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Working Party on Inland Water Transport

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

Thirty-seventh session

Geneva, 16–18 June 2010

Item 3 of the provisional agenda

Resolution No. 22, “SIGNI - Signs and Signals on Inland Waterways”

Amendments to Resolution No. 22

Note by the secretariat

I. Introduction

1. At its thirty-sixth session, the Working Party considered document ECE/TRANS/SC.3/WP.3/2010/2 prepared by the secretariat and containing the inventory of SIGNI items that require updating following the revision of CEVNI and requested the secretariat to prepare for its next session draft amendments to SIGNI based on the above-mentioned inventory. The Working Party also noted the need for bringing the section 2.2 of SIGNI “*Buoyage and marking of danger points and obstacles*” in line with section IV of Annex 8 of CEVNI as well as additional suggestions by the CEVNI expert group (ECE/TRANS/SC.3/WP.3/72, paras. 14–17).

2. Reproduced below is a draft resolution of the Working Party on Inland Water Transport on amendment of SIGNI for consideration and approval by the Working Party SC.3/WP.3.

Additions and amendments to Resolution No. 22 on SIGNI: Signs and Signals on Inland Waterways

Resolution No. ...

(adopted on ... October 2010 by the Working Party on Inland Water Transport)

The Working Party on Inland Water Transport,

Considering Resolution No. 22 of the Working Party on Inland Water Transport concerning SIGNI: Signs and Signals on Inland Waterways, as amended by its Resolutions Nos. 29 and 51 (TRANS/SC.3/108/Rev.1),

Bearing in mind the report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its thirty-seventh session (ECE/TRANS/SC.3/WP.3/74),

Noting the desirability of bringing the text of SIGNI in line with CEVNI: European Code for Inland Waterways as amended (ECE/TRANS/SC.3/115/Rev.4),

Decides to amend and supplement the text of SIGNI by the text and signs contained in the annex to this Resolution.

Annex

II. General amendments

- (a) Throughout the text of SIGNI, replace channel with fairway.

III. Amendments to Section 1, “Principles”

- (a) Amend the definitions of “right” and “left” in paragraph 1.1.2 as follows:

The term “left and right banks” means the sides of the waterway when moving from the source to the mouth.¹

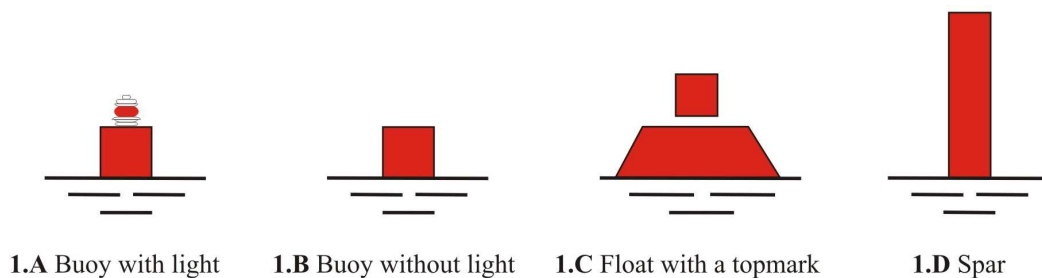
On canals, lakes and broad waterways the competent authorities shall decide the matter in the light of local conditions. However, it is recommended that for canals the terms “right” and “left” should be defined as meaning to the right and to the left respectively of an observer facing in the direction in which the numbers indicated on successive kilometer markings rise.²

The designations “right-hand side” and “left-hand side” of the waterway or fairway are to be understood as for an observer facing downstream. On canals, lakes and broad waterways, the terms “right-hand side” and “left-hand side” shall be defined by the competent authorities.³

IV. Amendments to Section 2.1, “Buoyage of fairway limits in the waterways”

- (a) Amend section 2.1.1, “Right-hand side of the fairway” as follows”:

2.1.1 Right-hand side of the fairway



(fig. 1)

¹ This definition corresponds to the one appearing in Article 1.01 (d) 14 of CEVNI.

² The definition concerning the left and right banks of canals, lakes and broad waterways is imported from the existing text of SIGNI and is proposed to be retained as such.

