

Joint Meeting of the Inspection Bodies



PRESENTATION OF THE RESULTS OF THE SMALL WORKING GROUPS



Rotterdam, September 2026

Disclaimer

This presentation is for documentary purposes only.

Final answers to the questions and the conclusions will be developed and published accordingly by CESNI competent bodies.



Discussion:

- Rare cases.
- All ships have differences.
- Design phase – Sistership could apply with limitations
- Building phase (with commissioning at the end) – Sistership hardly applicable
- Operational phase – Sistership not applicable

Conclusion:

- Sistership can apply only to new constructions
- Decision is up to the Inspection body to decide within their quality system
- Only plan approval (design phase) and convoy results (validation phase) can be re-used.
- Sistership is a definition used by classification societies but the group do not see the need to bring it into ES-TRIN based on previous comments.

FAQ proposition:

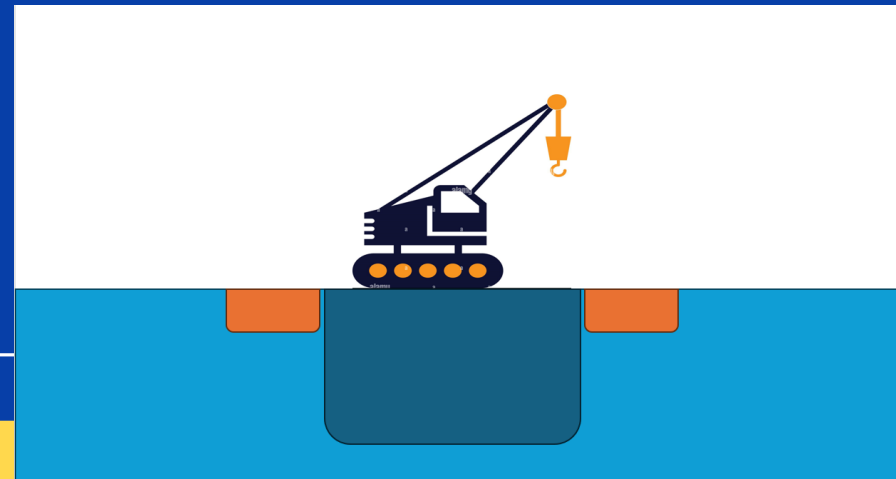
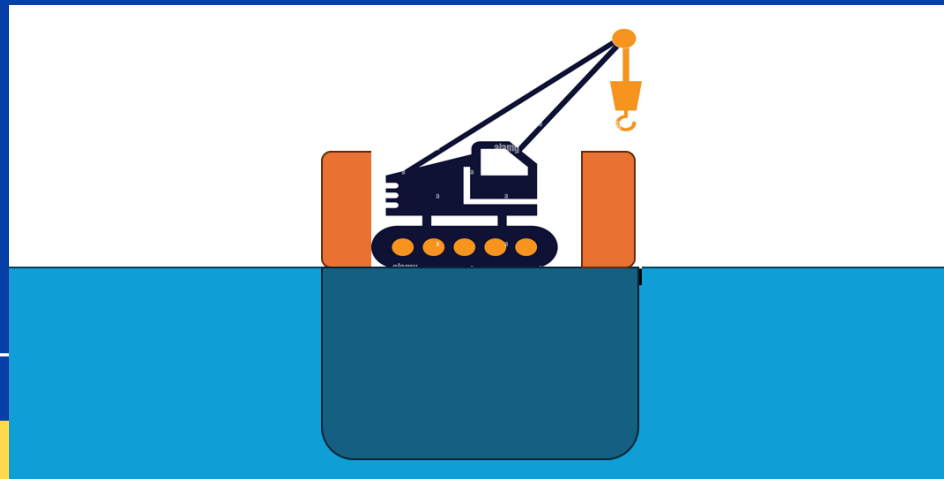
In case of ships built with the same specification, for the same owner, based on the same plans, by the same shipyard, under the same contract, under same ES-TRIN version, the Inspection body may decide to re-use the plan approval. After comparing the river trials for each ships (outside convoy), the Inspection body may decide to re-use the convoy results from the first ship to the other ones.

