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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

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

(Twenty-first session, 14-16 March 2001,
agenda item 6)

REQUIREMENTS FOR THE MANOEUVRABILITY OF
INLAND NAVIGATION VESSELS

Transmitted by the Governments of the Russian Federation, Slovakia and Ukraine

Note: At its nineteenth session, the Working Party took note of the draft chapter X prepared by the group of volunteers and approved by the ad hoc group on updating the annex to resolution No. 17, revised, (TRANS/SC.3/WP.3/AC.2/2000/2) and felt that the chapter had been drafted in accordance with its own instructions (TRANS/SC.3/WP.3/35, para. 21), i.e. as a set of basic rules in line with the provisions of the draft EC Directive and the Rhine Vessel Survey Regulations (RVSR), and that it should, in order to ensure the compliance of vessels with the framework rules of the chapter, include basin-dependent manoeuvrability criteria. The Working Party invited Governments and river commissions to submit their proposals for the inclusion in draft chapter X of provisions reflecting the situation in particular basins. At the same time, Governments were invited to give their opinion with regard to the possible merger of the draft chapter X with the provisions of document TRANS/SC.3/WP.3/R.60/Rev.1 (TRANS/SC.3/WP.3/39, paras. 18-20).

The proposals submitted by the Governments of the Russian Federation, Slovakia and Ukraine regarding the possible content of UN/ECE requirements for the manoeuvrability of inland navigation vessels are reproduced below.

RUSSIAN FEDERATION

1. The proposals of the Russian Federation for inclusion in draft chapter X (“Manoeuvrability”) are contained in document TRANS/SC.3/WP.3/2000/1. We have no substantive objections to the text of chapter X.

2. Some of the Russian Federation’s requirements regarding manoeuvrability test criteria are currently being elaborated in greater detail. These requirements will be submitted to the UN/ECE secretariat once a definitive text has been adopted.

3. We do not believe that chapter X and the provisions of document TRANS/SC.3/WP.3/R.60/Rev.1 should be merged.

SLOVAKIA

4. In terms of navigation safety, the manoeuvrability of inland navigation vessels is as important a consideration as stability, strength, and other essential characteristics. Guaranteeing manoeuvrability must be a concern at all stages of a vessel’s life, from design through trials to retirement.

5. The principal parameters of vessel manoeuvrability which could be standardized in advance and subsequently monitored in full-scale trials are:

- Speed (minimum, from the safety standpoint, expressed in terms of distance travelled and time);
- Stopping capacity (expressed in terms of distance travelled and time);
- Steadiness on course (expressed in terms of angle of deviation and time);
- Speed of change of course (expressed in terms of change of course per unit of time);
- Turning capacity (taking account of vessel’s trajectory and time);
- Manoeuvrability while going astern (checking steadiness on course and turning capacity);
- Specific manoeuvring capabilities (manoeuvrability when moving by inertia, manoeuvrability in windy conditions).

6. On the question of standard-setting for vessels navigating the Danube, it might be possible to supplement and modify the criteria contained in the Recommendations on technical and navigational requirements for pushed convoys and the methods for testing these requirements which have been introduced by the Danube Commission (TRANS/SC.3/GE.1/R.150).

7. Comparison of the values set in standards with actual performance during tests does not raise any special problems in terms of the apparatus used. Electronic methods of determining a vessel's position (GPS), devices for measuring the speed of change of course and on-board radar are so accurate nowadays, and their margins of error are so insignificant, that the results may be considered reliable.

8. In the light of the above comments, we cannot accept the subjective language used in chapter X such as "in good time," "adequately manoeuvrable," "sufficient capacity," etc.

9. We might be able to support the possible merger of the draft chapter X with the provisions of document TRANS/SC.3/WP.3/R.60/Rev.1. However, our views as outlined in document TRANS/SC.3/WP.3/1999/5 remain unchanged.

UKRAINE

10. Conditions of navigation on Ukraine's navigable rivers, most of which are regulated by reservoirs with sluggish currents and guaranteed depths, are much more advantageous from the point of view of manoeuvrability than conditions of navigation on the Danube. The Ukrainian delegation therefore considers it unnecessary to incorporate into chapter X additional material specific to the Ukrainian river basin. The manoeuvrability and testing criteria for vessels or convoys which are appropriate on the River Danube are also suitable for navigable rivers in Ukraine.

11. We do not believe that chapter X and the provisions of document TRANS/SC.3/WP.3/R.60/Rev.1 should be merged.