³ The Working Party may wish also to add under this very paragraph 1.1.2 a definition of the terms “right-hand side” and “left-hand side” similar to the one in Annex 8, Section I, point 2 of CEVNI.

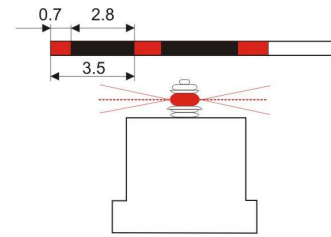
Colour: red

Form: cylindrical buoy or buoy with a topmark, or spar

Topmark (if any): red cylinder

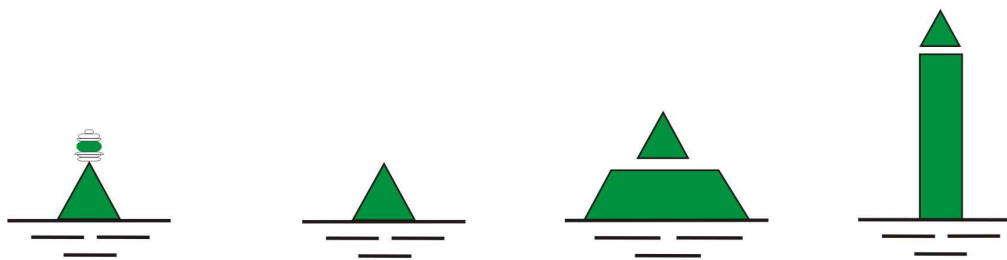
Light (when fitted): rhythmic red light

Generally with radar reflector.



(b) Amend section 2.1.2, “Left-hand side of the fairway” as follows:

2.1.2 Left-hand side of the fairway



2.A Buoy with light

2.B Buoy without light

2.C Float with a topmark

2.D Spar

(fig. 2)

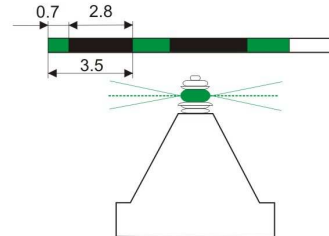
Colour: green

Form: conical buoy or buoy with a topmark, or spar

Topmark (if any): green cone, point upwards

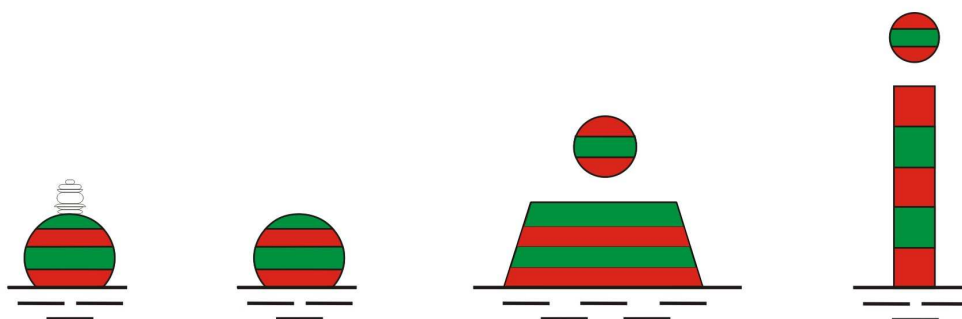
Light (when fitted): rhythmic green light

Generally with radar reflector.



(c) Amend the section 2.1.3, “Bifurcation of the fairway” as follows:

2.1.3 Bifurcation of the fairway



3.A Buoy with light

3.B Buoy without light

3.C Float with a topmark

3.D Spar

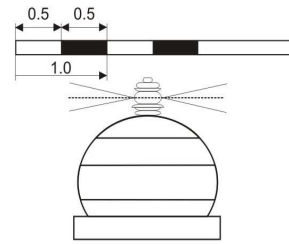
(fig. 3)

Colour: horizontal red and green bands

Form: spherical buoy or buoy with a topmark, or spar

Topmark (if any): sphere with horizontal red and green bands

Light (when fitted): continuous scintillating white light, or isophase white light (may be the group-flashing white light with a group of three flashes)



