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Working Party on Inland Water Transport

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Item 7 (b) of the provisional agenda

Standardization of technical and safety requirements

**in inland navigation: Technical and safety requirements
for daily trip vessels**

Specific requirements to passenger daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers

Note by the secretariat^{*,**}

I. Mandate

1. This document is submitted in line with the programme of work of the Transport subprogramme for 2020 (ECE/TRANS/2020/21, chapter IV, table, section A, para. 11) adopted by the Inland Transport Committee (ITC) at its eighty-second session (ECE/TRANS/294, para 136).
2. At its virtual informal meeting held on 29 and 30 June 2020, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) recognized the need for continuing work on the provisions for passenger daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers, based on the proposal for a new 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” prepared by the Confederation of European Maritime Technology Societies (CEMT) for the fifty-fifth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2019/18). SC.3/WP.3 proposed to include this item in the agenda of the sixty-fourth session of the Working Party on Inland Water Transport (SC.3).
3. In the questionnaire for the sixty-fourth session of SC.3, Governments were invited to provide statistical data on the number of daily trip vessels not exceeding 24 metres in length registered in their countries and authorized to carry up to a maximum of 150 passengers, used for commercial purpose. The information transmitted by member States, CEMT and an overview of the comments to the draft chapter 15B received by the secretariat so far are given below.

* The present document was submitted after the deadline in order to reflect the most recent information.

** The present document is being issued without formal editing.

II. The number of daily trip vessels and passenger traffic by this vessel type***

4. In the European Union, passenger traffic by small daily trip vessels counts for at least 40 million passengers per year, the number of such vessels is about three thousand and may increase in the future. The provisions for this vessel type are established by Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels and the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN).

5. The available data on passenger traffic on some European rivers and the number of these vessels registered in member States is given in the table below.

<i>Waterway/country</i>	<i>Average number of passengers per year</i>	<i>Fleet</i>
Danube:		170 vessels with approximately 40,000 places for passengers
Short line cruises (Passau–Vienna–Bratislava–Budapest)	370,000 passengers	
Long line cruises (Passau–Danube Delta)	84,000 passengers	
Long line cruises (Amsterdam–Budapest)	840,000 passengers	
Daily trips (Vienna, Budapest, Passau)	1,200,000 passengers	
Austria: ¹		
Danube		6 vessels
Austrian lakes		No data available
Belgium: ²		
Flemish and Walloon Regions		29 daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers, used for commercial purpose
Italy:		
Northern and central lakes	10 million passengers	500 small vessels with a passenger capacity from 20 to 150 each 100 vessels with a passenger capacity from 150 to 1,200 each
Venetian lagoon	18 million passengers	800 vessels with a passenger capacity from 10 to 150 each 200 vessels with a passenger capacity from 150 to 1,200 each

*** Unless specified otherwise, the data is transmitted by CEMT.

¹ Data transmitted by Austria in the answers to the questionnaire for the sixty-fourth session of SC.3.

² Data transmitted by Belgium in the answers to the questionnaire for the sixty-fourth session of SC.3.

<i>Waterway/country</i>	<i>Average number of passengers per year</i>	<i>Fleet</i>
Russian Federation	12.7 million passengers (data of 2014)	
Slovakia ³		6 daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers (as of 2020)

III. Comments to the 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” to the annex to resolution No. 61

6. At the virtual informal meeting of SC.3/WP.3 held on 29 and 30 June 2020, the delegation of the Russian Federation informed the Working Party about the Guidelines for the classification and surveys of small craft R.044-2016 adopted by the Russian River Register. The provisions of the Guidelines apply to vessels subject to state registration, which have a length not exceeding 20 m and intended the total number of people on board does not exceed twelve. The Guidelines do not allow any derogations that may endanger safety of people on board. Furthermore, the Russian Federation mentioned at the meeting that it was desirable to clarify the reasons for assigning the maximum number of 150 passengers in the proposal prepared by CEMT, as this required a sufficient space for life-saving appliances.

7. At the virtual informal meeting of SC.3/WP.3, Ukraine emphasized that safety should be the basic principle when developing specific provisions for this vessel type, provided detailed comments to the draft chapter 15B related to the stability, the safety clearance and freeboard, passenger areas, life-saving appliances with a reference to other provisions of resolution No. 61 and provisions of the Rules of the Shipping Register of Ukraine, as well as some editorial remarks. The comments have been transmitted to CEMT for consideration and possible modification of the draft.

8. At its virtual informal meeting, SC.3/WP.3 expressed the opinion that:

- (a) the draft required a detailed analysis and possibly a revision;
- (b) these provisions could be drafted as a separate document and not a part on the annex to resolution No. 61.

9. SC.3 may wish to continue discussion of the draft at its sixty-fourth session and invite CEMT to provide additional information for the fifty-eighth session of SC.3/WP.3.

³ Data transmitted by Slovakia in the answers to the questionnaire for the sixty-fourth session of SC.3.