

Zagreb, 27 September 2023

Overview of the amendments introduced in ES-TRIN 2023 and additional tools

- **Reminder of key elements of ES-TRIN**
- **Information on the content of edition 2023 (as collective work)**
- **Information on the on-going work for edition 2025**
- **Follow-up of the Vienna meeting (wish expressed by some participants)**

=> Questions / remarks during the presentation are welcome!

- Uniform technical requirements for ensuring the safety of inland navigation vessels
 - Provisions on inland navigation vessel construction, arrangement and equipment
 - Special provisions for certain categories such as passenger vessels or container vessels
 - Instructions on how to apply the technical standard (ESI)
- Available in 4 languages (German, English, French, Dutch)
- Regular updates (every two years).
Adoption year N-1 ; ES-TRIN edition N ; Entry into force year N+1
- Not binding per se => CCNR, EU, international organisations and States can apply ES-TRIN by referring to it in their respective legal frameworks



=> A vessel operating on EU waterways or Rhine must carry either a Union inland navigation certificate or a Rhine vessel inspection certificate. Both certificates confirm the full compliance with ES-TRIN.

Summary

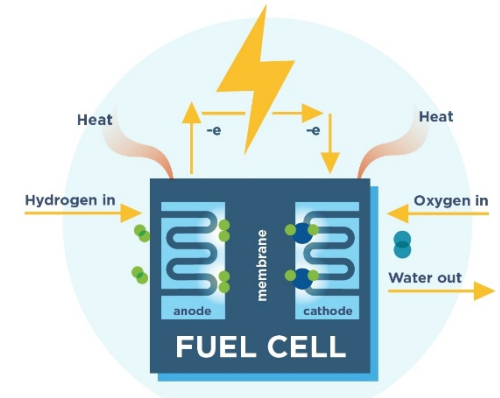
- Low flashpoint fuels and fuel cells,
- Life jackets,
- Waste water collection,
- After-treatment systems,
- Repair of engines in service,
- Passenger vessels,
- Recreational craft,
- Retractable wheelhouses,
- Permanently installed firefighting systems for protecting objects,
- Special anchors with reduced mass,

but also new ESI-III-11 for fire partitions, update of requirements for radar and rate-of-turn indicators, references to EN/ISO standards, reference to ES-RIS for AIS and ECDIS equipment, editorial corrections...

Detailed list of amendments = CESNI/PT (21) 1 rev. 3

Explanatory notice foreseen

- Reorganization of Chapter 30 and Annex 8 to encompass other fuels than LNG
 - Chapter 30 = general requirement for all low flashpoint fuels.
 - Annex 8 = different sections for storage and use of different fuels
- Clarification of requirements for risk assessment (Article 30.04)
- Annex 8, Section III => requirements for fuel cells
- Not included in ES-TRIN 2023 (but next editions): ongoing work for requirements on storage and use of methanol as well as hydrogen
- Engines of less than 20 kW - Article 30.01(3)- CESNI/PT confirms that installed petrol engines (even below 20 kW) are forbidden in accordance with ES-TRIN.
- ES-TRIN = tool to facilitate and enable energy transition of IWT



A personal automatically inflatable life jacket shall be within reach of every person who is regularly on board a craft.

Such life jackets shall conform to:

- a) the Regulation (EU) 2016/425 as amended; or
- b) the International Life-Saving Appliance (LSA) Code, sub-section 2.2.

One solution to comply with the requirements

- => EN ISO 124022 : 2020, EN ISO 124023 : 2020, EN ISO 124024 : 2020.
- Non-inflatable lifejackets still admissible for children.
- Industry initiative to promote proper maintenance of existing life-jackets



New 9.09(5)(c): malfunctioning of the after-treatment system for vessel with a single-engine propulsion => alarm + override the automatic shutdown of the engine, to continue operation for at least 30 minutes in order to reach a safe berth.

New 9.10: Engine repairs are permitted if

- consistent with the type approval;
- identity of that repaired engine is traceable (such that the original engine that was placed on the market and installed on the vessel can be identified).

Maintenance/repair report (description of work, components, compliance with manufacturers' instructions...)



