

# **Rules for the Classification of Ships**

## **Amendments to Rules for the Classification of Inland Waterway Ships and for Conformity to Directive**

*TASNEEF/2019/03  
Effective from 1 Mar 2019*

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The following requirements either supersede those indicated in the Rules with the same number or are new. The additions are underlined and deletions stricken through.

**Rules for the Classification of Inland Waterway Ships and for Conformity to  
Directive ~~2006/87/EC~~ 2016/1629/EU**

**PART A – CLASSIFICATION AND SURVEYS**

**CHAPTER 1 PRINCIPLES OF CLASSIFICATION AND CLASS NOTATIONS**

**SECTION 1 GENERAL PRINCIPLES OF CLASSIFICATION**

**Pt A, Ch 1, Sec 1, [1.1.3]**

Modify the item [1.1.3] as follows:

(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)

**1 Principles of classification**

**1.1 Purpose of the Rules**

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**1.1.3 (1/3/2019)**

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 the compliance with Directive ~~2006/87/EC~~, 2016/1629/EU applicable, at the request of the Interested Party, to all ships covered by Directive ~~2006/87/EC~~ 2016/1629/EU.

Parts A to F apply for the purpose of classification.

To ships which satisfy the requirements of the Part G, a statement attesting the compliance with the Directive ~~2006/87/EC~~ 2016/1629/EU will be granted by Tasneef if authorized.

Unless Tasneef is authorized by the Administration, statement cannot be used in lieu of the "Community–Inland ~~waterways vessel navigation~~ 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.

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CHAPTER 2 ASSIGNMENT, MAINTENANCE, SUSPENSION AND WITHDRAWAL OF CLASS

SECTION 2 MAINTENANCE OF CLASS

Pt A, Ch 2, Sec 2, [5.4.6]

Replace the existing item [5.4.6] as follows:

(Reason: in order to introduce a greater flexibility in the requirements for dry docking survey, taking into account the age of the ship and the operating history)

5 Other periodical surveys

...OMISSIS...

5.4 Bottom survey

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5.4.6 (1/3/2019)

~~The interval between examinations of the outside of the ship's bottom and related items for certain harbour or non-self-propelled craft may be greater than that given above, as approved by Tasneef.~~

~~For ships of unusual characteristics or engaged in special services, means of underwater inspection equivalent to the bottom survey in dry condition may be considered as an alternative by Tasneef, particularly when a suitable high resistance paint is applied to the underwater portion of the hull or an approved system of impressed current for external cathodic protection is fitted.~~

The interval between examinations of the outside of the ship's bottom and related items, as specified in [5.4.3] and [5.4.5], may be greater in one of the following cases:

- ships operating in fresh water
- ships operating in certain harbours
- non-propelled units.

In the above cases, the duration of intervals is defined by the Society on a case by case basis, taking into account:

- the age of the ship or unit,
- the operating history.

If necessary, in the above cases it is not required to meet the alternate examinations as mentioned in [5.4.5].

Sea chest inspections, as per Ch 3, Sec 4, [3.1.3], can be substituted by:

- external examination during IWS,
- sea chest box and valves examination form inside.

For ships of unusual characteristics or engaged on special services, means of underwater inspection equivalent to the bottom survey in dry condition may be considered as an alternative by the Society, particularly when a suitable high resistance paint is applied to the underwater portion of the hull or an approved system of impressed current for external cathodic protection is fitted.

...OMISSIS...

## APPENDIX 2 ACCEPTANCE OF SURVEYS WITH DIFFERENT INTERVALS, EXTENT AND SCOPE

### Pt A, Ch 2, App 2

Modify Appendix 2 as follows:

(Reason: in order to add new requirements for survey intervals, extent and scope applicable to ships flying Brazilian flag in line with new regulations issued by the Brazilian Administration)

#### 1 General

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#### 2 Definition and symbols

##### 2.1

##### 2.1.1 -(1/3/2019)

Symbols used in Tables 1 to 6 10 have the following meaning:

**STW** : Survey Time Window expressed in months

**TS** : Type of survey that is to be carried out in respect of those indicated in the concerned Table

**DRY** : Bottom survey carried out in dry condition

**IWS** : Bottom survey carried out with ship afloat

**CM** : complete Tailshaft survey

**MD** : modified Tailshaft survey

**MON** : Tailshaft survey according to **MON-SHAFT** additional class notation requirements.

Tables 2 to 6 10 indicate the required survey for each year in the class period.

The first column is indicating the years of the class period and the other columns list only surveys for which a different schedule is required.

#### ~~3 Argentinian and Brazilian Administrations~~ Ships flying south American flags other than Brazil

##### 3.1

##### 3.1.1 (1/7/2015)

Tables 1 to 4 apply, at the request of the Interested Parties, to ships flying south American flags that apply the "Hydrovia agreement" (ALADI agreement for navigation in the Hydrovia Paraná - Paraguay).

Table 5 applies, at the request of the Interested Parties, to non-propelled units flying Argentinian Flag.

...OMISSIS...

#### 4 Ships flying Brazilian flag

##### 4.1

##### 4.1.1 (1/3/2019)

Tables 6 to 9 apply, at the request of the Interested Parties, to ships flying Brazilian flag that apply the "Inland navigation" as per NORMAM 02.

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**Pt A, Ch 2, App 2**

**Table 6: PROPELLED SHIPS-PASSENGER SHIPS over 20 GT (ro-ro passenger ships included) - 5 years class period (1/3/2019)**

<u>Year in the class period</u>	<u>Hull and Mach annual</u>	<u>Hull and Mach Renewal</u>	<u>Bottom (DRY)</u>	<u>Tailshaft (CM) or (MD) or (MON) <sup>(1)</sup></u>	<u>Other propulsion systems<sup>(1)</sup></u>
<u>1</u>	<u>STW (-3,+3)</u>	-	-	-	-
<u>2</u>	<u>STW (-3,+3)</u>	-	-	-	-
<u>3</u>	<u>STW (-3,+3)</u>	-	-	-	-
<u>4</u>	<u>STW (-3,+3)</u>	-	-	-	
<u>5</u>		<u>STW (-3,+0)</u>	<u>STW (-0, +0) TS(DRY)</u>	<u>STW (-0, +6) TS(CM)</u>	<u>STW (-0, +6)</u>
<b>(1) Only for class purpose</b>					

**Table 7: PROPELLED SHIPS-TANKERS (oil, gas, chemical) - 5 years class period (1/3/2019)**

<u>Year in the class period</u>	<u>Hull and Mach annual</u>	<u>Hull and Mach Renewal</u>	<u>Bottom (DRY)</u>	<u>Tailshaft (CM) or (MD) or (MON) <sup>(1)</sup></u>	<u>Other propulsion systems<sup>(1)</sup></u>
<u>1</u>	<u>STW (-3,+3)</u>	-	-	-	-
<u>2</u>	<u>STW (-3,+3)</u>	-	-	-	-
<u>3</u>	<u>STW (-3,+3)</u>	-	-	-	-
<u>4</u>	<u>STW (-3,+3)</u>	-	-	-	
<u>5</u>		<u>STW (-3,+0)</u>	<u>STW (-0, +0) TS(DRY)</u>	<u>STW (-0, +6) TS(CM)</u>	<u>STW (-0, +6)</u>
<b>(1) Only for class purpose</b>					

