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Working Party on Inland Water Transport

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

(Twenty-fifth session, 19-21 March 2003,
agenda item 3)

**AMENDMENT OF THE RECOMMENDATIONS ON TECHNICAL
REQUIREMENTS FOR INLAND NAVIGATION VESSELS
(annex to resolution No. 17, revised)**

Note by the secretariat

The secretariat has received from the Danube Commission the additional proposals of the Government of Ukraine concerning the test of updated chapters 2-6, 9, 10A and 11 of the annex to resolution 17, revised, of the United Nations Economic Commission for Europe (UN/ECE), provisionally approved by the Working Party on Inland Water Transport (see TRANS/SC.3/2000/1 and Corr.1-2 and Add.1). These proposals will be circulated at the session of the Working Party as informal document No. 2 in Russian and French. A synopsis of the Ukrainian proposals, prepared by the secretariat, is reproduced below to make it easier for the Working Party to consider them. Comments by the secretariat, indicated in boldface, refer to proposals which, in the view of the secretariat, deserve further study or should be regarded as obvious errors or misprints.

Synopsis of the proposals by Ukraine regarding the updated chapters of the annex to resolution No. 17, revised, of the United Nations Economic Commission for Europe (UN/ECE) submitted to the Danube Commission

	Paragraphs	Proposal to amend text of updated chapters <i>(with notes by secretariat)</i>	Comments by secretariat
1	2-2.3.2	Indicate that hatch covers must be capable of withstanding the load of the total number of people that may stand on them, assuming that one person weighs 75 kg, instead of “not less than 75 kg of concentrated load” In the last paragraph, replace the phrase in brackets with “in accordance with the requirements of the Administration”	This proposal contradicts article 11.10, paragraph 4, of the Rhine Vessel Inspection Regulations (RVBR) and the proposed revision of Directive 82/714/EC (hereinafter RVBR/EC) For the attention of the Group of Volunteers
2	3-1.3	Define “maximum wave height”	Paragraph 1-1.3 already contains such a definition (see TRANS/SC.3/104/Add.2)
3	3-4.1.1	Give a separate definition of the term “enclosed superstructure”, linking it with “watertight doors”	Proposal is not substantive. The existing definition fully conforms to paragraph 1.01 (35) of RVBR/EC
4	3-4.2	Indicate that the requirements in this paragraph apply to vessels operated in zones 1 and 2	For the attention of the Group of Volunteers
5	3-4.3.1	<i>Note by the secretariat: there appears to be a misprint in the English text. “Watertight” should read “weathertight” (see paragraph 3-4.2.2 in TRANS/SC.3/104)</i>	For the attention of the Group of Volunteers
6	3-4.3.6	Add “ensuring weathertightness” after “efficient closures”	For the attention of the Group of Volunteers
7	3-4.3.8	Cite requirements for the watertightness of scuttles in accordance with paragraph 3-4.3.1 <i>Note by the secretariat: there appears to be a misprint in both the English and Russian versions of paragraph 3-4.3.8, which should say that windows and skylights on the freeboard deck “need only be weathertight” (see penultimate indent of paragraph 3-4.2.3 in TRANS/SC.3/104)</i>	Applies to zone 1 only For the attention of the Group of Volunteers

	Paragraphs	Proposal to amend text of updated chapters (with notes by secretariat)	Comments by secretariat
8	3-4.4.4	Increase the minimum permissible freeboard for zone 3 from 0 mm to 50 mm	This would contradict article 4.03 of RVBR/EC
9	4-2.1.5	Replace the phrase “forming part of them” with the phrase “ below the freeboard deck ”	This proposal completely changes the meaning of the paragraph and contradicts paragraph 3.03 (3) of RVBR/EC
10	4-2.1.8	Include the contents of this paragraph in 4-2.2	Proposal is not substantive
11	Appendix to chapter 4, paragraph 1.6	<i>[Drafting change in Russian only]</i>	Proposal is not substantive
12	Ibid., 1.7	Replace last sentence by “ The stability of vessels should satisfy the requirements of chapter 3. ”	Proposal is not substantive and could lead to confusion. This paragraph refers to the “loading conditions” of the vessel (specifically the inclusion of liquid ballast)
13	Ibid., 2.3	The table should also indicate specific wind pressure values for zone 1 <i>[Drafting change in Russian only]</i>	Paragraph 4.1.3 indicates that, for zone 1, the values in the table cited for zone 2 should be used Note misprint in the Russian text
14	Ibid., 3.1.3	Delete the alternative formula for calculating the heeling moment of the vessel	The alternative formula is from RVBR/EC; the whole paragraph is a compromise reflecting the existence of two different schools of shipbuilding
15	Ibid., 3.1.4	Delete the alternative formula for calculating the heeling moment and indicate the unit Δ	See the comment on paragraph 3.1.3 above. The meaning and value of Δ are given in paragraph 1.5.2
16	Ibid., 3.2.1	Replace by “ The stability of cargo vessels under all conditions for loading and stowage of cargo in holds and on deck should satisfy the requirements laid down in 3.2.2. ”	For the attention of the Group of Volunteers

