



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****Fifty-fifth session**

Geneva, 19–21 June 2019

Item 4 (b) of the provisional agenda

**Standardization of technical and safety requirements in inland navigation:
Recommendations on Harmonized Europe-Wide Technical Requirements
for Inland Navigation Vessels (Resolution No. 61, revision 2)****Amendments to resolution No. 61, revised: Special provisions
for passenger daily trip vessels not exceeding 24 metres in
length and authorized to carry up to a maximum of 150
passengers****Transmitted by the Confederation of European Maritime Technology
Societies****Mandate**

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2018–2019 (ECE/TRANS/2018/21/Add.1) adopted by the Inland Transport Committee at its eightieth session (20–23 February 2018) (ECE/TRANS/274, para. 123).
2. At its fifty-fourth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) invited the Confederation of European Maritime Technology Societies (CEMT) to submit a detailed proposal on special provisions for passenger daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers.
3. CEMT proposes to add in the annex to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (resolution No. 61, revised), a new chapter 15B “Specific requirements to passenger daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers”. The draft in the annex is based on an earlier communication from CEMT (ECE/TRANS/SC.3/WP.3/2018/16) with due regard of paragraphs 4 to 6.
4. SC.3/WP.3 recently (2019) started work on aligning resolution No. 61 (previously harmonized with Directive 2006/87/EC), with the European standard laying down technical requirements for inland navigation vessels. This ES-TRIN was developed by the European

Committee for drawing up Standards in the field of Inland Navigation (CESNI). The stringent requirements in the directive are technical – i.e. the construction and operation for this vessel type – and do not pertain to the navigation area.

5. Directive 2006/87/EC, since its entry into force on 30 December 2006, resulted in:
 - a significant reduction in orders for vessels of this type in many European countries.
 - the purchase, only, of second-hand boats by shipowners and a few newly built vessels on the basis of exemptions granted by the Classification Societies and administrations, therefore, with a restricted navigation area.
6. The entry into force of Directive (EU) 2016/1629 which repeals Directive 2006/87/EC, is not likely to improve the existing situation. However, some classification societies apply special requirements for passenger ships not exceeding 24 metres in length and allowed to carry up to a maximum of 150 passengers. The proposed amendment is aimed to resolve this and, if adopted as a part of the annex to resolution No. 61, could make it an efficient tool addressing the needs of the sector.

Annex

Draft chapter 15B, “Specific requirements to passenger daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers”

15B-1 General

15B-1.1 For the purpose of the chapter, the term “passenger daily trip vessel” means passenger daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers.

15B-1.2 This chapter applies to passenger daily trip vessels with hulls made of steel, fibre reinforced plastic (FRP) or aluminium alloys.

15B-2 Strength and stability

15B-2.1 The hull strength shall comply with the requirements of a recognized Classification Society.

15B-2.2 When checking the intact stability by means of a calculation, provisions of chapter 15 are applied with due regard of the following:

(a) the heeling angle resulting from moments due the sum of the two moments due to passengers and wind shall not exceed 12°;

(b) the heeling angle resulting from moments due to the turning of the vessel shall not exceed 10° and shall be calculated according to the following formula:

$$M_r = C_{dr} \times C_B \times v^2 \times \frac{\Delta}{L_{WL}} \times \left(KG - \frac{T}{2} \right),$$

where:

C_{dr} = coefficient; $C_{dr} = 0.20$;

C_B = block coefficient (if not known, taken as 1.0);

v = maximum speed of the vessel, in [m/s];

Δ = displacement of the vessel, in [t];

L_{WL} = length of waterline at the maximum draught, in [m];

KG = distance between the centre of gravity and the keel line, in [m];

T = draught, in [m].

15B-2.3 For a heeling moment resulting from:

(a) the sum of the two moments due to passengers and wind;

(b) the moments due to turning;

the residual freeboard shall be not less than 0.20 m.

15B-2.4 For vessels with windows or other openings in the hull located below the bulkhead decks and not closed watertight, the residual safety clearance shall be at least 0.10 m on the application of:

(a) a heeling moment resulting from the sum of the two moments due to passengers and wind;

(b) a heeling moment resulting from the moments due to turning.

15B-2.5 The proof of the damaged stability is not required for passenger daily trip vessels, provided that:

(a) the vessel is not classified as a high-speed vessel;

(b) Vessel is engaged in voyages not longer than one hour from a safe anchorage or a harbour.

15B-3 Safety clearance and freeboard

15B-3.1 The freeboard shall be at least equal to the sum of:

- (a) the additional lateral immersion, which, measured on the outside plating, is produced by the heeling angle due to passengers or turning, and
- (b) the residual freeboard according to 15B-2.3.

For vessels without a bulkhead deck, the safety clearance shall be at least 500 mm.

15B-3.2 The safety clearance shall be at least equal to the sum of:

- (a) the additional lateral immersion, which, measured on the outside plating, is produced by the heeling angle due to passengers or turning, and
- (b) the residual safety clearance according to 15B-2.4.

However, the remaining freeboard shall be not less than 300 mm.

15B-4 Passenger rooms and areas

15B-4.1 For passenger vessels engaged in voyages not longer than 30 minutes and/or at a distance less than 8 km from the shore, toilets for passengers may be dispensed with.

15B-4.2 Uncovered bow and stern areas may be considered as muster areas, provided that they are equipped with handrails, exit lattice gates on both sides, and two exit doors in the passenger spaces.

15B-4.3 Passenger daily trip vessels engaged in voyages not longer than 30 minutes and/or at a distance less than 8 km from the shore, may not be equipped with special areas and places intended for use by persons with reduced mobility.

15B-5 Propulsion system

15B-5.1 For passenger vessels engaged in voyages not longer than 30 minutes from the shore and/or at a distance less than 8 km from a safe harbour, the second independent propulsion system is not required.

15B-5.2 In case of failure or malfunctioning of the drive unit, it shall be possible to bring the second independent drive unit or the manual drive into operation within 30 s.

15B-6 Life-saving appliances

15B-6.1 In case a passenger daily trip vessel has good manoeuvrability parameters and equipped with a video camera located in the stern and it is engaged in voyages not longer than 30 minutes and/or at a distance less than 8 km from the shore, ship's boats may be dispensed with.

15B-6.2 Passenger vessels engaged in voyages not longer than 30 minutes and/or at a distance less than 8 km from the shore, shall be equipped with the following individual life-saving appliances: individual life jackets for all persons on board, additional lifejackets for children in quantity equal to 10% of the total number of persons and at least 3 lifebuoys.