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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 6)

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

Transmitted by the Governments of Latvia, Romania and Ukraine

Note: The proposals of the Governments of Latvia and Romania on the possible content of UN/ECE trunk rules on the manoeuvrability of inland navigation vessels (see TRANS/SC.3/WP.3/35, para. 22) as well as the comments of the Government of Ukraine on the Russian Federation's proposals on the subject contained in document TRANS/SC.3/WP.3/R.109 are submitted below.

## LATVIA

1. The Republic of Latvia supports the proposal of the Informal Ad Hoc Group of Experts on amendment of resolution No. 17, revised, that the future chapter on manoeuvrability should be included in the annex as a very general trunk rule supplemented with basin-dependent requirements.

## ROMANIA

1. The Government of Romania is in agreement with the manoeuvrability requirements for inland navigation vessels contained in the draft revised Directive of the European Union 82/714/EEC<sup>1</sup>, and is of the view that these requirements could be included in the annex to resolution No. 17, revised.

## UKRAINE

2. The Russian Federation's draft recommendations on minimum navigability and manoeuvrability requirements for inland navigation vessels to a considerable extent duplicate the following documents adopted by the Danube Commission in 1981: "Recommendations on the technical navigational characteristics of pushed convoys" and "Methods of conducting tests on pushed convoys".

3. Ukraine's views on the Russian Federation's draft recommendations are as follows.

4. The terms and definitions used in the Russian Federation's recommendations (para. 2.3) correspond to those used in CEVNI. The Danube Commission's recommendations repeat the definitions used in the Basic Provisions relating to Navigation on the Danube (DFND). Since CEVNI and DFND are almost completely harmonized and since there are no substantial discrepancies between the draft documents of the Russian Federation and DFND, the Russian Federation's proposal is acceptable.

5. The Russian Federation's recommendations on the question of keeping a chosen straight course (para. 3.1 - "Straight course") are stricter than those of the Danube Commission. In addition, the Russian proposal for keeping the vessel/convoy on a straight course imposes additional requirements in respect of the value of a side wind (Beaufort Number 7), the angle of drift (not exceeding 20°) and average rudder angle (not over 20°).

6. The Russian Federation's standards are acceptable since they are more stringent than those of the Danube Commission (para. 3.3.1).

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<sup>1</sup> Note by the Secretariat: The text of the requirements in the revised European Union Directive correspond to the text of chapter V and article 16.06 of the Rhine Vessels Inspection Regulations (RVBR) contained in documents TRANS/SC.3/WP.3/R.99 and TRANS/SC.3/WP.3/R.99/Add.1.

7. The Russian Federation's draft recommendations contained in paragraph 3.2 ("Speed while going ahead") are basically the same as those in paragraph 3.1 ("Minimum speed of movement") of the Danube Commission's recommendations, and are acceptable (12-13 km/hr in still water).
8. On the other hand, the power of the pusher vessel calculated on the basis of the formula provided is unacceptable because, at approximately 200-300 kW it would be impossible to satisfy the requirements contained in the Danube Commission's recommendations if the convoy's load amounted to 4,000 to 4,500 tonnes.
9. The requirement contained in paragraph 3.3 of the Russian Federation's draft recommendations ("Change of course") is considerably higher than those in paragraph 3.3.2 of the Danube Commission's recommendations ("Ability of the pusher to change the convoy's course rapidly"). For this reason the Russian Federation's proposals are acceptable.
10. A comparison between paragraph 3.4 of the Russian Federation's draft recommendations ("Stopping") and paragraph 3.2 of the Danube Commission's recommendations ("Stopping distance and time" - see copy attached) suggests that the Danube Commission's requirements are preferable - at least for conditions on the Danube where they are fully justified.
11. It is proposed that the simpler provisions not entailing special calculations in paragraph 3.6 of the Danube Commission's recommendations ("Turning time and area" - see copy attached) should be adopted as a basis in place of paragraph 3.5 ("Turning") of the Russian Federation's draft recommendations.
12. Paragraph 3.6 ("Going astern") of the Russian Federation's draft recommendations is acceptable since it clearly defines the manoeuvrability of the vessel/convoy when going astern.
13. Chapters 4, 5 and 6 of the Russian Federation's draft recommendations are also acceptable in their present form since they are not at variance with the Danube Commission's "Methods of conducting tests on pushed convoys".

Annex

Recommendations for the technical navigational characteristics  
of pushed convoys (Danube Commission, 1981)

Extract

3.2. Stopping distance and time

The power of the pusher should be such as to bring the pushed convoy to a complete halt in relation to the bank, subject to the following requirements:

- The distance run before the convoy comes to a halt shall not exceed:  
200 metres or one convoy length if moving against the current;  
600 metres or three convoy lengths if moving with the current.
- Moreover, the time required to stop a convoy shall not exceed:  
three minutes if the convoy is moving against the current;  
six minutes if the convoy is moving with the current.

3.6. Turning time and area

The time taken to turn a convoy 180° shall not exceed 10 minutes. The turning area of the convoy shall not exceed 1.5 convoy lengths athwart the river and 3.5 pushed convoy lengths moving with the current; moreover, all possible means shall be used to facilitate the turning manoeuvre.

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