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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
(Forty-ninth session, 18-20 October 2005,
agenda item 7(a))

**AMENDMENT OF THE RECOMMENDATIONS ON TECHNICAL
REQUIREMENTS FOR INLAND NAVIGATION VESSELS
(ANNEX TO RESOLUTION NO. 17, REVISED)**

Addendum

Note by the secretariat

Reproduced below is the text of draft amended chapters 1 "General provisions" and *1bis* "Procedure and rules for the inspection of inland navigation vessels" approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation. The text derived from the draft revised Directive 82/714/EC is shown in italics, while the new text proposed by the Working Party SC.3/WP.3 is shown in bold. To facilitate the finalization of the text of the whole of the amended annex, all the cross-references are put in square brackets.

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CHAPTER 1
GENERAL PROVISIONS

1-1 PURPOSE AND SCOPE

1-1.1 The purpose of this text is to provide recommendations on the design and equipment of inland navigation vessels with a view, in particular, to promoting the safety of vessels and crews; this text is not a substitute for national laws and regulations.

1-1.2 **In general, these Recommendations shall, with due regard to definitions in [1-2], apply to:** (i) *vessels having a length L of 20 meters or more;*

(ii) *vessels for which the product of $L \times B \times T$ is a volume of 100 m³ or more.^{1/}*

1-1.3 **These Recommendations shall also apply, with due regard to definitions in [1-2], to all:** (i) *tugs and pushers, designated to tow or to push or to move alongside vessels as referred to in [1-1.2];*

(ii) *vessels intended for passenger transport which carry more than 12 people in addition to the crew.^{2/}*

1-1.4 In general, these Recommendations shall not apply to:

(i) *ferries,*

(ii) *naval craft.^{3/}*

1-1.5 For the purpose of these Recommendations, European inland waterways shall be classified as follows:

Zone 1 (wave height of up to 2.0 m): the waterways listed in chapter I of appendix ...^{4/} to these Recommendations;

Zone 2 (height of up to 1.2 m): the waterways listed in chapter II of appendix ... to these Recommendations;

Zone 3 (height of up to 0.6 m): the waterways listed in chapter III of appendix ... to these Recommendations.

On inland waterways not listed in appendix ... as belonging to navigational zones 1, 2 or 3, Administrations may establish technical requirements which differ from the provisions of these Recommendations. Such technical requirements should be adapted to the geographical, hydrological and navigational conditions prevailing on the respective inland waterway and should be equally applied to all vessels navigating on this waterway. It is understood, however, that vessels allowed to

^{1/} Article 2, section 1 of draft Directive amending Directive 82/714/82 (CM3985/04).

^{2/} Article 2, section 2 of draft Directive amending Directive 82/714/82.

^{3/} Article 2, section 3 of draft Directive amending Directive 82/714/82 partly (sea-going vessels are excluded due to article 1-1.1).

^{4/} The symbol of the appendix is to be assigned when finalizing the consolidated text of the Recommendations.

navigate on inland waterways belonging to zones 1, 2 and 3, satisfy the safety requirements applied on those unclassified inland waterways.^{5/}

1-1.6 Unless otherwise stated, the provisions of the present Recommendations shall apply to new vessels **that** are intended to navigate in the navigational zones **mentioned in [1-1.5]**, differentiated by the maximum significant wave height^{6/} corresponding to a 5 per cent probability of over-topping.

1-1.7 These provisions shall apply to existing inland navigation vessels so long as the Administration considers them reasonable and practicable.

1-1.8 The Administration may permit derogations from these provisions *for limited journeys of local interest or in harbour areas. The derogations in question and the journeys or area for which they are valid shall be specified in the Ship's Certificate.*^{7/}

1-1.9 Vessels intended for the carriage of dangerous goods shall also satisfy the European **Agreement** concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

1-2 DEFINITIONS^{8/}

[Ship's certificate: a certificate in accordance with the model of appendix...^{9/} issued to a vessel by the Administration or by a competent authority duly authorized to this purpose by the Administration, signifying compliance with the technical provisions of these Recommendations]^{10/}.

General

Administration: the Administration of the country in which the vessel is registered, **or which issues the vessel's certificate.**

Basin administration: the national or international organization that is competent to decide regulations on waterways within a geographical area.

^{5/} With the exception of the lakes Ladoga and Onega in the Russian Federation where the height of waves reaches 3 m **and over**. In the Russian Federation navigable zones are marked not with figures 1, 2 and 3 but with Cyrillic letters **O, II** and **J**, respectively.

^{6/} [In this provision, "significant wave height" means the average of heights of 10 per cent of the total number of waves having the greater heights measured between wave trough and wave crest, observed over a short period.] Russian Federation may submit modification to this footnote if found necessary.

^{7/} Article 7, section 2 of the Directive 82/714/EEC.

^{8/} The list of definitions should be extended to include the definitions used in the consolidated texts of the amended chapters, which should be harmonized with the definitions used in Annex II of the draft revised EC Directive.

^{9/} The symbol of the appendix is to be assigned when finalizing the consolidated text of the Recommendations.

^{10/} To avoid duplication of paragraph 1*bis*-1.3, the Working Party SC.3 may wish to modify the term "Ship's Certificate" to read : "**Ship's certificate: a certificate in accordance with the model of appendix ... signifying the compliance of the vessel with the technical provisions of these Recommendations.**".

