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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Navigation

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

(Twenty-first session, 14-16 March 2001)

**REPORT OF THE WORKING PARTY ON ITS  
TWENTY-FIRST SESSION**

**ATTENDANCE**

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation held its twenty-first session from 14 to 16 March 2001. Representatives of the following countries took part in its work: Austria; Bulgaria; Czech Republic; France; Germany; Netherlands; Poland; Russian Federation; Slovakia; Switzerland; Ukraine; United States of America. The European Commission (EC) was also represented. Representatives of the following intergovernmental organizations attended the session: Danube Commission (DC); Central Commission for the Navigation of the Rhine (CCNR). The following non-governmental organizations were represented: European Association of Internal Combustion Engine Manufacturers (EUROMOT); International Organization for Standardization (ISO).

**ADOPTION OF THE AGENDA**

2. The Working Party adopted the provisional agenda prepared by the secretariat (TRANS/SC.3/WP.3/41 and Add.1).

## **ELECTION OF OFFICERS**

3. In accordance with the decision taken by the Working Party at its first session (TRANS/SC.3/WP.3/2, para. 3), Mr. D. Anissin (Russian Federation) chaired the session.

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

Documentation: TRANS/SC.3/WP.3/2001/6; TRANS/SC.3/WP.3/2001/5; TRANS/SC.3/WP.3/AC.2/2000/1 and Add.1 and Corr.1; TRANS/SC.3/WP.3/AC.2/2000/2; TRANS/SC.3/WP.3/AC.2/2001/1.

4. The Working Party took note that the amended chapters 2-6 of the annex had been provisionally approved by the Working Party on Inland Water Transport, at its forty-fourth session, as set out in TRANS/SC.3/2000/1 and Corr.1 (TRANS/SC.3/153, para. 17).

5. The Working Party was informed of the results of the tenth meeting of the informal Ad hoc group of experts on the amendment of resolution No. 17, revised, which had been held just prior to this meeting (Minutes of this meeting are reproduced in the annex to this report) and endorsed the decisions taken by the ad hoc group at that meeting.

6. The Working Party took note of draft amended chapters 11 bis and 13 of the annex to resolution No. 17, revised, prepared by the group of volunteers, and subsequently transmitted to it by the Ad hoc group for further consideration and comments by member Governments of SC.3/WP.3, as they appear in TRANS/SC.3/WP.3/AC.2/2001/1.

7. The Working Party praised the way document TRANS/SC.3/WP.3/AC.2/2001/1 was prepared illustrating the work of the group of volunteers on the text of amended chapters and agreed to keep the text of draft amended chapters 11 bis and 13 unchanged for distribution to member Governments and river commissions. It took note of the amendments to paragraphs 11 bis-3.3 and 13-1.4 suggested by the Ad hoc group, as set out in the annex to this report, para. 4, and endorsed them.

8. Governments were invited to consider the above-mentioned draft amended chapters and give their comments and proposals on them, if any, **not later than 15 November 2001**.

9. The Working Party considered the text of new draft amended chapters 9, 10A, 10B, 11 and 12 of the annex prepared by the group of volunteers (TRANS/SC.3/WP.3/2000/1 and Add.1, TRANS/SC.3/WP.3/AC.2/2000/1/Add.1/Corr.1; TRANS/SC.3/WP.3/AC.2/2000/2) in the light of comments and remarks by Governments (TRANS/SC.3/WP.3/2001/6) and decided as follows:

### **Chapter 12 (document TRANS/SC.3/WP.3/AC.2/2000/1)**

(i) In paragraph 12-1.1 in Russian the figure 85 cm should be replaced by **85 m**;

- (ii) In paragraphs 12-1.4 and 12-1.5 the term “wall” should be translated in Russian as “**pereborok**”. The secretariat was requested, in consultation with ISO, to clarify whether this term should be replaced by “**bulkhead**” and “**cloisons**” in English and French, respectively. Other proposals of the secretariat concerning editorial improvements of the text of this chapter (shown in italics) were approved;

The text of paragraph 12-1.4 was redrafted to read:

**“12-1.4 Deck, *bulkheads* [wall] and ceiling coverings within accommodation spaces, especially on decks forming the upper part of machinery space and store rooms and escape routes shall be made of fire-resistant materials. The furniture in the above-mentioned accommodation spaces shall be made of a material which will not easily catch fire. In the case of fire or heating the materials shall not release toxic or explosive gases in dangerous concentrations.”**

