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Inland Transport Committee

Working Party on Inland Water Transport

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

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Item 5 of the provisional agenda

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

Proposed amendments to chapter 23, “Crews”

Transmitted by the Danube Commission

I. Introduction

1. At its forty-second session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter, the Working Party or SC.3/WP.3) was informed of the work being done by the Danube Commission regarding the revision of chapter 23, “Crews”, of the Danube Commission Recommendations on Technical Requirements for Inland Navigation Vessels, and took note of the text of that chapter, presented by the secretariat in informal document SC.3/WP.3 No. 5 (2013). It decided to keep this issue on its agenda in order to consider the possibility of aligning chapter 23 of the annex to Resolution No. 61 with the Danube Commission’s amended text of chapter 23 (ECE/TRANS/SC.3/WP.3/84, para. 46).

2. The secretariat provides below a brief analysis of the key differences between the two texts and suggests possible ways of aligning chapter 23 of the annex to Resolution No. 61 with the Danube Commission’s amended text of chapter 23. The Working Party may wish to consider the points raised by the secretariat (**in bold type**) and make recommendations to the Working Party on Inland Water Transport.

II. Key differences between the text of chapter 23, “Crews”, of the annex to UNECE Resolution No. 61, and the amended text of the Danube Commission’s chapter 23

Section 23-2, “Crew members”

3. Unlike section 23-2 of the annex to Resolution No. 61, the Danube Commission document includes among the crew members responsible for safety on board an “apprentice” and an “unqualified deckhand”. In light of this, it is important to note that sections 23-10 to 23-12, containing the tables of Danube Commission minimum crew requirements for the various categories of boat, make no mention of apprentices or unqualified deckhands.

4. In the Russian version only, instead of “матрос первого класса”, the Danube Commission document has “боцман” for “able crewman”.

5. **In the secretariat’s view, no change is needed in section 23-2 of the annex to Resolution No. 61.**

Section 23-8, “Ship’s log, tachograph”

6. The term “official number”, which occurs in paragraph 23-8.1 of the annex to Resolution No. 61, has rightly been replaced by the term “unique European vessel identification number” in the Danube Commission document.

7. **An amendment to that effect could be made to paragraph 23-8.1 of the annex to Resolution No. 61.**

Section 23-9, “Equipment of vessels”

8. Unlike section 23-9 of the annex to Resolution No. 61, the Danube Commission document establishes two subcategories, S1 and S2, for the equipment of vessels sailing with a minimum crew. The main difference between S2, the higher standard of equipment, and S1, the basic equipment, lies in an additional requirement for category S2, to the effect that the vessel or pushed convoy should be equipped with an active bow-rudder and mechanical winches if it is to push other vessels or convoys. Consequently, where a vessel is equipped in accordance with subcategory S2, the minimum crew requirements in sections 23-10 to 23-12 are less strict.

9. **Given that Resolution No. 61 is a Europe-wide framework recommendation, it is not necessary to create subcategories S1 and S2. The Working Party may however wish to include some comments on them.**

Section 23-15, “Minimum crew for sea-going ships”

10. The Danube Commission Recommendations contain provisions on the minimum crew for sea-going ships when navigating on the Danube.

11. **These provisions do not appear in chapter 23 of the annex to Resolution No. 61 and could be added.**

Section 23-16, “Additional provisions concerning safety personnel required on board vessels carrying dangerous goods”

12. The Danube Commission Recommendations contain additional provisions concerning safety personnel required on board vessels carrying dangerous goods, in the form of a reference to the relevant provisions of the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN). These provisions do not appear in chapter 23 of the annex to Resolution No. 61.

13. **Given the provisions of paragraph 1-1.9 of the annex to Resolution No. 61, it is not necessary to add a further reference to ADN in section 23-16.**

Section 23-17, “Additional provisions concerning safety personnel required on board passenger vessels”

14. The Danube Commission Recommendations contain additional provisions concerning safety personnel required on board passenger vessels.

15. **These provisions do not appear in chapter 23 of the annex to Resolution No. 61 and could be added.**

Annexes to chapter 23, “Crews”

16. The Danube Commission Recommendations contain the following annexes to chapter 23:

Annex E1	Model log book
Annex E2	Model service record
Annex E3	Requirements to be met for tachographs and conditions for their installation on board
Annex E4	Model rest-period certificate
Annex F1	Model passenger vessel certificate
Annex F2	Model passenger vessel first aid certificate
Annex F3	Model passenger vessel breathing apparatus operator certificate
Annex F4	Model passenger vessel certification record

17. Apart from the model service record, which is shown in appendix 5 of the annex to resolution No. 61, the above annexes do not appear in chapter 23 of the annex to Resolution No. 61.

18. **In the secretariat’s view, annexes F1 to F4 could be added to the annex to Resolution No. 61. As to annexes E1, E3 and E4, the Working Party may wish to decide that it would be most appropriate to leave it to the Administration to decide what information should be given or to formulate Europe-wide requirements in that regard.**