	Paragraphs	Proposal to amend text of updated chapters (with notes by secretariat)	Comments by secretariat
17	Ibid., 3.2.3	<i>Note by the secretariat: the symbol for the displacement of the vessel in tons is wrongly given as “i”</i>	Correct the symbol for displacement to Δ
18	Ibid., 3.4	Indicate the permissible number of tiers of non-fixed containers, especially when these are carried on hatch covers or on deck <i>Note by the secretariat: the requirements for the stability of vessels carrying non-fixed containers (Method A) are borrowed from RVBR/EC, whereas Method B was originally proposed by the Russian Federation. They appear to recognize the dangers of carrying non-fixed containers in several tiers, including on deck. Accordingly, Method B limits Θ_{perm} to five tiers</i>	For the attention of the Group of Volunteers
19	Ibid., 3.4.1.4	Parameter C_w should be measured in pascals (Pa), not t/m^2	The proposal is not substantive and, since it makes no difference to the calculation of the length of the heeling arm, could give rise to an inconsistency with RVBR/EC, the source of the formula
20	Ibid., 3.4.1.5	Parameter C_{fs} should be measured in pascals (Pa), not t/m^2 <i>[Drafting change in Russian to bring text closer into line with English]</i>	See comment on 3.4.1.4 above For the attention of the Group of Volunteers
21	Ibid., 3.4.1.6 and 3.4.4.4	These paragraphs duplicate the general requirements for calculating the stability of all categories of vessels cited in the second indent of paragraph 1.6	For the attention of the Group of Volunteers
22	Ibid., 3.4.3	Delete this paragraph because it fails to ensure the safety of vessels carrying non-fixed containers, their crew or cargo	The text quoted as Method A is in conformity with article 22.02 of RVBR/EC. Governments that are not satisfied with the safety standard laid down in this paragraph may use Method B

	Paragraphs	Proposal to amend text of updated chapters (with notes by secretariat)	Comments by secretariat
23	Ibid., 3.4.5	[Drafting change in Russian only]	Correct the misprint in the Russian version
24	Ibid., 3.4.10.5	[Drafting change in Russian only]	Correct the misprint in the Russian version
25	Ibid., 4.1.1	Delete reference to paragraphs 1.2.1 and 1.2.2, since they duplicate requirements, or refer also to paragraph 1.2.3	But there is no duplication, because in zone 1 the requirements laid down in paragraphs 1.2.1 and 1.2.2 must be met for rolling of the vessel
26	Ibid., 4.2.1	In the table, replace m_1 (s^{-1}) by m (s^{-1})	Correct the misprint in both language versions
27	Ibid., 4.2.4	Supplement the requirements laid down in this paragraph with instructions on reducing the notional amplitude of roll of vessels fitted with bilge keels	For the attention of the Group of Volunteers
28	Ibid., 4.2.5	The fourth indent explaining the static stability curves should be combined with the sixth indent explaining the dynamic stability curves: “The diagram in sketches 4.2.5-1 (b) and 4.2.5-2 (b) show a case in which the angle Θ_{perm} equals the capsizing angle, and the diagram in sketches 4.2.5-1 (a) and 4.2.5-2 (a) show a case in which the angle Θ_{perm} equals the angle of maximum heel which is permissible on other grounds.”	The proposal is not substantive and would merely complicate the explanations of the stability curves, currently presented separately
29	5-1.1	Certain improvements could be made to the Russian text	Proposal is not substantive. The present paragraph conforms to article 1.01, paragraphs 32-34, of RVBR/EC
30	5-1.4	Add “from the control station of the machinery space” at the end of the first paragraph <i>Note by the secretariat: this proposal appears to contradict paragraph 5-2.4, which also provides for remote control</i>	The present text conforms to article 8.03, paragraph 1, of RVBR/EC

