

**Alignment of Section 3-1 of Resolution No. 61  
and Article 3.03 of Directive 2006/87/EC as amended**

It was decided at the 7<sup>th</sup> meeting of the Group of Volunteers to align Section 3-1 with Article 3.03 of Directive 2006/87/EC as amended.

The comparison of the existing provisions of Article 3.03 “Hull” of Annex II to Directive 2006/87/EC and those of UNECE Resolution No. 61 shows that no major discrepancies are present.

Provisions similar to those contained in Article 3.03 of Directive 2006/87/EC are present in the following Chapters of Resolution No. 61:

Chapter 3, SHIPBUILDING REQUIREMENTS, Sections 3-4, SUBDIVISION, and 3-6, OTHER PROVISIONS newly introduced by the 57<sup>th</sup> session of SC.3, October 16 – 18 2013, ECE/TRANS/SC.3/2013/7 on the basis of the proposal made at the 7<sup>th</sup> meeting of the Group of Volunteers;

Chapter 12, CREW ACCOMMODATION, Section 12-2, SPECIAL DESIGN REQUIREMENTS.

The requirements concerning the distance between the collision bulkhead and the forward perpendicular for passenger vessels are stated also in Article 15.02.3 of Directive 2006/87/EC and in paragraph 15-2.3 of Resolution No. 61 which are identical.

The table containing the respective provisions from Directive 2006/87/EC and Resolution No. 61 is attached below.

With the view of the above-mentioned, it is proposed to amend the existing texts of Chapters 3 and 12 of Resolution No. 61 rather than change the structure of the entire resolution. The draft proposals for harmonizing the texts of these two documents are attached below.

Directive 2006/87/EC, Article 3.03 Hull	Resolution No. 61
<p>1. Bulkheads rising up to the deck or, where there is no deck, up to the gunwale, shall be installed at the following points:</p> <p>(a) A collision bulkhead at a suitable distance from the bow in such a way that the buoyancy of the laden vessel is ensured, with a residual safety clearance of 100 mm if water enters the watertight compartment ahead of the collision bulkhead.</p> <p>As a general rule, the requirement referred to in paragraph 1 shall be considered to have been met if the collision bulkhead has been installed at a distance of between 0,04 L and 0,04 L + 2 m measured from the forward perpendicular in the plane of maximum draught. If this distance exceeds 0,04 L + 2 m, the requirement set out in paragraph 1 shall be proved by calculation. The distance may be reduced to 0,03 L. In that case the requirement referred to in paragraph 1 shall be proved by calculation on the assumption that the compartment ahead of the collision bulkhead and those adjacent have all been filled with water.</p> <p>(b) An aft-peak bulkhead at a suitable distance from the stern where the vessel length L exceeds 25 m.</p>	<p>3-4.1.1 Watertight bulkheads carried up to the uppermost continuous deck shall be fitted in the places mentioned below.</p> <p>3-4.1.2 A collision bulkhead shall be fitted at an appropriate distance from the forward perpendicular. If the vessel has a long forecastle, the Administration may require the collision bulkhead to be carried up to the forecastle deck.</p> <p>3-4.1.3 In vessels navigating in zones 2 and 3 the collision bulkhead shall be between 0.04 L and 0.04 L + 2 m. In vessels navigating in zone 1, the collision bulkhead shall be between 0.04 L and 0.08 L aft of the forward perpendicular, where L is the length defined in paragraph 1–2.</p> <p>3-4.1.4 In vessels more than 25 m long, a bulkhead shall be fitted in the after part of the vessel at an appropriate distance from the after perpendicular having regard to the configuration of the vessels after extremity.</p>
<p style="text-align: center;"><i>(for reference)</i></p> <p>Article 15.02.3 The distance between the collision bulkhead and the forward perpendicular shall be at least 0.04 <math>L_{WL}</math> and not more than 0.04 <math>L_{WL} + 2</math> m.</p>	<p style="text-align: center;"><i>(for reference)</i></p> <p>15-2.3 The distance between the collision bulkhead and the forward perpendicular shall be at least 0.04 <math>L_{WL}</math> and not more than 0.04 <math>L_{WL} + 2</math> m.</p>
<p>2. No accommodation or installations needed for vessel safety or operation may be located ahead of the plane of the collision bulkhead. This requirement shall not apply to anchor gear.</p>	<p>12-2.1.1 No accommodation shall be located ahead of the plane of the collision bulkhead.</p>
<p>3. The accommodation, engine rooms and boiler rooms, and the workspaces forming part of these shall be separated from the holds by watertight transverse bulkheads that extend up to the deck.</p>	<p>3-4.1.5 The accommodation, engine rooms and boilers, and the working spaces forming part of these, shall be separated from the holds by watertight transverse bulkheads that extend up to the deck.</p>
<p>4. The accommodation shall be separated from engine rooms, boiler rooms and holds in a gastight manner and shall be directly accessible from the deck. If no such access has been provided an emergency exit shall also lead directly to the deck.</p>	<p>12-2.1.2 The accommodation shall be separated from engine- and boiler rooms by gastight bulkheads and from the holds by watertight bulkheads that extend up to the deck.</p> <p>12-2.1.3 The accommodation shall be directly accessible from the deck.</p>
<p>5. The bulkheads specified in paragraphs 1 and 3 and the separation of areas specified in paragraph 4 shall not contain any openings. However, doors in the aft-peak bulkhead and</p>	<p>3-4.2.1.1 No door or manhole shall be permitted in the collision bulkhead.</p> <p>3-4.2.1.2 The number and dimensions of the</p>

