



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.3/WP.3/2003/4
13 December 2002

ENGLISH
Original: FRENCH

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-fifth session, 19-21 March 2003,
agenda item 3)

**AMENDMENT OF THE RECOMMENDATIONS ON TECHNICAL
REQUIREMENTS FOR INLAND NAVIGATION VESSELS**

(annex to resolution No. 17, revised)

Transmitted by the Central Commission for the Navigation of the Rhine (CCNR)

Note: The secretariat reproduces below the proposal by CCNR concerning high-speed craft. This proposal was prepared by the Central Commission on the basis of the International Maritime Organization's International Code of Safety for High-Speed Craft (HSC 2000). The HSC rules which concern only sea-going vessels and are not considered necessary for inland navigation vessels have not been included. It is planned to add the Directive to the Inspection Commissions containing instructions on stability and manoeuvrability to the attached Chapter 22 ter of the Rhine Vessel Inspection Regulations (RVBR).

1. In article 1.01, the following entry 20 bis is added after the entry 20:

“20 bis. ‘High-speed craft’ means a motorized vessel capable of reaching a speed greater than 40 km/h in relation to the water.”

2. *The following Chapter 22 ter is added to Part II:*

“CHAPTER 22 ter

SPECIAL PROVISIONS APPLICABLE TO HIGH-SPEED CRAFT

Article 22 ter.01

General

1. High-speed craft shall not be built like cabin craft.
2. The following installations are prohibited on board high-speed craft:
 - (a) appliances with wick burners referred to in article 13.02;¹
 - (b) vaporizing oil-burner stoves referred to in articles 13.03 and 13.04;
 - (c) solid fuel heating appliances referred to in article 13.07;
 - (d) liquefied gas installations referred to in Chapter 14.²

Article 22 ter.02

Application of Part I

1. In addition to the provisions of article 2.03,³ high-speed craft shall be built according to class and under the supervision of a recognized classification society with special rules intended for high-speed craft in accordance with its classification requirements. The class shall be maintained.
2. By way of exception to article 2.06, the inspection certificates established in accordance with the provisions of this chapter shall be valid for a maximum of five years.

Article 22 ter.03

Application of Part II

1. Without prejudice to paragraph 2 and article 22 ter.02, paragraph 2, chapters 3 to 15⁴ apply to high-speed craft, with the exception of the following provisions:
 - (a) Article 3.04, paragraph 6.2;⁵

- (b) Article 8.06, paragraph 2, second sentence;⁶
 - (c) Article 11.02, paragraph 4, second and third sentences;⁷
 - (d) Article 12.02, paragraph 4, second sentence;⁸
 - (e) Article 15.07, paragraph 2 b.2, third sentence;⁹
2. By way of exception to article 15.03, paragraph 3,¹⁰ all bulkhead doors shall be capable of being remotely controlled.
3. In addition to the requirements of Part II, high-speed craft shall meet the requirements of articles 22 ter.04 to 22 ter.12.

Article 22 ter.04

Seats and seat belts

Seats shall be available for the permitted maximum number of persons on board. Seats shall always be fitted with seat belts. Seat belts are optional if appropriate protection against impacts exists or where they are not required by the HSC 2000 Code, chapter 4, part 6.

Article 22 ter.05

Freeboard

By way of exception to articles 4.02 and 4.03,¹¹ the freeboard shall be not less than 500 mm.

Article 22 ter.06

Lift, stability and compartmentation

For high-speed craft, sufficient proof shall be provided in respect of

- (a) the characteristics of lift and stability ensuring the safety of the craft during navigation when operating in displacement mode, both when intact and in the event of a leak;
- (b) the characteristics of stability and stabilization systems ensuring the safety of the craft when operating during the dynamic lift phase and the transition phase;
- (c) the characteristics of stability when operating in dynamic lift phase and in transition phase, enabling the craft to move safely into displacement mode if the system does not function correctly.

Article 22 ter.07

Wheelhouse

1. Layout

(a) By way of exception to article 7.01, paragraph 1,¹² the wheelhouse shall be so equipped that the steersman and a second crew member can at all times perform their tasks while the craft is under way.

(b) The wheelhouse shall be equipped in such a way as to provide the persons referred to in (a) above with a work station. The equipment for navigation, manoeuvring, supervision and data transmission and other appliances with an important role in the operation of the craft shall be placed sufficiently close together to enable a second crew member while seated to have access to the necessary data and to make use as the need arises of control equipment and installations. The following requirements shall apply in all cases:

(aa) the steersman's position shall be so designed as to permit radar steering by a single person;

(bb) the second crew member shall have his own radar image (slave) at his work station and shall be in a position to take action on the transmission of data and the propulsion of the craft.

(c) The persons referred to in (a) shall be able to control the equipment referred to in (b) without hindrance, also when the seat belts are correctly fastened.

