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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Working Party on the Standardization  
of Technical and Safety Requirements  
in Inland Navigation

(Twenty-third session, 19-21 March 2002,  
agenda item 3)

**AMENDMENT OF THE RECOMMENDATIONS ON TECHNICAL  
REQUIREMENTS FOR INLAND NAVIGATION VESSELS (ANNEX  
TO RESOLUTION NO. 17, REVISED)**

**Transmitted by the Governments of Belarus,  
the Russian Federation and Ukraine**

Note: At its twenty-first session the Working Party took note of the new annex I to the Rhine Vessel Inspection Regulations on safety signs on board vessels (TRANS/SC.3/WP.3/2001/5) received from CCNR and requested Governments to transmit their proposals regarding the possible incorporation of these signs in the annex to resolution No. 17, revised (TRANS/SC.3/WP.3/42, para.10).

The secretariat reproduces below the proposals received from the Governments of Belarus, the Russian Federation and Ukraine.

### **BELARUS**

1. In view of the fact that crews are increasingly frequently made up of persons of different nationalities, it would be advisable to incorporate the proposed signs in the text of the annex to resolution No. 17, revised, for use on vessels.

### **RUSSIAN FEDERATION**

2. The Russian Federation has no fundamental objection to the possible incorporation of relevant safety signs and signals on board vessels in the annex to resolution No. 17, revised. Its experts in this field are at present examining the question of whether the number of signs proposed is sufficient to cover all aspects of safety on board vessels and whether the signs are consistent with other international and national standards.

### **UKRAINE**

3. The CCNR proposal concerning safety signs on board vessels appears not to include all safety signs. However, the use of standard signs which are not language-dependent for providing information on the dangers of fire and on the location of various kinds of appliances and equipment becomes all the more relevant today in view of the fact that crews of inland navigation vessels tend to be made up of persons of different nationalities.

4. We therefore consider that identical signs must be included in the text of the annex to resolution No. 17, revised. In our view, this document should be drafted bearing in mind the requirements of international standard ISO 3864-84 and the relevant IMO resolutions: A.654 (16) - "Graphical symbols for fire control plans"; and A.760 (18) - "Symbols related to life-saving appliances and arrangements".

5. During the drafting and adoption of the appropriate annex to resolution No. 17, revised, we believe that it would be advisable to refer to national instruments governing the use of safety signs on board inland navigation vessels.

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