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Working Party on the Standardization  
of Technical and Safety Requirements  
in Inland Navigation

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

Note by the secretariat

The secretariat reproduces below the text of the draft recommendations on minimum manning requirements and working and rest hours of crews of vessels in inland navigation as provisionally agreed by the Working Party at its fifteenth session. Given the Working Party's decision to modify paragraph 1 of article 2 of the draft recommendations "Crew members" (TRANS/SC.3/WP.3/30, para. 26 (i)), the secretariat has tried to restore the new categories of crew members, appearing in tables of articles 10-12 (leading crewman and ordinary crewman) referring to the original text of the draft, as set out in TRANS/SC.3/WP.3/R.67.

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

**CREWS**

**Article 1**

**General**

1. Minimum crews on board inland navigation vessels shall conform to the requirements of these recommendations for all operating modes. The recommendations do not preclude competent authorities from prescribing any additional personnel which may be needed in special cases such as the transport of dangerous goods.
2. The minimum crew prescribed for the operating mode and the sailing time taken shall be on board the vessel at all times when it is under way. No departure shall be permitted without the prescribed minimum crew.
3. Every self-propelled vessel should include in its ship's certificate an indication of the minimum size of crew necessary to ensure the safe operation of the vessel.

**Article 2**

**Crew members**

1. The minimum crew of a vessel, ensuring the safety of its operation may consist of the following crew members:
  - (i) Boatmasters;
  - (ii) **Leading crewmen;**
  - (iii) **Able crewmen;**
  - (iv) **Ordinary crewmen;**
  - (v) Engineers;
  - (vi) Engine-minders.

2. Qualifications and age limitations of the above-mentioned personnel, with the exception of boatmasters, shall conform to the requirements of the Administration. Boatmasters must hold a boatmaster's licence issued in accordance with the Recommendations on Minimum Requirements for the Issuance of Boatmaster's Licences in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (Resolution No. 31 of 12 November 1992) and must acquire the competence of an engineer where the vessel's complement comprises no engineer.

### **Article 3**

#### **Crew members - Physical fitness**

1. Physical fitness for the job shall be certified by a medical certificate issued on first enlistment as a crew member by a doctor designated by the competent authority.
2. Physical fitness involves in particular:
  - (a) Adequate eyesight and hearing;
  - (b) The capacity to lift a weight of 20 kg unaided.
3. Certification of fitness in accordance with 1 and 2 shall be renewed within the three months following the crew member's sixty-fifth birthday and each year thereafter.
4. Where a competent authority has doubts as to the physical fitness of a crew member, it may request a medical examination in accordance with the provisions of 1 and 2.

### **Article 4**

#### **Proof of qualifications - Service record**

1. Every crew member shall have a personal service record conforming to the requirements of the Administration. On enlistment, the service record shall be presented to the boatmaster and kept up to date and carefully preserved by him until discharge. The service record shall be returned to the holder on request at any time and without delay.

The service record contains general information such as diplomas obtained, medical certificates and the holder's qualifications under article 2, as well as specific information concerning voyages made.

2. The holder of the service record shall have the record certified at least once in the course of the 12-month period following the date of issue by a competent local authority.

3. The authority referred to in 2 above shall be responsible for entering the general information referred to in 1 above. The boatmaster shall be responsible for entering the specific information referred to in 1 above. The particulars concerning the preceding voyage shall be entered before the start of the next voyage. The instructions concerning the keeping of the service record and the definitions (e.g. "voyage", start and finish) are to be found in the service record.

4. For crew members holding a boatmaster's licence in accordance with the Recommendations on Minimum Requirements for the Issuance of Boatmaster's Licences in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (Resolution No. 31 of 12 November 1992), such licence shall stand in lieu of the service record.

5. It must be possible to provide proof of qualification for employment on board at any time:

5.1 for the boatmaster, in the form of the boatmaster's licence;

5.2. for the leading **crewman**<sup>1/</sup>, **able crewman**<sup>1/</sup>, **ordinary crewman**<sup>1/</sup>, engineer or engine-minder, in the form of the service record or the boatmaster's licence.