ES-TRIN forbids replacement engines either all at once or by successive replacement of all the parts



Article 9.10 applies **only for repairs performed after 1 January 2024**

=> See Engine FAQ published by CESNI/Euromot (edition July 2023), Q25

- Set a **transitional deadline of 2030 for all passenger vessels not yet covered by the mandatory installation obligation** (Art. 19.14)
- Discharging of waste water is deemed to be a manifest danger for the environment.
=> general derogation envisaged where no manifest danger exists therefore no longer applies.
- Harmonised approach at European level
=> 8-year period (from 2022) to adapt the shore infrastructure.
- A derogation from the mandatory installation obligation for passenger vessels that do not produce waste water (new 19.14(3))
- A possible derogation from the requirement for toilets for day-trip vessels operating limited journeys of local interest or in harbour areas (19.15(12))
- Important coordination with CDNI competent bodies (Waste convention for CCNR + LUX)



Amendments and database entries prepared by the dedicated sub-working Group from 2018 to 2021

- 1.01 - Clarification of definition (new definition for unprotected opening)
- 19.01(4) - number of seats for persons with reduced mobility cannot be less than 1%.
- + one/two for cabin vessels with sleeping berths with less/more than 200 passengers.
- 19.02 - Materials other than steel, such as aluminium alloy or Fibre Reinforced Plastic
- 19.03(1) - Proof of sufficient intact stability
- 19.03(6) - turning stability for vessels capable of higher speeds (planing vessel)
- 19.06 – clarification regardings “muster” and “evacuation” areas; provisions for exit and stairs, allowance of doors with an automatic release by a push button
- 19.11 – Revision of the table for fire partitions (approach based on fire risks, list of rooms as example)
- 19.13 – Safety organization, notably for day-trip vessels
- 19.15 – additional derogations for small passenger vessels



Transitional provisions foreseen for existing vessels

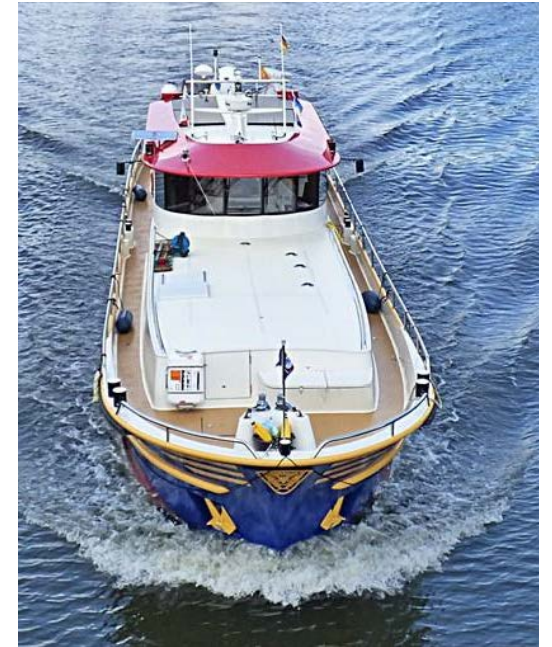
(note: corrigendum ES-TRIN 2023 for transitional provisions regarding the sum of the widths of all stairs) ⁹

Initial proposal from EBA (European Boating Association)

Prevention of overlap of requirements for recreational craft subject to Directive 2013/53/EU

Clarification of requirements on

- maneuverability (Chapter 5),
- Inland AIS,
- life-saving equipment,
- ability to be pushed



New entry in database regarding equipment voluntary installed on board (ex. radar) that has to meet ES TRIN requirements if the owner / operator chooses to install the equipment

‘Retractable wheelhouse’: a wheelhouse whose height is adjusted solely by lowering the upper mobile part while the wheelhouse floor remains in position, or in another related manner;
(≠ Elevating wheelhouse regulated in 7.12)