2. Unobstructed view

(a) By way of exception to article 7.02, paragraph 2,¹³ from a seated position and whatever the laden state, the dead area of vision forward of the bow shall not be greater than the length of the craft.

(b) By way of exception to article 7.02, paragraph 3,¹⁴ the sum of the areas of lateral non-visibility from bow to stern up to 22.5° shall not be greater than 20° on each side. No area of non-visibility shall be greater than 5°. The visible area between two areas of non-visibility shall not be less than 10°.

3. Instruments

The instrument panels for the control and supervision of the equipment referred to in article 22b.11 shall be placed individually in the wheelhouse at a clearly marked location. This shall also apply, where necessary, to installations for the launching of collective rescue equipment.

4. Lighting

Areas or parts of equipment which require to be lighted during operation shall be provided with red lighting.

5. Windows

Reflections shall be avoided. Installations to prevent dazzling by the sun shall be provided.

6. Surface materials

Reflections on the surface materials used in the wheelhouse shall be avoided.

Article 22 ter.08

Additional equipment

High-speed craft shall carry the following equipment:

(a) radar equipment and a rate-of-turn indicator in accordance with article 7.06, paragraph 1;¹⁵

(b) individual rescue equipment in accordance with the European standard EN 395:1998 for the permitted maximum number of persons on board.

Article 22 ter.09

Closed sectors

1. General

Spaces and accommodation accessible to the public and their equipment shall be so designed as to ensure that persons making normal use of them cannot be injured during a normal start or stop, an emergency start or stop or during manoeuvres and under normal sailing conditions, particularly in the event of a breakdown or the erroneous activation of a control.

2. Communication

(a) for the purposes of information on safety measures, all passenger vessels shall be equipped with acoustic and visual installations, audible and visible to all passengers.

(b) the installations referred to in (a) shall enable the master to give instructions to the passengers.

(c) each passenger shall have near his seat instructions concerning emergency situations, including in particular an overall sketch of the craft on which are marked all the exits, evacuation routes, emergency and rescue equipment and containing instructions on the use of life-jackets.

Article 22 ter.10

Exits and evacuation routes

The evacuation and rescue routes shall meet the following requirements:

- (a) An easy, safe and rapid access shall be ensured from the wheelhouse to the spaces and accommodation accessible to the public;
- (b) The evacuation routes leading to the safety exits shall be indicated clearly and permanently;
- (c) All concealed exits shall be adequately indicated. The means of operating the opening mechanism shall be clearly visible from the outside and from the inside;
- (d) The evacuation routes and safety exits shall be equipped with a suitable safety guidance system;
- (e) An adequate space shall be provided beside the exits for a crew member.

Article 22 ter.11

Fire protection and fire-fighting

1. Corridors, spaces and accommodation accessible to the public and galleys and engine rooms shall be connected to an efficient fire alarm system. Any outbreak of fire and its location shall be automatically communicated to a point permanently occupied by members of the crew.
2. Engine rooms shall be equipped with a permanently fixed fire-extinguishing system in accordance with article 10.03 ter.¹⁶
3. Spaces and accommodation and their evacuation routes shall be equipped with a pressurized water-spray system in accordance with article 10.03 bis. It shall be possible to discharge the water used for extinguishing fires to the outside rapidly and directly.

Article 22 ter.12

Transitional requirements

High-speed craft within the meaning of article 1.01, paragraph 20 bis, which hold a valid certificate of inspection at 1 April 2003 shall fully meet the following requirements of this chapter:

- (a) in the event of the renewal of the validity of the inspection certificate
articles 22 ter.01; 22 ter.04; 22 ter.08; 22 ter.09; 22 ter.10; 22 ter.11, paragraph 1;
- (b) on 1 April 2013
article 22 ter.07, paragraphs 1, 3, 4, 5 and 6;
- (d) on 1 January 2023
the other requirements.”

Notes

¹ See TRANS/SC.3/WP.3/1998/5/Add.1. Similar provisions can be found in paragraph 17-5.1 of the annex to resolution No. 17 revised (TRANS/SC.3/104 and TRANS/SC.3/131).

² See TRANS/SC.3/WP.3/1998/5. Similar provisions can be found in chapter 9 of the annex to resolution No. 17 revised (TRANS/SC.3/104 and TRANS/SC.3/131). The update of this chapter as provisionally approved by the Working Party on Inland Water Transport (SC.3) can be found in document TRANS/SC.3/2001/1/Add.1.

³ See TRANS/SC.3/WP.3/R.53/Add.4. Similar provisions can be found in chapter 1 bis of the annex to resolution No. 17 revised (TRANS/SC.3/104/Add.4).

