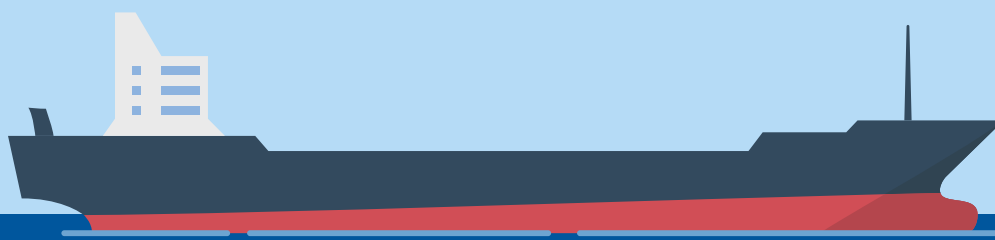
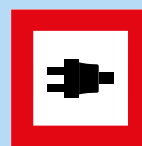


CEVNI

European Code for Inland Waterways

Sixth revised edition



UNITED NATIONS

European Code for Inland Waterways
CEVNI
(Sixth revised edition)

Corrigendum

<i>Note:</i> Corrigendum to this publication is available on the United Nations Economic Commission for Europe website at the following address: https://unece.org/publications/inland-water-transport .
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1. Page 58, Article 6.25, 2, (a) and (b)

For the existing text *substitute*

- (a) The sign according to annex 7, subparagraph D.1 (a), or
- (b) The sign according to annex 7, subparagraph D.1 (b),

2. Page 59, Article 6.27, 3, third line

For D.1a or D.1b read D.1

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

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United Nations

Geneva, 2021

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UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

The United Nations Economic Commission for Europe (UNECE) is one of the five United Nations regional commissions, administered by the Economic and Social Council (ECOSOC). It was established in 1947 with the mandate to help rebuild post-war Europe, develop economic activity and strengthen economic relations among European countries, and between Europe and the rest of the world. During the Cold War, UNECE served as a unique forum for economic dialogue and cooperation between East and West. Despite the complexity of this period, significant achievements were made, with consensus reached on numerous harmonization and standardization agreements.

In the post-Cold War era, UNECE acquired not only many new member States, but also new functions. Since the early 1990s the organization has focused on assisting the countries of Central and Eastern Europe, Caucasus and Central Asia with their transition process and their integration into the global economy.

Today, UNECE supports its fifty-six member States in Europe, Central Asia and North America in the implementation of the 2030 Agenda for Sustainable Development with its Sustainable Development Goals. UNECE provides a multilateral platform for policy dialogue, the development of international legal instruments, norms and standards, the exchange of best practices and economic and technical expertise, as well as technical cooperation for countries with economies in transition.

Offering practical tools to improve people's everyday lives in the areas of environment, transport, trade, statistics, energy, forestry, housing, and land management, many of the norms, standards and conventions developed in UNECE are used worldwide, and a number of countries from outside the region participate in the work of UNECE.

UNECE's multisectoral approach helps countries to tackle the interconnected challenges of sustainable development in an integrated manner, with a transboundary focus that helps devise solutions to shared challenges. With its unique convening power, UNECE fosters cooperation among all stakeholders at the country and regional levels.

TRANSPORT IN UNECE

The UNECE Sustainable Transport Division is the secretariat of the Inland Transport Committee (ITC) and the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals. The ITC and its twenty working parties, as well as the ECOSOC Committee and its sub-committees are intergovernmental decision-making bodies that work to improve the daily lives of people and businesses around the world, in measurable ways and with concrete actions, to enhance traffic safety, environmental performance, energy efficiency and the competitiveness of the transport sector.

The ECOSOC Committee was set up in 1953 by the Secretary-General of the United Nations at the request of the Economic and Social Council to elaborate recommendations on the transport of dangerous goods. Its mandate was extended to the global (multi-sectoral) harmonization of systems of classification and labelling of chemicals in 1999. It is composed of experts from countries which possess the relevant expertise and experience in the international trade and transport of dangerous goods and chemicals. Its membership is restricted in order to reflect a proper geographical balance between all regions of the world and to ensure adequate participation of developing countries. Although the Committee is a subsidiary body of ECOSOC, the Secretary-General decided in 1963 that the secretariat services would be provided by the UNECE Transport Division.

ITC is a unique intergovernmental forum that was set up in 1947 to support the reconstruction of transport connections in post-war Europe. Over the years, it has specialized in facilitating the harmonized and sustainable development of inland modes of transport. The main results of this persevering and ongoing work are reflected, among other things, (i) in fifty-nine United Nations conventions and many more technical regulations, which are updated on a regular basis and provide an international legal framework for the sustainable development of national and international road, rail, inland water and intermodal transport, including the transport of dangerous goods, as well as the construction and inspection of road motor vehicles; (ii) in the Trans-European North-south Motorway, Trans-European Railway and the Euro-Asia Transport Links projects, that facilitate multi-country coordination of transport infrastructure investment programmes; (iii) in the TIR system, which is a global customs transit facilitation solution; (iv) in the tool called For Future Inland Transport Systems (ForFITS), which can assist national and local governments to monitor carbon dioxide (CO₂) emissions coming from inland transport modes and to select and design climate change mitigation policies, based on their impact and adapted to local conditions; (v) in transport statistics – methods and data – that are internationally agreed on; (vi) in studies and reports that help transport policy development by addressing timely issues, based on cutting-edge research and analysis. ITC also devotes special attention to Intelligent Transport Services (ITS), sustainable urban mobility and city logistics, as well as to increasing the resilience of transport networks and services in response to climate change adaptation and security challenges.