6. For crew members holding a boatmaster's licence in accordance with national regulations of the country the waterways of which they navigate, such licence shall stand in lieu of the service record.

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<sup>1/</sup> **Note by the secretariat:** The text of the paragraph has been supplemented with the categories of leading crewman, able crewman and ordinary crewman, reintroduced by the new paragraph 1 of article 2 above.

## Article 5

### Operating modes <sup>2/</sup>

A distinction shall be made between the following operating modes:

- A<sub>1</sub> daytime navigation for a maximum of 14 hours <sup>3/</sup>  
)  
A<sub>2</sub> semi-continuous navigation for not more ) per 24-hour  
than 18 hours ) period  
)  
B continuous navigation for not more than 24 hours )

A vessel navigating under mode A<sub>1</sub> or mode A<sub>2</sub> shall cease navigation for 8 hours continuously, in the former case, and 6 hours continuously, in the latter case, if the vessel is equipped with a tachograph of a type approved by the Administration and in proper working order. In the other cases, a vessel sailing under mode A<sub>1</sub> shall cease navigation for the whole of the period between 10 p.m. and 6 a.m., and a vessel under mode A<sub>2</sub> between 11.00 p.m. and 5.00 a.m.

## Article 6

### Mandatory rest period

1. In operating mode A<sub>1</sub>, all members of the crew shall have eight hours of uninterrupted rest outside sailing time for each 24-hour period, calculated from the end of each 8-hour rest period.

In operating mode A<sub>2</sub>, all crew members shall have eight hours rest including six hours uninterrupted rest time outside sailing times <sup>4/</sup> for each 24-hour period, calculated from the end of each 6-hour rest period.

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<sup>2/</sup> For vessels operating exclusively within the national network of waterways of the Russian Federation, operating modes A<sub>1</sub> and A<sub>2</sub> are 12 and 16 hours, respectively.

<sup>3/</sup> Daytime navigation may be extended to a maximum of 16 hours, not more than once a week, if the vessel is equipped with a tachograph approved by the Administration and in proper working order, and if the members of the required minimum crew include two holders of the boatmaster's licence.

<sup>4/</sup> For all crew members under 18, eight hours of uninterrupted rest including six hours outside sailing times.

In operating mode B, all crew members shall have 24 hours' rest time per 48-hour period including at least two 6-hour periods of uninterrupted rest.

During the mandatory rest time, a crew member may not be called on to perform any duty, including surveillance or standby; the watch and surveillance duties provided for in the European Code for Inland Waterways (CEVNI) for stationary vessels shall not be considered as an obligation under this paragraph.

2. The provisions of labour regulations and in collective agreements concerning longer rest periods shall remain valid.

### Article 7

#### Change of operating mode

1. A change of operating mode may take place only if the following requirements are complied with:

(a) The change-over from operating mode  $A_1$  to mode  $A_2$  may take place only if:

the crew has been entirely replaced, or

the crew members required for operating mode  $A_2$  have completed, immediately prior to the change, an 8-hour rest period, including six hours outside sailing-time, and the extra crew required for operating mode  $A_2$  are on board.

(b) The change-over from operating mode  $A_2$  to mode  $A_1$  may take place only if:

the crew has been entirely replaced, or

the crew members required for operating mode  $A_1$  have completed, immediately prior to the change, an uninterrupted rest period of eight hours outside sailing-time.

(c) The change-over from mode B to mode  $A_1$  or  $A_2$  may take place only if:

the crew has been entirely replaced, or

the crew members required for operating modes  $A_1$  and  $A_2$  have completed, immediately prior to the change, 8-hour and 6-hour uninterrupted rest periods, respectively.

(d) The change-over from operating mode  $A_1$  or  $A_2$  to mode B may take place only if:

the crew has been entirely replaced, or

the crew members required for operating mode B have completed, immediately prior to the change, 8-hour and 6-hour uninterrupted rest periods, respectively, outside sailing time and the extra crew required for mode B are on board.