New vessel: a vessel the keel of which is laid, or which is at a comparable stage of construction, on or after the date of entry into force of these Recommendations decided by the Administration.

Existing vessel: a vessel **in the possession of a valid certificate or another permission to navigate on the day before the entry into force of these Recommendations decided by the Administration.]**

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Appendix ...^{11/}

List of European inland waterways divided geographically into zones 1, 2 and 3
(paragraph [1-1.5] of the Recommendations)

CHAPTER I

Zone 1

GERMANY

Ems, from a line linking Delfzijl church tower and Knock lighthouse towards the open sea to the parallel of latitude 53°30'N and longitude 6°45'E, i.e. slightly seawards from the lightening place for dry-cargo carriers in the Alte Ems.^{12/}

POLAND

Pomorska Bay, to the south of the line linking the headland of Nord Perd on the Rügen Island and the Niechorze lighthouse.

Gdansk Bay, to the south of the line running from the Hel lighthouse to the Krynica lighthouse.

RUSSIAN FEDERATION

Vygozero.

Volqogradskoe Reservoir, from Uvek bridge to the dam at the Volgograd hydroelectric power station.

Votkinskoe Reservoir, from the Chastye wharf to the dam at the Votkinsk hydroelectric power station.

Kamskoe Reservoir, from Berezniki to the dam at the Kama hydroelectric power station.

Kuybyshevskoe Reservoir, along the Volga river, from the town of Kamskoe Ustye to the dam at the Kuybyshev hydroelectric power station; along the Kama river from Chistopol to Kamskoe Ustye.

Rybinskoe Reservoir, with the exception of the northern section from Cherepovets to Vichelovo.

^{11/} The symbol of the appendix is to be assigned when finalizing the consolidated text of the amended annex.

^{12/} To be applied to ships registered in another country as provided in the Ems-Dollard Treaty, Article 32 of 8 April 1960 (Federal Law Gazette 1963, II, page 602).

Tsimlyanskoe Reservoir, from Pyatiizbyan roadsteads to the dam at Tsimlyansk hydroelectric power station.

Volgokaspijskiy Kanal, from buoy 217 (146.0 km) to the Astrakhan lighthouse.
Don, from Azov to the port of Taganrog.

Nizhne-Kamskoe Reservoir, from the town of Ust-Belsk (1766 km) to the dam at the Lower Kama hydroelectric power station;

Mezen, from the mouth of the Bolshaya Chetsa River to the Mezen entrance buoy.

Pechora, from the Alekseevsky Island to the line between the Cape of Bolvansky Nos – northern extremity of the Lovetsky Island.

Northern Dvina – along the Maymaksan branch from the village of Lapominka to the southern extremity of the Mudiug Island, along the Murmansk branch to the Kumbysh Island.

UKRAINE

Dniprobuzkiy Lyman, up to the Port of Ochakiv.

Pivdenny Buh, downstream of Mykolaiv sea port.

Kakhovske reservoir, from the dam of Kakhovska Hydro-electric Plant to Bilenka wharf (180 km).

Kremenchuzke Reservoir, from the dam of Kremenchuzka Hydro-electric Plant to the Topylivka village (70 km).

CHAPTER II

Zone 2

CZECH REPUBLIC

Lipno Reservoir.

FRANCE

Dordogne, downstream from the stone bridge at Libourne.

Garonne, downstream from the stone bridge at Bordeaux.

Gironde.

Loire, downstream from Haudaudine bridge on the Madeleine branch and downstream from Pirmil bridge on the Pirmil branch.

Rhône, downstream from Trinquetaille bridge at Arles.

Seine, downstream from Jeanne-d'Arc bridge at Rouen.

GERMANY

Ems: from a line across the river Ems near the entrance to Papenburg harbour between Diemer Schöpfwerk and the opening of the dyke at Halte as far as a line linking Delfzijl church tower and Knock lighthouse.^{13/}

Jade, inside a line linking the Schillighörn upper range light and Langwarden church tower.

Weser, from the Bremen railway bridge to a line linking Langwarden and Cappel church towers with the side branches: Westergate, Rekumer Loch, Rechter Nebenarm and Schweiburg.

Elbe, from the lower limit of the port of Hamburg to a line linking the Döse beacon and the north-western point of the Hohes Ufer (Dieksand) with the Nebenelben as well as the tributaries: Este, Lühe, Schwinge, Oste, Pinnau, Krückau and Stör (in each case from the barrage to the mouth).

Meldorfer Bucht, inside a line linking the north-western point of the Hohes Ufer (Dieksand) and Büsum west pier head.

Eider, from the Gieselau Canal to the Eider barrage.

Flensburger Förde, inside a line linking Kekenis lighthouse and Birknack

Schlei, inside a line linking the Schleimünde pier heads.

Eckernförder Bucht, inside a line linking Boknis-Eck to the north-eastern point of the mainland near Dänisch Nienhof.

Kieler Förde, inside a line linking Bülk lighthouse at the Laboe naval memorial.

Nord-Ostsee-Kanal (Kiel Canal), from the line linking the Brunsbüttel pier heads to a line linking the entrance lights of Kiel-Holtenau including Obereidersee with Enge, Audorfer See, Bergstedter See, Schirnauer See, Flemhuder See and Achterwehrer Schiffahrtskanal.

Trave, from the railway bridge and the Holsten Bridge (Stadttrave) in Lübeck to a line linking the two outer pier heads at Travemünde including the Pötenitzer Wiek and the Dassower See.

