Conscious of the importance of the Sava River for the economic, social and cultural development of the region,
Desirous of development of the inland navigation on the Sava River,
Having regard to the European code for inland waterways (CEVNI) and General rules for the navigation on the Danube (OPPD),
In accordance with Article 16 Paragraph 1 (a) and 2 of the Framework Agreement of the Sava River Basin and Article 2 of the Protocol on the Navigation Regime to the Framework Agreement of the Sava River Basin, the International Sava River Basin Commission (hereinafter: Sava Commission) on its XXIV Session held on October 26-27, 2010, has adopted the following

DECISION – 19/10

on adoption of

AMENDMENTS TO THE DECISION 30/07 ON ADOPTION OF THE NAVIGATION RULES ON THE SAVA RIVER BASIN

1. Text of the Amendments to the Decision 30/07 on adoption of the Navigation Rules on the Sava River Basin and Consolidated text of the Navigation Rules on the Sava River Basin are attached to this Decision as its integral parts.

2. Parties shall adopt the measures necessary to implement this Decision and notify the Sava Commission.

3. This Decision shall be binding for the Parties unless any of the Sava Commission members withdraws his vote within 30 days after the decision has been adopted, or informs the Sava Commission that the Decision is subject to the approval of the relevant authority of his State.

   If any of the Sava Commission members withdraws his vote within 30 days after the decision has been adopted, or informs the Sava Commission that the Decision is subject to the approval of the relevant authority of his State, the Sava Commission Secretariat shall, thereof, inform all other Sava Commission members.

4. If no member withdraws his vote nor informs the Sava Commission that the Decision is subject to the approval of the relevant authority of his State, the Decision shall enter into force on November 27, 2010, and shall apply as of June 1, 2011.

5. Upon entry into force, this Decision shall be binding in its entirety and directly applicable in the Parties.
6. The Sava Commission Secretariat shall notify the Parties of the entry into force of the Decision.

Ref. No.: 1S-24-D-10-1/1-2

Zagreb, October 27, 2010

Mr. Branko Bačić

Chairman of the ISRBC
AMENDMENTS TO THE

DECISION 30/07

ON THE NAVIGATION RULES ON THE
SAVA RIVER BASIN
I. AMENDMENTS TO CHAPTER 1, “GENERAL PROVISIONS”

1. Amendments to Article 1.01 – Meaning of certain terms

(a) Amend paragraph d) as follows: The term “small craft” means any vessel with a hull less than 20 m long without rudder or bowsprit, except vessels built or equipped to tow, push or propel vessels other than small craft in side by side formation and except craft authorized to carry more than 12 passengers, ferryboats and pushed barges;

(b) Amend paragraph f) as follows: “The term “floating establishment” means any floating installation that is normally stationery, e.g. landing-places, accommodation-establishment, restaurants, repair-shops, warehouses, pontoon bridges, floating hangars, watermills;”

(c) Amend paragraph e) as follows: The term “floating equipment” means floating structures carrying machinery used for work on waterways or in harbours (dredgers, elevators, derricks, cranes, etc.);

(d) Amend paragraph h) as follows: “The term “ferry-boat” means any vessel providing a transport service across a waterway that is classed as a ferry-boat by the competent authorities. Vessels providing such a service which do not move independently shall in any case be classified as “ferry-boats”;

(e) At the end of paragraph m) add: “A convoy composed of a pusher and a pushed craft coupled so as to permit guided articulation is also considered as rigid.”

(f) In paragraph t) instead of the number 50 put in number 40;

(g) In paragraph (cc) delete “still” and “when this is stated in its inspection certificate”

(h) Amend the paragraph ff) as follows:“The term “left and right banks” means the sides of the waterway when moving from the source to the mouth;”

(i) Amend the paragraph gg) as follows: “The term “fairway” means that part of the waterway that can actually be used by shipping; “

(j) Add a new entry with the following definition of “waterway”: “The term “waterway” means any inland water open to navigation;”

(k) Add a new entry with the following definition of “upstream and downstream”: “The term “upstream” means the direction towards the source of the river. On canals, the direction shall be determined by the competent authorities and the term “in the direction from point A to point B” shall be used. “Downstream” means the other way around;”

(l) Add a new entry with the following definition of “ADN”: “The term “ADN” means The Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways;”

(m) Add a new entry with the following definition of “Passenger vessels”:

“The term “passenger vessel” means a day-trip or cabin vessel constructed and equipped to carry more than 12 passengers;”

(n) Add a new entry with the following definition of “Navigation by radar”:

“The term “Navigation by radar” means navigation, in conditions of reduced visibility, using the radar;”
(o) Restructure Article 1.01 by grouping definitions by theme. (The new article 1.01 is contained in the annex)

2. Amendments to Article 1.02 – Boatmaster

(a) In paragraph 1 amend point d) as follows:

(d) In a pushed convoy propelled by two pushers side-by-side, the boatmaster of the pusher providing the main propulsion shall be the boatmaster of the convoy;

(b) In paragraph 1 amend point e) as follows:

“In other cases, the boatmaster of the convoy shall be designated”

(c) In paragraph 5. delete “and any special instructions given them by officials of the competent authorities”

(d) Amend the paragraph 7. as follows:

“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 Rules shall be:

(a) The person responsible for keeping watch and surveillance under article 7.08;

(b) The operator or owner of such vessel or assembly.”

3. Amendment to Article 1.04 – General obligation to exercise vigilance

(a) Amend the paragraph 2 as follows:

“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.”

(b) In paragraph 3 replace “The above provisions” by “Paragraph 2”

4. Amendments to Article 1.06 – Use of the waterway

(a) Replace “fairway” with “waterway”
5. Amendments to Article 1.07 – Maximum load and maximum number of passengers
   (a) Amend the title of article as follows
   “Maximum load, and maximum number of passengers and view”
   (b) In paragraph 2 after word load add “or list”, delete “or indirect” and replace “abaft” with “astern”
   (c) The first sentence in paragraph 2 becomes a new paragraph 3
   (d) Move the current paragraph 3 down as paragraph 5

6. Amendments to Article 1.08 - Construction, rigging and crews of vessels
   (a) Amend the second sentence in the paragraph 2 as follows: “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.
   (b) Delete paragraph 3
   (c) Add a new paragraph 3 to read:
      These requirements are considered to be complied with when the ship has a ship’s certificate, issued in accordance with regulation in force, or other recognized ship’s certificate, and when the construction and the equipment of the vessel correspond to the content of the ship’s certificate
   (d) Add a new paragraph 4 to read
      Without prejudice to paragraph 3, the life-saving devices suitable for passengers mentioned in the ship’s certificate shall be available on board of the vessel. Life-saving devices shall be available for distribution to passengers and will correspond to the number of adults and children.

7. Amendments to Article 1.09 – Steering
   (a) In paragraph 1 add: The competent authorities may prescribe other provisions concerning age for steering small crafts.
   (b) Delete the last sentence in paragraph 2
   (c) Amend the first sentence in paragraph 4 as follows:
      When under way, all high-speed vessels shall be steered by a person not younger than 21 years of age who has the necessary qualifications referred to in article 1.02, paragraph 1 and the certificate referred to in article 4.06, paragraph 1 (b).

8. Amendments to Article 1.10 – Vessel’s papers and other documents
   (a) Amend paragraph 1 as follows:
“The following documents shall be available on board:

(a) Ship’s certificate;

(b) A measurement certificate if applicable;

(c) Ship’s articles or crew list;

(d) A ship’s log;

(e) Boatmaster’s certificate or certificates belonging to boatmasters of the vessel and for other crew members a service record duly completed.

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

(b) Amend the paragraph 4. as follows: “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.”

(c) In the paragraph 5 in the model of the metal plate replace “Certificate of Registry No.” with “Ships certificate No.”, after word “Official” add word “identification” and delete “certificate of registry” in all other text in paragraph.

9. Amendments to Article 1.11 – Navigation regulations

(a) Amend the current paragraph 1. of Article 1.11 as follows

1. An updated copy of these Rules shall be carried on board of every vessel, except unmanned vessels, open small crafts and assemblies of floating material.

(b) Delete footnote 2

(c) Add a new paragraph 2 to read

An electronic version is acceptable when readable at short notice.

10. Amendments to Article 1.12 – Dangerous objects on board; loss of objects; obstacles

(a) In paragraph 1 replace “fairway” with “waterway”

(b) Amend paragraph 2 as follows:

“Anchors shall be in the fully raised position unless they are used.”

(c) In paragraph 4 delete last sentence.

11. Amendments to Article 1.13 – Protection of waterway signs and marking

(a) In paragraph 1 and 3 in brackets delete etc. and in front add “such as”
12. Amendments to Article 1.14 – Damage to permanent structures
   (a) In paragraph 1 in bracket delete etc. and in front add “such as”.

13. Amendments to Article 1.16 - Salvage and assistance
   (a) In paragraph 1 replace those with persons

14. Amendments to Article 1.17 – Grounded or sunken vessels
   (a) In paragraph 2. replace numbers 3.23 and 3.35 with number 3.25
   (b) Delete paragraph 4.

15. Amendments to Article 1.18 – Obligation to clear the fairway
   (a) Delete paragraph 3.

16. Amendments to Article 1.19 – Special instruction
   (a) Delete paragraph 2

17. Amendments to Article 1.20 – Inspection
   (a) Add a new paragraph 2 as follows:

   “Authorized officials of the competent authorities may, except in special cases when the provisions
   of other legislation are applied, by means of a special decision prohibit the navigation of a
   vessel and, in particularly, in the following cases:

   (a) When the vessel does not have a ship’s certificate or national navigation permit or these
   documents have expired;

   (b) When the vessel does not comply with the conditions referred to in Article 1.07;

   (c) When the crew or the vessel does not comply with the conditions referred to in
   Article 1.08;

   (d) When the capabilities of the boatmaster or on-duty crew members have been
   diminished due to a state of fatigue or intoxication. “

18. Amendments to Article 1.23 – Authorization of public events
   (a) Paragraph 2. of this article becomes Paragraph 1. and in text delete “from the Paragraph 1. of this
   Article”
Article 1.01 - Meaning of certain terms

In these regulations, the following definitions are used:

A. Types of vessels

(1) The term “vessel” means any inland waterway craft, including small craft and ferry-boats, as well as floating equipment;

(2) The term “motorized vessel” means any craft using its own mechanical means of propulsion, except craft whose engines are used only to cover short distances (in harbors or at loading and unloading points) or to make them easier to handle while being towed or pushed;

(3) The term “floating equipment” means floating structures carrying machinery used for work on waterways or in harbors (dredgers, elevators, derricks, cranes, etc.);

(4) The term “ferry-boat” means any vessel providing a transport service across a waterway, that is classed as a ferry-boat by the competent authorities. Vessels providing such a service which do not move independently shall in any case be classified as “ferry-boats”;

(5) The term “high-speed vessel” means a motorized vessel, with the exception of small craft, capable of travelling at a speed greater than 40 km/h in relation to water;

(6) The term “passenger vessel” means a day-trip or cabin vessel constructed and equipped to carry more than 12 passengers;

(7) The term “pushed barge” means any vessel designed or specially equipped to be pushed; “barge” means any vessel designed or specially equipped to be towed;

(8) The term “shipborne barge” means a pushed barge designed to be carried on board seagoing vessels and to navigate on inland waterways;

(9) The term “sailing vessel” means any vessel proceeding under sail only; a vessel proceeding under sail and making use at the same time of its own mechanical means of propulsion shall be considered as a motorized vessel;

(10) The term “small craft” means any vessel with a hull less than 20m long without rudder or bowsprit, except vessels built or equipped to tow, push or propel vessels other than small craft in side by side formation and except craft authorized to carry more than 12 passengers, ferryboats and pushed barges;

(11) The term “water bike” means any small craft using its own mechanical means of propulsion, which is able to carry one or more persons and built or designed to be used for skiing over the water or performing figures, for example, waterbobs, waterscooters, jetbikes, jetski and other similar craft.