**Table 8: Cargo ship other than indicated in table 1 and table 2 - 5 years class period (1/3/2019)**

<u>Year in the class period</u>	<u>Hull and Mach annual</u>	<u>Hull and Mach Renewal</u>	<u>Bottom (DRY)</u>	<u>Tailshaft (CM) or (MD) or (MON) <sup>(1)</sup></u>	<u>Other propulsion systems<sup>(1)</sup></u>
<u>1</u>	<u>STW (-3,+3)</u>	-	-	-	-
<u>2</u>	<u>STW (-3,+3)</u>	-	-	-	-
<u>3</u>	<u>STW (-3,+3)</u>	-	-	-	-
<u>4</u>	<u>STW (-3,+3)</u>	-	-	-	
<u>5</u>		<u>STW (-3,+0)</u>	<u>STW (-0, +0) TS(DRY)</u>	<u>STW (-0, +6) TS(CM)</u>	<u>STW (-0, +6)</u>
<b>(1) Only for class purpose</b>					

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**Pt A, Ch 2, App 2**

**Table 9: NON-PROPELLED UNITS - 10 years class period (1/3/2019)**

<u>Year in the class period</u>	<u>Hull and Mach annual</u>	<u>Hull and Mach Intermediate</u>	<u>Hull and Mach Renewal</u>	<u>Bottom (DRY) (or (IWS)<sup>(1)</sup></u>
<u>1</u>	<u>STW (-3,+3)</u>	-	-	-
<u>2</u>	<u>STW (-3,+3)</u>	-	-	-
<u>3</u>	<u>STW (-3,+3)</u>	-	-	-
<u>4</u>	<u>STW (-3,+3)</u>	-	-	-
<u>5</u>	-	<u>STW (-6,+6)</u>	-	<u>STW (-6,+6)<sup>(2)</sup></u>
<u>6</u>	<u>STW (-3,+3)</u>	-	-	-
<u>7</u>	<u>STW (-3,+3)</u>	-	-	-
<u>8</u>	<u>STW (-3,+3)</u>	-	-	-
<u>9</u>	<u>STW (-3,+3)</u>	-	-	-
<u>10</u>	-	-	<u>STW (-3,+0)</u>	<u>STW (-3,+0)</u>

(1) Only following authorization for Bottom survey to be done conjunctly with intermediate survey  
(2) To be done conjunctly with intermediate survey

**4.5 ~~Cargo s~~Ships with statutory Cargo Ship Certificate validity less than 10 years**

**4.5.1**

**4.5.1.1 (1/3/2019)**

Table ~~6~~ 10 (5 years class period) applies to ships flying European Flags, ~~when the ships are certified according to AND requirements or, at the request of the Interested Parties, when the relevant~~ to ships with a statutory Cargo Ship Certificate validity is less than 10 years.

**Table ~~6~~ 10 : Cargo ships - 5 years class period (1/7/2015)**

CHAPTER 3 - SCOPE OF SURVEYS

SECTION 4 - BOTTOM SURVEY

Pt A, Ch 3, Sec 4, [3.1.3] [NEW]

Add new item [3.1.3] as follows:

(Reason: in order to introduce a greater flexibility in the requirements for dry docking survey, taking into account the age of the ship and the operating history)

3 In-water survey

...OMISSIS...

3.1.3 (1/3/2019)

Sea chests and their gratings, sea connections and overboard discharge valves and cocks and their fastenings to the hull or sea chests are to be examined. Valves and cocks need not be opened up more than once in two class renewal survey periods unless considered necessary by the Surveyor.

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**PART B – HULL AND STABILITY**

**CHAPTER 4 CLOSING ARRANGEMENTS, SCUPPERS AND OVERBOARD DISCHARGES**

**SECTION 1 CLOSING ARRANGEMENTS FOR SIDE SHELL, DECK AND SUPERSTRUCTURE  
OPENINGS - SCUPPERS AND OVERBOARD DISCHARGES**

**Pt B, Ch 4, Sec 1, [10.1.1]**

*Modify the item [10.1.1] as follows:*

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

**10 Safety clearance, freeboard and draught marks**

**10.1**

**10.1.1 (1/3/2019)**

For such requirements, reference is to be made to ~~Part II, Ch 4 of Directive 2006/87/EC~~ Ch.4 of ES-TRIN 2017/1. Additional requirements, if any, are to be considered on the basis of the provisions stated in Part B, Ch 6 of these Rules.

**...OMISSIS...**



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**PART C – MACHINERY, SYSTEMS AND FIRE PROTECTION**

**CHAPTER 2 ELECTRICAL INSTALLATIONS**

**SECTION 3 SYSTEM DESIGN**

**Pt C, Ch 2, Sec 3, [2.1.3]**

*Modify the item [2.1.3] as follows:*

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

**2 Sources of electrical power**

**2.1 General**

...OMISSIS...

**2.1.3 ~~(1/1/2017)~~ (1/3/2019)**

For ships covered by Directive ~~2006/87/EC~~ 2016/1629/EU see Pt G, Ch 1, Sec 8 [1.1.1].

...OMISSIS...

**SECTION 7 STORAGE BATTERIES, CHARGERS AND UNINTERRUPTIBLE POWER SYSTEMS**

**Pt C, Ch 2, Sec 7, [1.1.2]**

*Modify the item [1.1.2] as follows:*

*(Reason: in order to provide new requirements for ships where batteries, other than Lead and Nickel-Cadmium batteries, are installed)*

**1 Constructional requirements for batteries**

**1.1 General**

**1.1.1** The requirements of this Section apply to permanently installed storage batteries (not to portable batteries).

**1.1.2 (1/3/2019)**

Storage batteries may be of the lead-acid or nickelalkaline type, due consideration being given to the suitability for any specific application.

The use of batteries other than Lead-acid or alkaline batteries is allowed subject to the compliance of the battery system and its installation to the requirements given in Pt C, Ch 2, App 2 of the Rules for the Classification of Ships.

Other types of storage batteries of satisfactorily proven design (e.g. silver/zinc) may be accepted provided they are suitable for shipboard use to the satisfaction of the Society.

**1.1.3** Cells are to be assembled in suitable crates or trays equipped with handles for convenient lifting.

...OMISSIS...

CHAPTER 3 FIRE PROTECTION, DETECTION AND EXTINGUCTION

SECTION 1 REQUIREMENTS FOR FIRE PROTECTION, DETECTION AND EXTINGUCTION

Pt C, Ch 3, Sec 1, [10.1.2]

Modify the item [10.1.2] as follows:

(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)

10 Suppression of fire - detection and alarm

10.1 Fire-extinguishing arrangements in machinery spaces

...OMISSIS...

