Amendments to "Rules for the classification of inland waterway ships and for conformity to Directive 2016/1629/EU"

RFS/002/AMN/02

Effective from 1/7/2020

Reason of the amendments: update the requirements for ships subject to Directive 2016/1629/EU by referring to those in the latest edition of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN 2019/1)

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Rules for the Classification of Inland Waterway Ships and for Conformity to Directive 2016/1629/EU as amended

Effective from 1 July 2020

SECTION 1 GENERAL PRINCIPLES OF CLASSIFICATION

1 Principles of classification

1.1 Purpose of the Rules

1.1.1 These Rules give the requirements for the assignment and the maintenance of class for inland waterway ships.

Class assigned to a ship reflects the discretionary opinion of Tasneef that the ship, for declared conditions of use and within the relevant time frame, complies with the Rules applicable at the time the service is rendered.

1.1.2 The requirements of these rules regarding fire protection, detection and extinction (hereinafter referred to as "fire protection requirements") are no longer mandatory for the purpose of classification, except where Tasneef carries out surveys relevant to fire protection statutory requirements on behalf of the flag Administration if authorized.

In such cases, fire protection requirements are considered a matter of class and therefore compliance with these requirements is also verified by Tasneef for classification purposes at class surveys.

1.1.3 *(1/7/2020)*

The rules are subdivided in the following parts:

- Part A - Classification and Surveys
- Part B - Hull and Stability
- Part C - Machinery, Systems and Fire Protection
- Part D - Materials and Welding
- Part E - Service Notations
- Part F - Additional Class Notations applicable, at the request of the Interested Parties
- Part G - Additional Requirements for conformity to ~~the compliance with~~ Directive 2016/1629/EU as amended ~~applicable, at the request of the Interested Party, to all ships covered by Directive 2016/1629/EU~~.

Parts A to F apply for the purpose of classification.

Part G is applicable, at the request of the Interested Party, to all ships subject to Directive 2016/1629/EU as amended.

To ships which satisfy the requirements of the Part G, a statement attesting the compliance with the Directive 2016/1629/EU ~~will~~as amended may be granted by Tasneef.

Unless Tasneef is authorized by the Administration, said statement can not be used in lieu of the "Inland vessel certificate" foreseen by the Directive.

~~For the technical requirements applicable to inland waterway ships, Annex II to 2016/1629/EU Directive makes reference to the "European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN)" issued by the European Committee for drawing up Standards in Inland Navigation (CESNI) established to facilitate harmonization of technical standards applied in the inland waterway sector across Europe.~~

~~Annex II to 2016/1629/EU Directive makes reference to ES-TRIN 2015/1; however, these Rules make reference to ES-TRIN 2017/1 because some European Administrations made reference to ES-TRIN 2017/1 in their national instruments adopting the Directive.~~

~~When Part G is applied to vessel flying a Flag of an Administration that adopted the Directive making reference to an ES-TRIN edition different from 2017/1, considerations on the applicable technical requirements will be done on a case by case basis.~~

1.1.4 As an alternative to these rules, Tasneef, upon agreement with the Interested Party and/or Administrations, may agree to apply statutory regulations for inland waterway ships, such as ADNR.

1.2 General definitions

1.2.1 The following general definitions are used in these Rules:

- "Administration" means the Government of the State whose flag the ship is entitled to fly or the State under whose authority the ship is operating in the specific case
- "Approval" means the examination and acceptance by Tasneef of documents, procedures or other items related to classification, verifying solely their compliance with the relevant Rule requirements, or other references where requested
- "Essential service" is intended to mean a service necessary for a ship to sail in inland waterway, be steered or manoeuvred, or undertake activities connected with its operation, and for the safety of life, as far as class is concerned
- "Inland waterway ship" is a ship designed and operated for Inland Navigation.
- "Interested Party" means a party, other than Tasneef, having responsibility for the classification of the ship, such as the Owner of the ship and his representatives, or the Shipbuilder, or the Engine Builder, or the Supplier of parts to be tested
- "Owner" means the Registered Owner or the Disponent Owner or the Manager or any other party having the responsibility to keep the ship seaworthy, having particular regard to the provisions relating to the maintenance of class laid down in Chapter 2
- "Survey" means an intervention by the Surveyor for assignment or maintenance of class as defined in Chap-

