mechanical means of propulsion” in paragraph 2:

2. The age requirement shall not apply in the case of small craft having no ~~motive power of its own~~ **mechanical means of propulsion**.

5. **Article 1.13 – Protection of waterway signs and marking**

The Expert Group may wish to modify paragraph 3 as follows:

3. Every boatmaster has a general duty immediately to inform the nearest competent authority of any ~~damage of incident or accident affecting~~ **damage of incident or accident noticed by him** (such as failure of a light, displacement of a buoy, destruction of a sign).

6. **Article 1.17 – Grounded or sunken vessels**

The Expert Group may wish to modify paragraph 1, sentence 2, as follows:

1. In the case of a grounded or sunken vessel, the boatmaster or **another** member of the crew shall remain on board or near the site of the accident until the competent authority has authorized him to leave.

7. **Article 2.01 – Identification marks on vessels other than small craft and seagoing vessels**

The Expert Group may wish to modify paragraph 3 as follows:

3. The above-mentioned identification marks shall be inscribed in easily legible and indelible Latin characters, their inscription in oil paint being considered indelible. The height of the characters shall be not less than 20 cm for the name **and the unique European vessel identification number** and not less than 15 cm for other marks. (...)

8. **Article 2.04 – Draught marks and draught scales**

The Expert Group may wish to modify paragraph 1 as follows:

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 laying down~~ **laying down** technical requirements **for vessels** which correspond to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (resolution No. 61). In the case of seagoing vessels, the ~~summer fresh water line~~ **Fresh Water Load Line in summer**¹ shall serve in place of draught marks.

9. **Article 3.13 – Marking for small craft under way**

The Expert Group may wish to agree with the following editorial modification:

1. Motorized small craft proceeding alone shall carry:

¹ International Convention On Load Lines, 1966.

By night:

either:

(a) A masthead light, bright instead of strong, at the same height as the side lights and not less than 1 m forward of them;

...

or

(d) The masthead light prescribed in subparagraph (a) above; however, this light is to be placed at least 1 m higher than the side lights;

...

10. Vessels carrying out certain transport operations involving dangerous substances (articles 3.14, 3.21, 7.07 and annex 3)

The Expert Group may wish to replace “**certain** transport operations involving dangerous substances” with “transport operations involving **certain** dangerous substances” in the whole text of articles 3.14, 3.21, 7.07 and annex 3, as the requirement for additional marking relates to certain substances (certain flammable substances, substances constituting health hazards, explosives) and not to specific operations.

In paragraphs 2 and 3 of article 3.14, the last sentence, the Expert Group may wish to specify that the indicated height relates to the lowest blue cone:

The two blue cones may be replaced by two blue cones at the bow and two blue cones at the stern of the vessel **with the lower cone** at a height not less than 3 m.

The three blue cones may be replaced by three blue cones at the bow and three blue cones at the stern of the vessel **with the lowest cone** at a height of not less than 3 m.

11. Article 3.24 – Marking for nets or poles of stationary vessels

The Expert Group may wish to modify the title of article 3.24 as “Marking for nets or poles of stationary vessels **engaged in fishing**”.

12. Article 3.31 – Prohibition of boarding

The Expert Group may wish to modify paragraph 1 as follows:

1. If there are regulations prohibiting unauthorized persons from going on board, the prohibition shall be indicated by:

circular white boards bordered with red, with a red diagonal and a picture of an averting hand in black or, alternatively, ~~by circular white boards bordered with red, with a red diagonal and the figure~~ of a pedestrian in black.

13. Article 3.32 – Prohibition of smoking or using fires and naked light

The Expert Group may wish to modify paragraph 1 as follows:

1. If other regulations prohibit:

...

on board, the prohibition shall be indicated by circular white boards bordered with red, with a red diagonal and a picture of a burning match or, alternatively, ~~by circular white boards bordered with red, with a red diagonal and a picture~~ of a cigarette emitting smoke.

14. Chapter 4 “SOUND SIGNALS; RADIOTELEPHONY; NAVIGATION DEVICES”

The Expert Group may wish to modify the title as “SOUND SIGNALS; RADIOTELEPHONY; **INFORMATION AND NAVIGATION DEVICES**”.

15. Article 4.01 – General

The Expert Group may wish to modify paragraph 2 as follows:

2. The sound signals given by motorized vessels shall be accompanied by light signals synchronized with them, such light signals shall be yellow, bright and visible from all directions. This provision shall not apply to small craft, ~~or~~ to vessels **proceeding downstream, navigating by radar and** giving the signal prescribed in article 6.32, paragraph 4 (a), ~~to be given by vessels proceeding downstream and navigating by radar~~, or to vessels ringing a bell.