The last sentence of paragraph 12-1.4 in Russian should read: “**Pri pozhare i nagrevanii materialy ne dolzhny vydeliat...**”, etc.;

- (iii) In paragraph 12-2.1 in Russian the term “gotovye puti evakuatsii” should be replaced by “**bystryj vykhod**”;
- (iv) Paragraph 12-3.1 in Russian should read: “**U kazhdogo puti dostupa s paluby v zhilye pomeschenija...**”, etc;
- (v) In paragraph 12-3.3 the term “electrical installations” should be translated in Russian as “**elektricheskie ustanovki**”;
- (vi) The text in square brackets in paragraph 12-3.6 should be deleted;
- (vii) The text of chapter 12 “Fire protection” was adopted, subject to the amendments and remarks mentioned in subparagraphs (i) –(vi) above.

#### **Chapter 10B (document TRANS/SC.3/WP.3/AC.2/2000/1/Add.1 and Corr.1)**

- (i) Throughout the text of the draft amended chapter 10B the text in brackets referring to former paragraphs should be deleted;
- (ii) The fourth sentence in paragraphs 10B-1.2 should be redrafted to read: “**The neutral position of the lever shall be indicated by a perceptibly distinguishable click or by a perceptibly distinguishable marking.**”;
- (iii) Editorial improvements suggested by the secretariat for the text of paragraph 10B-2.2 were approved, subject to further clarification by the group of volunteers regarding the terms “competent authority on the inspection of vessels”, “Administration”, “recognized

classification society”, etc. as requested by the Working Party at its nineteenth session (TRANS/SC.3/WP.3/39, para. 7, chapter 6(i));

(iv) In accordance with the decision of the Working Party taken at its twentieth session (TRANS/SC.3/WP.3/40, para. 21), the group of volunteers was asked to consider possible incorporation in the text of section 10B-4 of provisions concerning technical requirements for radar installations and rate-of-turn indicators taking into account the proposal of the Russian Federation (TRANS/SC.3/WP.3/1999/19) and relevant provisions in force within the CCNR and the Danube Commission (TRANS/SC.3/WP.3/R.28 and Corr.1 and TRANS/SC.3/WP.3/R.68);

(v) Section 10B-5 was provisionally redrafted to read:

**“10B-5 ALARM SYSTEM**

**10B-5.1 The helmsman must have within reach an on/off switch controlling the alarm signal; switches which automatically return to the off position when released are not acceptable.**

**10B-5.2 There shall be a general alarm system as well as an independent alarm system enabling to reach open decks; accommodation spaces; engine rooms; pump rooms, where appropriate, and other service premises.**

**10B-5.3 The sound pressure level for the alarm signal shall be at least 75 dB(A) within the accommodation area. In the engine rooms and pump rooms the alarm signal shall take the form of a flashing light that is visible on all sides and clearly perceptible at all points.”**

(vi) The text of chapter 10B “Wheelhouses” was provisionally approved subject to the amendments and remarks mentioned in subparagraphs (i) – (v) above. It was agreed to come back to its final consideration and adoption at the twenty-third session of the Working Party taking into account the recommendations of the group of volunteers regarding possible incorporation in the text of this chapter of provisions concerning radar installations and rate-of-turn indicators.

**Chapter 11 (document TRANS/SC.3/WP.3/AC.2/2000/1/Add.1 and Corr.1)**

- (i) Throughout the text of the draft amended chapter 11 the text in brackets referring to former paragraphs should be deleted;
- (ii) In paragraph 11-2.1 in English the term “steersman” should be replaced by **“helmsman”** in order to bring it in line with the text in French and Russian. The group of volunteers was asked, however, to check if the term in this paragraph and elsewhere in this chapter should not

be replaced by “boatmaster”, “conducteur” and “sudovoditel”, respectively and make their views known to the Working Party by its twenty-third session.

- (iii) The second sentence in paragraph 11-2.3 in Russian should read “**Radiolokatsionnoe izobrazhenie dolzhno ostavatsia otchetlivo vidimym bez tubusa ili svetozaschitnogo ekrana nezavisimo ot...**”, etc.;
- (iv) In paragraph 11-4.4 the square brackets should be deleted;
- (v) The text of chapter 11 “Special wheelhouse arrangements for radar steering by one person” was adopted subject to the amendments and remarks mentioned in subparagraphs (i) –(iv) above.