The Group **does not agree** with the Belgium Proposal to change ES-TRIN because the topic is fully covered by the current rules. The Group suggest to handle the topic within a FAQ named “floating equipment with stability increasing devices” to address the case.

Proposal of the FAQ:

- The Stability increasing devices (such as additional floaters) as long as they are not needed to gain enough stability for cruising are to be considered to be working gear.
- Therefore, the basis for strength and stability of the stability increasing devices is Article 22.03 (3)
- For stability calculation the relevant article is Article 22.07. The calculation has to contain each allowed floating configuration with a description and stability table connected.
- Reference to the stability calculation has to be entered into item 52 of the inland navigation vessel certificate.

Additional remark: the GROUP have found discrepancy between two terms: “working equipment” and “working gear”. They are used for the same cases. The group suggests to use the term “working gear” consistently.



Pipes passing through bulkheads or the ship's hull

- There is no clear definition of “pass-throughs.” They are currently classified under “good shipbuilding practice.”

The proposal is to write an FAQ to describe that:

the material used for the pass-through and the seal is watertight in accordance with type approval; a standard must be agreed upon to define the specifications.

There are too many different cases for a simple answer. We have split this in watertight and fire-resistant are addressed in another article.

For fire protection, it is advisable to align the various provisions in Art. 3.04 and Chapter 19.

~~In general, it is not allowed to install plastic pipes in engine rooms, particularly when containing combustible liquids.~~

Where **plastic** pipes are intended to be installed in the engine room, in systems essential to the safe operation of the vessel, or in systems carrying fluids where leakage or failure could result in fire, flooding or any failure of other systems, they shall be manufactured from plastic materials capable of withstanding the mechanical, chemical, and thermal stresses to which they may be subjected during service.

There is a difference of opinion; some of us think it's possible, while others say no.

Aluminum cannot be classified as a flammable material, but it has a other melting point and high thermal conductivity, in combination with the lower density and mass it will heat up much faster.

In an unmanned engine rooms, aluminum ladders may be used.

Just for information:
SOLAS rules Steel ladders are required.

Use the same concepts as in 19.02-1a

Discussion:

Approval of the freeboard by the Inspection Body:

- Loading software is type approved for ADN tankers.
- Classification societies provide documentation with freeboard for different loading cases including the worst one.
- This information is used by inspection body to write freeboard in vessel certificate.
- Freeboard marked in the certificate has to correspond to zone 3.

Conclusion:

No need of ES-TRIN amendment.

FEEDBACK from Group III:

Should the maximum draught of a vessel be calculated for each navigation zone, taking into account the most unfavourable loading condition and the longitudinal strength of the vessel?

- Classification societies: Determination for strength / bending moment calculations. Safeguarded by loading instrument, which is approved and verified every renewal.
- Linked to ADN

Die Übergangsbestimmung für Fahrzeuge mit Rheinzulassung ist am 1.1.2015 ausgelaufen.

Entsprechend ist für alle Schiffe mit Rheinzulassung, die vor 1.4.1976 gebaut wurden, eine Freibordberichtigungsrechnung notwendig.

Answer 1: Working group **agrees with** proposed answer. Noise measurements should be carried out during sea trials, on one engine and on both engines running.

Answer 2: This does not need to be specifically included in the steering gear plans and instructions of the steering gear supplier. - Working group **agrees with proposed answer**.

Answer 3: Upon delivery of the propulsion engines, it is often unclear to the engine supplier how the stop functions should be set. This should be specified in the engine supplier's acceptance protocol. If the engines are equipped with an automatic device for the reduction of the engine speed, both engines should be equipped with override button for the reduction. Otherwise sailing with one propulsion engine is not allowed. **(Suggestion to CESNI/PT to consider to make it mandatory to have a override for all propulsion engines)**

Answer 4: Working group **agrees with proposed answer**.

Answer 5: Working group **agrees with proposed answer**.

Answer 6: Working group **agrees with proposed answer**.

Model computation only is not enough.

Proposal:

In case sister vessels are acceptable to waive the manouvability test for some cases to competent authority's discretion.

