

**ADOPTED MINUTES  
of the workshop “Accommodations of inland navigation vessels”  
held in Strasbourg on 19 November 2018**

Present: See annex 1  
Programme: See annex 2

Chair: Mister VERMEULEN, Dutch delegation

## **1 Introduction and presentation of objectives**

The CHAIR recalls the history of the work and the workshop's context. Accommodations shall be so designed, arranged and fitted out as to meet the health, safety and comfort needs of those on board. The CESNI/PT Working Group has acknowledged different points of views regarding the need of modernisation of the technical requirements currently applicable to accommodation areas (ES-TRIN, Chapter 15). At this stage, it has been considered premature to already examine a draft amendment of the technical requirements. However, the CESNI/PT Working Group has decided to organise this workshop on accommodations in inland navigation vessels with the following objectives:

- collect experience regarding the current practice with accommodations,
- describe the problems encountered and
- identify the corresponding needs for a new regulation.

## **2. Information regarding the current practice with accommodations**

### **2.1 Realistic description of accommodations in 2018 (EBU/ESO)**

Mrs PATER DE GROOT emphasises the EBU/ESO's wish to contribute actively to this workshop given the need to maintain the attractiveness of inland navigation careers. The profession endeavoured to provide a realistic description of accommodations in 2018, both on modern and more traditional vessels, using photographic and video material.

Mrs VAN DIJK presents the profession's work (see **Annex 3**). She opens with various inland navigation statistics from the Dutch office of national statistics, but the broad lines of which are applicable to other national fleets, as evidenced by the CCNR's Market Observation. She highlights the large number of small enterprises with only a few employees, as well as sole proprietorships. She then presents data collected for different sizes and types of vessel:

- Spits – taking the vessel “MANNA” as an example to illustrate the operating conditions and configuration of the accommodations (e.g. access to natural light and drinking water tanks).
- Campine – taking the vessels “ESTERO” and “ONDINE” as examples. This type of vessel is the one most frequently operated by family businesses (owner-operator couple with no employees).
- 80/86m – taking the vessel “PRINCESS” as an example. The owner and second skipper are satisfied with the accommodations' configurations and equipment. The recent renovation has achieved and even exceeded compliance with current requirements with the implementation of various good practices (e.g. underfloor heating, air conditioning, internet...).

- 18M pusher vessel with pushed barge.
- 110/135m – taking the vessel “LORENA” as an example. The able boatman and skipper are satisfied with the accommodations’ configuration and equipment. Each crew member has an individual cabin.
- Large pushed convoy – taking “VEERHAVEN IX” as an example.
- Passenger vessel – some illustrations but a more detailed analysis would be needed.
- Floating equipment – there are major differences depending on date of construction. Certain shortcomings are offset by facilities ashore or on another floating structure.

To summarise, the sticking points concern individual cabins for each person on board, (possibly) insufficient daylight in living and resting spaces on ships where it is possible to create more accommodations in view of future developments and innovations, increasing drinking water tank capacity and the floor height relative to the waterline. By way of example, the significant costs incurred in increasing drinking water tank capacity was assessed in 2011<sup>1</sup>. In conclusion, the current technical requirements for accommodations appear satisfactory. Experience shows that good practice is being implemented, enabling current requirements to be exceeded. The EBU and ESO remain ready to cooperate in a possible updating of the requirements to ensure that the sector remains attractive.

The videos are available on the CESNI’s website at <https://www.cesni.eu/atelier-logements-2018/>.

In response to Mrs Herrmann, Mrs VAN DIJK points out that the owner of the “PRINCESS” raised the issue of noise onboard on his own initiative. The profession did not systematically question participants on this issue.

In response to Mr Kliche, Mrs PATER-DE GROOT stresses that the difficulties (or bottlenecks) in converting accommodations exist for all sizes and types of vessel.

Mr BOYER points out that the videos echo the following comment by the ETF “Taking into account new needs in terms of free Internet access aboard, both for leisure purposes and for staying in touch with crew members’ home ashore.”

## 2.2 Presentation of good practices from new shipbuilding (GERC)

Mr JOORMANN recalls the main points of the current requirements of Chapter 15 of the ES-TRIN (unchanged since the RVIR or directive 2006/87/EC) and presents experience with vessel inspections (**Annex 3**). With experience of 2000 new builds since 1989, he notes that the size of the accommodations always exceeds the statutory minimum and that their design always exceeds the regulatory requirements. Only a proportion of these vessels were built under the supervision of a classification society. Noise in the sleeping quarters was a problem until the end of the 1990s. Efforts have been made to improve protection against noise and vibration. Only two vessels are concerned by the absence of daylight in the cabins. Mr JOORMANN illustrates the experience that has been gained with photographs of accommodation under construction (partitions, heat and sound insulation, ventilation, access to daylight...). In conclusion, new builds significantly surpass the minimum requirements. From a technical standpoint, these requirements are not a problem. Updating the minimum requirements can be considered but this may be an important challenge for the existing fleet.

