

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

CEVNI
European Code For Inland Waterways

Resolution No. 24

Revision 5

Amendment 2



UNITED NATIONS
New York and Geneva, 2018

Note

Amendment No. 2 to the fifth revision of the European Code for Inland Waterways (CEVNI) contains a consolidated text of the amendments prepared by the CEVNI Expert Group at its twenty-sixth and twenty-seventh meetings, preliminarily approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation at its fifty-second and fifty-third sessions and adopted by the Working Party on Inland Water Transport at its sixty-second session (ECE/TRANS/SC.3/207, paragraph 28).

Additions and amendments to Resolution No. 24, CEVNI – European Code For Inland Waterways, revision 5

I. Chapter 4, Sound signals; radiotelephony; navigation devices

1. Article 4.05, paragraph 1, *modify*
 1. Every radiotelephone installation carried on board a vessel, an assembly of floating material or a floating establishment shall conform to the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways and shall be used in accordance with the provisions of this Arrangement. Details of these provisions are provided in the radiotelephony guide for inland navigation.
2. Article 4.07
 - (i) Paragraph 4 (c), *modify*
 - (c) Type of vessel or convoy according to the VTT Standard for inland navigation;
 - (ii) Paragraph 4 (m), *delete* “(GNSS/DGNSS)”;
 - (iii) *Delete* paragraph 4 (n).

II. Chapter 6, Rules of the road

3. Article 6.31, paragraph 2, *modify*
 2. The provisions of paragraph 1 above shall not apply to vessels in a pushed convoy other than the pusher. In the case of a side-by-side formation, they shall apply only to one vessel in the formation. In the case of a towed convoy, they shall apply only to the towing vessel.

III. Chapter 7, Berthing rules

4. Article 7.08, *modify*
 1. An efficient watch shall be kept continuously on board of vessels and convoys lying in the fairway.
 2. An efficient watch shall be kept continuously on board stationary vessels and convoys carrying the markings provided for in article 3.14. However, the competent authorities may exempt vessels and convoys berthed in harbour basins from this requirement.
 3. An efficient watch shall be kept continuously on board of passenger vessels while passengers are on board.
 4. An efficient watch kept on one vessel in accordance with paragraphs 1 and 2 can be responsible for the watch on the several other vessels referred to in these paragraphs only in case when vessels are coupled together in such a way that the safe crossing from one to other is provided for.

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

6. When the vessel has no boatmaster, the responsibility for setting up such a watch or surveillance shall lie with the operator and, in case the operator is not identifiable, with the owner.

IV. Chapter 9, Regional and national special requirements

5. Article 9.01, paragraph 1, *modify*

1. The competent authorities may omit, complement or modify the provisions of Chapters 1-8 and, in particular, that are listed in this Chapter, when this is required by the conditions of navigation. In this case, they shall report on these differences to the Working Party on Inland Water Transport (SC.3).

6. Article 9.02, paragraph 6, *modify*

...

(d) Certificate confirming installation and functioning of radar device and rate-of-turn indicator;

...

(e) Radiotelephone certificate (certificate of operator of radiotelephone service on inland waterways) delivered according to the relevant international and regional agreements;

...

(g) Handbook on radiotelephony (radiocommunication) in inland navigation, (general part and regional part);

...

7. Article 9.04, paragraphs 7 and 9, *modify*:

7. With respect to article 3.16, the competent authorities may prescribe another marking for ferry-boats.

...

9. With respect to article 3.27, the competent authorities may prescribe a yellow or red scintillating light instead of the blue light for fire-fighting and rescue vessels.

8. Article 9.05, *delete* paragraph 4.

9. Article 9.09, *modify*

With respect to article 8.01, paragraph 4, the competent authorities may waive the requirement that, if the vessel has stopped, all engines and auxiliary machinery must be stopped or unplugged.

V. Chapter 10, Prevention of pollution of water and disposal of waste generated on board vessels

10. Article 10.01, paragraph 1 (c), (g) and (h) and paragraph 2 (b), *replace* the word “occurring” *with* “generated”.
11. Article 10.06, paragraph 1, sentence 1, *modify*
- All vessels, whose main or auxiliary engines, with the exception of the engines of the anchor winches, are combustion engines, excluding small craft, shall carry on board a valid used oil log issued by a competent authority and in line with the model contained in annex 9.
12. Article 10.07, paragraph 1, *delete* “motorized”.

VI. Annex 7

13. Sign C.5, modify:
- C.5 The channel lies at a distance from the bank where the sign is installed; the figure shown on the sign indicates the distance in metres, measured from the sign, to which vessels should keep

