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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****Forty-fifth session**

Geneva, 25–27 June 2014

Item 5 of the provisional agenda

**Recommendations on Harmonized Europe-Wide Technical
Requirements for Inland Navigation Vessels
(Resolution No. 61, revised)****Amendment proposals to chapter 15 and Appendix 1
(Resolution No. 61)****Transmitted by the Group of Volunteer experts on Resolution No. 61****I. Mandate**

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2014–2015 (ECE/TRANS/2014/23) adopted by the Inland Transport Committee on 27 February 2014.
2. The Group of Volunteer experts on Resolution No. 61 was formed following a request by SC.3 during its fiftieth session in October 2006 to prepare amendment proposals to the annex and Appendix of Resolution No. 61 (ECE/TRANS/SC.3/174, paras. 33 and 34).
3. At its eighth meeting in Geneva from 26 to 28 February 2014, the Group of Volunteer Experts continued its work on further developments of Resolution No. 61 in the light of the existing European Union and River Commissions requirements applicable to inland vessels and proposals submitted by member States. The Group of Volunteer Experts prepared a draft amendment proposal for aligning Chapter 15 of Resolution No. 61 with Chapter 15 of Directive 2006/87/EC as amended with Directive 2012/48/EC, and a draft amendment proposal to Appendix 1 of Resolution No. 61.

II. Amendments proposals to chapter 15 and Appendix 1 (Resolution No. 61)

A. Chapter 15

4. Amend paragraph 3-4.1.2 as follows

15-1.1 The following provisions shall not apply:

 - (i) ~~4-4.2, 4.4.3.11 and 4-4.4~~ 4-4 and 4-5.1;
5. Amend paragraph 15-1.4, first sentence, as follows

15-1.4 On passenger vessels, areas shall be provided for use by persons with reduced mobility, according to the provisions of this chapter and with due regard to the Guidelines for passenger vessels also suited for carrying persons with reduced mobility (annex to ~~Resolution No. 25, revised~~ **Resolution No. 69**).
6. Amend paragraph 15-2.8 as follows

15-2.8 Bulkheads according to 15-2.5 separating the engine rooms from passenger areas or crew and shipboard personnel accommodation shall have no doors.
7. Amend paragraph 15-2.13, sub-paragraph (iii) as follows

(iii) Where a pipe work system has no open outlet in a compartment, the pipe work shall be regarded as intact ~~in~~ in the event of this compartment being damaged, if it runs within the safe area and is more than 0.50 m from the bottom of the vessel.
8. Amend paragraph 15-3.3, sub-paragraph (iii), case 1 as follows

Case	A
1 $\varphi_{max} \leq 15^\circ$ or $\varphi_f \leq 15^\circ$	0.05 m rad up to the smaller of the angles to angles φ_{max} or φ_f

9. Amend paragraph 15-3.3, sub-paragraph (v) as follows

(v) in each of the following two cases the heeling angle φ_{mom} shall not exceed 12° :

 - in application of the heeling moment due to ~~passengers~~ **persons** and wind according to 15-3.4 and 15-3.5;
 - in application of the heeling moment due to ~~passengers~~ **persons** and turning according to 15-3.4 and 15-3.6
10. Amend paragraph 15-3.3, sub-paragraph (vi) as follows

(vi) for a heeling moment resulting from moments due to ~~passengers~~ **persons**, wind and turning according to 15-3.4, 15-3.5 and 15-3.6, the residual freeboard shall be not less than ~~200 mm~~ **0.20 m**;
11. Amend paragraph 15-3.4 as follows

The distribution of persons shall correspond to the most unfavorable one from the point of view of stability. Cabins shall be assumed unoccupied. ~~for the calculation of the persons' heeling moment.~~