	Paragraphs	Proposal to amend text of updated chapters (with notes by secretariat)	Comments by secretariat
31	5-1.8	<i>[Drafting change in Russian only]</i> Add “ variable pitch ” before “propellers” in subparagraph (c) <i>[Drafting change in Russian only]</i>	Proposal is not substantive. This paragraph is modelled on article 8.03, paragraph 2, of RVBR/EC Correct the mistake in the introductory paragraph (Russian version only)
32	5-1.9	The paragraph should read: “ Where vessels have only one main propulsion engine, an alarm system shall be provided and the engine shall not be shut down automatically except in order to protect against over-speed of the engine and when there is a risk that the alarm system will sound. ”	Proposal is not substantive. This paragraph conforms to article 8.03, paragraph 3, of RVBR/EC
33	5-2.3	Indicate the criteria for the system of two-way communication between the main machinery space and the wheelhouse and consider the possibility of duplicating this communication	For the attention of the Group of Volunteers
34	5-2.4	Add “ in the machinery space ”	For the attention of the Group of Volunteers. This provision does not appear at all in RVBR/EC
35	5-3.5	Indicate the criteria for “non-slip”	For the attention of the Group of Volunteers. These criteria are not specified in RVBR/EC (article 11.02, paragraph 2)
36	5-4.4	<i>[Drafting change in Russian only]</i>	Rectify translation error in Russian
37	5-5.2	Add “ and divert it to a fuel drain tank ”	For the attention of the Group of Volunteers
38	5-5.3	Add “ and/or from the deck ”	The present text appears to allow for this possibility
39	5-5.5	Add “ and should conform to the regulations of a recognized classification society ”	For the attention of the Group of Volunteers

	Paragraphs	Proposal to amend text of updated chapters (with notes by secretariat)	Comments by secretariat
40	5-5.12	Add “Service” before “tanks”	Proposal is not substantive; the paragraph conforms to paragraph 8.05 (13) of RVBR/EC
41	5-6.3	The following formula should be used to calculate the pumping capacity of the bilge pumps: $d = \sqrt{2.8L(B+H) + 25}$ (mm) Indicate the value of the symbols L, B and H <i>Note by the secretariat: the value of the symbols L, B and H will have to be indicated if no definition is provided at the beginning of the annex to resolution No. 17, revised, as it is in RVBR/EC (see TRANS/SC.3/WP.3/R.84/Rev.1)</i>	The formulae cited conform to RVBR/EC For the attention of the Group of Volunteers
42	5-6.5	Consider the possibility of remotely controlled and in situ priming of drainage pumps <i>Note by the secretariat: the Russian translation could be improved by modelling it more closely on the text of the regulations of the Russian River Register (volume 2, paragraph 2.1.6) [English version unaffected]</i>	The present text appears to allow for both possibilities. For the attention of the Group of Volunteers
43	5-6.7	Explain the term “automatically closable pipe” <i>Note by the secretariat: The Russian translation could be improved by modelling it more closely on the text of the regulations of the Russian River Register (volume 2, paragraph 2.9.2) [English version unaffected]</i>	Proposal not substantive For the attention of the Group of Volunteers
44	5-6.8	At the end of the first paragraph, add “or a valve that can be shut off by the engine room personnel” ; in the second paragraph, insert “manual” before “closing device”	The first proposed amendment diverges significantly from article 8.06, paragraph 8, of RVBR/EC; the second is redundant, since a closing device may or may not be manually operated