16. Article 6.06 – Meeting: High speed vessels

The Expert Group may wish to (a) introduce editorial modifications to the English and Russian texts and (b) bring the French text in line with the English text:

The provisions ~~referred to in~~ of articles 6.04 and 6.05 shall not apply in the event of a meeting between high-speed vessels and between a high-speed vessel and any other vessel. However, high-speed vessels shall agree on their meeting using radiotelephony.

Article 6.06 – Rencontre d'un bateau rapide et d'un autre bateau: **Bateaux rapides**

Les **dispositions des** articles 6.04 et 6.05 ne s'appliquent pas ~~lorsqu'un bateau rapide rencontre un autre bateau lorsque se rencontrent des bateaux rapides et d'autres bateaux ou des bateaux rapides entre eux. Si cet autre bateau est un bateau rapide, les deux bateaux doivent toutefois s'entendre par radiotéléphonie sur leur rencontre~~ **Les bateaux rapides doivent toutefois se concerter par radiotéléphonie sur la rencontre entre eux.**

Note: RPNR, Article 6.06

Croisement de bateaux rapides et d'autres bâtiments et de bateaux rapides entre eux

Les articles 6.04 et 6.05 ne s'appliquent pas lorsque se croisent des bateaux rapides et d'autres bâtiments ou des bateaux rapides entre eux. Les bateaux rapides doivent toutefois se concerter par radiotéléphonie sur le croisement entre eux.

Статья 6.06 – Встречное плавание: высокоскоростные суда

Положения, ~~упомянутые в статьях статей~~ 6.04 и 6.05, не применяются в случае встречного плавания высокоскоростных судов, а также высокоскоростного судна и ~~любого~~ другого судна. **Однако Несмотря на это**, высокоскоростные суда ~~должны согласовать~~ **должны согласовать** между собой **порядок расхождения при встречном плавании** ~~встречное плавание~~ **встречном плавании** с помощью радиотелефонной установки.

17. Article 6.21 – Convoys

The Expert Group may wish to consider the difference between the English and French texts of paragraph 5 and align them:

5. Passenger vessels with passengers on board shall not sail as part of a convoy; **they shall neither tow nor be towed, unless** ~~This prohibition shall not apply~~ in cases where ~~an auxiliary towing vessel is required or in case of emergency hauling is required for a vessel in emergency.~~

5. Les bateaux à passagers ayant des passagers à bord ne doivent pas naviguer comme partie d'un convoi; ils ne doivent ni remorquer ni se faire remorquer, sauf dans le cas où le déhalage d'un bateau avarié le nécessite.

The Russian text corresponds to the French text, however, it can be modified as follows:

5. Пассажирские суда с пассажирами на борту не должны **идти в составе; они не должны ни буксировать ни** ~~идти~~ **идти** на буксире, за исключением случаев, когда необходима отбуксировка потерпевшего аварию судна.

18. Article 6.21 bis – Relocation of pushed barges outside a pushed convoy

The Expert Group may wish to modify (d) as follows:

A pushed barge outside a pushed convoy may be relocated only:

...

(d) Being coupled side-by-side with a vessel which has a steering ~~device~~ **system** and a sufficient crew.

19. Article 6.28 – Passage through locks

The Expert Group may wish to introduce the following editorial changes to paragraph 9, second indent:

This provision shall not apply to dry cargo vessels as defined in ADN which carry only containers, intermediate bulk containers (IBCs), large packagings, multiple element gas containers (MEGCs), portable tanks and tank-containers as mentioned in paragraph 7.1.1.18 of ADN, and showing the marking referred to in article 3.14, paragraph 2. These may pass through locks with dry cargo vessels which carry only containers, ~~intermediate bulk containers (IBCs), large packagings, multiple element gas containers (MEGCs), portable tanks and tank-containers as mentioned in paragraph 7.1.1.18 of ADN, and showing the marking referred to in article 3.14, paragraph 1,~~ or with the vessels referred to in article 3.14, paragraph 7. There shall be a minimum distance of 10 m between the bow and the stern of vessels passing through locks together.

20. Article 6.30 – General rules for navigation in reduced visibility; navigation by radar

The Expert Group may wish to modify paragraph 5 as follows:

5. Towed convoys shall immediately proceed to the nearest safe berthing or anchoring areas, if a **visual** communication ~~with visual sign,~~ between the towed vessel and the motorized vessel, is not possible. For towed convoys proceeding downstream, navigation by radar is prohibited except for reaching the nearest safe berthing or anchoring areas. For such towed convoys provisions of article 6.33 are applicable.

21. Article 8.01 – “Do not approach” signal

In paragraph 1, the second indent, the Expert Group may wish to replace “non-self-propelled” with “non-motorized”.

In paragraph 4, the Expert Group may wish to align the last sentence with the French text:

If the vessel ~~is stationary~~ **has stopped**, all engines and auxiliary machinery shall be stopped or unplugged.

