

Catalogue of Questions for testing knowledge of CEVNI

Transmitted by European Boating Association

I. Introduction

EBA has reviewed the European Code for Inland Waterways (Resolution 24, revision 5) and has tried to identify the key elements of Resolution No. 24 which should be tested to check a recreational boater's theoretical knowledge of CEVNI sufficient for issuing the International Certificate for Operators of Pleasure Craft (ICC).

We propose that:

1. The test should focus on knowledge which is necessary for the safe operation of the vessel including understanding the rules of the road, buoyage, signage, radio telephony and sound signals.
2. The test should focus on ensuring that the individual knows how to behave correctly in the circumstances described.
3. It should not test how the vessels must be equipped, marked or certified and the questions should not seek to test practical skills or seamanship or courtesy.
4. This should not be a memory test. For example: there are many signs which indicate danger. The test should focus on ensuring that the individual can identify the group of similar signs which indicate danger, but they should not be expected to specifically memorise each individual danger sign and be able to state this from memory; in practice they only need to know that there is a danger and be able to take the necessary action.

The regulations relating to both small craft and "normal" vessels need to be tested, firstly because there are pleasure craft over 20 m in length, and secondly because pleasure craft need to understand how to behave around all vessels (not just small craft).

The test should include a selection of questions focusing on elements of CEVNI that are safety critical and especially those which differ from COLREG or where the same signal has a different meaning to a similar signal in COLREG.

As is the case with the ADN catalogue of questions, each of questions should be multiple choice with 4 possible answers. Care should be taken to ensure that there is one definitive correct answer. The questions should only test absolute principles and there is no room for ambiguity in the possible answers.

We consider it important that the individual also shows:

- Understanding of the difference between small and "normal" vessels.
- How the left and right bank (and upstream and downstream) are defined, including in a tidal area.
- If the answer to a question is that they have to stop the vessels, they should demonstrate that they know why they should stop the vessels (e.g. there is a danger ahead).

Where the questions are asking the individual to interpret a picture the picture should have context – e.g. it should be clear whether the lights in a question are on the bank, a bridge or another vessel.

II. CEVNI provisions for the ICC theoretical knowledge test

CEVNI articles

Proposed questions for test and EBA comments

Article 1.01 – Meaning of certain terms

1. The term “vessel” means any inland waterway craft, including small craft and ferry-boats, as well as floating equipment and seagoing vessels;
2. 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;
5. 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 water (for example a hydrofoil craft, a hovercraft or a multihull vessel) when this is stated in the ship’s certificate;
9. 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;
10. The term “small craft” means any vessel with a hull less than 20 m long without rudder or bowsprit, except vessels built or equipped to tow, push or propel vessels other than small craft in side-by-side formation and except craft authorized to carry more than 12 passengers, ferry-boats and pushed barges;
11. 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;
12. The term “sports or pleasure craft” means any vessel used for purposes of sports and recreation and not financial gain.

Test an awareness of the different types of vessel within CEVNI in particular the terms that have been highlighted.

Although candidates need to be aware of this term there is no sensible way to test it.

III. LIGHT AND SOUND SIGNALS

Test awareness of the variations of lights and sound signals that might be encountered. This could be done by testing understanding of a rule in which these terms are used i.e. checking understanding of the terms and correct behaviour in a given situation in one question.

...

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;

3. The terms “scintillating light” and “quick scintillating light” mean rhythmic lights flashing 40–60 times per minute and 100–120 times per minute;
4. 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;
5. The term “series of very short blasts” means a series of at least six blasts lasting approximately $\frac{1}{4}$ second each, separated by intervals of approximately $\frac{1}{4}$ second;
6. 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;
7. The term “peal of a bell” means two strokes of a bell.

IV. OTHER TERMS

...

10. The term “reduced visibility” means conditions in which visibility is reduced owing to e.g fog, haze, snow or rain;
11. 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;

...

13. The term “fairway” means that part of the waterway that can actually be used for navigation;
14. The term “left and right banks” means the sides of the waterway when moving from the source to the mouth;

On canals, lakes and broad waterways the term “left and right banks” is assigned by the competent authorities in 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 the direction in which the numbers indicated on successive kilometer markings increase;

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

15. The term “upstream” means the direction towards the source of the river, including sections where the current changes with the tide. On canals, the direction shall be determined by the competent authorities and the term “in the direction from point A to point B” shall be used. “Downstream” means the other way around;

Test awareness of highlighted terms to ensure sufficient understanding to apply the rules. This could be done using questions on rules in which these terms are used i.e. checking understanding of the terms and correct behaviour in a given situation in one question.

Article 1.02 – Boatmaster

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. Candidates need to show an awareness of this requirement

...

6. The faculties of the boatmaster shall not be impaired as a result of a state of fatigue or intoxication. Candidates need to show an awareness of this requirement

Article 1.04 – General obligation to exercise vigilance

1. When under way every vessel shall at all times proceed at a safe speed. Test jointly with term defining meaning of 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: An awareness of this article is needed, but it will be difficult to test sensibly.

(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 navigation; and

(d) Causing inordinate harm to the environment.

Article 1.09 – Steering

Test jointly with the requirement for the boatmaster to be on board when the vessel is underway and with the relevant definitions (e.g. high speed vessel)

1. When under way, a vessel shall be steered by at least one qualified person of not less than 16 years of age.

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

3. 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.

...

5. When under way, all high-speed vessels shall be steered by a person not younger than 21 years of age who has the necessary qualifications referred to in article 1.02, paragraph 1 and the certificate referred to in article 4.06, 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.

Article 1.11 – Navigation regulations

1. An updated copy of the navigation regulations applicable to the waterway shall be carried on board of every vessel, except unmanned vessels, open small crafts and assemblies of floating material.
2. An electronic version is acceptable when readable at short notice.

Test jointly with understating of how Resolution 24 is brought into force – police regulations.

Article 1.12 – Dangerous objects on board; loss of objects; obstacles

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.

Important

Chapter 3. VISUAL SIGNALS (MARKING) ON VESSELS

I. GENERAL

Article 3.01 – Application and definitions

1. When visibility conditions so require, the visual signals prescribed for use at night shall also be displayed by day.

Important

II. NIGHT AND DAY MARKING

Test using pictures from Annex 3 – need to decide which ones – can be quite generic i.e. not how dangerous something is, just that it is dangerous.

Chapter 4. SOUND SIGNALS; RADIOTELEPHONY; NAVIGATION DEVICES

Article 4.02 – Use of sound signals

1. Without prejudice to the other provisions of these regulations, all vessels except the small craft referred to in paragraph 2 of this article shall, when necessary, use the signals specified in chapter III of annex 6 to these regulations.

