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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

(Twenty-fifth session, 19-21 March 2003,
agenda item 7)

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

Annex I

Transmitted by the Governments of Belarus and the Russian Federation

BELARUS

1. Given that vessels of the Republic of Belarus operated within the national network of waterways are subject to operating modes A₁ and A₂ (12 and 16 hours, respectively), we propose the insertion of “and the Republic of Belarus” after “the Russian Federation” in footnote 2 to article 5, and the deletion of the word “exclusively”.
2. As regards the form and content of the model of a service record, we propose inserting “No.” after the words SERVICE RECORD and the word “(position)” under the leader dots after “Holder”.

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3. Having examined the documents, we reconfirm our earlier proposals to establish minimum manning requirements that vary with the power of the main engines of pushers and towing vessels, the tonnage of self-propelled cargo vessels (tankers and dry-cargo vessels mentioned separately) and passenger capacity (displacement vessels and hydrofoils mentioned separately). We further propose in all categories to establish minimum manning requirements for vessels according to the degree of automation.

PROOF OF QUALIFICATIONS - SERVICE RECORD

4. Service records are not kept on inland navigation vessels in the Russian Federation.
 5. The question of keeping a service record or some other document on board vessels is now under consideration. We think the following changes should be made to the model service record:
 - (i) To ensure a uniform method of calculating the navigation experience of the crew members of a vessel (their navigation qualifications), the document should define “sailing time of the vessel”:

“The sailing time includes the time spent by the vessel undertaking voyages from the point of departure to the point of destination, including time spent moving, manoeuvring, locking through and stopping owing to meteorological, route-related and technical reasons.”
- Or:
- (ii) The procedure proposed in the document for recording the navigation time spent by the crew on board the vessel is complicated and cumbersome to administer. We propose a system for recording the crew’s navigation experience based on the

work performed by the vessel in a month and during the period of navigation (in hours and days), using information in the ship's log and taking as a basis an individual's membership in the vessel's crew.

- (iii) The following note should be included: "The national competent bodies may establish a specific procedure for recording the navigation time of crew members under the national flag of a State."

Minimum requirements for qualifications of crewmen of inland navigation vessels (taking account of the proposals transmitted by the Central Commission for the Navigation of the Rhine (CCNR) contained in TRANS/SC.3/WP.3/2002/4)

6. We propose the insertion of the following note: "The national competent bodies may qualify the age and required navigation experience of crew members."
7. Requirements should be included for a helmsman/engine-minder.
8. The designations of the crew members should be as follows: master, first mate, second mate, third mate, leading (chief) engineer, assistant engineer (class II), assistant engineer (class III), assistant engineer (electrical).
9. It should be specified that the minimum navigation experience of the crew members should be established on the basis of the power of the vessel's main engines.
10. The Regulations on certifying crew members of self-propelled vessels operated on the inland waterways of the Russian Federation specify categories of vessels and establish minimum navigation experience requirements.
11. The following categories of vessel are distinguished according to the power of the main engines:
- Category I: 110-330 kW (150-450 h.p.);
 - Category II: 331-550 kW (451-750 h.p.);
 - Category III: 551-850 kW (751-1150 h.p.);
 - Category IV: 851-1620 kW (1151-2200 h.p.);
 - Category V: > 1621 kW (> 2201 h.p.);
 - Small vessels: < 55 kW (75 h.p.);
 - Small vessels: 55-110 kW (75-150 h.p.);
 - Speed vessels: vessels capable of developing speeds of 35 km/h or more.

12. Diplomas (certificates of competence) shall indicate the category of vessel and the position to which persons recommended for certification may be appointed.
13. The following are eligible for certification:
 - On all categories of vessel: graduates of secondary and higher educational institutions specializing in river (inland waterway) transport;
 - On vessels in categories II-IV: graduates of vocational secondary schools (colleges) according to relevant specialist training; but they may not hold the position of master on category-III passenger vessels or master or first mate on category-IV vessels;
 - On small vessels (55-110 kW): graduates of special courses with at least one month's experience of handling such vessels.
14. The Regulations also specifically require that certified graduates of navigational institutions must hold the appropriate qualifications.
15. In that connection, the following persons are eligible for certification:
 - Graduates of secondary educational institutions with a diploma and practical skills may be certified as a second mate or assistant engineer (class II) on category-II vessels; and as a third mate or assistant engineer (class III) on all categories of vessel;
 - Persons with six months' experience as crew members may be certified as a second mate or assistant engineer (class II) on category-IV vessels;
 - Persons with one year's experience as crew members may be certified as a first mate or assistant engineer (class I) on category-II vessels, a second or assistant engineer (class II) on all categories of vessel, or a master or engineer on category-I vessels;
 - Persons with 18 months' experience as crew members may be certified as a first mate or assistant engineer (class I) on category-IV vessels;
 - Persons with two years' experience as crew members may be certified as a master or engineer on category-III vessels, or as a first mate or assistant engineer (class I) on all categories of vessel;
 - Persons with 30 months' experience as crew members may be certified as a master or engineer on category-IV vessels (except passenger vessels);
 - Persons with three years' experience as crew members may be certified as a master or engineer on all categories of vessel.

The crew's navigation experience shall be calculated on the basis of the time during which the vessel is in service and the number of days worked in the crew.