Proposal for aligning CEVNI with SIGNI

Note of the secretariat

A. Lights

1. CEVNI 5 contains the definition of ordinary lights, strong lights and bright lights (Chapter 1, Part III, definition 2):
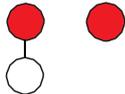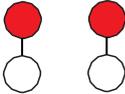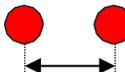
« The terms "strong light", "bright light" and "ordinary light" mean lights of intensities according to the provisions referred to in Annex 5 to these regulations. »

Annex 5 has been transmitted to Resolution No. 61; after the adoption of Resolution No. 59, Revision 2, this Annex needs to be updated.
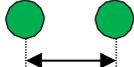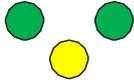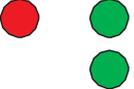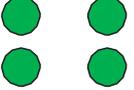
If this definition needs to be kept in CEVNI, it should be updated.

B. Additional light signals from SIGNI

2. SIGNI contains a number of signals by fixed lights which do not exist in annex 7 to CEVNI. When preparing the proposal for the third revision of SIGNI (see Informal document SC.3/WP.3 No. 10 (2017)), the secretariat updated the section on fixed lights and added numbering following the numbers given in annex 7 of CEVNI. For the purpose of consistency, the lights without numbers were identified using the system applied in annex 7 to CEVNI :

Numbering	Signal	Description	Meaning
		A. Prohibitory signs	
A.9c		One red light above a white light, a second red light being placed alongside the first	"Presence of an obstacle. Pass only on the side showing both the red and the white lights, and do not cause wash"
A.9d		Two red lights, each above a white light	"Presence of an obstacle. Pass on either side, but do not cause wash"
A.10b[1]		Two or more red lights set apart	"No passage" (between the lights). See also A.10c
A.10c		Two red lights set apart with a yellow light between them	"No passage (between the lights) except in conformity with the restrictions in force" (closed movable bridge, etc.). A yellow light may also be combined with the signal A.1d

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[1] It is proposed to renumber the existing sign A.10 as A.10a

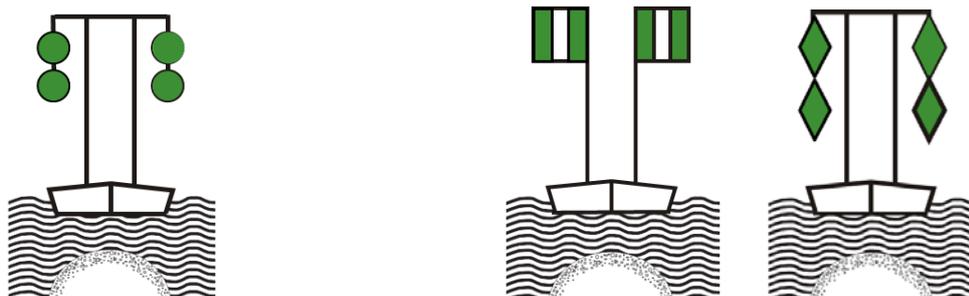| Numbering	Signal	Description	Meaning
		D. **Recommendatory signs**	
D.2b[2]		Two green lights set apart	"Go ahead between the lights"
D.1g[3]		Single yellow light between green lights	"Go ahead, but look out for traffic coming the other way". Vessels may steer towards the yellow light, which is placed above the navigable fairway
		E. **Informative signs**	
E.1e		One red light and two green lights placed one above the other	"Pass only on the side showing two green lights"
E.1f		Two pairs of green lights placed one above the other	"Pass on either side"

The CEVNI Expert Group is invited to consider amending annex 7 to CEVNI with the following light signals. As an alternative, these signals mentioned in SIGNI can be additional to those in annex 7 to CEVNI.

C. Other marking of danger points and obstacles in the waterway

3. The following discrepancies were found out in section IV BIS, Other marking of danger points and obstacles in the waterway, of annex 8 to CEVNI :

    (a)   Passage permitted on the clear side without reducing speed

The second part of fig. 17ter is missing :

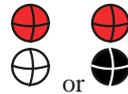[2] It is proposed to modify the sign by adding the arrow (by analogy with A.10b).

[3] As an alternative to D.1b.