Test with pictorial questions based on Annex 6

Article 4.05 – Radiotelephony

Candidates should be tested on what vessels will or may not have a radio and how they should behave if they do have a radio.

Chapter 5. WATERWAY SIGNS AND MARKING

Relevant knowledge will be tested using questions on Annex 7 & 8

Chapter 6. RULES OF THE ROAD

Test understanding of correct behaviour for own vessel and when meeting other vessels. There should be a significant number of questions on the rules of the road in each test.

Article 6.01 – Definitions and scope of application

1. For the purposes of this chapter, the following terms are used:
 - (a) “Meeting”: where two vessels are proceeding on courses directly or almost directly opposite;
 - (b) “Overtaking”: where a vessel (the overtaking vessel) comes up to another vessel (the vessel being overtaken) from a direction more than 22.5° abaft the latter vessel’s beam and overtakes it;
 - (c) “Crossing”: where two vessels are approaching in a situation other than the cases referred to under (a) and (b).
2. Unless otherwise indicated, for the purpose of this chapter, the rules applicable to vessels also apply to convoys.

Article 6.01 bis – High-speed vessels

High-speed vessels are required to leave all other vessels enough room to hold their course and to manoeuvre; they may not require such vessels to give way to them.

Article 6.02 – Small craft: General rules

1. For the purposes of this chapter, the term “small craft” means small craft navigating alone or convoys consisting only of small craft.
2. Small craft in relation to vessels other than small craft shall leave them enough room to hold their course and to manoeuvre. They may not require that such vessels give them way.

II. MEETING, CROSSING AND OVERTAKING

Article 6.03 – General principles

1. Meeting or overtaking is permitted only when the fairway is unquestionably wide enough for simultaneous passage, taking all the local circumstances and movements of other vessels into account.
2. When vessels are proceeding in convoy, the prescribed signals in articles 3.17, 6.04 and 6.10 shall be shown or emitted only by the vessel carrying the boatmaster of the convoy.
3. Vessels on courses which preclude all danger of collision shall not change their course or their speed in a manner which might give rise to danger of collision.
4. A boatmaster seeing any danger of collision shall sound a series of very short blasts.

Article 6.03 bis – Crossing

1. When two vessels are crossing in such manner that there is a risk of collision, the vessel which has the other vessel to starboard shall give way to it and, if circumstances permit, avoid crossing ahead of it. This rule shall not apply to small craft in relation to other vessels.
2. The provision in paragraph 1 shall not apply when any one of articles 6.13, 6.14 or 6.16 is applicable.
3. Notwithstanding anything to the contrary in paragraph 1 above, when, in the case of small craft of different categories, two small craft are crossing in such a manner that there is a risk of collision, motorized small craft shall give way to all other small craft and small craft neither motorized nor under sail shall give way to small craft under sail.
4. Notwithstanding anything to the contrary in paragraph 1 above, when, in the case of vessels under sail, two vessels are crossing in such a manner that there is a risk of collision, one of them shall give way to the other as follows:
 - (a) When each vessel has the wind on a different side, the vessel with the wind on the port side shall give way to the other;
 - (b) When both vessels have the wind on the same side, the vessel which is to windward shall give way to the vessel to leeward;
 - (c) If a vessel which has the wind on the port side sees another vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, the first shall give way to the other.

This paragraph shall not apply to small craft in relation to other vessels.

5. By derogation from paragraphs 1, 3 and 4 above, the vessel navigating close to the boundary of a marked fairway with the boundary on its starboard side shall continue following the boundary of the fairway; the other vessel shall give way. This paragraph shall not apply to small craft in relation to other vessels.

Article 6.04 – Meeting: Normal rules

1. When two vessels are meeting and there may be a risk of collision, each vessel shall veer to starboard so as to pass on the port side of the other. This rule does not apply to small craft in relation to other vessels.
2. When meeting, vessels proceeding upstream shall, with due regard for local circumstances and the movements of other vessels, give way to vessels proceeding downstream.
3. Vessels proceeding upstream which leave the course of those proceeding downstream on their port side give no signal.
4. Vessels proceeding upstream which leave the course of those proceeding downstream on their starboard side shall in good time and to starboard:

(a) By night:

Display a bright scintillating white light in conjunction, if desired, with a light blue board;

(b) By day:

- Display a strong scintillating white light; or
- Display a light blue board in conjunction with a bright scintillating white light.

These signals shall be visible from ahead and from astern and be displayed until passing is completed. Their continued display after passing is completed is prohibited unless it is desired to indicate an intention to continue allowing vessels proceeding downstream to pass to starboard. The light blue board shall have a white border not less than 5 cm wide; the frame and lath structure and the lantern of the scintillating light shall be dark in colour.

5. As soon as it appears that the intentions of a vessel proceeding upstream may not have been understood by a vessel proceeding downstream, the vessel proceeding upstream shall sound:

- One short blast when the meeting is to be to port;
- Two short blasts when the meeting is to be to starboard.

6. Without prejudice to the provisions of article 6.05 below, vessels proceeding downstream shall follow the course indicated by those proceeding upstream in accordance with the above provisions; they shall repeat the visual signals referred to in paragraph 4 above or the sound signals referred to in paragraph 5 above made to them by vessels proceeding upstream.

7. Paragraphs 1 to 6 above shall not apply to small craft in relation to other vessels or to small craft meeting other small craft.
8. When two small craft are meeting and there may be a risk of collision, each vessel shall veer to starboard so as to pass on the port side of the other.
9. Notwithstanding anything to the contrary in paragraph 8 above, when, in the case of small craft of different categories, two small craft are meeting in such a manner that there is a risk of collision, motorized small craft shall give way to all other small craft and small craft neither motorized nor under sail shall give way to small craft under sail. However, the vessel navigating close to the boundary of a marked fairway with the boundary on its starboard side shall continue following the boundary of the fairway; the other vessel shall give way.

Article 6.05 – Meeting: Departures from normal rules

1. By derogation from the normal rule set out in article 6.04, vessels may in exceptional cases, and if certain that their request can be safely met, ask to pass starboard to starboard.
2. By derogation from the provisions of article 6.04:
 - (a) Passenger vessels providing a regular service and whose authorized maximum passenger capacity is not below a number prescribed by the competent authority, when proceeding downstream and wishing to call at a landing-stage on the side used by vessels proceeding upstream; and
 - (b) Towed convoys proceeding downstream which wish to keep close to a particular bank in order to turn upstream;have the right to ask vessels proceeding upstream to change the course left clear for them in accordance with article 6.04 above if that course does not suit them.