En cas de mise à l'arrêt du bateau, tous les moteurs et toutes les machines auxiliaires se trouvant encore en service doivent être arrêtés ou débranchés.

The Russian text corresponds to the French text:

В случае остановки судна все двигатели и вспомогательные механизмы, еще продолжающие работать, должны быть остановлены или отключены.

22. Article 8.02 – Reporting requirements

The Expert Group may wish to:

(a) In the French text, replace “notification” with “annonce”;

(b) Introduce the following editorial changes to article 8.02:

- Paragraph 2 (d)

2. The boatmasters mentioned in paragraph 1 shall communicate the following data:

...

(d) Unique European vessel identification number or official number **and, for convoys, of all the vessels of the convoy**; for seagoing vessels: IMO number, ~~and, for convoys, of all the vessels of the convoy~~;

- New paragraph 7 (English and French)

7. When the data covered by paragraph 2 above change during the journey through the sector subject to the reporting requirement, the competent authority shall be notified immediately. The change in data shall be communicated through the **indicated** channel, ~~as indicated~~ in writing or electronically.

7. Lorsque les données visées au paragraphe 2 ci-dessus changent au cours du voyage sur le secteur soumis à l'obligation ~~de notification~~ **d'annonce**, l'autorité compétente doit en être avertie immédiatement. La modification des données ci-dessus doit être communiquée ~~selon les modalités prévues~~ **via la voie indiquée**, par écrit ou par voie électronique.

7. Если данные, предусмотренные в пункте 2 ~~выше~~, изменяются в процессе движения по участку, на котором требуется представлять данные, об этом следует немедленно сообщить компетентному органу. Об изменении данных необходимо сообщить ~~на указанном канале~~ **по указанному каналу связи**, в письменной форме или электронным способом.

Note: RPNR, Article 12.01(7):

7. Lorsque les données visées au chiffre 2 ci-dessus changent au cours du voyage sur le secteur dans lequel s'applique l'obligation d'annonce, l'autorité compétente doit en être avertie immédiatement. La modification des données doit être communiquée via la voie indiquée, par écrit ou par voie électronique.

23. Article 9.07 – Chapter 6, “RULES OF THE ROAD”

The Expert Group may wish to modify paragraph 4 as follows:

4. With respect to article 6.10, ~~paragraph 4~~, the competent authorities may:

(a) Allow that the overtaking vessel may pass to port or starboard of the vessel being overtaken **as a general rule**;

~~(b) 5. With respect to article 6.10, the competent authorities may~~
Prohibit the overtaking in narrow fairways.

24. Annex 3 “VISUAL SIGNALS (MARKING) ON VESSELS”

The Expert Group may wish to introduce the following modifications:

(a) I. GENERAL

1.1 The sketches which follow relate to the **visual** signals (marking) on vessels ~~provided for~~ **prescribed** in the articles of chapter 3 **and other relevant articles** of ~~CEVNI~~ **these regulations**.

(b) Sketch 4

Article 3.08, paragraph 4: High-speed ~~motorized~~ vessel proceeding alone.

(c) Sketches 34–36 ter

Delete “in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and chapter 3.2, table A, column (12) or table C, column (19) of ADN”


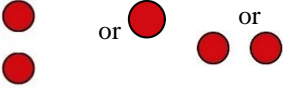
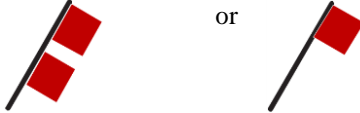
(d) Sketch 53

Article 3.22, paragraph 2: Ferry-boats moving independently, ~~but~~ **in service**, made fast at their landing stage.

25. **Annex 7 “WATERWAY SIGNS AND MARKING”**

The Expert Group may wish to introduce the following editorial modifications:

(a) A.1

<p>A.1 No entry (general sign) (see articles 3.25, para. 2 (b), 6.08, para. 2, 6.16, para. 5, 6.22, 6.22 bis, 6.25, 6.26, 6.27, para. 1 and 6.28 bis)</p>	<p>A.1a boards</p>	
<p>Two boards, two lights or two flags, one above the other, indicate a prolonged prohibition</p>	<p>A.1b, A.1c and A.1d</p>	
<p>Two boards, two lights or two flags, one above the other, indicate a prolonged prohibition</p>	<p>A.1e and A.1f red flags</p>	

26. **Annex 8 “BUOYAGE AND MARKING OF THE WATERWAYS”**

The Expert Group may wish to delete the definitions of the terms “New Danger” and “Special marks”.

27. **Annex 9 “MODEL USED-OIL LOG”**

On page 2, the Expert Group may wish to replace “inspection certificate” with “ship’s certificate”:

The first used-oil log, carrying order number 1 on page 1, shall be issued by a competent authority on presentation of a valid ~~inspection~~ **ship’s** certificate or another certificate recognized as its equivalent. This authority shall also enter the required particulars on page 1.