	Paragraphs	Proposal to amend text of updated chapters (with notes by secretariat)	Comments by secretariat
45	5-6.9	Delete this requirement	This provision conforms to article 8.06, paragraph 9, of RVBR/EC
46	5-6.10	<i>Note by the secretariat: the word “extract” in English and “izvlecheniya” in Russian could be replaced by “collect” and “sboru”, respectively</i>	For the attention of the Group of Volunteers
47	6-1.2.2	Give correct value of list in both the English and Russian versions as 15° Also cite the trim parameters and make provision for lower temperatures in the spaces of the vessel	Correct misprint in both language versions For the attention of the Group of Volunteers. The present text conforms to RVBR/EC
48	6-1.3.2	In the second sentence, replace “may” by “shall”, and insert a reference to the charging factor	For the attention of the Group of Volunteers. The present text conforms to RVBR/EC
49	6-2.1.1	Specify what “motors” are meant in table entry (d) and define “safety transformer” <i>Note by the secretariat: [Drafting change in Russian only]</i>	For the attention of the Group of Volunteers. The text conforms to RVBR/EC Correct the misprint in the Russian version
50	6-2.1.2	<i>[Drafting change in Russian only]</i>	Correct the misprint in the Russian version
51	6-2.4.5.3	Redraft this paragraph to avoid ambiguity and define “switching devices for the connection” <i>[Drafting change in Russian only, proposed by the secretariat]</i>	For the attention of the Group of Volunteers. The text conforms to article 9.08 (3) of RVBR/EC, although the Russian version could be improved
52	6-2.4.5.4	Define “connection” <i>[Drafting change in Russian only, proposed by the secretariat]</i>	For the attention of the Group of Volunteers. The text conforms to article 9.08 (4) of RVBR/EC, although the Russian version could be improved

	Paragraphs	Proposal to amend text of updated chapters (with notes by secretariat)	Comments by secretariat
53	6-2.4.5.7	Replace the text of subparagraph (i) by “the data required by a recognized classification society”	For the attention of the Group of Volunteers. The text conforms to article 9.08 (7) of RVBR/EC
54	6-2.4.6.1	Define “multiple switch” <i>Note by the secretariat: clearly, the right term needs to be found in Russian</i>	For the attention of the Group of Volunteers
55	6-2.4.6.2	Specify which “take-off devices” the plate should be affixed to <i>Note by the secretariat: clearly, the right term needs to be found in Russian</i>	For the attention of the Group of Volunteers
56	6-2.6.2	Delete the second sentence and add instructions on closed-cycle accumulators	For the attention of the Group of Volunteers
57	6-2.6.5	Redefine current I as follows: “I is the maximum charging current during copious discharge of gases, but not less than one quarter of the maximum current admissible by the charging device.”	For the attention of the Group of Volunteers. The text of this paragraph differs from that of article 9.11 (5) of RVBR/EC
58	6-2.7.1	Redraft the first paragraph since the requirements would appear to be impracticable <i>[Third paragraph: Drafting change in Russian only]</i>	For the attention of the Group of Volunteers. This text differs from that of article 9.12 of RVBR/EC
59	6-2.7.2	Define hygroscopic parameters	For the attention of the Group of Volunteers. Overall, the text conforms to article 9.12 (1) d of RVBR/EC
60	6-2.7.3	In subparagraph (i), cross-refer to paragraph 6-2.2.1; in subparagraph (ii), specify with what the wooden grating should be impregnated and to what voltage it operates	For the attention of the Group of Volunteers
61	6-2.8.2	Define “load switch” and “power switch” <i>Note by the secretariat: the Russian text obviously needs to be improved</i>	For the attention of the Group of Volunteers. The text conforms to article 9.12 (2) b of RVBR/EC

	Paragraphs	Proposal to amend text of updated chapters (with notes by secretariat)	Comments by secretariat
62	6-2.8.4	Provide for the additional possibility of supplying these devices from the main switchboard and the emergency switchboard	For the attention of the Group of Volunteers. The present text conforms to article 9.12 (2) b of RVBR/EC
63	6-2.9.2	Define “non-earthed networks”	For the attention of the Group of Volunteers. The present text conforms to article 9.12 (3) b of RVBR/EC
64	6-2.11.4	<i>[Drafting change in Russian only]</i>	Rectify inaccurate Russian translation
65	6-2.12.9	Indicate degree of flexibility of cable connections in accordance with standards set by the International Electrotechnical Commission (IEC)	For the attention of the Group of Volunteers. Present text conforms to article 9.15 (9) of RVBR/EC
66	6-2.13.4	Delete the redundant phrase “or electric motors” <i>Note by the secretariat: the beginning of the sentence should be redrafted in Russian to bring it closer into line with the English and French versions</i>	For the attention of the Group of Volunteers. The present text conforms to article 9.16 (3) of RVBR/EC Rectify faulty Russian translation
67	6-2.14.1	Amend the second sentence to indicate that power from a secondary network can only be an additional supply, because paragraph 6-2.8.4 states that power shall be supplied directly by the main switchboard <i>Note by the secretariat: it is unclear, however, whether paragraph 6-2.8.4 refers to the switchboard for the signal lights</i> <i>Note by the secretariat: according to RVBR/EC, the end of the second sentence should read: “secondary networks independent of each other”</i>	For the attention of the Group of Volunteers. The present text conforms to article 9.17 (1) of RVBR/EC

