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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

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Item 4 of the provisional agenda

**RESOLUTION NO. 61, "RECOMMENDATIONS ON HARMONIZED EUROPE-WIDE
TECHNICAL REQUIREMENTS FOR INLAND NAVIGATION VESSELS"**

Amendments to Resolution No. 61

Proposal submitted by Austria

Note by the secretariat

Following the recommendation of the Working Party at its thirty-third session (ECE/TRANS/SC.3/WP.3/66, para. 4), the Working Party on Inland Water Transport approved the amendments to Resolution No. 61 at its fifty-second session, based on the relevant provisions of EU Directive 2006/87/EC laying down technical requirements for inland waterway vessels. The Working Party on Inland Water Transport also reiterated the importance of bringing Resolution No. 61 further in line with the directive (ECE/TRANS/SC.3/181, paras. 28-30). This document presents a proposal from Austria on further amendments to Resolution No. 61 based on the provisions of Directive 2006/87/EC.

I. AMENDMENTS TO SECTION 2-7, “UNIQUE EUROPEAN IDENTIFICATION NUMBER”

1. The current section 2-7 of Resolution No. 61 on Unique European Identification Number, as amended by Resolution No. 65 (ECE/TRANS/SC.3/172/Amend.2), needs to be brought in line with the regulations of the European Union (EU) and Central Commission for the navigation of the Rhine (CCNR).

2. According to the current article 2.7-1 of Resolution No.61, the Unique European Identification Number that has been assigned by the competent authority of the State in which the vessel is registered or has its homeport, has to be entered in the certificate. This is in contradiction with the regulations of EU and CCNR, because all vessels, which had a Rhine Certificate before 1 January 2009 have a Unique European Vessel Identification Number that has been assigned by a member State of CCNR, even if the vessels are registered somewhere else.

3. The regulations of the EU and CCNR contain detailed requirements regarding the assigning of Unique European Vessel Identification Numbers and obligations for cooperation between the issuing authorities to ensure that a vessel does not receive several Unique Numbers. If countries outside of EU and CCNR start assigning Unique European Vessel Identification Numbers, they should follow the same principles to ensure mutual recognition and to prevent misuse of these Identification Numbers.

4. The contradictions between EU/CCNR regulations on one hand and UNECE/DC regulations on the other hand have been discussed at the meeting of the working group on technical issues of the Danube Commission (DC) on 22-24 April 2009 and the working group agreed to send a proposal of the Danube Commission on amendments to Resolution No. 61. A detailed examination of the regulations after the meeting showed that the proposal of DC is not sufficient to ensure a harmonized introduction of the Unique European Identification Number. The following proposal is based on the proposal of DC, but has been amended to cover the whole topic.

5. The proposal of the new text for section 2-7, based on the Article 2.18 of Directive 2006/87/EC,¹ is presented in Annex I. The additions to the original text are highlighted in bold and the text to be deleted is highlighted in strike-through.

II. AMENDMENTS TO SECTION 1-2, “DEFINITIONS”

6. In connection with the introduction of the Unique European Vessel Identification Number member States of EU and CCNR are setting up an international hull database for the information of all competent authorities in the area of vessel certification and River Information Services about Unique Numbers and the data for the identification of a vessel. Because of the privacy rules of the European Union it will only be possible to provide direct access to this database to member States of the EU and to Switzerland on the basis of administrative agreements. In a second step, it is intended to implement a direct electronic data exchange with third countries. A prerequisite for international data exchange is the use of the same definitions of e.g. vessel types.

¹ The draft text of the article 2.18 is available in the annex to document ECE/TRANS/SC.3/WP.3/2008/3.

7. Austria proposes therefore to bring the definitions in Resolution No. 61 in line with the definitions of Directive 2006/87/EC as amended by 2008/126/EC, and the Rhine Inspection Rules. The alignment of the definitions for types of vessels (No. 2 to 28 of the proposal) is a precondition for a participation of countries outside of EU in the international data exchange with the European hull database. But the alignment of other definitions is important too: harmonization of regulations is not effective if these regulations are based on different definitions.