However, they may not so ask unless certain that their request can be safely met.

3. In such cases, the vessels or convoys proceeding downstream shall give the following signals in good time:
 - If they wish to pass to port, one short blast;
 - If they wish to pass to starboard, two short blasts and, in addition, the visual signals referred to in article 6.04, paragraph 4.
4. Vessels or convoys proceeding upstream shall then grant the request of those proceeding downstream and confirm the fact as follows:
 - If they are to pass to port, by sounding one short blast and, in addition, removing the visual signals referred to in article 6.04, paragraph 4;

- If they are to pass to starboard, by sounding two short blasts and, in addition, displaying the visual signals referred to in article 6.04, paragraph 4.
5. As soon as it appears that the intentions of a vessel proceeding downstream may not have been understood by a vessel proceeding upstream, the vessel proceeding downstream shall repeat the sound signals referred to in paragraph 4 of this article.
6. If a vessel proceeding upstream sees that the course requested by one proceeding downstream is unsuitable and will cause a danger of collision, it shall sound a series of very short blasts. The steersmen shall then take all the steps required by the situation to obviate the danger.
7. Paragraphs 1 to 6 above shall not apply to small craft in relation to other vessels or to small craft meeting other small craft.

Article 6.06 – Meeting: High speed vessels

The provisions referred to in article 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 6.07 – Meeting in narrow fairways

1. In order to avoid so far as possible meetings on sections or at points where the fairway is not unquestionably wide enough for vessels to pass (narrow fairways), the following rules shall apply:
- (a) All vessels shall proceed through narrow fairways as quickly as possible;
 - (b) Where the view is restricted, vessels shall sound one long blast before entering a narrow fairway; if necessary, especially when the narrow fairway is long, they shall repeat this signal while passing through it;
 - (c) On waterways for which “downstream” and “upstream” are defined:
 - (i) A vessel or convoy proceeding upstream, on becoming aware that a vessel proceeding downstream is about to enter a narrow fairway, shall stop below the fairway until the vessel proceeding downstream has passed through it;
 - (ii) When a convoy or a vessel proceeding upstream has already entered a narrow fairway, vessels or convoys proceeding downstream shall, so far as possible, stop above the fairway until the convoy or vessel has passed through it;
 - (d) On waterways for which “downstream” and “upstream” are not defined:

(i) Vessels having no obstacle to starboard and those which in a curved narrow fairway have the outside of the curve to starboard shall hold their course and other vessels shall wait until they have passed through the narrow fairway; however, this provision shall not apply to small craft in relation to other vessels;

(ii) In the case of a meeting between a small craft under sail and a small craft of another category, the small craft under sail shall maintain its course and the other shall wait until the small craft under sail has passed through the narrow fairway;

(iii) In the case of two sailing vessels meeting, the vessel to windward or, if both are navigating with the wind, the vessel which has the wind on the starboard side shall maintain its course and the other vessel shall wait until it has passed through the narrow fairway.

This provision shall not apply to small sailing craft in relation to other vessels.

2. When a meeting in a narrow fairway has become inevitable, the vessels concerned shall take every possible precaution to ensure that they pass at a point and under conditions involving the minimum danger.

Article 6.08 – Meeting prohibited by waterway signs

1. On sections marked by the signs A.4 or A.4.1 (annex 7), passing and overtaking are prohibited. The prohibition referred to in the preceding sentence may be limited to vessels and convoys above a certain length or breadth; in such cases, the length or breadth is indicated on a rectangular white board fixed below the signs A.4 and A.4.1. In addition, the provisions of article 6.07, paragraph 1, apply by analogy.

2. If, in order to prevent any meeting, the competent authorities prescribe alternate one-way traffic:

- Prohibition of passage shall be indicated by a general prohibitory sign (A.1, annex 7);
- Authorization of passage shall be indicated by a general “entry permitted” sign (E.1, annex 7).

Depending on local circumstances, warning of the sign prohibiting passage may be given by the mandatory sign B.8 (annex 7) used as an advance sign.

Article 6.09 – Overtaking: General provisions

1. Overtaking is permitted only if the overtaking vessel has made certain that it can be accomplished without danger.

2. The vessel being overtaken shall facilitate overtaking insofar as it is necessary and possible. It shall slow down, if necessary, to permit overtaking to be accomplished without danger and quickly enough not to hamper the movements of other vessels.

This provision shall not apply to a small craft overtaking a vessel other than a small craft.

Article 6.10 – Overtaking

1. As a general rule, the overtaking vessel shall pass to port of the vessel being overtaken. When overtaking is possible without danger of a collision, the overtaking vessel is allowed to pass also on starboard side of the vessel being overtaken. If overtaking is possible without the vessel being overtaken changing its course or speed, the overtaking vessel need give no sound signal.
2. When overtaking is impossible without the vessel being overtaken changing course, or when it appears that the vessel being overtaken may not have noticed the intention to overtake and that this may cause a danger of collision, the overtaking vessel shall sound:
 - (a) Two long blasts followed by two short blasts if it wishes to pass to port;
 - (b) Two long blasts followed by one short blast if it wishes to pass to starboard.
3. If the vessel being overtaken can grant this request by the overtaking vessel, it shall leave the necessary space on the side requested, moving over towards the other side if necessary, and sound:
 - (a) One short blast when it is to be overtaken to port;
 - (b) Two short blasts when it is to be overtaken to starboard.
4. When overtaking is not possible on the side requested by the overtaking vessel, but possible on the other side, the vessel being overtaken shall sound:
 - (a) One short blast when overtaking is possible to port;
 - (b) Two short blasts when overtaking is possible to starboard.

If the overtaking vessel still wishes to pass, it shall then sound two short blasts in case (a) or one short blast in case (b).

The vessel being overtaken shall then leave the necessary space on the side on which it is to be overtaken, moving over to the other side if necessary.

5. When overtaking is impossible without danger of a collision, the vessel being overtaken shall sound five short blasts.
6. In the case of two sailing vessels, the overtaking vessel shall as a general rule pass on the side on which the vessel being overtaken has the wind. This provision shall not apply to a small sailing craft which is overtaken by another sailing vessel.

When a vessel is being overtaken by a sailing vessel, it shall facilitate overtaking on the side on which the overtaking craft has the wind. This provision shall not apply to a small sailing craft overtaking another vessel.

7. Paragraphs 2 to 5 above shall not apply to small craft in relation to other vessels or to small craft overtaking other small craft.