12. Amend paragraph 15-3.5 as follows
- p_w = the specific wind pressure of ~~0.15 kN/m²~~ **0.25 kN/m²** for zone 3 and ~~0.25 kN/m²~~ for zones 1 and 2. **However on waterways of zones 1 and 2 the basin Administration may set higher values;**
13. Amend paragraph 15-3.7 as follows
- 15-3.7 It shall be proved, by means of a calculation **based on the method of lost buoyancy**, that the damaged stability of the vessel is appropriate. **All calculations shall be carried out with free sinkage, heel and trim.**
14. Amend paragraph 15-3.9 as follows
- 15-3.9 **Passenger** vessels operating in zones 1, 2 and 3 shall comply with 1-compartment status and 2-compartment status.
15. Add on the word status of the above amendment a footnote as follows
- The Basin administration may waive the requirements prescribed in this paragraph with regard to the 2-compartment status.**
16. Add at the end of paragraph 15-3.9, sub-paragraph (i)
- A bulkhead recess in a transverse bulkhead that is longer than 2.50 m, is considered a longitudinal bulkhead;**
17. Amend paragraph 15-3.9, sub-paragraph (ii) as follows
- (ii) For 2-compartment status, each bulkhead within the extent of damage, will be assumed to be damaged. ~~The vessel shall remain buoyant after flooding~~ **This means that the position of the bulkheads shall be selected in such a way as to ensure that the passenger vessel remains buoyant after flooding of two or more adjacent compartments in the longitudinal direction;**
18. Add at the end of paragraph 15-6.1
- Deck areas which are enclosed by awnings or similar mobile installations, not only above, but also fully or partially to the side must satisfy the same requirements as enclosed passenger rooms.**
19. Amend paragraph 15-6.3, sub-paragraph (ii), first sentence as follows
- (ii) If rooms are located below the bulkhead deck, one of the exits can be a watertight bulkhead door, according to 15-2.10, leading into an adjacent compartment from which the upper deck can be reached **directly.**
20. Amend paragraph 15-6.9, sub-paragraph (v), first bullet point as follows
- The gradient of the stairs shall not exceed ~~32°~~ **38°**;
21. Amend paragraph 15-9.3 as follows
- 15-9.3 Passenger vessels shall have appropriate equipment to enable persons to be transferred safely to shallow water, to the bank or to another ~~vessel~~ **craft.**
22. Renumber existing paragraphs 15-9.5, 15-9.6, 15-9.7 and 15-9.8 as follows
- ~~15-9.5~~ **6**, ~~15-9.6~~ **7**, ~~15-9.7~~ **8**, ~~15-9.8~~ **9**
23. Insert after paragraph 15-9.4 a new paragraph 15-9.5 as follows
- 15-9.5 In addition to 10-5.1, the life raft must:
- (i) offer adequate seating space for the permitted number of persons;
- (ii) provide a buoyancy of at least 750 N per person in fresh water;

- (iii) be provided with appropriate means of evacuation from the evacuation areas referred to in 15-6.8, onto the life rafts if the vertical distance between the deck of the evacuation areas and the plane of maximum draught is greater than 1 m.
24. *Replace paragraph 15-10.5 with*
- 15-10.5 There shall be an emergency power plant in accordance with 9-2.16, consisting of an emergency power source and emergency switchboard, which, in the event of a failure of the supply to the following electrical equipment, can immediately take over as their replacement supply, where the equipment does not have its own power source:
- (i) signal lights;
 - (ii) audible warning devices;
 - (iii) emergency lighting in accordance with 9-2.16.6 and 15-10.4;
 - (iv) radiotelephone installations;
 - (v) alarm, loudspeaker and on-board message communications systems;
 - (vi) searchlights (spot light) according to 23-9.1 (viii);
 - (vii) Fire alarm system;
 - (viii) other safety equipment such as automatic pressurised sprinkler systems or fire extinguishing pumps;
 - (ix) Lifts and lifting equipment within the meaning of 15-6.10.
25. *Add new paragraph 15-10.6 as follows*
- 15-10.6 The light fittings for the emergency lighting shall be marked as such.
26. *Add new paragraph 15-10.7 as follows*
- 15-10.7 Cables feeding the electrical installations in the event of an emergency shall be installed and routed in such a way as to maintain the continuity of supply of these installations in the event of fire or flooding. These cables shall never be routed through the main engine room, galleys or rooms where the main power source and its connected equipment is installed, except insofar as it is necessary to provide emergency equipment in such areas.
27. *Add new paragraph 15-10.8 as follows*
- 15-10.8 The insulation resistances and the earthing for electrical systems shall be tested on the occasion of inspections according to 2-5.1.
28. *Add new paragraph 15-10.9 as follows*
- 15-10.9 The power sources according to 9-1.2.1 must be independent of each other.
29. *Add new paragraph 15-10.10 as follows*
- 15-10.10 A failure of the main or emergency power equipment shall not mutually affect the operational safety of the installations.
30. *Amend paragraph 15-11, table "Table for partitions between rooms, in which no pressurized sprinkler systems according to 10-3.6 are installed" as follows*