10.1.2 Permanently installed fire-fighting systems ~~(+1/2017)~~ (1/3/2019)

a) Extinguishing agents

For protecting machinery spaces and pump rooms, the following extinguishing agents may be used in permanently installed fire-fighting systems:

- 1) CO<sub>2</sub> (carbon dioxide);
- 2) HFC 227ea (heptafluoropropane - FM 200);
- 3) IG-541 (52% nitrogen, 40% argon, 8% carbon dioxide).;
- 4) FK-5-1-12 (Dodecafluoro-2-methylpentane-3-on);
- 5) water.

b) Ventilation, air intake

- 1) Combustion air for the propulsion engines is not to be extracted from rooms that are to be protected by permanently installed fire-fighting systems. This is not to apply where there are two mutually independent and hermetically separated main engine rooms or if next to the main engine room there is a separate engine room with a bow thruster, ensuring that the vessel ~~is able to make way under its own power in the event of fire in the main engine room.~~ can continue to make steerageway under its own power in the event of fire in the main engine room

...OMISSIS...

i) CO<sub>2</sub> fire-fighting systems

Fire-fighting systems using CO<sub>2</sub> as the extinguishing agent are to comply with the following provisions in addition to the requirements under paragraphs 4 a) to 6 h):

...OMISSIS...

j) HFC-227ea - fire-fighting systems

Fire-fighting systems using HFC-227ea as the extinguishing agent are to comply with the following provisions in addition to the requirements under paragraphs ~~4a)~~ 4a) to ~~8h)~~ 8h):

...OMISSIS...

k) IG-541 - fire-fighting systems

Fire-fighting systems using IG-541 as the extinguishing agent are to comply with the following provisions in addition to the requirements under paragraphs ~~4a)~~ 4a) to ~~8h)~~ 8h):

...OMISSIS...

l) FK-5-1-12 - firefighting systems

Firefighting systems using FK-5-1-12 as the extinguishing agent shall comply with the following provisions in addition to the requirements under paragraphs ~~4a)~~ 4a) to ~~7h)~~ 7h):

...OMISSIS...

Fire-fighting systems using water as the extinguishing agent:

Fire-fighting systems using water as the extinguishing agent may only release this agent into the

room to be protected in the form of a water mist. The droplet size must be between 5 and 300 microns.

In addition to the requirements laid down in (1) to (7) and (9), (8) applies *mutatis mutandis*, these fire-fighting systems must comply with the following provisions:

- (1) The fire-fighting system shall have a type-approval pursuant to MSC/Circ. 1165 (see Note 1) or another Standard recognised by one of the Member States. Type-approval shall be carried out by a recognised classification society or an accredited testing institution. The accredited testing institution shall comply with the European Standard for general requirements for the competence of testing and calibrating laboratories (EN ISO/IEC 17025 : 2005).
  - (2) The fire-fighting system must be sized according to the largest of the rooms to be protected and must be able to spray water continuously into the room for a minimum of 30 minutes
  - (3) The pumps, their switching mechanisms and the valves that are required in order for the system to operate should be installed in a room outside the rooms to be protected. The room in which they are installed should be separated from adjacent by at least type A30 partition walls.
  - (4) The fire-fighting system must be completely full of water at all times at least as far as the trip valves and be under the required initial operating pressure. The water supply pumps must be automatically initiated when the system is triggered. The system must feature a continuously operating water supply. Measures must be taken to ensure impurities do not affect system operation.
  - (5) The capacity and design of the system's pipe network must be based on an hydraulic calculation.
  - (6) The number and arrangement of nozzles must ensure sufficient distribution of water in the rooms to be protected. The spray nozzles must be located so as to ensure that the water mist is distributed throughout the room to be protected, especially in those areas where there is a higher risk of fire, including behind the fittings and beneath the floor.
  - (7) The fire-fighting system's electrical components in the room to be protected must at a minimum comply with protection class IP54. The system shall feature two independent energy sources with automatic switching. One of the power sources must be located outside the room to be protected. Each power source should on its own be capable of ensuring the operation of the system.
  - (8) The fire-fighting system must feature redundant pumps.
  - (9) The fire-fighting system must be equipped with a monitoring device which triggers an alarm signal in the wheelhouse in the following cases:
    - drop in water tank level (if fitted),
    - power supply failure,
    - loss of pressure in the low pressure system pipework,
    - loss of pressure in the high pressure circuit,
    - when the system is activated.
  - (10) The documents required for the installation, functional testing and documentation of the installation referred to in (9) must include at a minimum:
    - a schematic diagram of the system showing the sections of pipe work and the types of spray nozzle,
    - the hydraulic calculation referred to in (d),
    - the manufacturer's technical documentation covering all aspects of the installation,
    - the maintenance manual.
- m) Fire-fighting systems for protecting objects  
For protecting objects in engine rooms, boiler rooms and pump rooms, permanently installed fire-fighting systems are ~~to be permissible only on the basis of recommendations from the Society~~ not allowed.

...OMISSIS...

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**Part C, Ch 3, Sec 1**

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Note 1: Circular MSC/Circ. 1165 – Revised guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump-rooms – adopted on 10 June 2005 and as amended by MSC/Circ.1269 , MSC/Circ.1386 and MSC/Circ.1385.

**Pt C, Ch 3, Sec 1, [10.2.2]**

*Modify the item [10.2.2] as follows:*

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

**10.2 Automatic Pressure Water-Spraying System**

...OMISSIS...

**10.2.2 ~~(1/1/2017)~~ (1/3/2019)**

a) The systems are to be made of steel or equivalent non-combustible materials.

...OMISSIS...

c) ~~Systems spraying smaller quantities of water are to have a type approval pursuant to IMO Resolution A.800(19) or another recognised standard.~~

~~Systems spraying smaller quantities of water shall have a type approval pursuant to IMO Resolution A.800(19) or another recognised standard. Such recognitions, when designed to amend non-essential elements of this Directive, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 19(3) of this Directive. Type approval shall be carried out by an approved classification society or an accredited testing institution.~~

~~The accredited testing institution shall comply with the European standard for general requirements for the competence of testing and calibrating laboratories (EN ISO/IEC 17025: 2000).~~

Systems spraying smaller quantities of water shall have a type-approval pursuant to IMO Resolution A.800 (19) (see Note 1) or another Standard recognised by one of the Member States. Type-approval shall be carried out by a recognised classification society or an accredited testing institution. The accredited testing institution shall comply with the European Standard EN ISO/IEC 17025 : 2005

Note 1 IMO Resolution A.800 (19) adopted on 23 November 1995 - Revised Guidelines for Approval of Sprinkler Systems Equivalent to that referred to in SOLAS Regulation II-2/12.

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**PART E – SERVICE NOTATIONS**

**CHAPTER 1 PASSENGER AND CARGO SHIPSSECTION**

**SECTION 1 PASSENGER SHIPS**

**Pt E, Ch 1, Sec 1, [1.3.1]**

Modify the item [1.3.1] as follows:

(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)

**1 Passenger rooms and areas**

...OMISSIS...

**1.3 General**

**1.3.1 (1/3/2019)**

Passenger rooms are to:

- a) on all decks, be located aft of the level of the collision bulkhead and, as long as they are below the bulkhead deck, forward of the level of the after peak bulkhead, and
- b) be separated from the engine and boiler rooms in a gastight manner;
- c) be so arranged, that sight lines do not pass through them.

...OMISSIS...

**Pt E, Ch 1, Sec 1, [4]**

Modify the item [4] as follows:

(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)

**4 Passenger sailing ships not navigating on the Rhine (zone R)**

**4.1 General**

**4.1.1 (1/3/2019)**

For such ships in addition to the requirements of this Section, as applicable, reference is to be made to Annex II, Part II, Ch 15a of Directive ~~2006/87/EC~~ Ch.20 of ES-TRIN 2017/1.

...OMISSIS...