Article 6.11 – Overtaking prohibited by waterway signs

Without prejudice to the provisions of article 6.08, paragraph 1, overtaking is prohibited:

- (a) Generally on sections marked by the signs A.2 and A.4 (annex 7);
- (b) Between convoys in the areas marked by the signs A.3 and A.4.1 (annex 7). However, this prohibition shall not apply when at least one of the convoys is a pushed convoy whose maximum dimensions do not exceed 110 m by 12 m.

III. OTHER RULES OF THE ROAD

Article 6.12 – Navigation on sections where the course is prescribed

1. On sections where the course to be followed is prescribed, that course shall be marked by the mandatory signs B.1, B.2, B.3 or B.4 (annex 7). The end of the section may be indicated by the informative sign E.11 (annex 7).
2. On such a section, vessels proceeding upstream shall in no case impede the progress of those proceeding downstream; in particular, on approaching the mandatory sign B.4, they shall if necessary reduce speed or even stop to allow vessels proceeding downstream to manoeuvre.

Article 6.13 – Turning

1. Vessels may turn only after making certain that the movements of other vessels will allow them to do so safely, and without obliging such other vessels to change their course or speed abruptly.
2. If the intended manoeuvre will oblige other vessels to change their course or speed, the vessel wishing to turn shall, before turning, announce its intention in good time by sounding:
 - (a) A long blast followed by a short blast if it wishes to turn to starboard; or
 - (b) A long blast followed by two short blasts if it wishes to turn to port.
3. The other vessels shall, so far as is necessary and possible, change their speed and course to allow the turn to be made safely. In particular, when vessels wish to turn in order to head against the current, the other vessels shall help to ensure that they can do so in good time.
4. The provisions of paragraphs 1 to 3 above shall not apply to small craft in relation to other vessels. For small craft among themselves, only paragraphs 1 and 3 shall apply.

5. All turning is prohibited on sections marked with the prohibitory sign A.8 (annex 7). On the other hand, if sections of a waterway are marked with the informative sign E.8 (annex 7), boatmasters are recommended to choose such sections for turning, to which manoeuvre the provisions of this article remain applicable.

Article 6.14 – Procedure on departure

The provisions of article 6.13 above shall apply also to vessels, other than ferry-boats, when leaving their anchorage or berth without turning; however, the signals prescribed in paragraph 2 of that article shall be replaced by the following:

- (a) one short blast when the vessels are approaching on the starboard side; or
- (b) two short blasts when they are approaching on the port side.

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

1. Vessels may enter or leave a harbour or a tributary waterway or enter or cross the waterway only after making certain that they can do so safely and without obliging other vessels to change their course or speed abruptly.

If a vessel proceeding downstream is obliged to turn upstream in order to enter a harbour or tributary waterway, it shall accord priority to any vessel proceeding upstream which also wishes to enter the harbour or tributary waterway.

In certain cases, waterways considered to be tributaries may be marked by one of the signs E.9 or E.10 (annex 7).

2. If the intended manoeuvre is likely or certain to oblige other vessels to change their course or speed, vessels except ferry-boats carrying out any of the manoeuvres referred to in paragraph 1 above shall announce the manoeuvre by sounding in good time:

- Three long blasts followed by one short blast when, to enter or after leaving, they have to turn to starboard;
- Three long blasts followed by two short blasts when, to enter or after leaving, they have to turn to port;
- Three long blasts when, after leaving, they wish to cross the waterway.

Before completing the crossing, they shall, if necessary, sound:

- One long blast followed by one short blast if they wish to turn to starboard; or
 - One long blast followed by two short blasts if they wish to turn to port.
3. The other vessels shall change their course and speed if necessary.

This provision shall also apply when the sign B.10 (annex 7) is placed on the main waterway near the exit from a harbour or tributary waterway.

4. If the sign B.9 (a) or B.9 (b) (annex 7) is placed near the exit from a harbour or tributary waterway, vessels leaving that harbour or waterway may enter or cross the main waterway only if their doing so will not oblige vessels proceeding on it to change their course or speed.

5. Vessels may not enter a harbour or tributary waterway when the sign A.1, together with the additional sign shown in annex 7, section II, paragraph 2 (b), is displayed on the main waterway.

Vessels may not leave a harbour or tributary waterway when the sign A.1, together with the additional sign shown in annex 7, section II, paragraph 2 (b), is near the exit.

6. If the sign E.1 together with the additional sign shown in annex 7, section II, paragraph 2 (a), is displayed on the main waterway, vessels may enter a harbour or tributary waterway even if their doing so might oblige vessels proceeding on the main waterway to change their course or speed. Vessels may leave if the sign E.1, together with the additional sign shown in annex 7, section II, paragraph 2 (a), is displayed near the exit; in this case, the sign B.10 (annex 7) shall be displayed on the main waterway.

7. The provisions of paragraphs 1 to 3 shall not apply to small craft in relation to other vessels, nor shall those of paragraph 4 apply to vessels which are not small craft in relation to small craft. The provisions of paragraph 2 shall not apply to small craft among themselves.

Article 6.19 – Drifting

1. Drifting is prohibited without permission from the competent authorities.

...

3. Vessels drifting downstream while facing upstream with engines running “ahead” are considered to be going upstream, not drifting.

Article 6.20 – Wash

1. Vessels shall regulate their speed to avoid creating excessive wash or suction likely to cause damage to stationary or moving vessels or structures. In particular, they shall reduce speed in good time, but not to below the speed required to steer safely:

- (a) Outside harbour entrances;
- (b) Near vessels made fast to the bank or to a landing-stage, or loading or discharging cargo;
- (c) Near vessels lying at normal stopping places;

- (d) Near ferry-boats which are not moving independently;
 - (e) On sections of the waterway designated by the competent authorities; such sections may be marked by the sign A.9 (annex 7).
2. Subject to the provisions of article 1.04, vessels are not required to fulfil the obligations imposed by paragraph 1 (b) and (c) above in respect of small craft.
 3. When passing vessels displaying the markings prescribed in article 3.25, paragraph 1 (c), or vessels, assemblies of floating material or floating establishments displaying the markings 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.

Article 6.22 – Suspension of navigation

Understanding of Article 6.22 and Article 6.22 bis should be tested using Annex 7

1. When the competent authorities announce by the general prohibitory sign A.1 a–f (annex 7) that navigation is suspended, all vessels shall stop short of that sign.
2. Navigation on waters displaying the sign:
 - (a) A.1a (annex 7) is prohibited for all vessels;
 - (b) A.12 (annex 7) is prohibited for all motorized vessels;
 - (c) A.1g (annex 7) is prohibited for all vessels, with the exception of non-motorized small craft.