8. The new text for section 1-2 is proposed in Annex II. The additions to the original text are highlighted in bold and the text to be deleted is highlighted in strike-through. Changes in numbering are not highlighted.

III. AMENDMENTS TO APPENDIX 2, “MODEL SHIP’S CERTIFICATE”

9. In the light of the new provisions on the unique European identification number, Austria proposes to correct the relevant reference to this number in box 3 of the model ship’s certificate, replacing “official number” with “Unique European Vessel Identification Number”.

Annex I

2-7 UNIQUE EUROPEAN VESSEL IDENTIFICATION NUMBER

2-7.1 General

~~The competent authority issuing a certificate shall enter on that certificate the identification number assigned to that vessel by the competent authority of the State in which the vessel has been registered or has its home port.~~

2-7.1.1 The competent authority issuing a certificate shall enter on that certificate the European Identification Number. Unless the craft possesses a European Identification Number at the time of issue of the certificate it shall be assigned to that craft by the competent authority of the State in which the craft has been registered or has its home port.

2-7.1.2 As far as craft from countries where an assignation of a European Identification Number is not possible are concerned the European Identification Number to be entered on the certificate shall be assigned by the competent authority issuing that certificate.

2-7.1.3 Only one single European Vessel Identification Number can be assigned to one craft. The European Identification Number is issued only once and remains unchanged throughout the whole lifetime of the craft.

2-7.1.4 The owner of a craft, or his representative, shall be responsible for having the European Identification Number which is entered in the certificate affixed to the craft.

2-7.1.5 Each Member State shall notify the Secretariat of UNECE of the competent authorities responsible for assigning European Identification Numbers. The Secretariat shall keep a register of those competent authorities and of competent authorities notified by third countries, and shall make the register available to the Member States. On request this register shall also be made available to competent authorities of third countries.

2-7.1.6 Each competent authority shall make all necessary arrangements in order to inform all other competent authorities listed in the register of each European Identification Number it assigns as well as of data for the identification of the vessel set out in 2.7-3. These data may be made available to competent authorities of other States, as far as an equivalent level of privacy is guaranteed, on the basis of administrative agreements in order to perform administrative measures for maintaining safety and ease of navigation.

2- 7.2 European Vessel Identification Number

2-7.2.1 The identification number shall consist of eight Arabic numerals, as follows:

The first three digits shall indicate the competent authority of the State ~~in which the vessel has been registered or has its home port and~~ which assigned the number. For this purpose the following key shall apply:

- 001-019 France
- 020-039 Netherlands
- 040-059 Germany

060-069 Belgium
070-079 Switzerland
080-099 Reserved for craft from countries that are not party to the Mannheim Convention
and for which a Rhine Vessel certificate has been issued before 01.04.2007
100-119 Norway
120-139 Denmark
140-159 United Kingdom and Northern Ireland
160-169 Iceland
170-179 Ireland
180-189 Portugal
190-199 Reserved
200-219 Luxembourg
220-239 Finland
240-259 Poland
260-269 Estonia
270-279 Lithuania
280-289 Latvia
290-299 Reserved
300-309 Austria
310-319 Liechtenstein
320-329 Czech Republic
330-339 Slovakia
340-349 ~~Hungary~~ **Reserved**
350-359 Croatia
360-369 Serbia
370-379 Bosnia and Herzegovina
380-399 Hungary
400-419 Russian Federation
420-439 Ukraine
440-449 Belarus
450-459 Republic of Moldova
460-469 Romania
470-479 Bulgaria
480-489 Georgia
490-499 Reserved
500-519 Turkey
520-539 Greece
540-549 Cyprus
550-559 Albania
560-569 The former Yugoslav Republic of Macedonia
570-579 Slovenia
580-589 Montenegro
590-599 Reserved
600-619 Italy
620-639 Spain
640-649 Andorra

650-659 Malta
660-669 Monaco
670-679 San Marino
680-699 Reserved
700-719 Sweden
720-739 Canada
740-759 United States of America
760-769 Israel
770-799 Reserved
800-809 Azerbaijan
810-819 Kazakhstan
820-829 Kyrgyzstan
830-839 Tajikistan
840-849 Turkmenistan
850-859 Uzbekistan
860-869 Iran
870-999 Reserved

2-7.2.2 The next five of the identification number shall indicate the serial number in the register kept by the competent authority.

