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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Navigation

Working Party on the Standardization of
Technical and Safety Requirements in
Inland Navigation

(Twenty-second session, 6-8 June 2001)

**REPORT OF THE WORKING PARTY ON ITS
TWENTY-SECOND SESSION**

ATTENDANCE

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation held its twenty-second session from 6 to 8 June 2001. Representatives of the following countries took part in its work: Austria; Bulgaria; Czech Republic; France; Germany; Hungary; Netherlands; Russian Federation; Switzerland and the Ukraine. Representatives of the following intergovernmental organizations attended the session: Danube Commission (DC); Central Commission for the Navigation of the Rhine (CCNR).

ADOPTION OF THE AGENDA

2. The Working Party adopted the provisional agenda prepared by the secretariat (TRANS/SC.3/WP.3/43).

ELECTION OF OFFICERS

3. In accordance with the decision taken by the Working Party at its first session (TRANS/SC.3/WP.3/2, para. 3), Mr. R. Van Doorn (Netherlands) chaired the session.

UPDATING THE EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)

Documentation: TRANS/SC.3/115/Rev.1 and Amends.1-2; TRANS/SC.3/2000/3; TRANS/SC.3/2000/4.

4. The Working Party noted, with appreciation, the preliminary black-and-white version of the revised French version of CEVNI as amended by resolutions Nos. 26, 27, 37, and 43-47 prepared by the secretariat (TRANS/SC.3/115/Rev.2) and was informed that the colour version of the revised CEVNI was expected to be ready in all three languages as a loose-leaf publication by the forty-fifth session of the Working Party on Inland Water Transport (23-25 October 2001).

(a) Amendment of chapter 1

Documentation: TRANS/SC.3/WP.3/2000/8; TRANS/SC.3/WP.3/2001/12; TRANS/SC.3/WP.3/2001/14; TRANS/SC.3/WP.3/2001/15.

5. It was agreed that the text of article 1.02 (7) should read as follows:

“7. In the case of a moored vessel or assembly of floating material having no boatmaster:

- (a) the operator and owner of such vessel or assembly,
- (b) the person responsible for keeping watch and surveillance under article 7.08,

shall be responsible for ensuring compliance with the provisions of these regulations.”

6. The Working Party took note of the proposals of the Netherlands concerning the possible amendment of articles 1.07 (maximum load and maximum number of passengers; visibility requirements from the wheelhouse) and 1.09 (steering), as set out in TRANS/SC.3/WP.3/2001/14, and invited Governments and river commissions to transmit their comments and proposals on these two articles to the secretariat **by 1 November 2001**.

(b) Amendment of chapter 3

Documentation: TRANS/SC.3/WP.3/2000/8; TRANS/SC.3/WP.3/2000/12; TRANS/SC.3/WP.3/2001/14; TRANS/SC.3/WP.3/2001/15; TRANS/SC.3/WP.3/2000/12.

7. The Working Party came back again to the consideration of possible amendment of the definition of the term “height” in article 3.01(5)(e) in the light of a number of additional comments and proposals by Governments reflected in the above-mentioned documentation and agreed to leave the text of the definition unchanged as it stands currently in the second revised version of CEVNI (see document TRANS/SC.3/115/Rev.1/Amend.2), i.e.:

“(e) The term “height” means the height above the level of the draught marks or, for vessels without draught marks, above the hull”.

8. The Working Party considered once again the proposals of the Russian Federation concerning possible amendments of articles 3.15 and 3.16(4) as reflected in TRANS/SC.3/WP.3/2000/12 and TRANS/SC.3/WP.3/2001/15 and agreed as follows:

- the text of article 3.15 should be left unchanged as it stands in TRANS/SC.3/115/Rev.1/Amend.2;
- in article 3.16(3) the same footnote as in paragraph 1 of this article should be added to the text prescribing day marking of ferry-boats moving independently.

9. The Working Party considered the proposal of the Netherlands on the amendment of article 3.32, as set out in TRANS/SC.3/WP.3/2001/14, and agreed to amend the article as follows:

“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.”

10. It was agreed that paragraph 4 of article 3.10 should be supplemented with a footnote as suggested by the Danube Commission in TRANS/SC.3/WP.3/2001/15 to read:

“¹ 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 must bear the lights prescribed in paragraph 1 (c) (i) above.”

(c) Amendment of chapter 4

11. Amendment of chapter 4 of CEVNI was dealt with under item 3(g) “Future work on amendment of CEVNI” (see paragraph 18 below).