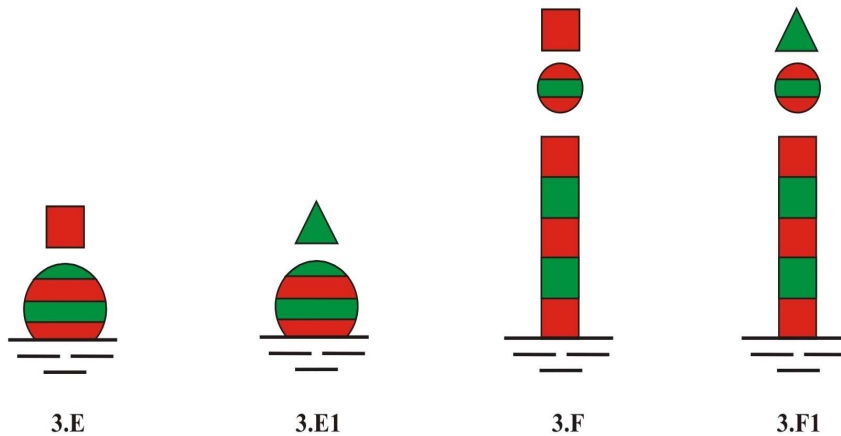
Generally with radar reflector.

Where there is a risk of confusion with maritime signs and signals or with signs and signals for lakes and broad waterways as defined in 2.4, the above-mentioned rhythm of light shall not be used and shall be replaced by the group-flashing rhythm (group of three flashes).

When a bifurcation mark is used on lakes and broad waterways, care should be taken to avoid any risk of confusion with the marks provided for in 2.4.

Where necessary, a red cylindrical topmark or green conical topmark placed above the bifurcation mark indicates on which side it is preferable to pass (main fairway).

The mark shall then bear a rhythmic red light or a rhythmic green light, as appropriate.



(fig. 4)

A letter "P" painted in white on the buoys described in paragraphs 1 and 2 indicates that the fairway is adjacent to a berthing area. If the buoys showing the letter "P" carry a light, its rhythm shall be different from that of the lights of other buoys placed along the fairway limit.

V. Amendments to Section 2.2, “Buoyage and marking of danger points and obstacles”

(a) Amend paragraph 2.2.1.2 as follows:

2.2.1.2 For obstacles and danger points outside the fairway, either fixed marks or buoys in the waterway:

A. Fixed Marks

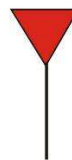
1. Right-hand side

Colour: red

Form: post with topmark

Topmark: red cone, point downwards

Light (when fitted): rhythmic red light.



4.F

(fig. 5)

2. Left-hand side

Colour: green

Form: post with topmark

Topmark: green cone, point upwards

Light (when fitted): rhythmic green light.



5.F

(fig. 6)

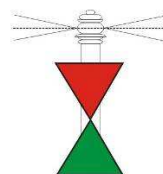
3. Bifurcation

Colour: red/green

Form: post with topmark

Topmark: red cone, point downwards, above a green cone, point upwards

Light (when fitted): continuous scintillating white light or isophase white light (may be the group-flashing white light with a group of three flashes)



6.A



6.B

(fig. 7)

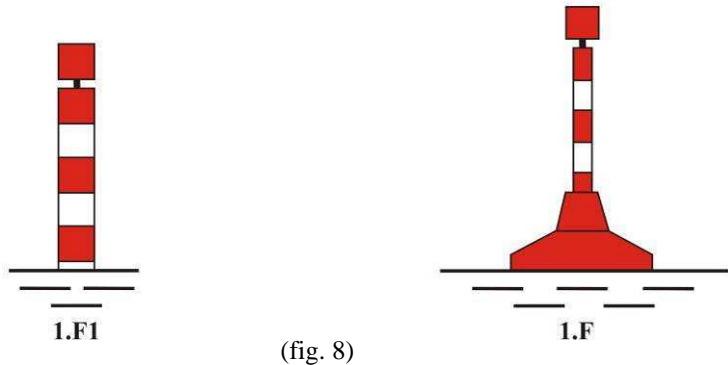
The above cones may be replaced by triangular panels with a white background and a red or green border.

