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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

**REPORT OF THE WORKING PARTY
ON ITS FORTY-SECOND SESSION */
(14-16 October 1998)**

ATTENDANCE

1. The Working Party on Inland Water Transport held its forty-second session from 14 to 16 October 1998. Representatives of the following countries participated in its work: Bulgaria; Croatia; Czech Republic; France; Germany; Hungary; Netherlands; Russian Federation; Slovakia; Switzerland; Ukraine; United Kingdom. The following intergovernmental organization was represented: the Danube Commission (DC). The following non-governmental organization was represented: European Boating Association (EBA).

CHAIRMANSHIP OF THE SESSION

2. Mr. C. Hofhuizen (Netherlands) chaired the session of the Working Party.

ADOPTION OF THE AGENDA

3. The Working Party adopted the provisional agenda prepared by the secretariat (TRANS/SC.3/145).

*/ Explanatory notes on individual agenda items may be found in the provisional agenda (TRANS/SC.3/145).

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**ACTIVITIES OF ECE BODIES AND OTHER ORGANIZATIONS OF INTEREST TO
THE WORKING PARTY**

(a) Economic Commission for Europe

Documentation: E/1998/38-E/ECE/1365.

4. The Working Party took note of the report of the Economic Commission for Europe on its fifty-third session (21-23 April 1998) concerning, in particular: (i) presentation of reports by subsidiary bodies (E/1998/38-E/ECE/1365, para.28(d)); (ii) need to review the recurrent publications (E/1998/38-E/ECE/1365, para. 28(f)); and (iii) Guidelines for Prioritization of the Work of its Principal Subsidiary Bodies (E/1998/38-E/ECE/1365, para. 29) and decided as follows:

- (i) on a tentative basis and, with a view to economizing on the reading of the draft report of SC.3, the secretariat was requested to limit the draft report on the current session exclusively to decisions only; a complete report, reflecting in a concise form the discussions held on all agenda items, should be prepared after the end of the session by the secretariat in consultation with the Chairman;
- (ii) the Working Party considered the two recurrent publications on inland navigation matters (a "Blue book" and the Map of European Inland Waterways) quite useful and confirmed its earlier decision that they should be updated every five years;
- (iii) it was agreed to come back to the programme of work of SC.3 under item 11 below.

(b) Inland Transport Committee and other ECE bodies

Documentation: ECE/TRANS/125; TRANS/AC.6/14 and Add.1; ECE/TRANS/122 and Corr.1-2.

5. The Working Party welcomed the decision of the Committee to maintain the standing character of both SC.3 and SC.3/WP.3 and took note of the renaming by the Committee of the Principal Working Party as Working Party on Inland Water Transport.

6. The Working Party stressed the importance of work carried out by the Meeting of Experts on ADN (whose next session is scheduled for 18-22 January 1999) and by the ad hoc Working Group on the Elaboration of a draft European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways and urged all delegations, especially the delegations of non-CCNR member countries, to take an active part in these meetings.

7. The Working Party expressed its satisfaction with the fact that the new Protocol on Combined Transport on Inland Waterways (ECE/TRANS/122 and Corr.1-2) had been signed by 12 countries and that 3 States had become Parties to it.

(c) Other organizations

Documentation: TRANS/SC.3/1998/8, Informal document No. 2.

8. The Working Party took note of the text of the Protocol of 1997 complementing the MARPOL Convention with a new Annex VI "Regulations for the Prevention of Air Pollution from Ships" (Informal document No. 2), of the work under way within the European Community and ISO on prevention of air pollution by pleasure craft; of the current consideration of this issue within CCNR as well as of relevant measures envisaged or under way in different ECE member countries, as reflected in TRANS/SC.3/1998/8, and agreed to come back to this item at its next session with a view to considering whether the Working Party SC.3/WP.3 should be requested to study the issue of air pollution by inland navigation vessels and come up with appropriate recommendations in this regard. The secretariat was requested to contact other international bodies concerned in order to keep SC.3 informed of their activities and progress on the matter.

FOLLOW-UP TO THE 1997 REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT

Documentation: ECE/RCTE/CONF./2/FINAL and ECE/RCTE/CONF./3/FINAL.

