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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Inland Water Transport  
(Forty-eighth session, 19-21 October 2004,  
agenda item 7 (d))

**MINIMUM MANNING REQUIREMENTS AND WORKING AND REST HOURS OF  
CREWS OF VESSELS IN INLAND NAVIGATION**

Note by the secretariat

At its twenty-seventh session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) considered the text of the draft recommendations on minimum manning requirements and working and rest hours of crews of vessels in inland navigation as provisionally agreed at its previous sessions (TRANS/SC.3/WP.3/2004/1), modified it as indicated in paragraph 28 of its report on that session and requested the secretariat to finalize the text of the draft recommendations (in the form of a new chapter of the annex to resolution No. 17, revised, with the model of a service record presented as an appendix) and transmit it to the Working Party on Inland Water Transport for further consideration and adoption as its resolution (TRANS/SC.3/WP.3/55, paras. 28-30).

The secretariat reproduces below the text of the draft resolution containing in its annex the text of Recommendations on Minimum Manning Requirements and Working and Rest Hours of Crews of Vessels in Inland Navigation as agreed by the Working Party SC.3/WP.3. The new text introduced by the secretariat with due regard to the instructions of the Working Party SC.3/WP.3 is shown in bold characters.

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**AMENDMENTS TO RESOLUTION NO. 17, REVISED: RECOMMENDATIONS  
ON TECHNICAL REQUIREMENTS FOR INLAND NAVIGATION VESSELS**

**Resolution No. ...**

(adopted by the Working Party on Inland Water Transport on ...)

The Working Party on Inland Water Transport,

Considering resolution No. 17, revised (TRANS/SC.3/103, annex 1), containing in its annex the Recommendations on Technical Requirements for Inland Navigation Vessels (TRANS/SC.3/104 and Add.1-4),

Bearing in mind the report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its twenty-seventh session (TRANS/SC.3/WP.3/55, paras. 28-30),

Desirous of ensuring a high level of safety in inland navigation in the UNECE region through the introduction of a harmonized standard for minimum manning and working and rest hours of crews of inland navigation vessels engaged in international shipping,

Decides to amend the Recommendations on Technical Requirements for Inland Navigation Vessels by the text contained in the annex to this resolution,

Requests Governments to inform the Executive Secretary of the Economic Commission for Europe whether they accept this resolution,

Requests the Executive Secretary of the Economic Commission for Europe to place the question of the application of this resolution periodically on the agenda of the Working Party on Inland Water Transport.

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## Annex

Supplement the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No. 17, revised), with a new Chapter 19 as follows.

### **“CHAPTER 19**

#### **CREWS**

##### 19-1 GENERAL

19-1.1 These Recommendations apply to all inland navigation vessels engaged in international shipping, except unmanned barges and small craft within the meaning of the European Code for Inland Waterways (CEVNI).

19-1.2 Minimum crews on board inland navigation vessels shall <sup>\*/</sup> conform to the requirements of these recommendations for all operating modes. The recommendations do not preclude competent authorities from prescribing any additional personnel which may be needed in special cases such as the transport of dangerous goods.

19-1.3 The minimum crew prescribed for the operating modes shall be on board the vessel at all times when it is under way. No departure shall be permitted without the prescribed minimum crew.

##### 19-2 CREW MEMBERS

19-2.1 The minimum crew of a vessel, ensuring the safety of its operation may consist of the following crew members:

- (i) Boatmasters;
- (ii) Helmsmen;
- (iii) Able crewmen;
- (iv) Ordinary crewmen;
- (v) Engineers;
- (vi) Electrician-engineers;
- (vii) Engine-minders;
- (viii) Radio operators <sup>1/</sup>

19-2.2 **On inland waterways, where national legislation so allows, the minimum crew of vessels, ensuring the safety of its operation may also include apprentices and deck-hands.**

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<sup>\*/</sup> Note by the secretariat: The Working Party may wish to decide whether the verb “**shall**” or “**should**” is to be used throughout the text of the future Recommendations.

<sup>1/</sup> In accordance with the national rules of the Russian Federation and Ukraine only.

19-2.3 The qualifications for crew members **shall be** as follows:

19-2.3.1 Boatmaster:

**Shall** hold a boatmaster's licence issued in accordance with the Recommendations on Minimum Requirements for the Issuance of Boatmaster's Licences in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (resolution No. 31 of 12 November 1992).

