



CEVNI COURSE NOTES

**“Code Européen Des Voies De Navigation Interieure”
(European Code for Inland Waterways)**

CEVNI

NOTES FOR CEVNI EXAM PREPARATION

“Code Europeen Des Voies De Navigation Interieure”

(European Code for Inland Waterways)

Required for Boat operators of vessels in all EU internal waters

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Introduction

The IYT Worldwide International Certificate of Competence, ICC, covers boat operators for COASTAL waters. A different certificate endorsement is required if the operator intends to use INLAND canals and waterways of Europe.

An ICC is often considered as the international 'boat driving licence'. It is required by countries/ charter operators if you wish to use your own boat in Europe or if you wish to charter one.

There are the following classes of ICC

- Power - < 10m, Coastal
- Power - < 24m, Coastal
- Power - < 10m, Coastal + Inland (Requires CEVNI Test)
- Power - < 24m, Coastal + Inland (Requires CEVNI Test)
- Sail - Coastal (includes Power ICC < 10m, Coastal) + Inland (Requires CEVNI Test)
- PWC + Inland (Requires CEVNI Test)

For those wishing to use the extensive Inland waters a CEVNI Certificate/Endorsement will be required. All vessel operators in the inland waterways of Europe, commercial and recreational, are required to hold a CEVNI endorsed certificate. To obtain one, an exam has to be passed based on a knowledge and understanding of the Inland rules, signs, regulations, symbols and signals.

European Inland Waterways now cover from the Black Sea to the Baltic and from Amsterdam to Marseilles. Anyone using the canals and waterways of Europe should carry a copy of these notes on board. It is essential reading for all candidates who want an Inland Water's endorsement on their ICC.

Who needs a CEVNI Certificate? Anyone who is to use the canal system of Europe. It is NOT needed for coastal boating.

To obtain a CEVNI Certificate, a simple test is required based on the knowledge learned from these notes. It is possible to arrange for tuition through a participating IYT Worldwide School.

It is written examination with 16 multi-choice questions. You need to answer 12 correctly. The exam usually takes 1 hour.

This publication is for purposes of guidance and training. While every effort has been made to ensure accuracy, International Yacht Training Worldwide is not liable for the consequence of implementing or attempting to implement any instructions or advice contained within these notes.

CEVNI Endorsement for the IYT Worldwide International Certificate of Competence

CEVNI is the acronym for:

Code Européen Des Voies De Navigation Intérieure,
or
European Code for Inland Waterways.

The current edition is Revision 3 published in 2007.

The code covers the rules for operation a vessel in European inland waterways, and has a comprehensive list of lights, sounds, signals and signs.

A copy may be downloaded from this address:

http://www.btinternet.com/~keith.bater/cevni_regs_english.pdf



The CEVNI Code outlines certain definitions:

- **Small craft** – under 20 m in length
- **Normal craft** – over 20 m in length
- **Small craft usually give way to normal craft**
- **Right bank** – on the right when proceeding downstream
- **Left bank** – on the left when proceeding downstream
- **Waterways** – Class 1 are rivers; Class 2 are canals and lakes
- **Upstream vessel** – is proceeding up the river to its source, or ascending in a lock.
- **Downstream vessel** – is proceeding away from the source of a river, or descending in a lock.

(Note it is the direction of travel, not the relative position)

Meeting rules

- 'Give way' and 'stand on' – are defined as in IRPCS (Collision Regulations).
- Normal vessels travelling downstream have priority over vessels travelling upstream, but the vessels travelling upstream may choose which side to give way on.
- If an upstream vessel decides to leave a course to starboard, it displays a blue board by day (with a scintillating (60 flashes per second) blue light by night) on its starboard side.
- Downstream vessels acknowledge by displaying a similar board on their starboard side.
- Hydrofoils and hovercraft give way to other vessels.
- CEVNI Crossing rules are similar to IRPCS. However, a vessel on the starboard side of a marked channel shall maintain its course.
- The standard lights for motor vessels and sailing craft are similar to IRPCS, also Restricted in Ability to Manoeuvre, Not Under Command, Fishing, Diving
- Vessels with vertical blue lights or cones are carrying cargoes of varying levels of hazardous materials.