<i>Rooms</i>	<i>Control centres</i>	<i>Stairwells</i>	<i>Muster areas</i>	<i>Lounges</i>	<i>Engine rooms</i>	<i>Galleys</i>	<i>Store rooms</i>
Control centres	-	A0	A0/B15 ⁵	A30	A60	A60	A30/A60 ⁹
Stairwells		-	A0	A30	A60	A60	A60 A30
Muster areas			-	A30/B15 ⁶	A60	A60	A30/A60 ⁹
Lounges				A0/B15 ⁷	A60	A60	A60 A30
Engine rooms					A60/A0 ⁸	A60	A60
Galleys						A0	A60 A30/B15 ⁹ ¹⁰
Store rooms							-

31. *Amend* paragraph 15–11, table "Table for partitions between rooms, in which pressurized sprinkler systems according to 10–3.6 are installed" *as follows*

<i>Rooms</i>	<i>Control centres</i>	<i>Stairwells</i>	<i>Muster areas</i>	<i>Lounges</i>	<i>Engine rooms</i>	<i>Galleys</i>	<i>Store rooms</i>
Control centres	-	A0	A0/B15 ⁵	A0	A60	A60 A30	A0/A30 ⁹
Stairwells		-	A0	A0	A60	A30	A0
Muster areas			-	A30/B15 ⁶	A60	A60 A30	A60 A0/A30 ⁹
Lounges				B15/B0 ⁷	A0 A60	A30	A0
Engine rooms					A60/A0 ⁸	A60	A60
Galleys						-	A0/B15 ¹⁰
Store rooms							-

32. *Add at the end of footnote No. 7*, in paragraph 15–11, table "Table for partitions between rooms, in which no pressurized sprinkler systems according to 10–3.6 are installed"

Partitions between cabins and saunas shall comply with Type A0, for rooms fitted with pressurised sprinkler systems B15.

33. *Replace existing footnote No. 9 in* paragraph 15–11, table "Table for partitions between rooms, in which no pressurized sprinkler systems according to 10–3.6 are installed" *with*

Partitions between store rooms for the storage of flammable liquids and control centres and muster areas shall comply with Type A60, for rooms fitted with pressurised sprinkler systems A30.

34. *Add new footnote No. 10 in paragraph 15–11, table "Table for partitions between rooms, in which no pressurized sprinkler systems according to 10–3.6 are installed" as follows*
- B15 is sufficient for the partitions between galleys and cold-storage rooms or food storage rooms.
35. *Add at the end of paragraph 15–11.4*
- The first sentence shall not apply to saunas.
36. *Add at the end of paragraph 15–11.6*
- This shall be proven on the basis of appropriate test methods recognized by the Administration.
37. *Amend existing paragraph 15–11.8, sub-paragraph (ii) as follows*
- (ii) They shall be self-closing in the case of doors in partition walls according to ~~15–11.10~~ **15–11.11** or in the case of enclosures around engine rooms, galleys and stairwells;
38. *Renumber existing paragraphs 15–11.8, 15–11.9, 15–11.10 and 15–11.11 as follows*
- ~~15–11.8~~ **9**, ~~15–11.9~~ **10**, ~~15–11.10~~ **11**, ~~15–11.11~~ **12**
39. *Insert after paragraph 15–11.7 a new paragraph 15–11.8 as follows*
- 15–11.8 Awnings and similar mobile installations with which deck areas are fully or partially enclosed and their substructures shall be at least flame-retardant.
40. *Amend existing paragraph 15–11.12, sub-paragraph (ii) as follows*
- (ii) In a lounge, stairs need not be encapsulated if they are located entirely within the interior of this room, and
- If this room extends over only two decks, or
 - If there is a pressurized sprinkler system according to 10–3.6 installed in this room on all decks, this room has a smoke extraction system according to ~~15–11.15~~ **15–11.17** and the room has access on all decks to a stairwell.
41. *Amend existing paragraph 15–11.13, sub-paragraphs (iii) and (iv) as follows*
- (iii) Ventilation ducts shall be made of steel or an equivalent non-combustible material **and be securely connected to each other and to the superstructure of the vessel;**
- (iv) When ventilation ducts with a cross-section of more than 0.02 m² are passed through partitions according to 15–11.2 of Type A or partitions according to ~~15–11.10~~ **15–11.11**, they shall be fitted with automatic fire dampers which can be operated from a location permanently manned by shipboard personnel or crew members;
42. *Amend existing paragraph 15–11.14 as follows*
- Galleys shall be fitted with ventilation systems and stoves with extractors. The air extraction ducts of the extractors shall satisfy the requirements according to ~~15–11.13~~ **15–11.15** and, additionally, be fitted with manually operated fire dampers at the inlet openings.