~~2-7.3 The identification number shall remain invariable throughout the existence of the vessel.~~

Data for the identification of a vessel

2-7.3.1 All vessels

- 1. Unique European Identification Number**
- 2. Name of the craft/vessel**
- 3. Type of craft as defined in Article 1-2**
- 4. Length over all as defined in Article 1-2**
- 5. Breadth over all as defined in Article 1-2**
- 6. Draught as defined in Article 1-2**
- 7. Source of data (= vessel certificate)**
- 8. Deadweight for cargo vessels**
- 9. Displacement for vessels other than cargo vessels**
- 10. Operator (owner or his representative), if possible with regard to privacy**
- 11. Issuing Authority**
- 12. Number of vessel certificate**
- 13. Expiration date of vessel certificate**
- 14. Creator of dataset (in case of electronic databases)**

2-7.3.2 Where available

- 1. National number**
- 2. Type of craft in accordance with the standard for Electronic Ship Reporting in inland navigation**
- 3. Single or double hull in accordance with ADN/ADNR**
- 4. Height as defined in Article 1-2**
- 5. Gross tonnage (for maritime vessels)**

- 6. IMO number (for maritime vessels)**
- 7. Call sign (for maritime vessels)**
- 8. MMSI number**
- 9. ATIS code**
- 10. Type, number, issuing authority and expiration date of other certificates.**

Annex II

1-2 DEFINITIONS

Types of vessels craft

1. **“Craft”**: a vessel or item of floating equipment;
2. **“Vessel”**: an inland waterway vessel or sea-going ship;
3. **“Inland waterway vessel”**: a vessel intended solely or mainly for navigation on inland waterways;
4. **“Sea-going ship”**: a vessel certificated for sea-going service;
5. **“Motor vessel”**: a motor cargo vessel or a motor tanker;
6. **“Motor tanker”**: a vessel intended for the carriage of goods in fixed tanks and built to navigate independently under its own motive power;
7. **“Motor cargo vessel”**: a vessel, other than a motor tanker, intended for the carriage of goods and built to navigate independently under its own motive power;
8. **“Canal barge”**: an inland waterway vessel not exceeding 38,5 m in length and 5,05 m in breadth and usually operating on the Rhine-Rhône Canal;
9. **“Tug”**: a vessel specially built to perform towing operations;
10. **“Pusher”**: a vessel specially built to propel a pushed convoy;
~~“Towed barge”~~: a dumb barge or tank barge built to be towed, either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres;
~~“Pushed barge”~~: a tank barge or cargo barge built or specially modified to be pushed, either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres when not part of a pushed convoy;
~~“Ship borne barge”~~: a pushed barge built to be carried aboard sea going ships and to navigate on inland waterways;
11. **“Barge”**: a dumb barge or tank barge;
12. **“Tank barge”**: a vessel intended for the carriage of goods in fixed tanks and built to be towed, either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres;
13. **“Dumb barge”**: a vessel, other than a tank barge, intended for the carriage of goods and built to be towed, either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres;
14. **“Lighter”**: a tank lighter, cargo lighter or ship-borne lighter;
15. **“Tank lighter”**: a vessel intended for the carriage of goods in fixed tanks, built or specially modified to be pushed, either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres when not part of a pushed convoy;
16. **“Cargo lighter”**: a vessel, other than a tank lighter, intended for the carriage of goods and built or specially modified to be pushed, either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres when not part of a pushed convoy;