19-2.3.2 Helmsman:

**Shall be not less than 17 years of age and**

(a) **shall** have had not less than one year's experience in inland navigation as an able crewman or not less than three years' experience as an ordinary crewman within the meaning of 19-2.3.4 (b), or

(b) **shall** have successfully completed training provided the training includes experience in inland navigation as a helmsman-apprentice or as a crewman for a period determined by the competent authority.

19-2.3.3 Able crewman:

(a) **shall** have had not less than one year's experience in inland navigation as an ordinary crewman and

- have successfully completed the training referred to in 19-2.3.5 below, or
- have passed the final examination of a professional college of inland navigation, or
- have passed any other examination for ordinary crewman recognized by the competent authority,

or

(b) **shall** have successfully completed training referred to in 19-2.3.5 below of a duration of not less than three years or have passed a final examination following training of not less than three years in a professional college of inland navigation provided the training includes not less than one year's experience in inland navigation,

or

(c) **shall** have had not less than two years' experience in inland navigation as an ordinary crewman within the meaning of 19-2.3.4 (b).

19-2.3.4 Ordinary crewman:

(a) **shall** be not less than 17 years of age and

- have passed an examination on completion of the training referred to in 19-2.3.5 below, or
- have passed an examination on completion of training in a professional college of inland navigation, or
- have passed any other examination for ordinary crewman recognized by the competent authority,

or

(b) **shall** have had not less than three years' experience as a member of the ship's deck department, including not less than one year in inland navigation and two years either in inland navigation or at sea, in coastal navigation or fishing.

19-2.3.5 Apprentice:

**Shall** be not less than 15 years<sup>2/</sup> of age and have an apprentice's contract which provides for attendance at a professional college of inland navigation or for a correspondence course approved by the competent authority to be taken in the preparation of an equivalent diploma.

19-2.3.6 Deck-hand:

**Shall** be not less than 16 years of age.

19-2.3.7 Engineer:

(a) **Shall** be at least 18 years of age and have passed an examination on completion of a full training course in the engine and mechanics sectors, or

(b) **Shall** have worked for not less than two years as an engine-minder on a motorized inland navigation vessel.

19-2.3.8 Electrician-engineer:

(a) **Shall be at least 18 years of age and have passed an examination on completion of a full training course in on-board electrical systems; or**

(b) **Shall be at least 18 years of age and have experience of working in a ship's crew for a period determined by the competent body.**

19-2.3.9 Engine-minder:

**Shall** be not less than 17 years of age and either

(a) be an ordinary crewman and have passed an engine-minder's examination recognized by the competent authority, or

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<sup>2/</sup> **The age limitation of an apprentice may be higher depending on national legislation.**

(b) have had not less than one year's experience on board a motorized inland navigation vessel as an ordinary crewman and have a basic knowledge of engines.

#### 19-2.3.10 Radio operator

**Shall be at least 18 years of age, have passed an examination on completion of a full training course in on-board radio systems and have navigational experience as part of a vessel crew for a period determined by the competent body, or have completed an appropriate probationary period of at least two months' duration aboard inland navigation vessels.**

### 19-3 CREW MEMBERS - PHYSICAL FITNESS

19-3.1 Physical fitness for the job shall be certified by a medical certificate issued on first enlistment as a crew member by a doctor designated by the competent authority.

19-3.2 Physical fitness involves in particular:

- (a) Adequate eyesight and hearing;
- (b) The capacity to lift a weight of 20 kg unaided.<sup>3/</sup>

19-3.3 Certification of fitness in accordance with 19-3.1 and 19-3.2 above shall be renewed periodically in accordance with the requirements of the Administration.

19-3.4 Where a competent authority has doubts as to the physical fitness of a crew member, it may request a medical examination in accordance with the provisions of 19-3.1 and 19-3.2.

### 19-4 PROOF OF QUALIFICATIONS - SERVICE RECORD

19-4.1 Every member of the minimum crew shall have a personal service record conforming to the model reproduced in the annex to these Recommendations. All the essential information required in the service record should be printed as a minimum, in the official language of the country concerned and either in French, German **or Russian**. On enlistment, the service record shall be presented to the boatmaster and kept up to date and carefully preserved by him until discharge. The service record shall be returned to the holder on request at any time and without delay.