(d) Amendment of chapter 6

Documentation: TRANS/SC.3/WP.3/2000/8; TRANS/SC.3/WP.3/2001/12;
TRANS/SC.3/WP.3/2001/15.

12. Based on the proposal of Ukraine in TRANS/SC.3/WP.3/2001/15/Add.1 the Working Party decided to amend the last sentence of article 6.09 to read:

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

13. The Working Party continued the consideration of the proposal of the Netherlands concerning the possible amendment of article 6.21, as set out in TRANS/SC.3/WP.3/2000/8, and agreed as follows:

- the text of a new paragraph 6.21(5) should be rejected as contradictory to the practice used on the Danube and other non-Rhine river basins;
- the proposed text of a new paragraph 6.21(6) was renumbered as a new paragraph 6.21(5) reading:

“5. Passenger vessels with passengers on board shall not sail in side-by-side formation.”

(e) Amendment of chapter 7

Documentation: TRANS/SC.3/WP.3/2000/8; TRANS/SC.3/WP.3/2001/15 and Add.1.

14. The Working Party came back to consideration of the proposal of the Netherlands concerning the amendment of article 7.08(3) as set out in TRANS/SC.3/WP.3/2000/8 and agreed to modify the text of paragraph 3 of this article to read:

“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.”

(f) Amendment of annex 3

Documentation: TRANS/SC.3/WP.3/2001/14.

15. The Working Party approved the proposal of the Netherlands on amendment of annex 3, as set out in TRANS/SC.3/WP.3/2001/14, concerning the marking of high-speed vessels and prohibition of smoking, or using an unprotected lighter or flame.

(g) Future work on amendment of CEVNI

Documentation: TRANS/SC.3/WP.3/2001/12; TRANS/SC.3/WP.3/2001/13; TRANS/SC.3/WP.3/2001/14; TRANS/SC.3/WP.3/2001/18; TRANS/SC.3/WP.3/2000/15.

(i) High-speed vessels

16. The Working Party had an exchange of views on the proposals of the Netherlands related to high-speed vessels, as set out in TRANS/SC.3/WP.3/2001/14, and felt that there was indeed a need for inclusion in CEVNI of detailed rules regarding such vessels which are increasingly used on inland waterways. The following concrete remarks were made in this regard:

- the French term “bateau rapide” should be translated in English as “high-speed vessel” and in Russian as “vysokoskorostnoe sudno”;
- in article 6.01**bis** the list of high-speed vessels should not be exhaustive as shown in square brackets but should be introduced with the words: “such as”. It was suggested to consider if this list should not be brought to article 1.01(cc) rather than to article 6.01**bis**.
- in paragraph 3.08(5) a reference to technical requirements for a “strong” yellow light could be made which should be developed and included into table 1 of annex 5 to CEVNI;
- experts members of the Working Party were invited to consider whether the term “scintillating light” (“feu scintillant”, “mertsajuschij ogon”) should be continued to be used in CEVNI. In so doing they were advised to use, as far as possible, the terms used in sea shipping and, in particular, in the Convention on the International Regulations for Preventing Collisions at Sea (COLREG);
- a question of restriction of a direct view in front of a high-speed vessel could be considered and a concrete value of a minimum distance could be prescribed in CEVNI in order to ensure the safety of swimmers;
- consideration should be given to possible limitation for navigation of high-speed vessels to day time only.

17. The Working Party invited Governments and river commissions to consider the proposals of the Netherlands concerning high-speed vessels as set out in TRANS/SC.3/WP.3/2001/14 in

articles 1.01(cc), 1.09(4), 3.08(5), 4.05(3), 6.01**bis**, 6.02.(2), 6.06 and 6.28(11) and submit their comments and proposals to the secretariat **by 1 November 2001** at the latest.

(ii) Navigation in reduced visibility

18. The Working Party had an exchange of views on the proposals of Germany and of the Netherlands related to the navigation in reduced visibility, as set out in TRANS/SC.3/WP.3/2001/12, TRANS/SC.3/WP.3/2001/13 and TRANS/SC.3/WP.3/2001/14. The following concrete remarks were made with regard to the text of the amended articles proposed:

Article 4.05

- (i) In paragraph 1(a) of TRANS/SC.3/WP.3/2001/14 it should be added that the radar and rate-of-turn indicator should be type approved.
- (ii) In paragraph 1(b) of TRANS/SC.3/WP.3/2001/14 it should be added that the person in question should be “qualified to operate the radar”. It was felt that the use of radar for training purposes should be allowed not only in daytime but also at nighttime and always in good visibility. Delegates were invited to consider if such training at nighttime might warrant the need for a presence on board of a certified radar operator.
- (iii) It was felt that there was possibly no need to prescribe that vessels should continue to be equipped with a device for emitting a three-tone signal as mentioned in paragraph 1(b) of TRANS/SC.3/WP.3/2001/13 if they are equipped with radar and a telephone set.
- (iv) The last phrase of paragraph 1 in TRANS/SC.3/WP.3/2001/13 concerning the equipment of small craft with radio telephone set should be retained.

