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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

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

(Twenty-fifth session, 19 - 21 March 2003,
agenda item 7)

**MINIMUM MANNING REQUIREMENTS AND WORKING AND REST HOURS OF
CREWS OF VESSELS IN INLAND NAVIGATION**

Transmitted by the Governments of Germany and the United Kingdom

The secretariat reproduces below the comments and proposals of the Governments of Germany and the United Kingdom on the draft recommendations on minimum manning requirements and working and rest hours of crews of vessels in inland navigation as provisionally agreed by the Working Party, at its twenty-third session (TRANS/SC.3/WP.3/2003/1).

GERMANY

Article 2 : Crew members

1. For the purposes of a standardized application and implementation of the above mentioned requirements, Germany would also welcome a standardized solution of the question of the requirements regarding the qualifications of the different crew members.

2. It could be based on the manning requirements submitted by the Central Commission for the Navigation of the Rhine (TRANS/SC.3/WP.3/2002/4).

Annex

3. At the twenty-third session of the Working Party SC.3/WP.3, it was decided to delete throughout the service record the references to the Rhine, Rhine Licence, and Rhine Regulations and/or to replace them by UNECE recommendations.
4. This decision should be reconsidered for the following reasons:
 - (i) The requirements regarding the qualifications of crew members in the recommendations mentioned above are not standardized. According to Article 2(2) of the recommendations mentioned, each Administration lays down its own requirements regarding the qualifications and minimum ages of crew members. Therefore, there is no uniformity, and a recognition requires a previous examination. This has been pointed out by Germany in Document TRANS/SC.3/WP.3/2002/4/Add.2.
 - (ii) The division into two parts on pages 17 - 20 of the service record, as set out in document TRANS/SC.3/WP.3/2002/1, would make it possible to recognize the service record as a proof of the holder's qualification also on the Rhine.

UNITED KINGDOM

Article 1 : General

5. Article 1.1 reads "*These recommendations apply to all inland navigation vessels engaged in international shipping...*"
6. This recommendation needs to be more specific about the inland waterways to which it applies. It is based on three defined operating modes: see article 5. The definitions include specified hours when the vessel may not operate (10 p.m. till 6 a.m. or 11 p.m. till 5 a.m.). This is completely inappropriate for tidal rivers (in the United Kingdom, examples are the Trent and the Humber), where vessel movements may be restricted to high tide.
7. Alternatively, if the recommendation is intended for all inland waterways, the hours of work and hours of rest requirements should be expressed in more flexible terms.

Article 2 : Crew members

8. *Article 2.1: The minimum crew of a vessel, ensuring the safety of its operation may consist of the following crew members: ...*"
9. In the English translation, this implies that all of the grades listed should be included in the crew on every vessel. The United Kingdom believes that this article should state the purpose of setting minimum manning levels – i.e. the safety of the vessel – and proposes :

“The minimum crew of a vessel must be sufficient in number and grade of personnel to ensure the safety of its operation, and may be made up from the following crew members.”

Article 3 : Physical fitness

10. The United Kingdom does not require the medical examination for crew on inland waterway vessels to be carried out by doctors appoint by the competent authority. The system requires the candidate to produce a medical report completed by any medical practitioner. Only if the form indicates the presence of any disqualifying conditions is the report referred to a doctor appoint by the competent authority for a risk-based assessment of the applicant’s fitness for the job. This is the same system that is used for drivers of heavy good vehicles and public service vehicles in the United Kingdom.

11. A copy of the United Kingdom medical report form (ML5) is enclosed in Annex A for information.^{1/} This is currently used primarily by boatmasters on passenger ships, but is due to be reviewed for wider use.

Article 4 : Service record

12. As for Article 1, if the recommendations are intended to apply to all inland waterways, the requirements in Article 4.1 for the record to be in French or German, as well as in the official language of the country concerned, is inappropriate.

Article 6 : Mandatory rest period

13. These provisions compare unfavourable with the ILO Convention on Hours of Work and Manning of Ships (ILO 180), where in addition to daily rest, a minimum number of hours of rest is also set for each seven day period. The United Kingdom proposes, as a starting point for discussion, that the minimum number of hours rest per week in any mode should be 77 hours, in line with the provisions of ILO 180.

Article 8 : Ship’s log, tachograph

14. Article 8.3 and 8.5 require the completed ship’s logs and tachographs to be kept for 7 months. The United Kingdom requests an explanation of the rationale for choosing that rest period. We would query whether 6 months is long enough, given the frequency of inspection of inland waterway vessels.

^{1/} Note by the secretariat : For the purpose of economy, the annex will be circulated at the meeting room as Informal Document No. 1 in English only.