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SECTION 3 SYSTEM DESIGN

1 Supply systems and characteristics of the supply

1.1 Supply systems

1.1.1 The following distribution systems may be used:

a) on d.c. installations:
- two-wire insulated
- two-wire with one pole earthed
- single conductor with hull return, restricted to systems of limited extent (e.g. starting equipment of internal combustion engines and cathodic corrosion protection)

b) on a.c. installations:
- three-phase three-wire with neutral insulated
- three-phase three-wire with neutral directly earthed or earthed through an impedance
- three-phase four-wire with neutral directly earthed or earthed through an impedance
- single-phase two-wire insulated
- single-phase two-wire with one phase earthed
- single conductor with hull return, restricted to systems of limited extent (e.g. starting equipment of internal combustion engines and cathodic corrosion protection)

1.1.2 Distribution systems other than those listed in [1.1.1] (e.g. with hull return, three-phase four-wire insulated) will be considered by the Society on a case-by-case basis.

1.1.3 For the supply systems of ships carrying liquid developing combustible gases or vapours, see Part E.

1.2 Maximum voltages

1.2.1 The maximum voltages for both alternating current and direct current low-voltage systems of supply for the ship's services are given in Tab 1.

Table 1 : Maximum permissible operating voltages

Type of installation	Maximum permissibile operating voltage		
	DC	1-phase AC	3-phase AC
Power and heating installations including the relevant sockets	250 V	250 V	500 V
Lighting, communications, command and information installations including the relevant sockets	250 V	250 V	-
Socket intended to supply portable devices used on open deks or within narrow or damp metal lockers, apart from boilers and tanks:			
• In general	50 V (1)	50 V (1)	-
• Where protective circuit-separation transformer only supplies one appliances	-	250 V(2)	-
• Where protective-insulation (double insulation) aplliances are used	250 V	250 V	-
• Where ≤ 30 mA default current circuit breackers are used.	-	250 V	500 V
Mobile power consumers such as electrical equipment for containers, motors, blowers and mobile pumps which are not normally moved during service and whose conducting parts which are open to physical contact are grounded by means of a grounding conductor that is incorporated into the connecting cable and which, in addition to that grounding conductor, are connected to the hull by their specific positioning or by an additional conductor	250 V	250 V	250 V
Sockets intended to suppy portable appliances used inside boilers and tanks	50 V (1)	50 V (1)	-

(1) Where that voltage comes from higher voltage networks galvanic separation is to be used (safety transformer).

(2) All of the poles of the secondary circuit are to insulated from the ground.

1.2.2 Voltages exceeding those shown will be specially considered in the case of specific systems.

2 Sources of electrical power

2.1 General

2.1.1 *(1/1/2017)*

Every ship is to have at least two power sources (main and emergency power source).

2.1.2 *(1/1/2017)*

The Society may consider modified requirements for small ships intended for restricted navigation (e.g. lakes having small stretch of water) provided that the safety of the ship is guaranteed also taking into consideration the maximum sailing time.

2.1.3 ~~*(1/3/2019)*~~

~~For ships covered by Directive 2016/1629/EU see Pt G, Ch 1, Sec 8 [1.1.1].~~

2.2 Main source of electrical power

2.2.1 *(1/1/2017)*

The main source of electrical power is to consist of at least two generating sets.

The capacity of these generating sets is to be such that in the event of any one generating set being stopped it will still be possible to supply those services necessary to provide:

a) normal operational conditions of propulsion and safety (see [2.2.2])

b) minimum comfortable conditions of habitability (see Sec 1, [3.4.2])

c) preservation of the cargo.

Such capacity is, in addition, to be sufficient to start the largest motor without causing any other motor to stop or having any adverse effect on other equipment in operation.