Consolidated Article 1.01
B. Convoys

(1) The term “convoy” means a towed convoy, a pushed convoy or a side-by-side formation;

(2) The term “towed convoy” means any group consisting of one or more vessels, floating establishments or assemblies of floating material towed by one or more motorized vessels, the latter forming part of the convoy and being known as tugs;

(3) The term “pushed convoy” means a rigid group of vessels, one at least of which is placed in front of the motorized vessel propelling the convoy and is known as a pusher. A convoy composed of a pusher and a pushed craft so as to permit guided articulation is also considered as rigid;

(4) The term “side-by-side formation” means a group consisting of vessels coupled side-by-side, none of which is placed in front of the motorized vessel propelling the formation.

C. Light and sound signals


(3) The terms “scintillating light” and “quick scintillating light” mean rhythmic lights flashing 40-60 times per minute and 100-120 times per minute;

(4) The term “short blast” means a blast lasting approximately one second, and the term “long blast” means a blast lasting approximately four seconds, the interval between two consecutive blasts being about one second;

(5) The term “series of very short blasts” means a series of at least six blasts lasting approximately ¼ second each, separated by intervals of approximately ¼ second; “series of blows” means two peals of bell;

(6) The term “three-tone signal” means a signal repeated three times, of three blasts of different pitch with no interval between them lasting about two seconds in all. The frequency of the blasts shall be within the range 165 to 297 Hertz and the difference between the highest and the lowest blasts shall be at least two full notes. Each series of three blasts shall begin with the lowest and end with the highest note.

D. Other terms

(1) The term “floating establishment” means any floating installation that is normally a stationary, e.g. landing-places, accommodation-establishment, restaurants, repair-shops, warehouses, pontoon bridges, floating hangars, watermills;

(2) The term “assembly of floating material” means a raft or any construction, assembly or object capable of navigation, other than a vessel or floating establishment;
(3) A vessel, an assembly of floating material or a floating establishment is “stationary” when it is, directly or indirectly, anchored or made fast to the shore;

(4) A vessel, an assembly of floating material or a floating establishment is “under way” or “proceeding” when it is neither directly nor indirectly at anchor, made fast to the shore or grounded. For such vessels, floating equipment or floating establishments under way, the term “stop” applies with respect to the land;

(5) The term “vessel engaged in fishing” means any vessel fishing with nets, lines, trawls or other fishing apparatus that restrict manoeuvrability, but does not apply to a vessel fishing with trolling lines or other fishing apparatus that does not restrict manoeuvrability;

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

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

(8) 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;

(9) The term “state of intoxication” means that a person shall be considered to be in an intoxicated state if blood or blood and urine analysis or some other method of measurement confirms that the blood alcohol level is greater than 0,5 g/Kg or if the presence of alcohol in the organism is confirmed by use of appropriate means or devices (alcometer, etc.) for measuring degree of intoxication, which corresponds with amounts greater than 0,5 g/Kg or a person who upon expert examination, regardless of the blood alcohol level, show signs of alcoholic derangement. Similarly, a person under the influence of narcotics, medicines or some other similar substance shall also be considered to be in an intoxicated state, which shall be established with the assistance of results from laboratory tests or clinical symptoms.

(10) The term “reduced visibility” means conditions in which visibility is reduced owing to fog, haze, snow, rain or other reasons;

(11) The term “safe speed” means a speed at which a vessel or a convoy can navigate safely, undertake manoeuvres and stop within the distance required by the prevailing circumstances and conditions;

(12) The term “waterway” means any inland water open to navigation;

(13) The term “fairway” means that part of the waterway that can actually be used by shipping;

(14) The term “left and right banks” means the sides of the waterway when moving from the source to the mouth;

(15) The term “upstream” means the direction toward the source of the river. On canals, the direction shall be determined by the competent authorities and the term “in the direction from point A to point B” shall be used. “downstream” means the other way around;

(16) The term “ADN” means Regulation annexed to the European Agreement concerning the International Carriage of Dangerous Goods by inland Waterways;

(17) The term “Navigation by radar” means navigation, in conditions of reduced visibility, using the radar.
II. AMENDMENTS TO CHAPTER 2, “MARKS AND DRAUGHT SCALES ON VESSELS; TONNAGE MEASUREMENT”

20. Amendments to Article 2.01 – Identification marks on vessels other than small crafts

(a) Amend Article 2.01 as follows:

“1. Every vessel, except small craft and seagoing vessels, shall bear the following identification marks on its hull or on fixed boards or plates:

(a) Its name or emblem

The name shall be inscribed on both sides of the vessel; except for the pushed barges, it shall also be inscribed in a position visible from astern. If, in a side-by-side formation or pushed convoy, one or more of the inscriptions of the propelling vessel’s name are hidden, the name shall be reproduced on boards so placed as to be clearly visible from the directions from which those inscriptions are hidden. If the vessel has no name or emblem, it shall bear either the name (or its usual abbreviation) of the organization to which it belongs followed, where applicable, by a number, or the registration number followed, in order to show the country of the vessel’s home port or place of registry, by the letter or letters assigned to that country in annex 1 to these Rules.

(b) Its home port or place of registry

The name of the home port or place of registry shall be inscribed either on both sides of the vessel or on its stern and shall be followed by the letter or letters indicating the country of that home port or place of registry.

(c) Its official identification number

The official identification number shall be inscribed in accordance with the instructions given in point (a).

2. In addition, except for small craft,

(a) Every cargo vessel shall have its dead-weight tonnage inscribed on both sides, on the hull or on fixed boards;

(b) Every passenger vessel shall display the maximum permissible number of passengers in a conspicuous position on board.

3. The above-mentioned identification marks shall be inscribed in easily legible and Indelible Latin characters, their inscription in oil paint being considered indelible. The height of the characters shall be not less than 20 cm for the name and not less than 15 cm for other marks. The width of the characters and the thickness of strokes shall be in proportion to the height. The characters shall be of a light color against a dark background or vice versa.

4. As an exception to the preceding paragraphs, seagoing vessels may maintain their identification marks.

5. Crewed vessels under way by day shall fly their national flag at the stern. High-speed vessels may instead of the national flag display a board which matches the national flag in shape and color.”

21. Amendments to Article 2.04 – Draught marks and draught scales
(a) In paragraph 2 after “water” add “except for small crafts”

22. Amendments to Article 2.05 – Identification marks on anchors
(a) Add a new paragraph 2. as follows:

“2. The obligation contained in paragraph 1 shall not apply to the anchors of seagoing vessels or of small craft.”

III. AMENDMENTS TO CHAPTER 3 “VISUAL SIGNALS (MARKING) ON VESSELS”

23. Amendments to Article 3.01 – Application and definitions
(a) Delete paragraph 1
(b) Delete paragraph 2
(c) Delete paragraph 4
(d) Renumber the paragraphs accordingly
(e) In Paragraph 5 replace word “regulations” with “Rules”
(f) Amend the sentence in paragraph 6 (e) as follows
The term “height” means the height above the level of the maximum draught marks or, for vessels without draught marks, above the waterline.

24. Amendments to Article 3.03 – Boards, flags and pennants
(a) In paragraph 1 delete words “and their color must not be faded or dirty”
(b) Add new paragraph 2 as follows

“The colors of the boards, flags and pennants shall not be faded or dirty”
(c) Renumber the paragraphs accordingly

25. Amendments to Article 3.04 – Cylinders, balls, cones and bicones
(a) Add a new paragraph 4 as follows

4. Notwithstanding paragraph 3, for small craft the use of signal body with smaller dimension is permitted, as long as these bodies are large enough to be easily visible.

26. Amendments to Parts II. NIGHT MARKING and III. DAY MARKING
(a) Amend Parts II. and III. as follows

Parts II. and III. become Part II. NIGHT AND DAY MARKING and reads:

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. The height may be reduced to 4 m, when the vessel does not exceed a length of 40 m;

   (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, at least 1 m abaft of it on the widest part of the vessel; 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.

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.

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.

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 at a height of, at least, 5 meters 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:

1. 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.

2. Where a towed convoy is led by several motorized vessels, or where a motorized vessel, pushed convoy or side-by-side formation is preceded by several auxiliary motorized vessels proceeding side-by-side, whether coupled or not, each of those vessels shall carry:

   By night:
   
   Instead of the masthead lights prescribed in 1 (a) above, three masthead lights one above the other about 1 m apart, placed forward in the axis of the vessel, the top and bottom lights being at the same height as those prescribed in paragraph 1 (a);

   By day:

   The cylinder prescribed in paragraph 1 above.

Where a vessel, an assembly of floating material or a floating establishment is being manoeuvred by more than one motorized vessel, this requirement shall apply to each of them.

3. Vessels in a towed convoy following the motorized vessel or vessels referred to in paragraphs 1 and 2 above shall carry:

   By night:

   A bright white light visible from all directions, placed at a height of at least 5 m;

   By day:

   A yellow ball in a suitable position and high enough to be visible from all directions.

   However,

   (a) If a section of the convoy is more than 110 m long, that section shall carry two such lights, one forward and one aft;

   (b) If a section of the convoy comprises a row of more than two vessels coupled side-by-side, only the two outside vessels of the row shall carry such lights or such a ball.

The marking of all towed vessels in a convoy shall so far as possible be carried at the same height above the water level.

4. The vessel or vessels forming the last section of a towed convoy shall carry, in addition to the marking prescribed in paragraph 3 above:
By night:

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

However, if the convoy ends with a row of more than two vessels coupled side-by-side, only the two outside vessels of the row shall carry such lights. If the rear of the convoy is made up of small craft, those craft shall not be taken into account for the provisions of this paragraph.

5. When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, the vessels of a towed convoy may carry the lights prescribed in paragraphs 1 (a), 2 and 3 of this article at a reduced height so that passage may be effected without difficulty.

6. Left void

7. The provisions of this article shall not apply to small craft towing only other small craft or to the towing of small craft.

