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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-seventh session, 17-19 March 2004)

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

Transmitted by the Governments of Germany and the Netherlands

The secretariat reproduces below the comments and proposals of the Governments of Germany and the Netherlands on the draft recommendations on minimum manning requirements and working and rest hours of crews of vessels in inland navigation as provisionally agreed by the Working Party, at its twenty-fifth session (TRANS/SC.3/WP.3/2004/1).

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GERMANY

1. In the interest of a uniform application and implementation of the draft provisions in TRANS/SC.3/WP.3/2004/1, the Government of Germany welcomes the laying down of minimum requirements for individual qualifications. It should, however, be pointed out that the Central Commission for the Navigation of the Rhine (CCNR) has adopted new manning requirements for the Rhine (Chapter 23 of RVBR in TRANS/SC.3/WP.3/2002/4). Germany is at the moment considering their application on other federal waterways which are used by inland waterway vessels.

ad Article 2.3:

2. Subparagraph 2.3(d) should be numbered 2.3(c).

ad Article 9:

3. In Article 9 of the French version, the term “steering station” should be translated as “poste de gouverne” rather than “timonerie”, as specified in footnote 8 in TRANS/SC.3/WP.3/2004/1.

ad Articles 10, 11 and 12:

4. The tables in articles 10-12 should be rearranged to include the newly supplemented designations of crew members and their qualifications. The term “crewman” which was up to now solely provided for, had been split into a number of new crew members’ terms according to their qualifications. Nevertheless, the term “apprentice” has been omitted in the tables of the English version. In the French version, the term “maître-matelot” has been omitted. These terms should, however, be inserted.

5. The revised text of the tables in articles 10 – 12 is reproduced below as a proposal of Germany.

“Article 10**Minimum crew for self-propelled cargo vessels and pushers ^{2/}**

The minimum crew for self-propelled vessels comprises:

Length of the vessel (L in m)	Crew members	Number of crew members for operating mode		
		A ₁	A ₂	B
L < 70	Boatmaster	1	2	2
	Helmsman	-	-	-
	Able crewman	-	-	-
	Ordinary crewman	1	-	1
	Apprentice	-	-	1 ^{10/}
	Engineer	-	-	-
	Engine-Minder	-	-	-
70 < L < 86	Boatmaster	1	2	2
	Helmsman	-	-	-
	Able crewman	1	-	-
	Ordinary crewman	-	1 ^{10/}	2 ^{11/}
	Apprentice	-	-	-
	Engineer	-	-	-
	Engine-Minder	-	-	-
L > 86	Boatmaster	1	2	2
	Helmsman	1	-	1
	Able crewman	-	-	-
	Ordinary crewman	1	1	2 ^{11/}, ^{12/}
	Apprentice	-	1	-
	Engineer	-	-	-
	Engine-Minder	-	-	-

^{2/} 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.

^{10/} The competent authority may prescribe for the **apprentice** a lower age limitation.

^{11/} One of the **ordinary crewmen** may be replaced by an engineer or an engine-minder.

^{12/} The competent authority may prescribe for one of the **ordinary crewmen** a different qualification and a lower age limitation.

Article 11

Minimum crew for pushers, self-propelled pusher vessels, pushed convoys, abreast formations and other rigid formations ^{13/}

1. The minimum crew for pushers, pushed convoys, abreast formations and other rigid formations comprises:

Type of convoy	Crew members	Number of crew members for operating mode		
		A ₁	A ₂	B
pusher + one barge ^{14/} or formation with the dimensions: L < 116.5 m B < 15 m	Boatmaster	1	2	2
	Helmsman	1	-	1
	Able crewman	-	-	-
	Ordinary crewman	1	1	2 ^{15/, 16/}
	Apprentice	-	-	-
	Engineer or Engine-Minder	-	-	-
pusher + two barges ^{14/} or self-propelled vessel + one barge	Boatmaster	1	2	2
	Helmsman	1	-	1
	Able crewman	-	-	-
	Ordinary crewman	1	2	2 ^{16/}
	Apprentice	1	1	-
	Engineer or Engine-Minder	-	-	1
pusher + three or four barges ^{14/} or self- propelled vessel + two or three barges	Boatmaster	1	2	2
	Helmsman	1	-	1
	Able crewman	-	-	-
	Ordinary crewman	2	2	2 ^{16/, 17/}
	Apprentice	-	1	-
	Engineer or Engine-Minder	1	1	1
pusher + more than four barges ^{14/}	Boatmaster	1	2	2
	Helmsman	1	-	1
	Able crewman	-	-	-
	Ordinary crewman	3	3 ^{16/}	3 ^{15/, 16/}
	Apprentice	-	1	1
	Engineer or Engine-Minder	1	1	1

2. The competent authority may prescribe different manning requirements for convoys with a length of up to 82 m and a width of 11.45 m.

3. In the case of pushed or towed barges, one rating is included for every two barges.

^{13/} 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.

^{14/} The term “barge(s)” refers to a standard Europe II barge or its equivalent in terms of length (76.5 m):

1 barge = 2 barges with a length > 25.50 m and < 38.25 m each (e.g. Likes barges);

1 barge = 3 barges with a length > 19.12 m and < 25.50 m each (e.g. Barko Liner barges);

1 barge = 4 barges with a length < 19.12 m each (e.g. Lash barges).

^{15/} The competent authority may prescribe for one of the **ordinary crewmen** a different qualification and a lower age limitation.

^{16/} One of the **ordinary crewmen** may be replaced by an engineer or an engine-minder.

^{17/} The competent authority may prescribe for one of the ordinary crewmen a different qualification and a lower age limitation.