Keeping the final sentence solves the ambiguity:

“In all cases, the inspection body retains the right to require full or partial navigation tests if the alternative evidence is deemed insufficient. Acceptance of any alternative method shall be documented in the vessel's inspection record. “

Definition of sister vessel?

Remark Secr: See LU1

Proposed answer:

It is allowed to perform a navigation test on a stretch of flowing or standing water that is less than 2 km long, but it must be long enough to safely and satisfactorily perform the navigation test.

It is allowed to perform a navigation test on a stretch of flowing or standing water that is not equipped with highly-distinctive marks for determining the position of the vessel, provided that the test is done with a accurate positioning system.

→ amend text 5.03? Up to the inspection body?

Discussion:

Is it applicable to passenger ship? No. ES-TRIN Art. 5.04 says: “vessels and convoys intended to carry goods “

For passenger vessels, the vessel should be in the following conditions:

Lightweight (tonnage certificate point 35) + 70% of maximum loading (tonnage certificate point 36)

Proposition: Modify Art. 5.04 (either by changing existing sentence or adding one for passenger vessels)

This cannot be tested in practice and must be demonstrated by the manufacturer by means of test reports, only for new building ship, new systems, or substantial system alteration.

1 a) Handelt es sich bei Art. 6.03 Nr. 5 und Art. 6.09 Nr. 3 um dieselbe Prüfung? - Nein

1 b) Unterschied: Art. 6.03 Nr. 5 ist eine alle 8 Jahre stattfindende Kontrolle von Motoren und Hydraulik durch eine Fachfirma; Art. 6.09 Nr. 3 ist eine alle 3 Jahre stattfindende Sichtkontrolle durch einen Sachkundigen (z.B. Schiffsführer). Diese kann von einer Fachfirma durchgeführt werden, muss aber nicht.

2. Die Prüfung gemäß Art. 6.09 ist sinnvoll, weil zwei unterschiedliches Prüfungsniveaus bedient werden. Eine Probefahrt zur Funktionsüberprüfung ist bei Umbau des Fahrzeugs mit Auswirkungen auf die Manöviereigenschaften nötig.

Neuer Motor hat weniger Leistung: volle Probefahrt gemäß Kap. 5 und Kap. 6

Neuer Motor hat mehr Leistung, aber weniger als 110 %: Kap. 6

Neuer Motor hat mehr als 110 % der Leistung: Kap. 5 und Kap. 6

Fahrttest als allgemeine Funktionserprobung ist immer notwendig.

3. a) Die Probefahrt gem. Art. 6.09 ist von einer SUK durchzuführen.

b) Sie ist bei Erstuntersuchung sowie bei Umbau der Antriebs- und Ruderanlage notwendig.

c) Der Unterschied besteht darin, dass Kap. 5 sind die Manöviereigenschaften erprobt und Kap. 6 die technischen Anforderungen an die Ruderanlagen.

Bei Neueinbau eines Wendegeschwindigkeitsregler ist eine Funktionsprüfung (nicht Probefahrt gem. Art. 5 oder 6) durch die SUK und ein Eintrag in Feld 52 des Zeugnisses notwendig.

No change to the ES-TRIN

Proposal 1: National derogation acc. art. 23, 24, 25. → like in NL, BE, IT (already commonly used by member states)

Proposal 2: Writing problem analysis → Examples of engines that can be used; NRMM. If no type approval is available than this will be a hard no. Than annex 8 is irrelevant.

Proposal 3: IWT to research short/long term solutions in practice and provide feedback and input for CESNI.

This becomes a European problem if the transitional provision stops in 31/12/2029 !

Text proposal for Article 8.02(5) last sentence to be discussed in CESNI/PT:

External high pressure fuel delivery pipes of diesel engines, between the high pressure fuel pumps and fuel injectors, shall be protected with a jacketed piping system capable of containing fuel from a high pressure pipe failure. The jacketed piping system shall include a means for collection of leakages and arrangements shall be provided for an alarm to be given of a fuel pipe failure, except that an alarm is not required for engines with no more than two cylinders.