In addition, the UNECE Sustainable Transport and Environment Divisions, together with the World Health Organization (WHO)–Europe, co-service the Transport Health and Environment Pan-European Programme (THE PEP).

INTRODUCTION

UNECE activities focused on developing standards and conventions in inland navigation began following the establishment of the Sub-Committee on Inland Water Transport by the Inland Transport Committee of UNECE at its sixteenth session in December 1956. It was acknowledged that harmonized navigation rules were essential to facilitate traffic on inland waterways and to ensure safety, and this Sub-Committee, subsequently transformed into the Working Party on Inland Water Transport (SC.3), has, since then, been the guardian of these rules.

The European Code for Inland Waterways (CEVNI) was first adopted in 1962 by resolution No. 4 by the aforementioned Sub-Committee which was further replaced by resolution No. 24 of 15 November 1985 and subsequently revised in 1998, 2000, 2006, 2008 and 2014.

This sixth revised edition of CEVNI (CEVNI 6) replaces the fifth revision of the annex to resolution No. 24. It was adopted by resolution No. 102 at the sixty-fifth session of the Working Party on Inland Water Transport in November 2021, in accordance with the approval procedure established since the adoption of the original Resolution in 1985. It builds on the outcome of seventeen meetings of the CEVNI Expert Group held between 2017 and 2021 and has been prepared with the active engagement of the Central Commission for the Navigation of the Rhine, the Danube Commission, the Mosel Commission and the International Sava River Basin Commission. The present revision has incorporated amendment Nos. 1 to 4 to CEVNI 5, adopted by SC.3 between 2017 and 2020, modifications approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its fifty-eighth and fifty-ninth sessions in 2021 and a number of editorial modifications and has been finalized at the Special session of SC.3/WP.3 on the European Code for Inland Waterways held on 22 June 2021.

With this sixth edition, the Working Party on Inland Water Transport has taken into account best practices from the up-to-date traffic regulations of UNECE member States and the river commissions, other SC.3 resolutions, such as resolution No. 90, “European Code for Signs and Signals on Inland Waterways” (SIGNI), the second revision of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61), the fourth revision of the Recommendation on electronic chart display and information system for inland navigation (annex to resolution No. 48), the second revision of the International Standard for Tracking and Tracing on Inland Waterways (annex to resolution No. 63), the revised International Standard for Electronic Ship Reporting in Inland Navigation (annex to resolution No. 79), provisions of the European standards adopted by the European committee for drawing up standards in the field of inland navigation (CESNI) and new developments in the sector.

In particular, this edition contains the updated provisions for the list of documents to be present onboard an inland waterway vessel, the stability of vessels carrying containers, safety of vessels using liquefied natural gas as a fuel, navigation by radar, radiotelephony, information and navigation devices such as Inland AIS and Inland ECDIS, reporting requirements, provisions for the prevention of pollution of water from inland waterway vessels and other prescriptions.

RESOLUTION No. 24

Adopted on 15 November 1985

by the Working Party on Inland Water Transport

The Working Party on Inland Water Transport,

Having regard to resolution No. 4 of the Sub-Committee on Inland Water Transport (TRANS/270, annex 1) concerning the application of the European Inland Waterway Navigation Code (CEVNI), and to the amended text of CEVNI reproduced in document W/TRANS/SC.3/37/Rev.2, which takes into account the Sub-Committee's resolutions Nos. 7 and 8 and its report TRANS/333, annex 1,

Noting that amendments concerning navigation on lakes and concerning navigation on rivers, in particular for small craft, have been added to CEVNI by resolutions Nos. 19 and 20 respectively (TRANS/SC.3/91, annex 1 and TRANS/SC.3/95),

Noting that, through the application of the recommendations of these resolutions by Governments and river commissions, the corresponding regulations in force on European inland waterways have to a large extent been harmonized,

Noting the increase in traffic on inland waterways and, inter alia, the development of sea river transport and of modern techniques in navigation,

Noting the desirability, in the interest of safety in navigation, of taking into account in CEVNI developments in inland navigation and their consequences for the regulations in force,

Noting further the desirability of incorporating the special provisions concerning navigation on lakes and the rules of the road for small craft in the relevant parts of CEVNI,

Having considered the request by the Inland Transport Committee that CEVNI should be revised (W/TRANS/SC.3/37/Rev.2) (ECE/TRANS/23, para. 115),

Decides to replace the text of CEVNI, as reproduced in document W/TRANS/SC.3/37/Rev.2, and the amendments thereto reproduced in documents TRANS/SC.3/91, annex 1 and TRANS/SC.3/95, by the annex to this resolution, entitled "CEVNI: European Code for Inland Waterways", which is reproduced in document TRANS/SC.3/115,

Decides to formulate annexes 9, 10 and 11 after the revision of the European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterway (ADN) (resolution No. 223 of the Inland Transport Committee),

预览已结束，完整报告链接和二维码如下：

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