**SECTION 20 HIGH SPEED VESSELS**

**Pt E, Ch 1, Sec 20, [1.1.2]**

(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)

Modify the item [1.1.2] as follows:

...OMISSIS...

**1 General**

**1.1**

**1.1.1** High speed vessels are motorized craft capable of reaching speeds over 40 km/h in relation to water.

**1.1.2** ~~(1/3/2019)~~

In general such ships are to be in compliance with Tasneef Rules applicable to high speed craft, taking into account the provisions in Directive ~~2006/87/EC~~, Annex II, Pt II, Ch 22b Ch.29 of ES-TRIN 2017/1.

Notwithstanding the fact that the fire protection requirements are not mandatory for the purpose of

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***Part E, Ch 1, Sec 1 and 20***

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classification, when Tasneef is requested to verify such requirements the specific Rules for the classification of high speed craft apply taking into account the provisions of ~~Directive 2006/87/EC, Annex II, Pt II, Ch 22b.11.~~ Ch.29 Art 29.10 of ES-TRIN 2017/1.

**...OMISSIS...**

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**PART F – ADDITIONAL CLASS NOTATIONS**

**CHAPTER 2 FIRE PROTECTION REQUIREMENTS FOR PASSENGER SHIPS CARRYING NOT  
MORE THAN OF 150 PASSENGERS**

**SECTION 1 ADDITIONAL REQUIREMENTS FOR FIRE PROTECTION OF PASSENGER SHIPS  
CARRYING NOT MORE THAN 150 PASSENGERS, AND OF HIGH SPEED VESSELS**

Pt F, Ch 2, Sec 1, [1.1.1] and [8.1.1]

Modify the items [1.1.1] and [8.1.1] as follows:

(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)

**1 General**

**1.1 Application**

...OMISSIS...

**1.1.2 (1/3/2019)**

For high speed vessels carrying passengers, Tasneef applies specific Rules for the classification of high-speed craft taking into account the requirements of ~~Directive 2006/87/EC, Annex II, Part II, Ch 22b\_11. Ch.29 of ES-TRIN 2017/1.~~

...OMISSIS...

**8 Portable fire extinguisher**

**8.1**

**8.1.1 (1/3/2019)**

a) There is to be at least one portable fire extinguisher in accordance with European Standard EN 3:1996 2006 or equivalent standard at each of the following places:

...OMISSIS...

**PART G – ADDITIONAL REQUIREMENTS FOR CONFORMITY TO DIRECTIVE ~~2006/87/EC~~  
2016/1629/EU**

**CHAPTER 1 ADDITIONAL COMMON RULES FOR ALL SHIPS**

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

**SECTION 1 GENERAL**

**Pt G, Ch 1, Sec 1, [1.2.1]**

Modify the item [1.2.1] as follows:

**1 General**

**...OMISSIS...**

**1.2 Definitions**

**1.2.1 ~~(1/1/2017)-(1/3/2019)~~**

The following definitions shall apply in this Part:

Types of craft

**...OMISSIS...**

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

~~29)~~ 31) 'convoy': a rigid or towed convoy of craft;

**...OMISSIS...**

~~43)~~ 44) 'passenger area': areas 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;

'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;

**...OMISSIS...**

~~53)~~ 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;

**...OMISSIS...**

~~83~~ 88) 'drive unit': the steering-apparatus drive, between the power source and the steering apparatus;

~~89)~~ 'power source': the power supply to the steering drive unit and the steering apparatus produced by an onboard network, batteries or an internal combustion engine;

**...OMISSIS...**

95 ~~99~~) '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);

100) '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;

97 ~~101~~) '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

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

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

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

105) '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;

106) '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;

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

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

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

110) '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);

111) '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);

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

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).

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).

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

Other definitions

~~98)~~ 'classification society': a classification society that has been approved in accordance with the criteria and procedures of Annex VII;

- 
- ~~99)~~ 'navigation lights': light appearances of light from signal lamps to indicate vessels;
- ~~100)~~ 'light signals': light used to supplement visual or sound signals;
- ~~113)~~ 'recognised classification society': a classification society that has been recognised in accordance with CCNR or EU procedures respectively
- ~~104-114)~~ 'radar installation': an electronic navigational aid for detecting and displaying the surroundings and traffic;
- ~~102)~~ 'Inland ECDIS': a standardised system for displaying electronic navigational charts for inland waters and associated information, which displays selected information from proprietary electronic navigational charts for inland waters and optionally information from other sensors of the craft;
- ~~103)~~ 'Inland ECDIS installation': an installation for displaying electronic navigational charts for inland waters that can be operated in two different modes: information mode and navigation mode;
- ~~104)~~ 'information mode': use of Inland ECDIS for information purposes only without radar overlay;
- ~~105)~~ 'navigation mode': use of Inland ECDIS with radar overlay for navigating a craft; see 30.12.2006 EN Official Journal of the European Union L 389/41;
- ~~106~~ ~~115)~~ 'shipboard personnel': all employees on board a passenger vessel who are not members of the crew;
- ~~107~~ ~~116)~~ '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;
- ~~117)~~ 'ADN': the Regulations annexed to The European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) in its current version;
- ~~118)~~ '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.
- ~~119)~~ '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;
- ~~108-120)~~ 'Community inland waterways vessel navigation certificate': a certificate issued to an inland waterway vessel by the competent authority, signifying compliance with the technical requirements of this Directive.
- ~~109~~ ~~121)~~ '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;
- ~~140~~ ~~122)~~ '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
- ~~123)~~ '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;
- ~~124)~~ 'electrical power source' an energy source from which electric power is obtained;
- ~~125)~~ 'accumulator' a rechargeable storage device for electrical energy on an electro-chemical basis;
- ~~126)~~ 'battery' a non-rechargeable storage device for electrical energy on an electro-chemical basis;
- ~~127)~~ 'power electronics' an installation, appliance, assembly or device for converting electrical energy with switching electronic devices or a system comprised thereof.

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## SECTION 2 SHIPBUILDING REQUIREMENTS

### Pt G, Ch 1, Sec 2, [2]

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item [2] as follows:

#### **2 Hull**

##### **2.1 Watertight bulkheads**

###### **2.1.1 (1/3/2019)**

With reference to the positioning of the collision bulkhead and other watertight bulkheads, reference is to be made to Pt B, Ch 1, Sec 1, [1.3.1].

In addition is to be installed An aft-peak bulkhead at a suitable distance from the stern where the vessel length L exceeds 25 m in such a way that the buoyancy of the laden vessel is ensured, with a residual safety clearance of 100 mm if water enters the watertight compartment aft of the aft peak bulkhead.

As a general rule, the requirement referred to in the first subparagraph shall be considered to have been met if the aft peak bulkhead has been installed at a distance of between 1,4 m and  $0,04 L + 2$  m measured from the aft point of the intersection of the hull with the maximum draught line.

If this distance is greater than  $0,04 L + 2$  m, the requirement referred to in the first subparagraph must be proved by calculation.

The distance may be decreased to 1 m. In this case, the requirement referred to in the first subparagraph must be substantiated by calculation on the assumption that the compartment aft of the aft peak bulkhead and the immediately adjacent compartments have been filled with water.

##### **2.2 Internal arrangements**

###### **2.2.1 (1/1/2017) (1/3/2019)**

The accommodation, engine rooms and boiler rooms, and the workspaces forming part of these shall be separated from the holds by transverse watertight bulkheads that extend up to the deck.

