

Article 9.04, para.1 - Application of Chapter 3, “Visual Signals (Marking) on Vessels”, Section II

Français |

With respect to [section II of Chapter 3](#), the competent authorities may decide not to require [vessels under way](#) to carry [day](#) markings.



Note by the secretariat:

In accordance with article 9.04, paragraph 1, the following administrations do not require [vessels](#) under way to carry day markings:

1. Belarus: the carriage of day markings by vessels under way is not envisaged;
2. Germany: there is no marking required for the dragging of [side-by-side formations](#) ([article 3.11](#), paragraph 2 of CEVNI), no day marking requirements for [ferry-boats](#) ([article 3.16](#) of CEVNI); no alternative marking foreseen in the cases mentioned in [article 3.20](#) paragraph 1 (sentence 2) and [article 3.20](#) paragraphs 2 and 3 of CEVNI. No marks are foreseen for vessels with limited manoeuvrability, for fishing vessels which drag nets, for vessels engaged in mine-sweeping operations or pilotage service;
3. Russian Federation: deviations from CEVNI requirements concerning day marking are considerable;
4. Turkey;
5. Ukraine: there are no national rules on day markings, except for articles [3.27](#), [3.28](#) and [3.36](#) para. 1;
6. Mosel Commission: the carriage of day markings is only required from towed [convoys](#); pushed towed [convoys](#); vessels carrying certain dangerous goods; vessels authorized to carry more than 12 passengers with a length of less than 20 m; vessels enjoying priority of passage and vessels under way which are impossible to control. Night markings, however, should be carried in [reduced visibility](#).