

# CEVNI

## European code for inland waterways

### Replacement pages for the second revised edition of CEVNI

Note by the secretariat: It is recalled that, at its forty-eighth session, the Working Party on Inland Water Transport adopted resolution No.54 on the amendment of CEVNI and asked the secretariat to issue a set of replacement pages to the second revised version of CEVNI (TRANS/SC.3/163, paragraph 38). The amendments to CEVNI have been issued by the secretariat as TRANS/SC.3/115/Rev.2/Amend.1.

Unfortunately, for technical reasons, the instructions of the Working Party concerning the issuance by the secretariat of a formal document containing replacement pages for the loose-leafed 2002 edition of CEVNI could not be carried out. Replacement and/or additional pages of CEVNI are, therefore, reproduced below as an informal document. Delegates are invited to print them out and replace and/or complement the existing pages of CEVNI in TRANS/SC.3/115/Rev.2.

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(s) The terms “strong light”, “bright light” and “ordinary light” mean lights of intensities conforming to the provisions of annex 5 to these regulations;

(t) The terms ‘scintillating light’ and ‘quick scintillating light’ mean rhythmic lights flashing 50-60 times per minute and 100-120 times per minute;

(u) 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;

(v) 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;

(w) 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;

(x) The term “night” means the period between sunset and sunrise;

(y) The term “day” means the period between sunrise and sunset;

(z) The term “state of fatigue” means a state occurring as the result of insufficient rest or of sickness, and expressed in deviations from the norm in behaviour and reaction speed;

(aa) The term “state of intoxication” means a state occurring as a result of the use of alcohol, narcotics, medicines or other similar substances and determined from the results of laboratory examination or from clinical symptoms in accordance with national legislation and practice;

(bb) 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. <sup>1</sup>

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<sup>1</sup> The competent authority may define a water bike as an assembly of floating material instead of a small craft.

(cc) 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 still water, when this is stated in its inspection certificate;<sup>1</sup>

(dd) The term ‘reduced visibility’ means conditions in which visibility is reduced owing to fog, haze, snow, rain or other reasons.

*Article 1.02 - Boatmaster*<sup>2</sup>

1. Every vessel or assembly of floating material, except vessels in a pushed convoy other than the pusher, shall be placed under the authority of a person having the necessary qualifications.<sup>3 4</sup> This person is hereinafter referred to as the boatmaster.

2. Every convoy shall likewise be placed under the authority of a person having the necessary qualifications.<sup>3</sup> This boatmaster shall be appointed as follows:

(a) In the case of a convoy with only one motorized vessel, the boatmaster of the convoy shall be the boatmaster of the motorized vessel;

(b) In the case of a towed convoy led by two or more motorized vessels in line, the boatmaster of the convoy shall be the boatmaster of the leading vessel, unless that vessel is a temporary auxiliary tug, in which case the boatmaster of the convoy shall be the boatmaster of the second vessel;

(c) In the case of a towed convoy led by two or more motorized vessels not in line, one of which provides the main traction, the boatmaster of the convoy shall be the boatmaster of the vessel providing the main traction;

(d) In a pushed convoy propelled by two pushers side-by-side, the boatmaster of the starboard pusher shall be the boatmaster of the convoy;<sup>5</sup>

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<sup>1</sup> In countries where the competent authorities prescribe such certificates.

<sup>2</sup> The competent authorities may use the term “chef de bord” instead of the term “conducteur” currently used in the French text of CEVNI as long as it means a person exercising a nautical responsibility on board a vessel. The question of the use of one or the other term in the French text of CEVNI is under consideration by the Working Party.

<sup>3</sup> The competent authorities may waive this provision in the case of certain assemblies of floating material and non-motorized vessels in certain side-by-side formations.

<sup>4</sup> The competent authorities may lay down requirements regarding these qualifications.

<sup>5</sup> The competent authorities may prescribe that the boatmaster of a pusher of a higher propelling power shall be the boatmaster of the convoy.

- (e) In other cases, the boatmaster of the convoy shall be appointed when required.
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.
4. The boatmaster is responsible for compliance with these regulations on his vessel, convoy or assembly of floating material. In a towed convoy, the boatmasters of the towed vessels shall obey the orders of the boatmaster of the convoy; however, even without such orders, they shall take all steps required by the circumstances for the proper handling of their vessels. The same provisions apply to boatmasters of vessels in a side-by-side formation who are not the boatmaster of the formation.<sup>1</sup>
5. Every floating establishment shall be placed under the authority of a person. This person shall be responsible for the observance of the provisions of these regulations on the floating establishment.
6. The faculties of the boatmaster shall not be impaired as a result of a state of fatigue or intoxication.
7. In the case of a moored vessel or assembly of floating material having no boatmaster, the person responsible for ensuring compliance with the provisions of these regulations shall be:
- (a) The operator or owner of such vessel or assembly;
  - (b) The person responsible for keeping watch and surveillance under article 7.08.

*Article 1.03 - Duties of crew and other persons on board*

1. Crew members shall carry out the orders given them by the boatmaster in the performance of his duties. They shall assist in complying with the requirements of these regulations and of any other provisions applicable.
2. All other persons on board are required to comply with the orders given them by the boatmaster in the interest of safe navigation or of good order on board.
3. Members of the crew and other persons on board who temporarily determine the vessel's course and speed themselves shall also be responsible in that respect for ensuring compliance with the requirements of these regulations.

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<sup>1</sup> When circumstances make it necessary for two or more vessels and/or convoys to sail together (for example with the support of an ice-breaker), the relationships between the boatmasters are determined by the competent authority.

4. The faculties of crew members on duty and other persons on board who participate temporarily in the navigation of the vessel shall not be impaired as a result of a state of fatigue or intoxication.

*Article 1.04 - General obligation to exercise vigilance*

1. 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:

(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 shipping; and

(d) Causing harm to crew members and other persons on board the vessel or damage to barges moored alongside, port or wharf facilities and the environment.

2. The above provisions shall also apply to persons in charge of floating establishments.

*Article 1.05 - Conduct in special circumstances*

To avoid imminent danger, boatmasters shall take all the steps required by the situation, even if this entails departing from these regulations.

*Article 1.06 - Use of the waterway*

The length, width, height, draught and speed of vessels, convoys and assemblies of floating material shall be suited to the characteristics of the waterway and its installations.<sup>1</sup>

*Article 1.07 - Maximum load and maximum number of passengers*

1. Vessels shall not be loaded beyond their maximum draught markings.

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<sup>1</sup> The competent authorities may lay down rules on this matter, taking traffic density into account if necessary.

2. The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. If direct visibility abaft is restricted during the voyage, this lack of visibility may be compensated for by the use of radar apparatus.<sup>1</sup>
3. Passenger vessels shall not have on board more passengers than the number authorized by the competent authorities.
4. In addition, the stability of vessels carrying containers shall be checked before departure for the following cases:
  - (a) for vessels with a beam of less than 9.5 m, loaded with more than one tier of containers;
  - (b) for vessels with a beam of 9.5 m or more but less than 11 m, loaded with more than two tiers of containers;
  - (c) for vessels with a beam of 11 m or more, loaded with more than three tiers of containers or more than three widths;
  - (d) for vessels with a beam of 15 m or more, loaded with more than three tiers of containers.