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 is 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 (b) and (d), or the board bearing the sign A.1 (annex 7), the red ball or the red flag prescribed in article 3.25, paragraph 1 (b) and (d), or to pass the vessels referred to in article 3.34 on the side on which they show the two red lights or the two black balls prescribed in article 3.34, paragraph 2 (a).

Article 6.24 – Passage under bridges and through weirs: General

Understanding of Articles 6.24 to 6.29 should be tested using Annex 7

1. At the opening of a bridge or weir, the rules of article 6.07 shall apply unless the fairway is wide enough for simultaneous passage.
2. When passage through the opening of a bridge or weir is authorized and the opening is marked by:
 - (a) The sign A.10 (annex 7),

navigation is prohibited outside the area between the two boards constituting this sign;

(b) The sign D.2 (annex 7),

vessels are recommended to keep within the area between the two boards or lights constituting this sign.

Article 6.25 – Passage under fixed bridges

1. When certain openings of fixed bridges are marked by:

one or more red lights or red-white-red boards (sign A.1, annex 7), such openings are prohibited for navigation.

2. When certain openings of fixed bridges are marked by:

(a) The sign D.1 (a) (annex 7), or

(b) The sign D.1 (b) (annex 7),

placed above the opening, it is recommended that these openings should be given preference.

If the fairway is marked with the sign referred to in (a) above, it is open to navigation in either direction.

If it is marked with the sign referred to in (b) above, it is closed to navigation coming from the other direction. In this case, the entrance of the other side is marked with the sign A.1 (Annex 7).

3. When certain openings of fixed bridges are marked as specified in paragraph 2 above, vessels may use the unmarked openings only at their own risk.

Article 6.26 – Passage through movable bridges

1. Without prejudice to the other provisions of these regulations and to any other provisions applicable, boatmasters shall, on approaching and passing through movable bridges, obey any instructions given to them by the bridge staff to ensure safe and orderly navigation or quick passage. The boatmaster of a vessel shall announce his intention to navigate through the bridge to the bridge operators by means of a long blast or radiotelephone.

2. On approaching a movable bridge, vessels shall reduce speed.

If they cannot or do not wish to pass through the bridge, and if boards bearing the sign B.5 (annex 7) are placed on the bank, they shall stop short of those boards.

3. Overtaking when approaching movable bridges is prohibited unless special instructions are given by the bridge staff.

4. Passage through movable bridges may be regulated by the following signals:

(a) One or more red lights mean:

Passage prohibited;

(b) A red light and a green light at the same height or a red light above a green light mean:

Passage is still prohibited, but the bridge is being opened and vessels should prepare to get under way;

(c) One or more green lights mean:

Passage permitted;

(d) Two red lights one above the other mean:

The opening of the bridge for navigation is suspended;

(e) A yellow light placed on the bridge together with the marking referred to under (a) and (d) above means:

Passage prohibited except for vessels of reduced height; passage authorized in both directions;

(f) Two yellow lights placed on the bridge together with the marking referred to under (a) and (d) above mean:

Passage prohibited except for vessels of reduced height; passage prohibited in the other direction.

5. The red lights referred to in paragraph 4 above may be replaced by red-white-red boards (sign A.1, annex 7), the green lights by green-white-green boards (sign E.1, annex 7) and the yellow lights by yellow boards (sign D.1, annex 7).

6. The bridge operator is obliged to have on or near the bridge a radiotelephone device corresponding to the provisions of Article 4.05. For the entire duration of the navigation through the bridge, the radiotelephone device must remain switched on.

Article 6.27 – Passage through weirs

1. Prohibition of passage through an opening in a weir may be indicated by:

One or more red lights or red-white-red boards (sign A.1, annex 7).

2. Passage through an opening in a weir is permitted only when the opening is marked to the left and to the right by:

A sign E.1 (annex 7).

3. By derogation from paragraph 2 above, in the case of weirs with an overhead bridge, passage through an opening may also be authorized by:

A sign D.1a or D.1b (annex 7) placed on the bridge above the channel.

Article 6.28 – Passage through locks

1. Vessels approaching lock basins shall reduce speed. If they cannot or do not wish to enter the lock immediately, and if a board bearing the sign B.5 (annex 7) is placed on the bank, they shall stop short of that board.
2. In lock basins and locks, vessels equipped with a radiotelephone permitting communication on the nautical information network shall listen on the channel allotted to the lock.
3. Passage through locks shall be in the order of arrival in the lock basins. Small craft shall not be entitled to demand separate locking. They shall not enter the lock until invited to do so by the lock staff. Furthermore, when small craft are passing through at the same time as other vessels, they shall enter the lock only after the latter.
4. Overtaking in or near locks, and especially in lock basins, is prohibited.
5. In locks, anchors shall be in the fully raised position; the same shall apply in lock basins, unless the anchors are in use.
6. On entering locks, vessels shall reduce speed so as to avoid bumping against the gates or protective devices or against other vessels, assemblies of floating material or floating establishments.
7. In locks:
 - (a) If limits are marked on the side-walls, vessels shall keep within those limits;
 - (b) While the lock is being filled or emptied and until they are allowed to leave, vessels shall be made fast and the mooring ropes shall be so handled as to prevent bumping against the walls, gates or protective devices or against other vessels or assemblies of floating material;
 - (c) Fendering devices shall be used. If they are not part of the vessel, the fenders shall be floating;
 - (d) It is prohibited for vessels and assemblies of floating material to discharge or run off water onto the copings or onto other vessels or assemblies of floating material;
 - (e) The use of mechanical means of propulsion is prohibited from the time the vessel is made fast until it is allowed to leave;
 - (f) Small craft shall keep away from other vessels.
8. In locks and lock basins it is obligatory to keep a minimum lateral distance of 10 m from the vessels or convoys carrying the marking referred to in article 3.14, paragraph 1. However, this obligation shall not apply to vessels and convoys also showing this marking nor to the vessels referred to in article 3.14, paragraph 7.
9. Vessels and convoys showing the marking referred to in article 3.14, paragraphs 2 or 3, shall be locked separately.

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 ADN 7.1.1.18, 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 ADN 7.1.1.18, 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.

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

11. On approaching the lock basin and on entering and leaving a lock, high-speed vessels shall move at a speed that will preclude any damage to the locks to vessels or to assemblies of floating material and that will not cause any danger for the persons on board.

12. In order to ensure safe and orderly navigation, quick passage through locks or their full use, the lock staff may give instructions supplementing or departing from the provisions of this article. Vessels in locks and lock basins shall comply with such instructions.