9. The Working Party considered the above documentation and identified the following programme elements of the Programme of Joint Action (ECE/RCTE/CONF./3/FINAL) to be undertaken by it at the international level:

(i) **Section II, paragraph (e)**, through:

- the implementation of requirements for prevention of pollution by inland navigation vessels as stipulated in resolution No. 21 on Prevention of Water Pollution by Inland Navigation Vessels;

- the elaboration of additional strict requirements concerning the environmental performance of inland navigation vessels within the on-going revision of resolutions Nos. 17, revised (Recommendations on Technical Requirements for inland Navigation vessels), 21 (Prevention of Water Pollution by Inland Navigation Vessels) and 24 (CEVNI: European Code for Inland Waterways);
 - the consideration in the future of the issue of air pollution by inland navigation vessels;
- (ii) **Section III, paragraphs (b), (c) and (f),** through:
- the implementation of the European Agreement on Main Inland Waterways of International Importance (AGN) after its entry into force;
 - the elaboration of Recommendations on a Uniform System of Traffic Guidance on European Inland Waterways.

STUDY OF THE CURRENT SITUATION AND TRENDS IN INLAND WATER TRANSPORT IN MEMBER COUNTRIES

Documentation: TRANS/SC.3/1998/9 and Add.1, Informal document No. 4.

10. The Working Party took note of the summary on recent developments in the field of inland navigation in member Governments, prepared by the secretariat on the basis of information from Governments, international bodies concerned and other sources, as set out in TRANS/SC.3/1998/9 and Add.1.

11. It was agreed that the item should be put on the agenda of SC.3 every other year, i.e. the next time the summary document should be prepared for the forty-fourth session of the Working Party in the year 2000.

12. As promised at the forty-first session of the Working Party (TRANS/SC.3/143, para. 60), the representative of Ukraine introduced an outline plan for a handbook on "Inland Water Transport of Europe", as set out in Informal document No. 4. The Working Party being unable to come to a definite conclusion on the proposal to draft such a handbook, Governments and River Commissions were invited to comment on the document submitted by Ukraine taking into account, in particular: (i) who could be the possible users of such a publication; (ii) its content and scope; (iii) the possible format (paper copy or software); and (iv) the financial implications. The delegation of Ukraine offered to elaborate further on its proposal by complementing the outline with detailed explanations on each of the proposed items. The Working Party agreed to come back to this issue at its forty-third session.

EXCHANGE OF INFORMATION ON MEASURES AIMED AT PROMOTING TRANSPORT BY INLAND WATERWAYS

Documentation: TRANS/SC.3/1998/11.

13. Taking into account the above information on this issue received from Governments and referring also to the Declaration of the Third Pan-European Transport Conference, especially Section II, paragraph 3, and to the Declaration adopted by the Regional Conference on Transport and the Environment (ECE/RCTE/CONF./2/FINAL, Section I, para. 3, Section III, paras. 1 and 4), as well as to recent decisions taken within EC, aimed at encouraging further development of inland navigation in the European Union, the Working Party agreed to request the secretariat, in consultation with SC.3 delegates, to draft a resolution of the Inland Transport Committee on the promotion of inland water transport which would put into practical terms the recommendations of the above-mentioned Pan-European Conferences regarding the need to promote more environmentally-friendly modes of transport. The draft would then be considered by SC.3 at its forty-third session.

INLAND WATERWAY INFRASTRUCTURE

- (a) European Agreement on Main Inland Waterways of International Importance (AGN)

Documentation: ECE/TRANS/120.

14. The Working Party was informed by the secretariat of the current situation of the AGN Agreement. It was pointed out, in particular, that although one of the requirements for the entry of the AGN Agreement had been met (six States had deposited their instruments of ratification, approval and/or acceptance), the condition of article 8.1 of AGN that "one or more waterways of international importance should link, in a continuous manner, the territories of at least three of the States which have deposited such instruments" was still to be fulfilled. The Working Party took note of the information by the secretariat and urged Governments, which have not yet done so, to take the necessary steps in order for their States to become Parties to the Agreement. It was informed by the representative of Croatia that his country might ratify the AGN before the end of 1998, which would let the Agreement enter into force.

(b) Inventory of main standards and parameters of the E waterway network
("blue book")

Documentation: TRANS/SC.3/144.