CEVNI Signs, signals, lights and shapes

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A selection only of the signs, signals, lights, shapes and general regulations is included below. All vessel operators should be familiar with the complete regulations by consulting the CEVNI Code Revision 3 2007 and all Amendments.

SOUND SIGNALS

The list of sound signals is not complete; please refer to the CEVNI Rules for full details.





















There are 4 lengths of sound signal as follows:

—————	Long Blast
———	Short Blast
■	Very Short Blast
.....	Continuous

(Long blast = a blast lasting about four seconds; **short blast** = a blast lasting about one second; **very short blast** = lasting about a quarter of a second, separated by a silence of the same duration)

SOUND SIGNALS

General signals

	Attention
	I am turning to my right
 	I am turning to my left
  	I am in reverse gear
	Danger of Collision is imminent
   	I am manoeuvring with difficulty
  	Request for Lock/Bridge Opening
    	Request Medical Assistance

Meeting Signals

—	I wish to pass on the port side
—	Agreed, pass on the port side
— —	I wish to pass on the starboard side
— —	Agreed, pass on the starboard side
. or	Not agreeing with request

Overtaking Signals

— — — —	I wish to overtake to port
—	Agreed, overtake to port
— —	No, you must overtake to starboard
— — — —	I wish to overtake to starboard
— —	Agreed, overtake to starboard
—	No, you must overtake to port
— — — — —	No, you cannot overtake

Signals In and Near Harbours, Crossings and Turnings

— — — —	I am going to leave/enter harbour to starboard
— — — — —	I am going to leave/enter harbour to port
— — — —	I am going to cross the waterway
— —	I am going to turn to starboard
— — —	I am going to turn to port

Distress

— or 	Repeated Long blasts or continuous ringing of a bell
--	--

Restricted Visibility

Vessels navigating by radar



Vessels, other than small craft, preceding downstream, a three-tone signal repeated as often as necessary.



Single vessel proceeding upstream 1 long blast

Vessels not navigating by radar



Any vessel proceeding alone 1 long blast repeated at least once a minute



Ferry-boats 1 long blast followed, 4 short blasts, repeated at least once a minute

Stationary vessels



1 peal of a bell repeated at least once a minute, "I am lying on left side of channel"



2 peals of a bell repeated at least once a minute, "I am lying on right side of channel"



3 peals of a bell repeated at least once a minute, "I am stationary, position uncertain"



or

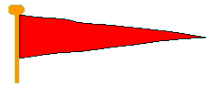


1 peal of a bell, or 1 long blast between 2 short blasts, repeated at least once a minute

NOTE: The above list is not complete for full details refer to CODE.

Vessel Signals and Shapes – This list is not complete refer to CEVNI Code

The Rules of the Road are outlined in Chapter 6 of the CEVNI Code and all Inland water users should make themselves aware of these. As the majority of pleasure craft use is likely to be on canals where the locks mostly close at night very little night sailing will be undertaken. The rules are similar to the International Colregs but with a number of variations. It is not the place to fully expand on these in this set of notes.



The vessel has priority



The vessel is carrying dangerous substances



The vessel is carrying a dangerous cargo constituting health hazards



The vessel is carrying a dangerous cargo, explosives



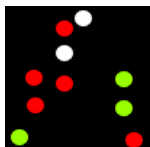
The vessel is towing



The Vessel is not under command



Vessel Restricted in ability to manoeuvre, pass on its port side



Vessel Restricted in ability to manoeuvre, pass on its port side

SIGNS

CEVNI **RED** signs are **mandatory** - you must comply



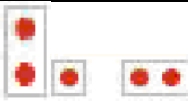





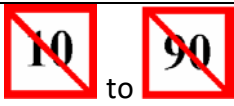


CEVNI **RED** signs with a **diagonal red bar** action **prohibited** - you must comply















CEVNI **BLUE** signs are for information

CEVNI **BLUE** sign with a diagonal white bar indicates the end of a restriction

RED SIGNS

















A: PROHIBITORY SIGNS

Section A	Sign	Meaning	Comments
1		No entry	
1		No entry	
1		No entry	
		No entry, except for small craft with no power	
2		No overtaking	
2		No overtaking by convoys	
3		No passing or overtaking	
4		No berthing - no anchoring or making fast to the bank	
5		No berthing within the breadth indicated 10 to 90 metres	These signs increase by increments of 10 metres
6		No anchoring	
7		No making fast to the bank	

