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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
(Forty-third session, 25-27 October 1999)

DECISIONS TAKEN BY THE WORKING PARTY AT ITS FORTY-THIRD SESSION

ATTENDANCE

1. The Working Party on Inland Water Transport held its forty-third session from 25 to 27 October 1999. Representatives of the following countries took part in its work: Austria; Bulgaria; Czech Republic; France; Germany; Hungary; Netherlands; Russian Federation; Slovakia; Switzerland; Ukraine and United Kingdom. The European Commission was also represented. The following intergovernmental organizations attended the session: Danube Commission (CD) and Central Commission for the Navigation of the Rhine (CCNR). The following non-governmental organizations were represented: International Touring Alliance (AIT), European Boating Association (EBA) and International Organization for Standardization (ISO).

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.3/149). On a proposal of the representative of AIT, it was agreed to consider under item 6(a) "European Agreement on Main Inland Waterways of International Importance (AGN)" the question of possible elaboration of the draft European Agreement on Pleasure Navigation Network (AGNP).

ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

(a) Economic Commission for Europe

Documentation: E/1999/37-E/ECE/1374.

4. The Working Party took note of the report of the Economic Commission for Europe on its fifty-third session (24 April - 6 May 1999) concerning, in particular: (i) the contribution by ECE to the recovery in Southeast Europe after a settlement of the conflict in Yugoslavia (E/1999/37-E/ECE/1374, para. 19); (ii) operational activities of the Commission (E/1998/37-E/ECE/1374, paras. 21-26); and (iii) the work of the ECE Group of Experts on the Programme of Work (E/1998/37-E/ECE/1374, para. 27).

(b) Inland Transport Committee and other ECE bodies

Documentation: ECE/TRANS/128; TRANS/AC.6/18/Add.1; TRANS/WP.15/AC.2/4 and TRANS/WP.24/83.

5. The Working Party was informed, and took note of, the decisions of the Committee taken at its sixty first session and having a bearing on the work of the Working Party SC.3. It was agreed that the revision of the "Blue book", envisaged to be undertaken in 2002, would cover not only the AGN network but also the network related to the Protocol on Combined Transport on Inland Waterways, of 1997 to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), as suggested by the Working Party WP.24 (TRANS/WP.24/83, para. 27). The Working Party was also informed and took note that the Ad hoc Working Group for the Drafting of a European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterway had completed its work on the draft Agreement and that the final text of it would be published before the end of 1999 under the symbol TRANS/AC.6/20/Add.1 and that the Diplomatic Conference for the adoption of the Agreement was to be held in Geneva from 22 to 26 May 2000.

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

Documentation: JMTE/1999/6; ECE/TRANS/CONF./3/Final; TRANS/SC.3/1999/1 and Add.1; TRANS/SC.3/1998/8 and Add. 1-2.

6. The Working Party had an exchange of views on possible action to be taken with a view to curbing the air pollution by inland navigation vessels on the basis of documentation transmitted by CCNR, Permanent International Association of Navigational Congress (PIANC) and International Organization for Standardization (ISO). It was felt that, although for the time being inland navigation has in general a better environmental performance in comparison with other modes of inland transport, this advantage might in the future become less

prominent or even start to lag behind other modes of transport if no action was taken at present given, in particular, the very long lifetime of inland navigation vessels.

7. It was agreed, therefore, to request the Working Party SC.3/WP.3 to put on its agenda a new item : "Consideration of measures aimed at prevention of air pollution from inland navigation vessels". In so doing the Working Party SC.3/WP.3 should take into account the work carried out on this item within other relevant international organizations such as EC, CCNR, IMO, PIANC and ISO.

8. The delegations of France and the Russian Federation informed the Working Party of the studies under way in their countries on problems related to curbing air pollution by inland navigation vessels and the standardization of exhaust emissions limits and offered to make the results of the studies available to SC.3.

9. The Working Party was informed by the representative of EBA that in August 1999 the Marine Environment Protection Committee of the International Maritime Organization (IMO) banned the use on all ships of anti-foul paint containing any organo-tin substances. This ban meant that no further application was allowed after 2003 and all traces must be removed by 2008. In addition, certain countries have banned the use of other substances (biocides, copper, and any toxic substances) in their fresh waters. He said that there was currently, however, no other effective alternative available for curbing the fouling of water craft with growth, which might lead to extra fuel consumption by craft and cause more air pollution and might well become less controllable and, therefore, more dangerous. The Working Party took note of the above information and agreed to follow the developments related to the question of use of anti-fouling paint on inland navigation vessels.