Leda, from the entrance to the outer harbour of the Leer sea lock to the mouth.

Hunte, from Oldenburg harbour and from 140 m downstream of the Amalienbrücke in Oldenburg to the mouth.

Lesum, from the Bremen-Burg railway bridge to the mouth.

Este, from downstream Buxtehude lock to the Este barrage.

Lühe, from the mill 250 m upstream from the Marschdamm-Horneburg road bridge to the Lühe barrage.

^{13/} To be applied to ships registered in another country as provided in the Ems-Dollard Treaty, Article 32 of 8 April 1960 (Federal Law Gazette 1963, II, page 602).

Schwinge, from the foot-bridge downstream of Gldenstern bastion at Stade to the Schwinge barrage.

Freiburger Hafenpriel, from the Freiburg/Elbe lock to the mouth.

Oste, from the Bremervrde mill dam to the Oste barrage.

Pinnau, from the Pinneberg railway bridge to the Pinnau barrage.

Krckau, from the Elmshorn water mill to the Krckau barrage.

Str, from the Rensing tide gauge to the Str barrage.

Wismarbucht, Kirchsee, Breitling, Salzhaff and Wismar port area, limited seawards by a line: Hohen Wieschendorf Huk and Timmendorf light as well as Gollwitz light on the Island of Poel and the southern point of Wustrow Peninsula.

Unterwarnow and Breitling, limited seawards by a line linking the northernmost points of the western, central and eastern piers of Warnemnde.

Waters between the mainland and the Darss and Zingst peninsulas as well as the Hiddensee and Rgen islands (including Stralsund port area), limited seawards between:

the Zingst peninsula and the island of Bock by the parallel of latitude 54°27' N;

the islands of Bock and Hiddensee by a line linking the northern point of the island of Bock and the southern point of the island of Hiddensee;

the island of Hiddensee and the island of Rgen (Bug) by a line linking the south-eastern point of Neubessin to Buger Haken.

Greifswalder Bodden and Greifswald port area including the river Ryck, limited seawards by a line linking the eastern point Thiessower Haken (Sdperd) to the eastern point of the island of Ruden and further to the northern point of the island of Usedom (54° 10'37" N, 13°47'51" E).

Waters between the mainland and the island of Usedom (Peenestrom including Wolgast port area, Achterwasser, Stettiner Haff), limited in the east by the border between the Federal Republic of Germany and the Republic of Poland in the Stettiner Haff.

NETHERLANDS

Dollard.

Eems.

Waddensee, including the links with the North Sea.

IJsselmeer, including the Markermeer and the IJmeer but excluding the Gouwzee.

Rotterdam Waterweg and the Scheur.

Hollands Diep.

Harringvliet and Vuile Gat, including the waterways between Goeree-Overflakkee on the one hand and Voorne-Putten and Hoekse Waard on the other.

Hellegat.

Volkerak.

Krammer.

Grevelingenmeer and Brouwershavense Gat, including all the waterways between Schouwen-Duiveland and Goeree-Overflakkee.

Keten, Mastgat, Zijpe Eastern Scheldt and Roompot, including the waterways between Walcheren, Noord-Beveland and Zuid-Beveland on the one hand and Schouwen-Duiveland and Tholen on the other hand, excluding the Scheldt-Rhine Canal.

Scheldt and Western Scheldt and its mouth on the sea, including the waterways between Zeeland Flanders on the one hand and Walcheren and Zuid-Beveland on the other, excluding the Scheldt-Rhine Canal.

Breediep.

Beer Canal and adjacent ports.

Caland Canal, west of Benelux Port.

Krabbenkreek.

POLAND

Oder, from Szczecin to Swinoujscie including the Szczecin Inlet (from the border with Germany) and the Kemienski Inlet.

Zalew Wislany, up to the Polish/Russian border.

Mazury Lake Area covering the Sniardwy, Niegocin and Mamry Lakes.

REPUBLIC OF MOLDOVA

Dubossarskoe Reservoir.

Koshteshtskoe Reservoir.

RUSSIAN FEDERATION

Beloe Lake.

Gorkovskoe Reservoir.

Ivankovskoe Reservoir.

Rybinskoe Reservoir, from Cherepovets to Vichelovo.

Saratovskoe Reservoir, from Syzran bridge to the dam at the Saratov hydroelectric power station.

Uglicheskoe Reservoir.

Sheksninskoe Reservoir.

Don, from Rostov-na-Donu to Azov.

Svir.

Volgo-Donskoj Kanal, from Volgograd to Pyatiiizbyanskije roadsteads.

Kanal im. Moskvi, from the Bolshaya Volga wharf to lock No. 7.

Volgo-Kaspijskiy Kanal, from the town of Krasnye Barrikady (0.0 km) to buoy 217 (146.0 km).

Chudskoye Lake.

Ilmen Lake.

Kubenskoye Lake.

Pskovskoye Lake.

Veselovskoe Reservoir.

Krasnodarskoe Reservoir.

Cheboksarskoe Reservoir.

Belaya – from Yamalinsky Yar (1786 km) to the mouth.