17. **“Ship-borne lighter”**: a lighter built to be carried aboard sea-going ships and to navigate on inland waterways;
18. “Passenger vessel”: a day trip or cabin vessel constructed and equipped to carry more than 12 passengers;
19. **“Passenger sailing vessel”**: a passenger vessel built and fitted out also with a view to propulsion under sail;
20. “Day-trip vessel”: a passenger vessel without overnight passenger cabins;
21. “Cabin vessel”: a passenger vessel with overnight passenger cabins;
22. “High-speed vessel”: ~~a motorized vessel, with the exception of small craft, capable of sailing at a speed greater than 40 km/h in relation to the surface of still water, when this is stated in its ship’s certificate~~ **a motorized craft capable of reaching speeds over 40 km/h in relation to water;**
23. “Floating equipment”: a floating installation carrying working gear such as cranes, dredging equipment, pile drivers or elevators;
24. **“Worksite craft”**: a vessel, appropriately built and equipped for use at worksites, such as a reclamation barge, hopper or pontoon barge, pontoon or stone-dumping vessel;
25. **“Recreational craft”**: a vessel other than a passenger vessel, intended for sport or pleasure;
26. “Ship’s boat”: a boat for use in transport, rescue, salvage and work duties;
27. **“Floating establishment”**: any floating installation not normally intended to be moved, such as a swimming bath, dock, jetty or boathouse;
28. **“floating object”**: a raft or other structure, object or assembly capable of navigation, not being a vessel or floating equipment or establishment;
- ~~“Flush deck vessel”~~: a vessel which has no superstructure on its freeboard deck;
- ~~“Vessel carrying fixed containers”~~: vessels all of whose containers are fixed and having the equipment necessary to secure containers to the satisfaction of the Administration;

Assemblies of ~~vessels~~ **craft**

29. “Convoy”: a rigid or towed convoy of ~~vessels~~ **craft**;
30. “Formation”: the manner in which a convoy is assembled;
31. “Rigid convoy”: a pushed convoy or side-by-side formation;
32. “Pushed convoy”: a rigid assembly of ~~vessels~~ **craft** of which at least one is positioned in front of the ~~vessel~~ **craft** providing the power for propelling the convoy, known as the “pusher(s)”; a convoy composed of a pusher and a pushed ~~vessel~~ **craft** coupled so as to permit guided articulation is also considered as rigid;
33. “Side-by-side formation”: an assembly of ~~vessels~~ **craft** coupled rigidly side by side, none of which is positioned in front of the ~~vessel~~ **craft** propelling the assembly;
34. “Towed convoy”: an assembly of one or more ~~vessels~~ **craft**, floating establishments or floating objects towed by one or more self-propelled ~~vessels~~ **craft** forming part of the convoy;

Particular areas on board

~~“Machinery space”: is the part of the vessel housing the main and auxiliary machinery. The machinery space can be divided up into a main engine room, an engine room and a boiler room;~~

35. “Main engine room”: space where the main machinery is **propulsion engines are installed**;

36. “Engine room”: space where ~~only auxiliary machinery, namely internal combustion engines, is installed~~ **combustion engines are installed**;

37. “Boiler room”: a space housing a fuel-operated installation designed to produce steam or heat a thermal fluid;

~~“Superstructure”: a decked structure on the freeboard deck which extends from side to side of the vessel or whose side walls are not set inboard of the ship’s sides by more than 4% of the breadth (B);~~

An enclosed superstructure is a superstructure:

~~having closed bulkheads of sufficient strength, permanently so assembled with the deck as to be watertight;~~

~~in which the access openings, if any, in these bulkheads are fitted with watertight doors;~~

~~in which all other openings in the sides or ends are fitted with watertight closures;~~

~~The height of a superstructure is the mean vertical distance measured at the sides from the top of the freeboard deck beams to the top of the superstructure deck beams;~~

~~The length of a superstructure is the mean length of that part of the superstructure which lies within the length (L);~~

~~If the superstructure is set in from the ship’s plating, the length shall be multiplied by the ratio of the breadth of the superstructure at the middle of its length to the breadth of the ship at the middle of the length of the superstructure;~~

~~A forecastle and a poop are superstructures which extend to the forward and the after perpendicular, respectively;~~