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

Documentation: TRANS/SC.3/1999/2; TRANS/SC.3/1999/3; and TRANS/SC.3/1999/4.

10. The Working Party continued the consideration of a proposal by the Ukrainian delegation to undertake the drafting of a handbook on "Inland Water Transport of Europe" on the basis of a revised and expanded draft outline plan of the handbook prepared by that delegation (TRANS/SC.3/1999/3). In the course of the exchange of views on the subject, a few delegations questioned the expedience of the preparation of such a publication given the existence in Europe of similar very detailed publications prepared on a commercial basis by private firms (such as WESKA yearbook, even though its scope was limited to western European inland waterways and ports). It was also felt that the handbook might very soon become outdated and would require a substantial effort by member Governments to invest in collection and submission of data. The

representative of Ukraine believed, however, that the proposed handbook could, in particular, be limited to basic data relating to national and international legislative instruments governing navigation on particular waterways and would not go into detail of short-time importance. He offered to prepare for the next session of the Working Party a model of a questionnaire to be circulated to member Governments which would allow the Working Party to assess the volume of work required from Governments related to the collection and submission of data for the handbook, together with the proposals regarding possible organization of work on this project.

11. Following the exchange of views on this item, the Working Party thanked the delegation of Ukraine for the document prepared and, given its late circulation, agreed to invite Governments which had not yet done so to study it further and transmit to the secretariat their views and comments on the revised proposal of Ukraine **by 1 July 2000**. The Working Party agreed to come back to this matter at its next session with a view to taking a final decision on the need for undertaking the preparation of the handbook.

12. The representative of the Danube Commission informed the Working Party of the very critical situation with regard to the regime of freedom of navigation on the Danube as a result of stoppage of traffic on the Yugoslav section of this international river and drew its attention to the decision and the declaration adopted by his organization in this regard at the fifty-seventh session of the Danube Commission (TRANS/SC.3/1999/4). He indicated, in particular, that the Danube Commission, a body responsible for the assurance of navigational conditions on the Danube, had no resources to undertake the clearing of the navigable channel from the debris of bridges destroyed in the course of military conflict in Yugoslavia and that the work on clearing the channel must be carried out before the commencement of a winter season in order to avoid problems relating to icing and high water levels which may occur at that period.

13. The representative of Austria, Mr. Vorderwinkler, informed the Working Party of the results of work of the Danube Commission's Group of Experts on the state of the navigable channel in Yugoslavia which had its latest (third) meeting in Novi Sad (Yugoslavia) in July 1999 and after having studied all the factors relevant to the stoppage of navigation on the Yugoslav section of the Danube came to the following conclusions:

- The main reason for the stoppage of navigation was the destruction of three bridges over the Danube in Novi Sad. It is also expected that as a result of the military action there could be unexploded mines in the bed of the river on its Yugoslav section;
- In the interests of navigation the section of the river should be cleared from the debris of the destroyed bridges before the commencement of the winter season;

- The cost of the clearing operation is estimated at some Euros 14 millions. An additional sum of Euros 10 millions would be needed for the construction of a temporary bridge instead of the three destroyed bridges for road, rail and pedestrian traffic.

14. The representatives of Bulgaria, Slovakia and Ukraine, supported by the representative of the Danube Commission, informed the Working Party of the disastrous situation with regard to their inland navigation enterprises which were suffering from great losses as a result of the stoppage of navigation via the Yugoslav section of the river.

15. The Working Party expressed its concern with regard to continued stoppage of navigation via the Yugoslav section of the Danube and welcomed the efforts undertaken in this regard by the Danube Commission and its member Governments with a view to the earliest clearing of the navigable channel on this section of the Danube. It expressed hope that the international organizations concerned and, in particular, the European Union would render assistance and offer support to the Danube Commission for the implementation of its functions in accordance with the Convention on the Regime of Navigation on the Danube of 1948 and, inter alia, in accordance with article 4 of the Convention, stipulating that this intergovernmental body shall carry out works which are necessary for maintenance of normal navigational conditions in case a Danubian State is unable to undertake the works required.

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

Documentation: TRANS/SC.3/1998/11; and TRANS/SC.3/1999/14.

16. The Working Party had a preliminary exchange of views on the draft resolution of the Inland Transport Committee on promotion of inland water transport (TRANS/SC.3/1999/14), prepared by the secretariat at the request of the Working Party (TRANS/SC.3/146, para, 13).