43. *Amend existing paragraph 15–11.15, sub-paragraph (vi) as follows*
- (vi) Natural smoke extraction systems shall be fitted with an opening mechanism, operated either manually or by a power source inside the ~~ventilator~~ **extraction system;**
44. *Renumber existing paragraphs 15–11.12, 15–11.13, 15–11.14, 15–11.15 and 15–11.16 as follows*
- 15–11.~~12~~ **14**, 15–11.~~13~~ **15**, 15–11.~~14~~ **16**, 15–11.~~15~~ **17**, 15–11.~~16~~ **18**
45. *Insert after existing paragraph 15–11.11 a new paragraph 15–11.13 as follows*
- 15–11.13 Stairs shall be made of steel or another equivalent non-combustible material
46. *Amend paragraph 15–12.1, sub-paragraph (iii) as follows*
- (iii) One portable extinguisher in each galley and in the vicinity of any room in which flammable liquids are stored or used. In galleys the ~~quenching material~~ **extinguishing agent** shall be suitable for fighting fat fires.
47. *Amend end of paragraph 15–12.2 as follows*
- ~~For smaller vessels the Basin administration may give exemptions from these requirements.~~
48. *Amend paragraph 15–12.3, sub-paragraphs (i), (ii) as follows*
- (i) Any point of the vessel can be reached from at least two hydrants in different places, each with a single hose length of not more than 20 m; ~~and~~
- (ii) The pressure at the hydrants is at least 300 kPa **and**
49. *Add in paragraph 15–12.3, after sub-paragraph (ii), a new sub-paragraph (iii) as follows*
- (iii) On all decks, a water jet length of at least 6 m can be attained.**
50. *Amend paragraph 15–12.7 as follows*
- 15–12.7 ~~Fire fighting systems shall be arranged in such a way that they can be completely drained to avoid the possibility of freezing. Pipes and hydrants shall be arranged in such a way that the possibility of freezing is avoided.~~
51. *Amend paragraph 15–12.8 as follows*
- 15–12.8 The fire **extinguishing** pumps shall:
- (i) **Not be located installed or housed in separate rooms the same room;**
- (ii) Be such that they can be operated independently of each other;
- (iii) Each be capable, on all decks, of maintaining the necessary pressure at the hydrants **and achieving the requisite length of water jet;**
- (iv) Be installed forward of the aft bulkhead.
- Fire extinguishing pumps may also be used for general purposes.
52. *Amend paragraph 15–12.10, sub-paragraph (i) as follows*
- (i) Two self-contained breathing apparatus sets **with full-face masks corresponding to international regulations and standards;**
53. *Insert before chapter 15–13 a new chapter 15–12.A and its respective paragraphs as follows*
- 15–12.A WASTE WATER COLLECTION AND DISPOSAL FACILITIES

15-12.A.1 Passenger vessels shall be equipped with collection tanks for domestic waste water in accordance with the section 8B-3 or appropriate equipment for the treatment of domestic water in accordance with the section 8B-4.