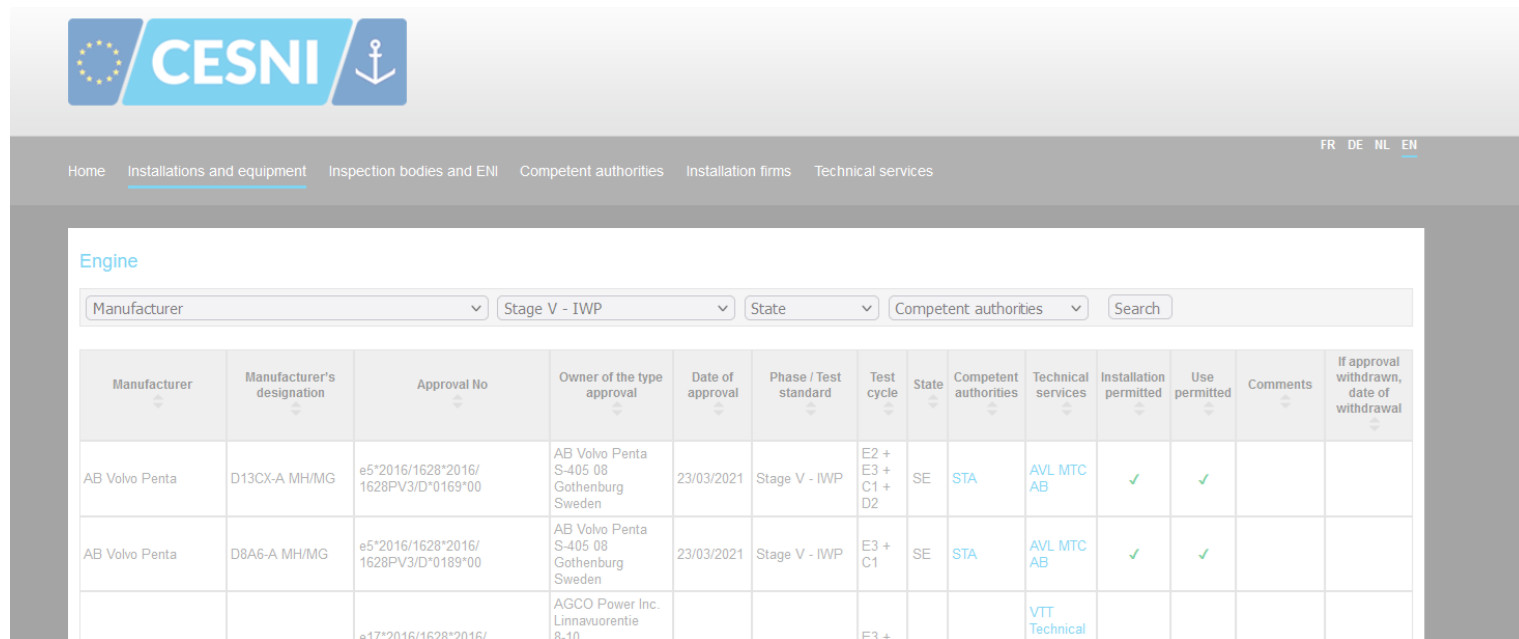
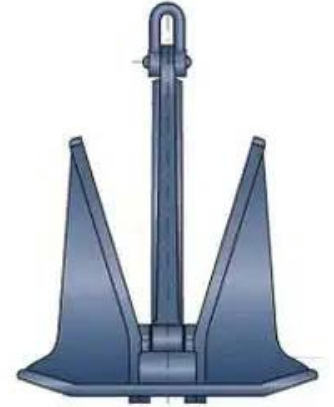
New Article 7.14 with safety requirements

Retractable wheelhouses and their appliances shall be inspected regularly (at least every 12months) by a competent person.

- Recognition of practices (notably for equipment such as batteries)
- Used to protect systems and equipment.
- Safety requirements and extinguishing agent by analogy with those in Article 13.05
- The effect must be aimed directly at the objects to be protected. The operating area of the firefighting systems can be restricted by structural measures.
- With regard to their supply of extinguishing agent, independent of systems referred to in Articles 13.04 and 13.05



- Same procedure but the list of special anchors with reduced mass is now published on the CESNI website <https://listes.cesni.eu/>
- For recreational craft, the inspection body may also authorise special anchors with reduced mass in accordance with the rules of a recognised classification society