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<sup>1</sup> Note from the Secretariat: KplusV study see RV (11) 47 = RV/G (11) 79

In response to Mr Delaere, Mr JOORMANN explains that the classification regulations do not provide for any accommodation requirements, except on safety-related issues (fire, evacuation, partitions...).

In response to Mrs Pater de Groot, Mr JOORMANN provide clarification on the implementation of the requirements of article 15.02(2) and (6) concerning the position of the floors below the plane of maximum draught and standing headroom in the accommodations. Achieving compliance may pose problems for already existing vessels.

In response to Mr Kliche, Mr JOORMANN confirms that the EU's directives on noise and vibration are not taken into account in the checks carried out by the classification societies.

### **2.3 Critical examination of current requirements (German delegation)** CESNI/PT (18) 78 – Com. DE

Mr FÜNGERLINGS presents the critical examination of current requirements carried out by the German delegation (**see Annex 4 and CESNI (18) 101**). The ES-TRIN's accommodation requirements currently in force are based on national provisions dating from the 1970s and were overhauled in the 1990s for inclusion in RVIR 1995. Roughly speaking – this is two generations ago. Inland navigation has changed in the intervening period, as have the crews and their expectations. And technology has changed dramatically as well: what seemed pie in the sky back then is the norm – not just in ship technology but in leisure activities and creature comforts as well. It should be emphasised that modern and well-equipped accommodation is a major advantage in terms of crew well-being, which enhances performance and thus safety.

Mr FÜNGERLINGS highlights the following general points:

- a) A distinction needs to be made between owner-operator accommodation (private accommodation) on the one hand and employee accommodation (both on an owner-operated vessel and a shipping company vessel) on the other hand.
- b) A different attitude towards new vessels versus existing vessels (conversion or replacement of the accommodation) is also appropriate.
- c) All vessel owners must be treated equally. No derogations should be granted by the respective Inspection bodies; only Chapter 32 is to be used.

Mr FÜNGERLINGS then spells out the 9 key points to consider in the course of consultation on revising Chapter 15 (annexe to CESNI/PT (18) 78). He concludes that the requirements are no longer adequate, and modernisation is highly desirable.

In response to questions from Messrs Kliche and Vermeulen, Mr FÜNGERLINGS explains that the vast majority of vessels pose no problem given the investment made voluntarily by the owners. However, there are still unacceptable situations with existing or even new builds (e.g. Inadequate volume of air or inability to stand upright in the accommodation).

Mr GORGES highlights the major difficulties or the inability to convert certain existing vessels. He quotes the example of headroom in the accommodations for Freycinet/spits and Campine type vessels.

Messrs DELAERE, PAULI and FÜNGERLINGS note that practices concerning the number of cabins on board differ because this will depend on national or Rhine crew requirements.

Mr STÄUDTNER draws attention to the specific example of passenger-cabin vessels for which there are considerable disparities between the accommodations for crew members and on-board personnel. Several unacceptable situations have been observed.

## **2.4 Points to note for workers**

CESNI/PT (18) 101 – Com. ETF

In the absence of an ETF representative, Mr BOYER presents the points to note referred to in the working document. Several points echo the previous presentations.

Mr STOMMEL (BDB) points to the fact that the TASCs study referred to by the ETF does not deal with accommodations but with workload and the modernisation of crew-related requirements.

## **2.5 Other remarks**

The CHAIR invites contributions from around the table to capture comments or remarks from the workshop participants.

Mr DELAERE signals the Belgian delegation's willingness to take a fresh look at the technical requirements, taking account of the difficulties encountered by the Inspection bodies. He highlights new operating modes and new on-board configurations. For example, operating only with the boatmaster for day journeys on canals. In this case the vessel could dispense with accommodations because the crew takes its rest ashore.

Mr STANGL-BRACHNIK, for the Austrian delegation, points to the link between the configuration of the accommodations and the operating mode. There is still no one size fits all solution.

Mr NEAGU informs the meeting that the Romanian delegation supports the observations made by Mr Fünfingerlings. He is in favour of modernising the technical requirements for new vessels. For existing vessels, a careful examination is required to define an appropriate level of requirement.

Mr GORGES indicates that the French delegation is not opposed to updating Chapter 15, in particular as concerns security issues such as firefighting. However, extreme caution is required. Grandfather clause (N.R.C. without an end date) is one possible solution, failing which existing vessels will have to be withdrawn from service.

Mr BÜHLER indicates the Swiss delegation's support for a measured revision of Chapter 15 of the ES-TRIN. A step-by-step approach is desirable.

Mr ARNTZ points to the finding that actual practice already exceeds the minimum requirements, in particular to maintain the attractiveness of the sector. The Dutch delegation believes it necessary to avoid over-regulation.

Mr SLOZKO informs the meeting that the Ukrainian delegation supports updating the requirements for new construction. Recommendations based on good practice could suffice for the existing fleet.

Mr PAVLOVIC informs the meeting that the Czech delegation supports revising the regulations, in particular to eliminate inconsistencies or improve the clarity of the requirements.

