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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-third session, 19-21 March 2002,
agenda item 6)

**REQUIREMENTS FOR THE MANOEUVRABILITY
OF INLAND NAVIGATION VESSELS**

Addendum 1

Transmitted by the Governments of the Russian Federation and Ukraine

Note: At its twenty-first session the Working Party invited Governments and river commissions to submit their proposals on the possible supplementing of the text of chapter X (Manoeuvrability), prepared by the Group of Volunteers and approved by the Ad Hoc Group of Experts (TRANS/SC.3/WP.3/AC.2/2000/2), with concrete basin-dependent manoeuvrability criteria (TRANS/SC.3/WP.3/42, paras. 16-18). Proposals received from the Governments of the Russian Federation and Ukraine are reproduced below.

RUSSIAN FEDERATION

1. The delegation of the Russian Federation is of the view that the text of chapter X (Manoeuvrability) (TRANS/SC.3/WP.3/AC.2/2000/2) needs to be edited and amended.
2. Paragraph X-1. The terms “navigability” and “navigation tests” are not defined and seem redundant. Only the terms “**manoeuvrability**” and “**manoeuvrability tests**” may be considered relevant.
3. Paragraph X-2. It follows from the title and content of this paragraph that only “navigation tests” are to be used to check a vessel’s manoeuvrability. The possibility of evaluating manoeuvrability by calculation should be indicated if this procedure is approved by the basin Administration.
4. The list of manoeuvrability characteristics (paras. X-6 - X-10) seems incomplete and terminologically vague. Accordingly, paragraph X-2.1 should be reformulated as follows:

“A vessel’s manoeuvrability shall be checked by means of tests and/or calculations performed according to a method approved by the basin Administration. The following shall be examined in accordance with the requirements of the basin Administration:

Speed while going ahead or astern;

Emergency braking;

Steadiness on a straight course while going ahead or astern;

Initial turning capacity;

Turning capacity;

Manoeuvrability without engine power;

Manoeuvrability in windy conditions.”

5. The conditions for loading vessels during testing (para. X-4) should be included among the mandatory requirements for all basins, and in our view vessels should be loaded to at least 70 per cent of their deadweight. We also think that paragraph X-7.1 should include a uniform emergency braking course requirement for all basins (without indicating the braking time), and likewise a turning capacity requirement.
6. Paragraphs X-7.1 and X.9. The expression “in good time” is quantitatively meaningless; it should be deleted and replaced by the phrase “**within a distance sufficient to ensure safe manoeuvring**”, with specific distances being indicated.

7. As regards broadening the list of criteria and corresponding specific standards to ensure the safety of navigation, we think that the width of the fairway occupied by a vessel in windy conditions should be included in the list of proposed criteria.

8. The version of chapter X (Manoeuvrability) prepared by the Group of Volunteers provides for the inclusion therein of certain general trunk rules in line with the provisions of the draft revised Directive of the European Union and the Rhine Vessel Inspection Regulations (RVBR) that are not at variance with the general rules in force in other basins.

9. The Russian Federation is currently working to refine the requirements concerning manoeuvrability test criteria. At the same time, experts will consider the possibility of supplementing the text of chapter X prepared by the Group of Volunteers with provisions taken from the documents listed in paragraph 17 of document TRANS/SC.3/WP.3/42.

UKRAINE

10. Having studied document TRANS/SC.3/WP.3/2000/1 prepared by the Russian Federation, we note that it broadly reflects the comments and proposals made during the discussion. Accordingly, our view of the proposed draft recommendations on minimum navigability and manoeuvrability requirements for inland navigation vessels is as follows.

11. Instead of the term “local authorities” we recommend using the words “**Administration or river commission**”.

12. We have no comments or proposals on chapters 1, 2 and 4-6 (since they do not run counter to the requirements of the Danube Commission).

13. As regards keeping a chosen straight course, the recommendations are more stringent than those of the Danube Commission. We can therefore agree with the requirements in paragraph 3.1.

14. In paragraph 3.5 (Turning), we propose taking as a basis the simpler paragraph 3.6 of the Danube Commission’s recommendations on “Turning time and turning space” (TRANS/SC.3/WP.3/2002/5), which does not require any special calculations.

15. [Editorial change in paragraph 3.6 applicable to the Russian text only.]

16. The draft recommendations formulated by the Russian Federation could provide a basis for future work in this area.

17. Having studied the proposals by Slovakia for a possible broadening of the set of manoeuvrability criteria listed in document TRANS/SC.3/WP.3/2001/7, paragraph 5, we find that such an exercise is not necessary. It should, however, be pointed out that navigability and manoeuvrability requirements other than those specified by the recommendations may be determined by the local authorities, as stated in TRANS/SC.3/WP.3/2000/1, paragraph 1.3.

18. In the annexes to the resolution, we are not in favour of using the specific procedures for evaluating manoeuvrability detailed in Directives No. 1 and 2 of the Central Commission for the Navigation of the Rhine (CCNR) (TRANS/SC.3/WP.3/R.64 and Corr.1-2 and TRANS/SC.3/WP.3/R.99/Add.1), since they have not been properly checked and are of an empirical nature. Furthermore, the manoeuvrability evaluation procedure prescribed by these Directives could be incorporated into the terms of reference of the basin Administration.

19. We do not believe that chapter X of the recommendations and the provisions of document TRANS/SC.3/WP.3/R.60/Rev.1 should be merged.

20. The manoeuvrability criteria for vessels/convoys and the procedures for checking them are suitable for the Danube and, considering that conditions of navigation on Ukraine's navigable rivers, most of which are regulated by reservoirs with sluggish currents and guaranteed depths, are much more advantageous from the point of view of manoeuvrability than conditions of navigation on the Danube, they will therefore be suitable for Ukraine's navigable rivers too.
