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

Carmelo Telesca

The Confederation of European Maritime Technology Societies (CEMT)
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.
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.
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 experts 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 technical experts.
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