Note 1: for small ships intended for restricted navigation (e.g. lakes having small stretch of water) the Society may accept that the main source of electrical power consists of one generator (which may have the ship's propulsion machinery as prime mover), and one accumulator battery, provided that the capacity of the accumulator battery is sufficient to supply, without being recharged, all essential services for not less than 30 minutes.

2.2.2 *(1/1/2017)*

Those services necessary to provide normal operational conditions of propulsion and safety include primary and secondary essential services.

2.2.3 *(1/1/2017)*

The services in [2.2.2] do not include:

a) thrusters not forming part of the main propulsion

b) cargo handling gear

c) cargo pumps

d) refrigerators for air conditioning.

2.2.4 *(1/1/2017)*

Where transformers constitute an essential part of the main electrical supply system, at least two three-phase or three single-phase transformers supplied, protected and installed as indicated in Fig 1, are to be provided, so that with any one transformer not in operation, the remaining transformer(s) is (are) sufficient to ensure the supply to the essential services.

2.2.5 *(1/1/2017)*

Where essential services are supplied from an accumulator battery by means of semiconductor convertors, means are to be provided for supplying such services also in the event of failure of the convertor (e.g. providing a bypass feeder or a duplication of convertor).

2.2.6 *(1/1/2017)*

For starting arrangements for main generating sets, see Ch 1, Sec 2.

2.3 Emergency source of electrical power

2.3.1 *(1/1/2017)*

An emergency power plant is to be provided, consisting of an emergency power source and an emergency switchboard, which, in the event of a failure of the main power supply, is to be capable of supplying simultaneously at least the following services, if they depend upon an electrical source for their operation:

a) signal lights;

b) audible warning devices;

c) emergency lighting;

d) radiotelephone installations;

e) alarm, loudspeaker and on-board message communications systems;

f) searchlights;

g) fire alarm system;

h) other safety equipment such as automatic pressurized sprinkler systems or fire-extinguishing pumps, only for passenger ship;

i) lifts and lifting equipment for ship safety, only for passenger ship.

2.3.2 *(1/1/2017)*

Emergency source of electrical power is to be installed outside the main engine room, outside the rooms housing the main source of electrical power and outside the room where the main switchboard is located; it is to be separated from these rooms by adequate fire divisions, as stated by these rules, and watertight bulkheads.

2.3.3 *(1/1/2017)*

The emergency source of power is to be installed either above the margin line or as far away as possible from the main power sources, so to ensure that, in the event of flooding in accordance with Section 3, it is not flooded at the same time as the main power sources.

2.3.4 *(1/1/2017)*

Cables feeding the electrical installations in the event of an emergency are to be installed and routed in such a way as to maintain the continuity of supply to these installations in the event of fire or flooding. These cables are never to be routed through the main engine room, galleys or rooms where the main power source and its connected equipment are installed, except insofar as it is necessary to provide emergency equipment in such areas.

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Part G
Additional Requirements for Conformity to Directive 2016/1629/EU as amended

Chapters 1 ~~2 3~~

Part G

Chapter 1

ADDITIONAL ~~COMMON~~ RULES FOR ALL SHIPS SUBJECT TO DIRECTIVE 2016/1629/EU AS AMENDED

SECTION 1 GENERAL

1 ~~General~~Purpose and application

1.1 ~~Purpose and application~~

1.1.1 *(1/7/2020)*

The Rules contained in this Part may be used in the following cases:

a) Tasneef classification is requested together with conformity to Directive 2016/1629/EU as amended;

b) only conformity to Directive 2016/1629/EU as amended is requested & authorized.

In case a)~~,~~ :

- in addition to the Rules of this Part, those of Parts A, B, C, D and E are also to be applied.
- In case of conflicting requirements, the Directive prevails.
- When requested by the Interested Parties, the Rules contained in Part F are also to be applied. In this case for the relevant items (i.e. fire protection and damage stability) the more stringent Rules are to be applied.
- In the above-mentioned case Tasneef will issue a statement of compliance with Directive 2016/1629/EU as amended, in addition to the Certificate of Classification.
- However, unless Tasneef is authorised by the Administration, such statement is not a substitute and cannot be used in lieu of the "Community Inland Navigation Certificate" foreseen by the Directive.