15. The Working Party took note, with appreciation, of the publication by the secretariat of the "blue book" based on a draft adopted at its forty-first session (TRANS/SC.3/143, para. 23) and asked Governments to inform the secretariat, by 1 July 1999, of any omissions and/or misprints which might have been found in the data relating to their respective inland waterways and ports of international importance.

16. Taking into account element 02.5.1(c) of its draft Programme of Work, as set out in TRANS/SC.3/1998/7, the Working Party agreed to proceed with the establishment of an inventory of priority projects aimed at the completion of missing links and elimination of bottlenecks in the E waterway network, impeding international transport by inland waterways. To this end, Governments were invited to submit to the secretariat, before 1 July 1999, information regarding the order of prioritization and, where possible, the expected time of implementation of projects relating to their E waterways, as they are mentioned in section 3 of the "blue book".

17. The secretariat was requested to study, in consultation with the Working Party on Combined Transport (WP.24), the possibility of a presentation in the next issue of the "blue book" of combined transport terminals, as set out in Annex II of the Protocol on Combined Transport on Inland Waterways (ECE/TRANS/122 and Corr. 1-2).

(c) Updating the map of European inland waterways

18. The Working Party considered the final draft update of the 1994 map of European inland waterways prepared by the secretariat and approved it, subject to a few modifications suggested by the delegations of Croatia, Ukraine and the Danube Commission. It was felt, however, that the colour presentation of the map should be improved in order to make it more legible and acceptable for reading. The reverse side of the map should contain: a draught-related map (but again, the colour differentiation between sections with different draught of vessels admitted should be improved) and the network of inland waterways divided into navigational zones 1, 2 and 3 for the purpose of application of resolution No. 17, revised (as stipulated in resolution No. 32 of the Working Party (TRANS/SC.3/104/Add.2)). Due to a divergence of views of the Governments of Hungary and Slovakia as to the graphic presentation on the map of a joint Slovak/Hungarian section of the Danube, the Working Party felt that, for the time being, it should stay indicated as Class VIb until there is agreement between the two Governments to the contrary.

19. The Working Party also considered the need for preparing a map of traffic density, as envisaged by its programme of work (element 02.5.2 (c)), which was last published in 1980 (TRANS/SC.3/99) and agreed that, due to the great volatility of the situation regarding actual traffic density on individual inland waterways and, due to the large volume of work involved in its preparation compared with a relatively insignificant use of such a publication, no such map should be drafted.

20. Having been informed by the secretariat of existing possibilities regarding electronic presentation of the map of European inland waterways enriched with all the data available in the "blue book" (in the form of a CD-ROM or a software to be available for Governments at the ECE Internet site), the Working Party requested the secretariat to prepare, for its forty-third session, a demonstration of the possible electronic presentation of the map and inform it on possible financial implications for the UN budget.

WORK OF THE WORKING PARTY ON THE STANDARDIZATION OF TECHNICAL AND SAFETY REQUIREMENTS IN INLAND NAVIGATION

Documentation: TRANS/SC.3/WP.3/30 and TRANS/SC.3/WP.3/32.

- (a) Amendment of the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No. 17, revised)

Documentation: TRANS/SC.3/1998/1.

21. The Working Party endorsed the decisions of the Working Party SC.3/WP.3 concerning the ongoing revision of the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No. 17, revised), as reflected in TRANS/SC.3/WP.3/30, paras. 4-12 and agreed to rename the small informal group of experts, as suggested by SC.3/WP.3, "informal ad hoc group of experts on amendment of resolution No. 17, revised".

22. The Working Party considered the text of the draft resolution amending chapter 14 of the annex to resolution No. 17, revised: "Pushers and self-propelled pusher vessels, pushed barges and pushed convoys", as set out in TRANS/SC.3/1998/1 and adopted it as its resolution No. 38. The representative of the Russian Federation made a "réserve d'attente" with regard to the resolution due to the need to consult with Russian experts involved in the elaboration of this resolution within the Working Party SC.3/WP.3.

(b) Updating the European Code for Inland Waterways (CEVNI)

Documentation: TRANS/SC.3/115/Add.3; TRANS/SC.3/115/Rev.1; TRANS/SC.3/1998/2.

