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INLAND TRANSPORT COMMITTEE

Working Party on
Inland Water Transport

Working Party on the Standardization
of Technical and Safety Requirements
in Inland Navigation
(Nineteenth session, 14-16 March 2000,
agenda item 4)

HARMONIZATION OF THE REQUIREMENTS CONCERNING ANCHORS
FOR INLAND NAVIGATION VESSELS

Addendum 2

Transmitted by the Government of Ukraine

1. Ukraine has no objections to resolution No. 36 adopted by the Principal Working Party on Inland Water Transport at its forty-first session, containing a new version of article 8-2 ("Anchors and chains" - TRANS/SC.3/104/Add.3) of resolution No. 17, revised, since in accordance with paragraph 1.1.1 of resolution No. 17, revised, its provisions are merely recommendations and are not a substitute for national laws and regulations.
2. At the same time, Ukrainian inland navigation specialists have carried out special calculations in order to determine whether the anchor equipment of Ukrainian vessels operating along the river Danube meets the requirements of the new version of article 8-2.
3. The calculations showed that for self-propelled cargo vessels the mass of the two bow anchors is approximately 22-26 per cent lower than the mass calculated using the formula in paragraph 8-2.1.1. Meanwhile, the mass of the anchors on Ukrainian self-propelled vessels meets the requirements applicable both on the river Danube and on Ukrainian inland waterways.
4. This also applies to the mass of the anchors of Ukrainian non-self-propelled cargo vessels of the "Evropa-2" type. However, for navigation on the Rhine the mass of the anchors of these vessels is 40-45 per cent lower than that stipulated in the Rhine Survey Regulations of 1995.
5. Re-equipping the existing fleet to meet the requirements of the new version of paragraph 8-2.1.1 of resolution No. 17, revised, will entail a considerable increase in the mass of the stem anchors, and consequently their dimensions. This may call for a modification of the anchor mechanisms - a change to chains of larger gauge, and hence also a new type and size of windlass. The need for a change in the nose configuration of vessels cannot be ruled out.
6. All this would require substantial expenditure, which is currently out of the question. Most shipowners in the other Danube countries are probably in a similar situation.
7. We have no objections to any of the remaining requirements regarding the anchor equipment of vessels set out in paragraphs 8-2.1.1 to 8-2.1.9 of the new version of article 8-2.
8. Regarding the drafting of Europe-wide requirements relating to the anchor equipment of other types of vessel by analogy with the requirements for self-propelled cargo vessels, the State Department of Maritime and River Transport of Ukraine considers that such an exercise would be desirable.
9. However, the new version of article 8-2 of resolution No. 17, revised, should contain a separate paragraph specifying that the requirements relating to anchors of self-propelled and non-self-propelled vessels extend solely to newly constructed vessels and vessels whose construction allows for the enforcement of stricter requirements as regards the anchor equipment. In this regard, these conditions should relate only to vessels operating on sectors of inland waterways on which the requirements of the administrations in question stipulate compliance with standards corresponding to the requirements of the new version of article 8-2.