13. The provisions of this article also apply to any other types of crossings such as ship lifts and inclined planes.

Article 6.28 bis – Entering and leaving locks

1. Admittance to a lock shall be regulated both by day and by night by signal lights placed on one side or on both sides of the lock. Such signal lights shall have the following meaning:

- (a) Two red lights one above the other:
No entry, lock out of service;
 - (b) A single red light or two red lights side-by-side:
No entry, lock closed;
 - (c) Extinction of one of the two red lights side-by-side or one red light and one green light side-by-side or a red light above a green light:
No entry, lock being prepared for opening;
 - (d) A single green light or two green lights side-by-side:
Entry permitted.
2. Exit from a lock shall be regulated both by day and by night by the following signal lights:
- (a) One or two red lights: No exit;

(b) One or two green lights: Exit permitted.

3. The red light or lights referred to in paragraphs 1 and 2 above may be replaced by a board bearing the sign A.1 (annex 7).

The green light or lights referred to in the same paragraphs may be replaced by a board bearing the sign E.1 (annex 7).

4. In the absence of lights and boards, it is prohibited to enter or leave locks except by express order of the lock staff.

5. The provisions of this article also apply to any other types of crossings such as ship lifts and inclined planes.

Article 6.29 – Priority of passage through locks

1. By derogation from article 6.28, paragraph 3, the following shall have priority of passage through locks:

(a) Vessels carrying the sign described in article 3.27;

(b) Vessels carrying the sign described in article 3.17.

2. When vessels referred to in subparagraphs (a) and (b) above approach lock basins or are made fast in them, other vessels shall facilitate as much as possible passage by such vessels.

3. The provisions of this article also apply to any other types of crossings such as ship lifts and inclined planes.

VI. REDUCED VISIBILITY – NAVIGATION BY RADAR

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

1. In reduced visibility, all vessels shall navigate by radar.

2. Vessels under way in reduced visibility shall proceed at a safe speed as required by the reduced visibility and the presence and movements of other vessels and local circumstances. They shall use the radiotelephone to give other vessels the necessary information for safety of navigation. Small craft under way in reduced visibility may navigate only if they are also on listening watch on the ship-ship channel or on any other channel prescribed by the competent authorities.

3. When stopping because of reduced visibility, vessels shall, as far as possible, keep clear of the fairway.

4. Vessels proceeding on their course shall, when meeting another vessel, keep to the right as far as is necessary to allow passing port to port. The provisions of articles 6.04, paragraphs 4, 5 and 6 and of article 6.05

Candidates should be tested on how different vessels must behave in reduced visibility depending on how the vessel is equipped. As highlighted in Articles 6.30 – 6.33

shall generally not apply in reduced visibility. However, passing starboard to starboard can also be allowed by the competent authorities when navigational conditions of particular waterways so require.

Article 6.32 – Navigation by radar

...

2. As soon as a vessel proceeding upstream observes oncoming vessels on the radar screen, or when it is approaching a sector where there might be vessels not yet visible on the screen, it shall communicate by radiotelephone to the oncoming vessels its category (for example, pushed convoy, high-speed vessel), name, direction and position, and agree with these vessels on a procedure for passing.
3. As soon as a vessel proceeding downstream observes on the radar screen a vessel whose position or course may cause a dangerous situation and which has not established contact by radiotelephone, the vessel proceeding downstream shall draw the attention of this vessel to the dangerous situation by radiotelephone and agree on a procedure for passing.
4. When radiotelephone contact cannot be established with the oncoming vessels, the vessel proceeding downstream shall:
 - (a) Give the three-tone signal and repeat it as often as necessary. This provision does not apply to small craft;
 - (b) Reduce speed and, if necessary, stop.

A vessel proceeding upstream shall, as soon as it hears the signals referred to in paragraph 4 (a) above or observes on the screen vessels whose position or movements might cause a dangerous situation, or when it is approaching a section where there might be vessels not yet visible on the screen:

 - (c) Give one long blast and repeat this signal as often as necessary;
 - (d) Reduce speed and, if necessary, stop.
5. Any vessel navigating by radar and called by radiotelephone shall reply by radiotelephone, giving its category (for example, pushed convoy, high-speed vessel), name, direction and position. It shall then agree on a passing procedure with the oncoming vessel; a small craft, however, shall only indicate on which side it is giving way.

Article 6.33 – Provisions for vessels not navigating by radar

1. In reduced visibility, vessels and convoys not navigating by radar shall immediately proceed to the nearest safe berthing or anchoring areas. The following provisions shall apply during the voyage to this berth:
 - (a) As far as possible they shall proceed on the navigable side of the fairway;

(b) Any vessel proceeding alone and any vessel carrying the boatmaster of a convoy shall sound one long blast; this signal shall be repeated at intervals of not more than one minute. Such vessels shall have a lookout forward; in the case of convoys, however, a lookout is required on the leading vessel only. The lookout shall be within sight or hearing or in communication through a voice link with the boatmaster of the vessel or convoy;

(c) When a vessel is called by radiotelephone from another vessel it shall reply by radiotelephone, giving its category (for example, convoy, high-speed vessel, small craft), name, direction and position. It shall also state that it is not navigating by radar and that it is making for a berthing area. It shall then agree on a passing procedure with this vessel;

(d) As soon as a vessel hears the sound signal from another vessel with which it has not been possible to establish contact by radiotelephone, it shall:

- if it is near to a bank: keep close to that bank and, if necessary, stop there until this vessel has passed;
- if it is not near to a bank and especially if it is crossing from one bank to another: clear the fairway as fully and as quickly as possible.

Article 6.34 – Special priorities

To be tested

1. When meeting or crossing the course of:

(a) A vessel showing the marking referred to in article 3.34;

(b) A vessel showing the marking referred to in article 3.35,

other vessels shall give way.

2. Where a vessel of the category referred to in paragraph 1 (a) above meets or crosses the course of a vessel of the category referred to in paragraph 1 (b) above, the latter vessel give way to the former.

3. Vessels shall not approach within 1,000 m of the rear of a vessel showing the marking referred to in article 3.37.

Chapter 7. BERTHING RULES

Article 7.01 – General principles of berthing

An understanding or where berthing is and isn't permitted should be tested.

1. Without prejudice to the other provisions of these regulations, vessels and assemblies of floating material shall choose their berths as near the bank as their draught and local conditions permit and, in any case, so as not to obstruct navigation.

...

3. Vessels, assemblies of vessels and of floating material and floating establishments shall, when stationary, be anchored or made fast in such a way that they cannot change position and thus constitute a danger or obstruction to other vessels taking into account, in particular, the wind, changes in the water level, suction and wash.