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**Article 3.10 – Marking for pushed convoys under way**

1. Pushed convoys shall carry:

   **By night:**

   (a) (i) Three masthead lights at the bow of the leading vessel or the vessel on the port side at the head of the convoy. These lights shall be arranged in an equilateral triangle with a horizontal base, in a plane perpendicular to the longitudinal axis of the convoy. The top light shall be at a height of not less than 5 m. The two lower lights shall be about 1.25 m apart and about 1.10 m below the top light;

   (ii) A masthead light at the bow of any other vessel whose full width is visible from ahead. This light shall so far as possible be 3 m below the top light referred to under (i).

   The masts carrying these lights shall be in the longitudinal axis of the vessel in which they are carried;

   (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 providing the main propulsion, the other pusher shall carry the stern light prescribed in paragraph 1 (c) (ii) above.

5. For the application of this chapter, pushed convoys whose maximum dimensions do not exceed 110 m by 12 m are regarded as single motorized vessels.

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;

   (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

4. The provisions of paragraphs 1 and 2 of this article shall not apply to small craft. The provisions of paragraph 2 shall not apply to the vessels referred to in article 3.35.

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**Article 3.13 – Marking for small craft under way**

1. Small motorized craft proceeding alone shall carry:

   By night:

   (a) A masthead light; this light shall be in the axis of the craft, at least 1 m higher than the side lights, and shall be bright instead of strong;

   (b) Side lights; these lights may be ordinary instead of bright and shall be placed either:

      (i) As prescribed in article 3.08, paragraph 1 (b); or

      (ii) Side-by-side or in the same lamp, in the axis of the craft, at or near the bow;

   (c) The stern light prescribed in article 3.08, paragraph 1 (c). However, the requirement to carry this light may be waived; but in such case, the masthead light referred to in (a) above shall be a bright white light visible from all directions.

2. Motorized small craft less than 7 m long proceeding alone may carry, instead of the lights prescribed in paragraph 1 above, an ordinary white light in a suitable position and high enough to be visible from all directions.

3. When a small craft is towing or propelling in side-by-side formation only other small craft, it shall carry by night the lights prescribed in paragraph 1 above.

4. Small craft in tow or propelled in side-by-side formation shall carry by night an ordinary white light visible from all directions. This provision shall not apply to ships’ boats.

5. Small sailing craft under way shall carry:

   By night:

   Side lights and stern light, the side lights being placed side-by-side or in the same lamp in the
axis of the craft, at or near the bow, and the stern light being placed in the after part of the craft; however, these lights may be ordinary lights; or

side lights and a stern light in the same lamp placed in a suitable position at the top or on the upper part of the mast; this light may be an ordinary light; or

in the case of craft less than 7 m long, an ordinary white light visible from all directions. On the approach of other vessels, such craft shall in addition display a second ordinary white light.

6. Small craft proceeding alone which are neither motorized nor under sail shall carry:

By night:

An ordinary white light visible from all directions. However, ships’ boats under these conditions need not display this light except on the approach of other vessels.

7. When passing through the opening of a fixed or closed bridge or weir, or when passing through locks, the masthead lights prescribed in this article may be carried at a reduced height so that passage may be effected without difficulty.

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Article 3.14 – Additional marking for vessels carrying out certain transport operations involving dangerous substances

1. Vessels carrying out transport operations involving flammable substances that are referred to in ADN shall carry, in addition to the marking prescribed elsewhere in these Rules, the following marking, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN:

By night:

A blue light;

By day:

A blue cone, point downwards,

as indicated in ADN, Chapter 3.2, Table A, column (12) or Table C, column (19).

These markings shall be in a suitable position and high enough to be visible from all directions. The blue cone may be replaced by one blue cone at the bow and one blue cone at the stern of the vessel, at a height of not less than 3 m.

2. Vessels carrying out transport operations involving substances constituting health hazards that are referred to in ADN shall carry, in addition to the marking prescribed elsewhere in these regulations, the following marking, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN:

By night:

Two blue lights;

By day:

Two blue cones, point downwards,

as indicated in ADN, Chapter 3.2, Table A, column (12) or Table C, column (19).
These markings shall be placed one about 1 m above the other, in a suitable position and high enough to be visible from all directions. The two blue cones may be replaced by two blue cones at the bow and two blue cones at the stern of the vessel at a height not less than 3 m.

3. Vessels carrying out transport operations involving explosives that are referred to in ADN shall carry, in addition to the marking prescribed elsewhere in these regulations, the following marking, in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN:

   By night:

   Three blue lights;

   By day:

   Three blue cones, point downwards, as indicated in ADN, Chapter 3.2, Table A, column (12).

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

4. When a pushed convoy or side-by-side formation includes one or more of the vessels referred to in paragraphs 1, 2 or 3 above, the marking prescribed in paragraphs 1, 2 or 3 above shall be carried by the vessel propelling the pushed convoy or side-by-side formation.

5. Pushed convoys propelled by two pushers side-by-side shall carry the marking referred to in paragraph 4 above on the starboard pusher.

6. Any vessel, pushed convoy or side-by-side formation carrying out a transport operation involving several dangerous substances that are referred to in paragraphs 1, 2 and 3 above shall carry the marking corresponding to the substance that requires the greatest number of blue lights or blue cones.

7. Any vessel not required to carry the markings referred to in paragraphs 1, 2 or 3 above but which has been issued with an approval certificate in accordance with section 8.1.8 or a provisional certificate in accordance with section 8.1.9 of ADN which conforms to the safety provisions for vessels referred to in paragraph 1 above, may, on approaching a lock, display the markings referred to in paragraph 1 above, when it wishes to pass through the lock with a vessel required to display the markings referred to in paragraph 1 above.

8. The intensity of the blue lights prescribed in this article shall be at least equal to that of ordinary blue lights.

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Article 3.15 – Marking of vessels authorized to carry more than 12 passengers with a hull length of less than 20 m

Vessels authorized to carry more than 12 passengers with a maximum hull length of less than 20 m shall carry:

   By day:

   A yellow bicone in a suitable position and high enough to be visible from all directions.
Article 3.16 – Marking for ferry-boats under way

1. Ferry-boats not moving independently shall carry:
   
   By night:
   
   (a) A bright white light visible from all directions, at a height of not less than 5 m; this height may, however, be reduced if the ferry-boat is of a length of less than 20 m;
   
   (b) A bright green light visible from all directions, about 1 m above the light referred to in (a) above;
   
   By day:
   
   A green ball at a height of not less than 5 m.

2. The leading boat or float of a longitudinal cable ferry-boat shall carry, by night, not less than 3 m above the water level, a bright white light visible from all directions.

3. Ferry-boats moving independently shall carry:
   
   By night:
   
   (a) A bright white light visible from all directions, as prescribed in paragraph 1 (a) above;
   
   (b) A bright green light visible from all directions, as prescribed in paragraph 1 (b) above;
   
   (c) The side lights and stern light prescribed in article 3.08, paragraphs 1 (b) and (c);
   
   By day:
   
   A green ball, as prescribed in paragraph 1 above.

Article 3.17 – Additional marking for vessels enjoying priority of passage

Vessels for which the competent authority has authorized priority of passage at points where it regulates the order of passage may carry, in addition to the marking prescribed in other provisions of these regulations:

   By day:
   
   A red pennant at the bow and high enough to be clearly visible.

Article 3.18 – Additional marking for vessels unable to manoeuvre

1. A vessel which is unable to manoeuvre shall, if necessary, display, in addition to the marking prescribed elsewhere in these regulations:

   By night:
   
   A swinging red light; in the case of small craft, this light may be white instead of red; or
Two red lights, one about 1 m above the other, placed in a suitable position and high enough to be visible from all directions;

By day:

A swinging red flag; or

Two black balls, one about 1 m above the other, placed in a suitable position and high enough to be visible from all directions.

2. If necessary, such vessels shall in addition give the regulation sound signal.

*Article 3.19 – Marking for assemblies of floating material and floating establishments under way*

Without prejudice to any special conditions which may be imposed under article 1.21, assemblies of floating material and floating establishments shall carry:

By night:

A sufficient number of bright white lights visible from all directions to show their outline.

**II.B. MARKING WHEN STATIONARY**

*Article 3.20 – Marking for stationary vessels*

1. All stationary vessels except the vessels listed in Articles 3.22 and 3.25 shall carry:

By night:

An ordinary white light visible from all directions and at a height of at least 3 m.

This light may be replaced by an ordinary white light at the bow and an ordinary white light at the stern, positioned at the same height on the fairway side and visible from all directions.

By day:

Only vessels stationary offshore, without direct or indirect access to the bank, a black ball in a suitable position forward and high enough to be visible from all directions.

2. A convoy stationary offshore (without direct or indirect access to the shore) shall carry:

By night:

On each vessel of the formation an ordinary white light visible from all directions, in a suitable position and at a height of at least 4 m. The total number of lights marking the barges shall not exceed four, provided that the outlines of the convoy are clearly marked;

By day:
A black ball on the leading vessel of the convoy or on the outermost vessels leading the convoy and on the pusher if applicable.

3. Small craft other than ship’s boats may carry, instead of the lights prescribed by night in paragraphs 1 and 2 above, an ordinary white light in a suitable position and high enough to be visible from all directions.

4. The marking prescribed in this article shall not be mandatory:
   (a) When the vessel is stationary in a waterway on which navigation is temporarily impossible or prohibited;
   (b) When the vessel is stationary alongside the bank and is sufficiently well lit from the bank;
   (c) When the vessel is stationary outside the fairway in a clearly safe situation.

*Article 3.21 – Additional marking for stationary vessels carrying out certain transport operations involving dangerous substances*

The requirements of article 3.14 shall also apply to the vessels referred to in that article when those vessels are stationary.

*Article 3.22 – Marking for ferry-boats made fast at their landing stage*

1. Ferry-boats not moving independently shall, when made fast at their landing stage, carry by night the lights prescribed in article 3.16, paragraph 1. In addition, the lead boat or float of a longitudinal cable ferry-boat shall carry the light prescribed in article 3.16, paragraph 2.

2. Ferry-boats moving independently in service shall, when made fast at their landing stage, carry by night the lights prescribed in article 3.16, paragraph 1. When made fast for a short time, they may also keep the lights prescribed in article 3.08, paragraph 1 (b) and (c). The green light referred to in article 3.16, paragraph 3 (b) shall be extinguished as soon as the ferry-boat is no longer in service.

*Article 3.23 – Marking for assemblies of floating material and floating establishments when stationary*

Without prejudice to any special conditions which may be imposed under article 1.21, assemblies of floating material and floating establishments shall carry:

By night:

A sufficient number of ordinary white lights visible from all directions to show their outlines on the fairway side.

The provisions of article 3.20, paragraph 4, are applicable.

*Article 3.24 – Marking for nets or poles of stationary vessels*

When vessels have nets or poles extending into the fairway or near to it, such nets or poles shall be
marked:

By night:

By ordinary white lights visible from all directions in sufficient number to show their position;

By day:

By yellow floats or yellow flags in sufficient number to show their position.