	Paragraphs	Proposal to amend text of updated chapters (with notes by secretariat)	Comments by secretariat
68	6-2.14.2	Supplement the text with a requirement that there should be acoustic and visual monitoring in accordance with paragraph 6-2.14.4	For the attention of the Group of Volunteers. The present text conforms to article 9.17 (2) of RVBR/EC
69	6-2.14.3	Delete the end of the first sentence providing for the possibility of direct visual monitoring of signal lights from the wheelhouse <i>Note by the secretariat: a decision will have to be taken at a later stage whether to retain the first two sentences of this paragraph in chapter 6 or, following RVBR/EC, to keep them only in chapter 10B-1.6 (see TRANS/SC.3/WP.3/2003/3) in order to avoid duplication</i>	For the attention of the Group of Volunteers. The present text conforms to articles 7.05 (2) and 9.17 (3) of RVBR/EC
70	6-2.15.1	We think that all systems need to be earthed	For the attention of the Group of Volunteers. The present text conforms to article 9.05 (1) of RVBR/EC
71	6-2.15.2	Define “metal parts which are open to physical contact” <i>Note by the secretariat: [Drafting change in Russian only]</i>	Proposal not substantive Improve the Russian translation
72	6-2.15.3	Delete the word “neutral” <i>Note by the secretariat: both the English and Russian versions should be brought into line with the authentic text of RVBR/EC (in French): “The housings ... shall be earthed by means of an additional conductor which is out of tension during normal use and is incorporated into the power cable”</i>	Correct the faulty English and Russian translations. The present text conforms to article 9.05 (3) of RVBR/EC
73	6-2.16.3	<i>Note by the secretariat: [Drafting change in Russian and French versions]</i>	Correct the misprint in the Russian and French versions

	Paragraphs	Proposal to amend text of updated chapters (with notes by secretariat)	Comments by secretariat
74	6-2.16.4	In subparagraphs (ii) and (iii), replace “as high up as possible” by “ higher than the theoretical flooding line ”	For the attention of the Group of Volunteers. This text does not appear in RVBR/EC
75	6-2.16.5	In subparagraph (vi), define “floodlight”; in subparagraph (viii), even on passenger vessels it would be difficult to supply power simultaneously to the fire and emergency pumps from the accumulator battery; subparagraph (ix) should additionally require the rudder position indicator to be connected to the power supply <i>Note by the secretariat: [Drafting change in Russian only]</i>	For the attention of the Group of Volunteers. The present text differs slightly from the text of article 9.18 (3) of RVBR/EC
76	6-2.17.1	Define “binary transmitters” <i>Note by secretariat: in Russian this term could probably be better rendered as “binary (visual-acoustic) alarm sensors”</i>	For the attention of the Group of Volunteers. The present text conforms to article 9.19 (a) of RVBR/EC
77	9-1.2	Replace “propane” with “ propane-butane ” <i>Note by the secretariat: given that the text of ADN (European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterway) has been restructured, the footnote to this paragraph in all languages should be redrafted as follows: “Gas mixture classified according to ADN as UN No. 1965 ‘HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S.’ (Mixture C)”. It should also be noted that ADN classifies the proposed addition “butane” as mixtures A, A01, A02 and A0</i>	For the attention of the Group of Volunteers. The present text more or less conforms to article 14.01 (2) of RVBR/EC
78	9-4.1	In the first paragraph, add “ except when transporting receptacles ” after “plating”; the phrase “provided that it is gastight and can only be opened from outside” should be replaced by “ that can only be opened from outside ”	For the attention of the Group of Volunteers. The present text conforms to article 14.04 (1) of RVBR/EC