Jacketed piping systems need not be applied to engines on open decks ~~operating windlasses and capstans~~ except propulsion engines.

Problem is solved by the recent update of transitional provision of ES-TRIN 2027/1.

Regarding the “smaller engines”, the group agreed that the enclosure or cover do not decrease the risk, so the risk stays the same and there are motors with double wall piping on the market. **There is no need for the exemption.**

FEEDBACK from Group III:

No consensus found within the group

The comparison between shutting off the fuel supply via an SOS shut-off valve and switching off electric motors is not valid because they involve two different safety objectives. **Each electric motor must be able to be switched off individually.**

Proposal 1:

- When informed of new installed components and power output / torque of the specific component changes in a certain amount compared to the original output → New test concept, otherwise accept the new situation.
- When informed of new technology or system layout → New test concept (eg. AC system changed to DC system,...)

Proposal 2:

Submission of the dealer's / installers's / manufacturer's declaration in case of repairs or modifications.

Ist auf sehr kleine, nicht begehbare, Maschinenräume (z.B. Maschinen an Deck für Ruderpropeller, mini Maschinenräume mit Luke) auch alles aus 7.09 (03) anwenden?

- Art. 7.09 Nr. 3 ist nur vollständig begehbare Maschinen- und Pumpenräume anzuwenden
- **Änderung** von Art. 7.09 Nr. 3 ist angebracht

„In **VOLLSTÄNDIG BEGEHBAREN** Maschinen- und Pumpenräumen muss ein überall gut wahrnehmbares, rundum sichtbares Blinklicht als Alarmsignal vorhanden sein.“

It cannot be verified; the manufacturer's specifications are checked, and finally, it is verified via the load balance.

At the inspection body's en class , the load voltage is a factor that an electrical expert takes into account during the acceptance test or inspection.

N.R.C. without deadline or date of entry into force .

Some in the group are not agree with the NRC without deadline.

Discussion:

No Rhine: NRC without end date for ship with first certificate before 1985

Rhine: NRC with end date 1.1.2025

New vessels:

No issue. Part of the documentation (type of cable and position).

Old vessels:

no complete documentation and no possibility to check for old ships.

But documentation to be provided in case of modification (NRC)

Conclusion: The group is favor of keeping the formulation “as far as possible” to let the surveyor the possibility to assess case by case the situation.

Proposal:

Extend the NRC ad 10.15(14) without end date (Rhine and No Rhine), keeping the conditions on first certificates date

Conclusion on practices:

The inspection bodies check the documentation according to fulfilment of international and European technical standards for certain parts.

Following Article 10.01:

When no special requirements are specified for certain parts of an electrical installation or an electrical equipment, the safety level shall be considered satisfactory when these parts have been installed in accordance with an approved European Standard or in accordance with the requirements of a recognised classification society.

The relevant documents must be submitted to the inspection body.

Discussion:

- The group agrees that the current wording is not precise enough.
- Question raised: *If the installation allows automatic triggering, should manual triggering still be possible?*
 - The group answers **yes**
- Question raised: *In the case of automatic triggering, should the system seal the openings, in addition to the automatic shutdown of the ventilation set out in Article 13.05 (2)?*
 - The group answers **yes**

Conclusion:

Option 1 from English text is accepted. Dutch translation should be checked

The additional sentence in 2. a) is not needed as already included in Art. 13.06. 2. a) which refers to Art 13.05. 2. b) and c)

We see the need to have a derogation for pusherboats but only under the condition that there is a railing on the inside of the deck and handrails so a crew member can move and work safely

This derogation **should be added in article 21.01 only for pusherboats**

Die Gruppe wünscht eine Konkretisierung, welche Nummern von Art. 13.02 und 8.08 entsprechend angewendet werden müssen.

Dafür sollte der Halbsatz „Antriebe, die nur kleine Ortsveränderungen erlauben, gelten nicht als Fahrantriebe.“ von Art. 22.01 sinngemäß nach Art. 21.02 Nr. 1 Satz 2 ergänzt werden.

Ein konkreter Vorschlag ist in einer Excel-Tabelle enthalten.

