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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Navigation

Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation
(Twenty-ninth session, 7-9 June 2005,
agenda item 3)

**AMENDMENT OF THE RECOMMENDATIONS ON TECHNICAL
REQUIREMENTS FOR INLAND NAVIGATION VESSELS
(ANNEX TO RESOLUTION NO. 17, REVISED)**

Transmitted by the Group of Volunteers

Note: Reproduced below is the text of a new chapter X "Manoeuvrability" of the annex to resolution No. 17, revised, prepared by the Group of Volunteers with due regard to the instructions of the Working Party as set out in TRANS/SC.3/WP.3/51, para. 18, and the draft text of this chapter appearing in TRANS/SC.3/WP.3/2003/2. The text derived from chapter 5 of the draft revised Directive 82/714/EEC is shown in italics, while the new text proposed by the Group of Volunteers is shown in bold. To facilitate the finalization of the text of the whole of the amended annex, all the cross-references are put in square brackets.

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CHAPTER X
MANOEUVRABILITY

X-1 GENERAL

X-1.1 *Vessels and convoys shall display adequate navigability and manoeuvrability to the satisfaction of the competent authorities.*

X-1.2 *Powered vessels and convoys shall meet the requirements set out in paragraphs X-2 – X-10 in Appendix ...^{1/}.*

X-2 NAVIGATION TESTS

X-2.1 *Navigability and manoeuvrability shall be checked by means of navigation tests. The following, in particular, shall be examined in accordance with the requirements of one of the alternatives as set out by the [Basin administrations] in the appendices to this chapter in Appendix ...:*

<i>Minimum specified</i> Speed (forward)	(paragraph X-6);
stopping capacity	(paragraph X-7);
capacity for going astern	(paragraph X-8);
capacity for changing course	(paragraph X-9);
turning capacity	(paragraph X-10)

X-2.2 **The competent authority on the inspection of vessels shall enter into the Ship's Certificate under number 52 which of the alternatives as set out in Appendix ...has been applied for the navigation tests.**

X-2.3 *The ~~inspection body~~ Basin administration may dispense with all or part of the tests where compliance with the navigability and manoeuvrability requirements is proven in another manner.*

X-3 TEST AREA

X-3.1 *The navigation tests referred to in paragraph [X-2] shall be carried out on areas of inland waterways that have been designated by a the competent authority of the Basin administration.*

X-3.2 *Those test areas shall be situated on a stretch of running or still water that is if possible straight, at least 2 km long and sufficiently wide and is equipped with highly-distinctive marks for determining the position of the vessel.*

X-3.3 *It shall be possible for the ~~inspection body~~ competent authority on the inspection of vessels of the Basin administration to plot the hydrological data such as depth of water, width of*

^{1/} The symbol of the appendix is to be assigned when finalizing the consolidated text of the Recommendations.

navigable channel and average speed of the current in the test area as a function of the water level.

X-4 *LOADING OF VESSELS AND CONVOYS DURING NAVIGATION TESTS*

X-4.1 *During navigation tests vessels and convoys intended to carry goods shall be loaded in accordance with the requirements of the ~~competent authority of the~~ Basin administration.*

X-5 *USE OF ON-BOARD FACILITIES FOR NAVIGATION TEST*

X-5.1 *During the navigation test all of the equipment providing the manoeuvrability of the vessel which may be actuated from the wheelhouse may be used, apart from any anchor.*

X-5.2 *However, during the test involving turning into the current referred to in paragraph X-10, the anchors may be used.*

X-6 *~~PRESCRIBED~~ SPEED (FORWARD)*

X-6.1 *Vessels and convoys shall achieve at least the required speed in relation to the water according to the requirements of the Basin administration.*

X-6.2 *The ~~inspection body~~ competent authority on the inspection of vessels may grant exemptions to vessels and convoys operating solely in estuaries and ports.*

X-6.3 *The ~~inspection body~~ competent authority on the inspection of vessels shall check whether the vessel sailing light has the capacity to exceed a speed of 40 km/h relative to the water. If so, the following particular shall be entered in the ship's certificate: "The vessel has the capacity to exceed a speed of 40 km/h relative to the water."*