(b)	Passage permitted on the clear side at reduced speed (avoid creating wash)

(i)	The following sketch from SIGNI is missing :

By night
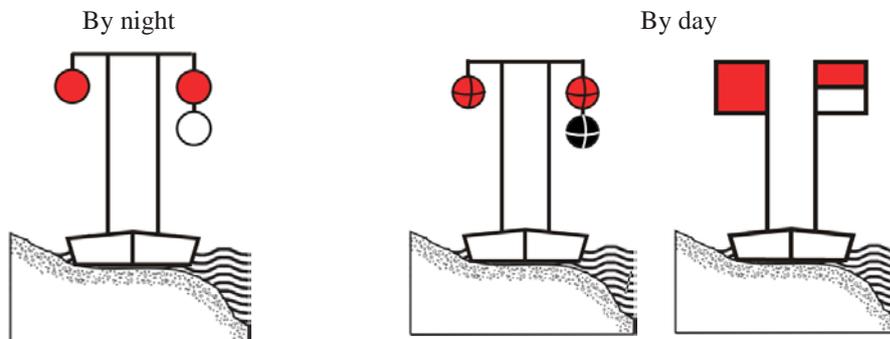Clear side

By day
Clear side

or

A red ball above a white or black ball (according to the background against which it is required to stand out)

(fig. 17quater)

(ii)	The example in fig. 17 quinquies does not show the obstacle as shown in fig. of para. 2.2.3 SIGNI :

Examples:

By night

By day

The CEVNI Expert Group may wish to consider introducing the respective amendments to CEVNI. Alternatively, it may wish to delete them and to provide the reference to SIGNI.

D.   Signs and signals on lakes and broad waterways

4.   It is proposed to add the following text to section VI, annex 8 to CEVNI and/or SIGNI (Informal document SC.3/WP.3 No. 10 (2017)) :

«Additional marks for lakes and broad waterways taken from the IALA Maritime Buoyage System may be used if required:

- marking of danger points, obstacles and special features: cardinal marks, isolated danger marks, marking of new dangers;

- safe water marks;

- special marks for marking of prohibited or restricted zones;

- weather signs and signals on lakes.

In addition, danger points, obstacles and special features may be marked by other electronic means, such as automatic identification system (AIS).

If the competent authorities consider the risk to navigation to be especially high, at least one of the marks should be duplicated. Any duplicate mark shall be identical to its partner in all respects. »

5. It is proposed to add a new para. 3 to sub-section A, section VI, annex 8 to CEVNI, introducing the new danger mark (ECE/TRANS/SC.3/WP.3/2017/5):

« 3.   Marking of new dangers

The term "New Danger" is used to describe newly discovered hazards not yet shown in nautical documents. New Dangers include naturally occurring obstructions such as sand banks or rocks or man-made dangers such as wrecks.

Colour: Blue and yellow vertical stripes in equal number dimensions (minimum 4 stripes and maximum 8)
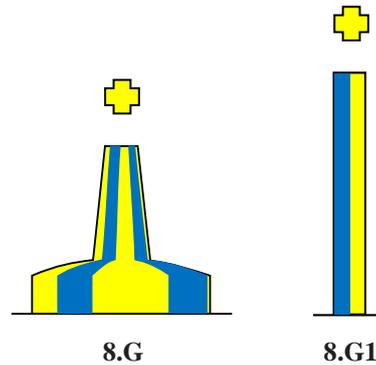
Form: pillar or spar

Topmark (if any): vertical or perpendicular yellow cross

Light (when fitted):

Colour: yellow/blue alternating

Rhythm: one second of blue light and one second of yellow light with 0.5 seconds of darkness between.

8.G   **8.G1**

(fig. 23 bis) »

6. It is proposed to add a newsub-section B-bis aftersub-section B, section VI, annex 8 to CEVNI (SIGNI, Revision 2, and ECE/TRANS/SC.3/WP.3/2017/5) :

« B BIS   SPECIAL MARKS

Marks not primarily intended to assist navigation but which indicate a special area or feature referred to in appropriate documents, such as military exercise zone marks, recreation zone marks.
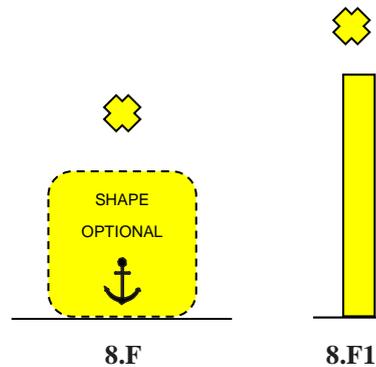
Colour: yellow
Shape: optional, but not conflicting with navigational marks
Topmark if any: single yellow, "X" shape
Light:
Colour: yellow
Rhythm: any, other than those described in A.2, A.3 and B.

SHAPE

OPTIONAL

8.F   **8.F1**

(fig.24 bis) »