23. The Working Party took note of the publication by the secretariat of the final version of CEVNI in accordance with the instructions of both SC.3 (TRANS/SC.3/143, paras. 37-39) and SC.3/WP.3 (TRANS/SC.3/WP.3/32, para. 6). It was informed that the colour, loose-leaf publication of the revised CEVNI was expected shortly. The Working Party also took note of the publication of its resolution No. 37 amending CEVNI (TRANS/SC.3/115/Add.3) which had been fully taken into account in the course of the preparation of the revised CEVNI.

24. The Working Party considered and adopted the text of resolution No. 39 amending the revised CEVNI with provisions relating to reporting requirements by vessels carrying dangerous goods, as set out in TRANS/SC.3/1998/2, subject to a few modifications concerning the terminology in French. The Working Party SC.3/WP.3 was requested, after the completion of the current revision of CEVNI, to reconsider possible placement of individual chapters with a view to finding an optimal structure for the document with due regard to the structure of similar instruments in ECE member countries and in the River Commissions.

25. The work of the Working Party SC.3/WP.3 relating to the amendment of CEVNI was approved. SC.3/WP.3 was encouraged to go on with further harmonization of CEVNI, as reflected in TRANS/SC.3/WP.3/32, paras. 8-16 and 20-24.

(c) Requirements for prevention of pollution from vessels

Documentation: TRANS/SC.3/R.167, TRANS/SC.3/1998/3, TRANS/SC.3/1998/10, TRANS/SC.3/WP.3/1998/24.

26. The Working Party took note of the progress achieved by SC.3/WP.3 on this item (TRANS/SC.3/1998/3 and TRANS/SC.3/WP.3/1998/24). It welcomed the intention of the delegations of Germany and Hungary to finalize the proposals for amendment of resolutions Nos. 17, revised (Recommendations on Technical Requirements for Inland Navigation Vessels), No. 21 on Prevention of Pollution by Inland Navigation Vessels and No. 24 (CEVNI) with due regard to the provisions of the Convention on Collection, Discharge and Reception of Waste arising from Rhine and Inland Navigation, of 1996.

27. It was agreed that a common publication relating to all ECE member countries should be prepared by the next session of SC.3 on the basis of the most recent data, as contained in TRANS/SC.3/R.167 (to be transmitted by CCNR) and TRANS/SC.3/1998/10 reflecting the data from Governments, regarding the availability on their inland waterways of reception facilities for transfer of waste generated on board ships. The Governments concerned were invited to submit to the secretariat, before 1 July 1999, missing information concerning their reception facilities, as set out in TRANS/SC.3/1998/10, especially as far as column 2 of the table appearing in this document is concerned.

- (d) International certificate (international card) concerning the competence of pleasure craft operators

Documentation: TRANS/SC.3/1998/3, Informal documents Nos.1 and 3.

28. The Working Party considered the text of the draft resolution replacing resolution No. 14, revised, on the competence of pleasure craft operators (TRANS/SC.3/1998/3) prepared by the Working Party SC.3/WP.3 (TRANS/SC.3/WP.3/30, paras. 34-39) and modified it as follows:

- (i) throughout the text of the resolution and its annexes the word "motorized" relating to pleasure craft should be deleted;
- (ii) in annex 1, para. 3.2(a) of section II should be redrafted to read:

"General knowledge of craft, use and carriage of safety equipment and serviceability of the engine/**sails**,";
- (iii) annex 2 should be redrafted as follows:

Annex 2

<p>Conditions:</p>	<p style="text-align: center;">COUNTRY</p> <p style="text-align: center;">COAT OF ARMS</p> <p style="text-align: center;">INTERNATIONAL CERTIFICATE FOR OPERATORS OF PLEASURE CRAFT</p> <p style="text-align: center;">according to resolution No. ... of the United Nations Economic Commission for Europe</p> <p style="text-align: center;">CERTIFICATE INTERNATIONAL DES CONDUCTEURS DE BATEAUX DE PLAISANCE</p> <p style="text-align: center;">Resolution No ... de la Commission Economique pour l' Europe des Nations Unies</p>
<p>Holders`signature..... <i>(Not valid unless signed by the holder)</i></p> <p>Name:</p> <p>Country and Date of Birth:</p> <p>Nationality:</p> <p>Address:</p>	<p style="text-align: center;">Certificate No.</p> <p style="text-align: center;">Valid for</p> <p style="text-align: center;">Inland Waters* Coastal Waters*</p> <p style="text-align: center;">motorized/sailing* pleasure craft not exceeding</p> <p>..... length, deadweight, length, deadweight, power power</p> <p>Date of Issue:</p> <p>Date of Expiry:</p> <p style="text-align: center;">issued by</p> <p style="text-align: center;">.....</p> <p>authorized by</p> <p>* Delete as appropriate.</p>

- (iv) the size of the certificate, as indicated at the end of annex 3, should be modified to read: **105 mm x 75 mm**.