38. “Enclosed superstructure”: a watertight, rigid, continuous structure with rigid walls joined to the deck in a permanent and watertight manner;

~~“Deckhouse”: a decked structure on the freeboard deck or a superstructure deck whose side walls are set inboard of at least one of the ship’s sides by more than 4 per cent of the breadth (B);~~

39. “Wheelhouse”: the area which houses all the control and monitoring instruments necessary for manoeuvring the vessel;

40. “Accommodation”: a space intended for the use of persons normally living on board, including galleys, storage space for provisions, toilets and washing facilities, laundry facilities, anterooms and passageways, but not the wheelhouse;

41. “Passenger area”: areas on board intended for passengers and enclosed areas such as lounges, offices, shops, hairdressing salons, drying rooms, laundries, saunas, toilets, washrooms, passageways, connecting passages and stairs not encapsulated by walls;

42. “Control centre”: a wheelhouse, an area which contains an emergency electrical power plant or parts thereof or an area with a centre permanently occupied by on-board personnel or crew members, such as for fire alarm equipment, remote controls of doors or fire dampers;
43. “Stairwell”: the well of an internal staircase or of a lift;
44. “Lounge”: a room of an accommodation or a passenger area. On board passenger vessels, galleys are not regarded as lounges;
45. “Galley”: a room with a stove or a similar cooking appliance;
46. “Store room”: a room for the storage of flammable liquids or a room with an area of over 4 m² for storing supplies;
47. “Hold”: part of the vessel, bounded fore and aft by bulkheads, opened or closed by means of hatch covers, intended for the carriage of goods, whether packaged or in bulk, or for housing tanks not forming part of the hull;
48. “Fixed tank”: a tank joined to the vessel, the walls of the tank consisting either of the hull itself or of a casing separate from the hull;
- 49. “Working station”: an area where members of the crew carry out their duties, including gangway, derrick and ship’s boat;**
50. “Passageway”: an area intended for the normal movement of persons and goods;
51. “Safe area”: the area which is externally bounded by a vertical surface running at a distance of 1/5 BWL parallel to the course of the hull in the line of maximum draught;
52. “Muster areas”: areas of the vessel which are specially protected and in which passengers muster in the event of danger;
53. “Evacuation areas”: part of muster areas of the vessel from which evacuation of persons can be carried out;

Marine engineering terms

- ~~“Main machinery”: is that designed to drive the propelling mechanisms and/or serving the main purpose of the vessel;~~
- ~~“Auxiliary machinery”: is that which contributes to the operation of the main machinery and that which supplies the vessel with all forms of power necessary for the operation of the vessel’s various systems and installations;~~
54. “Plane of maximum draught”: the water plane corresponding to the maximum draught at which the vessel **craft** is authorised to navigate;
55. “Safety clearance”: the distance between the plane of maximum draught and the parallel plane passing through the lowest point above which the vessel **craft** is no longer deemed to be watertight;
56. “Residual safety clearance”: the vertical clearance available, in the event of the vessel heeling over, between the water level and the lowest point of the immersed side, beyond which the vessel is no longer regarded as watertight;
- ~~“Moulded depth (D)”: the vertical distance measured from the top of the horizontal keel to the top of the freeboard deck beam amidships at the vessel’s side;~~

~~57. “Freeboard (F)”: is the vertical distance measured amidships between the upper edge of the deck line as defined in paragraph 4.4.1.1 and the maximum draught level~~ **the distance between the plane of maximum draught and a parallel plane passing through the lowest point of the gunwale or, in the absence of a gunwale, the lowest point of the upper edge of the ship’s side;**

58. “Residual freeboard”: the vertical clearance available, in the event of the vessel heeling over, between the water level and the upper surface of the deck at the lowest point of the immersed side or, if there is no deck, the lowest point of the upper surface of the fixed ship’s side;

~~“Freeboard deck”: the deck from which the freeboard is measured shall normally be the uppermost complete deck exposed to the weather, up to which the watertight bulkheads of the hull extend and below which all openings in the ship’s sides are fitted with permanent watertight closures;~~

