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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

(Nineteenth session, 14-16 March 2000,
agenda item 3)

**AMENDMENT OF THE RECOMMENDATIONS ON TECHNICAL REQUIREMENTS
FOR INLAND NAVIGATION VESSELS (ANNEX TO RESOLUTION NO. 17, REVISED)**

Transmitted by the Governments of the Netherlands,
Slovakia and the Russian Federation

Note: Reproduced below are the considerations of the Governments of the Netherlands, Slovakia and the Russian Federation concerning the texts of draft amended chapters 2 - 6 of annex to resolution No. 17, revised, prepared by the group of volunteers and subsequently transmitted by the Ad hoc group for further consideration and comments by SC.3/WP.3 (TRANS/SC.3/WP.3/1998/28 (chapters 2 and 5) and TRANS/SC.3/WP.3/AC.2/1999/1 and Adds.1-2 (chapters 3, 4 and 6)).

NETHERLANDS

1. The delegation of the Netherlands participates actively in the work of the Ad hoc group of experts and in its group of volunteers. So, the documents TRANS/SC.3/WP.3/AC.2/1999/1 and Adds.1-2 contain also the contribution of the Netherlands. The delegation is very interested in the comments to be received from other Governments and/or river commissions so that these can be studied by the Ad hoc group of experts and the group of volunteers during their work on the completion of the Chapters 3, 4 and 6.

SLOVAKIA

2. The delegation of Slovakia would like to make the following observations concerning the draft amended chapters of the annex to resolution No. 17, revised prepared by the volunteer experts.

3. In TRANS/SC.3/WP.3/AC.2/1999/1, chapter 3, "Freeboard and safety distance", item 3-1.3, relating to the cessation of navigation when the wave height in the zone exceeds the maximum for the class of vessel, it should be indicated unambiguously that this relates only to vessels one class below that corresponding to the zone of the specific waterway, while a time should be specified for the period stipulated for seeking shelter. The term "... as quickly as possible" is so broad that it does not guarantee the safety of navigation in terms of time and distance sailed.

4. In TRANS/SC.3/WP.3/AC.2/1999/1/Add.1, chapter 4, "Stability and subdivision", item 3.1.5.5, where the centre of gravity of standing passengers is indicated, the value of 1.0 m above the deck level is not in line with currently applicable EN or ISO ergonomic standards. This parameter should be 1.1 m; this is particularly important for passenger vessels, on which the guard rail must also stand at least 1.1 m high.

5. There are no additional substantive observations on the remaining text of the amended chapters.

RUSSIAN FEDERATION

6. The competent authorities of the Russian Federation believe that the amended chapters 2-6 of the annex to resolution No. 17, revised as set out in TRANS/SC.3/WP.3/28 and TRANS/SC.3/WP.3/AC.2/1 and Adds.1-2, could be considered by the Working Party SC.3/WP.3 already at its nineteenth session with due regard to possible observations from Governments and river commissions.

7. Following the agreement by the Working Party on the text of particular amended chapters, their texts should be adopted in the form of individual resolutions of SC.3, as already done with regard to chapters 8 and 14. In our opinion, there is no need to wait until all the amended chapters are available.