Article 3.25 – Marking for floating equipment at work and for grounded or sunken vessels

1. Floating equipment at work and stationary vessels carrying out work or sounding or measuring operations shall carry:

(a) On the side or sides on which the fairway is clear:

By night:

Two ordinary green lights or two bright green lights, positioned at a height of about 1 m one above each other;

By day:

Two green bicones, one placed about 1 m above the other; and, as appropriate;

(b) On the side on which the fairway is not clear:

By night:

An ordinary red light or a bright red light, placed at the same height as the higher of the two green lights prescribed in (a) above, and of the same intensity;

By day:

A red ball, placed at the same height as the higher of the two green bicones prescribed in (a) above, or, if the vessels have to be protected against wash,

(c) On the side or sides on which the fairway is clear:

By night:

An ordinary red light and an ordinary white light, or a bright red light and bright white light, one placed about 1 m above the other, with the red light at the top;

By day:

A flag with a red upper half and a white lower half, or two flags flown one above the other, the upper flag being red and the lower flag white, and, as appropriate;

(d) On the side on which the fairway is not clear:

By night:

A red light at the same height and of the same intensity as the red light prescribed in (c)
above;  

By day:  

A red flag at the same height as the red and white flag or red flag flown on the other side.

2. The marking prescribed by day in paragraph 1 (a) and (b) above may be replaced by the following signs:

(a) On the side or sides on which the fairway is clear, the “entry permitted” board E.1 (annex 7); and, as appropriate,

(b) On the side on which the fairway is not clear, the “no entry” board A.1 (annex 7), placed at the same height as the board prescribed in (a) above.

3. The marking prescribed in paragraphs 1 and 2 above shall be placed high enough to be visible from all directions.

The flags may be replaced by boards of the same color.

4. Grounded or sunken vessels shall carry the marking prescribed in paragraph 1 (c) and (d) above. If the position of a sunken vessel prevents the marking from being placed on the vessel, it shall be placed on boats or buoys or displayed in any other appropriate manner.

5. The competent authorities may waive the obligation to carry the lights prescribed in paragraphs 1 and 2 above under (a) and (b).

**Article 3.26 – Marking for anchors that may be a danger to navigation**

1. When, in the cases referred to in articles 3.20 and 3.23, by night, the anchors of vessels, assemblies of floating material or floating establishments are so placed that they, their cables or chains may be a danger to navigation, the “stationary vessel” light nearest to such anchors shall be replaced by two ordinary white lights visible from all directions, one about 1 m above the other.

2. The vessels, assemblies of floating material and floating establishments shall mark each of their anchors which might be a danger to navigation:

   By night:

   By a float with a radar reflector bearing an ordinary white light visible from all directions;

   By day:

   By a yellow float with a radar reflector.

3. When the cables or anchor chains of floating equipment may be a danger to navigation, they shall be marked:

   By night:

   By a float with a radar reflector bearing an ordinary white light visible from all directions;

   By day:
27. Amendments to the Article 3.37 – Additional marking for vessels of the supervising authorities and fire-fighting services

(a) Renumber Article 3.37 into Article 3.27 and all following articles accordingly

(b) Amend the title as follows:

Additional marking for vessels of the supervising authorities and fire fighting and rescue vessels

(c) In paragraph 2 delete “if so required when carrying out their duties” and replace it with “visible from all directions”

(d) Amend the paragraph 3 as follows:

“With the permission of competent authority blue light from the paragraph 2 may show also firefighting vessels and rescue vessels when on their way to bring assistance”;

28. Amendments to the Article 3.38 – Additional marking for vessels under way carrying out work in the waterway

(a) Text of the paragraph 2 move to paragraph 1

29. Amendments to the Article 3.39 – Additional marking for protection against wash

(a) In whole Article change numbers 3.23 and 3.35 into 3.25

(b) In paragraph 1 after “other vessels” add “and assemblies of floating material may”

30. Amendments to Article 3.40 – Distress signals

(a) Switch (b) and (c) places

(b) In paragraph 2 replace article 4.01, paragraph 4 with article 4.04

31. Amendments to Article 3.41 – Prohibition of boarding

(a) Amend article 3.41 as follows:

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.

32. Amendments to Article 3.42 – Prohibition of smoking or using an unprotected light or flame
   (a) Amend the first sentence of paragraph 1 as follows:
   “If other regulations prohibit smoking or use an unprotected light or flame on board the prohibition shall be indicated by circular white boards bordered with red diagonal and the picture of cigarette emitting smoke”;

33. Amendments to Article 3.43 – Prohibition of lateral berthing
   (a) In paragraph 3 replace numbers 3.19 and 3.33 with 3.21

34. Amendments to Article 3.44 – Additional marking for vessels whose ability to manoeuvre is limited
   (a) In paragraph 2 replace “channel” with “fairway”

35. Amendments to Article 3.45 – Additional marking for vessels engaged in fishing
   (a) Text of the paragraph 2 move to paragraph 1
   (b) Delete paragraph 4

36. Amendments to Article 3.46 – Additional marking for vessels used for underwater diving
   (a) In paragraph 2 replace number 3.44 with 3.34

VI. AMENDMENTS TO CHAPTER 4 “SOUND SIGNALS, NAVIGATION AND COMUNICATION EQUIPMENT ON VESSELS”

37. Amendment to the title of Chapter 4
   (a) Amend the title of chapter 4 as follows Sound signals; radiotelephony; navigation devices
38. Amendments to Article 4.01 – General
   (a) In paragraph 2 after “paragraph 4” add “a)”
   (b) Delete paragraph 4
   (c) Delete paragraph 5
   (d) Renumber the paragraphs accordingly

39. Amendments to Article 4.02 – Use of sound signals
   (a) In paragraph 1. after “III” delete A

40. New article 4.04 – Distress signals
   (a) Add a new article 4.04 entitled “Distress signs”

   Article 4.04 – Distress signs
   1. When a vessel in distress needs assistance, it may ring a bell or sound repeated long blasts.
   2. Such signals may replace or supplement the visual signals referred to in article 3.30.

41. Amendments to Article 4.04 – Radiotelephony
   (a) Amend Article 4.04 – Radiotelephony as follows:

   Article 4.05 – Radiotelephony
   1. Every radiotelephone set carried on board a vessel or floating establishment shall conform to, and shall be operated in accordance with, the requirements of the Regional Arrangement Concerning the Radiotelephone Service on Inland Waterways - RAINWAT.

   2. Motorized vessels, excluding small craft, ferry-boats and floating equipment, may sail only if they are equipped with two radiotelephone installations in proper working order. When under way, the radiotelephone installations for the ship-to-ship and nautical information channels must be permanently in a ready-to-transmit and ready-to-receive state. The channel allocated to nautical information may only be left for a short time in order to transmit or receive information on other channels.

   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 and the sections determined by the competent authorities.
5. Sign B.11 (Annex 7) shall indicate that the competent authority requires the use of radiotelephone communications.

42. Amendments to Article 4.05 – Radar

(a) Renumber Article 4.05 as Article 4.06

(b) Amend paragraph 1 as follows

(i) In the beginning of the first sentence replace or with and

(ii) In the first sentence of subparagraph a) replace if necessary with if appropriate


(iv) In the last sentence replace 4.04 with 4.05

(c) Amend paragraph 2 as follows

In convoys, the requirements of paragraph 1 above shall apply only to the vessel carrying the boatmaster.

43. New article 4.07 – Inland Automatic Identification System Equipment

(a) Add a new article 4.07 as follows

Article 4.07 – Inland Automatic Identification System Equipment

1. Vessels, except for sea-going vessels, cannot use an automatic identification system (AIS) unless they possess an Inland AIS device in accordance with the requirements of the competent authorities. The device must be in a good working condition. Small craft using inland AIS must, in addition, be equipped with a radiotelephone installation in proper working order for the ship–ship channel.

2. Vessels are authorized to use AIS only if the parameters entered in the AIS device correspond at all times to the actual parameters of the vessel.

VII. AMENDMENTS TO CHAPTER 5, “WATERWAY SIGNS AND MARKING”

44. Amendments to Article 5.01– Signs

(a) Amend paragraph 1 as follows

Annex 7 to these regulations sets out the prohibitory, mandatory, restrictive, recommendatory and informative signs and auxiliary signs for inland waterways which are installed by the competent authorities to ensure safety and order of navigation. It also defines the meaning of each sign.
(b) Amend paragraph 2 as follows

Instead “1.20” put in “1.19”

45. Amendments Article 5.02—Marking as follows:

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.

46. New Article 5.03—Use of signs and markings

(a) Add a new article 5.03 as follows

Article 5.03 – Use of signs and markings

1. The competent authorities are not required to use all the signs which are included in Annexes 7 and 8 and may omit the signs and markings that they do not use from their regulations.

2. In the absence of signs and markings, boatmasters and persons in charge of floating establishments shall take all the precautions required by the general obligation to exercise vigilance in accordance with Article 1.04.

VIII. AMENDMENTS TO CHAPTER 6, “RULES OF THE ROAD”

47. Amendments to Article 6.01—Application and definitions

(a) Delete paragraph 1

48. Amendments to Article 6.03—General principles

(a) In paragraph 1 replace crossing with meeting

(b) In paragraph 2 replace 3.31 with 3.17 and 6.05 with 6.10 and delete “visual” in whole paragraph

(c) Delete paragraph 4

(d) Delete paragraph 5

(e) Add a new paragraph 4 as follows

4. A boatmaster seeing any danger of collision shall sound a series of very short blasts.

49. Amendments to article 6.03.bis—Crossing
(a) Amend paragraph 4 as follows

4. Notwithstanding anything to the contrary in paragraph 1 above, when, in the case of vessels under sail, two vessels are crossing in such a manner that there is a risk of collision, one of them shall give way to the other as follows:

(a) When each vessel has the wind on a different side, the vessel with the wind on the port side shall give way to the other;

(b) When both vessels have the wind on the same side, the vessel which is to windward shall give way to the vessel to leeward;

(c) If a vessel which has the wind on the port side sees another vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, the first shall give way to the other.

However, the vessel which is on the starboard side of the fairway shall maintain its course.

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

50. Amendments to Article 6.04 – Meeting: Normal rules

(a) Amend Article 6.04 as follows:

Article 6.04 – Meeting: Normal rules

1. When two vessels are meeting and there may be a risk of collision, each vessel shall veer to starboard so as to pass on the port side of the other. This rule does not apply to small craft in relation to other vessels.

2. When meeting, vessels proceeding upstream shall, with due regard for local circumstances and the movements of other vessels, give way to vessels proceeding downstream.

3. Vessels proceeding upstream which leave the course of those proceeding downstream on their port side give no signal.

4. Vessels proceeding upstream which leave the course of those proceeding downstream on their starboard side shall in good time and to starboard:

   (a) By day:
   - Display a strong scintillating white light or wave a light blue flag or board; or
   - Display a light blue board in conjunction with a bright scintillating white light;

   (b) By night:
   - Display a bright scintillating white light in conjunction, if desired, with a light blue board.

These signals shall be visible from ahead and from astern and be displayed until passing is completed.

