ECE/TRANS/SC.3/172/Rev.2/Amend.2

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels

Resolution No. 61

Revision 2

Amendment 2

UNITED NATIONS
Geneva, 2021

Note

Amendment No. 2 to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61, revision 2) contains a consolidated text of the amendments preliminarily approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation at its fifty-sixth and fifty-seventh sessions and adopted by the Working Party on Inland Water Transport at its sixty-fourth session as resolution No. 98 (ECE/TRANS/SC.3/213, paragraph 48).

Amendments to the annex to Resolution No. 61 on Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels, revision 2

Resolution No. 98
(adopted by the Working Party on Inland Water Transport on 9 October 2020)

The Working Party on Inland Water Transport,

Responding to the strategic recommendations set out in the Wroclaw Declaration and resolution No. 265 of 22 February 2019 of the Inland Transport Committee,

Responding also to Policy recommendation No. 4 of the UNECE White Paper on the progress, accomplishment and future of sustainable inland water transport (ECE/TRANS/SC.3/279) encouraging the modernization and greening of the fleet and infrastructure to better tackle environmental challenges,

Bearing in mind the ongoing work aimed at enhancing navigation safety, modernization and greening of the inland navigation fleet and automation in inland navigation by member States, the European Commission, the European Committee for drawing up Standards in the field of Inland Navigation (CESNI), River Commissions and other key players,

Reaffirming the desirability of further developing resolution No. 61 with due regard to the latest updates of the European legislation laying down technical requirements for inland waterway vessels and with a view of ensuring harmonization of technical requirements for inland navigation vessels at a pan-European level,

Recognizing the need to maintain the up-to-date categorization of European inland waterways as foreseen in paragraph 1-1.5 of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels annexed to resolution No. 61 for navigation safety,

Considering resolution No. 61 of on Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels, as amended,

Decides to amend and supplement the text of the annex to Resolution No. 61, revision 2, as reflected in the annex to this resolution.

Annex

Amendments to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61, revision 2)

I. Section 1-2, “Definitions”

1. *Add* a new definition 112 bis

112 bis “Power electronics”: an installation, appliance, assembly or device for converting electrical energy with switching electronic devices or a system comprised thereof.

II. Section 8-2, “Automation”

2. *Add* a new paragraph 8-2.3.6

8-2.3.6 Where vessels have only one propulsion engine, that engine may be equipped with an automatic device for the reduction of the engine speed only if an automatic reduction of the engine speed is indicated both optically and acoustically in the wheelhouse and the device for the reduction of the engine speed can be switched off from the helmsman's position.

III. Section 9-2, “Technical requirements”

3. *Add* a new subsection 9-2.19

9-2.19 Power electronics

9-2.19.1 A separate device for disconnecting from the mains must be provided for each power electronics system. The combination fuse–switch may be used for consumer equipment up to a nominal current of 315 A. In all other cases, a circuit-breaker must be provided on the network side.

9-2.19.2 The power electronics should be readily accessible for repairs and measurements. Appropriate devices must be provided for checking functions and detecting malfunctions.

9-2.19.3 Control and signal electronics must be galvanically separated from power circuits.

9-2.19.4 Converter systems must ensure safe operation even with the largest permissible voltage and frequency fluctuations. For impermissibly high frequency and/or voltage variations in the supply voltage, the system must switch itself off or remain in a safe operating condition.

9-2.19.5 Electric charges in assemblies should be reduced to a voltage below 50 V in less than 5 seconds after disconnecting from the network. If longer discharge times are required, a warning sign must be affixed to the device.

9-2.19.6 The failure of external control signals, must not lead to a dangerous condition.

9-2.19.7 Power electronics must be designed and installed in such a way that the failure of control voltages cannot lead to threats or damage to the system or device where the power electronics is installed, or to the overall system.

9-2.19.8 In the installation which is required for propulsion and manoeuvrability as well as safety of the crew, craft or cargo, components must be provided for monitoring the individual power electronic assemblies and subsystems in order to facilitate error detection in the event of a malfunction and prevent the existence of undetected errors.

9-2.19.9 The monitoring of the power electronics must detect errors with certainty and prevent them from remaining unrecognized.

9-2.19.10 Except for components, only power electronics that have undergone the type examination may be used. If the power electronics feature protective and monitoring devices, the examination must also include proof of the response thresholds and coordinated interaction of all protective and monitoring equipment. The type examination report is to be included with the system documentation.

4. *Renumber* the existing subsection 9-2.19 as 9-2.20.

IV. Chapter 15 “Special provisions for passenger vessels”

5. Section 15-8

In the end, *add*

15-8.10 Passenger vessels must be equipped with at least one automated external defibrillator. Its location is indicated by a symbol for ‘automated external defibrillator’ in accordance with sketch 11 of appendix 3, having a side length of at least 10 cm. The automated external defibrillator must be maintained in accordance with the manufacturer's instructions.

6 Section 15-10

Paragraph 15-10.3, at the end, *add*

(x) Locations where an automated external defibrillator is to be found.

7. Section 15-13

Paragraph 15-13.2, at the end, *add*

(xx) The automated external defibrillator.

V. Appendix 1, “List of European inland waterways divided geographically into zones 1, 2 and 3” (paragraph 1-1.5 of the recommendations)

8. Chapter III, “zone 3”, *replace* the list of inland waterways of Belarus *with the following*:

BELARUS

Berezina, from Berazino to the mouth.

Sozh, from the Krysin shoals to the mouth.

Western Dvina, from Krupodery to the shoals of Sosnitsy.

Neman, from Yablonovo to Perelom.

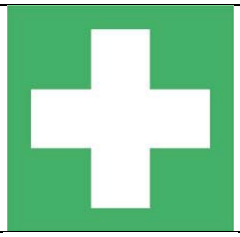
Pripyat, from the Stakhovo hydroelectric complex to the border with Ukraine.

Mikashevichi Canal, from the Mikashevichi Port to the Pripyat River.

Dneprovsko-Buzkiy Canal, from Brest to the Stakhovo hydroelectric complex.

VI. Appendix 3, "Safety signs and signals to be used on board inland navigation vessels"

9. At the end, *add*

Sketch 9 First aid kit		Colours: green/white
Sketch 10 LNG warning		Colours: black/yellow
Sketch 11 Automated external defibrillator		Colours: white/green