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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

###### Forty-second session

Geneva, 13–15 February 2013

Item 6 of the provisional agenda

###### **Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61)**

### **Amendments to Sections 10–1.4 "Chains and Cables", 11–2 "Protection against falling", 11–4 "Side Deck" and Appendix 3 "Safety signs and signals to be used on board inland navigation vessels"**

#### **Note by the Group of Volunteer Experts**

## **I. Mandate**

1. At its fifty-third session, the Working Party on Inland Water Transport (SC.3) asked its Group of Volunteer Experts on Resolution No. 61, "Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels" (ECE/TRANS/SC.3/172/Rev.1) to continue preparing amendment proposals to Resolution No. 61 with due regard to the latest amendments to the EU Directive 2006/87/EC laying down technical requirements for inland waterway vessels (ECE/TRANS/SC.3/183, para. 18).
2. At its sixth meeting in The Hague (Netherlands, 23 to 25 October 2012) the Group of Volunteer Experts prepared proposals on further amendment of the annex to Resolution No. 61 concerning, in particular, Sections 10–1.4 "Chains and Cables", 11–2 "Protection against falling", 11–4 "Side Deck" and Appendix 3 "Safety signs and signals to be used on board inland navigation vessels". The proposals are presented below. The text to be deleted is shown as strikethrough and newly proposed text appears in bold.
3. The Working Party may wish to consider the proposals of the Group of Volunteers on further amendment of the annex of Resolution No. 61 (ECE/TRANS/SC.3/172/Rev.1

and Amends. 1 and 2) and approve their submission to SC.3 for further consideration and adoption.

## II. Section 10–1.4, "Chains and Cables"

4. Amend paragraph 10–1.4.5 to read:

10–1.4.5 Vessel shall be equipped with three mooring cables, the minimum lengths of which, in m, shall be as follows:

- First cable:  $L + 20$ , but not more than 100;
- Second cable: two thirds of the first cable;
- Third cable: one third of the first cable.

On vessel where  $L$  is less than 20 m, the third cable shall not be required.

~~Cables shall be made of steel, natural or synthetic fibre and have a sufficient tensile strength.~~

**Cables shall have a tensile strength  $R_s$  that is calculated using the following formulae:**

$$\text{for } L \cdot B \cdot T \text{ up to } 1\,000 \text{ m}^3: R_s = 60 + \frac{L \circ B \circ T}{10} [kN];$$

$$\text{for } L \cdot B \cdot T \text{ exceeding } 1\,000 \text{ m}^3: R_s = 150 + \frac{L \circ B \circ T}{100} [kN].$$

**For the required cables, a certificate in accordance with an international standard like EN 10 204:1991, under No. 3.1,<sup>1</sup> shall be on board.**

**These cables may be replaced by ropes having the same length and tensile strength. The minimum tensile strength of these ropes shall be indicated in a certificate.**

**For vessels designated for navigation on zones 1 and 2, the Administration may prescribe the use of the following formulae:**

$$R_s = 0,15 N + 25 \quad [kN]$$

**where  $N$  = equipment number referred to in paragraph 10–1.2.2**

## III. Section 11–2, "Protection against falling"

5. Amend paragraph 11–2.4 to read:

11–2.4 The outer edges of decks, as well as working spaces where people might fall more than 1 metre, **and side decks** shall be fitted with bulwarks ~~or coamings or with a guard rail, which shall comprise a handrail~~ **that are** at least 0.90 m high, **or with a continuous guard rail in accordance with an international standard like European**

<sup>1</sup> In accordance with the the recommendation of the Group of Volunteers, the secretariat has undertaken to propose replacing references to EN standards, applicable within the European Union, by relevant standards that are set up within ISO or other global standardisation bodies.

**standard EN 711: 1995<sup>1</sup>** a rail at knee height and a foot rail. Coamings may be fitted with a hand rail only. Coaming hand rails shall not be required where side decks are fitted with nonretractable guard rails. Where the guard rails of side decks are retractable,

- (i) a continuous handrail of 0.02 to 0.04 m in diameter shall additionally be secured to the coaming at a height of 0.7 to 1.1 m, and
- (ii) signs in accordance with Appendix 3, Sketch 8, of at least 15 cm in diameter, shall be affixed in clearly visible positions at the point where the side deck begins.

**In the absence of a coaming, a fixed guard rail shall be installed.**

6. *Add new paragraphs 11–2.5 and 11–2.6 as follows:*

**11–2.5** By way of derogation from paragraph 11–2.4, in the case of lighters and barges without accommodation, bulwarks or guard rails shall not be required where:

- (i) foot rails have been fitted to the outer edges of the decks and side decks,
- (ii) handrails, in accordance with paragraph 11–2.4 (i), have been fitted to the coamings, and
- (iii) signs in accordance with Appendix 3, Sketch 8, of at least 15 cm in diameter, have been affixed in clearly visible positions on deck.

**11–2.6** By way of derogation from paragraph 11–2.4, in the case of vessels with flush- or trunk-decks, it shall not be required that guard rails be fitted directly on the outer edges of those decks, or on side decks where:

- (i) the passageway runs over those flush decks, surrounded by fixed guard rails in accordance with an international standard like EN 711: 1995, and
- (ii) signs in accordance with Appendix 3, Sketch 8, of at least 15 cm in diameter, have been affixed in clearly visible positions at the transition points to areas unprotected by guard rails.
- (iii) 11–2.5 (i) and (ii) shall be applied *mutatis mutandis*.

#### **IV. Section 11–4, "Side Deck"**

7. *Amend paragraph 11–4.2 to read:*

11–4.2 Up to a clear height of 0.90 m above the side deck, the clear width of the side deck may be reduced to ~~0.54~~ **0.50** m provided that the clear width above, between the outer edge of the hull and the inner edge of the hold, is not less than 0.65 m. ~~However, the clear width of the side deck may be reduced to 0.50 m if the outer edge of the side deck is fitted with a guard rail in accordance with paragraph 11–2.4 to prevent falling. On vessels of 55 m or less in length the guard rail may be dispensed with provided that the safety conditions are deemed satisfactory by the Administration.~~

**V. Appendix 3, "Safety signs and signals to be used on board inland navigation vessels"**

8. Add a new sketch 8 as follows:

**Sketch 8**

Wear life jacket		<u>Colour:</u> blue/white
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