4. Secondary arms of the waterway, mouths of waterways and entrances to harbours

On the approach to secondary arms of the waterway, to mouths of waterways and to harbour entrances, the bank walls on both sides of the waterway may be marked as far as the head of the dividing mole by the fixed marks described in 1 and 2 above, figures 12 and 13. Vessels entering the harbour are regarded as upstream traffic.

B. Buoys

1. Right-hand side



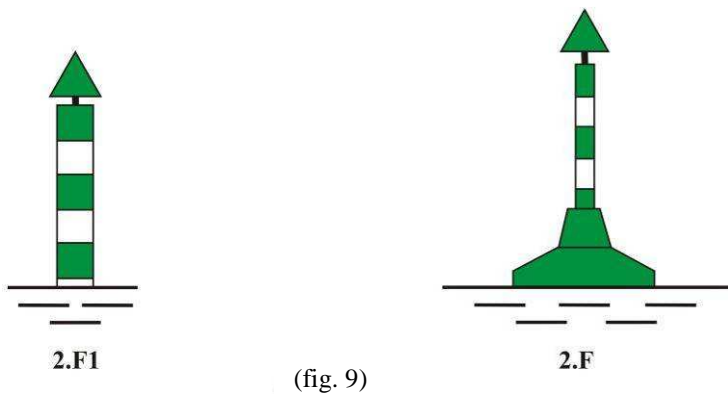
Colour: horizontal red and white bands

Form: spar-buoy or spar

Topmark: red cylinder

Light (when fitted): rhythmic red light
Generally with radar reflector.

2. Left-hand side



Colour: horizontal green and white bands

Form: spar-buoy or spar

Topmark: green cone, point upwards

Light (when fitted): rhythmic green light
Generally with radar reflector.

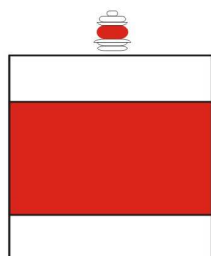
VI. Amendments to Section 2.3, “Marks on land indicating the position of the fairway”

(a) Amend section 2.3.1, “Marks on land indicating the position of the fairway in relation to the banks” as follows:

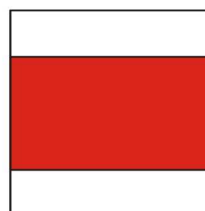
2.3.1 Marks on land indicating the position of the fairway in relation to the banks.

These marks indicate the position of the fairway in relation to the bank and, together with the buoyage of the waterway, mark the fairway at points where it approaches a bank; they also serve as landmarks.

1. Fairway near the right bank



4.A With light



4.B Without light

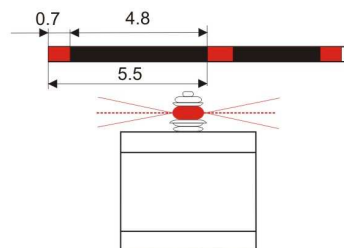
(fig. 10)

Colour: red/white

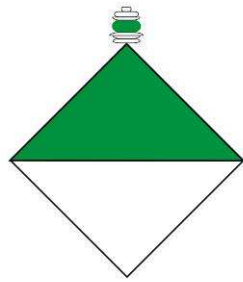
Form: post with topmark

Topmark: square boards (sides horizontal and vertical), red, with two horizontal white stripes;

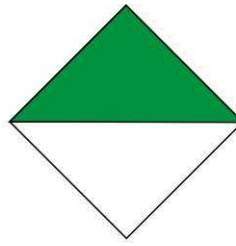
Light (when fitted): rhythmic red light.



2. Fairway near the left bank



5.A With light



5.B Without light

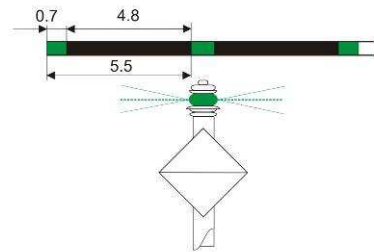
(fig. 11)

