

**UNECE**

# **Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels**

Resolution No. 61, Revision 2



**UNITED NATIONS**

ECONOMIC COMMISSION FOR EUROPE

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# United Nations Economic Commission for Europe

The United Nations Economic Commission for Europe (UNECE) is one of the five United Nations regional commissions, administered by the Economic and Social Council (ECOSOC). It was established in 1947 with the mandate to help rebuild post-war Europe, develop economic activity and strengthen economic relations among European countries, and between Europe and the rest of the world. During the Cold War, UNECE served as a unique forum for economic dialogue and cooperation between East and West. Despite the complexity of this period, significant achievements were made, with consensus reached on numerous harmonization and standardization agreements.

In the post-Cold War era, UNECE acquired not only many new member States, but also new functions. Since the early 1990s the organization has focused on analyses of the transition process, using its harmonization experience to facilitate the integration of Central and Eastern European countries into the global markets.

UNECE is the forum where the countries of western, central and eastern Europe, central Asia and North America – 56 countries in all – come together to forge the tools of their economic cooperation. That cooperation concerns economics, statistics, environment, transport, trade, sustainable energy, timber and habitat. The Commission offers a regional framework for the elaboration and harmonization of conventions, norms and standards. The Commission's experts provide technical assistance to the countries of South-East Europe and the Commonwealth of Independent States. This assistance takes the form of advisory services, training seminars and workshops where countries can share their experiences and best practices.

## Transport in UNECE

The UNECE Sustainable Transport Division is the secretariat of the Inland Transport Committee (ITC) and the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals. The ITC and its 17 working parties, as well as the ECOSOC Committee and its sub-committees are intergovernmental decision-making bodies that work to improve the daily lives of people and businesses around the world, in measurable ways and with concrete actions, to enhance traffic safety, environmental performance, energy efficiency and the competitiveness of the transport sector.

The ECOSOC Committee was set up in 1953 by the Secretary-General of the United Nations at the request of the Economic and Social Council to elaborate recommendations on the transport of dangerous goods. Its mandate was extended to the global (multi-sectoral) harmonization of systems of classification and labelling of chemicals in 1999. It is composed of experts from countries which possess the relevant expertise and experience in the international trade and transport of dangerous goods and chemicals. Its membership is restricted in order to reflect a proper geographical balance between all regions of the world and to ensure adequate participation of developing countries. Although the Committee is a subsidiary body of ECOSOC, the Secretary-General decided in 1963 that the secretariat services would be provided by the UNECE Sustainable Transport Division.

ITC is a unique intergovernmental forum that was set up in 1947 to support the reconstruction of transport connections in post-war Europe. Over the years, it has specialized in facilitating the harmonized and sustainable development of inland modes of transport. The main results of this persevering and ongoing work are reflected, among other things, (i) in 58 United Nations conventions and many more technical regulations, which are updated on a regular basis and provide an international legal framework for the sustainable development of national and international road, rail, inland water and intermodal transport, including the

transport of dangerous goods, as well as the construction and inspection of road motor vehicles; (ii) in the Trans-European North-south Motorway, Trans-European Railway and the Euro-Asia Transport Links projects, that facilitate multi-country coordination of transport infrastructure investment programmes; (iii) in the TIR system, which is a global customs transit facilitation solution; (iv) in the tool called For Future Inland Transport Systems (ForFITS), which can assist national and local governments to monitor carbon dioxide (CO<sub>2</sub>) emissions coming from inland transport modes and to select and design climate change mitigation policies, based on their impact and adapted to local conditions; (v) in transport statistics – methods and data – that are internationally agreed on; (vi) in studies and reports that help transport policy development by addressing timely issues, based on cutting-edge research and analysis. ITC also devotes special attention to Intelligent Transport Services (ITS), sustainable urban mobility and city logistics, as well as to increasing the resilience of transport networks and services in response to climate change adaptation and security challenges.