Article 6.30

- (v) Paragraph 4 in TRANS/SC.3/WP.3/2001/14 concerning small craft was deleted.
- (vi) It was felt that paragraph 5 might need to be reformulated in the sense that although the passing port to port should be a general rule, passing starboard to starboard should also be allowed when navigational conditions of a particular inland waterway so require.

Article 6.31

- (vii) In paragraph 1 reference should be given to article 6.32(5) and not to 6.32(4). It was felt that there was possibly no need to prescribe that vessels should continue to be required to give sound signals by the ship’s bell.

Article 6.32

- (viii) It was suggested that the first person mentioned in paragraph 2 in TRANS/SC.3/WP.3/2001/14 should be required to “hold a diploma required by the authorities for the section of the inland waterway and for the type of the vessel he navigates.”
- (ix) The last phrase in paragraph 6 in TRANS/SC.3/WP.3/2001/14 concerning small craft should be deleted.

Article 6.33

- (x) In paragraphs 1(b) and 2 in TRANS/SC.3/WP.3/2001/14 the term “as a fog signal” should be deleted.
- (xi) In subparagraph 1(c) in TRANS/SC.3/WP.3/2001/14 in the last phrase the term “the oncoming vessel” should be redrafted to read: “this vessel”. In subparagraph 1(d), first hyphen the term “the other vessel” should be redrafted to read: “this vessel”.

Annex 6

- (xii) In section F(a) in TRANS/SC.3/WP.3/2001/14 reference should be given to article 6.32(5) and not 6.32(4).
- (xiii) A footnote should be given to the text of section F(b) similar to that used in article 6.33(1)(b) of TRANS/SC.3/WP.3/2001/14.
- (xiv) Subparagraph (d) should be added to section F in TRANS/SC.3/WP.3/2001/14 reading:

**“Ferry-boats not
navigating by
radar**

**One long blast
followed by four
blasts, repeated
at intervals of not
more than one
minute**

**Article 6.33,
paragraph 2”**

19. The Working Party invited Governments and river commissions to consider the proposals of Germany and of the Netherlands concerning navigation in reduced visibility, as set out in TRANS/SC.3/WP.3/2001/12, TRANS/SC.3/WP.3/2001/13 and TRANS/SC.3/WP.3/2001/14 (articles 4.05, 6.30, 6.31, 6.32, 6.33 and annex 6) in the light of the discussions held and remarks made in paragraph 16 above, and submit their comments and proposals to the secretariat **by 1 November 2001** at the latest. To facilitate the discussion on this matter at the twenty-fourth session of the Working Party, the secretariat together with the Chairman were requested to prepare a preliminary revised text of the articles in question as agreed by the Working Party and annex it to the report.

(iii) Proposals by the Government of Ukraine on future work on amendment of CEVNI

20. The Working Party took note of the proposals of Ukraine concerning future work on amendment of CMNI and SIGNI and, given the late receipt of the document, asked Governments and river commissions to comment in writing on the proposal of Ukraine to supplement CEVNI with additional provisions concerning navigation on reservoirs and lakes (TRANS/SC.3/WP.3/2001/18, para. 1). In this regard it was recalled that some time ago the Working Party had already considered the possibility of having a separate set of rules for lakes along with rules for free-flowing rivers and canals. It was decided then, however, to have only two classes: Class I (rivers) and Class II (canals, lakes and broad waterways). Therefore, it was felt that additional rules for navigation on lakes and reservoirs could possibly find their place as rules for Class II waterways, if found acceptable by the Working Party.

21. Governments and river commissions were also invited to transmit to the secretariat by 1 November 2001 national or international standards for waterway signs and marking. The Working Party agreed to come back to this item at its twenty-fourth session and decide if such standards could possibly be added to SIGNI.

AMENDMENT OF THE SIGNS AND SIGNALS ON INLAND WATERWAYS (SIGNI)

Documentation: TRANS/SC.3/108 and Corr.1 and Add.1; TRANS/SC.3/WP.3/2001/19.