Colour: green/white

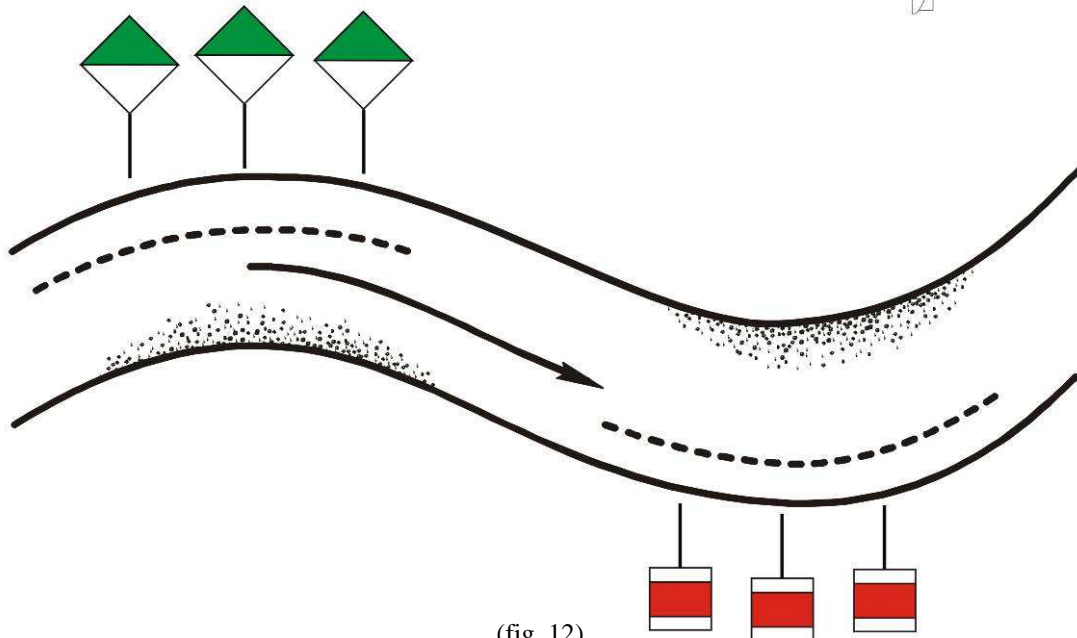
Form: post with topmark

Topmarks: square board (diagonals horizontal and vertical), upper half painted green and lower half white

Light (when fitted): rhythmic green light.



3. Use of marks

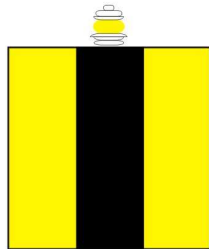


(fig. 12)

(b) Amend section 2.3.2, “Buoyage of cross-overs” as follows:

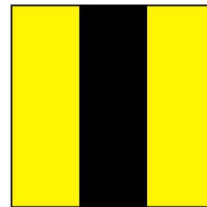
2.3.2 Marking of cross-overs

These marks indicate at what point the fairway passes from one bank to another and also give the axis of this cross-over.



4.C With light

(fig. 13)



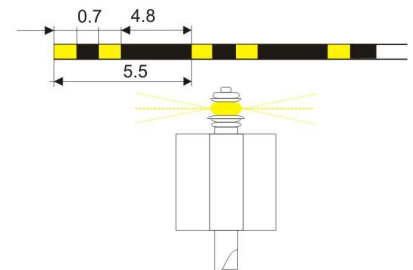
4.D Without light

Colour: yellow/black

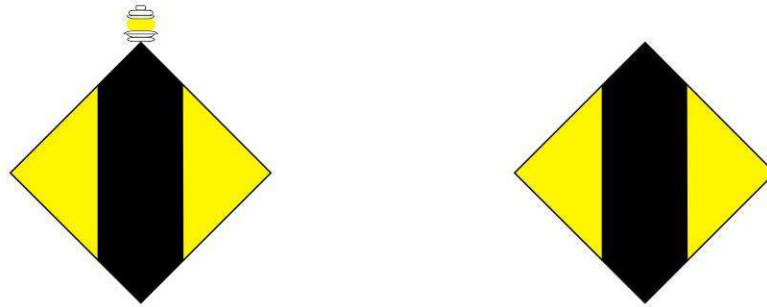
Form: post with topmark

Topmark: square yellow board (sides horizontal and vertical), with a central vertical black stripe

Light (when fitted): yellow light, flashing or occulting, with an even-number characteristic other than the group-flashing rhythm with a group of two flashes.