In case b)~~,~~:

- only the requirements contained in this Part are to be applied except where there are no specific requirements in this Part (i.e. structural strength, electrical equipment, etc.), for which the Directive accepts a declaration by an authorised Classification Society and therefore for such items the relevant requirements given in the other Parts of these Rules are to be applied.
- In ~~this~~ the above case Tasneef may issue, in addition to ~~the only~~ a statement of compliance with Directive 2016/1629/EU as ~~amended, together~~ also the fore-going declaration of conformity to the ~~above-m~~entioned statement Parts of these Rules.
- ~~This Part applies at the request of the Interested Parties to all ships covered by Directive 2016/1629/EU.~~ ì
- For ships which satisfy the requirements of Part G, a statement certifying compliance with Community Directive 2016/1629/EU as amended will be issued by Tasneef.
- Unless Tasneef is authorised by the Administration, said statement cannot be used in lieu of the "Community Inland Navigation Certificate" foreseen by the Directive.

2 Requirements for ships subject to Directive 2016/1629/EU as amended

2.1

2.1.1 *(1/7/2020)*

The requirements set out in the "European Standard laying down Technical Requirements for Inland Navigation vessels" (ES-TRIN) referred to in Directive 2016/1629/EU as amended, are to be complied with.

Note 1: Directive 2016/1629/EU as amended, as of 1 January 2020, refers to ES-TRIN edition 2019/1.

2.2 ~~Definitions~~

2.2.1 ~~*(1/3/2019)*~~

~~The following definitions shall apply in this Part:~~

~~Types of craft~~

1) ~~'craft': a vessel or item of floating equipment;~~
2) ~~'vessel': an inland waterway vessel or sea-going ship;~~
3) ~~'inland waterway vessel': a vessel intended solely or mainly for navigation on inland waterways;~~
4) ~~'sea-going ship': a vessel certified for sea-going service;~~
5) ~~'motor vessel': a motor cargo vessel or a motor tanker;~~
6) ~~'motor tanker': a vessel intended for the carriage of goods in fixed tanks and built to navigate independently under its own motive power;~~
7) ~~'motor cargo vessel': a vessel, other than a motor tanker, intended for the carriage of goods and built to navigate independently under its own motive power;~~
8) ~~'canal barge': an inland waterway vessel not exceeding 38,5 m in length and 5,05 m in breadth and usually operating on the Rhine-Rhône Canal;~~
9) ~~'tug': a vessel specially built to perform towing operations;~~
10) ~~'pusher': a vessel specially built to propel a pushed convoy;~~
11) ~~'barge': a dumb barge or tank barge;~~
12) ~~'tank barge': a vessel intended for the carriage of goods in fixed tanks and built to be towed, either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres;~~
13) ~~'dumb barge': a vessel, other than a tank barge, intended for the carriage of goods and built to be towed, either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres;~~
14) ~~'lighter': a tank lighter, cargo lighter or ship-borne lighter;~~
15) ~~'tank lighter': a vessel intended for the carriage of goods in fixed tanks, built or specially modified to be pushed,~~

either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres when not part of a pushed convoy;

16) 'cargo lighter': a vessel, other than a tank lighter, intended for the carriage of goods and built or specially modified to be pushed, either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres when not part of a pushed convoy;

17) 'ship borne lighter': a lighter built to be carried aboard sea going ships and to navigate on inland waterways;

18) 'passenger vessel': a day trip or cabin vessel constructed and equipped to carry more than 12 passengers;

19) 'passenger sailing vessel': a passenger vessel built and fitted out also with a view to propulsion under sail;

20) 'day trip vessel': a passenger vessel without overnight passenger cabins;

21) 'cabin vessel': a passenger vessel with overnight passenger cabins;

22) 'high speed vessel': a motorised craft capable of reaching speeds over 40 km/h in relation to water;

23) 'floating equipment': a floating installation carrying working gear such as cranes, dredging equipment, pile drivers or elevators;

24) 'worksite craft': a vessel, appropriately built and equipped for use at worksites, such as a reclamation barge, hopper or pontoon barge, pontoon or stone dumping vessel; see L 389/38 EN Official Journal of the European Union 30.12.2006;