In group II, all countries follow the procedure described here.

In the ESI-I-1 item 29 add “or units” for clarification.

Proposal 1: No problem is found for hatches. 'Hatch' does not equal 'Door'.

→ Nuance: art. 19.08 8) differentiates between doors and openings, therefore the assumption is that the opening in proposal 1 is not specifically a door following the logic.

What was the objective of the writer concerning the differentiation in the requirement?

Question 1 (muster area)

First part, if the entire deck is designated as a muster deck then it must be free of furniture. If part of the deck is designated as muster area then this part must be free of furniture. **Outside the muster area fixed or removable furniture is permitted.**

The second part of the answer is not acceptable.

Question 2 (prevent furniture sliding)

No idea, lot of possibilities, Inspection body's judgement

Understand that a fixed value helps an inspector and shipyard/owner with regard to control and legal certainty. Difficult to capture in a general rule because of the different techniques.

No need to fix a time

Operational solution > ensure that the 2 propulsion systems are immediately available in normal operation

Die Gruppe hält es für angebracht, das Konzept von individuellen Lenzpumpen pro Abteilung zuzulassen.

Dafür sollte 19.08 (5) und (6) zusammengefasst werden. Die bisherige Nr. 6 sollte mit wie folgt gefüllt werden.

„Systeme, die auf der Installation von Lenzpumpen in jeder wasserdichten Abteilung basieren und durch eine Reservepumpe als zweites Lenzsystem ergänzt werden, können als gleichwertige Lösung für das in Artikel 8.08 vorgesehene zentrale Lenzsystem zugelassen werden.“

“Systems based on the installation of bilge pumps in each watertight compartment and supplemented by a standby pump as a secondary bilge system may be approved as an equivalent solution to the central bilge system provided for in Article 8.08.”

GROUP is agreed that the interpretation should be in FAQ.

The interpretation of the GROUP:

Adjacent is interpreted in horizontal as well as in vertical direction.

Die Gruppe kommt zum Ergebnis, dass eine Übernahme der SOLAS-Regelung mit Schließzeiten für nicht selbstschließende, ferngesteuerte Brandschutztüren nicht notwendig ist.

The group concludes that it is not necessary to adopt the SOLAS regulation regarding closing times for non-self-closing, remotely controlled fire doors.

Proposal 1: National derogation acc. art. 23, 24, 25. → like in NL, BE, IT (already commonly used by member states)

Proposal 2: Writing problem analysis → Examples of engines that can be used; NRMM. If no type approval is available than this will be a hard no. Than annex 8 is irrelevant.

Proposal 3: IWT to research short/long term solutions in practice and provide feedback and input for CESNI.

This becomes a European problem if the transitional provision stops in 31/12/2029 !

Conclusion:

Derogation possibilities are already provided by Article 22.02(1)(d).

Proposal is to amend the existing FAQ with additional question, specific for ship's boats on the floating equipment.

Proposed question:

Can a ship's boat be exempted from being on board of floating equipment?

Proposed answer:

Derogation possibilities are already provided by Article 22.02(1)(d). The inspection body can accept alternative arrangements to gain the equivalent level of safety if it is not possible to allocate it onboard of floating equipment.

This is also answer for question NL2.

Discussion:

- Based on the FAQ, the inspection body already have the possibility to deviate from this rule as long as an other ship's boat is on site.

Conclusion:

The group agrees with problem statement and proposed answer adding in the ES-TRIN Art 13.07

“c) floating equipment **with a water displacement of more than 150 m³**”.

Group does not fully agree with the NL proposal, so proposal is to amend Article 22.02(2), to be discussed in CESNI/PT:

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

- a) Article 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 13.01(1), where an empirical coefficient kk is taken to be equal to 45, and TT is taken to be equal to the height HH ;
- b) Items of Article 13.02, provided that required equipment is not needed.
- c) Article 15.02(1), second part of sentence, if the accommodation can be adequately lit by means of electricity.

EXTRA QUESTIONS

Nuance: Anchor piles are not jack-up piles.

Group feels like separate rules need to be created.

THANK YOU FOR YOUR ATTENTION!