X-7 *STOPPING CAPACITY*

X-7.1 *Vessels and convoys shall be able to stop ~~facing downstream~~ in good time and within the limits of the minimum required distance while remaining adequately manoeuvrable ~~to the satisfaction of the competent authorities~~.*

X-7.2 *Where vessels and convoys are not longer than 86 m and not wider than 22.9 m, the stopping capacity mentioned above may be replaced by turning capacity ~~Basin administration may replace stopping capacity tests by turning~~ against the current.*

X-8 *CAPACITY FOR GOING ASTERN*

X-8.1 *Vessels and convoys are to have sufficient capacity for going astern ~~to the satisfaction of the competent authorities~~, which has to be checked during the tests.*

X-8.2 *Where the stopping manoeuvre required by paragraph X-7 is carried out in still water it shall be followed by a test while going astern.*

X-9 *CAPACITY FOR ~~TAKING-EVAISIVE-ACTION~~ CHANGING COURSE*

Vessels and convoys shall be able to ~~take-evasive-action~~ change course in good time to the satisfaction of the competent authorities. That capacity shall be proven by means of manoeuvres carried out within a test area as referred to in paragraph [X-3].

X-10 TURNING CAPACITY

X-10.1 The turning capacity shall be tested in accordance with the requirements of the Basin administration.

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Appendix...^{2/}

**ALTERNATIVE MANOEUVRABILITY TEST PROCEDURES AND CRITERIA IN
ACCORDANCE WITH [X-2.1]**

I. ALTERNATIVES

Alternative 1: Administrative Instructions 1 and 2 of Annex II of the European Directive replacing Directive 82/714/EEC and Directives 1 and 2 to Inspection Commissions of the Central Commission for the Navigation of the Rhine (CCNR) as set out in TRANS/SC.3/WP.3/64 and Corrs.1-2 and TRANS/SC.3/WP.3/R.99/Add.1 [as shown below in addendum 1] ^{3/}.

***Status:* This alternative is obligatory on waterways subject to the European Directive replacing Directive 82/714/EEC within the European Union and as far as Member States do not apply derogations according to Annex IV of the above-mentioned Directive, as well as waterways covered by the Revised convention for Rhine navigation of 1868, as amended.**

Alternative 2: Requirements set out in section 15, part 1 of the Rules for the Classification and Construction of Inland Navigation Vessels of the Russian River Register (~~Bulletin Number 1 of amendments and addenda to the Rules, approved by ordinance of the Ministry of Transport of the Russian Federation No.HC 183p of 31 December 2003 and put into force on 31 March 2004~~)⁴, as set out in TRANS/SC.3/WP.3/2005/2/Add.1 [as shown below in addendum 2] ^{3/}.

***Status:* This alternative is obligatory on waterways subject to the Code of Inland Water Transport of the Russian Federation.**

Alternative 3: Recommendations concerning the Technical and Navigational Characteristics of Pushed Convoys of the Danube Commission as set out in TRANS/SC.3/WP.3/2002/5 [as shown below in addendum 3] ^{3/}.

***Status:* This alternative is a recommendation.**

II. ENTRIES ON THE SHIP'S CERTIFICATE IN ACCORDANCE WITH [X-2.2]

In accordance with [X-2.2] the Competent authority on the inspection of vessels shall enter into the Ship's Certificate under Number 52 which of the above-mentioned alternatives has been applied for the navigation tests.

^{2/} The symbol of the appendix is to be assigned when finalizing the consolidated text of the Recommendations. This appendix replaces the one suggested by the secretariat in TRANS/SC.3/WP.3/2003/2.

^{3/} It is to be decided if it is necessary to show the contents of these documents. If so, the square brackets will need to be removed and the text of the documents inserted. If not, the text between square brackets to be deleted.

^{4/} Note by the secretariat: It is proposed to delete the strikethrough text.

III Addendums^{3/}

Addendum 1: (insert text of documents TRANS/SC.3/WP.3/R.64 and TRANS/SC.3/WP.3/R/99/Add.1).

Addendum 2: (insert text of document TRANS/SC.3/WP.3/2005/2/Add.1)

Addendum 3: (insert text of document TRANS/SC.3/WP.3/2002/5)]^{3/}.