25) 'recreational craft': a vessel other than a passenger vessel, intended for sport or pleasure;

26) 'ship's boat': a boat for use in transport, rescue, salvage and work duties;

27) 'floating establishment': any floating installation not normally intended to be moved, such as a swimming bath, dock, jetty or boathouse;

28) 'floating object': a raft or other structure, object or assembly capable of navigation, not being a vessel or floating equipment or establishment;

29) 'traditional craft': a craft which, based on its age, its technical nature or construction, its rarity, its meaning for the preservation of traditional principles of seamanship or techniques of inland navigation or its significance for a period from a historic viewpoint, is worthy of being preserved, and is operated for demonstration purposes in particular, or a replica thereof;

30) 'replica of a traditional craft': a craft which was largely built from original materials, using an appropriate construction method according to plans or templates as a traditional craft;

Assemblies of craft

31) 'convoy': a rigid or towed convoy of craft;

32) 'formation': the manner in which a convoy is assembled;

33) 'rigid convoy': a pushed convoy or side by side formation;

34) 'pushed convoy': a rigid assembly of craft of which at least one is positioned in front of the craft providing the power for propelling the convoy, known as the 'pusher(s)'; a convoy composed of a pusher and a pushed craft coupled so as to permit guided articulation is also considered as rigid;

35) 'side by side formation': an assembly of craft coupled rigidly side by side, none of which is positioned in front of the craft propelling the assembly;

36) 'towed convoy': an assembly of one or more craft, floating establishments or floating objects towed by one or more self propelled craft forming part of the convoy;

Particular areas on board

37) 'main engine room': space where the propulsion engines are installed;

38) 'engine room': space where combustion engines are installed;

39) 'boiler room': a space housing a fuel operated installation designed to produce steam or heat a thermal fluid;

40) 'enclosed superstructure': a watertight, rigid, continuous structure with rigid walls joined to the deck in a permanent and watertight manner;

41) 'wheelhouse': the area which houses all the control and monitoring instruments necessary for manoeuvring the vessel;

42) 'accommodation': a space intended for the use of persons normally living on board, including galleys, storage space for provisions, toilets and washing facilities, laundry facilities, ante rooms and passageways, but not the wheelhouse;

43) 'passenger room': rooms on board intended for passengers and enclosed areas such as lounges, offices, shops, hairdressing salons, drying rooms, laundries, saunas, toilets, washrooms, passageways, connecting passages and stairs not encapsulated by walls;

44) 'control centre': a wheelhouse, an area which contains an emergency electrical power plant or parts thereof or an area with a centre permanently occupied by on-board personnel or crew members, such as for fire alarm equipment, remote control of doors or fire dampers;

45) 'stairwell': the well of an internal staircase or of a lift;

46) 'lounge': a room of an accommodation or a passenger area. On board passenger vessels, galleys are not regarded as lounges;

47) 'galley': a room with a stove or a similar cooking appliance;

48) 'storeroom': a room for the storage of flammable liquids or a room with an area of over 4 m^2 for storing supplies;

49) 'hold': part of the vessel, bounded fore and aft by bulkheads, opened or closed by means of hatch covers, intended for the carriage of goods, whether packaged or in bulk, or for housing tanks not forming part of the hull;

50) 'fixed tank': a tank joined to the vessel, the walls of the tank consisting either of the hull itself or of a casing separate from the hull;

51) 'working station': an area where members of the crew carry out their duties, including gangway, derrick and ship's boat;

52) 'passageway': an area intended for the normal movement of persons and goods; see 30.12.2006 EN Official Journal of the European Union L 389/39;

53) 'safe area': the area which is externally bounded by a vertical surface running at a distance of 1/5 BWL parallel to the course of the hull in the line of maximum draught;

54) 'muster areas': areas of the vessel which are specially protected and in which passengers muster in the event of danger;

55) 'evacuation areas': part of muster areas of the vessel from which evacuation of persons can be carried out;