Directive 2006/87/EC, Article 3.03 Hull	Resolution No. 61
<p>penetrations, in particular for shafts and pipework, shall be permitted where they are so designed that the effectiveness of those bulkheads and of the separation of areas is not impaired. Doors in the aft-peak bulkhead shall be permitted only if it can be determined by remote monitoring in the wheelhouse whether they are open or closed and shall bear the following readily legible instruction on both sides: "Door to be closed immediately after use".</p>	<p>openings in other watertight bulkheads shall be reduced to the minimum compatible with the design and operation of the vessel; satisfactory devices shall be provided for the watertight closing of these openings, with indicators showing whether the devices are open or closed. It shall be possible to open and close doors on the spot from either side of the bulkhead.</p> <p>3-4.2.1.3 Where shafts, pipes, scuppers, electric cables, etc., are carried through watertight subdivisions, arrangements shall be made to avoid impairing the watertight integrity of the bulkheads or decks.</p>
<p>6. The water inlets and discharges, and the pipework connected to these, shall be such that no unintentional ingress of water into the vessel is possible.</p>	<p>3-4.2.1.4 In the collision bulkhead, no valves or cocks shall be fitted which open directly into the compartments lying abaft that bulkhead.</p> <p>Such devices shall be avoided so far as possible in the other watertight bulkheads; if, however, such devices are fitted, they shall at all times be capable of being opened and closed from an accessible point situated above the uppermost continuous deck. Indicators shall be fitted to show whether the devices are open or closed.</p>
<p>7. The foresections of vessels shall be built in such a way that the anchors neither wholly nor partly protrude beyond the side plating.</p>	<p>3-6.1 The foresections of vessels shall be built in such a way that the anchors neither wholly nor partly protrude beyond the side hull plating A basin administration may accept other arrangements as regards to stowage of the raised anchors as an equivalent safety level has been proved<sup>1</sup>.</p>

<sup>1</sup> Adopted by the 57<sup>th</sup> session of SC.3, October 16 – 18 2013, ECE/TRANS/SC.3/2013/7

## 1. DRAFT PROPOSAL ON AMENDING CHAPTER 3, SHIPBUILDING REQUIREMENTS

### 3-4 SUBDIVISION

3-4.1.1 Watertight bulkheads carried up to the uppermost continuous deck shall be fitted in the places mentioned below.

3-4.1.2 A collision bulkhead shall be fitted at an appropriate distance from the forward perpendicular *in such a way that the buoyancy of the laden vessel is ensured, with a residual safety clearance of 100 mm if water enters the watertight compartment ahead of the collision bulkhead*<sup>2</sup>

If the vessel has a long forecastle, the Administration may require the collision bulkhead to be carried up to the forecastle deck.

3-4.1.3 In vessels navigating in zones 2 and 3 the collision bulkhead shall be between 0.04 L and 0.04 L + 2 m *measured from the forward perpendicular in the plane of maximum draught. If this distance exceeds 0,04 L + 2 m, the requirement set out in ~~paragraph 1~~ 3-4.1.2 shall be proved by calculation.*<sup>3</sup>

*The distance may be reduced to 0,03 L. In that case the requirement referred to in ~~paragraph 1~~ 3-4.1.2 shall be proved by calculation on the assumption that the compartment ahead of the collision bulkhead and those adjacent have all been filled with water*<sup>4</sup>.

In vessels navigating in zone 1, the collision bulkhead shall be between 0.04 L and 0.08 L aft of the forward perpendicular, where L is the length defined in paragraph 1–2.

3-4.1.4 In vessels more than 25 m long, a bulkhead shall be fitted in the after part of the vessel at an appropriate distance from the after perpendicular having regard to the configuration of the vessels after extremity.

3-4.1.5 The accommodation, engine rooms and boilers, and the working spaces forming part of these, shall be separated from the holds by watertight transverse bulkheads that extend up to the deck.