## **Article 8**

### **Ship's log - Tachograph**

1. A ship's log conforming to the requirements of the Administration must be kept on board each vessel, except for port tugs and pushers, unmanned barges, vessels belonging to the authorities and sports craft. The ship's log shall be kept in accordance with the instructions it contains. The responsibility for keeping the ship's log and making the necessary entries in it shall devolve on the boatmaster. The first ship's log, which shall bear the number 1, the name of the vessel and its official number, shall be issued by the authority which issued the vessel's inspection certificate.

The beginning and end of rest periods shall be entered each day during the voyage for each crew member.

The particulars relating to a change of operating mode shall be entered on a fresh page of the ship's log.

2. Subsequent ship's logs may be issued by a competent local authority which shall affix to them their serial number; however, they may be issued only on production of the preceding log. The preceding log shall be marked indelibly "cancelled" and returned to the boatmaster.

3. The cancelled log shall be kept on board for six months following the last entry.

4. On issue of the first ship's log in accordance with 1, the authority issuing it shall certify that it has done so by means of a certificate indicating the name of vessel, its official number, the number of the ship's log, and the date of issue. This certificate shall be kept on board and be produced on request. The issue of subsequent ship's logs in accordance with 2 shall be entered by the competent authority on the certificate.

5. Tachograph recordings shall be kept on board for six months following the last entry if the vessel is equipped with a tachograph.

## **Article 9**

### **Equipment of vessels**

1. Notwithstanding the other provisions of these Recommendations, self-propelled barges, pushers, pushed convoys and passenger vessels operated with a minimum crew shall meet the following requirements:

(a) The propulsion equipment shall be so arranged as to enable the speed to be changed and the direction of propulsion reversed from the wheelhouse.

It must be possible to start and stop the auxiliary engines required to operate the vessel from the wheelhouse, unless they function automatically or continuously during each voyage.

(b) The critical levels of

the temperature of the water for cooling the main engines,

the oil pressure of the main engines and transmission gear,

the oil and air pressure of the devices for reversing the main engines,

the reversible transmission gear or the propellers, and

the filling level of the engine room hold

shall be indicated by devices which set off sound and visual alarms in the wheelhouse. The sound alarms may be contained in a single sound apparatus and can be stopped once the breakdown has been noted. The visual alarms shall be extinguished only when the relevant problems they indicate have been eliminated.



(c) The fuel feed and the cooling of the main engines shall be automatic.

(d) It must be possible for one person to man the helm without special effort even at the maximum authorized draught.

(e) It must be possible to initiate the visual and sound signals prescribed by the European code for Inland Waterways (CEVNI) for vessels under way from the wheelhouse.

(f) If direct communication between the wheelhouse and the bow of the vessel, the stern of the vessel, the living quarters and the engine room is not possible, a sound link shall be provided. For the engine room, the sound link may be replaced by visual and sound signals.

(g) It must be possible for a single crew member on his own to launch the required lifeboat with due dispatch.

(h) A spotlight, which can be manipulated from the wheelhouse, shall be installed on board.

(i) The effort required to manipulate cranks and similar pivoting devices for lifting equipment shall not be more than 16 kg.

(j) The towing winches shall be motorized.

(k) The stripping-pumps and the deck swabbing pumps shall be motorized.

(l) The main control devices and monitoring instruments shall be arranged ergonomically.

(m) It shall be possible to control the equipment required under paragraphs ... <sup>5/</sup> of the Recommendations on Technical Requirements for Inland Navigation Vessels (Resolution No. 17, revised), from the wheelhouse.

(n) The vessel shall be equipped with a VHF radiotelephone for the ship-to-ship and shipping information networks.

2. The conformity or non-conformity of the vessel with the requirements of 1 above shall be certified by a certificate issued by the Administration.

This certificate shall be kept on board the vessel.

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<sup>5/</sup> Numbers of paragraphs to be agreed by the Working Party.

