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Inland Transport Committee

Working Party on Inland Water Transport

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Item 7 (b) 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)

Additions and Amendments to Resolution No. 61, revised

Note by the secretariat

I. Mandate

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3), at its forty-second and forty-third sessions, considered and approved additions and amendments to the annex of Resolution No. 61 (ECE/TRANS/SC.3/172/Rev.1, Amend.1 and 2) prepared by the Group of Volunteer Experts and aimed at further development of the annex to Resolution No. 61 in the light of existing EU and River Commissions' requirements applicable to inland navigation vessels (ECE/TRANS/SC.3/WP.3/84, para. 44 and ECE/TRANS/SC.3/WP.3/86, para. 31).

2. The Working Party on Inland water Transport is invited to consider and adopt as pending the proposals of additions and amendments to Resolution No. 61 presented below, prior to adopting a new package of amendments to Resolution No. 61. The text to be deleted is shown as strikethrough and newly proposed text appears in bold.

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

3. *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~~
- 9- ATIS (Automatic Transmitter Identification System) code**
- ~~9 10- Type, number, issuing authority and expiration date of other certificates~~

III. Section 10–1.4, “Chains and Cables”

4. 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:

- First cable: $L + 20$, but not more than 100;
- Second cable: two thirds of the first cable;
- 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:

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

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

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:

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

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

IV. Section 11-4, "Side Deck"

5. 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.~~

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

6. Add a new sketch 8 as follows:

Sketch 8

Wear life jacket		<u>Colour:</u> blue/white
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VI. New section 3–6 “Other provisions”

7. After section 3–5 add a new section 3–6 to read:

3–6.1 ~~Article 3.03(7)~~ The foresections of vessels shall be built in such a way that the anchors neither wholly nor partly protrude beyond the ~~side 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.**
