





“The European Standards for Inland Vessels: View of the Architects and Marine Engineers”

Carmelo Telesca

The Confederation of European Maritime Technology Societies (CEMT)

LEGEND / LÉGENDE / УСЛОВНЫЕ ОБОЗНАЧЕНИЯ

Main water ways Voies navigables principales Основные водные пути		≥ 10
Branches Branches Отводы		≥ 500
Coastal routes Routes côtières Прибрежные маршруты		≥ 100
Missing links Liens manquants Недостаточные звенья		≥ 20



BERLIN REGION - RÉGION DE BERLIN - РАЙОН БЕРЛИНА



Introduction

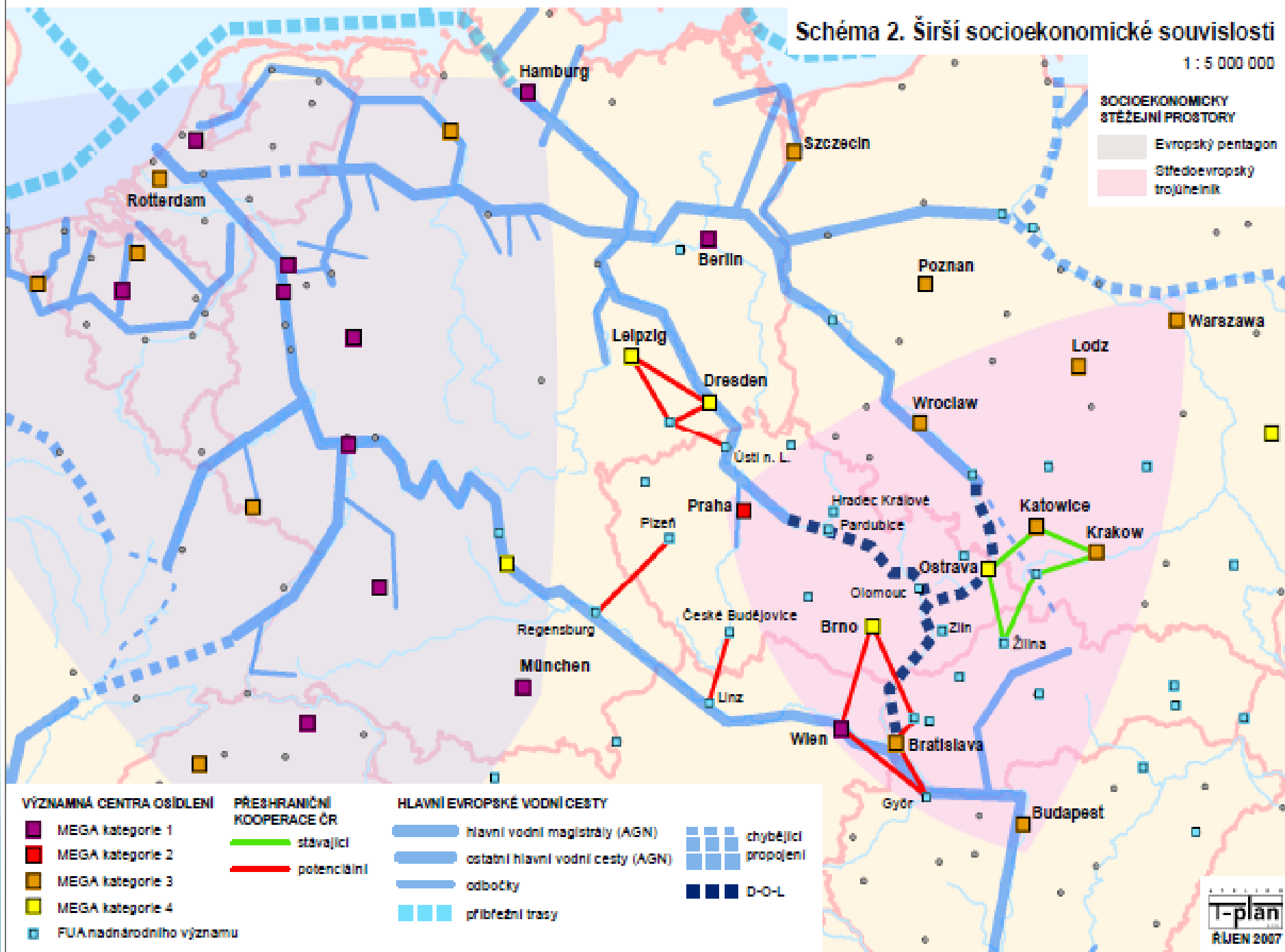
- Inland navigation, involving both freight and passenger transport, takes on great importance in many European countries, with prestigious waterways such as rivers Rhine, Danube and Volga
- There are organizations dealing with the development of technical-administrative regulations, such as:
 - the Commissions of the European Union (in Brussels),
 - of the Danube (in Budapest),
 - of the Rhine (in Strasbourg),
 - of UNECE (in Geneva)
- The CEMT (The Confederation of European Maritime Technology Societies) has been recognized, as an NGO in consultative status, by UNECE and the Rhine Commission

Schéma 2. Širší socioekonomické souvislosti

1 : 5 000 000

SOCIOEKONOMICKÝ STŘEŽNÍ PROSTORY

- Evropský pentagon
- Středoevropský trojúhelník



ES TRIN 2017 - European Standard

- The European Standard for Inland Navigation Vessels (ES –TRIN 2017) is a product by the CESNI Working Group in Strasbourg
- The present Standard comes from Rhine Rules, which were designed for big ships (freight and passenger)
- The ES – TRIN 2017 does not give any requirements for the construction of vessels with FRP or aluminum; nevertheless such a construction typology is widely used by middle sized ships