29. Finally, the Working Party adopted resolution No. 40 on the International Certificate for Operators of Pleasure Craft, as set out in TRANS/SC.3/1998/3, and modified in paragraph 28 above.

30. The delegation of France made a reservation with regard to the text of the newly-adopted resolution No. 40 believing that the scope of it should be limited to inland waterways only.

- (e) Establishment of a uniform set of rules for pleasure navigation activities in special areas

Documentation: TRANS/SC.3/1998/4.

31. The Working Party SC.3 considered the text of the draft resolution on small craft used exclusively for pleasure navigation (TRANS/SC.3/1998/4), as agreed by the Working Party SC.3/WP.3 at its sixteenth session (TRANS/SC.3/WP.3/32, paras. 25 and 26) and modified it as follows:

- (i) paragraph 1(c) of section III should be amended to read:

"a mooring rope at least as long as the **craft** securely attached to the **craft**;"

- (ii) paragraphs 2(d) and (e) of section III should be amended to read:

"(d) craft of **less than 7 m in length and capable of developing a speed of more than 20 km/h** that are open or capable of being steered from a flying bridge shall be fitted with a device to automatically stop the engine if the helmsman leaves the steering position;

(e) all open or cabin **craft** shall carry a bailer **and an anchoring device** with 10 metres of line."

32. As a result, the Working Party adopted resolution No. 41 on Small Craft Used Exclusively for Pleasure Navigation, as set out in TRANS/SC.3/1998/4, and modified in paragraph 31 above, subject to a few rectifications in the French version of the text.

**HARMONIZATION OF REQUIREMENTS CONCERNING INTERNATIONAL INLAND WATERWAY
TRANSPORT AND FACILITATION OF ITS OPERATIONS, INCLUDING THE STUDY OF LEGAL
PROVISIONS**

- (a) Draft Convention on the contract for the carriage of goods by inland waterways (CMNI)

Documentation: TRANS/SC.3/AC.5/5, TRANS/SC.3/AC.5/1997/1 and Add.1, TRANS/SC.3/AC.5/1998/19.

33. The Working Party was informed of the progress made by the Preparatory Committee Established Jointly by the CCNR, Danube Commission and ECE for the Drafting of the Convention on the Contract for the Carriage of Goods by Inland Waterways in the course of its fourth (Geneva, 30 March-3 April 1998) and fifth (Bucharest, 24-28 August 1998) sessions and noted that the three secretariats had agreed that the sixth session of the Preparatory Committee would be held in Ljubljana from 1 to 5 February 1999 with a view to completion of the second reading of the text of the draft CMNI.

- (b) Consideration of the possibility of introducing a common legal regime for the limitation of the liability of owners of inland navigation vessels on a Europe-wide basis

Documentation: TRANS/SC.3/R.130, TRANS/SC.3/R.148 and Add.1, TRANS/SC.3/1998/5.

34. The Working Party continued the consideration of this question, taking into account the proposals of several countries of Central and Eastern Europe on possible modification of CLNI (TRANS/SC.3/R.148 and Add.1), the text of a resolution of the CCNR inviting a number of European non-CCNR Governments to accede to CLNI (TRANS/SC.3/1998/5), as well as the fact that on 1 September 1997 the CLNI Convention entered into force as a result of its ratification by the Luxembourg, Netherlands and Switzerland.

35. In this connection, the Working Party was informed that on 12 and 13 May 1998 an intergovernmental meeting was organized by the CCNR in Strasbourg on the accession of countries of Central and Eastern Europe to the Strasbourg Convention and that a second meeting on the same question was expected to be held from 2 to 3 March 1999.

36. The Working Party agreed to wait until the results of the second consultative meeting were available and to come back to this item at its next session in order to consider whether the countries of Central and Eastern Europe found it acceptable to accede to CLNI and whether this would allow them to arrive at a pan-European regime of limitation of liability in inland navigation as requested by the Inland Transport Committee (ECE/TRANS/81, para. 134).