#### **Chapter 9 (document TRANS/SC.3/WP.3/AC.2/2000/2)**

The text of chapter 9 “Liquified gas installations for domestic purposes” was adopted, as set out in the above-mentioned document.

#### **Chapter 10A (document TRANS/SC.3/WP.3/AC.2/2000/2)**

- (i) Editorial improvements suggested by the secretariat to the text of this chapter (shown in italics) were approved;
- (ii) It was understood that the references to chapter X “Manoeuvrability” would in future be replaced with an appropriate No. to be given to this chapter in the final text of the amended annex to resolution No.17, revised;
- (iii) The text in square brackets in paragraphs 10A-3.1, 10A-3.3 and 10A-3.5 should be deleted and the remaining paragraphs renumbered accordingly;
- (iv) The text of chapter 10A “Steering gear” was adopted, subject to the amendments mentioned in subparagraphs (i) – (iii) above.

10. The Working Party took note of the new annex I to RVBR on safety signs on board vessels (TRANS/SC.3/WP.3/2001/5) received from the CCNR and was informed by the representative of ISO that the colours of the signs appearing in the document conformed to relevant ISO standards. Governments and river commissions were invited to study the CCNR document and transmit to the secretariat, **by 15 November 2001** at the latest, their comments on it and proposals regarding possible incorporation of relevant signs and signals in the annex of resolution No. 17, revised.

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

Documentation: TRANS/SC.3/104/Add.3; TRANS/SC.3/WP.3/1999/3 and Add.1-2; TRANS/SC.3/WP.3/2000/6 and Add.1-2; TRANS/SC.3/WP.3/2001/8; TRANS/SC.3/WP.3/2001/10 and Add.1; TRANS/SC.3/WP.3/2001/11.

11. It was recalled that, at its nineteenth session, the experts of Hungary and Ukraine together with the Chairman offered to try to develop a general concept for the anchor equipment requirements for the types of vessels other than self-propelled cargo vessels and make their considerations available for the Working Party at its twenty-first session (TRANS/SC.3/WP.3/39, para. 13). The Working Party took note of the considerations of the Ukrainian delegation and of the Chairman in this regard (TRANS/SC.3/WP.3/2001/10 and Add.1) and invited Governments and river commissions to inform the secretariat by 15 November 2001 at the latest whether this document might serve as a basis for further work on this item. The ISO secretariat was also invited to inform the Working Party on possible standards regarding the equipment of inland navigation vessels with anchor arrangements. It was agreed to come back to this item in 2002 taking into account the reaction by Governments, ISO and the documentation already available on this subject as mentioned above.

12. The Working Party considered document TRANS/SC.3/WP.3/2001/11 submitted by the delegation of Ukraine and containing calculations based on resolution No. 36 and actual mass of anchors for self-propelled cargo vessels, and found that there was very little ground, if any, for questioning the above-mentioned resolution since the results of calculations and the mass of anchors used in practice on board self-propelled vessels were virtually identical. As to the differences identified in the Ukrainian document with regard to other types of vessels, such as self-propelled pusher vessels and non-self-propelled barges, it was hoped that the problem would be settled in the course of the future work of the Working Party on this subject.

## **REQUIREMENTS FOR TECHNICAL MEANS FOR PREVENTION OF POLLUTION FROM VESSELS**

Documentation: TRANS/SC.3/WP.3/2001/3; TRANS/SC.3/2000/2.

13. It was recalled that, at its forty-fourth session, the Working Party on Inland Water Transport considered the draft resolution on prevention of water pollution prepared by SC.3/WP.3 (TRANS/SC.3/2000/2) and decided to return it to the Working Party SC.3/WP.3 for further consideration with a view to (i) taking into account additional comments received from the Government of Germany (TRANS/SC.3/WP.3/2001/3); (ii) taking into account the note by the secretariat relating to paragraph 18-2.1 of the draft resolution; and (iii) changing the dates for application of the resolution to newly-built and existing vessels, bearing in mind existing time constraints (TRANS/SC.3/153, para. 24).

