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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-third session, 19-21 March 2002  
agenda item 7)

**MINIMUM MANNING REQUIREMENTS AND WORKING AND REST HOURS  
OF CREWS OF VESSELS IN INLAND NAVIGATION**

**Addendum 1**

**Transmitted by the Governments of Bulgaria,  
the Russian Federation and Ukraine**

Note: At its twenty-first session, the Working Party had a detailed exchange of views on the text of the draft recommendations on minimum manning requirements and made a number of amendments thereto. The Working Party invited Governments and river commissions to submit their comments and proposals on the revised text of the draft recommendations (TRANS/SC.3/WP.3/2002/1), giving particular attention to the text left in square brackets (TRANS/SC.3/WP.3/42, paras. 19-21). Proposals received from the Governments of Bulgaria, The Russian Federation and Ukraine are reproduced below.

## **BULGARIA**

1. Article 2: Some clarity needs to be introduced into the minimum qualification requirements for each crew member and the licence proving conformity with these requirements.

The European Code for Inland Waterways (CEVNI) uses the term “boatmaster’s licence of a general type” without indicating its contents.

2. Article 6: Retain the version “In operating mode B, all crew members shall have 12 hours’ rest time per 24-hour period including at least a 6-hour period of uninterrupted rest”.

3. Article 8: Delete the bracketed expression “in operating modes A<sub>1</sub> and A<sub>2</sub>”.

4. Article 14: Remove the square brackets in paragraph 2.

## **RUSSIAN FEDERATION**

5. Having studied the report of the Working Party on its twenty-first session (TRANS/SC.3/WP.3/42) and the “Recommendations” (TRANS/SC.3/WP.3/2002/1), the Russian delegation is of the opinion that the proposed minimum manning requirements and working and rest hours of crews of vessels in inland navigation are basically acceptable since they take account of the main points in our proposals and comments. Nevertheless, the following comments should be borne in mind when finalizing the “Recommendations”:

6. Article 4: Paragraph 6 should read: “For crew members who hold a licence or proof of qualifications and appear on the crew list in accordance with national regulations of the country the waterways of which they navigate, such licences and proof of qualifications shall stand in lieu of the service record provided that the service record is not prescribed by national law concerning the navigation on inland waterways they navigate.”

7. Article 6: The third entry of paragraph 1 should read: “In operating mode B, all crew members shall have 12 hours’ rest time per 24-hour period including at least a 6-hour period of uninterrupted rest”.

8. Article 8: “Ship’s log [-Tachograph]”

(a) Reject the proposal of Germany to delete the words “in operating modes A<sub>1</sub> and A<sub>2</sub>” from the second entry of paragraph 1;

(b) Retain the square brackets as above in the title of article 8, i.e. “Ship’s log [-Tachograph]”, since the [-tachograph] device is essentially still at the experimental research stage and has been introduced on only a small number of self-propelled vessels.

## UKRAINE

9. Article 2. Crew members. To ensure mutual recognition of ship's certificates, we concur with the proposal of Germany to indicate in this article the minimum qualification requirements for each crew member.

10. Article 6. Mandatory rest period. Of the two versions referring to operating mode B, we prefer the first since it greatly facilitates calculation of the crew's rest period.

11. Article 8. Ship's log, Tachograph. We agree with the proposal of Germany to delete the words "in operating modes A<sub>1</sub> and A<sub>2</sub>", since the beginning and end of rest periods should be entered in the ship's log each day during the voyage in all operating modes.

12. Article 14. Minimum crews for other vessels. We agree with the text of article 14, paragraph 2, since it enables the Administration to specify a sufficient minimum crew to ensure the safe operation of a vessel that fails to meet requirements in respect of more than two shipwide devices and systems.

Moreover, in paragraph 1, the words "but covered by the present Recommendations in accordance with article 1 above" should be replaced by the clearer wording "but covered by article 1, paragraph 1, of the present Recommendations".

13. Annex. Service record. The form and content of the service record should be standardized as far as possible for all countries. The service record proposed by the Central Commission for the Navigation of the Rhine (CCNR) is a good model and does not give rise to any substantive objections.

All the essential information required in the service record should be printed, as a minimum, in the official language of the country concerned and one of the official languages of the Danube Commission or CCNR, depending on the area in which each State's vessels mainly navigate. The mandatory use of German is one option, since this is an official language of both commissions. However, the option of printing the essential information in the service record in three languages - the national language, German, and one of the UN/ECE working languages - might also be considered. In view of the delicacy of this issue, it should be discussed in detail by the Working Party at its twenty-third session.

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