Volga - from the city of Tver to the town of Koprino (including Ivankovskoe and Uglichskoe reservoirs), from the dam at the Rybinsk hydro-electric power station to the Elyat mouth, from the dam at the Gorkovskaya hydro-electric power station to the Sura mouth, from the dam at the Cheboksary hydro-electric power station to the village of Kamskoe Ustye, from the dam at the Kuibyshevskaya hydro-electric power station to Syzran bridge, from the dam at the Saratov hydro-electric power station to Uvek bridge, from the dam at the Volgograd hydro-electric power station to the town of Krasnye Barrikady.

Kama - from the dam at the Kama hydro-electric power station to the Chastye wharf, from the dam at the Votkinsk hydro-electric power station to the town of Ust-Belsk (1766 km), from the dam at the Lower Kama hydro-electric power station to Tchistopol.

Mezen - from the city of Mezen to the Bolshaya Chetsa mouth.

Neva - from the source to the border of the inland waterways: along the Bolshaya Neva - Lieutenant Schmidt bridge; along the Malaya Neva - the alignment of the 1st Line of the Vasilyev island; along the Bolshaya Nevka - the alignment of spit of the Elagin island; along the Srednaya Nevka - the upper cape of the mouth of the Chukhonka river (the entrance to the rowing canal); along the Malaya Nevka - Petrovsky bridge.

Northern Dvina - from the Pinega mouth to the Uyma mouth; along the Maymaksan branch from the Uyma mouth to the village of Lapominka; along the Nikolskiy branch and channels between the isles of Yagra, Uglomin and Nikolsky to south-west extremity of the isle of Yagra.

White Sea access canal to the entrance buoy.

Gulfs of Veslinsk and Kaliningrad including the sea port of Kaliningrad and the canal to the line between the ends of the south and north moles of the port of Baltiysk.

Volga-Baltic Canal - from the Onega Lake to the dam at the Sheksna hydroelectric power station including the Sizmin flooding.

Gulf of Kurshsky to the line between the ends of the south and north moles of the entrance gate to the port of Klaipeda.

Nevskaya Guba - from the border of inland waterways to the dam along the line between Gorskaya - Kronshtadt - Oranienbaum;

Petchora, from the village of Ust-Tzilma to the city of Naryan-Mar.

UKRAINE

Dnipro, downstream of the Port of Kyiv (with the exception of areas belonging to zone 1) and the section from the wharf Teremtsy to the dam of Kyiv Hydro-electric Plant.

Pripyat, downstream of Vydoumka wharf.

Pivdenny Buh, from Ternovate village to Mykolaiv sea port.

Dnistrovskiy Lyman.

Dnistrovske Reservoir, from the dam to Dnistrovka village (60 km).

Kakhovske Reservoir, upstream of the Bilenka wharf (180 km).

Dniprovske Reservoir.

Kremenchuzke Reservoir, upstream of Topylivka village (70 km).

Dniprodzerzhynske Reservoir.

Kanivske Reservoir, from the dam of Kanivska Hydro-electric Plant to Novo-Ukrainka wharf.

Kyivske Reservoir, from the dam of Kyivska Hydro-electric Plant to Teremtsy wharf on the Dnipro and to Vydumka wharf on the Pripyat.

Pechenezke Reservoir.

Krasnooskolske Reservoir.

Burshtynske Reservoir.

Svitiaz Lake.

CHAPTER III

Zone 3

AUSTRIA

Danube.

BELARUS

Dnepr, from the mouth of the Leshch river to the Lyubech wharf.

Neman, from Mosta to the frontier with Lithuania.

Pripyat, from the Stakhovo lock to the frontier with the Ukraine.

Zapadnaja Dvina, from the mouth of the Usvyacha river to V. Dvinsk.

Sozh, from Grodno to the mouth.

Berezina, from Borisov to the mouth.

Dneprovsko-Bugskiy Kanal, from Brest to the Stakhovo lock.

Mikashevicheskij Kanal, from Mikashevichi to the Pripyat river.

BELGIUM

Maritime Scheldt (downstream of Antwerp open anchorage).

BULGARIA

Danube.

CROATIA

Danube.

CZECH REPUBLIC

Elbe, from Lovosice lock to Usti nad Labem lock.

FRANCE

Rhine.

GERMANY

Danube, from Kelheim (2,414.72 km) to the German/Austrian border.

Rhine, from the German/Swiss border to the German/Netherlands border.

Elbe, from the mouth of the Elbe-Seitenkanal to the lower limit of the port of Hamburg.

Müritz.

HUNGARY

Danube.

NETHERLANDS

Rhine.

Sneekermeer.

Koelvordermeer.

Heegermeer.

Fluessen.

Slotermeer.

Tjeukemeer.

Beulakkerwijde.

Belterwijde.

Ramsdiep.

Ketelmeer.

Zwartemeer.

Veluwemeer.

Emmeer.

Alkmaardermeer.

Gouwzee.

Buiten IJ.

Afgesloten IJ.

Noordzeekanaal.

Port of IJmuiden.

Rotterdam port area.

Nieuwe Maas.

Noord.

Oude Maas.

Beneden Merwede.

Nieuwe Merwede.

Dordtsche Kil.

Boven Merwede.

Waal.

Bijlandsch Canal.

Boven Rijn.

Pannersdensch Canal.

Geldersche IJssel.

Neder Rijn.

Lek.

Amsterdam-Rhine Canal.

Veerse Meer.

Scheldt-Rhine Canal as far as the mouth in the Volkerak.

Amer.

Bergsche Maas.

Meuse, downstream from Venlo.

Gooimeer.