37. The representative of the Danube Commission made the following Declaration:

"Consideration of the possible introduction into the Strasbourg Convention of necessary modifications would be useful for Danubian countries in view of their possible accession to it should the navigation on the Rhine be free and open to nationals, goods and vessels of all countries.

In this connection it should be noted that the provisions of the second additional Protocol No. 2 to the Revised Convention for the Rhine Navigation and, in particular, articles 1-5 (15-21) and 22 of the Mannheim Act do not, by their substance stimulate the cooperation between the Danubian and Rhine countries."

(c) Circulation of information concerning existing bilateral and multilateral agreements for international inland water transport

Documentation: TRANS/SC.3/1998/12.

38. The Working Party took note of the updated information on this item, and invited Governments and the European Commission to continue to inform it of the Agreements to which they are a Party and which are not mentioned in the above document. It was agreed that in the future the updating of a summary document concerning existing bilateral and multilateral agreements for international inland water transport should take place every other year.

APPLICATION OF RESOLUTIONS OF THE WORKING PARTY

Documentation: TRANS/SC.3/1998/6.

39. The Working Party considered the situation with regard to the application by Governments of its resolutions on the basis of the above document prepared by the secretariat and invited Governments to accept the resolutions if they have not yet done so. It was noted that in many cases no information on the status of application of resolutions was available. The Governments concerned were requested to fill in all the squares of the table (applied, applied in part, not applied, application is under consideration).

ASSISTANCE TO COUNTRIES IN TRANSITION

Documentation: TRANS/SC.3/R.175, TRANS/SC.3/R.182, TRANS/SC.3/1997/7 and TRANS/SC.3/1998/13.

40. The Working Party was informed that the Government of Slovakia was prepared to host, possibly in 2000, a Workshop on inland navigation questions as indicated in TRANS/SC.3/1998/13. The Slovak delegation was invited to formulate, with the help of the secretariat, a detailed outline or a list of the main topics to be discussed at the Workshop, the expected dates and venue of the Workshop so that SC.3, at its forty-third session, could take a decision on holding this informal meeting under its auspices.

41. The representative of Hungary informed the Working Party that from 9 to 11 June 1999 a First International Conference on European Inland Waterway Navigation would be organized in Balatonfüred (Hungary) by the Technical University of Budapest in collaboration with the Ministry of Transport, the Ministry of Environment and other institutions concerned.

DRAFT PROGRAMME OF WORK FOR 1999-2003

Documentation: ECE/TRANS/125/Add.1 and TRANS/SC.3/1998/7.

42. On the basis of a draft prepared by the secretariat, the Working Party considered and approved the draft Programme of Work for 1999-2003, as reproduced in the annex to this report.

43. The Working Party took note of the following tentative list of meetings scheduled to be held in 1999.

FEBRUARY

- 1 - 5 Preparatory Committee Established Jointly by the CCNR, Danube Commission and UN/ECE for the Elaboration of the Convention on the Contract for the Carriage of Goods by Inland Waterways (sixth session). To be held in Ljubljana, Slovenia.
- 15 Informal ad hoc group of experts on amendment of resolution No. 17, revised (subject to availability of tangible results of the third meeting of the group of volunteers, scheduled to be held in Geneva possibly in January 1999).
- 16 - 18 Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (seventeenth session).

JUNE

9 - 11 Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (eighteenth session)

OCTOBER

13 - 15 Working Party on Inland Water Transport (SC.3)
(forty-third session)

OTHER BUSINESS

(a) Measures aimed at improving the efficiency of sessions of the Working Party

44. The Working Party referred to its decision on this subject, as reflected in paragraph 4 (i) above.

(b) Topics to be dealt with by the Working Party SC.3/WP.3 at its winter and summer sessions

45. The Working Party felt that SC.3/WP.3 was free to decide on the possible swapping of the topics of the agenda dealt with by it, alternatively at its winter and summer sessions.

ADOPTION OF THE REPORT

46. The Working Party adopted the report on its forty-second session on the basis of a concise draft prepared by the secretariat (paras. 1-33). The remainder of the report has been prepared by the secretariat in consultation with the Chairman.