ES TRIN 2017 - European Standard

- It is necessary to insert different requirements depending on vessels size
- Above all, it is necessary to integrate Chapter 19 (former Chapter 15 of 2006/87/EC) with special provisions for small daily trip passenger vessels
- For this purpose, the CEMT already has long been presented in CESNI Working Group some amendments for vessels not exceeding 24 m in length and authorised to carry up to a maximum of 150 passengers
- Similarly, in Chapter 22 (former Chapter 17 of 2006/87/EC) it would be better to discern the provisions, depending on the size of the floating equipments

ÜBERSICHTSKARTE
DER DONAU

CARTE GENERALE
DU DANUBE

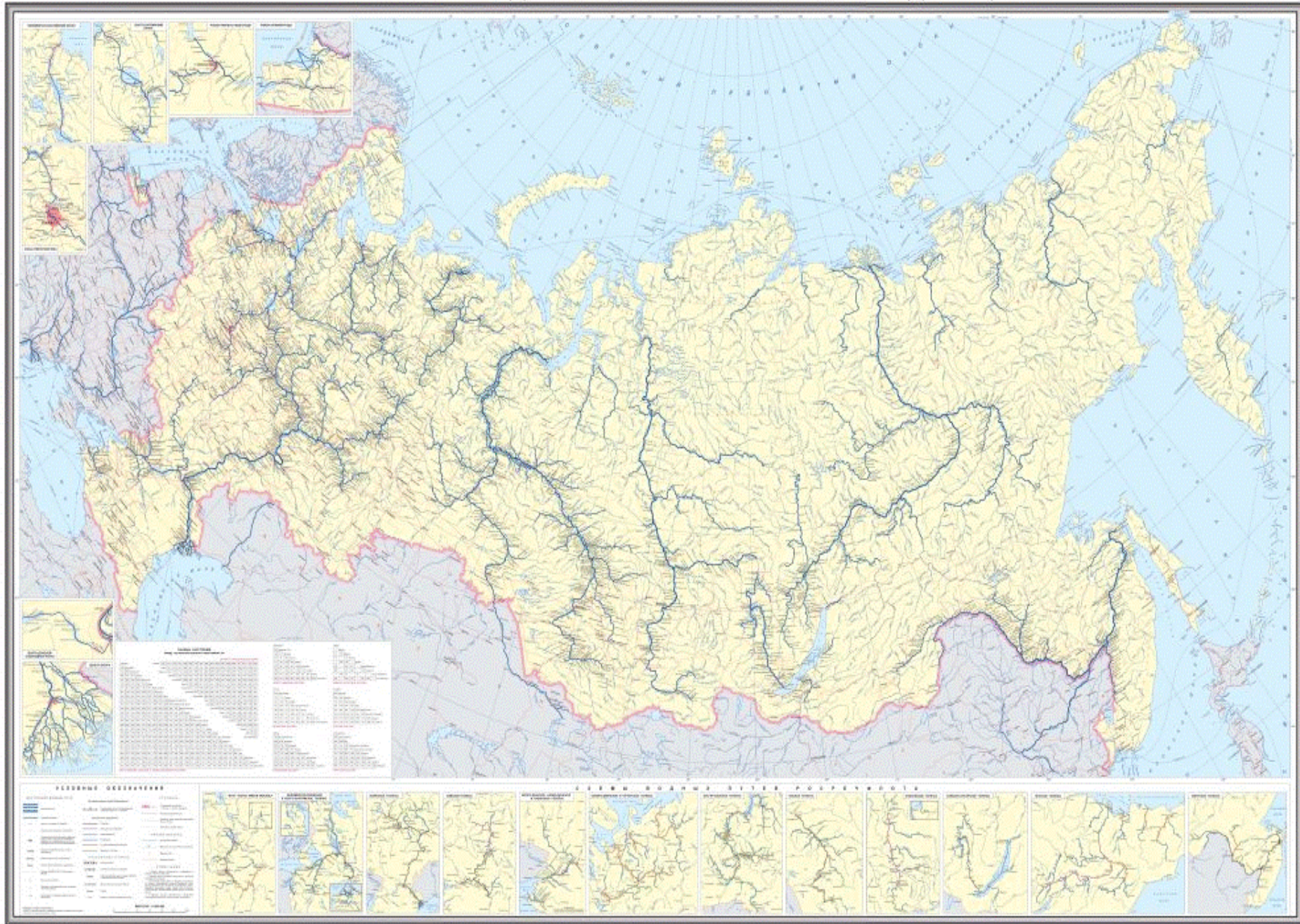
ОБЗОРНАЯ КАРТА
РЕКИ ДУНАЙ



ES TRIN 2017 - European Standard

- The technical requirements updating process needs to be speeded up, cut red taped and freed from political constraints
- The Working Group Technical Requirements should be composed by technical expert in ship design, construction, management and survey
- It would be desirable that all European Countries establish an Inland Navigation Office and an Inspection Body, composed of a technical experts

ВНУТРЕННИЕ ВОДНЫЕ ПУТИ РОССИЙСКОЙ ФЕДЕРАЦИИ



Conclusion

- This Standard could be a great opportunity to extend the new release of the 2006/87/EC Directive at pan-European level
- In order to reach this scope, it should be necessary to homogenize the ES –TRIN Standard implementing process and to minimize the Countries derogations



Thank you for your attention