17. The representative of Hungary felt that in general the draft might become an important instrument aimed at promoting inland navigation in the ECE region. He believed, however, that point 5 of the article "invites" of the draft (liberalization of national inland navigation markets) might only become acceptable if supplemented with certain preconditions, such as the harmonization of technical and safety requirements and measures taken with a view to restructuring the inland navigation fleet capacity, etc.

18. The representative of the Netherlands wondered if the provision set out in point 1 of the article "requests" (on the unification of technical and safety provisions) would not intervene with the competence of the European Commission. In his opinion it might become impossible for individual Governments - members

of the European Union - to adhere to the pan-European technical and safety regime of navigation envisaged by the draft. The same concern was expressed by him also with regard to the provision set out in point 4 of the same article (on the establishment of an integrated inland navigation market). He further felt that the provision under point 2 of the article "invites" might be redundant since the implementation of AGN by the States Parties to it goes without saying. As to point 3, the invitation to Governments to take necessary measures with a view to restoration of navigation on the Danube, might become outdated by the date of adoption of the draft by the Inland Transport Committee and could, therefore, be deleted.

19. The delegation of France noted that point 3 of the article "requests" sounded as if the inventory of bottlenecks and missing links should be imposed on member Governments and not established by themselves. Since all the bottlenecks and missing links were identified in AGN and/or the "Blue book", this point seemed to be excessive and perhaps could be redrafted in a clearer way.

20. The representative of the European Commission welcomed the efforts and progress made by the Working Party in harmonizing on a pan-European level the technical and safety requirements in inland navigation and said that EC had been benefiting from the work of SC.3 in its relevant activities as well as from the work and experience of CCNR and the Danube Commission. He believed that in this regard the draft resolution went in the right direction but should also take into account the obligations of the European Union member Governments vis-à-vis the relevant EU legislation and the envisaged enlargement of the EU membership.

21. Finally, the Working Party thanked the secretariat for its work and invited Governments to study the draft resolution and make their comments and proposals on its possible improvement available to the secretariat **before 1 July 2000**. The Working Party agreed to come back to the consideration of this item at its next session taking into account the comments and proposals to be submitted by Governments.

INLAND WATERWAY INFRASTRUCTURE

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

Documentation: ECE/TRANS/120; TRANS/SC.3/WP.3/1999/22.

22. The Working Party was informed of the status of the AGN Agreement which entered into force on 26 July 1999. The representatives of Germany and the Russian Federation informed the Working Party that internal preparation procedures were under way in their countries with a view to accession to the Agreement, hopefully in the near future. The representative of France indicated that her Government intended to launch the procedure of ratification of this

Agreement as soon as possible. The Working Party took note of the above information 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 stressed, inter alia, that the task of the States which had already become Parties to AGN to develop particular E waterways would have been facilitated greatly if undertaken in cooperation with other States whose territory is crossed by these waterways.

23. The Working Party considered the proposal of the Finnish Government concerning the rectification of a small technical mistake in the text of the AGN, as reflected in TRANS/SC.3/WP.3/1999/22 and approved by the Working Party SC.3/WP.3, and requested the secretariat to issue an appropriate corrigendum to the text of the Agreement as ECE/TRANS/120/Corr.1.

24. The Working Party felt that the need for setting up an Ad hoc Meeting on Implementation of the European Agreement on Main Inland Waterways of International Importance should be considered when there were formal proposals on the amendment of the Agreement.

25. The Working Party discussed in depth the proposal of the representative of AIT, supported by the representative of EBA, on the possible elaboration by SC.3 of the draft European Agreement on Pleasure Navigation Network (AGNP) and decided to invite AIT and other interested non-governmental organizations to submit to its next session a detailed written proposal which would clearly outline the objectives of the project, practical ways for its implementation and possible structure of the future draft instrument. It was agreed to come back to the consideration of this item at the forty-fourth session of the Working Party, with due regard to the paper to be prepared and submitted by AIT.

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

Documentation: TRANS/SC.3/144 and Add.1 (draft); TRANS/SC.3/1999/5.

26. It was recalled that, at its forty-second session, the Working Party, in view of element 02.6.1 (c) of its Programme of Work, 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 and invited Governments to submit to the secretariat information regarding the prioritization and, where possible, the expected time of implementation of projects relating to their E waterways, as mentioned in section 3 of the "Blue book" (TRANS/SC.3/146, paras. 15 and 16).

27. The Working Party noted that the replies received so far from Governments (TRANS/SC.3/1999/5) were far from being complete. It was informed by some delegations that it was not possible in some cases to comply with the request of

the Working Party, either due to the lack of resources for undertaking particular projects, or the difficulty in envisaging the exact order of prioritization, given the changing governmental policy in this regard, in particular, from the pressure of ecological movements.