The service record contains general information such as diplomas obtained, medical certificates and the holder's qualifications under section 19-2, as well as specific information concerning voyages made or positions held during service on board vessels.

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<sup>3/</sup> Competent authority may prescribe additional requirements with regard to physical fitness.

Note by the secretariat: To achieve the Pan-European harmonization of minimum manning standards, the Working Party may wish to replace the term "additional" by "**additional or alternative**" since the capacity to lift a weight of 20 kg has been removed from article 23 of RVBR as well as from national legislation of the CCNR member countries.

19-4.2 The holder of the service record shall have the record certified at least once in the course of the 12-month period following the date of issue by a competent local authority.

19-4.3 The authority referred to in 19-4.2 above shall be responsible for entering the general information referred to in 1 above. The boatmaster shall be responsible for entering the specific information referred to in 1 above. The particulars concerning the preceding voyage shall be entered before the start of the next voyage. The instructions concerning the keeping of the service record and the definitions (e.g. "voyage", start and finish) are to be found in the service record.

19-4.4 For crew members holding a boatmaster's licence in accordance with the Recommendations on Minimum Requirements for the Issuance of Boatmaster's Licences in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (Resolution No. 31 of 12 November 1992), such licence shall stand in lieu of the service record.

19-4.5 It shall be possible to provide proof of qualification for employment on board at any time:

19-4.5.1 for the boatmaster, in the form of the boatmaster's licence;

19-4.5.2 for the helmsman, able crewman, ordinary crewman, engineer or engine-minder in the form of the service record or the boatmaster's licence.

19-4.6 For crew members who hold a licence or proof of qualifications and appear on the crew list in accordance with national regulations of the country the waterways of which they navigate, such licences and proof of qualifications shall stand in lieu of the service record provided that the service record is not prescribed by national or international law concerning the navigation on inland waterways they navigate.

#### 19-5 OPERATING MODES <sup>4/</sup>

A distinction shall be made between the following operating modes:

- |                |  |                      |
|----------------|--|----------------------|
| A <sub>1</sub> | daytime navigation for a maximum of 14 hours <sup>5/</sup> | )                    |
| A <sub>2</sub> | semi-continuous navigation for not more than 18 hours      | ) per 24-hour period |
| B              | continuous navigation for 24 hours and more                | )                    |

A vessel navigating under mode A<sub>1</sub> or mode A<sub>2</sub> shall cease navigation for 8 hours continuously, in the former case, and 6 hours continuously, in the latter case, if the vessel is equipped with a

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<sup>4/</sup> On certain river basins competent authorities may prescribe operating modes which differ from those indicated in this article.

<sup>5/</sup> Daytime navigation may be extended to a maximum of 16 hours, not more than once a week, if the vessel is equipped with a tachograph approved by the Administration and in proper working order, and if the members of the minimum crew include one holder of the boatmaster's licence and a helmsman.

tachograph of a type approved by the Administration and in proper working order. In the other cases, a vessel sailing under mode A<sub>1</sub> shall cease navigation for the whole of the period between 10 p.m. and 6 a.m., and a vessel under mode A<sub>2</sub> between 11 p.m. and 5 a.m.

#### 19-6 MANDATORY REST PERIOD

19-6.1 In operating mode A<sub>1</sub>, all members of the crew shall have eight hours of uninterrupted rest outside sailing time for each 24-hour period, calculated from the end of each 8-hour rest period.

In operating mode A<sub>2</sub>, all crew members shall have eight hours' rest including six hours uninterrupted rest time outside sailing times<sup>6/</sup> for each 24-hour period, calculated from the end of each 6-hour rest period.

In operating mode B, all crew members shall have 24 hours' rest time per 48-hour period including at least two 6-hour periods of uninterrupted rest.

During the mandatory rest time, a crew member may not be called on to perform any duty, including surveillance or standby; the watch and surveillance duties provided for in the European Code for Inland Waterways (CEVNI) for stationary vessels shall not be considered as an obligation under this paragraph.

19-6.2 The provisions of labour regulations and in collective agreements concerning longer rest periods shall remain valid.

#### 19-7 CHANGE **OR REPETITION** OF OPERATING MODE

19-7.1 A change **or repetition** of operating mode may take place only if the following requirements are complied with:

- (a) The change-over from operating mode A<sub>1</sub> to mode A<sub>2</sub> may take place only if:  
the crew has been entirely replaced, or

the crew members required for operating mode A<sub>2</sub> have completed, immediately prior to the change, an 8-hour rest period, including six hours outside sailing-time, and the extra crew required for operating mode A<sub>2</sub> are on board.

