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 Rs that is calculated using the following formulae;

\[
\text{for } L \cdot B \cdot T \text{ up to } 1000 \text{ m}^3: \quad R_s = 60 + \frac{L \cdot B \cdot T}{10} [kN];
\]

\[
\text{for } L \cdot B \cdot T \text{ exceeding } 1000 \text{ m}^3: \quad R_s = 150 + \frac{L \cdot B \cdot T}{100} [kN].
\]

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;

\[
\text{for } L \cdot B \cdot T \text{ up to } 1000 \text{ m}^3: \quad R_s = 60 + \frac{L \cdot B \cdot T}{10} [kN];
\]

\[
\text{for } L \cdot B \cdot T \text{ exceeding } 1000 \text{ m}^3: \quad R_s = 150 + \frac{L \cdot B \cdot T}{100} [kN].
\]

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 non-retractable 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 changed in: “Sketch 7

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