No accommodation or installations needed for vessel safety or operation may be located ahead of the plane of the collision bulkhead. This requirement shall not apply to anchor gear or steering apparatus.

The accommodation, engine rooms and boiler rooms, and the workspaces forming part of these shall be separated from the holds by watertight transverse bulkheads that extend up to the deck.

...OMISSIS...

### SECTION 3 SAFETY CLEARANCE, FREEBOARD AND DRAUGHT MARKS

#### Pt G, Ch 1, Sec 3, [1.1.1]

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item [1.1.1] as follows:

#### 1 General

##### 1.1 Application

##### 1.1.1 ~~(1/1/2017)~~ (1/3/2019)

Reference is to be made to Annex II, Pt II, Ch 4 and Ch.19.b of Directive ~~2006/87/EC~~. Ch.4 of ES-TRIN 2017/1.

...OMISSIS...

### SECTION 4 MANOEUVRABILITY

#### Pt G, Ch 1, Sec 4, [1.1.1]

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item [1.1.1] as follows:

#### 1 General

##### 1.1 Application

##### 1.1.1 (1/3/2019)

Reference is to be made to Annex II, Pt II, Ch 5 of Directive ~~2006/87/EC~~. Ch.5 of ES-TRIN 2017/1.

### SECTION 5 STEERING SYSTEM

#### Pt G, Ch 1, Sec 5, [1.1.2]

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item [1.1.2] as follows:

#### 1 General

##### 1.1 Application

1.1.1 For constructive requirements, reference is to be made to Pt C, Ch 1, Sec 9.

##### 1.1.2 (1/3/2019)

In addition, the requirements stated in Annex II, Pt II, Ch 6 of Directive ~~2006/87/EC~~ Ch.6 of ES-TRIN 2017/1 are to be complied with.

Such requirements may be alternative to those given in Pt C, Ch1, Sec 9 when they are more stringent.

### SECTION 6 WHEELHOUSE

#### Pt G, Ch 1, Sec 6,, [1.1.1]

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item [1.1.1] as follows:

#### 1 General

##### 1.1 Application

##### 1.1.1 (1/3/2019)

Reference is to be made to Annex II, Pt II, Ch 7 of Directive ~~2006/87/EC~~. Ch.7 of ES-TRIN 2017/1.

## SECTION 7 ENGINE DESIGN

### Pt G, Ch 1, Sec 7, [3]

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the title of item [3] as follows:

### **3 ~~Power plant~~ Propulsion systems**

#### Pt G, Ch 1, Sec 7, [5.1.12]

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item [5.1.12] as follows:

### **5 Fuel tanks, pipes and accessories**

#### **5.1 General**

...OMISSIS...

#### **5.1.12 (1/3/2019)**

If fuel tanks are fitted with an automatic shut-off device, the sensors shall stop fuelling when the tank is 97% full; this equipment shall meet the fail-safe requirements.

If the sensor activates an electrical contact which can break the circuit provided by the bunkering station by a binary signal, it shall be possible to transmit the signal to the bunkering station by means of a watertight connection plug meeting the requirements of IEC publication 60309-1: ~~1999~~ 2012 for 40 to 50VDC, housing colour white, earthing contact position ten o'clock.

...OMISSIS...

#### Pt G, Ch 1, Sec 7, [11.1.1]

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item [11.1.1] as follows:

### **11 Emission of gaseous and particulate pollutants from diesel engines**

#### **11.1 General**

#### **11.1.1 ~~(1/1/2017)~~ (1/3/2019)**

Reference is to be made to ~~Annex II Pt. II Ch. 8a of the Directive 2006/87/EC~~ Ch.9 of ES-TRIN 2017/1.

## SECTION 8 ELECTRICAL INSTALLATION

### Pt G, Ch 1, Sec 8, [1.1.1]

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item [1.1.1] as follows:

#### **1 General**

#### **1.1 Application**

#### **1.1.1 (1/3/2019)**

For the requirements covered by ~~Annex II, Pt II, Ch 9 and Ch 15 for passenger ships of Directive 2006/87/EC, Ch.10 and Ch.19.10 of ES-TRIN 2017/1~~, this is to be applied in lieu of those requirements given in Pt C, Ch 2 and Pt E.

For electric propulsion systems and electronic equipment and systems Ch. 11 and Ch.12 of of ES-TRIN 2017/1 apply.

## SECTION 9 EQUIPMENT

### Pt G, Ch 1, Sec 9, [1]

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item [1] as follows:

#### 1 General

##### 1.1 Application

###### 1.1.1 (1/3/2019)

As far as concerns mooring equipment, reference is to be made to ~~Annex II, Pt II, Ch 13, [13.01] and [13.02] of Directive 2006/87/EC~~ of ES-TRIN 2017/1.

...OMISSIS...

##### 1.3 Permanently installed fire-fighting systems in accommodation spaces, wheelhouses and passenger spaces

###### 1.3.1 (1/3/2019)

Reference is to be made to Pt C, Ch 3, Sec 1, [10.2.1] to [10.2.5].

As far as the checks to be carried out reference is to be made to ~~Annex II Part II Ch.13.03a of the Directive 2006/87/EC~~ of ES-TRIN 2017/1.

##### 1.4 Permanently installed fire-fighting systems in engine rooms, boiler rooms and pump rooms

###### 1.4.1 (1/3/2019)

Reference is to be made to Pt C, Ch 3, Sec 1, [10.1] and for the checks Ch.13.3.b of ES-TRIN 2017/1.

...OMISSIS...

##### 1.6 Ship's boats

###### 1.6.1 (1/3/2019)

The following craft shall carry a ship's boat according to European Standard EN 1914: ~~1997~~:2016.

##### 1.7 Lifebuoys and lifejackets

###### 1.7.1 (1/3/2019)

On board craft there shall be at least three lifebuoys in accordance with European Standard EN 14144: ~~2002-2003~~.

They shall be ready for use and attached to the deck at appropriate points without being attached to their mounting. At least one lifebuoy shall be in the immediate vicinity of the wheelhouse and shall be equipped with a self-igniting, battery-powered light that will not be extinguished in water.

###### 1.7.2 (1/3/2019)

~~A personalised, automatically inflatable lifejacket in accordance with European Standard EN 395: 1998 or EN 396: 1998 shall be within reach of every person who is regularly on board a craft.~~

A personalised, automatically inflatable life jacket shall be within reach of every person who is regularly on board a craft. Such life jackets shall conform to:

European Standards EN ISO 12402-2 : 2006, EN ISO 12402-3 : 2006, EN ISO 12402-4 : 2006; or -The 1974 International Convention for the Safety of Life at Sea (SOLAS 1974), Chapter III, Regulation 7.2, and the International Life-Saving Appliance (LSA) Code, sub-section 2.2.

Non-inflatable lifejackets in accordance with these standards shall also be admissible for children.

...OMISSIS...