15-12.A.2 It shall be possible to pass waste water from other vessels through

54. Amend paragraph 15-13.2, sub-paragraph (ix) *as follows*

(ix) Doors pursuant to ~~15-11.8~~ **15-11.9**;

55. Amend paragraph 15-13.4 *as follows*

15-13.4 Code of conduct for passengers shall be posted up in each cabin and also a simplified safety plan containing only the information referred to in 15-13.2 (i) to (vi).

~~The instructions~~ **This code of conduct** shall include at least:

- (i) ~~Emergency cases~~ **Designation of emergencies**
 - Fire
 - Flooding
 - General hazard
- (ii) Description of various alarm signals
- (iii) ~~Information on~~ **Instructions concerning the following:**
 - Escape routes
 - What to do
 - Need to keep calm
- (v) ~~Information to prevent accidents due to~~ **Instructions concerning the following:**
 - Smoking
 - Use of fire and open flames
 - Opening windows
 - Use of certain items of equipment

This information shall be prominently displayed in appropriate languages.

56. *Insert after existing* paragraph 15-14.5 a new paragraph 15-14.5A as follows

15-14.5A On passenger vessels in accordance with 15-14.5, by way of derogation from 15-6.6(iii), one escape route may lead through a galley, as long as there is a second escape route available.

57. Amend paragraph 15-14.9, sub-paragraph (iii) *as follows*

(iii) ~~15-11.15~~ **15-11.17**, smoke extraction systems.

B. Appendix 1

58. *Amend chapter II, zone 2, "France" as follows*

~~Dordogne, downstream from the stone bridge at Libourne.~~

~~Garonne, downstream from the stone bridge at Bordeaux.~~

Gironde, downstream from the stone bridge at Bordeaux from kilometre point (KP) 402 to the transversal limit of the sea defined by the line joining the Pointe de Grave to the Pointe de Suzac.

Loire, downstream from Haudaudine bridge on the Madeleine branch and downstream from Pirmil bridge on the Pirmil branch from Cordemais (KP 25) to the transversal limit of the sea defined by the line joining the Pointe de Mindin to the Pointe de Penhoët.

Rhône, downstream from Trinquetaille bridge at Arles and beyond towards Marseilles.

Seine, downstream from Jeanne d'Arc bridge at Rouen from the start of the Tancarville Canal to the transversal limit of the sea defined by the line from Cape Hode, on the right bank, to the point, on the left bank, where the planned dyke meets the coast below Berville.

Vilaine, from the Arzal Dam to the transversal limit of the sea defined by the line joining the Pointe du Scal to the Pointe du Moustoir.

Lake Geneva.

59. *Amend chapter II, zone 2, "Germany" as follows*

Ems, from a line across the river Ems near the entrance to Papenburg harbour between Diemen **the former** pumping station and the opening of the dyke at Halte as far as a line linking the former Greetsiel lighthouse and the western pier of the port entrance at Eemshaven.

Jade, inside a line linking the **former** Schillighörn cross light and Langwarden church tower.

Weser, from the north-western edge of the Bremen railway bridge as far as a line linking Langwarden and Cappel church towers with the side branches: Westergate, Rekumer Loch, Rechter Nebenarm and Schweiburg.

Elbe, **Bützflether Süderelbe (from km 0,69 till the mouth in the Elbe), Ruthenstrom (from km 3,75 till the mouth in the Elbe), Wischhafener Süderelbe (from km 8,03 till the mouth in the Elbe)** from the lower limit of the port of Hamburg to a line linking the Döse beacon and the north-western point of the Friedrichskoog dyke (Dieksand) with the Nebenelben as well as the tributaries: Este, Lühe, Schwinge, Oste, Pinnau, Krückau and Stör (in each case from the barrage to the mouth).

Meldorfer Bucht, inside a line linking the western edge of Friedrichskoog dyke (Dieksand) and Büsum west pier head.

Eider, from ~~the Gieselau Canal to the Eider barrage~~ **the mouth of the Gieselau Canal (km 22,64) to the line between the middle of the fortress (Tränke) and the churchtower of Vollerwiek.**

Gieselau Canal, from the mouth in the Eider till the the mouth in the Nord-Ostsee Canal.

Flensburger Förde, inside a line linking Kegnäs lighthouse and Birknack **and North from the German-Danish border in the Flensburger Förde.**

Schlei, inside a line linking the Schleimünde pier heads.