2. Left bank



5.C With light

(fig. 14)

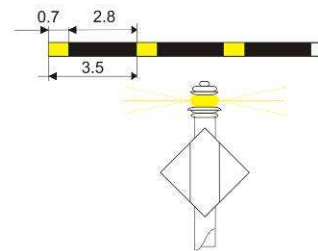
5.D Without light

Colour: yellow/black

Form: post with topmark

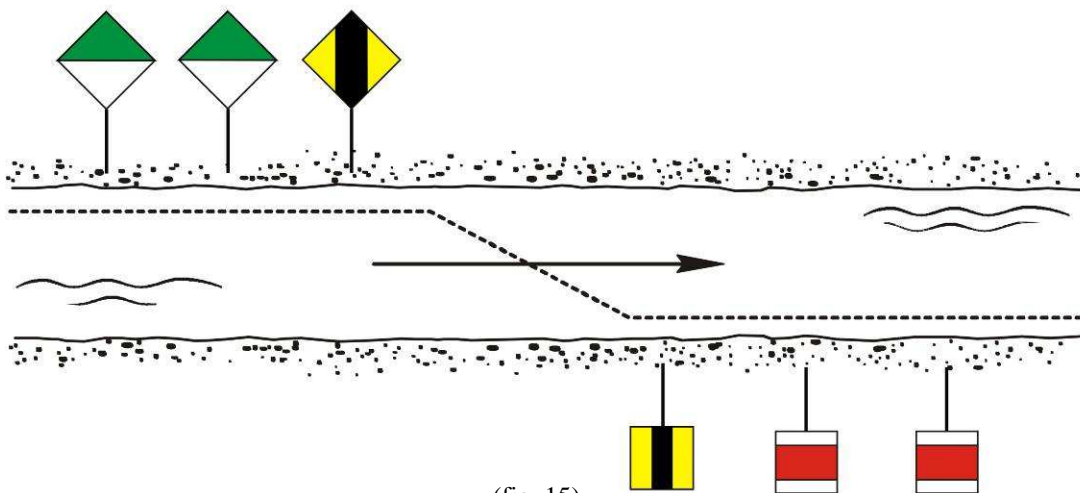
Topmark: square yellow board (diagonals horizontal and vertical), with a central vertical black stripe

Light (when fitted): yellow light, flashing or occulting, with an odd-number characteristic other than the group-flashing rhythm with a group of three flashes.



