

Proposal for working programs: Proposal of amendments to 2006/87/CE Directive for vessels not exceeding 25 m in length and authorised to carry up to a maximum of 150 passengers

Communication from CEMT

Note by the Secretariat: This communication remains unchanged compared to document JWG (15) 59 = RV/G (15) 58, however the annex is now available in German, French and Dutch.

Dear Mr. Boyer,

The Directive 2006/87/EC, since its entry in force, has not proven to be practically and economically applicable to small passenger ships for daily trips. The problems are technical and independent from the navigation zone. In fact, from the 30th December 2008, the effective date of entry in force of the Directive in question, there has been a significant drop in orders for these vessels in many European Countries. Shipowners preferred to turn to the purchase of second-hand boats, not only because of the economic crisis but also because of the considerable technical and economic burden imposed by this new Directive. In the last seven years a few units have been built, thanks to exemptions granted by the Classification Bodies and the Governmental Authorities of the European Countries.

They then proposed amendments to passenger ships no more than 25 m long and able to carry no more than 150 people.

The Annex II does not give any requirements for the construction of passengers' vessels with fibre-reinforced plastic (FRP) or wood (combustible material). Nevertheless, such a construction typology (hulls constructed with combustible materials) is widely used by small sized ships, also for sea navigation.

The Chapter 15 of Annex II of directive 2006/87/EC, in particular, includes some points that should be modified, as those concerning stability (both intact and damaged), muster areas, life-saving equipment, fire protection, second independent propulsion system.

The work regarding potential amendments of technical requirements for passenger vessels could usefully be considered for the next working programs of the Joint working group or new body within CESNI framework.

Best Regards

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(*Delegate of C.E.M.T.*)

PROPOSALS OF AMENDMENTS TO 2006/87/CE DIRECTIVE For vessels not exceeding 25 m in length and authorised to carry up to a maximum of 150 passengers			
Subject	Ref. of article	Requirement of 2006/87/CE Directive	Proposals of amendments
Vessels'hulls	Annex.2 Part II Chapt.15 art.15.02.1 a	Thickness of the outside plating of steel vessels' hulls	The annex II doesn't give any requirements for the construction of passengers' vessels with FRP or wood (fuel material) Nevertheless such a construction typology (hulls constructed with fuel materials), is widely used by middle sized ships, for sea navigations too. It's proposed, by the way, that the strength of vessel's hull should comply with the rules of approved Classification societies
Intact stability	Annex.2 Part II Chapt.15 art.15.03.3 f	For a heeling moment resulting from moments due to passengers, wind and turning according to paragraphs 4,5 and 6, the residual freeboard shall be not less than 200 mm	The residual freeboard should be more than 200 mm for a heeling moment resulting from the sum of the 2 heavier among the moments due to passengers, wind and turning It has to be pointed that such requirement is penalizing compared to the sea navigation ones
Intact stability	Annex.2 Part II Chapt.15 art.15.03.3 g	Residual safety clearance shall be at least 100 mm on the application of the three heeling moments resulting from subparagraph (f)	Residual safety clearance shall be at least 100 mm for a heeling moment resulting from the sum of the 2 heavier among the moments due to passengers, wind and turning It has to be pointed out that such requirement is penalizing compared to the sea navigation ones
Damaged stability	Annex.2 Part II Chapt.15 from art.15.03.7 to art 15.03.13	Requirements to prove the damaged stability	A derogation from article 15.03.par.9 (damaged stability) it's requested for passenger vessels not exceeding 25 m in length and authorised to carry up to a maximum of 150 passengers, provided that shall be proven the following points : a) Vessel that is not classified as " high speed vessel" b) Vessel cruising within one hour from safe anchorage or harbor

<p>Safety clearance and freeboard</p>	<p>Annex.2, Part II, Chapt 15, Art 15.04</p>	<p>1)The safety clearance shall be at least equal to the sum of :</p> <ul style="list-style-type: none"> a) the additional lateral immersion, which, measured on the outside plating, is produced by the permissible heeling angle according to art. 15.03(3)(e) and b) the residual safety clearance according to art. 15.03(3)(g) <p>For vessels without a bulkhead deck , the safety clearance shall be at least 500 mm</p> <p>2) The freeboard shall be at least equal to the sum of :</p> <ul style="list-style-type: none"> a) the additional lateral immersion, which, measured on the outside plating, is produced by the heeling angle according to art. 15.03(3)(e) and b) the residual freeboard according to art. 15.03(3)(f) <p>However the freeboard shall be at least 300 mm</p>	<p>1) The safety clearance shall be at least equal to the sum of :</p> <ul style="list-style-type: none"> a) the additional lateral immersion , which , measured on the outside plating, is produced by the heeling angle due to passengers or turning and b) the residual safety clearance , that shall be at least of 200 mm, for a heeling moment resulting from moments due passengers or turning (according to art.2.1.6 e.2)Pt B – Ch 6 – Sec 2 of RINA rules for the Classification of Inland Waterway Ships and for the Conformity to Directive 2006/87/EC) <p>For vessels without a bulkhead deck , the safety clearance shall be at least 500 mm</p> <p>2) The freeboard shall be at least equal to the sum of</p> <ul style="list-style-type: none"> a) the additional lateral immersion , which , measured on the outside plating, is produced by the heeling angle due to passengers or turning and b) the residual safety clearance , that shall be at least of 200 mm, for a heeling moment resulting from moments due passengers or turning (according to art.2.1.6 e.2)Pt B – Ch 6 – Sec 2 of RINA rules for the Classification of Inland Waterway Ships and for the Conformity to Directive 2006/87/EC) <p>However the freeboard shall be in any case at least 300 mm</p>
<p>Toilets available for passengers</p>	<p>All.2, Parte II, Chapt. 15, Art 15.06.17</p>	<p>For passengers' vessels there shall be toilets available for passengers</p>	<p>In accordance with the vessel's dimensions the prescribed requirement is hardly applicable. Furthermore, considering that the navigation has done within 30 min. from the coast, a derogation from this article (prescribing toilets available for passengers) is requested</p>