14. The Working Party had had a detailed exchange of views on the text of the draft resolution in the light of the comments by SC.3 and decided as follows:

(i) The fifth entry of the text of the draft resolution should be redrafted to read:

**“Also decides that the requirements laid down in the annex to this resolution shall be mandatory for vessels whose construction or major refitting is contracted for after 31 December 2003; they shall apply to all other vessels after 31 December 2006,”;**

(ii) Paragraph 18-2.1 of the annex to the draft resolution should be redrafted to read:

**“18-2.1 All necessary steps should be taken to reduce the filtration of oil on board vessels. Drip-trays to collect any leaking fuel or oil shall be placed under fittings and fuel and oil tank connections. Drip-trays shall also be placed under daily-service tanks in order to collect any leaking fuel.”.**

15. The Working Party was not able to come to a common position on the proposal of Germany as set out in TRANS/SC.3/WP.3/2001/3. Given an ever increasing importance of environmental protection, and also taking into account national sanitary requirements in force in some of the ECE member countries, many delegations felt that the proposal of Germany was probably not rigid enough. Governments and river commissions were invited to submit to the secretariat **before 15 November 2001** their written proposals on the text of paragraph 18-4.1, using, if necessary, a basin-dependant approach.

## **MANOEUVRABILITY REQUIREMENTS FOR INLAND NAVIGATION VESSELS**

Documentation:, TRANS/SC.3/WP.3/R.60/Rev.1; TRANS/SC.3/WP.3/1999/5; TRANS/SC.3/WP.3/2000/1 and Add.1; TRANS/SC.3/WP.3/AC.2/2000/2; TRANS/SC.3/WP.3/2001/7.

16. At its nineteenth session, the Working Party took note of the draft chapter X prepared by the group of volunteers and approved by the Ad hoc group (TRANS/SC.3/WP.3/AC.2/2000/2) and felt that the chapter had been drafted in accordance with its own instructions, i.e. as a set of general trunk rules in line with the provisions of the draft EC Directive and RVBR and that it was to be completed with appendices reflecting concrete basin-dependant manoeuvrability test procedures/criteria to ensure the compliance of vessels with the framework rules of the chapter. The Working Party asked Governments and river commissions to submit their proposals in this regard (TRANS/SC.3/WP.3/39, para. 18).

17. The Working Party once again invited Governments and river commissions to submit, to the secretariat **by 15 November 2001**, their written proposals on the possible supplementing of the text of chapter X with concrete basin-dependant manoeuvrability requirements taking into account, in particular:

- the proposal of Slovakia on the possible extension of a set of manoeuvrability criteria, as indicated in TRANS/SC.3/WP.3/2001/7, para. 5;
- the revised proposal of the Russian Federation, as set out in TRANS/SC.3/WP.3/2000/1;

- the draft recommendations on minimum navigability and manoeuvrability requirements, as set out in TRANS/SC.3/WP.3/R.60/Rev.1; and
- Directives of CCNR Nos.1 and 2 to the Inspection Commissions (TRANS/SC.3/WP.3/R.64 and Corrs.1-2 and TRANS/SC.3/WP.3/R.99/Add.1).

18. Being informed that the CCNR had just amended chapter 5 of RVBR with provisions concerning manoeuvrability of high speed vessels, the Working Party requested the secretariat to circulate these amendments as soon as possible. It was agreed to come back to this item at the twenty-third session of the Working Party on the basis of concrete proposals to be received from Governments and river commissions.

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

Documentation: TRANS/SC.3/WP.3/1998/7; TRANS/SC.3/WP.3/2000/2/Add.1; TRANS/SC.3/WP.3/2000/4; TRANS/SC.3/WP.3/2001/1; TRANS/SC.3/WP.3/2001/4 and Add.1-2.

19. The Working Party had a detailed exchange of views on the text of the draft recommendations on minimum manning requirements (TRANS/SC.3/WP.3/2001/1) in the light of proposals by Governments and river commissions (TRANS/SC.3/WP.3/1998/7; TRANS/SC.3/WP.3/2000/2/Add.1; TRANS/SC.3/WP.3/2001/4 and Add.1-2) and agreed as follows:

### **Article 1**

The text of paragraph 4 should be redrafted to read:

**“4. 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 for each of the modes of operation mentioned in article 5 below.”**

### **Article 2**

The representative of CCNR pointed out that the titles of crew members indicated in the article differed from those used in chapter 23 of RVBR (TRANS/SC.3/WP.3/R.25). The delegation of Germany suggested that for greater clarity and with a view to achieving mutual recognition of ships' certificates, minimum qualification requirements of each of the crew members should be indicated in this chapter. The delegations of France, Germany and the representative of CCNR were invited to submit their written proposals on possible revision of the text of article 2.



