

# Introduction

- UNECE Resolution 61, inspired by Directive 2006/87/EC, aims to implement the ES TRIN Standard updates elaborated by CESNI
- Since its entry in force, Directive 2006/87/EC has shown that it is inapplicable, in technical, practical and economic terms, to small passenger daily trip vessels, especially those made of fiberglass, which represent the majority of these.

# Directive 2006/87/EC

- The difficulties of application don't depend on the navigation area, nor on the country in which they operate, but only on technical reasons that then lead to the development of requirements suitable for this type of unit.
- The proof of this lies in the fall of the new commands, starting from 30/12/2008, in fact the few units built after this date have been realized thanks to substantial derogations granted by the authorities of the EU Member States.

# Directive 2006/87/EC

- Ships built with the aforementioned exemptions are authorized for navigation only in the inland waterways of these countries; denying the principle which inspired the directive "allowing free movement of means on the inland waterways of the Member States".
- In countries where no exceptions were made, it was virtually impossible to build passenger ships in full compliance with Directive 2006/87/EC.

# Passenger transport data

- In the EU area there are at least 40 million pax/year transported by about 3000 small daily trip vessels, mainly built in fiberglass. In view of the 2016/1629 expansion at the pan-European level, we must consider even larger numbers (only in the Russian Federation there are 13 million pax/year and 1500 passenger ships).



# Special requirements

- Since some Classification Bodies apply special requirements for passenger ships not exceeding 24 meters in length and allowed to carry up to a maximum of 150 passengers, Article 19 of the ES TRIN should also apply (ex-Article 15 of 2006/87/CE) foresees similar requirements.

# Special requirements

- The elaboration of these requirements could be carried out by the CESNI temporary working group, which will begin its work in September 2018
- At the same time, the Working Party on inland navigation could decide to set up a temporary working group, in order to elaborate a set of requirements, that make art 15 of Resolution 61 effectively applicable to small daily trip passenger vessels.

# Special requirements

An example of the requirements that go in this direction are the amendments contained in the document CESNI / PT(16) 55rev.1, of which those presented by the CEMT are in the following slides

# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
Vessels'hulls	Annex.2 Part II Chapt.15 art.15.02.1 a	Thickness of the outside plating of steel vessels' hulls	<p>The annex II doesn't give any requirements for the construction of passengers' vessels with FRP or wood (fuel material)</p> <p>Nevertheless such a construction typology (hulls constructed with fuel materials), is widely used by middle sized ships, for sea navigations too.</p> <p>It's proposed, by the way, that the strength of vessel's hull should comply with the rules of approved Classification societies</p>

# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
Intact stability	Annex.2 Part II Chapt.15 art.15.03.3.a 15.03.3.b 15.03.3.c	Righting lever curve	The righting lever curve shall not be applied, provided that the initial metacentric height shall be not less than 0,35 m, except in the lightship conditions for which a positive value can be accepted

# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
Intact stability	Annex.2 Part II Chapt.15 art.15.03.3.e. (aa)	The heeling angle resulting from moments due passengers and wind , according to paragraphs 4, 5, shall not exceed 12°	The heeling angle resulting from moments due passengers shall not exceed 10°,except for vessels not exceeding 20 mt: in this case the heeling angle can be not less of 15 ° with a freeboard not less than 200 mm for decked ships and not less than 300 mm for ships without deck
Intact stability	Annex.2 Part II Chapt.15 art.15.03.3.e. (bb)	The heeling angle resulting from moments due passengers and turning , according to paragraphs 4, 6, shall not exceed 12°	The heeling angle resulting from moments due turning shall not exceed 10°,and shall be calculated according to the following formula : $M_r = 0,2 V^2 \Delta / L_s (KG - T/2).$

# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
Intact stability	Annex.2 Part II Chapt.15 art.15.03.3.f	For a heeling moment resulting from moments due to passengers, wind and turning the residual	For a heeling moment resulting from moments due passengers or turning , the residual freeboard shall be not less than 200 mm
		freeboard shall be not less than 200 mm	It has to be pointed that such requirement is penalizing compared to the sea navigation ones
Intact stability	Annex.2 Part II Chapt.15 art.15.03.3.g	For a heeling moment resulting from moments due to passengers, wind and turning (according the previous point f), the corresponding residual safety clearance shall be not less than 100 mm	For a heeling moment resulting from moments due passengers or turning , the residual safety clearance shall be not less than 100 mm  It has to be pointed that such requirement is penalizing compared to the sea navigation ones

# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
Damaged stability	Annex.2 Part II Chapt.15 from art.15.03.7 to art 15.03.13	Requirements to prove the damaged stability	<p>A derogation from article 15.03.par.9 (damaged stability) it's requested for passenger vessels not exceeding 24 m in length and authorised to carry up to a maximum of 150 passengers, provided that shall be proven the following points:</p> <ul style="list-style-type: none"><li>a) Vessel that is not classified as “high speed vessel”</li><li>b) Vessel cruising within one hour from safe anchorage or harbor</li></ul>

# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
Safety clearance and freeboard	Annex.2, Part II, Chapt 15, Art 15.04	<p>1) The safety clearance shall be at least equal to the sum of:</p> <p>a) the additional lateral immersion, which , measured on the outside plating, is produced by the permissible heeling angle according to art. 15.03(3) (e) and</p> <p>b) the residual safety clearance according to art. 15.03(3) (g)</p>	<p>1) The safety clearance shall be at least equal to the sum of:</p> <p>a) the additional lateral immersion, which, measured on the outside plating, is produced by the heeling angle due to passengers or turning and</p> <p>b) the residual safety clearance, that shall be at least of 100 mm, for a heeling moment resulting from moments due passengers or turning</p> <p>For vessels without a bulkhead deck, the safety clearance shall be at least 500 mm</p>



# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
Safety clearance and freeboard		<p>For vessels without a bulkhead deck, the safety clearance shall be at least 500 mm</p> <p>2) The freeboard shall be at least equal to the sum of:</p>	<p>1) The freeboard shall be at least equal to the sum of the additional lateral immersion, which, measured on the outside plating, is produced by the heeling angle due to passengers or turning and</p> <p>a) the residual safety freeboard, that shall be at least of 200 mm, for a heeling moment resulting from moments due passengers or turning</p>

# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
		<p>a) the additional lateral immersion, which, measured on the outside plating, is produced by the heeling angle according to art. 15.03(3)(e) and</p> <p>b) the residual freeboard according to art. 15.03(3) (f)</p> <p>However the freeboard shall be at least 300 m</p>	<p>However the freeboard shall be in any case at least 300 mm</p>

# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
Toilets available for passengers	All.2, Parte II, Chapt. 15, Art 15.06.17	For passengers' vessels there shall be toilets available for passengers	In accordance with the vessel's dimensions the prescribed requirement is hardly applicable. Furthermore, considering that the navigation has done within 30 min. from the coast, a derogation from this article (prescribing toilets available for passengers) is requested
Propulsion system	Annex.2 Part II Chapt.15 art.15.07	Vessels shall be equipped with a second independent propulsion system	Inland navigation has done not far away from the coast, with a short duration and in tranquil water. That's why a second independent propulsion system it's not necessary

# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
Second drive unit	Annex.2 Part II Chapt.6 art.6.02.1	Time to bring into use a second independent drive unit	<p>According to art.6.02 , it shall be possible to bring a second independent drive unit , or manual drive, into use within five seconds if the steering apparatus drive unit fails or malfunctions</p> <p>A derogation from this article is requested, in such a way that it comes into use in time to guarantee the safety navigation</p>
Muster areas	Annex.2 Part II Chapt.15 art.15.06.08 b) and art. 15.06.08 k)	Passengers muster areas	<p>For passenger vessels not exceeding 24 m in length and authorised to carry up to a maximum of 150 passengers, in accordance with the vessel's dimensions the prescribed requirement of art.15.06.08 b) (each individual muster or evacuation area shall be larger than 10 mq and in any case the total area shall be calculated by assuming at least 50 % of the maximum permitted n. of passengers) can't be apply.</p> <p>It's proposed to consider as muster areas, the uncovered bow and stern areas , provided that they will be equipped with handrail, exit lattice gates on both sides, and 2 exit doors in the passengers' cabin</p>

# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
<p>Oily water and used oil drainage system*</p> <p>No derogation is requested (see latest column at right)</p>	<p>Annex.2 Part II Chapt.8 art.8.08.09</p>	<p>Drainage system and pipe equipped with closing device that have been sealed in position by an inspection body.</p>	<p>The inspection body controls for the oily water pumping out operations could create more difficulties during the vessel's service operations. A derogation is requested, in such a way that the captain can be allowed for proceeding in oily water pumping out operations only in authorized docks' stations.</p> <p>This provided that a logbook for registering all the operations done (numbers and quantities) shall be held</p> <p>It's proposed to use the keys instead of splice. In such a way you don't need any inspection body involvement, and therefore no derogations to be asked for.</p> <p>The oily water will be stored in specially provided hold (it may be OK also the engine room bilge) and pumped out in authorized docks' stations.</p> <p>This provided that a logbook for registering all the operations (numbers and quantities) shall be held</p>

# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
Ship's boat	Annex.2 Part II Chapt.10 art.10.04	Ship's boat equipment	<p>Unworkable and exorbitant requirement, also considering the vessels's sizes and the total passengers carried up. That's why a derogation is requested</p> <p>In case of a good vessel's handiness, equipped with a camera in stern position, cruising within short distance from the coast, a derogation is requested, in order to not foresee such a ship's boat.</p>



# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
Life – saving equipment	Annex.2 Part II Chapt.15 art.15.09.5	Number and typologies of life-saving equipment	<p>For inland navigation the following criterias for determining the consistency of life-saving equipment are requested:</p> <p>Passenger vessels not exceeding 24 m in length and authorised to carry up to a maximum of 150 passengers: individual life jackets for every passengers + life saving appliances for 100 % of the maximum permitted number of passengers</p> <p>Passenger vessels exceeding 24 m in length and authorised to carry up more than 150 passengers: individual life jackets for every passengers + inflatable life rats for 100 % of the maximum permitted number of passengers</p> <p>If the vessel cruises within 30' from the coast the life-saving equipment requested could be as follows: individual life jackets + 3 lifebuoys at least</p>

# Special requirements - CEMT proposal

Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
Fire protection	Annex.2 Part II Chapt.15 art.15.11	Fire protection of materials and components	The fire protection of materials and component as per art. 15.11, concerns hulls made of steel or of another equivalent material ( in terms of fire resistance)
			<p>It has not been foreseen any clear requirements for combustible materials (fiberglass or wood hulls).</p> <p>Nevertheless there are a large number of small-middle sized passengers' vessels in inland waterways short range cruising</p> <p>A derogation is requested, referring to the rules in force and adopted by the approved Classification societies , whose technical requirements have been always used for sea and inland navigations passengers 's vessels</p>

Thank you for your attention

