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Working Party on Inland Water Transport

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

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Item 4 (b) of the provisional agenda

**AMENDMENTS TO THE RECOMMENDATIONS ON HARMONIZED EUROPE-WIDE
TECHNICAL REQUIREMENTS FOR INLAND NAVIGATION VESSELS (ANNEX TO
RESOLUTION NO. 61): CHAPTER 20 AND 21, "SPECIFIC REQUIREMENTS FOR
SEA-GOING VESSELS, RECREATIONAL VESSELS AND RIVER-SEA VESSELS"**

Special requirements applicable to sea-going and recreational vessels

Proposal by the Chairman of the Group of Volunteer Experts of the Working Party on Inland
Water Transport

Note by the secretariat

At its fiftieth session, the Working Party on Inland Water Transport (SC.3) invited its Group of Volunteer Experts to elaborate missing chapters 20 "Specific requirements for sea-going vessels" and 21 "Specific requirements to recreational craft" in Resolution No.61, as well as to consider possible ways to elaborate specific recommendations for river-sea vessels based on the proposal by the Russian Federation in ECE/TRANS/SC.3/2006/8 (ECE/TRANS/SC.3/174, para. 33). The Group of Volunteer Experts met in June and December 2007 to prepare the first proposal on special requirements applicable to sea-going vessels (Chapter 20A), based on Chapter 20 of the Rhine Vessels Inspection Regulations (RVBR), as well as the proposal on special requirements applicable to recreational vessels (Chapter 21), based on the relevant provisions of the EC Directive 2006/87/EC laying down technical requirements for inland waterway vessels. The group will meet in summer 2008 to finalize the text of draft Chapter 20 B on river-sea vessels.

The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) may wish to consider the draft Chapter 20A and 21, submitted by the chairman of the Group of Volunteers Experts on behalf of the group and presented in this document, and issue, if necessary, further instructions to the group.

I. DRAFT SPECIAL REQUIREMENTS FOR SEAGOING VESSELS

1. The SC.3 Group of Volunteer Experts proposes to include in the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61) a new Chapter 20A to be drafted as follows:^{1/}

Chapter 20 A **SPECIAL REQUIREMENTS FOR SEAGOING VESSELS**^{2/}

20A-1 GENERAL

20A-1.1 Seagoing vessels covered by the International Convention for the Safety of Life at Sea of 1974 (SOLAS 1974) or the International Convention on Load Lines of 1966 shall carry a valid corresponding international certificate.

20A-1.2 Seagoing vessels not covered by SOLAS 1974 or the International Convention of Load Lines 1966 must carry the certificates and bear the freeboard marks required by the laws of their States of registry, and shall meet the requirements of the Convention in respect of construction, rigging and gear, or otherwise ensure a comparable safety level.

20A-1.3 Seagoing vessels covered by the International Convention for the Prevention of Pollution from Ships of 1973 (MARPOL 73) shall carry a valid international sea pollution prevention certificate (IOPP certificate).

20A-1.4 Seagoing vessels not covered by MARPOL 73 shall carry a valid corresponding certificate required by the laws of their flag state.

20A-1.5 In addition, the following shall be applicable:

- (i) Chapter 5;
- (ii) From Chapter 6:
Articles 6-1.1, 6-2.1, 6-2.2;
- (iii) From Chapter 7 :

^{1/} Draft text as approved by Group of Volunteer Experts on 1 December 2007

^{2/} The Group of Volunteers proposes to extend Article 1-1 as follows: "1-1.10 On request of the owner the Administration may issue a special certificate for seagoing vessels on inland waterways in conformity with Appendix 2A when a vessel complies with the provisions of Chapter 20A (Appendix 2A has not been prepared yet)".

Article 7-1.5, article 7-2.1, article 7-2.2, paras. 1 and 4, ~~article 9-2.14.3,~~^{3/}
article 7-6.7 for seagoing ships approved for radar-steering by one person;

(iv) From Chapter 8:

Article 8-1.1.6 for seagoing ships, when an automatic shutdown can be deactivated from the wheelhouse; article 8-1.5.12, article 8B-1.5, articles 8B-1.2 and 8B-1.6; and article 8B-8.^{4/}

A seal for the closing devices required under article 8B-1.5 shall be considered equivalent to a shut-off for the closing devices of the drainage system for pumping oily water overboard. The necessary key or keys shall be kept in a properly marked central location.

