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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

Forty-fourth session

Geneva, 12–14 February 2014

Item 7 (a) of the provisional agenda

Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised)

Status of amendments to Resolution No. 61

Note by the secretariat¹

I. Mandate

1. It is recalled that since the publication of the first revised edition of Resolution No. 61 (ECE/TRANS/SC.3/172/Rev.1) in 2011, the Working Party on Inland Water Transport (SC.3) adopted two amendment packages to the Resolution, prepared by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3). The first amendment package, adopted on 14 October 2011, was published in ECE/TRANS/SC.3/172/Rev.1/Amend.1. The second amendment package, adopted on 12 October 2012, was published in ECE/TRANS/SC.3/172/Rev.1/Amend.2.

2. At its fifty-seventh session, SC.3 adopted new amendments to Resolution No. 61, prepared by SC.3/WP.3 at its forty-second and forty-third sessions, and asked the secretariat to include them into the next package of amendments to the Resolution (ECE/TRANS/SC.3/195, para. 35).

¹ This document is submitted in line with the output/activities of cluster 2:6: Inland water transport, paragraph 1B(c) of the work plan 2012–2016 (ECE/TRANS/2012/12) adopted by the Inland Transport Committee on 1 March 2012 (ECE/TRANS/224, para. 94). Paragraph 1B(c) provides a mandate for updating of Resolution No. 61 in order to ensure a high level of safety of navigation.

3. The new amendments, approved by SC.3, are reproduced below. The Working Party may wish to take them into account when preparing further amendments to the Resolution.

II. Amendments to Section 2–7.3 “Data for the identification of a vessel”

4. *Amend section 2–7.3 to read*

2–7.3.1 All vessels

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

15. MMSI (Maritime Mobile Service Identifier) number

2–7.3.2 Where available

1. National number
2. Type of vessel in accordance with the International Standard for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation (Resolution No. 60)
3. Single or double hull in accordance with ADN
4. Height as defined in Article 1–2
5. Gross tonnage (for sea-going ships)
6. IMO number (for sea-going ships)
7. Call sign (for sea-going ships)
8. ~~MMSI (Maritime Mobile Service Identity) number~~
- 8 9-** ATIS (Automatic Transmitter Identification System) code
- 9 10-** Type, number, issuing authority and expiration date of other certificates

III. New section 3–6 “Other provisions”

5. After section 3–5 *add* a new section 3–6 *reading*

3–6 OTHER PROVISIONS

3–6.1 The foresections of vessels shall be built in such a way that the anchors neither wholly nor partly protrude beyond the hull plating. A basin administration may accept other arrangements as regards to stowage of the raised anchors as an equivalent safety level has been proved.

IV. Amendments to Section 10–1.4, “Chains and Cables”

6. *Amend* paragraph 10–1.4.5 *to read*

10–1.4.5 Vessel shall be equipped with three mooring cables, the minimum lengths of which, in m, shall be as follows:

1. First cable: $L + 20$, but not more than 100;
2. Second cable: two thirds of the first cable;
3. Third cable: one third of the first cable.

On vessel where L is less than 20 m, the third cable shall not be required.

~~Cables shall be made of steel, natural or synthetic fibre and have a sufficient tensile strength.~~

Cables shall have a tensile strength R_s that is calculated using the following formulae:

$$\text{for } L \cdot B \cdot T \text{ up to } 1\,000 \text{ m}^3: \quad R_s = 60 + \frac{L \cdot B \cdot T}{10} [kN];$$

$$\text{for } L \cdot B \cdot T \text{ exceeding } 1\,000 \text{ m}^3: \quad R_s = 150 + \frac{L \cdot B \cdot T}{100} [kN].$$

For the required cables, a certificate in accordance with an international standard like ISO 10474(1991), type 3.1, shall be on board.

These cables may be replaced by ropes having the same length and tensile strength. The minimum tensile strength of these ropes shall be indicated in a certificate.

For vessels designated for navigation on zones 1 and 2, the Administration may prescribe the use of the following formulae:

$$R_s = 0,15N + 25 \quad [kN]$$

where N = equipment number referred to in paragraph 10–1.2.2

V. Amendments to Section 11–4, “Side Deck”

7. *Amend* paragraph 11–4.2 *to read*

11–4.2 Up to a clear height of 0.90 m above the side deck, the clear width of the side deck may be reduced to ~~0.54~~ **0.50** m provided that the clear width above,

between the outer edge of the hull and the inner edge of the hold, is not less than 0.65 m. However, the clear width of the side deck may be reduced to 0.50 m if the outer edge of the side deck is fitted with a guard rail in accordance with paragraph 11.2.4 to prevent falling. On vessels of 55 m or less in length the guard rail may be dispensed with provided that the safety conditions are deemed satisfactory by the Administration.

VI. Appendix 3, “Safety signs and signals to be used on board inland navigation vessels”

8. Add a new sketch 8 as follows

Sketch 8

Wear life jacket		<u>Colour:</u> blue/white
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