Europoort.

Caland Canal, east of Benelux Port.

Hartel Canal.

POLAND

Oder, upstream of Szczecin, except for the section from 704.1 kilometres to 542.4 kilometres, which forms the State border between Germany and Poland.

Western Oder, upstream of Szczecin to the State border between Germany and Poland (17.1 kilometres).

East-West waterway (rivers Warta, Notec, Brda, and Bydgoski Canal)

Vistula.

REPUBLIC OF MOLDOVA

Dnestr.

Prut, from the Koshteshtskaia hydroelectric power station to the mouth.

ROMANIA

Danube.

RUSSIAN FEDERATION

Belomorsko-Baltiyskiy Kanal.

Severnaja Dvina, from its uppermost navigable point to the mouth of the Pinega River.

Pechora, from its uppermost navigable point to Oust-Tsylma.

Volga, from its uppermost navigable point to Tver.

Kama - from the upper reaches to the city of Berezniki.

Manych - from the dam at Veselovsk reservoir to the mouth.

Mezen - from the upper reaches to the city of Mezen.

Oka (tributary of the Volga) - from the upper reaches to the mouth.

Belaya - from the upper reaches to Yamalinsky Yar (1786 km).

Don - from the upper reaches to Piatizbiansk roadsteads and from the dam at the Tsymliansk hydroelectric power station to Rostov-on-Don.

Voronezhskoe Reservoir.

Lakes, rivers and canals other than those mentioned in this appendix.

SERBIA AND MONTENEGRO

Danube.

SLOVAKIA

Danube.

SWITZERLAND

Rhine, from Bâle to Niffer (Kembs).

UKRAINE

Dnipro, upstream of Teremtsy wharf and the section from the Port of Kyiv to the dam of Kyiv Hydro-electric Plant and the Stariy Dnipro Arm (beyond the Khortytsa Lake).

Pripyat, upstream of Vydumka wharf.

Desna and other tributaries of the Dnipro.

Pivdenny Buh, upstream of Ternovate village.

Dnister, upstream of Dnistrovka village.

Danube.

Ladyzhynske Reservoir.

Dnistrovske Reservoir, from Dnistrovka village (60 km from the dam) to Vylkhovtsy village (190 km from the dam).

Other inland waterways not mentioned as belonging to zones 1 and 2.

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CHAPTER 1 BIS
PROCEDURE AND RULES FOR THE INSPECTION
OF INLAND NAVIGATION VESSELS

1bis-1 **OPERATING ABILITY**

1bis-1.1 Vessels shall be suitable for operation.

1bis-1.2 Vessels shall be deemed as suitable for operation if they **carry a valid Ship's Certificate certifying compliance** with the provisions of the Recommendations on Technical Requirements for Inland Navigation Vessels, as set out in document [TRANS/SC.3/104/Rev.1] (annex to resolution No. 17, revised, as amended) concerning construction, installations and equipment of vessels **with due regard of [1-1.7].**^{14/}

1bis-1.3 The Ship's Certificate shall be issued by **the Administration or by a** competent authority **duly authorized to this purpose by the Administration.**

1bis-2 **PURPOSE OF THE INSPECTION**

1bis-2.1 The inspection shall

1bis-2.1.1 ensure **that the vessel is in all respects satisfactory and suitable** for operation in the zone(s) specified in the Ship's Certificate with due regard to the intended service and possible restrictions relating to the operation of the vessel;

1bis-2.1.2 ensure the maintenance of conditions mentioned in paragraph *1bis-2.1.1* above for vessels already holding a Ship's Certificate;

1bis-2.1.3 ensure **that the markings required** for the identification of the vessel **are in place such as draught marks** and registration number.

1bis-3 **KINDS OF INSPECTION**

1bis-3.1 Vessels shall be subjected to the inspections specified below:

1bis-3.1.1 An inspection before the issuance of a Ship's Certificate to a vessel for the first time (initial inspection);

1bis-3.1.2 A periodical inspection carried out at regular intervals after the certification;

1bis-3.1.3 A special inspection carried out after major repairs or refitting of the structure which have the effect of altering the main technical characteristics of the vessel, and also in case of change

^{14/} The Administration may apply the provisions of the present resolution equally with a view to verifying the compliance of the vessel with provisions of other UNECE recommendations concerned with technical requirements for inland navigation vessels (such as those set up, in particular, in annexes 4, 5 and 6 of the European Code for Inland Waterways (CEVNI) with regard to navigational lights and sound signals).

of the mode or area of operation of the vessel or designation of new restrictions relating to the operation of the vessel;

1bis-3.1.4 on the order of the competent authority, if it is suspected that the vessel is no **longer** suitable for operation (inspection ex officio).

1bis-4 **PERIODIC INSPECTION**

1bis-4.1 For the renewal of the Ship's Certificate a periodic inspection shall be carried out on a request by the owner of the vessel in good time before the expiry of its period of validity.

1bis-4.2 The Ship's Certificate shall be renewed only if the periodic inspection has ensured that the vessel is suitable for operation as stipulated in paragraph [*1bis-1.2*] above.

1bis-5 **COMPETENT AUTHORITY ON THE INSPECTION OF VESSELS**

1bis-5.1 The inspection of vessels intended for use on inland waterways is carried out by the competent authority on the inspection of vessels or qualified bodies, duly authorized by the Government.