56) 'explosive atmosphere' a mixture with air, under atmospheric conditions, of flammable substances in the form of gas, vapour, dust, fibres, or flyings, which, after ignition, permits self-sustaining flame propagation;

57) 'hazardous area' an area in which an explosive gas atmosphere is or may be expected to be present, in quantities such as to require special precautions for the construction, installation and use of equipment;

58) 'zones' hazardous area classification based upon the frequency of the occurrence and duration of an explosive atmosphere:

- 'Zone 0': areas in which an explosive atmosphere is present continuously or for long periods or frequently,
- 'Zone 1': areas in which an explosive atmosphere is likely to occur in normal operation occasionally,
- 'Zone 2': areas in which an explosive atmosphere is not likely to occur in normal operation but, if it does occur, will persist for a short period only. These areas also include areas directly adjoining Zone 1 that are not separated from one another in a gas tight manner.

59) 'certified safe type electrical equipment' an electrical equipment which has been tested and approved by the competent authority regarding its safety of operation in an explosive atmosphere;

Marine engineering terms

60) 'plane of maximum draught': the water plane corresponding to the maximum draught at which the craft is authorised to navigate;

61) 'safety clearance': the distance between the plane of maximum draught and the parallel plane passing through the lowest point above which the craft is no longer deemed to be watertight;

62) 'residual safety clearance': the vertical clearance available, in the event of the vessel heeling over, between the water level and the lowest point of the immersed side, beyond which the vessel is no longer regarded as watertight;

63) 'freeboard (f)': the distance between the plane of maximum draught and a parallel plane passing through the lowest point of the gunwale or, in the absence of a gunwale, the lowest point of the upper edge of the ship's side;

64) 'residual freeboard': the vertical clearance available, in the event of the vessel heeling over, between the water level and the upper surface of the deck at the lowest point of the immersed side or, if there is no deck, the lowest point of the upper surface of the fixed ship's side;

65) 'margin line': an imaginary line drawn on the side plating not less than 10 cm below the bulkhead deck and not less than 10 cm below the lowest non-watertight point of the side plating. If there is no bulkhead deck, a line drawn not less than 10 cm below the lowest line up to which the outer plating is watertight shall be used;

66) 'water displacement ( )': the immersed volume of the vessel, in m^3;

67) 'displacement (Δ)': the total weight of the vessel, inclusive of cargo, in t;

68) 'block coefficient (CB)': the ratio between the water displacement and the product of length LWL, breadth BWL and draught T;

69) 'lateral plane above water (AV)': lateral plane of the vessel above the waterline in m^2;

70) 'bulkhead deck': the deck to which the required watertight bulkheads are taken and from which the freeboard is measured;

71) 'bulkhead': a wall of a given height, usually vertical, partitioning the vessel and bounded by the bottom of the vessel, the plating or other bulkheads;

72) 'transverse bulkhead': a bulkhead extending from one side of the vessel to the other;

73) 'wall': a dividing surface, usually vertical;

74) 'partition wall': a non-watertight wall;

75) 'length (L)': the maximum length of the hull in m, excluding rudder and bowsprit;

76) 'length overall (LOA)': the maximum length of the craft in m, including all fixed installations such as parts of the steering system or power plant, mechanical or similar devices;

77) 'length of waterline (LWL)': the length of the hull in m, measured at the maximum draught;

78) 'breadth (B)': the maximum breadth of the hull in m, measured to the outer edge of the shell plating (excluding paddle wheels, rub rails, and similar);

79) 'breadth overall (BOA)': the maximum breadth of the craft in m, including all fixed equipment such as paddle wheels, rub rails, mechanical devices and the like;

80) 'breadth of waterline (BWL)': breadth of the hull in m, measured from the outside of the side plating at the maximum draught line;

81) 'height (H)': the shortest vertical distance in m between the lowest point of the hull or the keel and the lowest point of the deck on the side of the vessel;

82) 'draught (T)': the vertical distance in m between the lowest point of the hull without taking into account the keel or other fixed attachments and the maximum draught line;

83) 'draught overall (T_OA)': the vertical distance in m between the lowest point of the hull including the keel or other fixed attachments and the maximum draught line;