Article 12

Minimum crew for passenger vessels ^{18/}

1. The minimum crew for passenger vessels for day excursions comprises:

Maximum permitted number of passengers	Crew members	Number of crew members for operating mode		
		A ₁	A ₂	B
up to 75 persons	Boatmaster	1	2	2
	Helmsman	-	-	-
	Able crewman	-	-	-
	Ordinary crewman	1	1	2
	Apprentice	-	-	-
	Engineer	-	-	-
	Engine-Minder	-	-	-
between 76 and 250 persons	Boatmaster	1	2	2
	Helmsman	-	-	-
	Able crewman	-	-	-
	Ordinary crewman	-	-	1
	Apprentice	-	1 ^{19/}	1 ^{19/}
	Engineer	-	-	-
	Engine-Minder	1	1	1
between 251 and 600 persons	Boatmaster	1	2	3
	Helmsman	-	-	-
	Able crewman	1	-	-
	Ordinary crewman	-	1	1
	Apprentice	-	-	-
	Engineer	-	-	-
	Engine-Minder	1	1	1
between 601 and 1000 persons	Boatmaster	1	2	3
	Helmsman	1	-	-
	Able crewman	-	-	-
	Ordinary crewman	1	2	2
	Apprentice	1	-	-
	Engineer	-	1	1
	Engine-Minder	1	-	-
more than 1000 persons	Boatmaster	2	2	3
	Helmsman	-	-	-
	Able crewman	-	-	-
	Ordinary crewman	3 ^{20/}	3	3
	Apprentice	-	1	1
	Engineer	1	1	1
	Engine-Minder	-	-	-

^{18/} 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.

^{19/} The competent authority may prescribe for this **apprentice** a lower age limitation.

^{20/} The competent authority may prescribe for one of the **ordinary** crewmen a different qualification and a lower age limitation

2. The minimum crew for passenger vessels for daytime excursions should be increased by an engineer in all operating modes.
3. The minimum crew for passenger cabin vessels comprises:

Group according to the number of berths	Crew members	Number of crew members for operating mode			
		A ₁	A ₂	B	
				All basins except Russian Federation basin	Russian Federation basin
up to 50 berths	Boatmaster	1	2	3	3
	Helmsman	-	-	-	-
	Able crewman	1	-	-	-
	Ordinary crewman	-	1	1	3
	Apprentice	-	-	-	-
	Engineer	-	-	-	1
	Engine-Minder	1	1	1	3
between 51 and 100 berths	Boatmaster	1	2	3	3
	Helmsman	1	-	-	-
	Able crewman	-	-	-	-
	Ordinary crewman	1	1	1	3
	Apprentice	-	-	-	-
	Engineer	-	1	1	1
	Engine-Minder	1	-	-	3
more than 100 berths	Boatmaster	1	2	3	4
	Helmsman	1	-	-	-
	Able crewman	-	-	-	-
	Ordinary crewman	2	3	3	7
	Apprentice	-	-	-	-
	Engineer	1	1	1	1
	Engine-Minder	-	-	-	3
	radio operator	-	-	-	1

4. The competent authority may prescribe different minimum manning requirements for passenger vessels up to 12 berths.”

NETHERLANDS

5. As from 1 July 2002, new manning requirements of the Central Commission for the Navigation of the Rhine (CCNR) are in operation. The Netherlands strongly believes that the recommendations of the ECE should be in accordance with the new regulations of the CCNR. During the twenty-fifth session of the Working Party held from 19 to 21 March 2003, the Dutch delegation pointed out that the proposed manning tables should be altered in accordance with the new manning tables of the RVBR.

6. This proposal concerned, in particular, the new so-called Standard S2 that has been added to the manning tables of the CCNR. In our view, the Standard S2 is a very important development, because it improves the possibilities of young people to find a qualified job in inland navigation. For

that reason, we propose to change the manning tables in articles 10 – 12 and article 9 (equipment of vessels) in TRANS/SC.3/WP.3/2004/1 by adding the Standard S2.

7. The text of the new chapter 23 of RVBR has been published by UNECE secretariat as document TRANS/SC.3/WP.3/2002/4.

8. Another remark concerns article 7: “Change of operating mode.” If compared with the text of the new chapter 23 of RVBR, this chapter misses the possibility of a repetition of the same mode a ship is sailing in. Therefore, the delegation of the Netherlands would like to make a proposal for amending the text of article 7 (amendments are shown in bold characters) in accordance with the new regulations in force on the river Rhine.

“Article 7

Change or repetition of operating mode

1. A change **or repetition** of operating mode may take place only if the following requirements are complied with:

(a) The change-over from operating mode A1 to mode A2 may take place only if:

the crew has been entirely replaced, or

the crew members required for operating mode A2 have completed, immediately prior to the change, an 8-hour rest period, including six hours outside sailing-time, and the extra crew required for operating mode A2 are on board.

(b) The change-over from operating mode A2 to mode A1 may take place only if:

the crew has been entirely replaced, or

the crew members required for operating mode A1 have completed, immediately prior to the change, an uninterrupted rest period of eight hours outside sailing-time.

(c) The change-over from mode B to mode A1 or A2 may take place only if:

the crew has been entirely replaced, or

the crew members required for operating modes A1 and A2 have completed, immediately prior to the change, 8-hour and 6-hour uninterrupted rest periods, respectively.

(d) The change-over from operating mode A1 or A2 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.

2. A repetition from operating mode A1 or A2 may take place only if:

- **the crew has been entirely replaced, and**
- **the crew members required for the repeated mode A1 or A2, have completed, immediately prior to the change, 8-hour or 6-hour uninterrupted rest periods respectively, outside sailing time.**

3. In all cases of change or repetition of operating mode, the ship owner 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.”