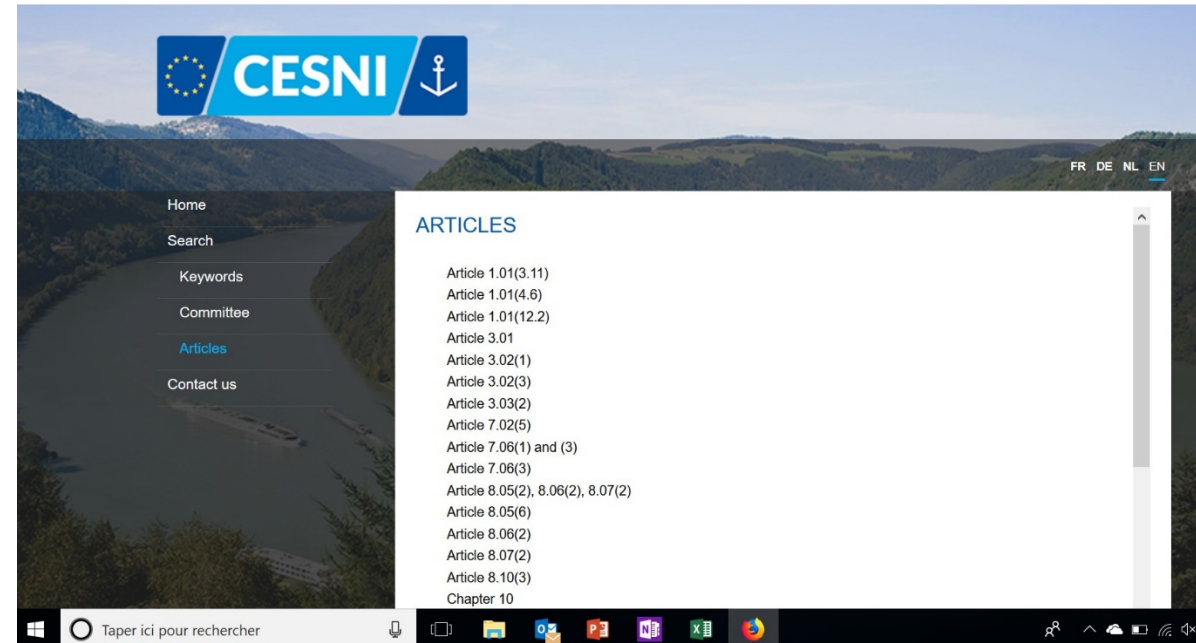
The screenshot shows the CESNI website interface. At the top is the CESNI logo. Below it is a navigation menu with links: Home, Installations and equipment, Inspection bodies and ENI, Competent authorities, Installation firms, and Technical services. On the right side of the navigation menu are language options: FR, DE, NL, EN. The main content area is titled "Engine" and features a search bar with dropdown menus for "Manufacturer", "Stage V - IWP", "State", and "Competent authorities", followed by a "Search" button. Below the search bar is a table with the following columns: Manufacturer, Manufacturer's designation, Approval No, Owner of the type approval, Date of approval, Phase / Test standard, Test cycle, State, Competent authorities, Technical services, Installation permitted, Use permitted, Comments, and If approval withdrawn, date of withdrawal. The table contains three rows of data:

Manufacturer	Manufacturer's designation	Approval No	Owner of the type approval	Date of approval	Phase / Test standard	Test cycle	State	Competent authorities	Technical services	Installation permitted	Use permitted	Comments	If approval withdrawn, date of withdrawal
AB Volvo Penta	D13CX-A MH/MG	e5*2016/1628*2016/1628PV3/D*0169*00	AB Volvo Penta S-405 08 Gothenburg Sweden	23/03/2021	Stage V - IWP	E2 + E3 + C1 + D2	SE	STA	AVL MTC AB	✓	✓		
AB Volvo Penta	D8A6-A MH/MG	e5*2016/1628*2016/1628PV3/D*0189*00	AB Volvo Penta S-405 08 Gothenburg Sweden	23/03/2021	Stage V - IWP	E3 + C1	SE	STA	AVL MTC AB	✓	✓		
		e17*2016/1628*2016/	AGCO Power Inc. Linnavaarentie 8-10			E3 +			VTT Technical				