1bis-6 **ADDITIONAL REQUIREMENTS IN THE COURSE OF THE INSPECTION**

1bis-6.1 The competent authority may demand

1bis-6.1.1 an inspection **out of the water**;

1bis-6.1.2 trial-trips;

1bis-6.1.3 a mathematical proof of the strength of the hull;

1bis-6.1.4 a proof of stability and of other vessel's characteristics, for example an inclining experiment, if it is necessary for the inspection of the suitability for operation.

1bis-6.2 The competent authority may refrain from an inspection in respect of the matters regulated by the Recommendations on Technical Requirements for Inland Navigation Vessels, as set out in document [TRANS/SC.3/104/Rev.1] (annex to resolution No. 17, revised, as amended) concerning the construction, installations and equipment of vessels in so far as an attestation of a recognized Classification Society or of an appointed inland vessels surveyor is available. The attestation shall not be older than six months.

1bis-7 **OFFICIAL NUMBER**

1bis-7.1 *The competent authority **issuing** a certificate shall enter on that certificate the official number assigned to that **vessel** by the competent authority of the State in which the **vessel** has been registered or has its home port.*

[*1bis-7.2* *The official number shall consist of eight Arabic numerals, as follows:*

The first two or three digits shall indicate the country and place where the official number was assigned. [They shall be separated from the subsequent digits by a full stop.] For this purpose the following key shall apply:

- Austria	220 – 239
- Belgium	060 – 069
- Bulgaria	89
- Croatia	96
- Czech Republic	95
- Denmark	100 – 119
- Finland	120 – 139
- France	001 – 019
- Germany	040 – 059
- Greece	140 – 159
- Hungary	86
- Ireland	160 – 179
- Italy	180 – 199
- Luxembourg	200 – 219
- Netherlands	020 – 39
- Poland	83
- Portugal	240 – 259
- Republic of Moldova	98
- Romania	88
- Russian Federation	92
- Serbia and Montenegro	97
- Slovakia	94
- Spain	280 – 299
- Sweden	260 – 279
- Switzerland	070 – 079
- Ukraine	93
- United Kingdom and Northern Ireland	300 – 319
- United States of America (USA)	91
- Other States	99

The next five or six digits of the official number shall indicate the serial number in the register kept by the competent authority.^{15/}

1 bis-7.3 The official number shall remain invariable throughout the existence of the vessel. However, if that vessel is registered in another State or if its home port is transferred there, the official number shall no longer be valid. The Ship's certificate shall then be submitted to a competent authority on the inspection of vessels which shall delete the official number that has ceased to be valid and, if necessary, shall enter the new official number.

* * *

^{15/} The Working Party SC.3/WP.3 decided to put paragraph 1bis-7.2 concerning the official number of vessels in square brackets and requested the secretariat to provide the Working Party SC.3 with all the information regarding any ship numbering systems which could be used as an alternative to the one in para. 1bis-7.2.

Appendix ... ^{16/}
MODEL SHIP'S CERTIFICATE
(paragraph [1bis-1.2] of the Recommendations)

<p>SHIP'S CERTIFICATE</p> <p>(Reserved for State emblem)</p> <p>NAME OF STATE / SEAL OF STATE</p>	
CERTIFICATE No	
Place, date	
.....	
	Competent authority on inspection of vessels

Seal	

	(Signature)
<p>Remarks:</p> <p>The vessel may be used for navigation by virtue of this certificate only while in the condition herein described. In the event of major alterations or repairs, the vessel must undergo a special inspection before any new voyage. The owner of the vessel, or his representative, must inform a competent authority on inspection of vessels of any change in the name or ownership of the vessel, any remeasurement and any change in the official number, registration number or home port, and send it the inspection certificate for amendment.</p>	

^{16/} The symbol of the appendix is to be assigned when finalizing the consolidated text of the Recommendations.

Certificate N° of theCompetent authority on inspection of vessels

1. Name of vessel	2. Type of vessel	3. Official number
4. Name and domicile of owner		
5. Place of registration and registration number	6. Home port	
7. Year of construction	8. Name and location of shipyard	
9. This certificate replace Certificate No. _____ issued on _____ by the _____ Competent authority on inspection of vessels.		
<p>10. The above-mentioned vessel, subsequent to the inspection carried out on *) _____ on presentation of the certificate issued on *) _____ by the recognised classification society _____ is acknowledged as fit to operate - on waterways in zone(s) (*) _____ on the waterways in zone(s) (*) _____ in ... (Names of States (*) _____ except for : _____ - on the following waterways in : (Names of the State (*) _____ at the maximum authorised draught with the rigging specified below.</p>		
11. The validity of this certificate expires on _____		
<p>*) Amendment to item(s) : _____ New text : _____</p> <p>*) This page has been replaced. Place, date _____ Competent authority on inspection of vessels _____ Seal _____ Signature _____</p>		
*) Delete as appropriate		

Certificate N° of the Competent authority on inspection of vessels

12. The certificate number (1), official number (2), registration number (3) and measurement number (4) are affixed with the corresponding signs at the following locations on the vessel.

1 _____
 2 _____
 3 _____
 4 _____

13. The maximum authorised draught is indicated on each side of the vessel.

- by two - - draught marks *)
 - by the upper measurement plates *).
 Two draught scales have been applied *).
 The rear measurement scales serve as draught scales : they have been supplemented for that purpose by figures indicating the draughts *).