<p>Propulsion system</p>	<p>Annex.2 Part II Chapt.15 art.15.07</p>	<p>Vessels shall be equipped with a second independent propulsion system</p>	<p>Inland navigation has done not far away from the coast, with a short duration and in tranquil water. That's why a second independent propulsion system it's not necessary</p>
<p>Second drive unit</p>	<p>Annex.2 Part II Chapt.6 art.6.02.1</p>	<p>Time to bring into use a second independent drive unit</p>	<p>According to art.6.02 , it shall be possible to bring a second independent drive unit , or manual drive, into use within five seconds if the steering apparatus drive unit fails or malfunctions A derogation from this article is requested, in such a way that it comes into use in time to guarantee the safety navigation</p>
<p>Muster areas</p>	<p>Annex.2 Part II Chapt.15 art.15.06.08 b) and art. 15.06.08 k)</p>	<p>Passengers muster areas</p>	<p>For passenger vessels not exceeding 25 m in length and authorised to carry up to a maximum of 150 passengers, in accordance with the vessel's dimensions the prescribed requirement of art.15.06.08 b) (each individual muster or evacuation area shall be larger than 10 mq and in any case the total area shall be calculated by assuming at least 50 % of the maximum permitted n. of passengers) can't be apply. It's proposed to consider as muster areas, the uncovered bow and stern areas , provided that they will be equipped with handrail, exit lattice gates on both sides, and 2 exit doors in the passengers' cabin</p>
<p>Oily water and used oil drainage system*</p> <p>No derogation is requested (see latest column at right)</p>	<p>Annex.2 Part II Chapt.8 art.8.08.09</p>	<p>Drainage system and pipe equipped with closing device that have been sealed in position by an inspection body.</p>	<p>The inspection body controls for the oily water pumping out operations could create more difficulties during the vessel's service operations A derogation is requested , in such a way that the captain can be allowed for proceeding in oily water pumping out operations only in authorized docks' stations. This provided that a logbook for registering all the operations done (numbers and quantities) shall be held It's proposed to use the keys instead of splice. In such a way you don't need any inspection body involvement, and therefore no derogations to be asked for. The oily water will be stored in specially provided hold (it may be OK also the engine room bilge) and pumped out in authorized docks' stations. This provided that a logbook for registering all the operations (numbers and quantities) shall be held</p>

Ship's boat	Annex.2 Part II Chapt.10 art.10.04	Ship's boat equipment	Unworkable and exorbitant requirement, also considering the vessels's sizes and the total passengers carried up. That's why a derogation is requested In case of a good vessel's handiness, equipped with a camera in stern position, cruising within short distance from the coast, a derogation is requested, in order to not foresee such a ship's boat.
Life – saving equipment	Annex.2 Part II Chapt.15 art.15.09.5	Number and typologies of life-saving equipment	For inland navigation the following criterias for determining the consistency of life-saving equipment are requested : <ul style="list-style-type: none"> • Passenger vessels not exceeding 25 m in length and authorised to carry up to a maximum of 150 passengers : individual life jackets for every passengers • Passenger vessels exceeding 25 m in length and authorised to carry up more than 150 passengers : life-rafts sufficient for all passengers If the vessel cruises within 30' from the coast the life-saving equipment requested could be as follows: individual life jackets + 3 lifebuoys at least
Fire protection	Annex.2 Part II Chapt.15 art.15.11	Fire protection of materials and components	The fire protection of materials and component as per art. 15.11, concerns hulls made of steel or of another equivalent material (in terms of fire resistance) It has not been foreseen any clear requirements for combustibile materials (fiberglass or wood hulls). Nevertheless there are a large number of small-middle sized passengers' vessels in inland waterways short range cruising A derogation is requested, referring to the rules in force and adopted by the approved Classification societies , whose technical requirements have been always used for sea and inland navigations passengers 's vessels

* Note: for oily waters is to be intended the ones coming from engines, generators..., that can't be in any case unloaded in the sea. The bilge non oily water, coming from other compartments, can be drained also by singles pumps and unloaded in the sea.