⁴ See TRANS/SC.3/WP.3/R.84/Rev.1; TRANS/SC.3/WP.3/R.84/Add.1; TRANS/SC.3/WP.3/1998/5 and Add.1; TRANS/SC.3/WP.3/R.99 and Add.1. Similar provisions can be found in chapters 2, 3, 5, 6, 8, 9, 10, 15 and 17 of the annex to resolution No. 17 revised (TRANS/SC.3/104 and TRANS/SC.3/131). The annex contains no provisions similar to those to be found in chapter 5 “Manoeuvrability” of the Rhine Vessel Inspection Regulations (RVBR). There is, however, a draft chapter X “Manoeuvrability” in the annex contained in document TRANS/SC.3/2003/2 submitted to the Working Party SC.3/WP.3 for consideration.

⁵ See TRANS/SC.3/WP.3/R.84/Add.1. Similar provisions can be found in paragraphs 12-2.1.2 and 12-2.2.2 of the annex to resolution No. 17 revised (TRANS/SC.3/104 and TRANS/SC.3/131). The update of chapter 12 of the annex as provisionally approved by the Working Party SC.3 can be found in document TRANS/SC.3/2000/1/Add.1.

⁶ See TRANS/SC.3/WP.3/R.84/Rev.1. A similar provision can be found in paragraph 4-2.3.2 of the annex to resolution No. 17 revised (TRANS/SC.3/104 and TRANS/SC.3/131). The update of this provision of the annex as provisionally approved by the Working Party SC.3 can be found in paragraph 5-6.2 of document TRANS/SC.3/2000/1.

⁷ See TRANS/SC.3/WP.3/R.84/Rev.1. Similar provisions can be found in paragraph 2-2.1 of the annex to resolution No. 17 revised (TRANS/SC.3/104 and TRANS/SC.3/131). The update of these provisions of the annex can be found in paragraph Z-2.4 (TRANS/SC.3/WP.3/AC.2/2003/1) under consideration by the Working Party SC.3/WP.3.

⁸ See TRANS/SC.3/WP.3/1998/5. The annex to resolution No. 17 revised does not contain any provisions identical to these (see paragraphs 12-2.1.1 and 12-2.2.1 in TRANS/SC.3/104 and TRANS/SC.3/131). The update of chapter 12 as provisionally approved by the Working Party SC.3 (see TRANS/SC.3/2001/1/Add.1) in paragraph 12-2.2 contains provisions identical to those of article 12.02.4 of the RVBR.

⁹ See TRANS/SC.3/WP.3/1998/5/Add.1. Similar provisions can be found in paragraph 15-8.1.3 of the annex to resolution No. 17 revised (TRANS/SC.3/104 and TRANS/SC.3/131).

¹⁰ See TRANS/SC.3/WP.3/R.84/Rev.1. Similar provisions can be found in paragraph 15-4.3.2 of the annex to resolution No. 17 revised (TRANS/SC.3/104 and TRANS/SC.3/131).

¹¹ See TRANS/SC.3/WP.3/R.84/Rev.1. Similar provisions can be found in paragraphs 3-5.2.5 and 3-5.2.7 of the annex to resolution No. 17 revised (TRANS/SC.3/104 and TRANS/SC.3/131). The update of chapter 3 as provisionally approved by the Working Party SC.3 (see TRANS/SC.3/2000/1 and Corr.1) contains in paragraph 3-4.4 provisions identical to those of articles 4.02 and 4.03 of the RVBR.

¹² See TRANS/SC.3/WP.3/1998/5. Neither chapter 10 of the annex to resolution No. 17 revised (TRANS/SC.3/104 and TRANS/SC.3/131) nor the draft update of this chapter (see chapter 10B in TRANS/SC.3/WP.3/2003/3) under consideration by the Working Party SC.3/WP.3 contains provisions identical to these.

¹³ See TRANS/SC.3/WP.3/1998/5. Similar provisions can be found in paragraph 10-13.3 of the annex to resolution No. 17 revised (TRANS/SC.3/104 and TRANS/SC.3/131) and in the draft update of chapter 10 of the annex (see paragraph 10B-2.3 in TRANS/SC.3/WP.3/2003/3) under consideration by the Working Party SC.3/WP.3.

¹⁴ See TRANS/SC.3/WP.3/1998/5. Similar provisions can be found in paragraph 10-13.2 of the annex to resolution No. 17 revised (TRANS/SC.3/104 and TRANS/SC.3/131) and in the draft update of chapter 10 of the annex (see paragraph 10B-2.2 in TRANS/SC.3/WP.3/2003/3) under consideration by the Working Party SC.3/WP.3.

¹⁵ The annex to resolution No. 17 revised does not contain any similar provision. The provision can be found in the draft update of chapter 10 of the annex (see paras. 10B-4.1 and 10B-4.11 in document TRANS/SC.3/WP.3/2003/3) under consideration by the Working Party SC.3/WP.3.

¹⁶ See TRANS/SC.3/WP.3/2002/7. Chapter 12 of the annex to resolution No. 17 revised does not contain any similar provision.