- (b) The change-over from operating mode A<sub>2</sub> to mode A<sub>1</sub> may take place only if:  
the crew has been entirely replaced, or  
the crew members required for operating mode A<sub>1</sub> have completed, immediately prior to the change, an uninterrupted rest period of eight hours outside sailing-time.

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<sup>6/</sup> For all crew members under 18, eight hours of uninterrupted rest including six hours outside sailing times.



- (c) The change-over from mode B to mode A1 or A2 may take place only if:
- the crew has been entirely replaced, or
  - the crew members required for operating modes A1 and A2 have completed, immediately prior to the change, 8-hour and 6-hour uninterrupted rest periods, respectively.
- (d) The change-over from operating mode A1 or A2 to mode B may take place only if:
- the crew has been entirely replaced, or
  - the crew members required for operating mode B have completed, immediately prior to the change, 8-hour and 6-hour uninterrupted rest periods, respectively, outside sailing time and the extra crew required for mode B are on board.

19-7.2 **A repetition from operating mode A1 or A2 may take place only if:**

- **the crew has been entirely replaced, and**
- **the crew members required for the repeated mode A1 or A2, have completed, immediately prior to the change, 8-hour or 6-hour uninterrupted rest periods respectively, outside sailing time.**

19-7.3 In all cases of change of operating mode the shipowner shall amend the crew manning table in line with the minimum requirements governing crew composition and bring the crew up to strength in accordance with the new manning table prior to changing the operating mode.

19-8 SHIP'S LOG, TACHOGRAPH <sup>\*/</sup>

19-8.1 A ship's log conforming to the requirements of the Administration shall be kept on board each vessel to which the provisions of present Recommendations apply in accordance with section 19-1 above. The ship's log shall be kept in accordance with the instructions it contains. The responsibility for keeping the ship's log and making the necessary entries in it shall devolve on the boatmaster. The first ship's log, which shall bear the number 1, the name of the vessel and its official number, shall be issued by the authority which issued the vessel's inspection certificate.

The beginning and end of rest periods shall be entered each day during the voyage.

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<sup>\*/</sup> Note by the secretariat: The Working Party SC.3 may wish to decide whether technical and operating requirements for tachographs should become a part of the annex to resolution No.17, revised. In so doing it may wish to take into account the text of Appendix H to the Regulations on Inspection of Rhine Vessels (RVBR) received from the Central Commission for the Navigation of the Rhine (CCNR) and issued by the secretariat as TRANS/SC.3/WP.3/2001/4/Add.1.

The particulars relating to a change of operating mode shall be entered on a fresh page of the ship's log.

19-8.2 Subsequent ship's logs may be issued by a competent local authority which shall affix to them their serial number; however, they may be issued only on production of the preceding log. The preceding log shall be marked indelibly "cancelled" and returned to the boatmaster.

19-8.3 The cancelled log shall be kept on board for six months following the last entry.

19-8.4 On issue of the first ship's log in accordance with 1, the authority issuing it shall certify that it has done so by means of a certificate indicating the name of the vessel, its official number, the number of the ship's log, and the date of issue. This certificate shall be kept on board and be produced on request. The issue of subsequent ship's logs in accordance with 19-8.2 shall be entered by the competent authority on the certificate.

19-8.5 Tachograph recordings shall be kept on board for six months following the last entry if the vessel is equipped with a tachograph.

## 19-9 EQUIPMENT OF VESSELS

19-9.1 Notwithstanding the other provisions of these Recommendations, self-propelled vessels, self-propelled pusher vessels, pushers, pushed convoys and passenger vessels operated with a minimum crew shall meet the following requirements:

(a) The propulsion equipment shall be so arranged as to enable the speed to be changed and the direction of propulsion reversed from the vessel's steering station.

It shall be possible to start and stop the auxiliary engines required to operate the vessel from the steering station, unless they function automatically or continuously during each voyage.