14. Without prejudice to the restrictions*) mentioned in items 15 and 52, the vessel is fit to

- | | |
|--|---|
| 1. push-tow*) | 4. be empowered in a breasted-up formation*) |
| 1.1 in rigid formation*) | 5. tow*) |
| 1.2 with guided articulation*) | 5.1 vessel having no motive power of its own*) |
| 2. be push-towed*) | 5.2 motorised vessel*) |
| 2.1 in rigid formation*) | 5.3 upstream only*) |
| 2.2 at the head of a rigid formation*) | 6. be towed*) |
| 2.3 with guided articulation*) | 6.1 as a motorised vessel*) |
| 3. power a breasted-up formation*) | 6.2 as a vessel with no motive power of its own*) |

*) Amendment to item(s) : _____
 New text : _____

*) This page has been replaced.
 Place, date _____ Competent authority on inspection of vessels

Seal

Signature

*) Delete as appropriate

Certificate N° of the Competent authority on inspection of vessels

16. Measurement certificate No. of the Measurement Office dated			
17a. Max length 17b. Length L	m m	18a. Max breadth 18b. Breadth B	m m
19. Maximum draught		m	20. Freeboard
21. Dead weight/Displacement*) t/m ³ *)		22. Number of passengers:	23. Number of passenger berths:
24. Number of watertight compartments	25. Number of holds		26. Type of hatch cover
27. Number of main propulsion engines	28. Total power rating of main means of propulsion kW		29. Number of main propellers
30. Number of bow windlasses of which powered		31. Number of stern windlasses of which powered	
32. Number of towing hooks	33. Number of towing winches of which powered.		
34. Steering gear			
Number of rudder blades on main rudder	Main rudder drive	- manual *) - electric *)	- electric / hydraulic *) - hydraulic *)
Other installations: yes / no *) Type :			
Flanking rudder: yes / no *)	Flanking rudder drive:	- manual *) - electric *)	- electric / hydraulic *) - hydraulic *)
Bow rudder installation yes / no *)	- bow rudder *) - bow thrusters *) - other installation *)	- Remote control yes / no *)	- Remote activation yes / no *)
35. Pumping equipment			
Total calculated capacity	Number of power-driven pumps	Flow rate	Number of hand pumps
..... l/min	.....	..... l/min	.....
*) Amendment to item(s) :			
New text :			
.....			
*) This page has been replaced.			
Place, date	Competent authority on inspection of vessels		
.....		
Seal	.....	
.....	Signature		
*) Delete as appropriate			

Certificate N° of theCompetent authority on inspection of vessels
.....

36. Number and position of closing devices referred to in [18-2.5]			
37. Anchors			
Number of bow anchors	Total mass of bow anchors kg	Number of stern anchors	Total mass of stern anchors kg
38. Anchor chains			
Number of bow anchor chains	Length of each chain m	Breaking strain of each chain kN	
Number of stern anchor chains	Length of each chain m	Breaking strain of each chain kN	
39. Mooring cables			
1 st cable	..... m long with a break strain of	.....	kN.
2 nd cable	..... m long with a break strain of	.....	kN.
3 rd cable	..... m long with a break strain of	.....	kN.
40. Towing cables			
.....	with a length of	..... m and a breaking strain of	..... kN.
.....	with a length of	..... m and a breaking strain of	..... kN.
41. Visual and audible signals			
The lights, flags, balls, floats and audible warning devices used for signalling and to emit the visual and audible signals prescribed by the European Code for Inland Waterways (CEVNI) are carried on board, as are the stand-alone emergency mooring lights prescribed by CEVNI .			
*) Amendment to item(s) :			
New text :			
.....			
*) This page has been replaced.			
Place, date	Competent authority on inspection of vessels		
.....		
Seal	.....	
.....	Signature		
*) Delete as appropriate			

Certificate N° of the Competent authority on inspection of vessels

42.	Other rigging heaving line gangway with handrail gaff hook first-aid kit pair of binoculars notice concerning rescue of men overboard fire-resistant receptacles embarkation stairway/ladder*)	Voice communi- cation system Radio-telephone installation Cranes	- alternative two-way*) - simultaneous two-way/telephone*) - internal radio-telephone link*) - vessel-to-vessel service - nautical information service - vessel-port authority service - in accordance with [7-2] *) - cranes with a useful load not exceeding 2000 kg*)
43.	Fire-fighting appliances	Number of portable extinguishers _____	Fixed sprinkler system(s) None/Number *) _____ Other fixed fire-fighting system(s) None/Number *) _____
Number of fire pumps		Number of hydrants	Number of hoses
The powered drainage pump replaces a fire pump			Yes/No *)
44.	Survival equipment Number of lifebuoys A life-jacket for each person regularly on board _____ Other survival equipment on passenger vessels *) _____ A ship's boat with a set of oars, one mooring line and a baler*) _____ Other survival equipment on passenger vessels *) _____		
45.	Special wheelhouse arrangements for steering on radar by one person : _____ Approved for steering on radar by one person *) _____		
*)	Amendment to item(s) : _____ New text : _____ _____ _____		
*)	This page has been replaced. Place, date _____ Competent authority on inspection of vessels _____ _____		
Seal		Signature	
*) Delete as appropriate			

Certificate N° of theCompetent authority on inspection of vessels
.....

