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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

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

Agenda item 4

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

Submitted by the Government of Ukraine

Note: At its nineteenth session, the Working Party agreed that the experts from Hungary, Ukraine and the Chairman would try to develop a general concept for the anchor requirements for other than self-propelled cargo vessels, and would make their findings available to the Working Party for consideration at its twenty-first session (TRANS/SC.3/WP.3/39, para. 14).

The views of the Ukrainian delegation on this topic are reproduced below.

In developing requirements for the anchors of other than self-propelled inland cargo vessels, i.e. passenger vessels, tugs and pushers, self-propelled cargo pushers and pushed barges, the following must be borne in mind:

- (i) The aim is to define the specifications for anchor equipment, i.e. the number of anchors, their mass, the gauge and the number of shots of anchor chain, depending on the main dimensions of the vessel or convoy - length L, beam B, height D, displacement d and frontal area against the wind A - and the navigation zone;
- (ii) The minimum standards for stern anchor equipment aboard pushers and self-propelled cargo pushers should be defined by reference to the size of the vessel's power plant;
- (iii) The bow anchor equipment for leading pushed sections should be defined by reference to the conditions under which the entire convoy is moored using the bow anchors. The equipment on mid and stern sections should be defined in the light of the conditions under which those sections are anchored singly;
- (iv) What is needed is a single grid of vessel types, allowance being made for vessel write-offs and acquisitions. We suggest the following ranges for the main specifications of the various vessel types:
 - Passenger vessels 25 to 120 metres in length;
 - Tugs and pushers with rated power of 500 to 5,000 kW and convoy cargo capacity of 5,000 to 20,000 tonnes;
 - Barges and sections with a cargo capacity of 500 to 3,500 tonnes and a length of 70 to 90 metres;
 - Self-propelled cargo pushers with rated power of 600 to 2,000 kW and convoy cargo capacity of 1,000 to 12,000 tonnes.
- (v) The anchor equipment for each vessel type should be calculated in accordance with national rules, subject to later correction of the formula, using a single agreed method. Unified, agreed conditions for mooring at anchor should also be adopted for all vessel types within specified navigation zones;

- (vi) The proposed method should apply to all freshly designed vessels and vessels under construction;
- (vii) The application of these requirements to inland navigation vessels already in service should be deferred for a specified, agreed period of, say, five to seven years.
- (viii) Inland navigation vessels which will need extensive reconfiguration of the bow/stern sections in order to meet these requirements must remain in service until the completion of their scheduled working lives.