*Article 1.08 - Construction, rigging and crews of vessels*

1. Vessels and assemblies of floating material shall be so constructed and rigged as to ensure the safety of those on board and safe navigation and to be able to satisfy the requirements of these regulations.
2. All vessels, except vessels in a pushed convoy other than the pusher, shall have a crew sufficient in number and sufficiently skilled to ensure the safety of those on board and safe navigation. However, non-motorized vessels in a side-by-side formation and some of the towed vessels in a rigid group are not required to have a crew if the vessel propelling the side-by-side formation or rigid group, or keeping it safely stopped, has a crew sufficiently large and skilled to ensure the safety of those on board and safe navigation.

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<sup>1</sup> The competent authorities may also prescribe the use of flat reflector periscopes.

*Article 1.09 - Steering*

1. When under way, a vessel shall be steered by at least one qualified person of not less than 16 years of age.<sup>1</sup>
2. 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. If a sufficiently clear view is not possible, he has to have a possibility to use an optical means giving a clear and undistorted image over an adequate field.
3. When particular circumstances so require, a look-out or listening-post shall be set up to keep the helmsman informed.
4. When under way, all high-speed vessels shall be steered by a person of not less than 18 years of age holding a diploma certifying that he has the necessary qualifications referred to in article 1.02, paragraph 1 and the certificate referred to in article 4.05, 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 1.10 - Ship's papers*

1. Every vessel shall carry:
  - (a) A certificate of registry;
  - (b) A tonnage certificate (cargo vessels only);
  - (c) Ship's articles or crew list;
  - (d) A ship's log;<sup>2</sup>

and any other documents relating to navigation required under international conventions or agreements.

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<sup>1</sup> The competent authorities may prescribe other provisions concerning age.

<sup>2</sup> The competent authorities may waive the requirement to carry this document. If they do require it, they shall exempt from producing it vessels registered in countries where it is not required.

2. By derogation from paragraph 1 above, small craft are not required to carry the documents referred to in subparagraphs (b) and (d); moreover, in the case of small pleasure craft, the document referred to in subparagraph (c) is not required, and that referred to in subparagraph (a) may be replaced by a national navigation permit.
3. Assemblies of floating material shall carry a national navigation permit.<sup>1</sup>
4. The documents required to be carried on board under these regulations or any other provisions applicable shall be produced whenever requested by officials of the competent authorities.

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<sup>1</sup> The competent authorities may waive this provision.

5. However, the certificate of registry and the tonnage certificate need not be carried on board a pushed barge to which is affixed a metal plate conforming to the following model:

Official No.:	_____
Certificate of registry No.:	_____
Competent authority:	_____
Expiry date:	_____

These particulars shall be engraved or stamped in easily legible characters not less than 6 mm high. The metal plate shall be not less than 60 mm high and 120 mm long; it shall be permanently affixed in a prominent place towards the stern of the barge on the starboard side.

The conformity of the particulars given on the plate to those in the barge's certificate of registry shall be certified by the competent authority, whose stamp shall be applied to the plate. The certificate of registry and tonnage certificate shall be kept by the owner of the barge. <sup>1</sup>

*Article 1.11 - Navigation regulations*

An updated copy of the navigation regulations applicable to the waterway shall be carried on board every vessel, except vessels in a pushed convoy other than the pusher, and on every assembly of floating material. <sup>2</sup>

*Article 1.12 - Dangerous objects on board; loss of objects; obstacles*

1. It is prohibited to allow objects that would constitute a danger to vessels, assemblies of floating material, floating establishments or installations on or adjacent to the waterway to project beyond the sides of vessels or of assemblies of floating material.
2. When anchors are weighed, they shall not hang below the bottom or keel of a vessel or the bottom of an assembly of floating material.
3. When a vessel, an assembly of floating material or a floating establishment loses an object and this may cause an obstruction or danger to navigation, the boatmaster or the person responsible for the floating establishment shall at once inform the nearest competent authorities, specifying as accurately as possible the place where the object was lost. If possible, he shall also place a marker at the spot.

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<sup>1</sup> The competent authorities may allow photocopies of the certificate of registry and the tonnage certificate, certified as true copies by a competent authority, to be carried on board the pusher.

<sup>2</sup> The competent authorities may exempt certain classes of small craft and of assemblies of floating material from this regulation.

*Article 3.06 - Emergency lights*

When signal lights prescribed by these regulations cease to function, they shall be replaced by emergency lights without delay. However, where the prescribed light is strong, the emergency light may be bright and, where the prescribed light is bright, the emergency light may be ordinary. Lights of the prescribed power shall be brought into operation again as soon as possible.

*Article 3.07 - Prohibited use of lamps, searchlights, boards, flags, etc.*

1. The use of lamps or searchlights or of boards, flags or other objects in such a way that they may be confused with the lights or signals mentioned in these regulations or impair their visibility or complicate their identification is prohibited.
2. The use of lamps or searchlights in such a way that they cause dazzle constituting a danger or inconvenience to navigation or to traffic on the banks of the waterway is prohibited.

**II. NIGHT AND DAY MARKING <sup>1</sup>**

**II.A. MARKING WHEN UNDER WAY**

*Article 3.08 - Marking for motorized vessels proceeding alone*

1. Single motorized vessels shall carry:  
By night:
  - (a) A masthead light forward and in the axis of the vessel, at a height of not less than 5 m; <sup>2</sup>
  - (b) Side lights, each placed at the same height and on the same perpendicular to the axis of the vessel, 1 m lower than the masthead light and not forward of it; they shall be screened inboard so that the green light cannot be seen from the port side and the red light cannot be seen from the starboard side;
  - (c) A stern light, placed aft and in the axis of the vessel high enough to be clearly visible to an overtaking vessel. <sup>3</sup>
2. A single motorized vessel may in addition carry by night at the stern a second masthead light placed in the axis of the vessel and at least 3 m higher than the forward light, in such a way that the horizontal distance between these lights is at least three times the vertical distance. A single motorized vessel more than 110 m long shall be required to carry this second masthead light.

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<sup>1</sup> Under the national navigational rules of Belarus, Kazakhstan, Lithuania, the Republic of Moldova, the Russian Federation and Ukraine, vessels under way are not required to carry day markings.

<sup>2</sup> The competent authorities may prescribe a height of less than 5 m.

<sup>3</sup> The competent authorities of Belarus, Kazakhstan, the Republic of Moldova, the Russian Federation and Ukraine may prescribe other stern lights.

3. A single motorized vessel temporarily preceded by night by an auxiliary motorized vessel shall continue to show the lights referred to in paragraphs 1 and 2 above.

When a motorized vessel is preceded by day by one or more auxiliary motorized vessels, it shall carry a yellow ball as indicated in article 3.09, paragraph 3.