## SECTION 10 SAFETY AT WORK STATIONS

### Pt G, Ch 1, Sec 10, [1.1.1]

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item [1.1.1] as follows:

#### 1 General

##### 1.1 Application

1.1.1 (1/3/2019)

Reference is to be made to ~~Annex II, Pt II, Ch 11 of Directive 2006/87/EC~~ Ch.14 of ES-TRIN 2017/1

**SECTION 11 ACCOMMODATION**

**Pt G, Ch 1, Sec 11, [1.1.1]**

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item [1.1.1] as follows:

**1 General**

**1.1 Application**

**1.1.1 (1/3/2019)**

Reference is to be made to ~~Annex II, Pt II, Ch 12 of Directive 2006/87/EC~~ Ch.15 of ES-TRIN 2017/1

**SECTION 14 ON-BOARD SEWAGE TREATMENT PLANTS**

**Pt G, Ch 1, Sec 14 NEW**

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Add new Section 14 as follows:

**1 General**

**1.1 Application**

**1.1.1 (1/3/2019)**

The provisions of Ch.18 of ES TRIN 2017 EDITION apply.

**APPENDIX 1 APPLICABLE STANDARDS FOR THE EQUIPMENT REQUIRED BY DIRECTIVE  
~~2006/87/EC~~ 2016/1629/EU AS AMENDED**

**Pt G, Ch 1, App 1**

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item [1.1.1] as follows:

**1 General**

**1.1 Application**

**1.1.1 ~~(1/1/2017)~~ (1/3/2019)**

The applicable standards for the equipment required by Directive 2006/87/EC as amended are listed below.

- a) Hull (see Ch 3 of ES-TRIN 2017/1 Annex II of Directive 2006/87/EC as amended)
  - Hull materials --> Rules for marine equipment
  - Watertight doors --> Rules for marine equipment
  - Insulation material and other non-combustible material --> MED or Type approved in acc. with FTP Code
- b) Steering (see Ch 6 of ES-TRIN 2017/1 Annex II of Directive 2006/87/EC as amended)
  - Piping and junctions --> Class requirement in Pt C
  - Flexible hoses --> Class requirement in Pt. C and MED or Type approved ISO 15540-1
  - ~~Rudder angle indicator --> Annex IX of Directive 2006/87/EC and/or MED~~
  - ~~Rate of turn indicator (gyroscope and detectors included) --> Annex IX 5 Part.II of ES-TRIN 2017/1 of Directive 2006/87/EC or MED~~
  - Steering components --> Class requirement in Pt C and Rules for marine equipment
- c) Wheelhouse (see Ch 7 of ES-TRIN 2017/1 Annex II of Directive 2006/87/EC as amended)
  - Control indicating and monitoring equipment --> Class requirement in Pt C
  - Navigation lights --> MED and or local requirements

- 
- Radar --> Annex IX 5 Part.II of ~~ES-TRIN 2017/1 of Directive 2006/87/EC~~ or MED
  - Loudspeaker --> CE and/or FSS Code
  - Microphone --> CE and/or FSS Code
  - Alarm system --> FSS Code
  - Heating and ventilation --> Class requirement in Pt. C and Rules for marine equipment
  - d) Engines and systems (see Ch 8 of ~~ES-TRIN 2017/1 of Directive 2006/87/EC~~)
    - Engine --> Class requirement in Pt. C and Emission in accordance with Ch.8a of Directive 2006/87/EC
    - Fuel valves --> Class requirement in Pt. C
    - Bilge system components --> Class requirement in Pt. C and Rules for marine equipment
  - e) Electrical equipment (see Ch 9 10, 11 and 12 of ~~ES-TRIN 2017/1 Annex II of Directive 2006/87/EC as amended~~)
  - f) Equipment (see Ch ~~10~~ 13 of ~~ES-TRIN 2017/1 Annex II of Directive 2006/87/EC as amended~~)
    - Stern anchor operating equipment --> Class requirement in Pt C and D and Rules for marine equipment
    - Anchor equipment --> Class requirement in Pt. C and D and Rules for marine equipment
    - Radiotelephony --> MED
    - Appliances necessary for emitting visual and acoustic signal and for marking the vessel --> Colreg and/or MED and/or national requirements
    - Stand-alone back-up lights for the prescribed mooring lights --> same as mooring lights
    - Mooring cable --> EN 10 204:1991 No 3.1 or Class requirement in Pt B and D
    - Towing cable --> EN 10 204:1991 No 3.1 or Class requirement in Pt. B and D
    - Heaving line --> Class requirement in Pt. B and D
    - Gaff hook --> Class requirement in Pt. B and D First aid kit --> national requirements
    - Embarkation stairway --> ISO 5488
    - Ladder --> MED
    - Portable fire extinguishers --> EN 3-7, EN 3-8 or MED
    - Fixed fire extinguishing system for accommodation ...  
etc , ER etc ... , objects --> MED or Type approved
    - Ship's boat --> EN 1914 or MED or Type approved
    - Lifebuoys --> MED or Type approved
    - Lifejackets --> MED or Type approved
  - g) Safety at work station (see Ch.44 14 of ~~ES-TRIN 2017/1 Annex II of Directive 2006/87/EC as amended~~)
    - Winches --> Rules for marine equipment
    - Cranes --> Rules for marine equipment
  - h) Fuel fired heating, cooking and refrigerating equipment (see Ch.43 16 of ~~ES-TRIN 2017/1 Annex II of Directive 2006/87/EC as amended~~)
    - Stoves --> EC marked
    - Heating appliances --> EC marked
    - Pressure vessels --> Class requirement in Pt C Electrical components --> Class requirement in Pt. C and Rules for marine equipment
  - i) Onboard sewage treatment plant (see Ch.44a 18 of ~~Annex II of Directive 2006/87/EC as amended~~) of ES-TRIN 2017/1
    - Sewage Plant ' Type approved in acc. with Art. part 44a-18.03
  - j) Additional requirement for passenger vessels (see Ch.45 19 of ~~ES-TRIN 2017/1 Annex II of Directive 2006/87/EC as amended~~)
    - Life rafts --> MED or Type approved or ISO 9650
    - Fire protection materials and equipment ' MED or Type approved in acc. with FTP Code.



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**CHAPTER 2 SPECIFIC REQUIREMENTS APPLICABLE TO PASSENGER VESSEL**

**SECTION 1 GENERAL REQUIREMENTS AND VESSEL'S HULL**

Pt G, Ch 2, Sec 1, [1.1.1] and [4.1.1]

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the items [1.1.1] and [4.1.1] as follows:

**1 General provisions**

**1.1 Application**

**1.1.1 (1/3/2019)**

Reference is to be made to Annex II Pt II, Ch 45, Art 19.01 of ES-TRIN 2017/1. ~~[15.04]~~

...OMISSIS...

**4 Additional requirements**

**4.1 Application**

**4.1.1 (1/4/2017)-(1/3/2019)**

In addition to the requirements of this Section, the provisions of Directive 2006/87/EC, Part II, Art.14a, Ch 45~~19~~, Articles 15~~9~~.04, 15~~9~~.05, 15~~9~~.06, 15~~9~~.07, 15~~9~~.08, 15~~9~~.09, 15~~9~~.10 and 15~~9~~.14 of ES-TRIN 2017/1 are to be complied with.

**SECTION 2 ADDITIONAL FIRE REQUIREMENTS FOR PASSENGER SHIPS**

Pt G, Ch 2, Sec 2

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the items as follows:

**1 General**

**1.1 Application**

**1.1.1 (1/3/2019)**

When conformity to Directive 2006/87/EC of ES-TRIN 2017/1 is requested, fire protection shall comply both with the requirements given in this Section and with those given in Part C, Ch 3, Sec 1.