An oil discharge monitoring and control system in accordance with regulation 16 of MARPOL 73/78 shall be considered to be equivalent to the sealing of closing devices prescribed in article 8B-1.5. An international certificate concerning the prevention of oil pollution in accordance with MARPOL 73/78 shall provide evidence of the presence of the monitoring and control system.

If it is indicated in the IOPP certificate mentioned under number 3, above, or the national certificate issued by the State of registry mentioned under number 4, above, that the ship is equipped with waste tanks sufficient to hold on board all oily water and residues, it shall be considered that there is compliance with article 8B-1.6;

(v) From Chapter 9:

Article 9-2.14;

(vi) From Chapter 10:

Articles 10-1, except 10-1.2.2 and 10-1.3.3, (text from article 10-2.1);

(vii) Chapter 16, for seagoing vessels approved as part of a convoy;

(viii) Chapter 22:

Chapter 22 shall be considered to have been complied with when stability is in conformity with the resolutions of the International Maritime Organization (IMO) in force, when the relevant documents relating to stability have been stamped by the competent authority and when the containers are secured in the manner usual in maritime shipping.

20A-2 MIMIMUM CREW

20A-2.1 Chapter 23 shall apply in determining the minimum crew for seagoing vessels.

^{3/} Note by the secretariat: this provision is already covered by point (v).

^{4/} This provision, specifically for pleasure craft, seems to be superfluous.

20A-2.2 As an exception to number 1, seagoing vessels may continue to sail with the crew arrangements set out in the provisions of IMO resolution A.481 (XII) and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers of 1978, provided that the number of the crew is not less than the minimum crew detailed in chapter 23 for operating mode B, and particularly articles 23-9 and 23-13.

The relevant documents, which set out the qualifications of crew members and their number, shall be kept on board. A person in possession of the boatmaster's license, valid for the section travelled, shall also be on board. He shall be replaced by another licence-holder after a maximum of 14 hours' navigation in any 24-hour period. The following particulars shall be entered in the ship's log:

- (i) Name of the licence-holders on board, along with the start and finish of their watch;
- (ii) Start and interruption, resumption and end of the voyage, with the following particulars: date, time and place and kilometre post.

II. DRAFT SPECIFIC REQUIREMENTS APPLICABLE TO RECREATIONAL VESSELS

2. The Group of Volunteer Experts proposes to include in the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61) a new Chapter 21 to be drafted as follows:^{5/}

Chapter 21 **SPECIFIC REQUIREMENTS APPLICABLE TO RECREATIONAL VESSELS**

21-1 GENERAL

21-1 Recreational vessels shall meet the following requirements:

- (a) Articles 21-2 and 21-3 shall apply to the construction, equipment and manning of recreational vessels.
- (b) Article 1-1.2 (ii) is not applicable.

21-2 REQUIREMENTS TO RECREATIONAL VESSELS

21-2.1 Recreational vessels shall meet the following requirements:

- (a) from Chapters 3 and 4:

Article 3-1.1, Article 3-1.2, first paragraph, Articles 3-4.1.1, 3-4.1.2, 3-4.1.3 and 4-4.3.7;

^{5/} Draft chapter as approved by Group of Volunteer experts on 11 December 2007.