4. In addition to the marking prescribed by other provisions of these regulations, high-speed vessels under way shall carry by day and by night:

two strong yellow quick scintillating lights.

These scintillating lights shall be placed one above the other about 1 m apart, in a suitable position and high enough to be visible from all directions.

5. When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, vessels may carry the masthead lights provided for in paragraphs 1 and 2 above at a reduced height so that passage may be effected without difficulty.

6. The provisions of this article shall not apply to small craft or ferry boats.

*Article 3.09 Marking for towed convoys under way*

1. A motorized vessel leading a towed convoy, and a motorized vessel used as an auxiliary in front of another motorized vessel, a pushed convoy or a side-by-side formation shall carry:

By night:

(a) Two masthead lights one above the other about 1 m apart, placed forward and in the axis of the vessel, the upper light being at least 5 m<sup>1</sup> higher and the lower light, so far as possible, at least 1 m higher than the side lights;

(b) The side lights prescribed in article 3.08, paragraph 1 (b);

(c) A yellow instead of a white stern light, placed in the axis of the vessel and high enough to be clearly visible from the towed unit following the vessel or the motorized vessel, pushed convoy or side-by-side formation in front of which the vessel is used as an auxiliary;

By day:

A yellow cylinder, with two black and white stripes at top and bottom, the white stripes being at the ends of the cylinders. The cylinder shall be placed vertically forward, and high enough to be visible from all directions.

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<sup>1</sup> The competent authorities may prescribe a height of less than 5 m.

The masts carrying these lights shall be in the longitudinal axis of the vessel in which they are carried; <sup>1</sup>

(b) The side lights prescribed in article 3.08, paragraph 1 (b); these lights shall be placed on the widest part of the convoy, as near the pusher as possible, not more than 1 m from the sides of the convoy and at a height of not less than 2 m;

(c) (i) Three stern lights as prescribed in article 3.08, paragraph 1 (c) on the pusher, placed in a line perpendicular to its longitudinal axis, about 1.25 m apart and high enough not to be hidden by another vessel in the convoy;

(ii) A stern light on every vessel whose full width is visible from astern; however, when more than two vessels other than the pusher are visible from astern, this light shall be carried only by the two vessels on the outside of the convoy.

2. The provisions of paragraph 1 above shall also apply to pushed convoys preceded by night by one or more auxiliary motorized vessels; however, the stern lights referred to in paragraph 1 (c) (i) above shall be yellow instead of white.

When a pushed convoy is preceded by day by one or more auxiliary motorized vessels, the pusher shall carry the yellow ball referred to in article 3.09, paragraph 3.

3. When a pushed convoy is passing through the opening of a fixed or closed bridge or weir, or when passing through locks, the masthead lights prescribed in paragraph 1 (a) above may be carried at a reduced height so that passage may be effected without difficulty.

4. Pushed convoys with two pushers in side-by-side formation shall carry by night the stern lights prescribed in paragraph 1 (c) (i) on the pusher at the starboard side; the other pusher shall carry the stern light prescribed in paragraph 1 (c) (ii) above. <sup>2</sup>

*Article 3.11 Marking for side-by-side formations under way*

1. Side-by-side formations shall carry:

By night:

(a) The masthead light prescribed in article 3.08, paragraph 1 (a), on each vessel; however, each non-motorized vessel may, instead of the masthead light, carry the white light prescribed in article 3.09, paragraph 3, visible from all directions, in a suitable position but not higher than the masthead light of the motorized vessel or vessels;

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<sup>1</sup> The competent authorities of Belarus, Kazakhstan, the Republic of Moldova, the Russian Federation and Ukraine may authorize the pusher to carry the mast-head lights and the side lights.

<sup>2</sup> In the event that the competent authorities prescribe that the boatmaster of a pusher of a higher propelling power shall be the boatmaster of the convoy, this pusher shall carry the lights prescribed in paragraph 1 (c) (i) above.

(b) The side lights prescribed in article 3.08, paragraph 1 (b); these lights shall be placed on the outside of the formation, so far as possible at the same height and at least 1 m below the lowest masthead light;

(c) The stern light prescribed in article 3.08, paragraph 1 (c), on each vessel.

2. The provisions of paragraph 1 above shall also apply to side-by-side formations preceded by night by one or more auxiliary motorized vessels.

When a side-by-side formation is preceded by day by one or more auxiliary motorized vessels, each vessel in the formation shall carry the yellow ball referred to in article 3.09, paragraph 3.

3. When a side-by-side formation is passing through the opening of a fixed or closed bridge or of a weir, or when passing through locks, the lights prescribed in paragraph 1 (a) above may be carried at a reduced height so that passage may be effected without difficulty.

4. The provisions of this article shall not apply to small craft propelling only small craft in a side-by-side formation, or to small craft so propelled.

*Article 3.12 Marking for sailing vessels under way*

1. Sailing vessels shall carry:

By night:

(a) The side lights prescribed in article 3.08, paragraph 1 (b); however these lights may be ordinary, instead of bright;

(b) The stern light prescribed in article 3.08, paragraph 1 (c).

2. In addition to the lights prescribed in paragraph 1 of this article, a sailing vessel may carry:

By night: Two ordinary or bright lights one above the other, visible from all directions, the upper light being red and the lower green; these lights shall be in a suitable position at the top or on the upper part of the mast and not less than 1 m apart.

3. All vessels under sail and simultaneously using their own mechanical means of propulsion shall carry:

By day:

A black cone, point downwards.

This cone shall be positioned as high as possible and where it will be most obvious.<sup>1</sup>

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<sup>1</sup> The competent authorities may waive this provision for isolated waterways.

*Article 3.31 Prohibition of boarding*

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

Circular white boards bordered with red, with a red diagonal and the figure of a pedestrian in black.

The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, paragraph 3, they shall be about 60 cm in diameter.

2. The boards shall be illuminated, as required, so as to be clearly visible at night.

*Article 3.32 - Prohibition of smoking or using an unprotected light or flame*

1. If other regulations prohibit

- (a) smoking,
- (b) using an unprotected light or flame,

on board, the prohibition shall be indicated by

circular white boards bordered with red, with a red diagonal and a picture of a cigarette emitting smoke.

The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, they shall be about 60 cm in diameter.

2. By night, the boards shall be illuminated so as to be clearly visible on both sides of the vessel.

*Article 3.33 Prohibition of lateral berthing*

1. If there are regulations or special requirements laid down by the competent authorities prohibiting lateral berthing near a vessel (for instance because of the nature of its cargo) that vessel shall carry on deck, in the longitudinal axis:

A square board with a triangle below.

Both faces of the square board shall be white with a red border, and have a red diagonal from the top left to the bottom right with the letter 'P' in black in the centre.

Both faces of the triangle shall be white and show in black figures the distance in metres over which berthing is prohibited.