3-4.1.6 The Administration may require watertight bulkheads other than those mentioned above in regard to the vessel's design.

3-4.1.7 The Administration may permit derogations from these provisions, provided that equal safety is assured.

3-4.1.8 The bulkheads, the doors and closures in the bulkheads and the methods used for testing them shall comply with the requirements of the Administration or of a recognized Classification Society.

### 3-4.2 Openings in watertight bulkheads

#### 3-4.2.1 General requirements applicable to all zones

3-4.2.1.1 No door or manhole shall be permitted in the collision bulkhead.

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<sup>2</sup> Article 3.03.1 (a), 1<sup>st</sup> paragraph

<sup>3</sup> Article 3.03.1 (a), 2<sup>nd</sup> and 3<sup>rd</sup> paragraphs

<sup>4</sup> Article 3.03.1 (a), 4<sup>th</sup> paragraph

3-4.2.1.2 The number and dimensions of the openings in other watertight bulkheads shall be reduced to the minimum compatible with the design and operation of the vessel; satisfactory devices shall be provided for the watertight closing of these openings, with indicators showing whether the devices are open or closed. It shall be possible to open and close doors on the spot from either side of the bulkhead.

*Doors in the aft-peak bulkhead shall be permitted only if it can be determined by remote monitoring in the wheelhouse whether they are open or closed and shall bear the following readily legible instruction on both sides:*

*"Door to be closed immediately after use".<sup>5</sup>*

3-4.2.1.3 Where shafts, pipes, scuppers, electric cables, etc., are carried through watertight subdivisions, arrangements shall be made to avoid impairing the watertight integrity of the bulkheads or decks.

3-4.2.1.4 In the collision bulkhead, no valves or cocks shall be fitted which open directly into the compartments lying abaft that bulkhead.

Such devices shall be avoided so far as possible in the other watertight bulkheads; if, however, such devices are fitted, they shall at all times be capable of being opened and closed from an accessible point situated above the uppermost continuous deck. Indicators shall be fitted to show whether the devices are open or closed.

3-4.2.1.5 If the drainage pipes of the forepeak tank pass through the collision bulkhead, each pipe shall be fitted with a valve which is controlled from a point situated above the freeboard deck and which is fitted to the collision bulkhead inside the forepeak.

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<sup>5</sup> Article 3.03.5

## 2. DRAFT PROPOSAL ON AMENDING CHAPTER 12, CREW ACCOMMODATION

### 12-2 SPECIAL DESIGN REQUIREMENTS

#### 12-2.1 Location and condition

12-2.1.1 No accommodation *or installations needed for vessel safety or operation* shall be located ahead of the plane of the collision bulkhead. *This requirement shall not apply to anchor gear*<sup>6</sup>.

12-2.1.2 The accommodation shall be separated from engine- and boiler rooms by gastight bulkheads and from the holds by watertight bulkheads that extend up to the deck.

12-2.1.3 The accommodation shall be directly accessible from the deck. *If no such access has been provided an emergency exit shall also lead directly to the deck.*<sup>7</sup>

12-2.1.4 The accommodation ~~complex~~ shall ~~have~~**include** at least one day-room partitioned off from the sleeping quarters.

12-2.1.5 The accommodation shall be so designed and arranged as to prevent as far as possible the penetration of foul air from other areas of the vessel such as engine rooms or holds; where forced-air ventilation is used the intake vents shall be so placed as to satisfy the above requirements. The exhaust air from galleys or spaces equipped with sanitary installations shall be expelled directly from the vessel.

12-2.1.6 It shall be possible to heat accommodation in accordance with its intended use. Heating installations shall be appropriate for the weather conditions which may arise.

12-2.1.7 It shall be possible to ventilate the accommodation adequately.

12-2.1.8 Accommodation shall be protected against noise and vibration. Sound pressure levels shall not exceed:

- (i) 70 dB(A) in the living quarters;
- (ii) 60 dB(A) in the sleeping quarters. This provision does not apply to vessels operating exclusively no more than 14 hours per day. The operating mode restriction shall be mentioned on the certificate.

12-2.1.9 The accommodation shall be provided with emergency exits permitting rapid evacuation. Exits of living and sleeping quarters shall comply with the requirements of Article 12-1.2.

12-2.1.10 Pipes carrying dangerous gases or liquids, or which are subjected to such high internal pressure in which the slightest leak could pose a danger to human beings, shall not be located in the accommodation or in corridors leading to the accommodation. An exception to this rule is made for hydraulic system pipes, provided they are fitted in metal casings, and for the pipes of liquefied gas installations for domestic purposes.

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<sup>6</sup> Article 3.03.2

<sup>7</sup> Article 3.03.4