Their continued display after passing is completed is prohibited unless it is desired to indicate an intention to continue allowing vessels proceeding downstream to pass to starboard. The light blue board shall have a white border not less that 5 cm wide; the frame and lath structure and the lantern of the scintillating light shall be dark in colour.
5. As soon as it appears that the intentions of a vessel proceeding upstream may not have been understood by a vessel proceeding downstream, the vessel proceeding upstream shall sound:

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

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

7. Paragraphs 1 to 6 above shall not apply to small craft in relation to other vessels or to small craft meeting other small craft.

8. When two small craft are meeting and there may be a risk of collision, each vessel shall veer to starboard so as to pass on the port side of the other.

51. Amendments to Article 6.05 – Meeting: Departures from normal rules

(a) Add a new paragraph 1 (and renumber the paragraphs accordingly)

By derogation from the normal rule set out in article 6.04, vessels may in exceptional cases, and if certain that their request can be safely met, ask to pass starboard to starboard.

(b) In paragraph 2, 3 and 4 replace 1. with 2. and 3 with 4

(c) In paragraph 6 replace 5 with 6

52. Amendments to Article 6.06 – Meeting boats towed from the bank

(a) Replace the current article 6.06 with the following article

Article 6.06 - Meeting: high speed vessels.

The provisions referred to in article 6.04 and 6.05 shall not apply in the event of a meeting between high-speed vessels and between a high-speed vessel and any other vessel. However, high-speed vessels shall agree on their meeting using radiotelephony.

53. Amendments to Article 6.07 - Meeting in narrow channels

(a) Amend Article 6.07 as follows:
Article 6.07 – Meeting in narrow fairways

1. In order to avoid so far as possible meetings on sections or at points where the fairway is not unquestionably wide enough for vessels to pass (narrow fairways), the following rules shall apply:

(a) All vessels shall proceed through narrow fairways as quickly as possible;

(b) Where the view is restricted, vessels shall sound one long blast before entering a narrow fairway; if necessary, especially when the narrow fairway is long, they shall repeat this signal while passing through it;

(c) (i) A vessel or convoy proceeding upstream, on becoming aware that a vessel proceeding downstream is about to enter a narrow fairway, shall stop below the fairway until the vessel proceeding downstream has passed through it;

(ii) When a convoy or a vessel proceeding upstream has already entered a narrow fairway, vessels or convoys proceeding downstream shall, so far as possible, stop above the fairway until the convoy or vessel has passed through it;

(d) Left void

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

54. Amendments to Article 6.08 – Meeting prohibited by waterway signs as follows

(a) Amend Article 6.08 – Meeting prohibited by waterway signs as follows

Article 6.08 – Meeting prohibited by waterway signs

1. On approaching a section marked with the prohibitory signs A.4 or A.4.1 (annex 7),

(a) Vessels or convoys proceeding upstream shall stop at the approach of vessels or convoys proceeding downstream and wait until they have passed through the section;

(b) Left void

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

− Prohibition of passage shall be indicated by a general prohibitory sign (A.1, annex 7);

− Authorization of passage shall be indicated by a general “entry permitted” sign (E.1, annex 7).

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

55. Amendments to Article 6.10 – Overtaking

(a) Amend Article 6.10 as follows:

Article 6.10 – Overtaking
1. As a general rule, the overtaking vessel shall pass to port of the vessel being overtaken. When overtaking is possible without danger of a collision, the overtaking vessel is allowed to pass also on starboard side of the vessel being overtaken. If overtaking is possible without the vessel being overtaken changing its course or speed, the overtaking vessel need give no sound signal.

2. When overtaking is impossible without the vessel being overtaken changing course, or when it appears that the vessel being overtaken may not have noticed the intention to overtake and that this may cause a danger of collision, the overtaking vessel shall sound:

   (a) Two long blasts followed by two short blasts if it wishes to pass to port;
   (b) Two long blasts followed by one short blast if it wishes to pass to starboard.

3. If the vessel being overtaken can grant this request by the overtaking vessel, it shall leave the necessary space on the side requested, moving over towards the other side if necessary, and sound:

   (a) One short blast when it is to be overtaken to port;
   (b) Two short blasts when it is to be overtaken to starboard.

4. When overtaking is not possible on the side requested by the overtaking vessel, but possible on the other side, the vessel being overtaken shall sound:

   (a) One short blast when overtaking is possible to port;
   (b) Two short blasts when overtaking is possible to starboard.

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

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

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

6. In the case of two sailing vessels, the overtaking vessel shall as a general rule pass on the side on which the vessel being overtaken has the wind. This provision shall not apply to a small sailing craft which is overtaken by another sailing vessel.

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

7. Paragraphs 2 to 6 above shall not apply to small craft in relation to other vessels or to small craft overtaking other small craft.

56. Amendments to Article 6.11 – Overtaking prohibited by waterway signs

(a) In paragraph 1, point (b) delete “or side by side formation whose maximum dimensions do not exceed 110x23m.”

57. Amendments to Article 6.16 – Harbours and tributary waterways: entering and leaving; leaving followed by crossing the waterway
(a) Amend Article 6.16 as follows:

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

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

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

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

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

- Three long blasts followed by one short blast when, to enter or after leaving, they have to turn to starboard;
- Three long blasts followed by two short blasts when, to enter or after leaving, they have to turn to port;
- Three long blasts when, after leaving, they wish to cross the waterway. Before completing the crossing, they shall, if necessary, sound:
  - One long blast followed by one short blast if they wish to turn to starboard, or
  - One long blast followed by two short blasts if they wish to turn to port.

3. The other vessels shall change their course and speed if necessary. This provision shall also apply when the sign B.10 (annex 7) is placed on the main waterway near the exit from a harbour or tributary waterway.

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

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

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

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

7. The provisions of paragraphs 1 to 3 shall not apply to small craft in relation to other vessels, nor shall those of paragraph 4 apply to vessels which are not small craft in relation to small craft. The provisions of paragraph 2 shall not apply to small craft among themselves.
58. Amendments to Article 6.17 – Sailing abreast

(a) In the title of the article add “and prohibition to approach vessels”

(b) Amend paragraph 2 as follows:

2. Except when overtaking or passing, it is prohibited to sail within 50 m of a vessel, side-by-side formation or pushed convoy showing the marking referred to in article 3.14, paragraphs 2 or 3.

59. Amendments to Article 6.18 – Prohibition of trailing of anchors, cables or chains

(a) The second sentence of the Article becomes paragraph 2 and the third sentence becomes paragraph 3.

60. Amendments to Article 6.19 – Drifting

(a) In paragraph 1 at the end of the first sentence add “without permission from the competent authorities”

(b) In paragraph 1 delete the second sentence

(c) Delete paragraph 2

61. Amendments to Article 6.20. – Wash

(a) Amend paragraph 3 as follows:

3. When passing vessels displaying the signals prescribed in article 3.25, paragraph 1 (c), or vessels, assemblies of floating material or floating establishments displaying the signals prescribed in article 3.29, paragraph 1, other vessels shall reduce speed as prescribed in paragraph 1 above. They shall also keep as far off as possible.

62. Amendments to Article 6.21 – Convoy

(a) In paragraph 1 delete “, taking into account the size of convoy, type of navigation and section of the waterway on which they are navigating.”

(b) In paragraph 3 at the beginning add Motorized vessels may not, except for rescue or assistance to a vessel in distress, be used for towing, pushing or propelling a side–by-side formation, unless such a use is allowed in their ship’s certificate.

63. Amendments to Article 6.21 bis – Relocation of pushed barges outside a pushed convoy

(a) Amend Article 6.21bis as follows:

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 or

(b) On short distances when a pushed convoy is being formed or broken up or

(c) Being coupled side-by-side with vessel which has a steering device and a sufficient crew.

64. Amendments to Article 22bis – Navigation when passing floating equipment at work or grounded or sunken vessels, and vessels whose ability to manoeuvre is limited

(a) Amend article 6.22bis as follows:

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).

65. Amendments to Article 6.23 – Rules applicable to ferry-boats

(a) In paragraph 2 point (c) put into (b) and (d) becomes (c) and add into the new (b) following sentences: “When the longitudinal cable of a ferry-boat may block the navigable fairway, the ferry-boat may stop on the side of the fairway 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 fairway by sounding one long blast in good time”.

66. Amendments to Article 6.25 – Passage under fixed bridges

(a) In paragraph 1 replace bays with openings

(b) Text from paragraph 3 remove at the end of the paragraph 2 and paragraph 4 becomes paragraph 3

67. Amendments to Article 6.26 – Passage under movable bridges

(a) In the title and in the text of the article replace passage under movable bridges with passage through movable bridges

(b) Delete paragraph 1.

(c) In paragraph 2 in last sentence replace and with or

(d) Delete paragraph 7
(e) Add new paragraph 6 as follows: “The bridge operator is obliged to have on or near the bridge a radiotelephone device corresponding to the provisions of Article 4.05. For the entire duration of the navigation through the bridge, the radiotelephone device must remain switched on.”

68. Amendments to Article 6.27 – Passage through weirs

(a) Delete paragraph 1

(b) Delete paragraph 4

(c) Renumber paragraph 3 as paragraph 1

69. Amendments to Article 6.28 – Passage through locks

(a) Amend paragraph 8 as follows:

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.

(b) Amend paragraph 9 as follows:

9. Vessels and convoys showing the marking referred to in article 3.14, paragraphs 2 or 3, shall be locked separately.

(c) Amend paragraph 10 as follows:

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

70. Amendments to Article 6.29 – Priority of passage through locks

(a) In paragraph 1 replace 3.31 with 3.17 and delete point (c)

(b) Text of the paragraph 2 remove at the end of the paragraph 1

71. Amendments to Article 6.30 – General rules for navigation in reduced visibility; use of radar

(a) Replace the text in paragraph 1 with the following text

In reduced visibility, all vessels shall navigate by radar

(b) Amend paragraph 2 as follows

Vessels under way in reduced visibility shall proceed at a safe speed as required by the reduced visibility and the presence and movements of other vessels and local circumstances. They shall use the radiotelephone to give other vessels the necessary information for safety of navigation. Small vessels under way in reduced visibility shall use ship–ship channel or the channel prescribed by the competent authorities.
(c) Amend paragraph 4 as follows:

4. Vessels proceeding on their course shall, when meeting another vessel, keep to the right as far as is necessary to allow passing port to port. The provisions of articles 6.04, paragraphs 4, 5 and 6 and of article 6.05 shall generally not apply in reduced visibility. However, passing starboard to starboard can also be allowed by the competent authorities when navigational conditions of particular waterways so require.

(d) Amend paragraph 5 as follows

Towed convoys shall immediately proceed to the nearest safe berthing or anchoring areas, if a communication with visual sign, between the towed vessel and the motorized vessel, is not possible. For towed convoys proceeding downstream, navigation by radar is prohibited except for reaching the nearest safe berthing or anchoring areas. For such towed convoys provisions of the Article 6.33 are applicable.