2. By night, the boards shall be illuminated so as to be clearly visible on both sides of the vessel.

3. This article shall not apply to the vessels, pushed convoys or side-by-side formations referred to in article 3.21.

*Article 3.34 Additional marking for vessels whose ability to manoeuvre is limited*

1. A vessel whose capacity to give way in accordance with the requirements of these regulations is limited when it is carrying out work or underwater operations such as dredging or cable or buoy laying, and whose position may hinder navigation shall carry, in addition to the marking prescribed elsewhere in these regulations:

By night:

Three bright or ordinary lights, the top and bottom lights red and the middle light white, one above the other not less than 1 m apart and high enough to be visible from all directions;

By day:

A black ball, a black bicone and a black ball, the bicone in the middle, one above the other not less than 1 m apart and high enough to be visible from all directions.

2. When the operation in which they are engaged causes an obstruction, the vessels referred to in paragraph 1 shall carry, in addition to the marking prescribed in paragraph 1:

By night:

(a) Two bright or ordinary red lights, one above the other not less than 1 m apart, on the side or sides on which the obstruction occurs, such as to be visible from all directions;

(b) Two bright or ordinary green lights, one above the other not less than 1 m apart, on the side or sides on which the channel is clear, such as to be visible from all directions;

By day:

(a) Two black balls, one above the other not less than 1 m apart, on the side or sides on which the obstruction occurs;

(b) Two black bicones, one above the other not less than 1 m apart, on the side or sides on which the channel is clear.

The lights, balls and bicones referred to in this paragraph shall be placed not less than 2 m from, and in no case higher than, the lower light or ball referred to in paragraph 1 of this article.

3. The provisions of this article shall not apply to floating equipment at work when stationary.

3. Ferry-boats and motorized floating equipment may only sail if they are equipped with a radiotelephone installation in proper working order. When under way, the radiotelephone installation for the ship-to-ship channel must be permanently in a ready to-transmit and ready to receive state. This channel may only be left for a short time in order to transmit or receive information on other channels. The first and the second sentence shall also apply during operation.
4. Each vessel equipped with a radiotelephone installation shall make reports on the channel allocated to the ship-to-ship network before entering blind sections, narrow channels or bridge openings.
5. Sign B.11 (Annex 7) shall indicate that the competent authority requires the use of radiotelephone communications.

#### *4.05 - Radar*

1. Vessels may not use radar or Inland ECDIS equipment which may be used for conning the vessel with overlaid radar image (Navigation Mode) unless:

(a) they are fitted with radar equipment and, if necessary, Inland ECDIS equipment adapted to the needs of inland navigation and a rate-of-turn indicator. This equipment shall be in proper working order and of a type approved for the needs of inland navigation in accordance with the requirements of the competent authorities concerned. However, ferry boats not moving independently shall not be required to be fitted with a rate-of-turn indicator;

(b) a person holding a certificate of aptitude to use radar in accordance with the requirements of the competent authorities is on board. Notwithstanding the provisions of article 1.09, paragraph 2, the radar may be used for training purposes in good visibility by day and by night, even when there is no such person on board;

(c) they are equipped with a device for emitting the three-tone signal with the exception of small craft and ferry boats. However, the competent authorities may not prescribe such a system.

Notwithstanding the provisions of article 4.04, small craft shall also be equipped with a radiotelephone in proper working order for the ship-to-ship network.

2. In pushed, towed convoys and side-by-side formations, the requirements of paragraph 1 above shall apply only to the vessel carrying the boatmaster of the convoy or formation.
3. High-speed vessels under way shall use radar.<sup>1</sup>

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<sup>1</sup> On inland waterways where national legislation so allows, high-speed vessels only allowed to operate in day time and at a visibility of 1 km or more, may not need to be fitted with radar equipment and a rate-of-turn indicator.

## Chapter 5

### WATERWAY SIGNS AND MARKING

#### *Article 5.01 - Signs*

1. Annex 7 to these regulations sets out the prohibitory, mandatory, restrictive, recommendatory and informative signs and auxiliary signs for inland waterways.<sup>1</sup> It also defines the meaning of each sign.
2. Without prejudice to the other provisions of these regulations or to any other provisions applicable,<sup>2</sup> including the special instructions referred to in article 1.19, boatmen shall obey the rules and take account of the recommendations and information conveyed to them by the signs referred to in paragraph 1 above on the waterway or its banks.

#### *Article 5.02 - Marking*

Annex 8 to these regulations defines the marking which may be used to facilitate navigation. It also specifies the circumstances in which the various marks are to be used.

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<sup>1</sup> The competent authorities may omit from their regulations those signs in annex 7 which they do not install on the waterways to which those regulations apply.

<sup>2</sup> In particular, the competent authorities may, where necessary, regulate navigation on certain sections by also using special signs at control posts.

**Chapter 6**  
**RULES OF THE ROAD**

**A. GENERAL**

*Article 6.01 - Definitions*

1. For the purposes of this chapter, the following waterways are in Class I: <sup>1</sup>

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All other waterways are in Class II.

2. For the purposes of this chapter, “upstream” on a navigational channel 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. <sup>2</sup>

3. 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;

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<sup>1</sup> Class I normally comprises rivers, and Class II canals, lakes and broad waterways.

<sup>2</sup> The competent authorities may group the particulars given in paragraphs 1 and 2 above in a single table such as the following:

1. The following are Class I waterways:

<i>Waterways</i>	<i>“Upstream”</i>
River A	Towards source
River B	Towards source; but downstream from ... against tidal current
Canal C-D	Towards C

All other waterways are in Class II.

2. On the following Class II waterways, the upstream direction for the purposes of articles 6.08, paragraph 1, and 6.12 is as follows:

River A	Towards source
Canal B-C (canal with summit-level section)	From B and C towards ... lock on summit level section.

(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).

*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 rule*

1. For the purposes of this chapter, the term “small craft” means small craft navigating alone or convoys consisting only of small craft.
2. Where the provisions of this chapter provide that a particular rule of the road shall not apply to small craft in relation to other vessels, it shall be incumbent on small craft to leave all other vessels, except for high-speed vessels, enough room to hold their course and to manoeuvre; they may not require such vessels to give way to them.

**B. MEETING, CROSSING AND OVERTAKING**

*Article 6.03 - General principles*

1. Crossing or overtaking is permitted only when the channel 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 visual signals prescribed in articles 3.17, 6.04 and 6.05 shall be shown or emitted only by the vessel carrying the boatmaster of the convoy or side-by-side formation or, in the case of a towed convoy, by the towed vessel at the head 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.

- 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.

3. If the signs referred to in paragraph 2 above cannot be displayed, vessels shall stop and wait until authorization to proceed is given by representatives of the competent authorities.<sup>1</sup>

*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. Where the channel is unquestionably wide enough, the overtaking vessel may also overtake to starboard of the vessel being overtaken.
2. 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.

3. If overtaking is possible without the vessel being overtaken changing its course or speed, the overtaking vessel need give no sound signal.
4. 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.

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<sup>1</sup> The competent authorities may waive this provision.

5. 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.<sup>1</sup>

6. 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.

7. When overtaking is impossible without danger of a collision, the vessel being overtaken shall sound five short blasts.

8. Paragraphs 4 to 7 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 sign A.2 (annex 7);
- (b) Between convoys in the areas marked by the sign A.3 (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.