In addition, the UNECE Sustainable Transport and Environment Divisions, together with the World Health Organization (WHO) – Europe, co-service the Transport Health and Environment Pan-European Programme (THE PEP).

Finally, as of 2015, the UNECE Sustainable Transport Division is providing the secretariat services for the Secretary General's Special Envoy for Road Safety Mr. Jean Todt.

## Foreword

The pan-European requirements for the construction of inland navigation vessels were first harmonized in 1975 with the adoption of the Recommendations on Technical Requirements for Inland Navigation Vessels (resolution No. 17) by the Working Party on Inland Water Transport (SC.3) of the United Nations Economic Commission for Europe (UNECE). Since that time, the recommendations have been continuously updated, following the recent changes in the regulatory documents of member States, legislation of the European Union, regulations of River Commissions and international standards.

In 2006, SC.3 undertook a fundamental revision of its 1975 recommendations and adopted the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61). These recommendations establish a pan-European regime of technical requirements for inland navigation vessels that transport goods and passengers internationally. They are the result of Government efforts to unify divergent regulations in force in different intergovernmental organizations and ECE member countries.

The recommendations are intended to facilitate the recognition of ship's certificates, thus eliminating the need for more than one inspection of vessels engaged in international transport by inland waterways. They also contain strict regulations on limitation of air and water pollution and on the abatement of noise, the internationally agreed standards for minimum manning requirements and the working and rest hours of crews.

The annex to resolution No. 61 was revised and adopted by SC.3 in 2010 by its resolution No. 68. In 2011-2016, next amendments were prepared by the Group of Volunteer Experts on resolution No. 61 based on the latest amendments to Directive 2006/87/EC of the European Union laying down technical requirements for inland waterway vessels. They were adopted by SC.3 as resolutions Nos. 72, 76 and 86 (ECE/TRANS/SC.3/172/Rev.1/Amend.1 to 4).

With a view to further develop resolution No. 61, SC.3 adopted the second revision of the annex to resolution No. 61 as its resolution No. 91 on 5 October 2018 at its sixty-second session. The present second revision includes the four amendments and newly adopted texts of section 8B-4, Requirements concerning equipment for the treatment of domestic waste water, chapter 19B, Subjects for possible reductions of the technical requirements applicable to craft on inland waterways of zones 3 and 4, appendix 8, On-board sewage treatment plants. Supplementary provisions and certificate models, and appendix 9, On-board sewage treatment plant. Test procedure.



## Contents

<b>Resolution No. 61 - Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels .....</b>	<b>xv</b>
<b>ANNEX Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels .....</b>	<b>1</b>
<b>CHAPTER 1 - General Provisions .....</b>	<b>1</b>
1-1 Purpose and scope .....	1
1-2 Definitions .....	2
<b>CHAPTER 2 - Procedure and Rules for the Inspection of Inland Navigation Vessels .....</b>	<b>11</b>
2-1 Operating ability .....	11
2-2 Purpose of the inspection .....	11
2-3 Kinds of inspection .....	11
2-4 Periodic inspection .....	11
2-5 Competent authority on the inspection of vessels .....	12
2-6 Additional requirements in the course of the inspection .....	12
2-7 Unique European Vessel Identification Number .....	12
<b>CHAPTER 3 - Shipbuilding Requirements .....</b>	<b>15</b>
3-1 Strength .....	15
3-2 Structural requirements .....	15
3-3 Stability .....	15
3-4 Subdivision .....	16
3-5 Criteria for checking the stability of vessels .....	17
3-6 Other provisions .....	23
<b>CHAPTER 3A - Fire Protection .....</b>	<b>25</b>
3A-1 Structural requirements .....	25
3A-2 Means of escape .....	25
3A-3 Storage of flammable liquids .....	26
<b>CHAPTER 4 - Safety Clearance, Freeboard and Draught Marks .....</b>	<b>27</b>
4-1 General .....	27

预览已结束，完整报告链接和二维码如下：

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