46. The vessel is authorized for operating modes A1^{*)}, A2^{*)}, B^{*)}.

47. Vessel equipment in accordance with [19-9]
The vessel (complies)* / (doesn't comply)* with [19-9.1]
In accordance with [19-13], the minimum crew should be increased as follows ^{*)} / should not be increased ^{*)}:

	Operating mode		
	A ₁	A ₂	B
Ordinary crewman			
Replacement of the ordinary crewman by an engine-minder			

Observations and special conditions :

.....
.....
.....
.....

48. Minimum crew in accordance with article 19-14]

	Operating mode		
	A ₁	A ₂	B
Boatmaster			
Helmsman			
Able crewman			
Ordinary crewman			
Engineer			
Engine-minder			

Observations and special conditions :

.....
.....
.....
.....

*) Amendment to item(s) : _____
New text :

*) This page has been replaced.
Place, date Competent authority on inspection of vessels

Seal

Signature

*) Delete as appropriate

49.	Extension/confirmation*) of certificate validity*)	Supplementary/special*) inspection certificate
The Competent authority on inspection of vessels inspected the vessel on _____*).		
A certificate dated _____ from the _____ recognised classification society		

was presented to the Competent authority on inspection of vessels *).		
Reason for the inspection / certificate *).		

In view of the inspection result / certificate *), the period of validity for the certificate is maintained / extended *)		
until _____ .		
_____ , _____		
(Place) (date)		

Seal Competent authority on inspection of vessels		

*) Delete as appropriate Signature		
49.	Extension/confirmation*) of certificate validity*)	Supplementary/special*) inspection certificate
The Competent authority on inspection of vessels inspected the vessel on _____*).		
A certificate dated _____ from the _____ recognised classification society		

was presented to the Competent authority on inspection of vessels *).		
Reason for the inspection / certificate *).		

In view of the inspection result / certificate *), the period of validity for the certificate is maintained / extended *)		
until _____ .		
_____ , _____		
(Place) (date)		

Seal Competent authority on inspection of vessels		

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Reason for the inspection / certificate *).		

In view of the inspection result / certificate *), the period of validity for the certificate is maintained / extended *)		
until _____ .		
_____ , _____		
(Place) (date)		

Seal Competent authority on inspection of vessels		

*) Delete as appropriate Signature		

<p>49. Extension/confirmation*) of certificate validity*) Supplementary/special*) inspection certificate</p> <p>The Competent authority on inspection of vessels inspected the vessel on _____*).</p> <p>A certificate dated _____ from the _____ recognised classification society</p> <p>_____</p> <p>was presented to the Competent authority on inspection of vessels *).</p> <p>Reason for the inspection / certificate *).</p> <p>_____</p> <p>In view of the inspection result / certificate *), the period of validity for the certificate is maintained / extended *)</p> <p>until _____</p> <p>_____ , _____</p> <p>(Place) (date)</p> <p>_____</p> <p>Seal Competent authority on inspection of vessels</p> <p>_____</p> <p>*) Delete as appropriate Signature</p>
<p>49. Extension/confirmation*) of certificate validity*) Supplementary/special*) inspection certificate</p> <p>The Competent authority on inspection of vessels inspected the vessel on _____*).</p> <p>A certificate dated _____ from the _____ recognised classification society</p> <p>_____</p> <p>was presented to the Competent authority on inspection of vessels *).</p> <p>Reason for the inspection / certificate *).</p> <p>_____</p> <p>In view of the inspection result / certificate *), the period of validity for the certificate is maintained / extended *)</p> <p>until _____</p> <p>_____ , _____</p> <p>(Place) (date)</p> <p>_____</p> <p>Seal Competent authority on inspection of vessels</p> <p>_____</p> <p>*) Delete as appropriate Signature</p>
<p>49. Extension/confirmation*) of certificate validity*) Supplementary/special*) inspection certificate</p> <p>The Competent authority on inspection of vessels inspected the vessel on _____*).</p> <p>A certificate dated _____ from the _____ recognised classification society</p> <p>_____</p> <p>was presented to the Competent authority on inspection of vessels *).</p> <p>Reason for the inspection / certificate *).</p> <p>_____</p> <p>In view of the inspection result / certificate *), the period of validity for the certificate is maintained / extended *)</p> <p>until _____</p> <p>_____ , _____</p> <p>(Place) (date)</p> <p>_____</p> <p>Seal Competent authority on inspection of vessels</p> <p>_____</p> <p>*) Delete as appropriate Signature</p>

51. Extension of the attestation relating to the liquefied gas plant

The period covered by the attestation relating to liquefied gas plant(s)
dated _____ is extended until _____

- following the supplementary inspection by the authorised officer _____
- on presentation of the acceptance report dated _____

_____, _____
(Place) (Date)

Seal

Competent authority on inspection of vessels

(Signature)

51. Extension of the attestation relating to the liquefied gas plant

The period covered by the attestation relating to liquefied gas plant(s)
dated _____ is extended until _____

- following the supplementary inspection by the authorised officer _____
- on presentation of the acceptance report dated _____

_____, _____
(Place) (Date)

Seal

Competent authority on inspection of vessels

(Signature)

51. Extension of the attestation relating to the liquefied gas plant

The period covered by the attestation relating to liquefied gas plant(s)
dated _____ is extended until _____

- following the supplementary inspection by the authorised officer _____
- on presentation of the acceptance report dated _____

_____, _____
(Place) (Date)

Seal

Competent authority on inspection of vessels

(Signature)

