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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

(Twenty-first session, 14-16 March 2001,
agenda item 7)

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

Addendum 2

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

RUSSIAN FEDERATION

1. Article 4: “Proof of qualifications - Service record”

The Russian Federation does not believe that service records for crew members of vessels need to be introduced in inland waterways of the Russian Federation.

All crew members are obliged to keep about them a licence or proof of qualifications for the position they hold. In the absence of these documents, a vessel may not be operated. The crew on board must conform to the manning table approved by the vessel's owner, due regard being had to minimum manning requirements. A ship's roll must be kept on board the vessel.

Under Russian law, each employed crew member has a work-record book in which the vessel owner records full information about length of service and positions held since first entering employment.

Accordingly, as a compromise solution, article 4, paragraph 6, should be amended as follows: “For crew members who hold a licence or proof of qualifications and appear on the ship's roll in accordance with national regulations of the country the waterways of which they navigate, such licences and proof of qualifications shall stand in lieu of the service record”.

2. Article 7: “Change of operating mode”

In paragraphs (c) and (d), replace B₁ with B;

Add the following text to the end of paragraph (d): “... the boatmaster shall amend the crew manning table in line with the minimum requirements governing crew composition and bring the crew up to strength in accordance with the new manning table prior to changing the operating mode”;

In paragraphs (e) and (d), delete “The change-over from operating modes B”.

3. Article 13

Amend paragraph 1 as follows: “When the equipment of a self-propelled vessel, pusher, pushed convoy, towed convoy, other rigid formation or passenger vessel does not correspond to the equipment prescribed in article 9, paragraph 1, in respect of one or two shipwide operating devices and systems, the minimum crew shall be increased by one engine-minder for operating modes A₁ and A₂, and two engine-minders for operating mode B”.

4. Add an additional article (Article 15: “Special circumstances that may be taken into account in national regulations”)

National regulations may specify a larger minimum crew if the equipment of a vessel fails to meet mandatory requirements in respect of more than two shipwide devices and systems when the vessel is operated either by crew members combining more than one occupation or by deck crew and engine crew members performing separate occupations.

SLOVAKIA

5. We have no substantive problem with the text of the draft recommendations on minimum manning requirements and working and rest hours of crews of vessels in inland navigation. Regarding the model of a service record to be annexed to the draft recommendations, the Slovak delegation inclines towards the simplified version proposed by the Government of Lithuania in document TRANS/SC.3/WP.3/1998/7, with the possible addition of sailing time and sectors covered; this information would be logged at each stage by a competent authority of the relevant Administration. The particulars and guidelines concerning the keeping of the service record should also be included in the draft under discussion.

UKRAINE

6. We broadly agree with the amendments and additions adopted at the nineteenth session of the Working Party, as outlined in document TRANS/SC.3/WP.3/2001/1. Suggested improvements to the text are listed below.

Article 2: “Crew members”

7. We confirm the addition of subparagraph (vii) concerning the inclusion of a radio operator in the crew, and footnote (1) referring to the Russian Federation and Ukraine.

Article 4: “Proof of qualifications - Service record”

8. We generally approve of the proposed model of a service record referred to in document TRANS/SC.3/WP.3/2001/1. However, the format of the document needs to be finalized taking the views of all delegations into account. Its form and content should be standardized. For example, “Holder’s qualifications under the rules governing the internal waterways of (country) and certificate of aptitude issued by (country)”.

9. Supplement information about sailing time on board with information concerning the vessel’s power - in the entry “Type of vessel (power)”.

Article 12: “Minimum crew for passenger vessels”

10. We propose adding details of the composition of the crew on high-speed hydrofoils in operating modes A₁ and A₂, or adding the word “hydrofoils” in the text of article 14.

Minimum crew for passenger hydrofoils

Class determined by number of passengers	Crew members	Number of crew members combining different occupations (equipment meets requirements) for operating mode		
		A ₁	A ₂	B
All passenger capacities	Boatmaster	1	2	-
	Engine-minder	1	2	-

Article 13: “Manning of vessels whose minimum equipment referred to in article 9 is incomplete”

11. We wish to draw the secretariat’s attention to certain discrepancies between the Russian and English texts of article 13. According to the Russian text, the minimum crew must be increased by one crewman for operating modes A₁ and A₂ and by two crewmen for operating mode B, without any indication of the crewmen’s qualifications. The English text, on the other hand, states that the minimum crew shall be increased by one able crewman for operating modes A₁ and A₂ and by two able crewmen for operating mode B. The English version should be brought into line with the Russian, and the qualifications of the additional crewmen should be left to the discretion of the Administration.

12. The following minimum crew strengths for inland navigation vessels are acceptable to Ukraine when equipment does not meet the requirements of article 9, paragraph 1 (a), (b) and (c); footnotes (5), (9) and (14); and article 13 and footnote (17).