Eckernförder Bucht, inside a line linking Boknis-Eck to the north-eastern point of the mainland near Dänisch Nienhof.

Kieler Förde, inside a line linking Bülk lighthouse at the Laboe naval memorial.

Nord-Ostsee-Kanal (Kiel Canal including Audorfer See and Schirnauer See), from the line linking the Brunsbüttel pier heads to a line linking the entrance lights of Kiel-Holtenua including Obereidersee with Enge, Audorfer See, Bergstedter See, Schirnauer See, Flemhuder See and Achterwehrer Schifffahrtskanal.

Trave, from the north-western edge of the railway lift bridge ~~and the northern edge of the Holsten Bridge (Stadttrave) in Lübeck to a line linking the two outer pier heads at Travemünde including the Pötenitzer Wiek, Dassower See and the Altarmen at Teerhof island in Lübeck with the Pötenitzer Wiek, and the Dassower See as far as a line linking the southern inner and northern outer pier heads at Travemünde.~~

Leda, from the entrance to the outer harbour of the Leer sea lock to the mouth **in the Eems**.

Hunte, from Oldenburg harbour and from 140 m downstream of the Amalienbrücke in Oldenburg to the mouth **in the Weser**.

Lesum, from ~~the Bremen Burg railway bridge to the mouth~~ **the confluence of the Hamme and Wümme (km 0,00) to the mouth in the Weser**.

Este, from the tail water of Buxtehude lock ~~to the Este barrage (km 0,25) to the mouth in the Elbe.~~

Lühe, from the tail water of the Au-Mühle in Horneburg **(km 0,00) to the Lühe barrage mouth in the Elbe**.

Schwinge, from the **north edge of the** Salztor lock in Stade ~~to the Schwinge barrage~~ **the mouth in the Elbe**.

Freiburger Hafenpriel, from the eastern edge of the sluice in Freiburg/Elbe as far as the mouth.

Oste, ~~from the north-eastern edge of the Bremervörde mill dam to the Oste barrage from 210 m above the middleline of the traffic bridge over the Oste barrage (km 69,360) to the mouth in the Elbe.~~

Pinnau, from the south-western edge of the ~~Pinneberg railway bridge to the Pinnau barrage railway bridge in Pinneberg to the mouth in the Elbe.~~

Krückau, from the south-western edge of the bridge leading to/from the Wedenkamp in Elmshorn ~~to the Krückau barrage to the mouth in the Elbe.~~

Stör, from the Rensing tide gauge to the ~~Stör barrage~~ mouth in the Elbe.

Freiburger Hafenpriel, from the eastern edge of the sluice in Freiburg an der Elbe as far as the mouth in the Elbe.

Wismarbucht, Kirchsee, Breitling, Salzhaff and Wismar port area, limited seawards by a line: Hohen Wieschendorf Huk and Timmendorf light as well as Gollwitz light on the Island of Poel and the southern point of Wustrow Peninsula.

Warnow, including Breitling and side branches, downstream of the Mühlendamm from the northern edge of the Geinitzbrücke in Rostock towards the sea as far as a line linking the northern points of the western and eastern piers in Warnemünde.

Waters between the mainland and the Darss and Zingst peninsulas as well as the Hiddensee and Rügen islands (including Stralsund port area), limited seawards between:

- the Zingst peninsula and the island of Bock by the parallel of latitude 54°26'42" N;
- the islands of Bock and Hiddensee by a line linking the northern point of the island of Bock and the southern point of the island of Hiddensee;
- the island of Hiddensee and the island of Rügen (Bug) by a line linking the south-eastern point of Neubessin to Buger Haken.

Kleine Jasmunder Bodden.

Greifswalder Bodden and Greifswald port area including the river Ryck, Bodden limited seawards by as far as a line linking from the eastern point Thiessower Haken (Südperd) to the eastern point of the island of Ruden and further continuing to the northern point of the island of Usedom (54° 10'37" N, 13°47'51" E).

Ryck, east from the Steinbecker bridge in Greifswald to the linking line over the heads of the jetties.