#### Article 4

The text of paragraph 6 should be redrafted to read:

**“6. For crew members who hold a licence or proof of qualifications and appear on the crew list 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 provided that the service record is not prescribed by national or international law concerning the navigation on inland waterways they navigate.”**

#### Article 5

Square brackets should be deleted.

#### Article 6

The text of the third entry of paragraph 1 should be put in square brackets and supplemented with the text of this entry from TRANS/SC.3/WP.3/2000/4 equally in square brackets to read:

**“[In operating mode B, all crew members shall have 12 hours' rest time per 24-hour period including at least a 6-hour period of uninterrupted rest].  
[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.]”**

Governments and river commissions were invited to submit their proposals on which of the two texts of the entry should, in their opinion, be retained in the draft recommendations.

#### Article 7

The text of paragraph 1(d) should be redrafted to read:

**“(d) The change-over from operating mode A<sub>1</sub> or A<sub>2</sub> 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.**

**In this case the shipowner 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.”**

### Article 8

- (i) The words “periods in operating modes A<sub>1</sub> and A<sub>2</sub>” in the text of the second entry of paragraph 1 should be put in square brackets. Governments and river commissions were invited to comment on possible deletion of these words suggested by Germany;
- (ii) Square brackets in the title of the article and in paragraph 2 should be deleted and the title should read: **“Ship’s log, tachograph.”**

### Articles 10 and 11

The text of footnotes Nos.5 and 9 to the above articles should be redrafted to read:

**“The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this article. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this article.”**

### Article 12

The text of the footnote No. 14 to the article should be redrafted to read:

**“The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this article. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this article. The minimum crew does not include personnel engaged in servicing passengers.”**

### Article 13

The first entry of this article was redrafted to read:

**“When the equipment of a self-propelled vessel, pusher, pushed 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 A<sub>1</sub> and A<sub>2</sub>, and two engine-minders for operating mode B.”**

### Article 14

The text of the article should be redrafted to read:

**“Article 14**

**Minimum crews for other vessels**

1. **The Administration shall determine for vessels not mentioned in articles 10 to 12 but covered by the present Recommendations in accordance with article 1 above (e.g. tugs, dumb barges, floating establishment, high speed vessels), according to their dimensions, form of construction, equipment and intended use, what crews must be on board during navigation.**
2. **[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 crewmembers performing separate occupations.]”**

Governments and river commissions were invited to comment on the text in square brackets.

**Annex**

It was agreed that a model of a service record should be annexed to the draft recommendations and that it should be based on the model appearing in TRANS/SC.3/WP.3/2001/2/Add.1 received from CCNR. Governments and river commissions were invited to submit their proposals on possible modifications of the model service record reproduced in TRANS/SC.3/WP.3/2001/2/Add.1.

20. Since the term “tachograph” had been introduced in article 8 of the draft recommendations, the Working Party decided to ask the group of volunteers to consider possible incorporation in the annex to resolution No. 17, revised, of provisions concerning basic requirements to construction and installation of tachographs on board vessels, taking into account the text of appendix H to RVBR as set out in TRANS/SC.3/WP.3/2001/4/Add.1.

21. The Working Party requested the secretariat to issue the text of the draft recommendations on minimum manning requirements, as modified above, and invited Governments and river commissions to submit their comments and proposals on the text by **15 November 2001**, giving particular attention to the text left in square brackets.

**CONSIDERATION OF MEASURES AIMED AT PREVENTION OF AIR POLLUTION FROM INLAND NAVIGATION VESSELS**

Documentation: TRANS/SC.3/WP.3/2001/9; TRANS/SC.3/WP.3/2001/2; TRANS/SC.3/1999/1 and Add.1; TRANS/SC.3/198/8 and Adds.1-2.

22. It was recalled that, at its nineteenth session, the Working Party, being mandated by the Working Party on Inland Water Transport (SC.3), agreed to start the consideration of the problems related to air pollution by inland navigation vessels with a view to elaborating its common position on it. Governments and river commissions were requested to study the documentation received from

relevant international organizations and submit their proposals on this matter (TRANS/SC.3/WP.3/39, paras. 23-24).

