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Working Party on Inland Water Transport

Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

Forty-seventh session

Geneva, 24–26 June 2015

Item 5 of the provisional agenda

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

Minutes of the 9th meeting of the Group of Volunteers on Resolution No. 61

Transmitted by the Chairman of the Group of Volunteers on Resolution No. 61

This document presents the minutes of the ninth meeting of the Group of Volunteers on Resolution No. 61, held in Geneva from 11 to 13 May 2015.

I. Minutes of the 9th meeting of the Group of Volunteers on Resolution No. 61

The following experts took part in the meeting:

- Mr Darko Sasic, Ministry of Transport, Belgrade, Serbia;
- Mr Alecsandru Neagu, Romanian Naval Authority;
- Mr Dino Telesca, CEMT-European Confederation of Maritime Technologies;
- Mr Ivan Bilic Prcic, Croatian Register of Shipping;
- Mr Willem Zondag, Consultant, the Netherlands; and
- Mrs Victoria Ivanova, UNECE Secretariat.

The meeting was chaired by Mr Willem Zondag.

1. Opening of the meeting and adoption of the agenda.

The meeting welcomed Mr. Telesca who participates for the first time in the group.

Mr. Francesco Dionori, Chief of Sustainable Transport Section of the UNECE Transport Division welcomed the group and informed the group of the future tasks of SC.3 and the changes in the staff of the secretariat.

The group adopted the agenda with amendments proposed by UNECE Secretariat which is attached hereto.

2. Information from the UNECE Secretariat as regard to the last meeting of the Working Party SC.3/WP.3.

Mrs Ivanova informed the group on the results of forty-sixth and forty-seventh sessions of SC.3/WP.3 and in particular on the finalization of the fifth revised edition of CEVNI, progress in developing documents for the River Information Systems and the results of the work of IEG.

3. Proposal for the new Section 8B-4 (Requirements concerning equipment for the treatment of domestic waste water).

The group continued a very detailed analyse on the proposal as prepared by Mr. Zondag and completed the work on this Section as well as the draft Appendixes 8 and 9 to Resolution No. 61. The group recommends submitting the draft proposal to the Working Party SC.3/WP.3 for decision.

4. Continuing the deliberations on Chapter 24.

The group continued the deliberations on Chapter 24 and discussed the working document on a proposal for a Chapter 24 regarding transitional provisions as submitted by Mr. Neagu. The Group finalized this document and the group recommends submitting the draft proposal to the Working Party SC.3/WP.3 for decision.

5. Consideration of possible dividing of Chapter 23 ("Crews") of Resolution No. 61

After a detailed analysis, the Group proposes to amend Chapter 23 of Resolution No. 61 and to bring it in line with Chapter 23 of Directive 2006/87/EU. The Group suggests to decide on this proposal in conjunction with a new document containing requirements for manning which are deleted in the proposal. As a consequence of the proposed new text of Chapter 23 the Group proposes to change the Ship's Certificate (Appendix 2) accordingly.

6. The proposal of Belarus as in informal document SC.3/WP.3 No.6 (2014).

The Group discussed the comments from Belarus. As regards to the first comment to document ECE/TRANS/SC.3/2013/7 regarding 10-1.4 the Group dully noted the fact that Belarus applies different method of calculation for the anchor chain strength which apparently leads to the same result. As regards to second comment the Group points out that the clear width of the side deck is already corrected as proposed by Belarus (ECE/TRANS/SC.3/2014/6).

7. The proposal of the Danube Commission concerning differences of the language versions of amendments of the Resolution 61 (Informal document SC.3 No.5 (2014)).

The Group discussed comments concerning discrepancies found between English, Russian and French versions of chapters 15, 22A and Appendix 1 as given in Informal document SC.3 No. 5 (2014) and proposed the necessary corrections as listed in the attached paper.¹

¹ Note by the secretariat: see chapter II of this document

8. Future work.
Analysing and filling of Chapter 19B.
Preparation of consolidated version of Resolution No. 61.
9. Other business.
The Group started discussion on the organization of the work of the Group and successor of the Chairman.
10. Date and place of the next meeting.
May, 2016, date and place to be decided later.
11. Adoption of the minutes of the ninth meeting.
12. The group expressed its gratitude to the UNECE Transport Division for hosting the meeting.