Mr BRAHMS (MSG eG) calls for care in ensuring that the requirements can be supported by the profession, in particular skippers in small-scale undertakings. The current requirements are largely complied with. If modernisation is envisaged, it needs to differentiate between the existing fleet and new build. Furthermore, he recalls the sector's strong dependence on the small vessel fleet, especially during this low-water period.

### 3. Conclusions and next steps

The CHAIR draws the following conclusions:

- With important contributions from the EBU/ESO, GERC, the ETF and the German delegation, this workshop has enabled an open discussion on current practices concerning accommodations aboard inland navigation vessels. This workshop is a useful input to analysing the problem before beginning work on regulation.
- The main finding is that current practice significantly exceeds the minimum requirements of Chapter 15 of the ES-TRIN. A large majority of the fleet - both modern and older - has benefited from voluntary investment to improve the quality of on-board accommodations. Both crew and technology requirements have changed significantly.
- A conscientious revision of accommodation-related requirements is possible, taking account both of good practice and experience. However, there are several fundamental questions which have to be decided by the Committee. Such a decision could then guide the work of CESNI/PT.
- A distinction needs to be made between owner-operator accommodation (private accommodation) on the one hand and employee accommodation (both on an owner-operated vessel and a shipping company vessel) on the other hand.). For passenger vessels this covers both the crew and on-board personnel.
- A different attitude towards new vessels versus existing vessels (conversion or replacement of the accommodation) is also appropriate. A considerate and careful approach to existing vessels is vital to ensure that the requirements are acceptable and so as not to create insurmountable situations for the profession.
- The various types and sizes of vessel need to be considered, as do new operating modes. Requirements could differ according to navigational zone (1,2,3,4 and R).
- Several parties are ready to cooperate within a small group in identifying possible ways of modernising the requirements of Chapter 15 of the ES-TRIN. If a prior agreement can be reached between the EBU, ESO, GERC<sup>2</sup> and the German delegation then the proposal can be submitted to the CESNI/PT working group for examination.
- *The Secretary is invited to draft an analysis of the problem, in the light of the workshop's findings, with the Committee deciding on the fundamental issues in April 2019 and inclusion in the 2019-2021 work programme*

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<sup>2</sup> The GERC representatives reserved judgement on a commitment to future activities. They wish to consult GERC members first.

**List of participants  
Workshop held on 19 November 2019  
in Strasbourg**

<b>ORGANISATION</b>	<b>NAME</b>	<b>FIRST NAME</b>	<b>Presence (yes =&gt; Signature)</b>
AUSTRIA	STANGL-BRACHNIK	Christian	
BELGIUM	DELAERE	Didier	
CZECH REPUBLIC	PAVLOVIC	Sebastian	
FRANCE	PATETTA	Mickaël	
FRANCE	GORGES	Guillaume	
FRANCE	BROERE	Robert	
GERMANY	FÜNGERLINGS	Friedrich	
GERMANY	HERRMANN	Bärbel	
GERMANY	KLICHE	Winfried	
GERMANY	WERNICKE	Chr.-Alexander	
GERMANY	STÄUDTNER	André	
NETHERLANDS	ARNTZ	Henk	
NETHERLANDS	VERMEULEN	Rens	
ROMANIA	NEAGU	Alexandru	
SWITZERLAND	BÜHLER	Max	
SWITZERLAND	EGGER	Andreas	
SWITZERLAND	KÖRSCHGEN	Ulf	
UKRAINE	SLOZKO	Mykola	
ESO (BDS Inland navigation)	MNICH	Stephen	
ESO (BDS Inland navigation)	HERWECK	Horst	
ESO (BDS Inland navigation)	STUNTZ	Torsten	
ESO/EBU	VAN DIJK-VOLKER	Annelies	
ESO/EBU	PATER – DE GROOT	Lijdia	
RECOGNISED CLASSIFICATION SOCIETIES	JOORMANN	Bas	
RECOGNISED CLASSIFICATION SOCIETIES	JACOBS	Guy	
DANUBE COMMISSION	TSARNAKLISKIY	Sergey	
CCNR	BOYER	Benjamin	
CCNR	PAULI	Gernot	
MSG eG	BRAHMS	Andreas	
BDB	STOMMEL	Andreas	

**Other annexes:**

**Annex 2** – Workshop programme l’atelier

**Annex 3** – A. Van Dijk “Hoe zien de verblijven aan boord er in het jaar 2018 uit? Realistische momentopname”

**Annex 4** – F. Füngrlings “Kritische Betrachtung der aktuellen Vorschriften” (Critical examination of current requirements)

<b>Annexes are located on website under</b>	<b>CESNI/PT 2018</b>	<b>cesnipt18_106en_m_2</b>
<b>Les annexes sont enregistrées sur le site sous</b>		<b>cesnipt18_106fr_m_2</b>
<b>Die Anlagen stehen auf der Website unter</b>		<b>cesnipt18_106de_m_2</b>
<b>De bijlagen staan op de website onder</b>		<b>cesnipt18_106nl_m_2</b>
	<b>CESNI/PT 2018 NL</b>	<b>cesnipt18_106nl_m_3</b>
	<b>CESNI/PT 2018 DE</b>	<b>cesnipt18_106de_m_4</b>

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