...OMISSIS...

**2 Fire integrity of bulkheads and decks**

**2.1**

**2.1.1 (1/3/2019)**

The suitability for fire protection of materials and components shall be established by an accredited test institution on the basis of appropriate test methods.

a) The test institution shall satisfy:

- 1) the Code for Fire Test Procedures; or
- 2) European Standard EN ISO/IEC 17025: ~~2000~~ 2005 concerning the general requirements for the competence of testing and calibration laboratories.

...OMISSIS...

**6 Means of escape**

**6.1**

...OMISSIS...

**6.1.3 (1/3/2019)**

In addition to the above requirements, reference is also to be made to Directive 2006/87/EC, Pt II, Ch 45 19 from paragraph 15.06(8) to 15.06(19).

...OMISSIS...

## 16 Safety devices and equipment

### 16.1

...OMISSIS...

#### 16.1.6 (1/3/2019)

In addition to the first aid kit according to ~~Directive 2006/87/EC, Annex II, Pt II, Ch 40,13 Article 40.02(2)(f) 13.02(3)(f) ES TRIN 2017 EDITION~~ further first aid kits shall be provided in sufficient number. The first aid kits and their storage shall comply with the requirements set out in ~~Directive 2006/87/EC, Annex II, Pt II, Ch 40,13 Article 40.02(2)(f) 13.02(3)(f) ES TRIN 2017 EDITION.~~

## 17 Safety organisation

### 17.1

#### 17.1.1 (1/3/2019)

Reference is to be made to ~~Directive 2006/87/EC, Pt II, Ch 15, paragraph 15.13. Ch.19.13 ES-TRIN 2017/1.~~

## 18 Derogations

### 18.1

#### 18.1.1 (1/3/2019)

For derogations to the above requirements, reference is to be made to ~~Directive 2006/87/EC, Pt II, Ch 15, paragraph Ch. 19 Art 15.15 of ES-TRIN 2017/1.~~

## SECTION 3 ADDITIONAL REQUIREMENTS FOR INTACT AND DAMAGE STABILITY

### Pt G, Ch 2, Sec 3

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the items [1.1.1] and [4.1.1] as follows:

#### 1 General

##### 1.1 Application

###### 1.1.1 (1/3/2019)

When conformity to ~~Directive 2006/87/EC ES-TRIN 2017/1~~ is requested, intact stability is to be in conformity with the requirements given in Pt B, Ch 6, [3.1].

...OMISSIS...

###### 1.1.4 (1/3/2019)

For derogations, reference is to be made to ~~Annex II, Pt II, Ch 15, [15.15] of Directive 2006/87/EC Ch.19.Art 19.15 of ES-TRIN 2017/1.~~

## SECTION 4 SPECIFIC REQUIREMENTS FOR PASSENGER SAILING VESSELS NOT NAVIGATING ON RHINE

### Pt G, Ch 2, Sec 4

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item [1.1.1] as follows:

#### 1 General

##### 1.1 Application

###### 1.1.1 (1/1/2017)

Reference is to be made to ~~Article 15.a of Directive 2006/87/EC Ch. 20 of ES-TRIN 2017/1.~~

CHAPTER 3 SPECIFIC REQUIREMENTS APPLICABLE TO OTHER SHIPS

SECTION 1 SPECIFIC REQUIREMENTS APPLICABLE TO CRAFT INTENDED TO FORM PART OF  
A PUSHED OR TOWED CONVOY OR OF A SIDE-BY-SIDE FORMATION

Pt G, Ch 3, Sec 1

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the items as follows:

**2 Craft suitable for being pushed**

**2.1**

**2.1.1 (1/3/2019)**

The following parts of ES-TRIN 2017/1 shall not apply to lighters without steering system, accommodation, engine or boiler rooms:

- a) Chapters 5 to 7 and 12 of Annex II, Pt II of Directive 2006/87/EC;
- b) Article 8.08(2) to (8), Article 10.02 and Article 10.05(1) of Annex II, Pt II of Directive 2006/87/EC.

a) Chapters 5 to 7 and 15;

b) Article 8.08(2) to (8), Article 13.02 and Article 13.08(1).

**2.1.2 (1/3/2019)**

In addition, ship-borne lighters whose length  $L$  does not exceed 40 m shall meet the following requirements:

- a) collision bulkheads referred to in Article 3.03(1) of Annex II, Pt II of Directive 2006/87/EC can be dispensed with if their front faces are able to bear a load at least 2,5 times that set for the collision bulkheads on inland waterway vessels with the same draught and built in accordance with the requirements of an approved Classification Society;
- b) by way of derogation from Article 8.08(1) of Annex II, Pt II of Directive 2006/87/EC, compartments of the double bottom to which access is difficult do not need to be drainable unless their volume exceeds 5% of the water displacement of the ship-borne lighter at the maximum authorised loaded draught.

In addition, ship-borne lighters whose length  $L$  does not exceed 40 m shall meet the following requirements:

- a) collision bulkheads referred to in Article 3.03(1) of ES-TRIN 2017/1, can be dispensed with if their front faces are able to bear a load at least 2,5 times that set for the collision bulkheads on inland waterway vessels with the same draught and built in accordance with the requirements of a recognised classification society;
- b) by way of derogation from Article 8.08(1) of ES-TRIN 2017/1 compartments of the double bottom to which access is difficult do not have to be drainable unless their volume exceeds 5 % of the water displacement of the ship-borne lighter at the maximum authorised loaded draught.

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

Craft intended for being pushed shall be fitted with coupling devices ensuring a safe connection to other craft. Article 16.03 of Annex II, Pt II of Directive 2006/87/EC.

...OMISSIS...

**5 Craft suitable for towing**

**5.1**

**5.1.1 (1/3/2019)**

Reference is to be made to Annex II, Pt II, Ch 16, ~~Ch. 21 Art 21.05 of ES-TRIN 2017/1 Article 16.0.5 of Directive 2006/87/EC.~~

**6 Navigation tests on convoys**

**6.1**

**6.1.1 (1/3/2019)**

Reference is to be made to Annex II, Pt II, Ch 16, ~~[16.06]. Ch. 21 Art 21.06 of ES-TRIN 2017/1.~~

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## SECTION 2 SPECIFIC REQUIREMENTS APPLICABLE TO FLOATING EQUIPMENT

### Pt G, Ch 3, Sec 2

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the Section as follows:

#### 1 General

##### 1.1 Application

###### 1.1.1 (1/3/2019)

In the following paragraphs [1.1.1], [1.2] and [1.3], the Chapters and Articles to which they refer are relevant to of ES-TRIN 2017/1 Annex II, Pt II of Directive 2006/87/EC.

###### 1.1.2 (1/3/2019)

For construction and equipment of floating equipment, Chapters 3, 7 to 14 and ~~46~~ 17 and 21 shall apply. Floating equipment with its own means of propulsion shall also meet the requirements of Chapters 5 and 6. Propulsion units permitting only short-haul operation shall not be considered as having their own means of propulsion.

#### 2 Derogations

##### 2.1

###### 2.1.1 (1/3/2019)

The inspection body may grant derogations from the following requirements:

- a) Article 3.03(1) and (2) shall apply mutatis mutandis;
- b) Article 7.02 shall apply mutatis mutandis;
- c) the maximum sound pressure levels prescribed by Article ~~42~~15.02 (5), second sentence, may be exceeded while the floating equipment's working gear is operating, provided that, during service, nobody sleeps on board at night;
- d) derogations may be granted from other requirements concerning structure, working gear or equipment provided that equal safety is ensured in each case.