Annex

DRAFT PROGRAMME OF WORK FOR 1999-2003 */

PROGRAMME ACTIVITY 02.5: INLAND WATER TRANSPORT

02.5.1 Inland waterway infrastructure Priority: 1

Description: Development of a coherent navigable waterway network in Europe.

Work to be undertaken: The Working Party on Inland Water Transport will:

- (a) [Draft and Regularly] Revise **every five years** [a] **the Inventory of Main Standards and Parameters of the E Waterway Network** ("blue book") [containing existing and target data on technical characteristics of inland waterways and ports of international importance as well as the list of bottlenecks and missing links in the network of E waterways] in order to enable Governments to monitor the **progress in** [situation regarding] the **implementation of the AGN Agreement** [(First in 1998, then periodically)] **(Continuing)**; **Output expected by the end of 2000:** Collection of data from Governments with a view to preparing a revised version of the blue book in 2002. Priority: 1
- [(c)](b) Consider, jointly with EU, ECMT and international financial institutions concerned, possible measures aimed at assistance to countries of Central and Eastern Europe in the realization of projects concerning the development of the E waterway network in order to enable the countries concerned to overcome the financial problems involved (Continuing); **Output expected by the end of 2000:** presentation of the list of the most important projects relating to the completion of missing links and elimination of bottlenecks in the E waterway network on the territory of countries of Central and Eastern Europe to the international bodies concerned. Priority: 3

*/ New programme elements or elements replacing old text adopted by the Inland Transport Committee at its sixtieth session (ECE/TRANS/125/Add.1), are indicated in bold characters; programme elements proposed for deletion appear in square brackets.

[(b)](c) Establish [a priority list] **an inventory of**, and consider the possibilities for, the elimination of bottlenecks and completion of missing links in the E waterway network, impeding international transport by inland waterways in order to draw the attention of Governments and international institutions concerned to, and concentrate their efforts on, the most important projects (2000); **Output expected by the end of 2000: identification of plans and projects of member States relating to the completion of missing links and elimination of bottlenecks in E waterway network.**

Priority: 2

[r](d) Preparation and circulation of maps of European inland waterways [and of traffic density as well as a study on the situation and trends in inland navigation] in order to avail Governments with up-to-date [basic information and] data concerning inland waterway infrastructure [transport mode] **in Europe** (Continuing); **Output expected by the end of 2000: Publication of the update of the 1994 map of European inland waterways.**

Priority: 2

02.5.2 Harmonization of requirements concerning international inland waterway transport including inland water transport safety and facilitation of its operations

Priority: [2]1

Description:

- (a) Exchange of views on selected aspects of new and improved techniques in inland water transport, their economic importance and appropriate applications; standardization of ship's papers and consideration of relevant legal provisions with a view to their harmonization aimed at facilitating and promoting international water transport in Europe;
- (b) Standardization of technical requirements for inland navigation vessels with a view to ensuring the high level of safety of navigation throughout the European network of inland waterways and the reciprocal recognition on this basis of ship's certificates;
- (c) Harmonization of safety requirements for inland navigation in Europe with a view to ensuring homogeneous and internationally acceptable standards of safety of navigation throughout the European network of inland waterways.

Work to be undertaken: The Working Party using when necessary the expertise of its subsidiary body - the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation - will continue its work on the following questions:

- (a) Introduction of modern methods of navigation and harmonization of requirements in this respect (including in particular container, ro-ro, coastal/sea-river navigation, pushed towing, etc.) in order to ensure the competitiveness of inland water transport vis-à-vis other modes of transport (Continuing); **Output expected by the end of 2000: Consideration of the need for extension of existing classification of European inland waterways with a view to standardization of ships and inland waterways for sea-river navigation.** **Priority: 2**
- [(d)](b) Exchange of information on measures aimed at promoting transport by inland waterways through the use of economic instruments, such as incentives and taxation, and taking into account external costs of the various modes of transport in order to make a wider use of economic and environmental advantages of this mode of transport (Continuing); **Output expected by the end of 2000: Collection and dissemination of data concerning measures taken by Governments with a view to promoting inland navigation.** **Priority: 3**
- [(r)](c) Preparation and circulation of [maps of European inland waterways and of traffic density as well as] a study on the situation and trends in inland navigation in order to avail Governments with up-to-date basic information and data concerning inland water transport mode (Continuing); **Output expected by the end of 2000: Drafting a summary on recent developments in the field of inland navigation in member Governments by the forty-fourth session of SC.3.** **Priority: 2**
- [(g)](d) Application and updating of the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No. 17, revised) in order to ensure a high level of safety of navigation (Continuing); **Output expected by the end of 2000: Elaboration, with the help of an ad hoc informal group of experts and of a group of volunteers, and adoption of a first set of amendments to the annex to resolution No. 17, revised.** **Priority: 1**
- [(m)](e) Application and updating of the European Code for Inland Waterways (CEVNI) and the provisions concerning Signs and Signals on Inland Waterways (SIGNI) to ensure a high level of safety in international traffic (Continuing); **Output expected by the end of 2000: Adoption of a set of amendments to revised CEVNI.** **Priority: 1**

