

**Amendment to**  
**Section 10-1.4 “Chains and Cables”,**  
**11-2 “Protection against falling”,**  
**11-4, “Side Deck” and**  
**Appendix 3, Safety signs and signals to be used on board inland navigation**  
**vessels**

**I. Delete the last sentence of Paragraph 10-1.4.5 and add the following text reading:**

*“The cables shall have a tensile strength  $R_s$  that is calculated using the following formulae;*

$$\text{for } L \cdot B \cdot T \text{ up to } 1\,000 \text{ m}^3: R_s = 60 + \frac{L \circ B \circ T}{10} [kN];$$

$$\text{for } L \cdot B \cdot T \text{ exceeding } 1\,000 \text{ m}^3: R_s = 150 + \frac{L \circ B \circ T}{100} [kN].$$

*For the required cables a certificate in accordance with an international standard like EN 10 204:1991, under No 3.1, shall be on board.*

*These cables may be replaced by ropes having the same length and tensile strength. The minimum tensile strength of these ropes shall be indicated in a certificate.”*

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The amended Paragraph 10-1.4.5 will read as follows:

10-1.4.5 Vessel shall be equipped with three mooring cables, the minimum lengths of which, in m, shall be as follows:

- First cable:  $L + 20$ , but not more than 100;
- Second cable: two thirds of the first cable;
- Third cable: one third of the first cable.

On vessel where  $L$  is less than 20 m, the third cable shall not be required.

~~Cables shall be made of steel, natural or synthetic fibre and have a sufficient tensile strength.~~

*The cables shall have a tensile strength  $R_s$  that is calculated using the following formulae;*

$$\text{for } L \cdot B \cdot T \text{ up to } 1\,000 \text{ m}^3: R_s = 60 + \frac{L \circ B \circ T}{10} [kN];$$

$$\text{for } L \cdot B \cdot T \text{ exceeding } 1\,000 \text{ m}^3: R_s = 150 + \frac{L \circ B \circ T}{100} [kN].$$

*For the required cables a certificate in accordance with **an international standard like EN 10 204:1991, under No 3.1, shall be on board.***

*These cables may be replaced by ropes having the same length and tensile strength. The minimum tensile strength of these ropes shall be indicated in a certificate.*

## II. Paragraph 11-2.4 is amended as follows:

~~“11-2.4 The outer edges of decks, as well as working spaces where people might fall more than 1 metre, and side decks shall be fitted with bulwarks or coamings or with a guard rail, which shall comprise a handrail that are at least 0.90 m high, or with a continuous guard rail in accordance with an international standard like European standard EN 711 : 1995, a rail at knee height and a foot rail. Coamings may be fitted with a hand rail only. Coaming hand rails shall not be required where side decks are fitted with nonretractable guard rails. Where the guard rails of side decks are retractable,~~

- (i) *a continuous handrail 0.02 to 0.04 m in diameter shall additionally be secured to the coaming at a height of 0,7 to 1,1 m and*
- (ii) *signs in accordance with Appendix 3, Sketch 7, at least 15 cm in diameter, shall be affixed in clearly visible positions at the point where the side deck begins.*

*Where there is no coaming, a fixed guard rail shall be installed instead.”*

## III. The paragraphs 11-2.5 and 11-2.6 are added:

**11-2.5** *By way of derogation from paragraph 11-2.4, in the case of lighters and barges without accommodation, bulwarks or guard rails shall not be required where:*

- (i) *foot rails have been fitted to the outer edges of the decks and side decks,*
- (ii) *handrails in accordance with paragraph 4 (a) have been fitted to the coamings and*
- (iii) *signs in accordance with Appendix 3, Sketch 7, at least 15 cm in diameter, have been affixed in clearly visible positions on deck.*

**11-2.6** *By way of derogation from paragraph 11-2.4, in the case of vessels with flush- or trunk-decks it shall not be required that guard rails be fitted directly on the outer edges of those decks, or on side decks where:*

- (i) *the passageway runs over those flush decks, surrounded by fixed guard rails in accordance with an international standard like EN 711 : 1995 and*
- (ii) *signs in accordance with Appendix 3, Sketch 7, at least 15 cm in diameter, have been affixed in clearly visible positions at the transitions to areas unprotected by guard rails.”*

## IV. Paragraph 11-4.2 is amended as follows:

11-4.2 Up to a clear height of 0.90 m above the side deck, the clear width of the side deck may be reduced to ~~0.54~~ **0,50** m provided that the clear width above, between the outer edge of the hull and the inner edge of the hold, is not less than 0.65 m. ~~However, the clear width of the side deck may be reduced to 0.50 m if the outer edge of the side deck is fitted with a guard rail in accordance with paragraph 11-2.4 to prevent falling. On vessels of 55 m~~

~~or less in length the guard rail may be dispensed with provided that the safety conditions are deemed satisfactory by the Administration.~~

**V. To Appendix 3, Safety signs and signals to be used on board inland navigation vessels, a new sketch is added as follows:**

Figure 10  
Wear life jacket

Colour: blue/white



NB: Figure 10 to be chanced in: "Sketch 7

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