**C. OTHER RULES OF THE ROAD**

*Article 6.12 - Navigation on sections where the course is prescribed<sup>2</sup>*

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).

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<sup>1</sup> The competent authorities may decide not to prescribe these signals.

<sup>2</sup> The competent authorities may decide to waive the provisions of this article or to retain only paragraph 1.

3. It is prohibited for motorized vessels towing or pushing other vessels or propelling them in side-by-side formation to leave them during making-fast or anchoring operations before the navigable channel has been cleared of such vessels and the boatmaster of the convoy has satisfied himself that they are in a secure position.
4. Ship-borne barges shall not be placed at the head of a pushed convoy unless anchors may be presented at the head of the convoy.
5. Passenger vessel with passengers on board shall not sail in side-by-side formation.

*Article 6.21 bis - Relocation of pushed barges outside a pushed convoy*

Outside a pushed convoy, a pushed barge, may only be moved:

- (a) Being coupled side-by-side to a motorized vessel;
- (b) On short distances when a pushed convoy is being formed or broken up.

*Article 6.22 - Suspension of navigation*

When the competent authorities announce by the general prohibitory sign A.1 (annex 7) that navigation is suspended, all vessels shall stop short of that sign.

*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).

## **D. FERRY-BOATS**

*Article 6.23 - Rules applicable to ferry-boats*

1. Ferry-boats may cross the waterway only after making certain that the movement of other vessels enables them to do so without risk and that the latter are not obliged to change their course or speed abruptly. <sup>1</sup>
2. A ferry-boat which is not moving independently shall, in addition, comply with the following rules:
  - (a) When not operating, it shall lie at the berth assigned to it by the competent authority. If no berth has been assigned to it, it shall lie in such a position that the channel remains clear;

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<sup>1</sup> The competent authorities may prescribe that this provision does not apply to ferry boats not moving independently in their relation to small craft.

(b) When the longitudinal cable of a ferry-boat may block the navigable channel, the ferry-boat may stop on the side of the channel opposite the point at which the cable is made fast only as long as is strictly necessary for embarking and disembarking. During these operations, approaching vessels may request the clearing of the channel by sounding one long blast in good time;

(c) A ferry-boat shall not remain in the channel longer than is necessary for the service it provides.

## **E. PASSAGE UNDER BRIDGES AND THROUGH WEIRS AND LOCKS**

### *Article 6.24 - Passage under bridges and through weirs: General*

1. At the opening of a bridge or weir, the rules of article 6.07 shall apply unless the channel 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 bays are prohibited to shipping.

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 channel is marked with the sign referred to in (a) above, it is open to shipping in either direction.

If it is marked with the sign referred to in (b) above, it is closed to shipping coming from the other direction.

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) The use of fenders, which shall be floating fenders if movable, shall be compulsory;
- (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;<sup>1</sup>
- (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 blue light or the blue cone 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.

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 floating equipment 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.

*Article 6.28 bis - Entering and leaving locks*

1. Admittance to a lock shall be regulated both by day and by night by visual signals (marking) placed on one side or on both sides of the lock. Such signals shall have the following meaning:

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<sup>1</sup> The competent authorities may waive this provision.

- (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 visual signals (marking):
- (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.

*Article 6.29 - Priority of passage through locks*

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

- (a) Vessels belonging to the competent authority or to the fire, police or customs services under way on urgent duty;
- (b) Vessels to which the competent authority has expressly granted priority, and carrying the red pennant prescribed in article 3.17.

When these vessels approach lock basins or are made fast in them, other vessels shall facilitate as much as possible passage by such vessels.

## **F. REDUCED VISIBILITY - NAVIGATION BY RADAR**

### *Article 6.30 - General rules for navigation in reduced visibility; use of radar*

1. In reduced visibility and notwithstanding the provisions of article 6.32, only vessels equipped with a radar installation according to article 4.05 are permitted to proceed. They shall use the radar installation.
2. Vessels under way in reduced visibility shall adjust their speed as required by the reduced visibility and the presence and movements of other vessels and local circumstances. The radiotelephone installation shall be placed on listening watch on the channel allocated to the ship-to-ship network and they shall use the radiotelephone to give other vessels the necessary information for safety of navigation.
3. When stopping because of reduced visibility, vessels shall, as far as, possible keep clear of the channel.
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 3, 4 and 5 (Class I) and of article 6.05 shall generally not apply in reduced visibility.<sup>1</sup> However, passing starboard to starboard can also be allowed by the competent authorities when navigational conditions of particular waterways so require.

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<sup>1</sup> The competent authorities may waive this provision or apply it only on certain waterways.

*Article 6.31 - Sound signals when stationary*

CLASS I

1. In reduced visibility, vessels and floating equipment stationary in or near the channel outside harbours or places specially designated by the competent authorities for berthing, shall be on listening watch on the ship-to-ship network. As soon as they hear by radiotelephone, of the approach of other vessels, or as soon and as long as they hear from an approaching vessel one of the signals prescribed in article 6.32, paragraph 5 or article 6.33, paragraph 1 (b), they shall indicate their position by radiotelephone or give sound signals as follows:

(a) When they are to the left of the channel (for an observer facing downstream):

One peal of a bell;

(b) When they are to the right of the channel (for an observer facing downstream):

Two peals of a bell;

(c) When their position is uncertain:

Three peals of a bell.<sup>1</sup>

CLASS II

1. In reduced visibility, vessels and floating equipment stationary in or near the channel outside harbours or places specially designated by the competent authorities for berthing, shall be on listening watch on the ship-to-ship network. As soon as they hear by radiotelephone of the approach of other vessels, or as soon and as long as they hear from an approaching vessel one of the signals prescribed in article 6.32, paragraph 5 or article 6.33, paragraph 1 (b), they shall indicate their position by radiotelephone or give:

One peal of a bell.

However, vessels not parallel to the side of the channel, or positioned in such a way that they may be a danger to other vessels, shall give this signal even without hearing any of the signals referred to above.<sup>1</sup>

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<sup>1</sup> The competent authorities may waive this provision concerning sound signals or apply it only on certain waterways.

2. These signals shall be repeated at intervals of not more than one minute.
3. The provisions of paragraphs 1 and 2 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 and the last vessel in the convoy.
  4. The vessels referred to in paragraph 1, when stationary on certain waterways indicated by the competent authorities, may, instead of the signal prescribed in paragraph 1, sound:

One long blast between two short blasts.
5. This article shall also apply to vessels grounded in or near the channel which may present a danger to other vessels.

*Article 6.32 - Navigation by radar*

1. A vessel is considered to be navigating by radar when, in conditions of reduced visibility, it navigates using radar in accordance with article 4.05.
2. When a vessel is navigating by radar, there shall be at all times in the wheelhouse a person holding a diploma required by the competent authorities for that section of the inland waterway and for the type of vessel he navigates and the certificate referred to in article 4.05, paragraph 1 (b) and a second person sufficiently conversant with this method of navigation. However, if the wheelhouse is equipped with a centralized control post, it is sufficient that the second person can, if necessary, be summoned to the wheelhouse immediately.