Article 7.02 – Berthing

1. Vessels, assemblies of floating material or floating establishments may not berth:
 - (a) In sections of the waterway where berthing is generally prohibited;
 - (b) In sectors designated by the competent authorities;
 - (c) In sectors marked by the sign A.5 (annex 7); the prohibition then applies on the side of the waterway on which the sign is placed;
 - (d) Under bridges and high-voltage electric lines;
 - (e) In or near narrow fairways within the meaning of article 6.07 or in or near sectors which would become narrow fairways if vessels berthed there;
 - (f) At the entrances to or exits from tributary waterways and ports;
 - (g) On the course of ferry-boats;
 - (h) On the course taken by vessels to come alongside or leave a landing stage;
 - (i) In turning areas marked by the sign E.8 (annex 7);
 - (j) Laterally to a vessel carrying the sign prescribed in article 3.33 within the distance in metres indicated in the white triangle on that sign;
 - (k) On stretches of water marked by the sign A.5.1 (annex 7) whose breadth, measured from the sign, is shown in metres on the sign;
 - (l) Unless permitted by the competent authorities, in lock basins.
2. In sections where berthing is prohibited under the provisions of paragraph 1 (a) to (d) above, vessels, assemblies of floating material and floating establishments may berth only in berthing areas marked by one of the signs E.5 to E.7.1 (annex 7) and under the conditions laid down in articles 7.03 to 7.06 below.

Article 7.03 – Anchoring and use of telescopic piles (spuds)

1. Vessels, assemblies of floating material or floating establishments may not anchor:

Understanding of Articles 7.03 – 7.06
should be tested using Annex 7

- (a) In sections of the waterway where anchoring is generally prohibited;
 - (b) In sectors marked by the sign A.6 (annex 7); the prohibition then applies on the side of the waterway on which the sign is placed.
2. In sections where anchoring is prohibited under the provisions of paragraph 1 (a) above, vessels, assemblies of floating material and floating establishments may anchor only in sectors marked by the sign E.6 (annex 7) and only on the side of the waterway on which the sign is placed.
 3. The competent authority may extend the application of paragraphs 1 and 2 to telescopic piles (spuds).
 4. In case this article is extended to the use of spuds, in sections where anchoring is prohibited under the provisions of paragraph 1 (a) and (b) above, vessels, assemblies of floating material and floating establishments may use spuds only in sectors marked by the sign E.6.1 (annex 7) and only on the side of the waterway on which the sign is placed.

Article 7.04 – Making fast

1. Vessels, assemblies of floating material or floating establishments may not make fast to the bank:
 - (a) In sections of the waterway where making fast is generally prohibited;
 - (b) In sectors marked by a sign A.7 (annex 7); the prohibition then applies on the side of the waterway on which the sign is placed.
2. In sections where making fast to the bank is prohibited under the provisions of paragraph 1 (a) above, vessels, assemblies of floating material and floating establishments may make fast only in sectors marked by the sign E.7 (annex 7) and only on the side of the waterway on which the sign is placed.
3. It is prohibited to use trees, railings, posts, marker stones, pillars, metal steps, handrails, etc., for making fast or warping.

Article 7.05 – Berthing areas

1. In berthing areas marked by the sign E.5 (annex 7), vessels and assemblies of floating material may berth only on the side of the waterway on which the sign is placed.
2. In berthing areas marked by the sign E.5.1 (annex 7), vessels and assemblies of floating material may berth only on the stretch of water whose breadth is shown in metres on the sign. This breadth shall be measured from the sign.
3. In berthing areas marked by the sign E.5.2 (annex 7), vessels and assemblies of floating material may berth only on the stretch of water bounded by the two distances shown in metres on the sign. These distances shall be measured from the sign.

4. In berthing areas marked by the sign E.5.3 (annex 7), vessels and assemblies of floating material may not, on the side of the waterway on which the sign is placed, berth abreast in a number greater than that shown in Roman figures on the sign.

5. In berthing areas, vessels shall, in the absence of instructions to the contrary, berth abreast from the bank outwards, on the side of the waterway on which the sign is placed.

Article 7.06 – Berthing authorized for certain types of vessels

In berths displaying one of the signs E.5.4 to E.5.15 (annex 7), berthing shall be authorized only for the types of vessel for which the sign is valid, and only on the side of the waterway on which the sign is placed.

Chapter 8. SIGNALLING AND REPORTING REQUIREMENTS

Article 8.01 – “Do not approach” signal

1. In case of incidents or accidents that may result in leakage of the dangerous substances carried, the ‘Do not approach’ signal shall be given by vessels carrying the markings referred to in paragraphs 1, 2 or 3 of article 3.14, if the crew cannot avert the attendant danger to human life or navigation.

This provision does not apply to pushed barges and other non-self-propelled vessels. Nevertheless, if they are part of a convoy, the ‘Do not approach’ signal shall be given by the vessel with the convoy boatmaster on board.

2. The ‘Do not approach’ signal consists of a sound signal and a light signal. The sound signal is made up of one short and one long sound which are constantly repeated for no less than 15 consecutive minutes.

The light signal, referred to in article 4.01, paragraph 2, shall be given simultaneously with the sound signal.

After being activated, the ‘Do not approach’ signal shall be emitted automatically; the control device shall be set up in such a way as to make it impossible for the signal to be activated unintentionally.

3. Vessels detecting a ‘Do not approach’ signal shall take all possible measures to avert the threat to them. In particular, they shall:

- (a) If moving towards the dangerous area, keep as far away from it as possible and, if need be, make a turn;
- (b) If past the dangerous area, continue under way at the highest possible speed.

4. On board the vessels referred to in paragraph 3 above it shall be imperative immediately to:

- (a) Close all windows and openings to the outside;
- (b) Extinguish all unprotected fire and naked lights;
- (c) Stop smoking;

An understanding of the required behaviour in the event of encountering the ‘Do not approach’ signal needs to be tested.

- (d) Stop all unessential auxiliary machinery;
- (e) Avoid creating sparks.

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

5. Paragraph 4 applies also to vessels berthed close to the dangerous area. Upon detecting a ‘Do not approach’ signal, the crew shall leave such vessels, if necessary.
6. When taking the action referred to in paragraphs 3 to 5, current and wind direction shall be taken into account.
7. The action prescribed in paragraphs 3 to 6 above shall also be taken by vessels if a “Do not approach” signal is emitted from the shore.
8. Boatmasters receiving a “Do not approach” signal shall do their utmost to report it without delay to the closest competent authority.

Chapter 9. REGIONAL AND NATIONAL SPECIAL REQUIREMENTS

Understanding that local, regional and national variations may occur and where to get information should be tested – simple question.