Waters ~~between~~ **enclosed by** the mainland and the island of Usedom (Peenestrom including Wolgast port area, Achterwasser, **and the Stettiner Oder Haff**), limited in the east by the border between the Federal Republic of Germany and the Republic of Poland in the Stettiner Haff.

Uecker, from the south-west edge of the traffic bridge in the Uekermünde to the linking line over the heads of the jetties.

60. *Amend chapter III, zone 3, "France" as follows*

Adour, from the Bec du Gave to the sea.

Aulne, from the lock at Châteaulin to the transversal limit of the sea defined by the Passage de Rosnoën.

Blavet, from Pontivy to the Pont du Bonhomme.

Calais Canal.

Charente, from the bridge at Tonny-Charente to the transverse limit of the sea defined by the line passing through the centre of the downstream light on the left bank and through the centre of the Fort de la Pointe.

Dordogne, from the confluence with the Lidoire to the Bec d'Ambès.

Garonne, from the bridge at Castet en Dorthe to the Bec d'Ambès.

Gironde, from the Bec d'Ambès to the transversal line at KP 48,50 and passing through the downstream point of the Ile de Patiras.

Hérault, from the port of Bessan to the sea, as far as the upper limit of the tidal foreshore.

Isle, from the confluence with the Dronne to the confluence with the Dordogne.

Loire, from the confluence with the Maine to Cordemais (KP 25).

Marne from the bridge at Bonneuil (KP 169bis900) and the lock at St Maur to the confluence with the Seine.

Rhine.

Nive, from the Haïtze dam at Ustaritz to the confluence with the Adour.

Oise, from Janville lock to the confluence with the Seine.

Orb, from Sérignan to the sea, as far as the upper limit of the tidal foreshore.

Rhône, from the frontier with Switzerland to the sea, with the exception of the Petit Rhône.

Saône, from the Pont de Bourgogne bridge at Chalon-sur-Saône to the confluence with the Rhône.

Seine, from the lock at Nogent-sur-Seine to the start of the Tancarville Canal.

Sèvre Niortaise, from the lock at Marans at the transverse limit of the sea opposite the guardhouse to the mouth.

Somme, from the downstream side of the Pont de la Portelette bridge at Abbeville to the viaduct of the Noyelles to Saint-Valéry-sur-Somme railway.

Vilaine, from Redon (KP 89,345) to the Arzal Dam.

Lake Amance.

Lake Annecy.

Lake Biscarosse.

Lake Bourget.

Lake Carcans.

Lake Cazaux.

Lake Der-Chantecoq.

Lake Guerlédan.

Lake Hourtin.

Lake Lacanau.

Lake Orient.

Lake Pareloup.

Lake Parentis.

Lake Sanguinet.

Lake Serre-Ponçon.

Lake Temple.

61. *Amend* chapter III, zone 3, "Germany" *as follows*

Danube, from Kelheim (2,414.72 km) to the German/Austrian border **at Jochenstein.**

Rhine with Lampertheimer Altrhein (from km 4,75 to the Rhine), Altrhein Stockstadt-Erfelden (from km 9,80 to the Rhine), from the German/Swiss border to the German/Netherlands border.

Elbe (Norderelbe) including Süderelbe en Köhlbrand , from the mouth of the Elbe-Seitenkanal to the lower limit of the port of Hamburg.

Müritz.

Annex I

Minutes of the eighth session of the Group of Volunteer Experts on Resolution No. 61

1. The Group of Volunteer Experts on Resolution No. 61 held its eighth meeting from 26 to 28 February 2014 in Geneva.
2. The following experts took part in the meeting: Mr. Darco Sasic (Ministry of Transport, Serbia), Mrs Victoria Ivanova (Russian River Register, the Russian Federation), Mr. Alecsandru Neagu (Romanian Naval Authority), Mr. Willem Zondag (Consultant, the Netherlands). The meeting was chaired by Mr. Willem Zondag.
3. Mr. Ivan Bilic Prcic (Croatian Register of Shipping) was not able to participate.
4. The following items were discussed:
 - A. Opening of the meeting and adoption of the agenda;
 - B. Information from the Chair of the Working Party SC.3/WP.3 as regard to the last meeting of the Working Party;
 - C. Draft proposal for alignment of Chapter 15 of Resolution 61 with Chapter 15 of Directive 2006/87/EC as amended;
 - D. Draft proposal on amending Section 8B–4 Requirements concerning equipment for the treatment of domestic waste water;
 - E. Proposal for alignment of Section 3–3 with Article 3.03 of Directive 2006/87/EC as amended;
 - F. Proposals to Appendix 1 of Resolution No. 61 submitted by Slovakia;
 - G. Considering the elaboration of a draft Chapter 24, Transitional provisions;
 - H. Future work;
 - I. Other business;
 - J. Date and place next meeting;
 - K. Adoption of the minutes of the eighth meeting.