# Article 10

## Minimum crew for self-propelled cargo vessels <sup>6/</sup>

The minimum crew for self-propelled barges comprises:

Length of the vessel L in m	Crew members	Number of crew members for operating mode		
		A <sub>1</sub>	A <sub>2</sub>	B
L ≤ 70	boatmaster	1	2	2
	<b>leading crewman</b>	-	-	-
	<b>able crewman</b>	1	-	1
	<b>ordinary crewman</b>	-	-	1 <sup>7/</sup>
	engineer	-	-	-
	engine-minder	-	-	-
70 ≤ L ≤ 86	boatmaster	1	2	2
	<b>leading crewman</b>	1	-	-
	<b>able crewman</b>	-	-	2 <sup>8/</sup>
	<b>ordinary crewman</b>	-	1 <sup>7/</sup>	-
	engineer	-	-	-
	engine-minder	-	-	-
L > 86	boatmaster	1	2	2 <sup>10/</sup>
	<b>leading crewman</b> <sup>9/</sup>	1	-	1
	<b>able crewman</b>	1	1	2 <sup>8/11/</sup>
	<b>ordinary crewman</b>	-	1	-
	engineer	-	-	-
	engine-minder	-	-	-

<sup>6/</sup> The competent authorities may permit different criteria for the setting of minimum crew size and its composition in terms of categories of posts, but the total number of crew should not be below the levels stipulated in this article.

<sup>7/</sup> The competent authority may prescribe for **the ordinary crewman** a lower age limitation.

<sup>8/</sup> One of the **able crewmen** may be replaced by an engineer or an engine-minder.

<sup>9/</sup> **Leading crewman** replaces “steersman” mentioned in the original text of document TRANS/SC.3/WP.3/R.67.

<sup>10/</sup> **Note by the secretariat:** It seems that figure 2 appearing in TRANS/SC.3/WP.3/R.67 has been replaced inadvertently by figure 1 and should, therefore, be restored here.

<sup>11/</sup> The competent authority may prescribe for one of the **able crewmen** a different qualification and a lower age limitation.

# Article 11

## Minimum crew for pushers, pushed convoys, abreast formations and other rigid formations <sup>12/</sup>

1. The minimum crew for pushers, pushed convoys, abreast formations and other rigid formations comprises:

Type of convoy	Crew members	Number of crew members for operating mode		
		A <sub>1</sub>	A <sub>2</sub>	B
pusher + one barge or formation with the dimensions: $L \leq 116.5$ m $B \leq 15$ m	boatmaster	1	2	2
	leading crewman <sup>2/</sup>	1	-	1
	able crewman	1	1	2 <sup>13/14/</sup>
	ordinary crewman	-	1	-
	engineer or engine-minder	-	-	-
pusher + two barges or self-propelled vessel + one barge	boatmaster	1	2	2
	leading crewman <sup>2/</sup>	1	-	1
	able crewman	1	2	2 <sup>14/</sup>
	ordinary crewman	1	1	-
	engineer or engine-minder	-	-	-
pusher + three or four barges or self-propelled vessel + two or three barges	boatmaster	1	2	2
	leading crewman <sup>2/</sup>	1	-	1
	able crewman	2	2	2 <sup>14/15/</sup>
	ordinary crewman	-	1	-
	engineer or engine-minder	1	1	1
pusher + more than four barges	boatmaster	1	2	2
	leading crewman <sup>2/</sup>	1	-	1
	able crewman	3	3 <sup>14/</sup>	3 <sup>13/14/</sup>
	ordinary crewman	-	1	1
	engineer or engine-minder	1	1	1

2. The competent authority may prescribe different manning requirements for convoys with a length of up to 82 m and a width of 11.45 m.

3. In the case of pushed or towed barges, one rating is included for every two barges.

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<sup>12/</sup> The competent authorities may permit different criteria for the setting of minimum crew size and its composition in terms of categories of posts, but the total number of crew should not be below the levels stipulated in this article.

<sup>13/</sup> The competent authority may prescribe for one of the **able crewmen** a different qualification and a lower age limitation.

<sup>14/</sup> One of the **able crewmen** may be replaced by an engineer or an engine-minder.

<sup>15/</sup> The competent authority may prescribe for one of the **able crewmen** a lower age limitation.