72. Amendments to Article 6.31 – Sound signals when stationary

(a) In paragraph 1 replace ship-to-ship channel with ship-ship channel

(b) Move the current paragraph 2 at the end of paragraph 1

(c) Move paragraph 3 to paragraph 2 and replace “provisions of paragraphs 1 and 2” with “provisions of paragraph 1”

(d) Renumber paragraph 4 as paragraph 3

73. Amendments to Article 6.32 – Navigation by radar

(a) Move the definition in paragraph 1 to Article 1.01 amended as follows

Navigation by radar - navigation, in conditions of reduced visibility, using the radar

(b) Delete paragraph 1

(c) In paragraph 2 replace diploma with certificate

(d) In paragraph 2 replace 4.05 with 4.06

(e) In paragraph 2 amend the last sentence as follows

However if the wheelhouse is designed for radar navigation by one person, it is sufficient that the second person can, if necessary, be summoned to the wheelhouse immediately.

(f) Renumber paragraph 2 as paragraph 1

(g) Renumber the following paragraphs

(h) Remove the text of the paragraph 6 to the end of the paragraph 5 (new paragraph 4) and delete “paragraph 5”

(i) Amend the old paragraph 8 as follows
In convoys the requirements of paragraphs 1-5 above shall apply only to the vessel carrying the boatmaster of the convoy.

74. Amendments to Article 6.33 – Provisions for vessels not navigating by radar
   (a) In paragraph 1 amend the first sentence as follows
   “In reduced visibility, vessels and convoys not navigating by radar shall immediately proceed to the nearest safe berthing or anchoring areas.”
   (b) Add a new paragraph 2 as follows
   “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.”

75. Amendments to Article 6.34 – Special priorities
   (a) In paragraph 1 and 2 replace number 3.44 with number 3.34 and number 3.45 with number 3.35
   (b) In paragraph 3 replace number 3.47 with number 3.37

76. Amendments to Article 6.35 – Water skiing and similar activities
   (a) Amend paragraph 1 as follows:
   Water skiing and similar activities shall be permitted only during the day and in good visibility. The competent authorities may mark the sections in which such activities are permitted or prohibited.
   (b) Delete paragraph 5 and 6

77. Amendments to Article 6.36 – Fishing vessels
   (a) Change the title of paragraph into “Conduct of, and in respect of, fishing vessels”
   (b) In paragraph 1 replace Trolling with Trawling and delete second sentence
   (c) Replace number 3.45 with number 3.35
   (d) Add a new paragraph 2 (and renumber the paragraphs accordingly)
   “Setting of fishing equipment in or near a fairway and on berthing areas is not permitted.”

78. Amendments to Article 6.37 – Underwater divers for sport
   (a) Amend the title as follows
   Conduct of, and in respect of, underwater divers
(b) Amend the paragraph 1 as follows

Underwater diving shall be prohibited, without a special permission, in areas where navigation might be hindered, particularly:

- On the normal course of vessels showing the marking referred to in article 3.16;
- At entrances to and in harbours;
- Near and on berthing areas;
- In areas reserved for water skiing or similar activities;
- On fairways;
- In ports.

(c) Delete paragraph 3

**VIII. AMENDMENTS TO CHAPTER 7, “BERTHING RULES”**

79. Amendments to Article 7.01 – General principles of berthing

(a) In paragraph 2 replace channel with fairway

80. Amendments to Article 7.02 – Berthing

(a) At the end of entry (f) in paragraph 1, add and ports

(b) In paragraph 1 (j) replace number 3.41 with number 3.33

(c) At the end of paragraph 1, add a new entry (l) as follows

Unless permitted by the competent authorities, in lock basins.

81. Amendments to Article 7.05 – Berthing Areas

(a) Delete paragraphs 6. and 7.

82. Amendments to Article 7.07 – Berthing in the vicinity of vessels, pushed convoys and side-by-side formations carrying out certain transport operations involving dangerous substances

(a) Amend the title of the article as follows

Berthing in case of transport operations involving dangerous substances
(b) In whole article delete “article 3.28 paragraph 1, 2, 3”

83. Amendments to Article 7.08 – Watch and surveillance

Amend Article 7.08 as follows:

Article 7.08 – Watch and surveillance

1. An efficient watch shall be kept continuously on board of vessels lying in the fairway and on board of stationary tank vessels carrying dangerous substances.

2. An efficient watch shall be kept continuously on board stationary vessels carrying the markings provided for in article 3.14 or vessels which, having carried substances referred to in paragraphs 1, 2 and 3 of article 3.14, are not free of dangerous gases. However, the competent authorities may exempt vessels berthed in harbour basins from this requirement.

3. An efficient watch shall be kept continuously on board of passenger vessels carrying passengers.

4. 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.

5. 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.

IX. AMENDMENTS TO CHAPTER 8, “TRANSPORT OF DANGEROUS GOODS”

84. Amendments to the title of Chapter 8

(a) Amend the title of the chapter as follows “SIGNALLING AND REPORTING REQUIREMENTS”

85. Amendments to Article 8.01 – “Do not approach” signal

(a) In paragraph 1 delete “or 3.28”

86. Amendments to Article 8.02 – Reporting requirements

(a) Amend paragraph 1 as follows

1. Boatmasters of the following vessels and convoys shall, prior to entering the sectors, traffic control posts, traffic entries and locks indicated by the competent authority, eventually by B.11 signs (annex 7), report their presence on the indicated radiotelephone channel:

   (a) Vessels and convoys carrying dangerous goods in accordance with the provisions of ADN;

   (b) Vessels transporting more than 20 containers;
(c) Passenger vessels except for day-trip vessels;

(d) Seagoing vessels;

(e) Special transport referred to in article 1.21;

(f) Other vessels and convoys as required by the competent authorities.

2. The boatmasters mentioned in paragraph 1 shall 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) maximum load; for seagoing vessels: deadweight tonnage;

(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: as required under 5.4.1.1.1 (a), (b), (c), (d) and (f) and 5.4.1.2.1 (a) of the Regulations annexed to ADN for carriage in bulk or in packages, or 5.4.1.1.2 (a), (b), (c), (d) and (e) of the Regulations annexed to ADN for carriage in tank-vessels);

(m) signalization required for the carriage of dangerous goods;

(n) number of persons on board;

(o) number of containers on board.

(b) Renumber the remaining paragraphs accordingly

(c) In the old paragraph 2 (new paragraph 3), in the first sentence replace number 1 with number 2 and after by telephone insert “or if possible electronically”

(d) In the old paragraph 5 (new paragraph 6), amend the first sentence as follows

The competent authority shall not transmit these data to third parties.
X. AMENDMENTS TO CHAPTER 9, “PREVENTION OF POLLUTION OF WATER AND DISPOSAL OF WASTE OCCURRING ON BOARD VESSELS”

87. General amendment
   (a) Move Chapter 9 to Chapter 10 and renumber and the references to the articles accordingly

88. Amendments to Article 9.01 – Definitions
   (a) In paragraph 2(b) replace in accordance with the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) with in accordance with ADN
   (b) In paragraph 1 (i) replace article 1.01 (a) with article 1.01 paragraph a) 1

89. Amendments to Article 9.03 - Prohibition on discharging and dumping
   (a) Replace paragraph 3 with two new paragraphs as follows and renumber paragraphs accordingly:
   3. Domestic waste water shall not be discharged or allowed to flow into the waterway except in accordance with the respective national provisions.
   4. Swilling out water from the holds shall not be discharged or allowed to flow into the waterway except in accordance with the respective national provisions.

90. Amendments to Article 9.05 - Pollution prevention register (used oil log), requirements for delivery to reception facilities
   (a) Amend the Paragraph 9.05 as follows:
      Article 10.05 – Pollution prevention register (used oil log), requirements for delivery to reception facilities
      1. All vessels equipped with an engine room excluding small craft, shall carry on board a valid pollution prevention register (used oil log) conforming to the model in annex 9.
      2. The pollution prevention register (used oil log) shall be issued and identified by the competent authorities.
      3. The oily and greasy waste occurring during the operation of the vessel and referred to in article 10.04, paragraph 1 above shall be delivered, against a receipt, to the reception facilities at regular intervals, depending on the condition and operation of the vessel. The receipt shall consist of an entry in the pollution prevention register (used oil log) by the reception facility.
      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 these Rules, 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).

XI. CHAPTER 11. “ADDITIONAL LOCAL REQUIREMENTS”

91. Add a new Chapter on “Additional local requirements”

Chapter 11
ADDITIONAL LOCAL REQUIREMENTS

A SECTOR “MOUTH OF THE SAVA RIVER”

Article 11.01 – Definitions

Sector “Mouth of the Sava River” means waterway from rkm 0 to rkm 11. Fairway on this part of the Sava River Waterway is 75 meter wide and determinate with its axis, left and right edge. Fairway is marked with signs and signals on the water, banks and bridges.

Article 11.02 – Navigation

1. Vessels and convoys, except small crafts, shall navigate only on the fairway and shall not navigate with the speed less than 6 km/h or more than 15 km/h in relation to the bank.

2. Small crafts navigating with the speed more than 15 km/h in relation to the bank, shall navigate only on the fairway with the speed not more than 25 km/h and with the obligation not to hinder navigation of the other vessels on the fairway.

3. Small crafts navigating with the speed of the 15 km/h and less in relation to the bank, shall navigate only on the part of the waterway outside of the fairway alongside the left or right bank, except on the sector of the waterway alongside right bank from rkm 0 to rkm 2+800 and alongside left bank from rkm 9 to rkm 11.
4. Small crafts mentioned in the paragraph 3 may cross the fairway in the shortest possible time and 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.

**Article 11.03 – Convoys**

1. The dimensions of the convoys on the sector “Mouth of the Sava River” are limited as follows:

   a) Downstream navigation is allowed for:

   - pushed convoys not showing the marking referred to in article 3.14 with the width of not more than 33m and length of not more than 120m;

   - pushed convoys showing the marking referred to in article 3.14, formed of pusher and one transversal row of vessels in front, with the width of not more than 23m and length of not more than 120m;

   - towed convoys not showing the marking referred to in article 3.14, formed of tug and one transversal row of vessels in tow with the width of not more than 33m;

   - towed convoys showing the marking referred to in article 3.14, formed of tug and one transversal row of vessels in tow with the width of not more than 23m;

   - side by side formation with the width of not more than 23m and length of not more than 120m.

   b) Upstream navigation is allowed for:

   - pushed convoys not showing the marking referred to in article 3.14 with the width of not more than 23m and length of not more than 200m;

   - pushed convoys showing the marking referred to in article 3.14, formed of pusher and one transversal row of vessels in front, with the width of not more than 23m and length of not more than 120m;

   - towed convoys not showing the marking referred to in article 3.14, formed of tug and two transversal row of vessels in tow with the width of not more than 23m;

   - towed convoys showing the marking referred to in article 3.14, formed of tug and one transversal row of vessels in tow with the width of not more than 23m;

   - side by side formation with the width of not more than 23m and length of not more than 120m.

**Article 11.04 – Meeting and overtaking**

Meeting and overtaking is prohibited on the fairway from the rkm 0+400 to rkm 2+800 except for the small crafts navigating with the speed more than 15 km/h in relation to the bank.

Vessels and convoys navigating upstream on the fairway shall wait for the vessels and convoys navigating downstream on the fairway which started with passage through Old Railway Bridge on the rkm. 2+600 to finish passage through bridge, on the waterway between rkm 0+200 and 0+400 near the left bank.