A. Opening of the meeting and adoption of the agenda

5. Mr. Martin Magold, Chief of the Sustainable Transport Section of the UNECE Transport Division welcomed the Group and informed the Group about the future tasks of SC.3 and the staff changes in the secretariat. The group adopted the agenda as proposed.

B. Information from the Chair of the Working Party SC.3/WP.3 as regard to the last meeting of the Working Party

6. Mrs. Ivanova informed the group on the results of the forty-fourth session of SC.3/WP.3 and, in particular, on the approved draft chapters 4, 15A and 22A of Resolution 61 (ECE/TRANS/SC.3/WP.3/88). Concerning the proposal of the group on the amendment on 2–7.3 a (MMSI) the group sees its mission as completed since no other instructions from the Working Party were received.

C. Draft proposal for alignment of Chapter 15 of Resolution 61 with Chapter 15 of Directive 2006/87/EC as amended with Directive 2012/48/EC

7. The group considered the proposal prepared by Mr. Sasic (informal document GVR61 No. 1 (2014)) and completed the work on this chapter. The group recommended that the draft proposal be submitted to the Working Party SC.3/WP.3 for approval.¹

D. Draft proposal on amending Section 8B–4 Requirements concerning equipment for the treatment of domestic waste water

8. The group began the discussion on the document prepared by the Chair (informal document GVR61 No. 2 (2014)) and will continue into the next meeting.

E. Proposal for alignment of Section 3–3 with Article 3.03 of Directive 2006/87/EC as amended

9. The group discussed the document (informal document GVR61 No. 3 (2014), Draft proposal on amending section 3–3) and decided that it was not necessary to introduce additional changes since amendments are not needed at the moment. The insertion of a section similar to Article 3.02 of Annex II of the Directive 2006/87/EC on the minimum plate thickness of the ship's hull is foreseen.

F. Proposals to Appendix 1 of Resolution No. 61 submitted by Slovakia

10. The group agreed to the proposal submitted by Slovakia on changes to Appendix 1, "List of European Waterways", in the view to align Appendix 1 with the Annex 1 to Directive 2006/87 as amended. The group recommended submitting the draft proposal on Appendix 1 to the Working Party SC.3/WP.3 for approval.²

G. Considering the elaboration of a draft Chapter 24, Transitional provisions

11. The group discussed the proposed Chapter 24 regarding transitional provisions, as submitted by Mr. Neagu (informal document GVR61 No. 4 (2014)) and began an exchange of opinions on its development. After a detailed analysis, the group finished table 1. The group decided to continue the work at the next meeting in order to have a proposal on this topic.

H. Future work

12. To align Section 3–1 of Resolution No. 61 with Article 3.02 of the Directive 2006/87 (minimum plate thickness);

13. To continue the work on Section 8B–4;

1 ECE/TRANS/SC.3/WP.3/2014/17, chapter II. A.

2 ECE/TRANS/SC.3/WP.3/2014/17, chapter II. B.

14. To continue the work on Chapter 24;
15. To analyse the proposal of Belarus (informal document SC.3/WP.3 No.6 (2014));
16. To analyse document ECE/TRANS/SC.3/WP.3/2013/12 on Chapter 23.

I. Other business

17. The group agreed that the provisions of sections I and II of Annex 6 to CEVNI (sound signals) should be incorporated into Resolution No. 61.

J. Date and place of the next meeting

18. A date and place in the second half of 2014 to be decided later.

K. Adoption of the minutes of the eighth meeting

19. The group adopted the minutes of the eighth meeting. The group expressed its gratitude to the UNECE Transport Division for hosting the meeting.
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