### CLASS I

3. 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, name, direction and position and agree with these vessels on a procedure for passing.

4. 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.

5. When radiotelephone contact cannot be established with the oncoming vessels, the vessel shall:

(a) Give the three-tone signal and repeat it as often as necessary.<sup>1</sup> This provision does not apply to small craft;

(b) Reduce speed and, if necessary, stop.

### CLASS II

3. As soon as a vessel 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, name, direction and position and agree with these vessels on a procedure for passing.

4. As soon as a vessel observes on the radar screen another vessel whose position or course may cause a dangerous situation and which has not established contact by radiotelephone, the vessel shall draw the attention of the other vessel to the dangerous situation by radiotelephone and agree on a procedure for passing.

5. When radiotelephone contact cannot be established with the oncoming vessels, the vessel shall:

(a) Give one long blast and repeat this signal as often as necessary;

(b) Reduce speed and, if necessary, stop.

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<sup>1</sup> The competent authorities may waive the provision on giving the three-tone signal or apply it only on certain waterways.

A vessel proceeding upstream shall, as soon as it hears the signals referred to in paragraph 5 (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.

Ferry-boats when complying with the requirements of paragraph 4 shall sound one long blast followed by four short blasts instead of one long blast and shall, in addition, state their category and the course they are taking in crossing the waterway.

6. Any vessel navigating by radar and called by radiotelephone shall reply by radiotelephone, giving its category, 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.

7. In convoys and side-by-side formations, the requirements of paragraphs 1-6 above shall apply only to the vessel carrying the boatmaster of the convoy or formation.

*Article 6.33 - Provisions for vessels not navigating by radar*

1. In reduced visibility, vessels and convoys unable to use radar shall immediately proceed to the nearest safe berth. 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 channel.

(b) Any vessel proceeding alone and any vessel carrying the boatmaster of a convoy shall sound one long blast;<sup>1</sup> 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.

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<sup>1</sup> The competent authorities may prescribe that a vessel carrying the boatmaster of a convoy shall sound two long blasts.

(c) When a vessel is called by radiotelephone from another vessel it shall reply by radiotelephone, giving its category, 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 channel as fully and as quickly as possible.

## CLASS II

2. Ferry boats not navigating by radar shall, instead of the signal prescribed in paragraph 1 above, give as a fog-signal one long blast followed by four short blasts; this signal shall be repeated at intervals of not more than one minute.

## G. SPECIAL RULES

### *Article 6.34 - Special priorities*

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.

### *Article 6.35 - Water skiing and similar activities*

1. Water skiing and similar activities are permitted only by day and in good visibility.<sup>1</sup>

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<sup>1</sup> The competent authorities shall designate areas where these activities are permitted or prohibited.

*Article 7.08 - Watch and surveillance*

1. An efficient watch shall be kept continuously on board vessels lying in the channel and on board vessels berthed and loaded with substances referred to in marginal 10 500 of Annex B.1 and in Appendix 4 (list of substances) of Annex B.2 of ADN, or which, having carried such substances, are not free of dangerous gases. However, the competent authorities may exempt vessels berthed in harbour basins from this requirement.
2. 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.
3. 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.

## Chapter 8

### COMPLEMENTARY PROVISIONS

#### *Article 8.01 - Reporting requirements*

1. Boatmasters of vessels and convoys carrying dangerous goods in accordance with the provisions of ADN shall, prior to entering the sectors, traffic control posts, traffic centres and locks indicated by the competent authority, eventually by B.11 signs (annex 7), report their presence on the indicated radiotelephone channel and communicate the following data:

- (a) category of vessel;
- (b) name of vessel;
- (c) position, direction of navigation (if applicable);
- (d) official number of vessel; for seagoing vessels: IMO number;
- (e) deadweight tonnage (maximum load);
- (f) length and breadth of vessel;
- (g) type, length and breadth of convoy;
- (h) draught (only on special request);
- (i) route;
- (j) loading port;
- (k) unloading port;
- (l) nature and quantity of cargo (for dangerous goods: name of substance and, where appropriate, class and UN number);
- (m) signalization required for the carriage of dangerous goods;
- (n) number of persons on board.

2. The data given in paragraph 1 above, except those in (c) and (h), may be communicated by other services or persons to the competent authority either in writing, or by telephone. In all cases, the boatmaster shall report when his vessel or convoy enters the sector subject to the reporting requirement and when it leaves the sector again.

3. When a vessel's journey is interrupted in the sector subject to the reporting requirement for more than two hours, the boatmaster shall report the beginning and end of the interruption.

4. When the data covered by paragraph 1 above change during the journey through the sector subject to the reporting requirement, the competent authority shall be notified immediately.

4. The competent authority may prescribe the inclusion of other data in the pollution prevention register (used oil log), e.g.:

- data concerning disposal (certificate of disposal);
- deposit of swilling out water from the bilges;
- deposit of domestic waste water;
- deposit of slops, sludge and other special waste.

5. A vessel carrying on board other documents concerning the deposit of waste occurring during the operation of the vessel in accordance with regulations applicable outside the waterways covered by CEVNI shall be able to prove by means of these documents that the deposit of waste has taken place outside the above mentioned waterways. This proof may also be furnished by the oil record book as provided for by the International Convention for the Prevention of Pollution by Ships (MARPOL 73).

*Article 9.06 - Painting and external cleaning of vessels*

1. It shall be prohibited to oil or clean the outside of vessels using products which may not be discharged into water.

2. Nor shall it be permitted to use anti-fouling systems containing the following substances or preparations thereof:

- (e) Mercury compounds;
- (f) Arsenic compounds;
- (g) Organotin compounds which act as biocides;
- (h) Hexachlorocyclohexane.






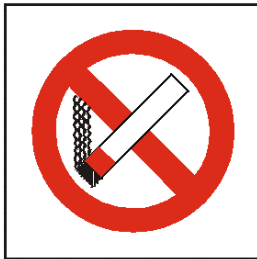


As an interim measure, pending complete removal and replacement of an anti-fouling system containing substances indicated above, it shall be permitted to apply to a vessel's hull a coating to inhibit the introduction into the water of the aforementioned substances from the anti-fouling systems under the coating.