	Paragraphs	Proposal to amend text of updated chapters (with notes by secretariat)	Comments by secretariat
79	9-4.3	After the first sentence, add: “It shall be closed by a bolt preventing unauthorized persons from gaining access to the receptacles.”	For the attention of the Group of Volunteers. The present text conforms to article 14.04 (3) of RVBR/EC
80	9-4.5	Replace by: “The outer walls of the cupboard shall be painted red and bear the white inscription ‘FIRE HAZARD’”	For the attention of the Group of Volunteers. The present text conforms to article 14.04 (5) of RVBR/EC
81	9-5.1	<i>[Drafting change in Russian only]</i>	Proposal not substantive. The present text conforms to article 14.05 of RVBR/EC, and the terminology is that used in ADN
82	9-8.1	Change “not more than 1 m long” to “not more than 1.5 m long”	For the attention of the Group of Volunteers. The present text conforms to article 14.08 (1) of RVBR/EC
83	9-8.3	Add: “There shall be no joints in hoses”	For the attention of the Group of Volunteers. The present text conforms to article 14.08 (3) of RVBR/EC
84	10A-0	<i>Note by the secretariat: renumber the paragraphs to ensure consistency with the numbering in other chapters of the annex. Thus, chapter 10A-0 should be 10A-1</i>	Renumber the paragraphs
85	10A-0.10	Specify in addition that “rate-of-turn regulators are used in systems with automatic steering”	For the attention of the Group of Volunteers. The present text conforms to article 1.05 (74) of RVBR/EC
86	10A-1.3	Amend the temperature range to take account of the fact that certain parts of the steering gear are located in the wheelhouse, machinery space, etc., where temperatures differ from those indicated	For the attention of the Group of Volunteers. Article 6.01 (3) of RVBR/EC cites the range -20° C-+50° C
87	10A-1.4	Define “external forces”, as in the text of paragraph 10-3.2 of the annex (TRANS/SC.3/104)	For the attention of the Group of Volunteers. The present text conforms to article 6.01 (4) of RVBR/EC

	Paragraphs	Proposal to amend text of updated chapters (with notes by secretariat)	Comments by secretariat
88	10A-2.2	Eliminate the inconsistency with existing paragraph 10-5.1 as regards the number of manipulations required to bring the second steering apparatus into service	Proposal is not substantive, since the new chapter 10A replaces existing chapter 10 of the annex. The text of paragraph 10A-2.2 conforms to RVBR/EC
89	10A-2.3	Instead of chapter X, refer to existing chapter 10 of the annex	Proposal is not substantive, since the new chapter 10A replaces existing chapter 10, and only new chapter X contains manoeuvrability requirements. The text of paragraph 10A-2.3 conforms to RVBR/EC
90	10A-3.4	Indicate in the final sentence that hoses must be rated for pressure in excess of the maximum working pressure <i>Note by the secretariat: the second sentence of both the English and Russian versions should be aligned on the original by adding “at least” after “rated” and “po krainei mere” after “rasschitany”, respectively</i>	It seems that, having made the correction to the English and Russian versions, this proposal is redundant Correct the mistake in the English and Russian texts
91	10A-4.2	Define “buffer device” <i>[Drafting change in Russian only, proposed by the secretariat]</i>	For the attention of the Group of Volunteers. The present text conforms to article 6.04 (2) of RVBR/EC
92	10A-5.2	Mention in addition that the rudder fin position should remain unchanged during authorized switching to manual drive. Moreover, the possibility of automatically engaging the manual drive must be excluded, providing only for a signal to indicate the need to engage the manual drive	For the attention of the Group of Volunteers. The present text conforms to article 6.04 (3) of RVBR/EC
93	10A-7.1	Specify the source of the power supply to the rudder position indicator. Also specify the nature of the rudder position signal	For the attention of the Group of Volunteers. The present text conforms to article 6.07 (1) of RVBR/EC

	Paragraphs	Proposal to amend text of updated chapters (with notes by secretariat)	Comments by secretariat
94	10A-7.2	Include a definition of “steering position” and delete the indicators and monitoring devices cited in subparagraph (a), stipulating only that there should be a means of indicating a low level of oil in the hydraulic tank	For the attention of the Group of Volunteers. The present text conforms to article 6.07 (2) of RVBR/EC
95	10A-9.1	Define “competent authority on the inspection of vessels”	Proposal is not substantive; there is a definition in article 1 bis-5.1 of the annex (TRANS/SC.3/104/Add.4)
96	11	Restrict the application of this chapter to new vessels in the process of construction	For the attention of the Group of Volunteers.