(b) The critical levels of

the temperature of the water for cooling the main engines,  
the oil pressure of the main engines and transmission gear,  
the oil and air pressure of the devices for reversing the main engines,  
the reversible transmission gear or the propellers, and  
the filling level of the engine room hold

shall be indicated by devices which set off sound and visual alarms in the wheelhouse. The sound alarms may be contained in a single sound apparatus and can be stopped once the breakdown has been noted. The visual alarms shall be extinguished only when the relevant problems they indicate have been eliminated.

(c) The fuel feed and the cooling of the main engines shall be automatic.

(d) It shall be possible for one person to man the helm without special effort even at the maximum authorized draught.

(e) It shall be possible to initiate the visual and sound signals prescribed by the European Code for Inland Waterways (CEVNI) for vessels under way from the steering station.

(f) If direct communication between the steering station and the bow of the vessel, the stern of the vessel, the living quarters and the engine room is not possible, a sound link shall be provided. For the engine room, the sound link may be replaced by visual and sound signals.

(g) It shall be possible for a single crew member on his own to launch the required lifeboat with due dispatch.

(h) A spotlight, which can be manipulated from the steering station, shall be installed on board.

(i) The effort required to manipulate cranks and similar pivoting devices for lifting equipment shall not be more than 16 kg.

(j) The towing winches shall be motorized <sup>\*/</sup>.

(k) The stripping-pumps and the deck swabbing pumps shall be motorized <sup>\*/</sup>.

(l) The main control devices and monitoring instruments shall be arranged ergonomically.

(m) It shall be possible to control the equipment referred to in paragraph 10-1.1<sup>\*\*/</sup> of the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No. 17, revised), from the steering station.

(n) The vessel shall be equipped with a VHF radiotelephone for the ship-to-ship and shipping information networks.

19-9.2 The conformity or non-conformity of the vessel with the requirements of 19-9.1 above shall be certified by a certificate issued by the Administration.

This certificate shall be kept on board the vessel.

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<sup>\*/</sup> Note by the secretariat: It is proposed to replace the word “motorized” by “**power-driven**”.

<sup>\*\*/</sup> Note by the secretariat: Corresponds to paragraph 10A-2.1 of the amended annex to resolution No. 17, revised, as set out in TRANS/SC.3/2004/1.

19-10 MINIMUM CREW FOR SELF-PROPELLED CARGO VESSELS AND PUSHERS <sup>7/</sup>

The minimum crew for self-propelled vessels comprises:

Length of the vessel L in m	Crew members	Number of crew members for operating mode		
		A <sub>1</sub>	A <sub>2</sub>	B <sup>8/</sup>
L ≤ 70	boatmaster	1	2	2
	helmsman	-	-	-
	able crewman	-	-	-
	ordinary crewman	1	-	2
70 < L ≤ 86	boatmaster	1	2	2
	helmsman	-	-	-
	able crewman	1	-	-
	ordinary crewman	-	1	2
L > 86	boatmaster	1	2	2
	helmsman	1	-	1
	able crewman	-	-	-
	ordinary crewman	1	2	2 <sup>9/</sup>

<sup>7/</sup> The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this article. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this article. **Notwithstanding the above, on inland waterways, where national [or international] legislation so allows, one or more of the ordinary crewmen may be replaced by apprentices or deckhands.**

<sup>8/</sup> **Due to the on-going reform of national legislation relating to minimum crew, in the Russian Federation the number and composition of crew members in operating mode B may differ from the one prescribed in this table.**

<sup>9/</sup> If the helmsman is replaced by a third boatmaster, one ordinary crewman shall be enough.

19-11 MINIMUM CREW FOR PUSHERS, SELF-PROPELLED PUSHER VESSELS, PUSHED CONVOYS, ABREAST FORMATIONS AND OTHER RIGID FORMATIONS <sup>10/</sup>

19-11.1 The minimum crew for pushers, pushed convoys, abreast formations and other rigid formations comprises:

Type of convoy	Crew members	Number of crew members for operating mode		
		A <sub>1</sub>	A <sub>2</sub>	B <sup>11/</sup>
pusher + one barge <sup>12/</sup> or formation with the dimensions: L ≤ 116.5 m B ≤ 15 m	boatmaster	1	2	2
	helmsman	1	-	1
	able crewman	-	-	-
	ordinary crewman	1	2	2 <sup>13/</sup>
	engineer or engine-minder	-	-	-
pusher + two barges or self-propelled vessel + one barge	boatmaster	1	2	2
	helmsman	1	-	1
	able crewman	-	-	-
	ordinary crewman	2	3	2
	engineer or engine-minder	-	-	1 <sup>14/</sup>
pusher + three or four barges or self-propelled vessel + two or three barges	boatmaster	1	2	2
	helmsman	1	-	1
	able crewman	-	-	-
	ordinary crewman	2	3	3 <sup>15/</sup>
	engineer or engine-minder	1	1	1
pusher + more than four barges	boatmaster	1	2	2
	helmsman	1	-	1
	able crewman	-	-	-
	ordinary crewman	3	4	4 <sup>16/</sup>
	engineer or engine-minder	1	1	1

19-11.2 The competent authority may prescribe different manning requirements for convoys with a length of up to 82 m and a width of 11.45 m.

19-11.3 In the case of pushed or towed barges, one rating is included for every two barges.

<sup>10/</sup> The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this article. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this article. **Notwithstanding the above, on inland waterways, where national [or international] legislation so allows, one or more of the ordinary crewmen may be replaced by apprentices or deckhands.**

<sup>11/</sup> **Due to the on-going reform of national legislation relating to minimum crew, in the Russian Federation the number and composition of crew members in operating mode B may differ from the one prescribed in this table.**

<sup>12/</sup> The term “barge(s)” refers to a standard Europe II barge or its equivalent in terms of length (76.5m):

1 barge = 2 barges with a length > 25.50m and ≤ 38.25 m each (e.g. Likes barges);

1 barge = 3 barges with a length > 19.12m and ≤ 25.50 m each (e.g. Barko Liner barges);

1 barge = 4 barges with a length ≤ 19.12m each (e.g. Lash barges).

<sup>13/</sup> **If the helmsman is replaced by a third boatmaster, one ordinary crewman shall be enough.**

<sup>14/</sup> **If the helmsman is replaced by a third boatmaster the crew may not need to include an engineer or an engine-minder.**

<sup>15/</sup> **If the helmsman is replaced by a third boatmaster two ordinary crewmen shall be enough.**

<sup>16/</sup> **If the helmsman is replaced by a third boatmaster three ordinary crewmen shall be enough.**

19-12 MINIMUM CREW FOR PASSENGER VESSELS <sup>17/</sup>

19-12.1 The minimum crew for passenger vessels for day excursions comprises:

Maximum permitted number of passengers	Crew members	Number of crew members for operating mode		
		A <sub>1</sub>	A <sub>2</sub>	B <sup>18/</sup>
up to 75 persons	boatmaster	1	2	2
	helmsman	-	-	-
	able crewman	-	-	-
	ordinary crewman	1	1	2
	engineer <b>or</b> engine-minder	-	-	-
between 76 and 250 persons	boatmaster	1	2	2
	helmsman	-	-	-
	able crewman	-	-	-
	ordinary crewman	2 <sup>19/</sup>	1	2
	engineer <b>or</b> engine-minder	-	1	1
between 251 and 600 persons	boatmaster	1	2	3
	helmsman	-	-	-
	able crewman	1	-	-
	ordinary crewman	-	1	1
	engineer <b>or</b> engine-minder	1	1	1
between 601 and 1 000 persons	boatmaster	1	2	3
	helmsman	1	-	-
	able crewman	-	-	-
	ordinary crewman	2	2	2
	engineer <b>or</b> engine-minder	1	1	1
more than 1 000 persons	boatmaster	2	2	3
	helmsman	-	-	-
	able crewman	-	-	-
	ordinary crewman	3	4	4
	engineer <b>or</b> engine-minder	1	1	1

19-12.2 The minimum crew for **steamboats** for day excursions should be increased by **one** engineer in all operating modes.<sup>\*/</sup>

<sup>17/</sup> The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this article. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this article. **Notwithstanding the above, on inland waterways, where national [or international] legislation so allows, one or more of the ordinary crewmen may be replaced by apprentices or deckhands.**

<sup>18/</sup> **Due to the on-going reform of national legislation relating to minimum crew, in the Russian Federation the number and composition of crew members in operating mode B may differ from the one prescribed in this table.**

<sup>19/</sup> Both ordinary crewmen may be replaced by one engineer or an engine-minder.

<sup>\*/</sup> Note by the secretariat : The text of this paragraph has been aligned with relevant provisions of RVBR (article 23.12(2)). New text is given in bold characters.

