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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

(Twenty-seventh session, 17-19 March 2004,
agenda item 4)

**HARMONIZATION OF THE REQUIREMENTS CONCERNING
ANCHORS FOR INLAND NAVIGATION VESSELS**

Submitted by the Governments of Belarus, Slovakia and Ukraine

Note: At the twenty-fifth session, the Working Party considered the discussion paper on the requirements concerning anchor equipment for vessels and pushed convoys (TRANS/SC.3/WP.3/2003/5) submitted by the Russian Federation. After views on the Russian document had been exchanged, the Working Party invited Governments and river commissions to study the paper and submit their comments (TRANS/SC.3/WP.3/51, paras. 14 and 15).

The comments and suggestions submitted by the Governments of Belarus, Slovakia and Ukraine are reproduced below.

BELARUS

1. Belarus supports the proposals of the Russian Federation on the requirements concerning anchors for inland navigation vessels contained in document TRANS/SC.3/WP.3/2003/5, which confirm the standard accepted calculations and norms for equipping vessels with anchors and anchor chains as set out in the regulations used in the Republic of Belarus.
2. Regarding the Russian proposals on the mass of the stern anchors and stern anchor device, we believe that rather than basing the calculations on the length of the vessel, as indicated in paragraph 29 (ii), it would be possible to use the value of the index figure as specified in the regulations of the Russian River Register (see Volume 3, Part III, Section "Vessel devices and equipment", para. 3.2.6).
3. Paragraph 31 should stipulate that the maximum length of stern anchor chains refers to their aggregate length.

SLOVAKIA

4. Slovakia expresses its full agreement with the analysis and proposals made by the delegation of the Russian Federation on the standardization of requirements concerning anchors for inland navigation vessels, as set out in document TRANS/SC.3/WP.3/2003/5.

UKRAINE

5. The document submitted by the Russian Federation makes a solid case for the conceptual proposals on the choice of anchor equipment, and the nature of the given formulae clearly delineates the hydrodynamic and aerodynamic components of the load; the same cannot be said of the formula specified in the Rhine Vessels Inspection Regulations.
6. Document TRANS/SC.3/WR.3/2003/5 takes into consideration the underlying approach of the Rules and Regulations for the Construction and Classification of Inland Navigation Vessels for the Dnieper basin and for non-cargo vessels in the Danube basin. It can be used as a basis for working out requirements concerning anchor equipment.
7. It would be appropriate to take account of experience with anchor equipment provisions for multiline pushed convoys on the Danube and existing administrations' requirements as regards allowance for flow velocity.
8. For example, the Ukrainian Register Regulations stipulate that for vessels operated in basins classified as zones 2 and 3, the mass of bow anchors is determined using the coefficient 0.9 at a flow velocity of under 6 km per hour, 1.0 at a flow velocity of 6 to 9 km per hour and 1.2 at a flow velocity of over 9 km per hour. An additional coefficient of 0.6 is introduced for vessels with an index number of less than 325 operated in basins classified as zone 3 at a flow velocity of up to 3.5 km per hour.