8		No turning	
9		Do not create wash	
9		Do not create wash	
10		No passing outside the area marked	
11		Entry prohibited, but prepare to get under way	
12		Motor vessels prohibited	
13		All sport vessels prohibited	
14		Water skiing prohibited	
15		Sailing vessels prohibited	
16		All self propelled craft prohibited (sail/power allowed)	
17		Sailboards prohibited	
18		End of zone authorized for high speed navigation of small sport/pleasure craft	
19		No launching and recovery of vessels	
20		Use of Personal Watercraft, PWC, prohibited	







Note: The list of signs is not complete; please refer to the CEVNI Rules for full details.

B: MANDATORY SIGNS

Section B	Sign	Meaning	Comments
1	 or 	Proceed in the direction shown by the arrow	
2	 	Move to the side of the channel on your port/starboard side	
3	 	Keep to the side of the channel on your port/starboard side	
4	 	Cross channel to port/starboard side	
5		Stop as prescribed in the Regulations	
6		Do not exceed speed limit shown	All speeds shown in kilometres per hour kph
7		Give sound signal	
8		Keep a particularly sharp lookout	
9		Do not enter or cross the main waterway until certain that this will not oblige vessels proceeding on it to change their course or speed	
9		Do not enter or cross the main waterway until certain that this will not oblige vessels proceeding on it to change their course or speed	
11		Obligation to enter into a radiotelephone link	
11		Obligation to enter into a radiotelephone link Specific channel nominated	Channels used: 10, 11, 16, 18 and 22


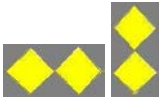



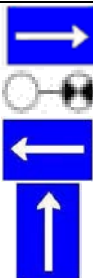
Note: The list of signs is not complete; please refer to the CEVNI Rules for full details.

C: RESTRICTIVE SIGNS

Section C	Sign	Meaning	Comments
1		Depth of water restricted	With maximum depth indicated in metres
2		Headroom limited	With maximum headroom indicated in metres
3		Width of passage or channel limited	With maximum width indicated in metres
4		There are restrictions on navigation: make enquiries.	
5		The channel lies at a distance from the left bank	With distance in Metres indicated
6		The channel lies at a distance from the right bank	With distance in Metres indicated












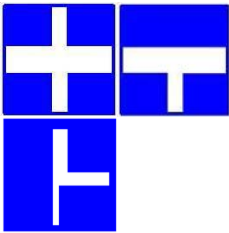

Note: The list of signs is not complete; please refer to the CEVNI Rules for full details.











D: RECOMMENDATORY SIGNS

Section D	Sign	Meaning	Comments
1		Recommended channel in both directions	
1		Recommended channel only in the direction indicated (passage in the opposite direction prohibited)	
1		Recommended channel in both directions	
1		Recommended channel only in the direction indicated (passage in the opposite direction prohibited)	
2		You are recommended to keep within the area indicated (in openings of bridges or weirs)	
3		You are recommended to proceed in the direction shown by the arrow/ from the fixed light towards the isophase light.	

Note: The list of signs is not complete; please refer to the CEVNI Rules for full details.

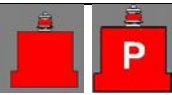
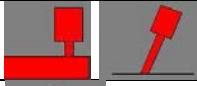
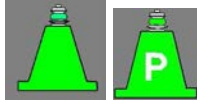
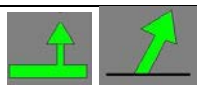

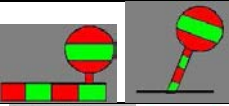
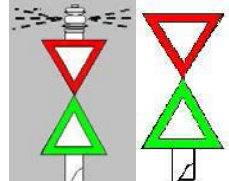
E: INFORMATION SIGNS

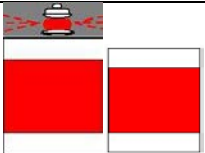
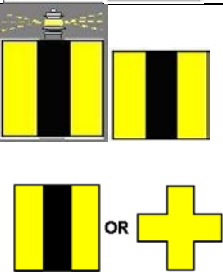