## Article 12

### Minimum crew for passenger vessels <sup>16/</sup>

1. The minimum crew for passenger vessels for day excursions comprises:

Maximum permitted number of passengers	Crew members	Number of crew members for operating mode		
		A <sub>1</sub>	A <sub>2</sub>	B
up to 75 persons	boatmaster	1	2	2
	<b>leading crewman</b>	-	-	-
	<b>able crewman</b>	1	1	2
	<b>ordinary crewman</b>	-	-	-
	engineer	-	-	-
	engine-minder	-	-	-
between 76 and 250 persons	boatmaster	1	2	2
	<b>leading crewman</b>	-	-	-
	<b>able crewman</b>	-	-	1
	<b>ordinary crewman</b>	-	1 <sup>17/</sup>	1 <sup>17/</sup>
	engineer	-	-	-
	engine-minder	1	1	1
between 251 and 600 persons	boatmaster	1	2	3
	<b>leading crewman</b>	1	-	-
	<b>able crewman</b>	-	1	1
	<b>ordinary crewman</b>	-	-	-
	engineer	-	-	-
	engine-minder	1	1	1
between 601 and 1 000 persons	boatmaster	1	2	3
	<b>leading crewman</b> <sup>9/</sup>	1	-	-
	<b>able crewman</b>	1	2	2
	<b>ordinary crewman</b>	1	-	-
	engineer	-	1	1
	engine-minder	1	-	-
more than 1 000 persons	boatmaster	2	2	3
	<b>leading crewman</b>	-	-	-
	<b>able crewman</b>	3 <sup>18/</sup>	3	3
	<b>ordinary crewman</b>	-	1	1
	engineer	1	1	1
	engine-minder	-	-	-

2. The minimum crew for passenger vessels for daytime excursions should be increased by an engineer in all operating modes.

<sup>16/</sup> The competent authorities may permit different criteria for the setting of minimum crew size and its composition in terms of categories of posts, but the total number of crew should not be below the levels stipulated in this article.

<sup>17/</sup> The competent authority may prescribe for this **ordinary crewman** a lower age limitation.

<sup>18/</sup> The competent authority may prescribe for one of the **able crewmen** of a different qualification and a lower age limitation.

**Article 12 (continued)**

3. The minimum crew for passenger cabin vessels comprises:

Group according to the number of berths	Crew members	Number of crew members for operating mode		
		A <sub>1</sub>	A <sub>2</sub>	B
up to 50 berths	boatmaster	1	2	3
	leading crewman	1	-	-
	able crewman	-	1	1
	ordinary crewman	-	-	-
	engineer	-	-	-
	engine-minder	1	1	1
between 51 and 100 berths	boatmaster	1	2	3
	leading crewman <sup>2/</sup>	1	-	-
	able crewman	1	1	1
	ordinary crewman	-	-	-
	engineer	-	1	1
	engine-minder	1	-	-
more than 100 berths	boatmaster	1	2	3
	leading crewman <sup>2/</sup>	1	-	-
	able crewman	2	3	3
	ordinary crewman	-	-	-
	engineer	1	1	1
	engine-minder	-	-	-

4. The competent authority may prescribe different minimum manning requirements for passenger vessels up to 12 berths

**Article 13**

**Manning of vessels whose minimum equipment referred to in article 9 is incomplete**

When the equipment of a self-propelled barge, pusher, pushed convoy, abreast formation, other rigid formation or passenger vessel does not correspond to the equipment prescribed in paragraph 1 of article 9, the minimum crew shall be increased by one **able crewman** for operating modes A<sub>1</sub> and A<sub>2</sub> and by two **able crewmen** <sup>18/</sup> for operating mode B.

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<sup>18/</sup> When the conditions of only subparagraphs (i) or (1), or both of the paragraph 1 of article 9 are not met, the increase for operating mode B is one able sailor instead of two.

In addition, when the conditions of one or more of sub-paragraphs (a) to (c) are not met, one able crewman shall be replaced by an engineer or an engine-minder for operating modes  $A_1$  and  $A_2$ , and two able crewmen shall be replaced by two engineers or engine-minders for operating mode B.

#### **Article 14**

##### **Minimum crews for other vessels**

The Administration shall determine for vessels not covered by articles 10 to 12 (e.g. tugs, dumb barges, floating establishment), according to their dimensions, form of construction, equipment and intended use, what crews must be on board during navigation.

For supply vessels less than 35 m long which can be operated over short sectors only, the Administration may establish a minimum crew which does not conform to article 10.

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