84) 'forward perpendicular': the vertical line at the forward point of the intersection of the hull with the maximum draught line;

85) 'clear width of side deck': the distance between the vertical line passing through the most prominent part of the hatch coaming on the side deck side and the vertical line passing through the inside edge of the slip guard (guardrail, foot rail) on the outer side of the side deck; see L 389/40 EN Official Journal of the European Union 30.12.2006;

86) 'steering system': all the equipment necessary for steering the vessel, such as to ensure the manoeuvrability laid down in Chapter 5;

87) 'rudder': the rudder or rudders, with shaft, including the rudder quadrant and the components connecting with the steering apparatus;

88) 'steering apparatus': the part of the steering system which produces the movement of the rudder;

89) 'drive unit': the steering apparatus drive, between the power source and the steering apparatus;

90) 'steering control': the component parts of and circuitry for the operation of a power driven steering control;

91) 'steering apparatus drive unit': the control for the steering apparatus, its drive unit and its power source;

92) 'manual drive': a system whereby manual operation of the hand wheel moves the rudder by means of a mechanical transmission, without any additional power source;

93) 'manually operated hydraulic drive': a manual control actuating a hydraulic transmission;

94) 'rate-of-turn regulator': equipment which automatically produces and maintains a given rate of turn of the vessel in accordance with preselected values;

95) 'wheelhouse designed for radar navigation by one person': a wheelhouse arranged in such a way that, during radar navigation, the vessel can be manoeuvred by one person;

Properties of structural components and materials

96) 'watertight': a structural component or device so fitted as to prevent any ingress of water;

97) 'spray-proof and weathertight': a structural component or device so fitted that in normal conditions it allows only a negligible quantity of water to penetrate;

98) 'gas-tight': a structural component or device so fitted as to prevent the ingress of gas and vapours;

99) 'non-combustible': a substance which neither burns nor produces flammable vapours in such quantities that they ignite spontaneously when heated to approximately 750°C;

100) 'flame-retardant': material which does not readily catch fire, or whose surface at least restricts the spread of flames pursuant to the test procedure referred to in Article 15.11(1)(c);

101) 'self-extinguishing' the characteristic of a burning substance whereby it extinguishes itself of its own accord within a short period once the ignition source has been removed, i.e. does not continue to burn;

102) 'fire resistance': the property of structural components or devices as certified by the test procedure referred to in Article 15.11(1)(d);

103) 'Code for Fire Test Procedures': the International Code for the Application of Fire Test Procedures adopted under Resolution MSC.61(67) by the Maritime Safety Committee of IMO;

Signal lights, navigation and information equipment

104) 'signal lights': light from navigation lights to indicate vessels;

105) 'light signals': light used to supplement optical or acoustic signals;

106) 'navigational radar installation': an electronic navigational aid for detecting and displaying the surroundings and traffic;

107) 'Inland ECDIS': a system used within the meaning of the current Inland ECDIS Standard for displaying electronic navigational charts for inland waters and associated information, that displays selected information from proprietary electronic navigational charts for inland waters and optionally information from other sensors of the craft;

108) 'Inland ECDIS equipment': an installation for displaying electronic navigational charts for inland waters that can be operated in two different modes: information mode and navigation mode;

109) 'information mode': use of Inland ECDIS for information purposes only without radar overlay;

110) 'navigation mode': use of Inland ECDIS with radar overlay for navigating a craft;

111) 'Inland AIS equipment': equipment fitted aboard a vessel and used within the meaning of the current VTT Standard;

112) 'VTT standard' the CCNR Standard 'Vessel Tracking and Tracing Standard for Inland Navigation' edition 1.2

(see Note 1) or the technical specifications defined by Implementing Regulation (EU) no. 689/2012 (see Note 2);

Note 1: Vessel Tracking and Tracing Standard for Inland Navigation standard, Edition 1.2; Resolution CCNR 2013 I 23 dated 29 May 2013.