~~In vessels having a discontinuous freeboard deck, the lowest part of the exposed deck and the continuation of that deck parallel to the upper part of the deck shall be taken as the freeboard deck;~~

59. “Margin line”: an imaginary line drawn on the side plating not less than 10 cm below the bulkhead deck and not less than 10 cm below the lowest non-watertight point of the side plating. If there is no bulkhead deck, a line drawn not less than 10 cm below the lowest line up to which the outer plating is watertight shall be used;

60. “Water displacement (∇)”: the immersed volume of the vessel, in m³;

61. “Displacement (Δ)”: the total weight of the vessel, inclusive of cargo, in t;

62. “Block coefficient (CB)”: the ratio between the water displacement and the product of length LWL, breadth BWL and draught T;

63. “Lateral plane above water (AV)”: lateral plane of the vessel above the waterline in m²;

64. “Bulkhead deck”: the deck to which the required watertight bulkheads are taken and from which the freeboard is measured;

65. “Bulkhead”: a wall of a given height, usually vertical, partitioning the vessel and bounded by the bottom of the vessel, the plating or other bulkheads;

66. “Transverse bulkhead”: a bulkhead extending from one side of the vessel to the other;

67. “Wall”: a dividing surface, usually vertical;

68. “Partition wall”: a non-watertight wall;

69. “Length (L)”: the maximum length of the hull in m, excluding rudder and bowsprit;

70. “Length overall (LOA)”: the maximum length of the craft in m, including all fixed installations such as parts of the steering system or power plant, mechanical or similar devices;

71. “Length of waterline (LWL)”: the length of the hull in m, measured at the maximum draught;

72. “Breadth (B)”: the maximum breadth of the hull in m, measured to the outer edge of the shell plating (excluding paddle wheels, rub rails, and similar);

73. “Breadth overall (BOA)”: the maximum breadth of the craft in m, including all fixed equipment such as paddle wheels, rub rails, mechanical devices and the like;
74. “Breadth of waterline (BWL)”: breadth of the hull in m, measured from the outside of the side plating at the maximum draught line;
75. “Height (H)”: the shortest vertical distance in m between the lowest point of the hull or the keel and the lowest point of the deck on the side of the vessel;
76. “Draught (T)”: the vertical distance in m between the lowest point of the hull or the keel and the maximum draught line;
77. “Forward perpendicular”: the vertical line at the forward point of the intersection of the hull with the maximum draught line;
78. “Clear width of side deck”: the distance between the vertical line passing through the most prominent part of the hatch coaming on the side deck side and the vertical line passing through the inside edge of the slip guard (guardrail, foot rail) on the outer side of the side deck;
- ~~“Liquid cargo”: all liquids carried on the vessel, including: cargo, stores, ballast, etc.;~~
- ~~“Stores”: cargo consumed in the operation of the vessel (fuel, lubricating oil, fresh water, provisions, etc.);~~
- ~~“Empty vessel”: a vessel that is fully prepared and equipped with machinery and systems, but with no cargo, passengers, liquid ballast or stores;~~
- ~~“Critical angle ($fl\ \varphi$)”: angle of heel at which water begins to fill the vessel through unsecured openings, but not exceeding the angle at which the edge of the freeboard deck is submerged, or at which the middle of the bilge leaves the water;~~
- ~~“Capsizing angle ($e\varphi$)”: angle of heel at which the vessel begins to capsize under the effect of the heeling moment;~~
- ~~“Permissible angle ($perm\ \varphi$)”: angle of heel which should not be exceeded and which should be prescribed by the competent authority for the type of vessel under consideration. In general it corresponds to the critical angle $fl\ \varphi$, but should not be greater than the capsizing angle $e\varphi$;~~
- ~~“Amidships”: is at the middle of the length (L);~~