Agenda of the ninth meeting of the Group of Volunteers

Geneva 11–13 May 2015

Place: UNECE Transport Division, room S1 Geneva

Time: the meeting will start on 11 May, 10.00 hours

1. Opening of the meeting and adoption of the agenda.
2. Information from the secretariat of the Working Party SC.3/WP.3 as regard to the last meeting of the Working Party.
3. To continue the work on a new Section 8B-4 (Requirements concerning equipment for the treatment of domestic waste water).
4. To continue the deliberations on Chapter 24.
5. Consider how to divide chapter 23 ("Crews") of Resolution No. 61.
6. To analyse the proposal of Belarus as in informal document SC.3/WP.3 No. 6 (2014).
7. The proposal of the Danube Commission concerning differences of the language versions of amendments of the Resolution No. 61 (Informal document SC.3 No. 5 (2014)).
8. Future work.
9. Other business.
10. Date and place of the next meeting.
11. Adoption of the minutes of the ninth meeting.

II. The proposal of the Danube Commission concerning differences of the language versions of amendments of the Resolution No. 61 (Informal document SC.3 No. 5 (2014))

After having discussed the proposals submitted by the Danube Commission in Informal document SC.3 No. 5 (2014) concerning discrepancies in the three language versions of amendments to Resolution No. 61 presented in documents ECE/TRANS/SC3/WP3/2014/7, ECE/TRANS/SC3/WP3/2014/9 and ECE/TRANS/SC3/WP3/2014/17, the Group of Volunteers proposes the following rectifications to the text of Resolution No. 61.

15-3.1 Amend the French text as follows

Tous les calculs doivent être effectués en considérant **l'enfoncement libre**, l'assiette libre et la gîte libre.

15-3.7 Amend the French text as follows

Il doit être prouvé, par un calcul fondé sur la méthode de la carène perdue, que la stabilité du bateau en cas d'avarie est appropriée. Tous les calculs doivent être effectués en considérant **l'enfoncement libre**, l'assiette libre et la gîte libre.

15-3.9 Amend the French text as follows

Une baïonnette d'une longueur supérieure à 2,50 m dans une cloison transversale est considérée comme étant une cloison longitudinale.

15-11, footnote 7

Amend the English text as follows

Partitions between cabins and saunas shall comply with Type A0, for rooms fitted with pressurized sprinkler systems – B15.

Amend the French text as follows

Le cloisonnement de séparation entre cabines et saunas doit être conforme au type A0, pour les locaux équipés d'installations de pulvérisation d'eau sous pression au type B15.

15-11, footnote 9

Amend the English text as follows:

Partitions between store rooms for the storage of flammable liquids and control centres and muster areas shall comply with Type A60, for rooms fitted with pressurised sprinkler systems – A30.

Amend the French text as follows:

Les cloisonnements entre les magasins destinés au stockage de liquides inflammables et les stations de contrôle et les aires de rassemblement doivent être conformes au **type** A60, pour les locaux équipés d'installations de diffusion d'eau sous pression **au** type A30.

15-11.8 Amend the French text as follows

Les bâches ou autres aménagements mobiles ainsi que leurs sous structures permettant de mettre partiellement ou intégralement sous abri des zones du pont doivent être **au moins** difficilement inflammables.

22A-4.3 Amend the French text as follows

Paragraph 1

Le demandeur doit prouver par un calcul fondé sur la méthode de la carène perdue que la flottabilité et la stabilité du bateau sont appropriées en cas d'invasion. Tous les calculs doivent être effectués en considérant **l'enfoncement libre**, l'assiette libre et la gîte libre.

Paragraph 3

Ce calcul doit être ~~fait~~ **conservé** à bord.

22A-4.4 ii) Amend the Russian text as follows

Размеры повреждений по днищу:

по длине: не менее 0,10 L,

по ширине: 3,00 м,

по вертикали: **от днища** 0,39 м вверх, за исключением подсланевого пространства.

Amend the text of Appendix 1 as follows

Gironde, downstream from the stone bridge at Bordeaux ~~from kilometre point (KP) 402~~ to the transversal limit of the sea.

Jade, inside a line linking the ~~former Schillighörn~~ **Schillig** cross light and Langwarden church tower.

Яде, внутри от линии, связывающей ~~Шиллингерне Шиллиге~~ **бывший** навигационный маяк в ~~Шиллингерне Шиллиге~~ и купол церкви в Лангвардене.

Jade, dans les limites d'une ligne reliant l'~~ancien phare de Schillighörn~~ **ancien** phare de ~~Schillighörn~~ **Schillig** et le clocher de Langwarden.

Elbe , ~~Bützflether~~ **Bützflether** Süderelbe (from km 0,69 till the mouth in the Elbe),
...

Эльба, ~~Бютцфлетер~~ **Бютцфлетер** Зюдерэльбе ...

Elbe, ~~Bützflether~~ **Bützflether** Süderelbe (du km 0,69 jusqu'à l'embouchure de l'Elbe...)

~~Gieslau~~ **Gieselau** Canal

Canal de la ~~Gieslau~~ **Gieselau**

~~Kleine~~ **Kleiner** Jasmunder Bodden

~~Eems~~ **Ems**

l'Eems l'**Ems**