###### 2.1.2 (1/3/2019)

The inspection body may dispense with the application of the following requirements:

- a) Article ~~40~~13.01(1) shall not apply if, during operation of floating equipment that equipment can be securely anchored by means of a working anchor or piles. However, floating equipment with its own means of propulsion shall have at least one anchor meeting the requirements in Article ~~40~~13.01 (1), where an empirical coefficient  $k$  is taken to be equal to 45, and the smallest height is taken for  $T$ ;
- b) Article ~~42~~15.02(1), second part of sentence, if the accommodation can be adequately lit by means of electricity.

###### 2.1.3 (1/3/2019)

In addition, the following shall apply:

- a) for Article 8.08(2), second sentence, the bilge pump shall be motor driven;
- b) for Article 8.10(3), the noise may exceed 65 dB(A) at a lateral distance of 25 m from the ship's side of any stationary floating equipment while its working gear is operating;
- c) for Article ~~40~~13.03(1), at least one further portable extinguisher is required if working gear not permanently attached to the craft is placed on the deck;
- d) for Article ~~44~~17.02(2), in addition to the liquefied gas equipment for domestic use, there may also be other liquefied gas facilities. Those facilities and their accessories shall meet the requirements of one of the Member States.

### 3 Additional requirements

...OMISSIS...

#### 3.1.2 (1/3/2019)

~~Working equipment shall have sufficient strength to withstand the loads it is subjected to and shall meet the requirements of Directive 98/37/EC of the European Parliament and of the Council of 22 June 1998 on the approximation of the laws of the Member States relating to machinery(1).~~

Working equipment shall have sufficient strength to withstand the loads it is subjected to and shall meet the requirements of one of the Member States of the CCNR or of Directive 2006/42/EC, as amended.

...OMISSIS...

### 5 Residual freeboard

#### 5.1

5.1.1 Reference is to be made to Pt B, Ch 6, Sec 2, [3.2.4].

#### 5.1.2 (1/3/2019)

In addition, reference is to be made to ~~Annex II, Pt II, Ch 17-22, Article 1722.05 of Directive 2006/87/EC of~~ ES-TRIN 2017/1.

...OMISSIS...

### 9 Draught marks and draught scales

#### 9.1

#### 9.1.1 (1/3/2019)

Reference is to be made to ~~Annex II, Pt II, Ch 17, Article 1722.09 of Directive 2006/87/EC. of~~ ES-TRIN 2017/1.

### 10 Floating equipment without confirmation of stability

#### 10.1

#### 10.1.1 (1/3/2019)

The application of Articles ~~422.4~~ to ~~422.8~~ may be dispensed with for floating equipment:

- a) whose working gear can in no way alter its heeling or trim, and
- b) where any displacement of the centre of gravity can be reasonably excluded.

...OMISSIS...

## SECTION 3 SPECIFIC REQUIREMENTS APPLICABLE TO WORKSITE CRAFT

### Pt G, Ch 3, Sec 3

(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)

Modify the items as follows:

#### 1 Operating conditions

##### 1.1

##### 1.1.1 (1/3/2019)

Worksite craft designated as such in the ~~Community~~ Inland waterways vessel certificate set out in Part I or II of Annex V may navigate outside worksites only when unloaded. That restriction shall be entered on the ~~Community~~ Inland waterways vessel certificate.

...OMISSIS...

#### 2 Application of Part II ~~of~~ ES TRIN 2017 EDITION

##### 2.1

##### 2.1.1 (1/3/2019)

Reference is to be made to ~~Annex II, Pt II, Ch 1823, Article 1823.02 of Directive 2006/87/EC. of~~ ES-TRIN 2017/1.

### 3 Derogations

#### 3.1

##### 3.1.1 (1/3/2019)

Reference is to be made to Annex II, Pt II, Ch 4823, Article 4823.03 of Directive ~~2006/87/EC~~ of ES-TRIN 2017/1.

...OMISSIS...

### 5 Ship's boats

#### 5.1

##### 5.1.1 (1/3/2019)

Worksite craft shall not be required to have a ship's boat where:

- a) they are not self-propelled, or
- b) a ship's boat is available elsewhere on the worksite.

That derogation shall be entered on the ~~Community~~ Inland waterways vessel certificate.

## SECTION 5 SPECIFIC REQUIREMENTS APPLICABLE TO CRAFT LONGER THAN 110 M

### Pt G, Ch 3, Sec 5

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item as follows:

#### 1 General

##### 1.1

##### 1.1.1 (1/3/2019)

Reference is to be made to Annex II, Part II, Ch 22a of Directive ~~2006/87/EC~~ Ch.28 of ES-TRIN 2017/1.

## SECTION 7 EQUIPMENT OF VESSELS WITH REGARD TO MANNING

### Pt G, Ch 3, Sec 7

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item as follows:

#### 1 General

##### 1.1

##### 1.1.1 (1/3/2019)

Reference is to be made to Annex II, Pt II, Ch 23 of Directive ~~2006/87/EC~~ Ch.31 of ES-TRIN 2017/1.

## SECTION 8 TRANSITIONAL AND FINAL PROVISIONS

### Pt G, Ch 3, Sec 8

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item as follows:

#### 1 General

##### 1.1

##### 1.1.1 (1/3/2019)

Reference is to be made to Annex II, Pt II, Ch 24 of Directive ~~2006/87/EC~~ Pt. IV of ES-TRIN 2017/1.

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**SECTION 9 MISCELLANEOUS**

**Pt G, Ch 3, Sec 9**

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item as follows:

**1 General**

**1.1**

**1.1.1 (1/3/2019)**

For the application of the requirements given in this Part G, reference is also to be made, when applicable, to ~~Appendix II, Appendix III, Appendix IV, Annex IX of Directive 2006/87/EC. of ES-TRIN 2017/1~~ EUROPEAN STANDARD ANNEXES, Pt II, ADDITIONAL REQUIREMENTS FOR SPECIFIC EQUIPMENT USED ON BOARD.

**SECTION10 SPECIFIC REQUIREMENTS APPLICABLE TO RECREATIONAL CRAFT**

**Pt G, Ch 3, Sec 10**

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Modify the item as follows:

**1 General**

**1.1 Application**

**1.1.1 (1/3/2019)**

Reference is to be made to Ch.24 ~~26~~ of ~~Directive 2006/87/EC. of ES-TRIN 2017/1.~~

**Pt G, Ch 3, Sec 11 (NEW)**

*(Reason: in order to update the requirements in line with those in Directive 2016/1629/EU and the European standard ES-TRIN 2017/1 on technical requirements for inland navigation vessels)*

Add new Section 11 as follows:

**SECTION 11 SPECIAL PROVISIONS APPLICABLE TO CRAFT EQUIPPED WITH PROPULSION OR AUXILIARY SYSTEMS OPERATING ON FUELS WITH A FLASHPOINT EQUAL TO OR LOWER THAN 55 °C**

**1 General**

**1.1**

**1.1.1 (1/3/2019)**

Reference is to be made to Ch.30 of ES-TRIN 2017/1.