22. Given the introduction into the revised CEVNI of a number of new or modified signs, the Working Party agreed to proceed with the amendment of SIGNI. The secretariat was requested to prepare for the twenty-fourth session of the Working Party a black and white copy of draft amendments to SIGNI for consideration by SC.3/WP.3 along the proposals contained in TRANS/SC.3/WP.3/2001/19.

RADAR INSTALLATIONS AND RATE-OF-TURN INDICATORS

23. It was recalled that, at its twentieth session, the Working Party had considered the proposal of the Russian Federation on draft requirements for radar installations and rate-of-turn indicators of inland navigation vessels (TRANS/SC.3/WP.3/1999/19) and had agreed that the first part of it relating to CEVNI should be considered in the course of its twenty-second session in the light of proposals to be prepared by the delegations of Germany and the Netherlands regarding the navigation by radar and the use of radiotelephone under reduced visibility covering the provisions of existing articles 6.30, 6.32, 6.33 and of a newly proposed article 4.05 (TRANS/SC.3/WP.3/40, para. 21).

24. The Working Party, referring to the discussion held at the current session on possible amendment of the above-mentioned articles (see para. 18 above) invited the delegation of the Russian Federation to inform the Working Party at its twenty-fourth session if, in its view, any additional amendments should be made to the articles in question.

STANDARDIZATION OF SHIPS AND INLAND WATERWAYS FOR RIVER/SEA NAVIGATION

Documentation: TRANS/SC.3/WP.3/1999/21; TRANS/SC.3/WP.3/2000/9 and Add.1; TRANS/SC.3/WP.3/2001/16.

25. The Working Party, at its twentieth session, had an exchange of views on the report of the Working Party 16 of the PIANC: "Standardization of ships and inland waterways for river/sea navigation" (TRANS/SC.3/WP.3/1999/21) in the light of the comments from Governments (TRANS/SC.3/WP.3/2000/9 and Add.1) on the possible extension of the existing classification of European inland waterways to sea-river navigation. The summary of the discussion is reflected in TRANS/SC.3/WP.3/40, paragraphs 24-25.

26. The Working Party took note of additional considerations received from Governments and river commissions (TRANS/SC.3/WP.3/2001/16 and Add.1) and felt that it had sufficient material for formulating its position on the matter and reporting back to the Working Party on Inland Water Transport. Volunteer delegates were invited to draft, together with the secretariat, a discussion paper on possible extension of the existing classification of European inland waterways (annex to resolution No. 30, TRANS/SC.3/131) to sea-river navigation and transmit it for consideration of the Working Party at its twenty-fourth session.

ELECTRONIC NAVIGATIONAL MAPS

Documentation: TRANS/SC.3/WP.3/2001/17 and Add.1; TRANS/SC.3/WP.3/2000/14; Informal Documents Nos. 1, 2 and 3.

27. It was recalled that, in the course of its twentieth session, the Working Party had an exchange of views on this item based on a discussion paper transmitted by the delegation of Bulgaria (TRANS/SC.3/WP.3/2000/14) and felt that timely agreement on one and the same standard for electronic navigational charts to be used throughout the E waterway network, especially in conjunction with the future traffic guidance scheme and Global Positioning System, would greatly facilitate international water transport operations and enhance the safety of navigation (TRANS/SC.3/WP.3/40, paras. 27-28).

28. The Working Party was informed of the work which had been carried out within the European Union on elaboration of the Inland ECDIS (Electronic Chart Display and Information Systems) Standard compatible with relevant existing standards of the International Hydrographic Organization (IHO) and of the International Maritime Organization (IMO) and took note of the Inland ECDIS Standard as adopted by CCNR for the use on the River Rhine (reproduced in Informal Document No. 2, short of technical annexes and appendixes).

29. The Working Party felt that the standard could be recommended for use in all UNECE countries concerned with inland navigation and agreed to request the secretariat to transmit the text of a relevant draft resolution, as proposed by the delegation of Austria in Informal Document No.3, to the Working Party on Inland Water Transport for consideration and adoption. The secretariat was requested also to issue Informal Document No. 2 as a formal UN/ECE document for consideration by the Working Party SC.3.

OTHER BUSINESS

(a) Distribution of documents

30. It was recalled that SC.3 and SC.3/WP.3 websites had been made available on the Internet and could be consulted under: <http://www.unece.org/trans/main/sc3>. The websites contain the reports, agendas of forthcoming sessions, major publications and working documents. To facilitate and accelerate the publication by the secretariat of working documents for the SC.3/WP.3 sessions, delegates were invited, wherever possible, to duplicate the submission by mail (fax) of their proposals for SC.3/WP.3 sessions by E-Mail: viatcheslav.novikov@unece.org.