- [(j)](f) Elaboration of requirements for the prevention of pollution from vessels with a view to protecting the environment from pollution, noise and vibration originating from shipping (Continuing); **Output expected by the end of 2000: Amendment of the annex of resolution No. 17, revised, and of CEVNI with provisions on the prevention of pollution from vessels.** **Priority: 1**
- [(c)](g) Consideration of the possibility of introducing a common legal regime for limitation of the liability of owners of inland navigation vessels on a European-wide basis in order to facilitate international transport by inland waterways (1999); **Priority: 2**
- [(e)](h) To follow the work of the Preparatory Committee established jointly by CCNR, Danube Commission and UN/ECE for the Drafting of the Convention on the Contract for the Carriage of Goods by Inland Waterways (**CMNI**) with a view to ensuring the participation of ECE in the preparation of the draft Convention and giving to the future instrument a pan-European dimension (1999); **Priority: 2**
- [(f)] Amendment of resolution No. 14, revised, on the International Certificate (International Card) concerning the Competence of Pleasure Craft Operators with a view to promoting tourism and safety on inland waterways (2000);]
- [(b)](i) Consideration of upgrading the status of resolutions Nos. 17, revised (Recommendations on Technical Requirements for Inland Navigation Vessels), 24 (European Code for Inland Waterways) and 31 (Recommendations on boatmasters' licences) including their possible conversion into binding instruments with a view to providing, inter alia, for reciprocal recognition by its Parties of ship's certificates and crew members' licences issued on their basis. [(2000)](2003); **Output expected by the end of 2000: Presentation of the first set of amendments to the annex to resolution No. 17, revised, and to CEVNI in such a way that they could become a part of a binding instrument.** **Priority: 2**
- [(h)] Elaboration of requirements for devices for coupling pushed barges to one another, to pusher craft and to self-propelled pusher barges in order to ensure a commonly acceptable level of safety at push-towing. (1998)]
- [(i)](j) Elaboration of requirements for anchors to ensure a commonly acceptable level of safety of navigation [(1999)](2000); **Output expected by the end of 2000: Adoption of amended provisions of the annex to resolution No. 17, revised, relating to requirements for anchors of passenger vessels and pushed convoys.** **Priority: 2**

- (k) Consideration of recommendations on technical requirements for electronic navigational shipborne equipment and its installation on board ships, including, in particular, radar installations and rate-of-turn indicators to ensure their interchangeability as well as a commonly acceptable level of safety [(1998)] **(1999)**; **Priority: 2**
- (l) Unification of procedures and rules for the survey of inland navigation vessels to ensure a common approach to the application of technical requirements for inland navigation vessels (1999); **Priority: 1**
- [(n)](m) Elaboration of a recommendation on a uniform system of traffic guidance on European inland waterways with a view to improving the safety and efficiency of traffic (2000); **Priority: 2**
- [(o)](n) Establishment of a uniform set of rules for pleasure navigation activities in special areas for the interest of safety of navigation as well as for the healthy development of tourist activities on inland waterways (1999); **Priority: 2**
- [(p)](o) Elaboration of provisions on mandatory equipment of vessels engaged in international transport with radio-telephone installations for the purpose of safety of navigation and the efficiency of traffic (1999); **Priority: 2**
- [(q)](p) **Consideration** [Elaboration] of minimum manning requirements, working and rest hours of crews of vessels in inland navigation with a view to ensuring safety of navigation [(1999)] **(2000)**; **Priority: 2**