**Article 11.05 – Turning**
Passenger vessels with length overall not more than 140m shall turn on the sector from rkm 0+300m to rkm 0+600m.

Vessels and convoys with length overall not more than 140m shall turn on the sector from rkm 3+200m to rkm 3+500m.

**Article 11.06 – Stoppage and anchoring**

Stoppage and anchoring of the vessels and convoys showing the marking referred to in article 3.14 is prohibited on the sector “Mouth of the Sava River”.

Stoppage and anchoring of the vessels and convoys not showing the marking referred to in article 3.14, except small crafts, is allowed only from rkm 9 to rkm 10+300 outside of the fairway near the left bank.

Stoppage and anchoring of the small crafts is allowed only by day and outside of the fairway from the rkm 5 to rkm 11 near the right bank.

**Article 11.07 – Other regulations**

1. Navigation of the small crafts, except public small crafts, small craft engaged in fishing and small crafts registered for commercial purposes, is prohibited on the sector “Mouth of the Sava River” when the waterlevel on the waterlevel gauge Belgrade is more than +500. Navigation of the public small crafts, small craft engaged in fishing and small crafts registered for commercial purposes when the waterlevel on the waterlevel gauge Belgrade is more than +500 is allowed only by day and with the obligatory announcement to the Portmaster Office Belgrade.

2. Navigation of the all vessels and operation of the floating equipment on the sector “Mouth of the Sava River” is prohibited when the waterlevel on the waterlevel gauge Belgrade is more than +600.

3. Navigation of the sailing vessels on the sector “Mouth of the Sava River” is allowed only on the parts of the waterway designated by the competent authorities.

4. Navigation of the vessels, except small crafts, through branch of the waterway between the island Medica and island Velika Ciganlija is prohibited.

5. It is prohibited to form the waves which can damage infrastructure, vessels and other structures alongside banks.

6. When the waterlevel on the waterlevel gauge Belgrade is +250 and more and when the three vessels are moored on the passenger terminal (rkm 0+700) the vessel in the middle is obliged to drop the bow anchor.

7. Passenger vessels with the passengers aboard is prohibited to navigate in convoys.

8. Vessels and convoys, except small crafts, which are departing from the Bežanišća winter harbor (rkm 2+600) and continuing navigation in the downstream direction shall enter the fairway with the shortest and safest way and navigate upstream to the turning place on the rkm 3+200 and then after the turning, start the navigation in the downstream direction. The boatmasters of these vessels shall announce this manoeuvre on the VHF radio station on the channel for the nautical information and to give the necessary sound signals.

9. All vessels which are equipped with radiotelephone installations in proper working order in accordance with the article 4.04 paragraph 2. shall, when approaching the rkm 0, rkm 0+500, rkm 3, rkm 7 and rkm 11, communicate following data on the channel 16 (156.8 Mhz):

   a) its name or emblem
b) composition of the convoy

c) position

d) course and speed

10. Vessels mentioned in the article 9. shall communicate, on the channel 16 (156.8 Mhz) its intension and further course of the navigation when entering or leaving the Sava River, when anchoring, when entering or leaving pontoons, when entering Bežanija or Čukarica branch and on every meeting or overtaking.

B. SECTOR „UPPER SAVA“

Article 11.08 – Definitions

Sector “Upper Sava” means waterway from rkm. 514 to rkm 594.

Article 11.09 – Prohibition of the navigation

1. On the sector Upper Sava the navigation is prohibited for all vessels, except for public vessels, as follows:
   a) from rkm 594 to rkm 550 when the waterlevel on the waterlevel gauge Crnac is +710 and more;
   b) from rkm 550 to rkm 514 when the waterlevel on the waterlevel gauge Jasenovac is +820 and more.

Article 11.10 – Convoys

1. The dimensions of the convoys on the sector “Upper Sava”, when the waterlevel on the waterlevel gauge Crnac is 0 or lower and waterlevel on the waterlevel gauge Jasenovac is +50 or lower, are limited as follows:
   a) Downstream navigation is allowed for:
      - pushed convoys with the width of not more than 33m and length of not more than 120m;
      - towed convoys formed of tug and one transversal row of vessels in tow with the width of not more than 33m;
      - side by side formation with the width of not more than 25m and length of not more than 120m.
   b) Upstream navigation is allowed for:
      - pushed convoys with the width of not more than 25m and length of not more than 120m;
      - towed convoys, formed of tug and two transversal row of vessels in tow with the width of not more than 25m;
      - side by side formation with the width of not more than 25m and length of not more than 120m.

2. The dimensions of the convoys on the sector “Upper Sava”, when the waterlevel on the waterlevel gauge Crnac is more than 0 and waterlevel on the waterlevel gauge Jasenovac is more than +50, are limited as follows:
a) Downstream navigation is allowed for:
- pushed convoys with the width of not more than 45m and length of not more than 120m;
- towed convoys formed of tug and one transversal row of vessels in tow with the width of not more than 45m;
- side by side formation with the width of not more than 25m and length of not more than 120m.

b) Upstream navigation is allowed for:
- pushed convoys with the width of not more than 25m and length of not more than 200m;
- towed convoys, formed of tug and three transversal row of vessels in tow with the width of not more than 25m;
- side by side formation with the width of not more than 25m and length of not more than 120m.

C. SECTOR KUPA

Article 11.11 – Definitions

1. Sector “Kupa” means waterway on the River Kupa from rkm 0 to rkm 5.

Article 11.12 – Navigation prohibition

1. On the sector Kupa the navigation is prohibited for all vessels, except for public vessels, when the waterlevel on the waterlevel gauge Crnac is +710 and more.

Article 11.13 – Convoys

1. The dimensions of the convoys on the sector “Kupa” are limited as follows:
   a) Downstream navigation is allowed for:
   - pushed convoys with the width of not more than 12m and length of not more than 120m;
   - towed convoys formed of tug and one transversal row of vessels in tow with the width of not more than 12m;
   - side by side formation with the width of not more than 25m and length of not more than 120m.
   b) Upstream navigation is allowed for:
   - pushed convoys with the width of not more than 12m and length of not more than 120m;
   - towed convoys, formed of tug and one transversal row of vessels in tow with the width of not more than 12m;
- side by side formation with the width of not more than 25m and length of not more than 120m.
XII. AMENDMENTS TO ANNEXES OF CEVNI

A. Amendments to Annex 1, “Distinguishing Letter or Group of Letters Indicating Country of Vessel’s Home Port or Place of Registration”

92. Amend the list of distinguishing letter or group of letters indicating country of vessel’s home port or place of registration as follows:

<table>
<thead>
<tr>
<th>Country</th>
<th>Letter</th>
<th>Country</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUSTRIA</td>
<td>A</td>
<td>MALTA</td>
<td>MLT</td>
</tr>
<tr>
<td>BELARUS</td>
<td>BY</td>
<td>NETHERLANDS</td>
<td>N</td>
</tr>
<tr>
<td>BELGIUM</td>
<td>B</td>
<td>NORWAY</td>
<td>NO</td>
</tr>
<tr>
<td>BOSNIA AND HERZEGOVINA</td>
<td>BIH</td>
<td>POLAND</td>
<td>PL</td>
</tr>
<tr>
<td>BULGARIA</td>
<td>BG</td>
<td>PORTUGAL</td>
<td>P</td>
</tr>
<tr>
<td>CROATIA</td>
<td>HR</td>
<td>REPUBLIC OF MOLDOVA</td>
<td>MD</td>
</tr>
<tr>
<td>CZECH REPUBLIC</td>
<td>CZ</td>
<td>ROMANIA</td>
<td>R</td>
</tr>
<tr>
<td>FINLAND</td>
<td>FI</td>
<td>RUSSIAN FEDERATION</td>
<td>RUS</td>
</tr>
<tr>
<td>FRANCE</td>
<td>F</td>
<td>SERBIA</td>
<td>SRB</td>
</tr>
<tr>
<td>GERMANY</td>
<td>D</td>
<td>SLOVAKIA</td>
<td>SK</td>
</tr>
<tr>
<td>HUNGARY</td>
<td>HU</td>
<td>SLOVENIA</td>
<td>&quot;</td>
</tr>
<tr>
<td>ITALY</td>
<td>I</td>
<td>SWEDEN</td>
<td>SE</td>
</tr>
<tr>
<td>LITHUANIA</td>
<td>LT</td>
<td>SWITZERLAND</td>
<td>CH</td>
</tr>
<tr>
<td>LUXEMBOURG</td>
<td>L</td>
<td>UKRAINE</td>
<td>UA</td>
</tr>
</tbody>
</table>

B. Amendments to Annex 3, “Visual Signals (Marking) on Vessels”

* Code to be confirmed by the Government of Slovenia.
93. Amendments to Section I – General
   (a) Delete paragraph 1.3
   (b) Delete paragraph 1.4

94. Amendments to Section 2 – Marking when under way, Section 3 – Marking when stationery and Section 4 – Special marking
   (a) Under the sketch number 3 on the right side add following sketch:

   ![Sketch 3]

   (b) After the sketch 3 add new sketch 4 as follows:

   ![Sketch 4]

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

   (c) Under the sketch number 9 (new 10) on the right side add following sketch:

   ![Sketch 10]

   (d) Under the sketch number 10 (new 11) on the right side add following sketch:
(e) After the sketch 10 (new 11) add new sketch 12 as follows:

| Left void | 12 | Left void |

Article 3.09, paragraph 6: *Left void*

(f) After the sketch 33 (new 35) add new sketch 36 as follows:

| 36 |

Article 3.14, paragraph 5: Additional marking of pushed convoys propelled by two pushers placed side by side and carrying out certain transport operations involving dangerous substances in accordance with the requirements of sub-section 7.1.5.0 or sub-section 7.2.5.0 of ADN and Chapter 3.2, Table A, column (12) or Table C column (19) of ADN.

(g) After the sketch 35 (new 38) add new sketch 39 as follows:

| 39 |
Article 3.16, paragraph 2: Leading boat or float of a longitudinal-cable ferry-boat.

(h) Under the sketch number 41 (new 45) delete sketch on the right side

(i) After the sketch 41 (new 45) add new sketch 46 as follows:

<table>
<thead>
<tr>
<th>46</th>
</tr>
</thead>
</table>

Article 3.20, paragraph 2: Vessels stationary offshore.

(j) Under the sketch number 42 (new 47) on the right side add following sketch:

<table>
<thead>
<tr>
<th>47</th>
</tr>
</thead>
</table>

(k) Under the sketch number 43 (new 48) on the right side add following sketch:

<table>
<thead>
<tr>
<th>48</th>
</tr>
</thead>
</table>

(l) Under the sketch number 57 (new 62) on the right side replace existing sketch with following sketch:
(m) Delete sketches under 71.

