

Economic and Social Council Distr. RESTRICTED

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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
(Seventeenth session, 16-18 February 1999,
agenda item 3)

AMENDMENT OF THE RECOMMENDATIONS ON TECHNICAL REQUIREMENTS FOR INLAND NAVIGATION VESSELS

(ANNEX TO RESOLUTION NO. 17 REVISED)

<u>Corrigendum 1</u>

Note: The text of document TRANS/SC.3/WP.3/R.84/Add.1 should read as follows:

GE.98-23839 (E)

Rhine Vessel Inspection Regulations (RVBR) 1995			Annex to resolution No. 17 revised	Comments
	Article 9.18		CHAPTER 6	
		Emergency installations	ELECTRICAL INSTALLATIONS	
• • •			6-2.12	
4.	The emergency source of power may be:			
	(a)	An auxiliary set whose fuel supply system and cooling system are independent of the main machinery and which, in the event of a network failure, is started automatically, or can be started manually if it is installed in the immediate vicinity of the wheelhouse or other station manned continuously by qualified crew members, and can take up the power supply within 30 seconds, or	Emergency source of electric power	
	(b)	An accumulator battery which, in the event of a network failure, automatically takes up current-supply duty or can be started manually if it is installed in the immediate vicinity of the wheelhouse or other station manned continuously by qualified crew members and can provide the consumers listed with power for the prescribed time without being recharged and without any unacceptable fall in voltage.		
		The operating time for emergency equipment shall be determined according to the intended use of the craft, but shall in any event not be less than 30 minutes.		
5.		llure of the main or emergency power installations shall not adversely affect operational safety of the installations.		