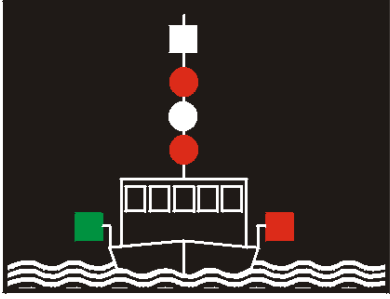
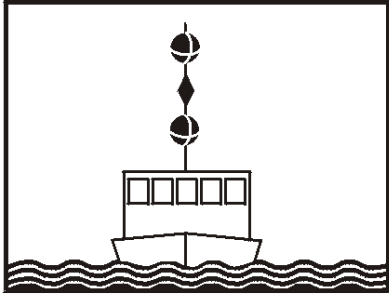
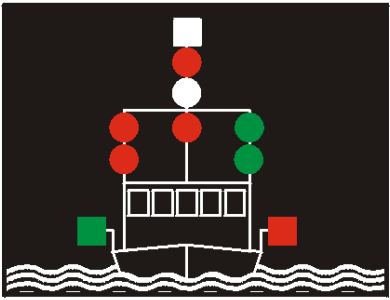
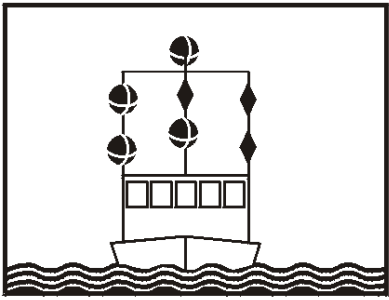
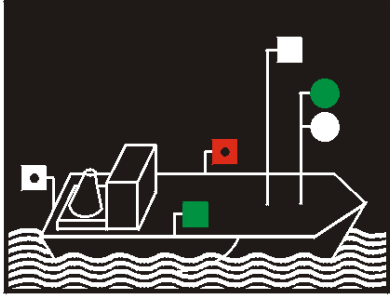
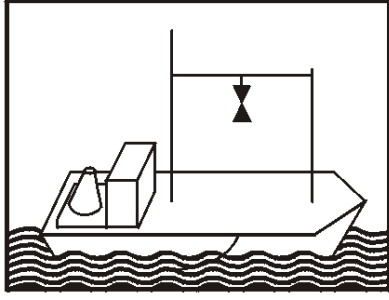
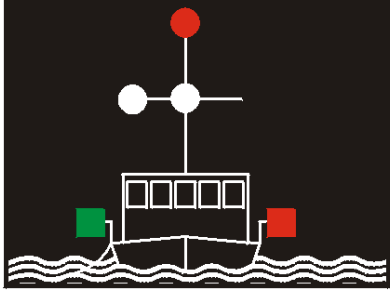
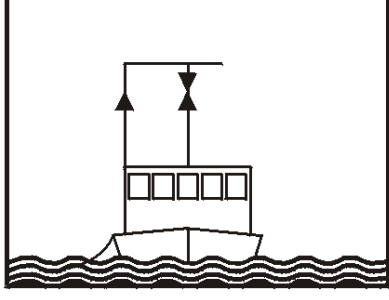


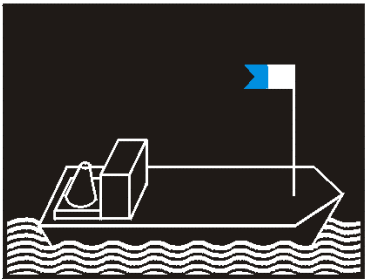
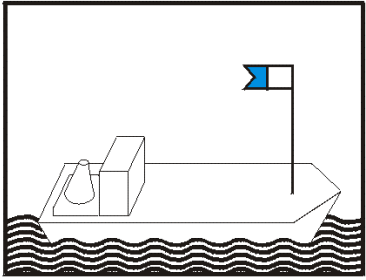
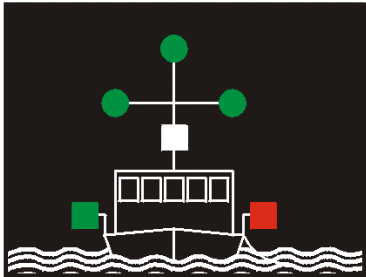
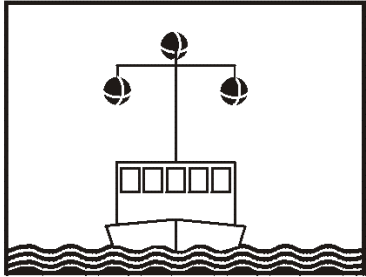
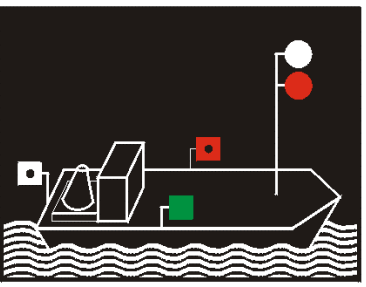
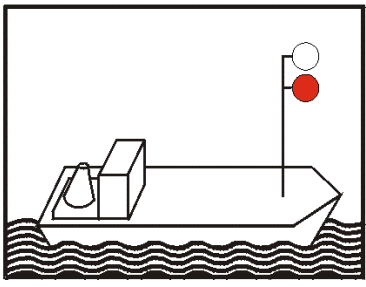
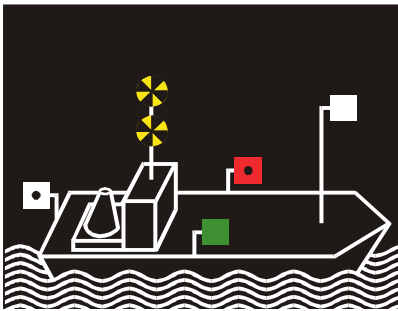
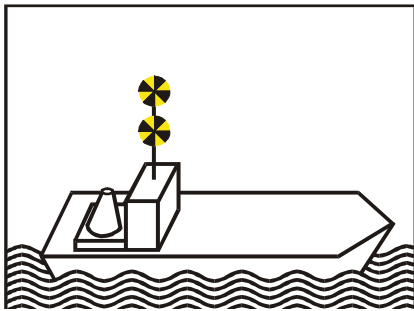
**Annex 1****DISTINGUISHING LETTER OR GROUP OF LETTERS  
INDICATING COUNTRY OF VESSEL'S HOME PORT  
OR PLACE OF REGISTRATION**

AUSTRIA	A	NETHERLANDS	N
BELARUS	BY	NORWAY	NO
BELGIUM	B	POLAND	PL
BULGARIA	BG	PORTUGAL	P
CROATIA	HR	REPUBLIC OF MOLDOVA	MD
CZECH REPUBLIC	CZ	ROMANIA	R
FINLAND	FI	RUSSIAN FEDERATION	RUS
FRANCE	F	SERBIA AND MONTENEGRO	YU
GERMANY	D	SLOVAKIA	SK
HUNGARY	HU	SWEDEN	SE
ITALY	I	SWITZERLAND	CH
LITHUANIA	LT	UKRAINE	UA
LUXEMBOURG	L		



NIGHT	SKETCH	DAY
	64	
Article 3.30: Distress signals.		
	65	
Article 3.31: Boarding prohibited.		
	66	
Article 3.32 : Smoking or use of an unprotected light or flame prohibited.		
	67	
Article 3.33: Lateral berthing prohibited.		