3. Use of marks

3.1 Mere indication of cross-over

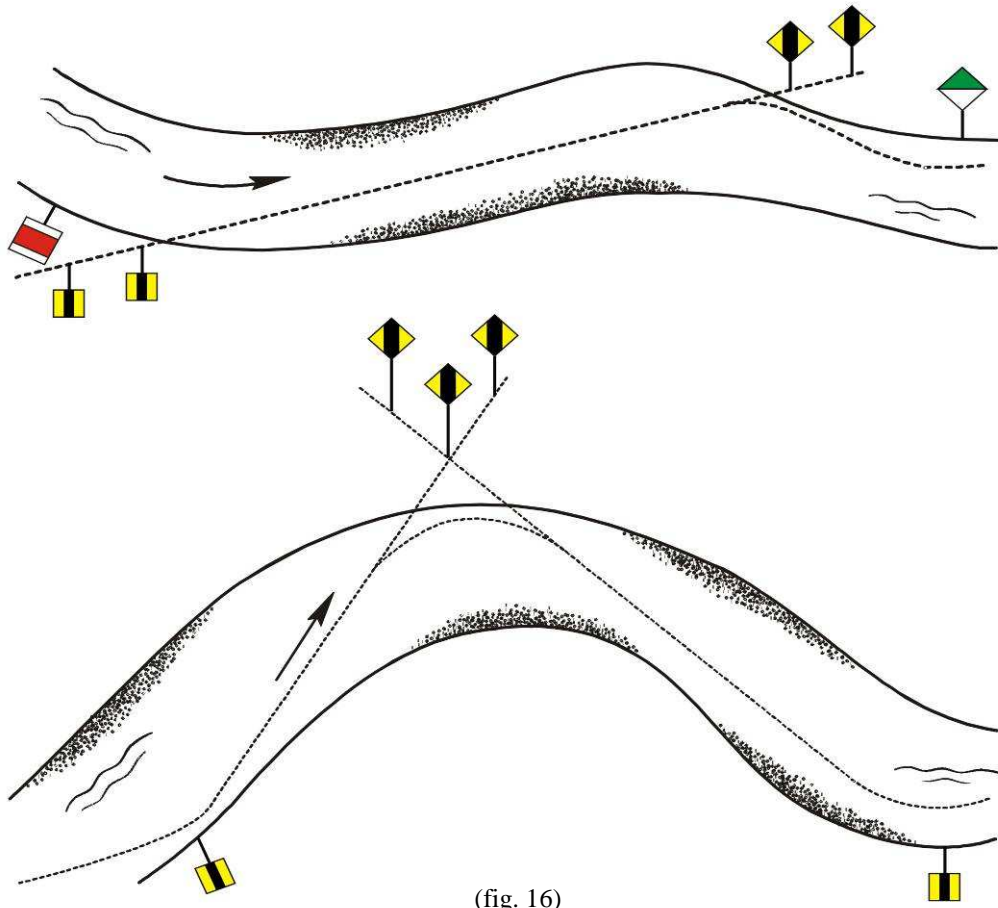


(fig. 15)

3.2 Indication of the axis of a long cross-over

Two identical signs placed one behind the other on the same bank, the first sign positioned lower than the second one, forming an alignment marking the axis of a long cross-over.

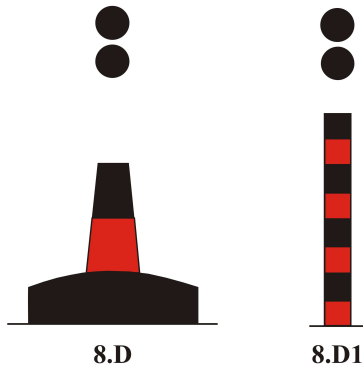
Lights (if any): yellow (the forward light and rearward light generally having the same rhythm; however, the rearward light may be a fixed light).



(fig. 16)

(c) Amend paragraph 2.4.3.2 “Description of isolated danger marks” as follows:

2.4.3.2 Description of isolated danger marks



8.D

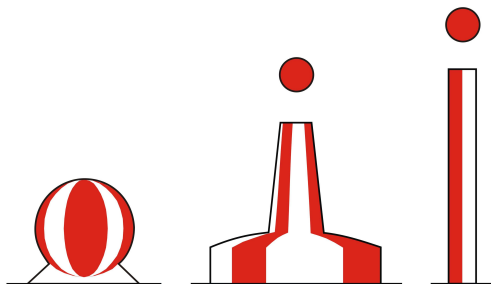
8.D1

(fig. 17)

Colour : black with one or more broad horizontal
 Form : any (generally pillar or spar) with topmark
 Topmark : two black spheres, one above the other
 Light (when fitted):
 Colour : white
 Rhythm : group flashing (group of two flashes)

(d) Amend paragraph 2.4.4.2 “Description of safe water marks” as follows:

2.4.4.2 Description of safe water marks



8.E

8.E1

8.E2

(fig. 18)

Colour : red and white vertical stripes
 Form : spherical buoy or pillar or spar with topmark
 Topmark (if any) : single red sphere
 Light (when fitted):
 Colour : white
 Rhythm : isophase, single-occluding, one long flash every 10 seconds or Morse code "A"

VII. Amendments to Section 5, “Waterway signs”

- (a) Rename the title of the section “Waterway Signs and Marking”;
- (b) Number signs and signals in line with the numbering in Annex 7 of CEVNI;
- (c) Transform signs B 2 (a) and (b) into rectangular signs;
- (d) Transform signs B 3 (a) and (b) into rectangular signs;
- (e) Transform signs B 4 (a) and (b) into rectangular signs
- (f) Add a second E11 sign of rectangular shape.
- (g) Add a new sign E.25 as follows:

E.25 Electrical power supply available



VIII. Amendments to Section 5.2, “Auxiliary signs”

- (a) In section 3, amend the sign for “Berthing prohibited (over a distance of 1,000 m)” to correspond to sign A.5 “No berthing”.