Steering system

79. “Steering system gear”: all the equipment necessary for steering the vessel, such as to ensure the manoeuvrability laid down in Chapter 5;
80. “Rudder”: the rudder or rudders, with shaft, including the rudder quadrant and the components connecting with the steering apparatus;
81. “Steering apparatus”: the part of the steering system which produces the movement of the rudder;
82. “Drive unit”: the steering-apparatus drive, between the power source and the steering apparatus;
83. “Power source”: the power supply to the steering drive unit and the steering apparatus produced by an on-board network, batteries or an internal combustion engine;

84. “Steering control”: the component parts of and circuitry for the operation of a ~~power-drive unit~~ **power-driven steering control**;

85. “Steering apparatus ~~drive control unit~~”: the control for the steering apparatus, its drive unit and its power source;

86. “Manual drive”: a system whereby manual operation of the hand wheel moves the rudder by means of a mechanical transmission, without any additional power source;

87. “Manually-operated hydraulic drive”: a manual control actuating a hydraulic transmission;

88. “Rate-of-turn regulator”: equipment which automatically produces and maintains a given rate of turn of the vessel in accordance with preselected values;

89. **“Wheelhouse designed for radar navigation by one person”**: a wheelhouse arranged in such a way that, during radar navigation, the vessel can be manoeuvred by one person;

[Note by the secretariat: definitions for the following terms have been moved from this section to section “Other definitions”: Radar equipment, Inland ECDIS, Inland ECDIS equipment, Information mode, Navigation mode.]

Electrical equipment and automation

~~“Earthing”~~: means electrical connection to the mass of the hull;

~~“Hull return”~~: the distribution of direct or alternating current is said to be of the “hull return” type when the insulated conductors are connected to one of the feed poles and the hull or superstructure is connected to the other pole;

~~“Safe voltage”~~: means a voltage presenting no danger to persons. This condition shall be deemed to be satisfied if the windings of transformers, converters and other voltage-reducing devices are electrically separate and the reduced voltage of such devices or the voltage of sources of electric power does not exceed 50 V between the poles in the case of direct current, or between phases in the case of alternating current;

~~“Automated power installation”~~: is an installation equipped with automatic control, monitoring and protection of the main and auxiliary machinery and related systems interconnected by remote signalling devices;

~~“Automation system”~~: is the complex of automation elements, appliances and connections intended for performing prescribed functions in the field of control and monitoring;

~~“Automated remote control system”~~: is an automation system that provides control and monitoring of the operation of the vessel’s machinery from a remote control station by means of single manipulating of the control element (e.g. handle) by the operator and performs automatically all intermediate operations on preparation for putting into operation, switching on, changing operation modes, reversal, blocking and switching off the main and auxiliary machinery and its systems;

~~“Remote control system”~~: is an automation system that provides control and monitoring of the operation of an individual vessel’s machinery from a remote control station by means of manipulating the control element by the operator for performing all operations including intermediate ones;

~~“Alarm system”: is an automation system that provides actuating visual and acoustic signals when the controlled parameters reach the limit values or deviations from normal working ranges of the power installation occur;~~

~~“Safety system”: is an automation system that provides a certain automatic influence on the controlled installation in order to prevent its failure;~~

~~“Element of an automation system”: is electric, electronic or other device being the part of the automation system (sensor, relay, amplifier, chip, logic element, etc.);~~

~~“Indicator system”: is one that provides the operator with current information on the monitored physical parameters of the installation (mechanism, system) and changes in these parameters, and is capable of being incorporated into the overall system of automation;~~

Properties of structural components and materials

90. “Watertight”: a structural component or device so fitted as to prevent any ingress of water;

91. “Spray-proof and weathertight”: a structural component or device so fitted that in normal conditions it allows only a negligible quantity of water to penetrate;

92. “Gastight”: a structural component or device so fitted as to prevent the ingress of gas and vapours;

93. “Non-combustible”: a substance which neither burns nor produces flammable vapours in such quantities that they ignite spontaneously when heated to approximately 750 °C;

94. “Flame-retardant”: material which does not readily catch fire, or whose surface at least restricts the spread of flames pursuant to the test procedure referred to in section 15.11.1;