- (b) Chapter 5; ^{6/}
- (c) from Chapter 6:
Article 6-1.1 and Article 6-8;
- (d) from Chapter 7:
Article 7-1.5 ^{7/}, Article 7-2 ^{8/}, Articles 7-3.1 and 7-3.2, Article 7-1.1, Article 7-1.6, Article 7-6.7 ^{9/} [if there is a wheelhouse designed for radar navigation by one person];
- (e) from Chapters 8 and 8B:
Article 8-1.1.1, first paragraph, 8-1.1.3 and 8-1.1.4, Articles 8-1.1.6, 8-1.3.1 and 8-1.3.2, Article 8-1.4, Article 8-1.5.1, Article 8-1.5.2 second sentence, Article 8-1.5.6, Article 8-1.5.9, Article 8-1.5.10, Article 8-1.5.11, Article 8-1.5.12, Article 8-1.5.13 second sentence, Article 8-1.6.1, Article 8-1.6.2, Article 8-1.6.5, Article 8-1.6.7, Article 8B-1.5, Article 8B-1.2 ^{10/} and Article 8B-8 ^{11/};
- (f) from Chapter 9:
Article 9-1.1.1, *mutatis mutandis*;
- (g) from Chapter 10:
Article 10-1.2.1, the last paragraph or Article 10-1.2.2, Articles 10-1.3.1 and 10-1.3.3, Article 10-1.2.3, Article 10-1.1.3, Article 10-1.1.2, Article 10-1.5.1, the last sentence, Article 10-1.4.1 and 10-1.4.2, Article 10-1.4.3, Article 10-1.4.4, Article 10-2.1, first, second and twelfth bullet points, Article 10-1.4.5, Article 10-2.1 third, seventh, ninth and tenth bullet points, Article 10-3.1, subparagraphs (i), (ii), (iv), however, there shall be at least two fire extinguishers on board; Article 10-3.2 and Article 10-3.5. 10-3.7 and 10-3.8, Articles 10-5.4.2 and 10-5.4.3; a fixed fire-extinguishing installation, if fitted, shall comply with Article 10-3.6, and an automatic fire detection system – with Article 8-2.6.
- (h) Chapter 14;
- (i) Chapter 22B:
Article 22B-5.1.

^{6/} Applicable provisions.

^{7/} pro: necessity of hearing navigational signals; contra: costs of measurements of sound levels.

^{8/} the steering position is not fixed and not always in the middle of the ship.

^{9/} if there is a wheelhouse designed for radar navigation by one person (as a reminder).

^{10/} correcting: oil collecting.....

^{11/} Should be checked with the latest amendments of the Directive EC 94/25.

21-2.2 For recreational vessels (between 20 m and 24 m) subject to Directive 94/25/EC of 16 June 1994 on recreational craft^{12/13/}, first inspection and periodical inspections only extend to:

- (a) Article 6-8, if there is a rate-of-turn indicator;
- (b) Article 7-1.5, Article 7-2, Article 7-3.1, and Article 7-6.7 if there is a wheelhouse designed for radar navigation by one person;
- (c) Articles 8-1.1.3 and 8-1.1.4, Article 8-1.3.1, Article 8-1.1.6, Article 8-1.5.10, the last sentence, Article 8-1.6.2 and Article 8B-8;
- (d) Article 10-1.2.1, the last paragraph, Article 10-1.2.2, Articles 10-1.3.1 and 10-1.3.3, Article 10-1.2.3, Article 10-1.4.4, Article 10-2.1, first and second subparagraphs 1, 2, Article 10-1.4.5, Article 10-2.1 subparagraphs third, seventh, ninth, tenth, Article 10-3.1, subparagraphs (ii) and (iv); 10-3.2 and Article 10-3.5, Articles 10-5.4.2 and 10-5.4.3;
- (e) from Chapter 14:
 - (i) Article 14-12;
 - (ii) Article 14-13; the acceptance test after putting into service of the liquefied gas installation shall be carried out in accordance with the requirements of Directive 94/25/EC, and an acceptance report shall be submitted to the inspection body;
 - (iii) Articles 14-14 and 14-15; the liquefied gas installation shall be in accordance with the requirements of Directive 94/25/EC;
 - (iv) Chapter 14 entirely, if the liquefied gas installation is fitted after placing on the market of the recreational vessels.

21-3 APPLICABILITY OF CHAPTER 23

21-3.1 Chapter 23 is not applicable. The crew shall consist of:

- (a) a certified boatmaster;
- (b) a person who can help with ship's manoeuvring.

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^{12/} This Directive is intended for recreational craft to be placed on the European Community market.
^{13/} OJ L 164, 30.6.1994, p. 15. Directive as last amended by Regulation (EC) No. 1882/2003.