23. The representative of the CCNR introduced document TRANS/SC.3/WP.3/2001/2 containing the text of a CCNR resolution concerning limitations on exhaust and air-pollutant particle emissions from diesel engines used in inland navigation and the text of a new chapter 8 bis of the Regulations on Inspection of Rhine Vessels (RVBR). He explained, in particular, that the chapter was based on relevant provisions of the European Union and ISO and took also into account the provisions of the newly adopted text of annex VI to the MARPOL Convention of IMO. The CCNR provisions represent the first step and concerned diesel engines newly installed on vessels used in Rhine navigation. The next step would concern the extension of the provisions and procedures to diesel engines already in operation.

24. As a result of an exchange of views on this item, the Working Party felt that possible future pan-European provisions on air pollution prevention in inland navigation should not necessarily be limited to purely engine-related pollution but could also consider problems related to fuel standards (of relevance to sulphur emissions) and to ozone depleting substances aimed at the Montreal Protocol (such as halons, freon and other refrigerating agents).

25. Taking into account the information received so far from Governments (TRANS/SC.3/WP.3/2001/9), the Working Party invited member Governments, the European Commission, river commissions and other interested international bodies to comment on the newly-adopted provisions of the CCNR, as set out in TRANS/SC.3/WP.3/2001/2 and submit to the secretariat, **not later than 15 December 2001**, their written proposals on possible pan-European provisions on the subject with due regard to the work carried out within other international bodies such as EC, ECE Working Party WP.29, IMO, PIANC, etc.

#### **RECOMMENDATIONS ON TECHNICAL REQUIREMENTS FOR ELECTRONIC NAVIGATIONAL SHIPBORNE EQUIPMENT AND ITS INSTALLATION ON BOARD SHIPS INCLUDING, IN PARTICULAR, RADAR INSTALLATIONS AND RATE-OF-TURN INDICATORS**

26. It was recalled that the Working Party, at its twentieth session, considered the proposal of the Russian Federation on draft requirements for radar installations and rate-of-turn indicators of inland navigation vessels (TRANS/SC.3/WP.3/1999/19) and agreed that the part of the proposal relating to technical requirements for the above-mentioned equipment should be addressed to the group of volunteer experts and to the informal Ad hoc Group of Experts on the amendment of resolution No. 17, revised, as well as to the twenty-first session of the Working Party (TRANS/SC.3/WP.3/40, para. 21).

27. The Working Party agreed to ask the group of volunteers to consider possible incorporation in the text of the annex to resolution No.17, revised (possibly under chapter 10B) of provisions concerning technical requirements for radar installations and rate-of-turn indicators taking into account the proposal of the Russian Federation (TRANS/SC.3/WP.3/1999/19) and relevant

requirements in force within the CCNR and the Danube Commission (TRANS/SC.3/WP.3/R.28 and Corr.1 and TRANS/SC.3/WP.3/R.68) and make those provisions available to the Working Party by its twenty-third session.

## **OTHER BUSINESS**

### (a) Cooperation with ISO

28. The Working Party was informed of the activities of the ISO Technical Committees of relevance to its work. The representative of ISO invited experts of the Working Party to consult the business plans of ISO/TC 8 (Ships and marine technology); ISO/TC 70 (Internal combustion engines) and ISO/TC 188 (Small craft) under the following website: <http://isotc.iso.ch/livelink/livelink/>.

### (b) Distribution of documents

29. It was recalled that SC.3 and SC.3/WP.3 websites had been made available on the Internet and could be consulted under: <http://www.unece.org/trans/main/sc3>. The websites contain the reports, agendas of forthcoming sessions, major publications and working documents. To facilitate and accelerate the publication by the secretariat of working documents for the SC.3/WP.3 sessions, delegates were invited, wherever possible, to duplicate the submission by mail (fax) of their proposals for SC.3/WP.3 sessions by E-Mail: [viatcheslav.novikov@unece.org](mailto:viatcheslav.novikov@unece.org).

### (c) Dates of the next sessions

30. The twenty-second and twenty-third sessions of the Working Party SC.3/WP.3 are scheduled to take place on 6-8 June 2001 and on 19-21 March 2002.

## **ADOPTION OF THE REPORT**

31. In accordance with established practice, the Working Party adopted the report of its twenty-first session on the basis of the draft prepared by the secretariat.