NIGHT	SKETCH	DAY
	68	
<p>Article 3.34, paragraph 1: Additional marking for vessels whose ability to manoeuvre is limited.</p>		
	69	
<p>Article 3.34, paragraph 2: Additional marking for vessels whose ability to manoeuvre is limited; channel clear on one side.</p>		
	70	
<p>Article 3.35, paragraph 1: Additional marking for vessels engaged in drawing a trawl or other fishing gear through the water (trawler).</p>		
	71	
<p>Article 3.35, paragraph 2: Fishing vessels other than trawlers if the fishing tackle extends more than 150 m horizontally from the vessel.</p>		

NIGHT	SKETCH	DAY
	72	
<p>Article 3.36: Additional marking for vessels used for underwater diving.</p>		
	73	
<p>Article 3.37: Additional marking for vessels engaged in minesweeping.</p>		
	74	
<p>Article 3.38: Additional marking for vessels on pilotage service.</p>		
	75	

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



## Annex 5

### INTENSITY AND RANGE OF SIGNAL LIGHTS ON VESSELS <sup>1</sup>

#### I. GENERAL

##### 1. Signal lights

Signal lights are classified according to their luminous intensity as:

“ordinary lights”

“bright lights”

“strong lights”.

##### 2. Relation between $I_O$ , $I_B$ and $t$

$I_O$  is the photometric luminous intensity in candela (cd), measured at normal voltage for electric lights.

$I_B$  is the operation luminous intensity in candela (cd).

$t$  is the range in kilometres (km).

Taking into account, for example, the ageing of the light source, the degree of dirtiness of the optic and variations in the voltage of the on-board grid,  $I_B$  is 25% less than  $I_O$ .

Consequently  $I_B = 0.75 \cdot I_O$

The relation between  $I_B$  and  $t$  of signal lights is given by the following equation:

$$I_B = 0.2 \cdot t^2 \cdot q^{-t}$$

The atmospheric transmission coefficient  $q$  has been taken as 0.76, corresponding to a meteorological visibility of 14.3 km.

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<sup>1</sup> On the inland waterways of Belarus, Kazakhstan, Lithuania, Republic of Moldova, Russian Federation and Ukraine the luminous intensity and range of signal lights on vessels shall satisfy the requirements of the competent national authorities.

## II. INTENSITY AND RANGE <sup>1</sup>

### 1. Luminous intensity and range of the signal lights

The following table contains the permitted limits for  $I_O$ ,  $I_B$  and  $t$  according to the nature of signal lights. The values indicated apply to the light flux emitted by the lantern.

$I_O$  and  $I_B$  are given in cd and  $t$  in km.

Minimum and maximum values

"Nature of the signal lights"	Colour of signal lights								
	white		Green/red		yellow		blue		
	min.	max.	min.	max.	min.	max.	min.	max.	
ordinary	$I_O$	2.7	10.0	1.2	4.7	1.1	3.2	0.9	2.7
	$I_B$	2.0	7.5	0.9	3.5	0.8	2.4	0.7	2.0
	$t$	2.3	3.7	1.7	2.8	1.6	2.5	1.5	2.3
bright	$I_O$	12.0	33.0	6.7	27.0	4.8	20.0	6.7	27.0
	$I_B$	9.0	25.0	5.0	20.0	3.6	15.0	5.0	20.0
	$t$	3.9	5.3	3.2	5.0	2.9	4.6	3.2	5.0
strong	$I_O$	47.0	133.0	-	-	47.0	133.0	-	-
	$I_B$	35.0	100.0	-	-	35.0	100.0	-	-
	$t$	5.9	8.0	-	-	5.9	8.0	-	-

However, for daytime use of the yellow scintillating lights a minimum luminous intensity  $I_O$  of 900 cd shall apply.

## III. SIGNAL LIGHT DISPERSION

### 1. Horizontal dispersion of intensity

(a) The luminous intensities indicated in section II apply to all directions of the horizontal plane passing through the focus of the optic or the luminous centre of gravity of the light source correctly adjusted within the operational sector of a vertically positioned lantern;

(b) For the masthead lights, stern lights and side lights, the luminous intensities prescribed shall be maintained throughout the horizontal arc within the sectors prescribed at least up to within 5° of the limits.

<sup>1</sup> On certain inland waterways the competent authority may allow the carriage by vessels of signal lights in accordance with the requirements of IMO.

F. *Signals in reduced visibility*

F.1 *Waterways of class I*

(a) *Vessels navigating by radar*



(i) Vessels, other than small craft, proceeding downstream

Three-tone signal repeated as often as necessary

Article 6.32, paragraph 5(a)



(ii) Single vessel proceeding upstream

1 long blast

Article 6.32, paragraph 5(c)

(b) *Vessels not navigating by radar*



(i) Any vessel proceeding alone

1 long blast repeated at least once a minute

Article 6.33, paragraph 1(b)

(c) *Stationary vessels*



1 peal of a bell, repeated at least once a minute

"I am lying on left side of channel"

Article 6.31, paragraph 1 (a)



2 peals of a bell, repeated at least once a minute

"I am lying on right side of channel"

Article 6.31, paragraph 1 (b)



3 peals of a bell, repeated at least once a minute

"I am stationary, position uncertain"

Article 6.31, paragraph 1 (c)

F. *Signals in reduced visibility (continued)*

F.2 *Waterways of class II*  
 (a) *Vessels navigating by radar*



(i) Vessels, other than ferry-boats      1 long blast repeated as often as necessary      Article 6.32, paragraph 5(a)



(ii) Ferry-boats      1 long blast followed by 4 short blasts      Article 6.32, paragraph 5

(b) *Vessels not navigating by radar*



(i) Single vessels other than ferry-boats      1 long blast repeated at least once a minute      Article 6.33, paragraph 1



(ii) Ferry-boats      1 long blast followed by 4 short blasts, repeated at least once a minute      Article 6.33, paragraph 2

(c) *Stationary vessels*



1 peal of a bell, or 1 long blast between 2 short blasts, repeated at least once a minute      Article 6.31, paragraphs 1 and 4

**Annex 10****GENERAL TECHNICAL SPECIFICATIONS  
APPLICABLE TO RADAR EQUIPMENT**

The technical parameters of radar installations must satisfy the following requirements:

Minimum range of detection	15 m
Maximum range of detection of shore 60 m high (at height of installation 10 m)	- 32,000 m <sup>1</sup>
Distance resolution	15 m at scales 0.5-1.6 km; 1% of the scale value at other scales
Angular resolution	1.2°
Accuracy of measurement: range	10 m for variable range circles; 1% of fixed range circles at scales 0.5-2.0 km; 0.8% of the value of the selected scale.
Accuracy of measurement: bearings	± 1°
Heading line:	
– Width	0.5°
– Deviation	0.5°
Effective diameter of screen indicator	270 mm
Range scales	0.5; 1; 1.6; 2; 3.2; 4; 8; 16; 32 km: not less than 4 fixed range circles within each scale
Off-centring	1/4-1/3 of the effective diameter of the image
Bearing facilities:	
– Timing	Up to 5 seconds
– Error	± 1°

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<sup>1</sup> Maximum range of detection is only required to be ensured for radar equipment installed on vessels operated on large lakes, reservoirs and in coastal waters.

Transmission frequency	9.3 – 9.5 GHz (3.2 cm)
Warm-up time	4 minutes
Minimum antenna speed	24 revolutions per minute”