Note 2: Commission Implementing Regulation (EU) no. 689/2012 dated 27 July 2012 amending Regulation (EC) no. 415/2007 on the technical specifications applicable to the vessel tracking and location systems referred to in Article 5 of directive 2005/44/EC of the European Parliament and Council on harmonised river information services (RIS) on community navigable waterways (OJ L 202 dated 28.7.2012).

113)'Inland ECDIS standard': the CCNR Standard 'Electronic Chart Display and Information System for Inland Navigation' edition 2.3 (see Note 3) or the technical specifications defined by Implementing Regulation (EU) no. 909/2013 (see Note 4);

Note 3: Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS) Edition 2.3; CCNR Resolution 2012-II-20 dated 29 November 2012.

Note 4: Commission Implementing Regulation (EU) no. 909/2013 of 10 September 2013 on the technical specifications pertaining to the Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS) referred to in Directive 2005/44/EC of the European Parliament and Council (OJ L 258 dated 28.9.2013).

114)'Test Standard for Inland AIS': the CESNI Inland AIS Test Standard edition 2.0 (see Note 5);

Note 5: Inland AIS Test Standard Edition 2.0; CESNI Resolution 2017-II-2 dated 6 July, 2017.

Other definitions

115)'recognised classification society': a classification society that has been recognised in accordance with CCNR or EU procedures respectively

116)'radar installation': an electronic navigational aid for detecting and displaying the surroundings and traffic;

117)'shipboard personnel': all employees on board a passenger vessel who are not members of the crew;

118)'persons with reduced mobility': persons facing particular problems when using public transport, such as the elderly and the handicapped and persons with sensory disabilities, persons in wheelchairs, pregnant women and persons accompanying young children;

119)'ADN': the Regulations annexed to The European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) in its current version;

120)'inland navigation vessel certificate': Union certificate for inland navigation vessels or Rhine vessel inspection certificate, issued by the competent authority and which confirms compliance with the technical requirements;

121)'highest class': the highest class is allocated to a vessel where:

- the hull, including the steering and manoeuvring apparatus as well as the anchors and anchor chains, comply with the rules established by a recognised classification society and has been built and tested under its supervision;
- the propulsion machinery as well as the auxiliary engines, the mechanical and electrical equipment, required for shipboard services, have been manufactured and tested in accordance with the classification society's rules and have been installed under its supervision; the unit as a whole will have successfully undergone post installation testing;

122)'Inland vessel certificate': a certificate issued to an inland waterway vessel by the competent authority, signifying compliance with the technical requirements of this Directive'

123)'expert': a person recognised by the competent authority or by an authorised institution, having specialist knowledge in the relevant area on the basis of his or her professional training and experience, fully conversant with the relevant rules and regulations and the generally accepted technical rules (e.g. EN standards, relevant legislation, technical rules of other Member States of the European Union), and able to examine and give an expert assessment of the relevant systems and equipment;

124)'competent person': a person who has acquired sufficient knowledge in the relevant area on the basis of his or her professional training and experience and is sufficiently conversant with the relevant rules and regulations and the generally accepted technical rules (e.g. EN standards, relevant legislation, technical rules of other Member States of the European Union) to be able to assess the operational safety of the relevant systems and equipment.

Electrical equipment, installations and propulsion systems

125)'power source' an energy carrier or energy converter used for producing useful energy. For rudder machinery propulsion systems the power supply to the steering drive unit and the steering apparatus produced by an on board network, a battery, an accumulator or an internal combustion engine;

126)'electrical power source' an energy source from which electric power is obtained;

127)'accumulator' a rechargeable storage device for electrical energy on an electro-chemical basis;

128)'battery' a non-rechargeable storage device for electrical energy on an electro-chemical basis;

129)'power electronics' an installation, appliance, assembly or device for converting electrical energy with switching electronic devices or a system comprised thereof.

Part G

Additional Requirements for Conformity to Directive 2016/1629/EU as amended

~~Chapter 2~~

~~SPECIFIC REQUIREMENTS APPLICABLE TO PASSENGER VESSEL~~

Part G

Additional Requirements for Conformity to Directive 2016/1629/EU as amended

~~Chapter 3~~

~~SPECIFIC REQUIREMENTS APPLICABLE TO OTHER SHIPS~~