ES-TRIN FAQ

- Questions, comments and interpretations for which the Working Group Technical Requirements (CESNI/PT) has given a coordinated response or conclusion.
- Publically accessible
- Legal status similar to minutes of international meeting – Only comments of technical requirements
- Incorporation of CCNR's RVfaq database, together with all the new interpretations approved by the CESNI/PT Working Group since the beginning of 2016.
- Primary public audience = Inspection bodies, experts, classification societies

<http://estrin-faq.cesni.eu>



The screenshot shows the website interface for the ES-TRIN FAQ. At the top, there is a navigation bar with the CESNI logo (European Union flag and anchor icon) and language options: FR, DE, NL, EN. Below the logo, a navigation menu is visible with the following items: Home, Search, Keywords, Committee, Articles (highlighted in blue), and Contact us. The main content area is titled "ARTICLES" and lists the following items:

- Article 1.01(3.11)
- Article 1.01(4.6)
- Article 1.01(12.2)
- Article 3.01
- Article 3.02(1)
- Article 3.02(3)
- Article 3.03(2)
- Article 7.02(5)
- Article 7.06(1) and (3)
- Article 7.06(3)
- Article 8.05(2), 8.06(2), 8.07(2)
- Article 8.05(6)
- Article 8.06(2)
- Article 8.07(2)
- Article 8.10(3)
- Chapter 10

The website is displayed on a Windows desktop environment, with the taskbar at the bottom showing various application icons and the search bar.



Not yet approved – expected entry into force in January 2026

- Elevating wheelhouses (7.12)
- Filling connections and appropriate color codes (8.05 + new ESI?)
- Marking of hazardous areas and labelling of fuels (10.04)
- Type-approved external sensors (Annex 5)
- Abandonment of engine parameter protocol (Annex 6)
- Storage and use of methanol (Annex 8 and Chapter 30)
- Water sprinklers (ESI-II-10)
- Batteries ?
- Onboard sewage treatment plants ?
- ...

- Guide for the procedure to marinise NRE and Euro VI engines
- Guide for the hull survey report model file
- Leaflet on deliberation on derogations and equivalences of technical requirements of the ES-TRIN for specific craft
- Guidelines on the installation of the inland automatic identification system – Inland AIS Station
- FAQ Electric propulsions installations
- Explanatory notices of ES-TRIN ...

<http://estrin-faq.cesni.eu>

<https://listes.cesni.eu/>





Questions	Topic	State of play	Reference document
HR1/HR2	Scope of the hull inspection during periodical inspection and measurement by ultrasound	CESNI approved the guide for a hull survey report model file and published it on the CESNI website	CESNI/PT (19) 69 rev. 2
HR9	Dry-dock inspection	Answer approved by CESNI/PT	CESNI/PT (18)m 41, HR9
DE7, FR1	Installations needed for vessel safety	Entry in database regarding normal operation and operation in an emergency. No need of amendment of ES-TRIN.	CESNI/PT (20) 87 rev 2 CESNI/PT (22)m 50, item 3.9
FR3	Equipment forward of the plane of the collision bulkhead and aft of the aft-peak bulkhead	Given the Inspection bodies' divergent practices and the absence of a consensus on amending Article 3.03(2) as regards installations sited aft of the aft-peak, the CESNI/PT invited Belgium to provide a minimum list of installations that are prohibited from being sited aft of the aft-peak bulkhead. Belgium and the IWT platform were also invited to propose conditions governing the authorisation of after-treatment systems aft of the after-peak bulkhead.	CESNI/PT (22)m 50, item 3.7
NL5	Monitoring and indicating equipment	Dutch delegation was invited to submit a revised proposal	CESNI/PT (18)m 41, NL5
NL2	installation and performance tests for Inland AIS equipment	Amendment included in ES-TRIN 2019 Information given to RIS/G	CESNI/PT (18) 72 CESNI/PT (18)m 86
DE3	Elevating wheelhouse	Amendement foreseen in ES-TRIN 2025	CESNI/PT (23) 8
AT 1	Fuel tanks, pipes and accessories	Answer approved by CESNI/PT	CESNI/PT (18)m 41, AT1
BE7	Bilge pumping and drainage systems	Question passed to the ADN Safety committee and relevant bodies of the CDNI	CESNI/PT (18)m 41, BE7

THANK YOU
very much for your
attention!