19-12.3 The minimum crew for passenger cabin vessels comprises <sup>20/</sup> :

Group according to the number of berths	Crew members	Number of crew members for operating mode		
		A <sub>1</sub>	A <sub>2</sub>	B <sup>21/</sup>
up to 50 berths	boatmaster	1	2	3
	helmsman	-	-	-
	able crewman	1	-	-
	ordinary crewman	-	1	1
	engineer <b>or</b> engine-minder	1	1	1
between 51 and 100 berths	boatmaster	1	2	3
	helmsman	1	-	-
	able crewman	-	-	-
	ordinary crewman	1	1	1
	engineer <b>or</b> engine-minder	1	1	1
more than 100 berths	boatmaster	1	2	3
	helmsman	1	-	-
	able crewman	-	-	-
	ordinary crewman	2	3	3
	engineer <b>or</b> engine-minder	1	1	1

19-13 MANNING OF VESSELS WHOSE MINIMUM EQUIPMENT REFERRED TO IN ARTICLE 9 IS INCOMPLETE <sup>\*/</sup>

Alternative 1

“When the equipment of a self-propelled vessel, pusher, pushed convoy, other rigid formation or passenger vessel does not correspond to the equipment prescribed in paragraph 19-9.1, the minimum crew shall be increased by one engine-minder for operating modes A1 and A2, and two engine-minders for operating mode B.

<sup>20/</sup> The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this article. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this article. **Notwithstanding the above, on inland waterways, where national [or international] legislation so allows, one or more of the ordinary crewmen may be replaced by apprentices or deckhands.**

<sup>21/</sup> **Due to the on-going reform of national legislation relating to minimum crew, in the Russian Federation the number and composition of crew members in operating mode B may differ from the one prescribed in this table.**

<sup>\*/</sup> Note by the secretariat: At the twenty-seventh session of the Working Party SC.3/WP.3, doubts were expressed by some delegations with regard to the text of section 19-13. It was suggested, in particular, to replace the terms “engine-minder” and “engine-minders” by “ordinary crewman” and “ordinary crewmen” to align the text with relevant provisions of RVBR. The Working Party agreed, therefore, to include in the draft recommendations, as an alternative, the text of article 23.13 of RVBR and invited Governments to make their preferences with regard to one alternative or the other known to the Working Party SC.3 so that the Working Party on Inland Water Transport could decide as appropriate (TRANS/SC.3/WP.3/55, para. 29).

In addition, when the conditions of one or more of sub-paragraphs (a) to (c) are not met, one ordinary crewman shall be replaced by an engineer or an engine-minder for operating modes A1 and A2, two ordinary crewmen shall be replaced by two engineers or engine-minders for operating mode B.”

Alternative 2

**“1. When the equipment of a self-propelled vessel, pusher, rigid convoy, or other rigid assembly or passenger vessel does not correspond to the standard of equipment required in paragraph 19-9.1, the minimum crew prescribed in sections 19-10, 19-11 or 19-12 shall be increased by:**

**(a) one ordinary crewman in operating modes A1 and A2 and**

**(b) two ordinary crewmen in operating mode B. When, however, the requirements of paragraph 19-9.1, letters (i) and (k) only, or of one of these letters are not met, the crew shall be increased in operating mode B by one ordinary crewman instead of two.**

**2. In addition, when one or more of the requirements of paragraph 19-9.1, letters (a) to (c), are not met,**

**(a) the ordinary crewman prescribed in 1 (a) above shall be replaced by an engine-minder in operating modes A1 and A2 and**

**(b) the two ordinary crewmen prescribed in 1 (b) above shall be replaced by two engine-minders in operating mode B.”**

19-14 MINIMUM CREWS FOR OTHER VESSELS

The Administration shall determine for vessels not mentioned in sections 19-10 to 19-12 but covered by the present Recommendations in accordance with section 19-1 above (e.g. tugs, dumb barges, floating establishment, high speed vessels), according to their dimensions, form of construction, equipment and intended use, what crews shall be on board during navigation.”

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**Appendix**

**MODEL OF A SERVICE RECORD \***

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<sup>\*/</sup> Note by the secretariat : The text of the Model of the service record, as approved by the Working Party SC.3/WP.3, may be found in document TRANS/SC.3/WP.3/2003/1 and is not reproduced here in the interests of economy.