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Annex

**MINUTES OF THE TENTH MEETING OF THE INFORMAL  
AD HOC GROUP OF EXPERTS ON AMENDMENT OF  
RESOLUTION NO. 17, REVISED**

1. The Ad hoc Group of Experts met on Tuesday 13 March 2001 in the Palais des Nations, Geneva. The following experts took part in the meeting:

Mr. R. Van Doorn (Netherlands);  
Mr. W. Zondag (Netherlands);  
Mr. V. Vorontsov (Russian Federation);  
Mr. A. Koval (Ukraine);  
Mr. A. Lesnik (Ukraine);  
Mr. Y. Herzhod (Ukraine);  
Mr. J. Karaicic (Danube Commission).

2. Mr. R. Van Doorn (Netherlands) chaired the meeting.

3. The Ad hoc Group heard the report of Mr. W. Zondag, Chairman of the Group of Volunteer Experts, on the progress made by the group of volunteers in the course of its seventh meeting (Rotterdam, 18-22 September 2000) and took note of the draft amended chapters 11 bis (Movable wheelhouses) and 13 (Life-saving appliances) of the annex to resolution No. 17, revised, as prepared by the group of volunteers and appearing in TRANS/SC.3/WP.3/AC.2/2001/1.

4. As a result of an exchange of views on the above draft amended chapters of the annex to resolution No. 17, revised, the Ad hoc Group agreed as follows:

- The text of paragraph 11 bis-3.3 should be redrafted to read:

**“11 bis-3.3 The hoisting mechanism shall enable the wheelhouse to stop and remain in any position.**

**On board ships intended for zones 1 and 2 the Basin Administration may require that it shall be possible to fix the wheelhouse in different positions. A possibility for immediate release of the fixing arrangements should be ensured under all operational conditions inclusive of a total power failure.”;**

- Throughout the text of amended chapter 13 in Russian the term “ship’s boat” should be translated as “**sudovaja shliupka**” instead of “korabelinaja shliupka”.

5. The Ad hoc Group decided to transmit the texts of the draft amended chapters of the annex to resolution No. 17, revised to the Working Party SC.3/WP.3 for further consideration and approval.

6. The Ad hoc Group was informed that the group of volunteer experts envisaged to hold its next meeting in April (the week 16 to 20 April) in Brussels. It was expected that the group would consider at that meeting the texts of draft amended chapters 7 (Hoisting gear, rigging and equipment), 8 (Anchoring, towing and mooring) and Y (Pollution prevention).

7. The Ad hoc Group believed that, subject to the possible instructions of the Working Party SC.3/WP.3, the group of volunteers could also start considering the draft provisions on air pollution prevention within the realm of their envisaged work on the above-mentioned chapter Y.

8. The Ad hoc Group recalled that the Working Party SC.3/WP.3, at its nineteenth session, had asked the group of volunteers to consider possible revision of the definition of the term "Administration" used in the draft amended chapters, together with the terms "Administration of the river basin", "Recognized classification society", etc. with a view to reducing the number of terms referring to the functions and responsibilities of the State Administration and other bodies to which the State might wish to delegate those functions and responsibilities. In so doing, the group of volunteers was requested to take into account the experience of IMO and other relevant international bodies. It was agreed for the time being not to introduce the newly-proposed terms, and to come back to this question once the group of volunteers had made its proposals in this regard (TRANS/SC.3/WP.3/39, para. 7, Chapter 6 (i)).

9. It was also recalled that the Working Party SC.3/WP.3, at its twentieth session, had agreed that the second part of the proposal of the Russian Federation on draft technical requirements for radar installations and rate-of-turn indicators for inland navigation vessels (TRANS/SC.3/WP.3/1999/19) should be addressed to the group of volunteers and to the informal Ad hoc Group of Experts on the amendment of resolution No. 17, revised, as well as to the twenty-first session of the Working Party (TRANS/SC.3/WP.3/40, para. 21). The group of volunteers was asked to consider possible incorporation of this part of the Russian proposal into the draft amended text of chapter 10B (TRANS/SC.3/WP.3/AC.2/2000/1/Add.1) taking into account provisions in force within the Central Commission for the Navigation of the Rhine (CCNR) and the Danube Commission as reflected in TRANS/SC.3/WP.3/R.28 and Corr.1 and in TRANS/SC.3/WP.3/R.68.

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