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Working Party on Inland Water Transport

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

Fifty-second session

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Item 6(c) of the provisional agenda

**Standardization of technical and safety requirements in inland navigation:
Recommendations on Harmonized Europe-Wide Technical Requirements
for Inland Navigation Vessels (Resolution No. 61, revised)**

European Standard laying down Technical Requirements for Inland Navigation vessels

**Transmitted by the Central Commission for the Navigation
of the Rhine (CCNR)**

I. Mandate

1. This document is submitted in the framework of the fifty-second session of the Working Party on the Standardization of Technical (SC3/WP3), agenda item 6 (ECE/TRANS/SC.3/WP.3/103).
2. It is recalled that the Working Party on Inland Water Transport (SC.3) at its sixtieth session had decided to align the Annex to Resolution No. 61 with the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN) (ECE/TRANS/SC.3/203, para. 67) adopted by the European committee for drawing up common standards in the field of inland navigation (CESNI).
3. The CCNR Secretariat, acting as the CESNI Secretariat, would like to draw the Working Party's attention on the following information regarding ES-TRIN.

II. ES-TRIN: Evolution and implementation aspects

4. ES-TRIN lays down the uniform technical requirements necessary to ensure the safety of inland waterway vessels. It includes provisions regarding shipbuilding, fitting out and equipment for inland waterway vessels, special provisions regarding specific categories of vessels such as passenger vessels, pushed convoys and container vessels, provisions regarding vessel identification, model of certificates and register, transitional provisions as well as instructions for the application of the technical standard.

5. Available at this stage in four languages (German, English, French, Dutch), ES-TRIN comprises in a standardised way the requirements previously contained in Directive 2006/87/EC and in the Rhine Vessel Inspection Regulations.

6. In order to maintain the high level of safety in inland navigation and to follow the technical evolutions, CESNI intends to adopt a new edition of ES-TRIN every two years. This standard is further developed and improved in close cooperation with the shipping industry.

7. The first edition of ES-TRIN (ES-TRIN 2015/1) was adopted at the CESNI meeting on 26 November 2015. CESNI adopted an updated edition of ES-TRIN (ES-TRIN 2017/1) at the meeting on 6 July 2017. It proposed 7 October 2018 as the date for entry into force in the various legal frameworks.

The draft ES-TRIN 2019/1 is currently under preparation for possible adoption in 2018 and as proposed date for entry into force 1st January 2020.

All editions of ES-TRIN are published on the CESNI website (www.cesni.eu).

8. ES-TRIN is not binding per se. The CCNR and the European Union have already decided to apply this standard by referring to it in their respective legal frameworks. Other international organisations or third countries can also refer to this standard.

9. CCNR and the European Union intend to enact ES-TRIN 2017/1 in a coordinated way, with effect from 7 October 2018, by means of a reference in their respective legislative frameworks. The CCNR already adopted the corresponding amendment of the Rhine vessel inspection regulations (CCNR 2017-II-20). Similarly, the European Commission is preparing the corresponding delegated act to adapt the Directive (EU) 2016/1629, which already refers to the previous edition of ES-TRIN.

10. In December 2017, the Danube Commission (DC) recommended its member States to apply the ES-TRIN and to participate intensively in the activities of CESNI concerning the technical requirements of inland navigation vessels. The DC Secretariat will ensure appropriate coordination actions.

11. Moreover, CCNR also adopted an amendment of the Rhine police regulations and an amendment of the Rhine personnel regulations to make reference to ES-TRIN 2017/1 (CCNR 2017-II-19 and CCNR 2017-II-15). Indeed, the police and personnel requirements contain general provisions about the equipment and include cross-references to the specifications for this equipment laid down by the technical requirements.

12. CCNR has been informed that the Mosel Commission is preparing a similar amendment of the Mosel police regulations. Other international organisations or states might follow.

III. Some conclusions and proposals for consideration

13. The CCNR Secretariat is of the opinion that:

(a) ES-TRIN has been established as “core standard” for the technical requirements in Europe. Because ES-TRIN is not binding per se, international organisations or countries can apply this standard by referring to it in their respective legal frameworks. Nowadays, various legal frameworks refer to ES-TRIN and more will follow.

(b) The work with ES-TRIN is an opportunity to join forces between partners and reduce duplication of work. In this context, the CCNR Secretariat wishes to highlight the sound work conducted to prepare the Russian text of ES-TRIN in accordance with the mandate given by SC.3 (ECE/TRANS/SC.3/203, para. 66) as well as ongoing work within the other river commissions (technical requirements as well as police regulations).

14. CESNI is open to all participants from states, international organisations and recognised associations in order to leverage all the expertise available to improve and develop ES-TRIN.