Chapter 10. PREVENTION OF POLLUTION OF WATER AND DISPOSAL OF WASTE GENERATED ON BOARD VESSELS

Article 10.03 – General obligation to exercise vigilance

The boatmaster, other crew members and other persons on board shall exercise every care required by the circumstances in order to avoid polluting the waterway and to restrict to the maximum the amount of waste generated on board and to avoid as far as possible any mixing of the various categories of waste.

A general awareness of the restrictions on overboard discharging of waste needs to be tested.

Article 10.04 – Prohibition on discharging and dumping

1. From the vessel, it shall be prohibited to throw, discharge or allow to run into the waterway oily or greasy wastes generated from the operation of the vessel; slops, household refuse, sludge or other special waste; portions of the cargo or cargo-related waste.
2. Exceptions to this prohibition are admissible only if consistent with the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned.
3. Without prejudice to the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned, in the event of the accidental discharge of waste referred to in paragraph 1 above or the threat of such discharge, the boatmaster must notify the nearest competent authority without delay and, as far

as possible, vessels located in the vicinity of the position of the discharge, indicating as precisely as possible the position, quantity and nature of the wastes, and measures taken.

Article 10.05 – On board collection and processing of waste

1. The boatmaster shall ensure the separate collection on board of the waste referred to in article 10.04, paragraph 1 above, not including any parts of the cargo or cargo-related waste, in receptacles intended for this purpose, and the collection of bilge water in the engine room bilges. The receptacles shall be stored on board in such a way as to facilitate the timely detection and repair of any leakage of the contents.
2. It shall be prohibited:
 - (a) to use mobile tanks stored on the deck for the collection of used oil;
 - (b) to burn waste on board;
 - (c) to introduce oil or grease dissolving or emulsifying cleaning agents into the engine room bilges except for products which do not make the treatment of bilge water by the reception facilities more difficult.

ANNEX 3 – VISUAL SIGNALS (MARKING) ON VESSELS

II. MARKING WHEN UNDER WAY

Sketches 31a 36

Sketch 37

A 4 images from sketches 1 – 4 and 20 - 30 per test 2 sail, 2 motor.

A towing question in every test – which should combine the front and the back of the combination eg image 6 and image 11.

Sketches 5 - 19

31 – 36 – need to test that these signals indicate danger – they should not need to memorise which danger each one is.

It would be helpful if the CEVNI EG could indicated whether there are any situations in which it is important for a pleasure craft to be able to identify a vessel under 20m authorised to carry more than 12 passengers or whether there

	just needs to be an awareness that such craft will behave as a normal vessel.
Sketches 38-40	38 – 40 an understanding of the importance of being aware of whether or not a ferry is moving independently should be tested.
Sketch 42	Include a question on sketches 42 and 43 in every test.
Sketches 45-48	Sketches 45 – 48 – need to test the understanding that these lights mean avoid me.
Sketches 49-51	Group 49 to 51 with 31 - 36
Sketches 52-53	Group 52 and 53 with 38 to 40
	40, 48, 52 & 53 could all be confused with their different meaning in COLREG so should be tested.
Sketches 54-55	Group 54 and 55 with 44 - 48
Sketches 56-59	Group 56 - 59
Sketches 60-61	Group 60 – 61 with 54 and 55 and with 44 - 48
Sketches 62-63	62 & 63 could be within a set of questions from which one or two are included in each test. Do not need to be in every test.
Sketch 63	In COLREG this light has a different meaning (although the vessel would also be displaying other lights)
Sketch 64	Group with 56 - 58

Sketch 65

The catalogue of questions should include a number of questions about distress signals but should not use this image.

Sketches 66-67

66 -67 do not need to be tested – they are universal signs.

Sketch 68

Group with berthing signs in Annex 7 section C

Sketches 69-74

Group 69 – 74 with 42 – 43

Sketch 75

Group with 62 and 63

Annex 6 – SOUND SIGNALS

A. GENERAL SIGNALS

There should be a question in each test from each group A – E. The catalogue should have a question for each signal.

F. SIGNALS IN REDUCED VISIBILITY

2 of the 4 signals in F should be tested

Annex 7 – WATERWAY SIGNS AND MARKING

I. MAIN SIGNS

The questions developed to test the signs found in this section will need to be images in context. Where available photographs could also be used.

Group A1 to A11 and prepared a question on each. 2 questions in the test

Group A12 – A20 and prepare a question on each. 1 question in the test.

B. MANDATORY SIGNS

Group B1 – B4

Group B5 – B10

C. RESTRICTIVE SIGNS

Group all of section C with 1 question in the test

D. RECOMMENDATORY SIGNS

Group D together plus E1 and ask 1 question which must be in context.

E. INFORMATIVE SIGNS

E2-E4

Group E2 to E4

E5-E7

E5 to E7.1 All relate to berthing. Questions need to focus on where a pleasure craft may or may not berth.

E8, E11, E13-E27

II. AUXILIARY SIGNS

B. ADDITIONAL LUMINOUS SIGNAL, C. POINTERS SHOWING THE DIRECTION OF THE SECTION TO WHICH THE MAIN SIGN APPLIES (Examples), D. PANELS GIVING EXPLANATIONS OR ADDITIONAL INFORMATION (Examples)

E9, E10

E12

II. AUXILIARY SIGNS, A. PANELS SHOWING THE DISTANCE AT WHICH THE REGULATION APPLIES OR THE SPECIAL FEATURE INDICATED BY THE MAIN SIGN IS TO BE FOUND (Examples)

Annex 8 – BUOYAGE AND MARKING OF THE WATERWAYS

C. RHYTHM OF LIGHTS

II. BUOYAGE OF FAIRWAY LIMITS IN THE WATERWAY

IV BIS. OTHER MARKING OF DANGER POINTS AND OBSTACLES IN THE WATERWAY

VI. ADDITIONAL BUOYAGE AND MARKING OF LAKES AND BROAD WATERWAYS

Figure 25

Do not need to be included in the test.
E13 – 27.1 do not need to be tested.
Information rather than guiding
behaviour and safety.

Group E 9 and E10 and ask one question
but the sign needs to be shown in context.

Group with B5 – B10

Could be added to one of the berthing
questions asking what the significance of
the number above is.

This should not be tested directly. It
should be part of a question where that
type of light is being displayed.

Figure 17 or similar could be used and
the question could be marching the buoy
to the hazard on the diagram. This should
apply to all symbols up to figure 17 in
this document.

This is already covered by vessel signals

These should be tested as part of the
practical assessment.

This diagram could be used for testing
understanding of signs.