Article 10: “Minimum crew for self-propelled cargo vessels”

Length of the vessel L in m	Crew members	Number of crew members combining different occupations (equipment meets requirements) for operating mode			Number of crew members performing separate occupations (equipment does not meet requirements) for operating mode		
		A ₁	A ₂	B	A ₁	A ₂	B
L < 70	Boatmaster	1	2	2	1	2	2
	Leading crewman	-	-	-	-	-	-
	Able crewman	1	-	1	1	1	1
	Ordinary crewman	-	-	1	-	-	-
	Engineer	-	-	-	-	-	-
	Engine-minder	-	-	-	1	1	2
70 < L < 86	Boatmaster	1	2	2	1	2	2
	Leading crewman	1	-	-	-	-	-
	Able crewman	-	-	2	1	1	2
	Ordinary crewman	-	1	-	-	-	-
	Engineer	-	-	-	-	-	-
	Engine-minder	-	-	-	1	1	2
L > 86	Boatmaster	1	1	2	1	1	2
	Leading crewman	1	-	1	-	-	-
	Able crewman	1	1	2	1	2	2
	Ordinary crewman	-	1	-	1	1	1
	Engineer	-	-	-	-	-	-
	Engine-minder	-	-	-	1	1	2

Article 11: “Minimum crew for pushers, self-propelled pusher vessels, pushed convoys, abreast formations and other rigid formations”

Type of convoy	Crew members	Number of crew members combining different occupations (equipment meets requirements) for operating mode			Number of crew members performing separate occupations (equipment does not meet requirements) for operating mode		
		A ₁	A ₂	B	A ₁	A ₂	B
Pusher + one barge or formation with the dimensions: L < 116.5 m B < 15 m	Boatmaster	1	2	2	1	2	2
	Leading crewman	1	-	1	-	-	1
	Able crewman	1	1	2	2	2	2
	Ordinary crewman	-	1	-	-	-	-
	Engineer	-	-	-	-	-	-
	Engine-minder	-	-	-	1	1	1
Pusher + two barges or self-propelled vessel + one barge	Boatmaster	1	2	2	1	2	2
	Leading crewman	1	-	1	1	-	1
	Able crewman	1	2	2	1	2	2
	Ordinary crewman	1	1	-	1	2	1
	Engineer	-	-	-	-	-	-
	Engine-minder	-	-	-	1	1	2
Pusher + three or four barges or self-propelled vessel + two or three barges	Boatmaster	1	2	2	1	2	2
	Leading crewman	1	-	1	1	1	1
	Able crewman	2	2	1	2	2	2
	Ordinary crewman	-	1	-	-	1	-
	Engineer	1	1	2	1	1	2
	Engine-minder	-	-	-	1	1	2
Pusher + more than four barges	Boatmaster	1	2	2	1	2	2
	Leading crewman	1	-	1	1	1	1
	Able crewman	3	3	3	3	3	3
	Ordinary crewman	-	1	1	-	1	-
	Engineer	1	1	1	1	1	2
	Engine-minder	-	-	-	1	1	2

Article 12: "Minimum crew for passenger vessels"

Maximum permitted number of passengers	Crew members	Number of crew members combining different occupations (equipment meets requirements) for operating mode			Number of crew members performing separate occupations (equipment does not meet requirements) for operating mode		
		A ₁	A ₂	B	A ₁	A ₂	B
Up to 75 persons	Boatmaster	1	2	2	1	2	2
	Leading crewman	-	-	-	-	-	-
	Able crewman	1	1	2	-	-	-
	Ordinary crewman	-	-	-	-	-	-
	Engineer	-	-	-	1	1	2
	Engine-minder	-	-	-	1	1	2
Between 75 and 250 persons	Boatmaster	1	2	2	1	2	2
	Leading crewman	-	-	-	-	-	-
	Able crewman	-	-	-	1	1	2
	Ordinary crewman	-	1	1	-	-	-
	Engineer	1	1	1	1	-	1
	Engine-minder	-	-	-	1	1	2
Between 251 and 600 persons	Boatmaster	1	2	3	1	2	3
	Leading crewman	1	-	-	-	-	1
	Able crewman	-	1	1	1	1	-
	Ordinary crewman	-	-	-	-	-	-
	Engineer	1	1	1	1	1	2
	Engine-minder	-	-	-	1	1	2

Article 12: “Minimum crew for passenger cabin vessels”

Maximum permitted number of passengers	Crew members	Number of crew members combining different occupations (equipment meets requirements) for operating mode			Number of crew members performing separate occupations (equipment does not meet requirements) for operating mode		
		A ₁	A ₂	B	A ₁	A ₂	B
Up to 50 berths	Boatmaster	1	2	3	1	2	3
	Leading crewman	1	-	-	-	-	-
	Able crewman	-	1	1	1	1	3
	Ordinary crewman	-	-	-	-	-	-
	Engineer	1	1	1	1	1	-
	Engine-minder	-	-	-	1	1	3
Between 51 and 100 berths	Boatmaster	1	2	3	1	2	3
	Leading crewman	1	-	-	-	-	1
	Able crewman	1	1	1	1	2	3
	Ordinary crewman	-	-	-	-	-	-
	Engineer	1	-	-	1	1	-
	Engine-minder	-	1	1	1	1	3
More than 100 berths	Boatmaster	1	2	3	2	2	3
	Leading crewman	1	-	-	1	1	1
	Able crewman	2	3	3	2	2	3
	Ordinary crewman	-	-	-	1	2	3
	Engineer	-	-	-	1	1	3
	Radio operator	-	-	-	-	-	1
	Engine-minder	1	1	1	1	2	3
