



United Nations

CEVNI

European Code for Inland Waterways United Nations Economic Commission for Europe (ECE/TRANS/SC.3/115/Rev.4)

WATERWAY SIGNS AND MARKING

I. MAIN SIGNS

A - PROHIBITORY SIGNS

	A.1 No entry (general sign)
	A.2 No overtaking
	A.3 No overtaking of convoys by convoys
	A.4 No passing or overtaking
	A.4.1 No passing or overtaking of convoys by convoys
	A.5 No berthing (i.e. no anchoring or making fast to the bank)
	A.5.1 No berthing within the breadth indicated in meters
	A.6 No anchoring or trailing of anchors, cables or chains
	A.7 No making fast to the bank
	A.8 No turning
	A.9 Do not create wash
	A.9 Do not create wash
	A.10 No passing outside the area marked (in openings of bridges or weirs)
	A.11 Entry prohibited, but prepare to get under way
	A.11 Entry prohibited, but prepare to get under way
	A.11 Entry prohibited, but prepare to get under way
	A.12 Motorized craft prohibited
	A.13 All sports or pleasure craft prohibited
	A.14 Water skiing prohibited
	A.15 Sailing vessels prohibited
	A.16 All craft other than motorized vessels or sailing craft prohibited
	A.17 Use of sailboats prohibited
	A.18 End of zone authorized for high speed navigation of small sport and pleasure craft
	A.19 No launching or beaching of vessels
	A.20 Water bikes prohibited

B - MANDATORY SIGNS

	B.1 Proceed in the direction shown by the arrow
	B.2 a) Move to the side of the fairway on your port side (B.2a)
	B.2 b) Move to the side of the fairway on your starboard side (B.2b)
	B.3 a) Keep to the side of the fairway on your port side (B.3a)
	B.3 b) Keep to the side of the fairway on your starboard side (B.3b)
	B.4 a) Cross fairway to port (B.4a)
	B.4 b) Cross fairway to starboard (B.4b)
	B.5 Stop as prescribed in the Regulations
	B.6 Do not exceed the speed indicated (in km/h)
	B.7 Give a sound signal
	B.8 Keep a particularly sharp lookout
	B.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
	B.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
	B.10 Vessels proceeding on the main waterway must, if necessary, change course and speed to allow vessels to leave harbours or tributary waterways
	B.11 a) Obligation to enter into radiotelephone link (B.11a)
	B.11 b) Obligation to enter into a radiotelephone link on the channel as indicated on the board (B.11b)

C - RESTRICTIVE SIGNS

	C.1 Depth of water limited
	C.1 Depth of water limited
	C.2 Headroom limited
	C.2 Headroom limited
	C.3 Width of passage or fairway limited
	C.3 Width of passage or fairway limited
	C.4 There are restrictions on navigation: make enquiries
	C.5 The fairway lies at a distance from the right (left) bank; the figure shown on the sign indicates the distance in meters, measured from the sign, to which vessels should keep

D - RECOMMENDATORY SIGNS

	D.1 Recommended fairway
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	D.2 You are recommended to keep within the area indicated (in openings of bridges and weirs)
	D.2 You are recommended to keep within the area indicated (in openings of bridges and weirs)
	D.3 You are recommended to proceed: In the direction shown by the arrow
	D.3 You are recommended to proceed: In the direction from the fixed light towards the isophase light

E - INFORMATIVE SIGNS

	E.1 Entry permitted (general sign)
	E.2 Overhead cable crossing
	E.3 Weir
	E.4 a) Ferry-boat not moving independently (E.4a)
	E.4 b) Ferry-boat moving independently (E.4b)
	E.5 Berthing (i.e. anchoring or making fast to the bank) permitted
	E.5.1 Berthing permitted on the stretch of water of the breadth measured from, and shown on the board in meters
	E.5.2 Berthing permitted on the stretch of water bounded by the two distances measured from, and shown on the board in meters
	E.5.3 Maximum number of vessels permitted to berth abreast
	E.5.4 Berthing area reserved for pushing-navigation vessels that are not required to carry the marking prescribed in Article 3.14
	E.5.5 Berthing area reserved for pushing-navigation vessels that are required to carry one blue light or one blue cone under Article 3.14
	E.5.6 Berthing area reserved for pushing-navigation vessels that are required to carry two blue lights or two blue cones under Article 3.14
	E.5.7 Berthing area reserved for pushing-navigation vessels that are required to carry three blue lights or three blue cones under Article 3.14
	E.5.8 Berthing area reserved for vessels other than pushing-navigation vessels that are not required to carry the marking prescribed in Article 3.14
	E.5.9 Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry one blue light or one blue cone under Article 3.14
	E.5.10 Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry two blue lights or two blue cones under Article 3.14
	E.5.11 Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry three blue lights or three blue cones under Article 3.14
	E.5.12 Berthing area reserved for all vessels that are not required to carry the marking prescribed in Article 3.14
	E.5.13 Berthing area reserved for all vessels that are required to carry one blue light or one blue cone under Article 3.14
	E.5.14 Berthing area reserved for all vessels that are required to carry two blue lights or two blue cones under Article 3.14
	E.5.15 Berthing area reserved for all vessels that are required to carry three blue lights or three blue cones under Article 3.14
	E.6 Anchoring or trailing of anchors, cables or chains permitted
	E.7 Making fast to the bank permitted
	E.7.1 Berthing area reserved for loading and unloading vehicles. (Maximum duration of berthing permitted may be added on an information plate below the board)
	E.8 Turning area
	E.9 The waterways being approached are considered to be tributaries of the waterway
	E.9 The waterways being approached are considered to be tributaries of the waterway