(b) Dates of the next sessions

31. The twenty-third and twenty-fourth sessions of the Working Party SC.3/WP.3 are scheduled to take place on 19-21 March and on 5-7 June 2002.

ADOPTION OF THE REPORT

32. In accordance with established practice, the Working Party adopted the report of its twenty-second session on the basis of the draft prepared by the secretariat.

Annex**PRELIMINARY REVISED TEXT OF ARTICLES OF CEVNI
CONCERNING NAVIGATION IN REDUCED VISIBILITY****UPDATING THE EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)****Chapter 4****SOUND SIGNALS ON VESSELS – RADIOTELEPHONY – USE OF RADAR****Article 4.05 - *Radar***

1. Vessels may not use radar unless

(a) They are fitted both with radar equipment and a rate-of-turn indicator in proper working order and type approved 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 diploma certifying the qualification to navigate by radar and issued 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], even when there is no such person on board.

Small craft shall also be equipped with a radio telephone in proper working order for the ship-to-ship network.

2. In pushed 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.

Chapter 6**RULES OF THE ROAD****F. REDUCED VISIBILITY – NAVIGATION BY RADAR****Article 6.30 - *General rules for navigation in reduced visibility; use of radar***

1. In reduced visibility all vessels under way shall use radar.¹

¹ The competent authorities may waive this provision or apply it only on certain waterways.
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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. They shall use the radio telephone to give other vessels the necessary information for safety.

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.¹

[However, passing starboard to starboard can also be allowed by the competent authorities when navigational conditions of particular waterways so require.]

Article 6.31 - Sound signals when stationary

<u>Class I</u>	<u>Class II</u>
<p>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 radio telephone 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 radio telephone [or give sound signals as follows:</p> <p>(a) When they are to the left of the channel (for an observer facing downstream):</p> <p>One peal of a bell;</p> <p>(b) When they are to the right of the channel (for an observer facing downstream):</p> <p>Two peals of a bell;</p>	<p>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 radio telephone 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 radio telephone [or give:</p> <p>One peal of a bell.</p> <p>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.]</p>

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

<p>(c) When their position is uncertain:</p> <p>Three peals of a bell.</p> <p>[Paragraphs 2-5 remain unchanged]</p>	<p>[Paragraphs 2-5 remain unchanged]</p>
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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.

<u>Class I</u>	<u>Class II</u>
<p>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 radio telephone to the oncoming vessels its category, name, direction and position and agree with these vessels on a procedure for passing.</p> <p>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 radio telephone, the vessel proceeding downstream shall draw the attention of this vessel to the dangerous situation by radio telephone and agree on a procedure for passing.</p>	<p>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 radio telephone to the oncoming vessels its category, name, direction and position and agree with these vessels on a procedure for passing.</p> <p>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 radio telephone, the vessel shall draw the attention of the other vessel to the dangerous situation by radio telephone and agree on a procedure for passing.</p>

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

- sound one long blast and repeat this signal as often as necessary;
- reduce speed and, if necessary, stop.

6. Any vessel navigating by radar and called by radio telephone shall reply by radio telephone, giving its category, name, direction and position. It shall then agree on a passing procedure with the oncoming vessel.

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 a berthing area. The following provisions shall apply during the voyage to this area:

(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 as a fog-signal;¹ this signal shall be repeated at intervals of not more than one minute. Such vessels shall have a look-out forward; in the case of convoys, however, a look-out is required on the leading vessel only. The look-out shall be within sight or hearing or in communication through a voice link with the boatmaster of the vessel or convoy.

(c) When a vessel is called by radio telephone from another vessel it shall reply by radio telephone, 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 radio telephone, 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.

	<u>Class II</u>
	2. Ferry boats not navigating by radar shall, instead of the signal prescribed in paragraph 1 above, give one long blast followed by four short blasts; this signal shall be repeated at intervals of not more than one minute.

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

Annex 6

Sound signals

F. Sound signals in reduced visibility

(a) Vessels proceeding alone or convoys navigating by radar, when radio telephone contact cannot be established:

a long blast, repeated

Article 6.32, paragraph 5

(b) Vessels proceeding alone or convoys not navigating by radar:¹

a long blast repeated at intervals of not more than
one minute

Article 6.33, paragraph
1 (b)

[(c) Stationary vessels [unchanged]]

(d) Ferry boats not navigating by radar:

one long blast followed by four short blasts,
repeated at intervals of not more than one minute

Article 6.33, paragraph 2

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