C. Amendments to Annex 4, “Lights and the Colour of Signal Lights on Vessels”

95. Left void

D. Amendments to Annex 5, “Intensity and Range of Signal Lights on Vessels”

96. Left void

E. Amendments to Annex 6, “Sound Signals”

97. Amendments to Section A
   (a) After the signal “I am unable to manoeuvre” include a visual representation of signal
       “Do not approach” as follows
       ___ _______ . . . Repeated, one short and one long blasts “Do not approach”

98. Amendments to Section F
   (a) Delete “F.1. Waterways of class I”

F. Amendments to Annex 7, “Waterway Signs and Marking”

99. General amendment
   (a) Number signs and signals in line with the numbering in the rest of Rules
100. Amendments to Section I, MAIN SIGNS
   (a) Transform signs B 2 a) and b) into rectangular signs
   (b) Transform signs B 3 a) and b) into rectangular signs
   (c) Transform signs B 4 a) and b) into rectangular signs
   (d) Add a second E11 sign of rectangular shape

101. Amendments to Section II, AUXILARY SIGNS
   (a) In section 3, amend the sign for “Berthing prohibited (over a distance of 1,000 m)” to correspond to sign A.5 “No berthing”

G. Amendments to Annex 8, “Buoyage and Marking of Waterways, Lakes and Broad Waterways”

102. General amendment
   (a) Number signs and signals in line with the numbering in the rest of Rules.

103. Amendments to Section I
   (a) Add a new paragraph 1 as follows
      1. Marking
      The waterway, the fairway, as well as the danger points and obstacles are not always marked.
      Buyos, when used, shall be anchored at approximately 5 m distance from the limits that they indicate.
      Groynes and shallows can be marked using fixed marks or buyos. These marks or buyos shall, usually, be placed on the borders of groynes and shallows or in front of them.
      It is necessary to keep a sufficient distance from the marks and the buyos to avoid the risk of getting on the ground or hitting an obstacle.
   (b) Renumber paragraphs
   (c) Sketch under “Continuous scintillating light or continuous quick scintillating light” remove under “Group scintillating light or group quick scintillating light” and second sketch under “Composite group-flashing light” remove under “Continuous scintillating light or continuous quick scintillating light”

104. Amendments to Section II
   (a) Amend Section II as follows:
II. BUOYAGE OF FAIRWAY LIMITS IN THE WATERWAY

1. Right-hand side of the fairway

![Diagram of buoyage symbols]

1.A Buoy with light  
1.B Buoy without light  
1.C Float with a topmark  
1.D Spar

(fig. 1)

Colour: red

Form: cylindrical buoy or buoy with a topmark, or spar

Topmark (if any): red cylinder

Light (when fitted): rhythmic red light

Generally with radar reflector.

2. Left-hand side of the fairway

![Diagram of buoyage symbols]

2.A Buoy with light  
2.B Buoy without light  
2.C Float with a topmark  
2.D Spar

(fig. 2)

Colour: green

Form: conical buoy or buoy with a topmark, or spar

Topmark (if any): green cone, point upwards

Light (when fitted): rhythmic green light

Generally with radar reflector.
3. Bifurcation of the fairway

3.A Buoy with light  
3.B Buoy without light  
3.C Float with a topmark  
(fig. 3)  
3.D Spar

Colour: horizontal red and green bands

Form: spherical buoy or buoy with a topmark, or spar

Topmark (if any): sphere with horizontal red and green bands

Light (when fitted): continuous scintillating white light,  
or isophase white light  
(may be the group-flashing white light  
with a group of three flashes)

Generally with radar reflector.

Where necessary, a red cylindrical topmark or green conical topmark placed above the bifurcation mark indicates on which side it is preferable to pass (main fairway).
The mark shall then bear a rhythmic red light or a rhythmic green light, as appropriate.

3.E  
3.E1  
(fig. 4)  
3.F  
3.F1

4. A letter "P" painted in white on the buoys described in paragraphs 1 and 2 indicates that the fairway is adjacent to a berthing area. If the buoys showing the letter "P" carry a light, its rhythm shall be different from that of the lights of other buoys placed along the fairway limit.
III. MARKS ON LAND INDICATING THE POSITION OF THE FAIRWAY

A. Marks on land indicating the position of the fairway in relation to the banks

These marks indicate the position of the fairway in relation to the bank and, together with the buoyage of the waterway, mark the fairway at points where it approaches a bank; they also serve as landmarks.

1. Channel near the right bank

4.A With light

4.B Without light

(fig. 5)

Colour: red/white
Form: post with topmark
Topmark: square boards (sides horizontal and vertical), red, with two horizontal white stripes;
Light (when fitted): rhythmic red light.
2. Channel near the left bank

**5.A With light**

**5.B Without light**

(fig. 6)

**Colour:** green/white

**Form:** post with topmark

**Topmarks:** square board (diagonals horizontal and vertical), upper half painted green and lower half white

**Light (when fitted):** rhythmic green light.

3. Use of marks

(fig. 7)
B. Marking of cross-overs

These marks indicate at what point the fairway passes from one bank to another and also give the axis of this cross-over.

1. Right bank

   ![Diagram](image)

   4.C With light

   4.D Without light

   (fig. 8)

   Colour: yellow/black

   Form: post with topmark

   Topmark: square yellow board (sides horizontal and vertical), with a central vertical black stripe

   Light (when fitted): yellow light, flashing or occulting, with an even-number characteristic other than the group-flashing rhythm with a group of two flashes.
2. Left bank

![Diagram of signs with light and without light](fig. 9)

- **Colour:** yellow/black
- **Form:** post with topmark
- **Topmark:** square yellow board (diagonals horizontal and vertical), with a central vertical black stripe
- **Light (when fitted):** yellow light, flashing or occulting, with an odd-number characteristic other than the group-flashing rhythm with a group of three flashes.

3. Use of marks

3.1 Mere indication of cross-over

![Diagram of signs indicating cross-over](fig. 10)
3.2 Indication of the axis of a long cross-over

Two identical signs placed one behind the other on the same bank, the first sign positioned lower than the second one, forming an alignment marking the axis of a long cross-over.

Lights (if any): yellow (the forward light and rearward light generally having the same rhythm; however, the rearward light may be a fixed light).

(fig. 11)
IV. BUOYAGE AND MARKING OF DANGER POINTS AND OBSTACLES

A. Fixed marks

1. Right-hand side
   Colour: red
   Form: post with topmark
   Topmark: red cone, point downwards
   Light (when fitted): rhythmic red light.

2. Left-hand side
   Colour: green
   Form: post with topmark
   Topmark: green cone, point upwards
   Light (when fitted): rhythmic green light.

3. Bifurcation
   Colour: red/green
   Form: post with topmark
   Topmark: red cone, point downwards, above a green cone, point upwards
   Light (when fitted): continuous scintillating white light
   or isophase white light
   (may be the group-flashing white light
   with a group of three flashes)

The above cones may be replaced by triangular panels with a white background and a red or green border.

4. Secondary arms of the waterway, mouths of waterways and entrances to harbours

On the approach to secondary arms of the waterway, to mouths of waterways and to harbour entrances, the bank walls on both sides of the waterway may be marked as far as the head of the dividing mole by the fixed marks described in 1 and 2 above, figures 12 and 13. Vessels entering the harbour are regarded as upstream traffic.
B. **Buoys**

1. **Right-hand side**

![Buoy Diagram](image1)

*Colour*: horizontal red and white bands  
*Form*: spar-buoy or spar  
*Topmark*: red cylinder  
*Light (when fitted)*: rhythmic red light  
Generally with radar reflector.

2. **Left-hand side**

![Buoy Diagram](image2)

*Colour*: horizontal green and white bands  
*Form*: spar-buoy or spar  
*Topmark*: green cone, point upwards  
*Light (when fitted)*: rhythmic green light  
Generally with radar reflector.
Example of use of the buoyage and marking described in chapters II and IV

(fig. 17)
V. ADDITIONAL MARKING FOR NAVIGATION BY RADAR

A. Marking of bridge piers (if necessary)

1. Yellow floats with radar reflector (placed upstream and downstream from piers)

2. Pole with radar reflector placed upstream and downstream from bridge piers

B. Marking of overhead cables (if necessary)

1. Radar reflectors secured to the overhead cable (giving a radar image of a series of points to identify the overhead cable)

2. Radar reflectors placed on yellow floats arranged in pairs near each bank (each pair giving a radar image of two points side by side to identify the overhead cable)
VI. ADDITIONAL BUOYAGE AND MARKING OF LAKES AND BROAD WATERWAYS

Left void

VII. MARKING OF PROHIBITED OR RESTRICTED AREAS

1. Special marks
   Colour: yellow
   Form: any, but different from navigational marks
   Topmark (if any): single yellow “X” shape
   Light (if fitted):
      Colour: yellow
      Rhythm: any, other than those described in chapter VI.

2. The nature of the prohibition or restriction shall, insofar as possible, be made clear in writing (for instance, in charts) and by local information.

   Local information may be carried on yellow buoys. It may also be given by means of topmarks placed on such buoys in lieu of a topmark as prescribed above. For example, buoys at the edge of a zone where navigation is totally prohibited may carry a staff with a rigid, triangular red pennon.

   Information may be given on boards placed on the bank and representing any of the prohibitory or informative signs prescribed in annex 7, sections I.A and I.E. Such boards may, if necessary, be supplemented by an arrow indicating the direction of the area to which the sign applies (see annex 7, section II.3).

3. If a shore zone in which one or more types of vessel or activity are prohibited or restricted is crossed by a fairway in which one such type of vessel or activity is not prohibited or restricted (except as regards an entrance to a harbour to which section II applies), the sides of that fairway may, again, be marked by yellow buoys. The upper parts of the two buoys at the entrance may, if necessary, be painted red on the right-hand side and green on the left-hand side for a boatmaster leaving the fairway.

   On the bank, boards as prescribed in annex 7, E.15 to E.20, may indicate the type of craft or activity permitted (e.g. the “water skiing” permission sign to indicate a water-skiing fairway across an area where all navigation, or only water skiing, is prohibited); the markings may be supplemented by the arrow prescribed in annex 7, section II.3.

   Where a zone open for more than one activity is crossed by a fairway in which only one activity is permitted, the sides of that fairway may be marked as in the above case. A board on the bank may indicate the activity permitted.
VIII. BUOYS FOR MISCELLANEOUS PURPOSES

If buoys are required for purposes other than those referred to above, they shall be predominantly white. They may carry pictograms.

IX. ENTRANCES TO HARBOURS

1. Marking of the entrance

   By day:

   To port of a vessel entering: red device, generally cylindrical; or a post with a cylindrical red topmark; or a red rectangle painted in the jetty;

   To starboard of a vessel entering: green device, generally conical; or a post with a conical green topmark; or a green triangle, point upward, painted on the jetty.

   At night:

   The day markings described above may be illuminated.

   If lights are used:

   To port of a vessel entering: a red light, generally rhythmic;

   To starboard of a vessel entering: a green light, generally rhythmic.

   In certain cases, only one of these lights may be used.

2. This marking may be also used for entrances to tributary waterways, entrances to secondary arms of waterways and entrances to docks.

G. Amendments to Annex 10 “General technical specifications applicable to radar equipment”

105. Annex 10 – Left void