	E.10a		E.10b	E.10 This waterway is considered to be a tributary of the waterway being approached
	E.11a		E.11b	E.11 End of a prohibition or obligation applying to traffic in one direction only, or end of restriction
	E.12a		E.12b	E.12 Advance signals: one or two white lights
	E.12c		E.12d	a) Fixed light(s): Difficulty ahead - stop if the regulation so require (E.12a, E.12b) b) Isophase light(s): You may proceed (E.12c, E.12d)
	E.13			E.13 Drinking water supply
	E.14			E.14 Telephone
	E.15			E.15 Motorized vessels permitted
	E.16			E.16 Sports or pleasure craft permitted
	E.17			E.17 Water skiing permitted
	E.18			E.18 Sailing vessels permitted
	E.19			E.19 Craft other than motorized vessels or sailing craft permitted
	E.20			E.20 Use of sailboards permitted
	E.21			E.21 Zone authorized for high speed navigation of small sport and pleasure craft
	E.22			E.22 Launching or beaching of vessels permitted
	E.23			E.23 Possibility of obtaining nautical information by radio-telephone on the channel indicated
	E.24			E.24 Water bikes permitted

II. AUXILIARY SIGNS

	(a)		(b)	1. Panels showing the distance at which the regulation applies or the special feature indicated by the main sign is to be found Note: The panels are placed above the main sign. Examples: a) In 1000 m, stop b) In 1500 m, ferry-boat not moving independently
	2			2. Additional luminous signal Luminous white arrow combined with certain lights, with the following meanings: a) With green light Example: Permission to enter the basin to which the arrow is pointing b) With red light Example: No entry to the basin to which the arrow is pointing
	3			3. Pointers showing the direction of the section to which the main sign applies Note: The pointers need not necessarily be white and may be placed beside or below the main sign a) Berthing permitted b) Berthing prohibited (over a distance of 1000m)
	4			4. Panels giving explanations or additional information Note: These panels are placed below the main sign Example 1 - Stop for Customs Example 2 - Give one long blast

BUOYAGE AND MARKING OF WATERWAYS, LAKES, AND BROAD WATERWAYS

	1.A Buoy with light	1.B Buoy without light	1.C Float with a topmark	1.D Spar	Buoyage of fairway limits in the waterway Right-hand side of the fairway
	2.A Buoy with light	2.B Buoy without light	2.C Float with a topmark	2.D Spar	Left-hand side of the fairway
	3.A Buoy with light	3.B Buoy without light	3.C Float with a topmark	3.D Spar	Bifurcation of the fairway
	3.E Buoy with light	3.E1 Buoy without light	3.F Float with a topmark	3.F1 Spar	Bifurcation of the fairway with mark that indicates on which side it is preferable to pass
	4.A Right-hand side	4.B Left-hand side			Marks on land indicating the position of the fairway A. In relation to the banks A.1. Fairway near the right bank 4.A with light; 4.B without light A.2. Fairway near the left bank 5.A with light; 5.B without light
	5.A Right-hand side	5.B Left-hand side			B. Marking cross-overs B.1. Right bank 4.C with light; 4.D without light B.2. Left bank 5.C with light; 5.D without light
	4.C Right-hand side	4.D Left-hand side			B.3.1. Mere indication of cross-over B.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
	4.F Right-hand side	5.F Left-hand side	6.A Bifurcation	6.B Bifurcation	Buoyage and marking of danger points and obstacles Fixed marks: A.1. right-hand side (4.F), A.2. left-hand side (5.F), A.3. bifurcation (6.A, 6.B)
	1.F1 Right-hand side	1.F Left-hand side			Buoys: B.1. Right-hand side 1.F1 spar 1.F spar-buoy B.2. Left-hand side 2.F1 spar 2.F spar-buoy
	2.F1 Right-hand side	2.F Left-hand side			Example of use of the buoyage and marking described
	8.C Marking of overhead cables	8.C1 Marking of overhead cables			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
	8.C2 Marking of overhead cables	8.C3 Marking of overhead cables			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 in pairs near each bank (each pair giving a radar image of two points side by side to identify the overhead cable)
	8.C4 Marking of overhead cables				Additional buoyage and marking of lakes and broad waterways Description of cardinal marks
	8.D Isolated danger marks	8.D1 Isolated danger marks			Isolated danger marks
	8.E Marking of the axis of a fairway, the middle of a fairway or a landfall	8.E1 Marking of the axis of a fairway, the middle of a fairway or a landfall	8.E2 Marking of the axis of a fairway, the middle of a fairway or a landfall		Marking of the axis of a fairway, the middle of a fairway or a landfall