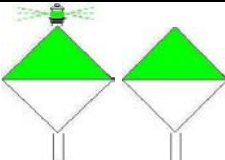
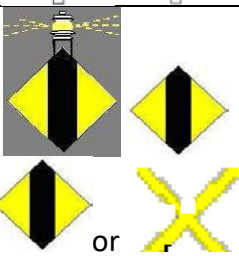
Section E	Sign	Meaning	Comments
1		Entry permitted (general sign)	Boards or lights
2		Overhead cable crossing.	
3		Weir	
4		Ferry-boat not moving independently	
4		Ferry-boat moving independently	
5		Berthing (i.e. anchoring or making fast to the bank) permitted	
5		Maximum number of vessels permitted to berth abreast	
6		Anchoring and trailing of anchors, cables or chains permitted	
7		Making fast to the bank permitted	
8		Turning area	
9		The waterways being approached are considered to be tributaries of this waterway	There are a number of these signs depicting different tributary directions – not all are included here
10		This waterway is considered to be a tributary of the waterway being approached	There are a number of these signs depicting different tributary directions – not all are included here
11		End of a restriction, prohibition or obligation	

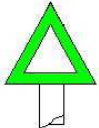


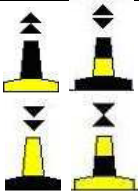
Section E cont.	Sign	Meaning	Comments
13		Drinking water supply	
14		Telephone	
15		Motor vessels permitted.	
16		Sport or pleasure craft permitted.	
17		Water skiing permitted	
18		Sailing vessels permitted	
19		Craft other than motorized and sailing permitted	
20		Sailboard permitted	
21		Zone authorized for high speed navigation of small sport and pleasure craft	
22		Launching or retrieving vessels permitted	
23		Possibility of obtaining nautical information by VHF on the channel indicated	Channels 11, 16, 22
24		PWC permitted	

Note: The list of signs is not complete; please refer to the CEVNI Rules for full details.

F: BUOYAGE, CHANNEL LIMITS

Section F	Sign	Meaning	Comments
1		Right hand side of channel with light and Right hand side of channel with light adjacent to berthing area	The same buoys may be unlit
1		Right hand side of channel float and spar	
2		Left hand side of channel with light and Left hand side of channel with light adjacent to berthing area	The same buoys may be unlit
2		Left hand side of channel float and spar	
	BIFURCATION		
3		Bifurcation of the channel, with light Where necessary a red cylindrical topmark or green conical topmark of red is placed above the bifurcation mark to indicate the side it is preferable to pass, the main channel; the mark shall then bear a rhythmic red light or a rhythmic green light, as appropriate	The same buoy may be unlit Light (when fitted): continuous scintillating white light, or isophase white light (may be the group-flashing white light with a group of three flashes)
3		Bifurcation of the channel float and spar	
3		Danger point bifurcation, with light and without light	

Section F	Sign	Meaning	Comments
LAND MARKS	CHANNEL POSITION		
RIGHT BANK	RIGHT BANK		
4		Channel near the right bank with light and without light	Light (when fitted): rhythmic red light
4		Marking of cross-over right bank with light and without light	These marks indicate at what point the channel passes from one bank to another and also give the axis of this cross-over. 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
4		Danger point right bank	
LEFT BANK	LEFT BANK		
5		Channel near the left bank with light and without light	Light (when fitted): rhythmic green light.
5		Marking of cross-over left bank with light and without light	These marks indicate at what point the channel passes from one bank to another and also give the axis of this cross-over

			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.
5		Danger point left bank	
Section O	OTHER MARKS	From Colregs	
		Isolated danger mark	Light when fitted, Colour : white Rhythm group flashing (group of two flashes)
		Safe water mark	Light when fitted, Colour : white Rhythm : isophase, single-occulting, one long flash every 10 seconds or Morse code "A"
		North, East, South and West Cardinal Marks	Light when fitted, Colour : white N - continuous quick E – group 3 quick S – group 6 quick 1 long W – group 9 quick

Note: The list of signs is not complete; please refer to the CEVNI Rules for full details.



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