95. “Fire-resistance”: the property of structural components or devices as certified by the test procedure referred to in section 15.11.1;

96. “Code for Fire Test Procedures”: the International Code for the Application of Fire Test Procedures adopted under Resolution MSC.61(67) by the Maritime Safety Committee of the IMO;

Other definitions

97. ~~“Approved **Recognized** classification society”: a classification society which has been approved **recognized** in accordance with the criteria and the procedures of Appendix VI or which has been recognized by the Administration in accordance with the procedure, conditions and criteria laid down in chapter 1.15 of the regulations annexed to the ADN Agreement;~~

98. ~~“Radar equipment **installation**”: electronic assistance to navigation intended for the detection and representation of the environment and traffic an electronic navigational aid for detecting and displaying the surroundings and traffic;~~

99. ~~“Inland ECDIS”: a standardized Electronic Chart Display and Information System for inland navigation means a standardized, displaying selected information from an Inland System Electronic Navigational Chart drawn up by the manufacturer and, optionally, information from other vessel sensors a **standardized system for displaying electronic navigational charts for inland waters and associated information, that displays**~~

selected information from proprietary electronic navigational charts for inland waters and optionally information from other sensors of the craft;

~~100. "Inland ECDIS equipment installation ": an equipment intended for the display of inland electronic navigational charts in the following two operational modes: Information Mode and Navigation Mode~~
an installation for displaying electronic navigational charts for inland waters that can be operated in two different modes: information mode and navigation mode;

101. "Information mode": use of Inland ECDIS for information purposes only without radar overlay;

102. "Navigation mode": use of Inland ECDIS with radar overlay for navigating a craft;

103. "Shipboard personnel": all employees on board a passenger vessel who are not members of the crew;

104. "Persons with reduced mobility": persons facing particular problems when using public transport, such as the elderly and the handicapped and persons with sensory disabilities, persons in wheelchairs, pregnant women and persons accompanying young children;

~~105. "Ship's certificate": a certificate in accordance with the model of appendix 2 signifying the compliance of the vessel with the technical provisions of these Recommendations~~
a certificate issued to an inland waterway vessel by the competent authority, signifying compliance with the technical requirements of this Resolution.

~~"Oil-containing water": mixture of water and any quantity of oil formed in the course of operation of a vessel, except for cargo waste;~~

~~"Domestic waste water": waste water from galleys, messes, bathrooms (showers and wash basins) or laundries, and human waste water;~~

~~"Vessel operation refuse": waste formed in the course of operation of the vessel except for cargo waste;~~

~~"Household refuse": organic and inorganic household waste (e.g. remains of food, paper, glass and similar kitchen waste) which does not contain vessel operation refuse;~~

~~"Collective life saving appliances": lifeboats, liferafts, ship's boats and life saving buoyancy aids intended for rescue of passengers and the ship's crew;~~

~~"Lifeboat": a boat intended for rescue of people in distress complying with the requirements of the Basin administration, a recognized Classification Society or the International Life-Saving Appliance Code (LSA) of IMO;~~

~~"Liferaft": a raft intended for rescue of people in distress, keeping them out of the water complying with the requirements of the Basin administration, a recognized Classification Society or the International Life-Saving Appliance Code (LSA) of IMO;~~

~~"Life-saving buoyancy aids": means intended for supporting several persons overboard on the water surface;~~

~~"Individual life saving appliances": means intended for supporting a person overboard on the water surface. They include lifejackets and lifebuoys;~~

~~"Administration": the Administration of the country in which the vessel is registered, or which issues the ship's certificate;~~

~~“Basin administration”: the national or international organization that is competent to decide regulations on waterways within a geographical area;~~

~~“New vessel”: a vessel the keel of which is laid, or which is at a comparable stage of construction, on or after the date of entry into force of these Recommendations decided by the Administration;~~

~~“Existing vessel”: a vessel in the possession of a valid ship’s certificate or another permission to navigate on the day before the entry into force of these Recommendations decided by the Administration;~~