28. The Working Party reiterated its invitation to Governments to submit to the secretariat **by 1 July 2000** relevant information regarding their plans and envisaged measures aimed at the completion of missing links and elimination of bottlenecks as indicated in section 3 of the "Blue book".

29. The Working Party took note of document TRANS/SC.3/144/Add.1 (draft), prepared by the secretariat in English only, containing the modifications to the parameters of E waterways and ports as set out in the "Blue book" and invited Governments to continue to inform the secretariat of possible modifications to be made to data relating to their E waterways and ports. In so doing, Governments were requested to follow the agreed format and meaning of particular parameters to be filled to tables 1 to 3 of the "Blue book".

(c) Updating the map of European inland waterways

Documentation: Map of European inland waterways.

30. The Working Party noted with satisfaction the publication by the secretariat of the updated version of the map of European inland waterways which in accordance with the instructions of SC.3 had on its reverse side the draught-related map and the map of navigational zones for the purpose of application of resolution No. 17, revised. Governments were invited to inform the secretariat of any omissions or corrections to be made to the maps, if possible, **by 1 July 2000** with a view to taking them into account in the course of preparation in future of a new update of the maps.

31. The secretariat was also requested to continue to explore the possibility of preparing an electronic map of European inland waterways (especially as far as the financial implications were concerned), which would also encompass the data reflected on the maps currently prepared, together with other relevant information contained, in particular, in the "Blue book" and report to the Working Party at its forthcoming sessions.

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

Documentation: TRANS/SC.3/WP.3/35; TRANS/SC.3/WP.3/36.

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

Documentation: TRANS/SC.3/1999/6.

32. The Working Party SC.3 was informed by the Chairman of the Working Party SC.3/WP.3, Mr. Van Doorn (Netherlands), and by the secretariat of the progress made by SC.3/WP.3 on this item and endorsed the decisions taken by the Working Party SC.3/WP.3 at its seventeenth session, as set out in TRANS/SC.3/WP.3/35, paras. 4-11 and Annex 1. Governments were asked to submit to the secretariat, **by 1 December 1999**, their comments and proposals on (i) possible structure of the amended annex to resolution No. 17, revised (TRANS/SC.3/WP.3/1999/1); and (ii) draft amended chapters of the annex as set out in documents TRANS/SC.3/WP.3/AC.2/1999/1 and Add.1-2 (chapters 3, 4 and 6) and TRANS/SC.3/WP.3/1998/28 (chapters 2 and 5).

33. The Working Party endorsed the text of the draft corrigendum to the annex of resolution No. 38 on Coupling Devices as set out in TRANS/SC.3/1999/6 and requested the secretariat to issue a formal document as TRANS/SC.3/104/Add.3/Corr.1.

- (b) Unification of procedures and rules for the survey of inland
navigation vessels

Documentation: TRANS/SC.3/1999/7.

34. The Working Party considered the text of the draft resolution amending the annex to resolution No. 17, revised: "Procedures and rules for the inspection of inland navigation vessels", as set out in TRANS/SC.3/1999/7 and adopted it as its resolution No. 42.

- (c) Updating the European Code for Inland Waterways (CEVNI)

Documentation: TRANS/SC.3/1999/8 and Add. 1-2.

35. The Working Party considered the text of the draft resolution amending the European Code for Inland Waterways (CEVNI) regarding its chapter 3 and annex 3, as set out in TRANS/SC.3/1999/8 and Add.1 respectively, and adopted it as its resolution No. 45 subject to the following:

- (i) the text of the footnotes to articles 3.08 (1)(c), 3.10(1)(a), 3.14 and 3.16 should not have square brackets and should refer to the competent authorities of the Belarus, Kazakhstan, the Republic of Moldova, Russian Federation, and Ukraine.
- (ii) the text of amended annex 3, as set out in TRANS/SC.3/1999/8/Add.1, together with the text of amendments to annexes 7, 8, 9, 10 and 11 appearing at the end of TRANS/SC.3/1999/8/Add.2, should be seen and approved by the Working Party SC.3/WP.3 at its twentieth session and then issued by the secretariat as a set of replacement pages to the loose-leaf version of the revised CEVNI (TRANS/SC.3/115/Rev.1).

36. The Working Party considered the text of the draft resolution amending the European Code for Inland Waterways (CEVNI) regarding its annexes 4 and 5 (TRANS/SC.3/1999/Add.2) and, although the majority of the delegations did not seem to have any problems with the text of the draft resolution, agreed on the proposal of the delegation of the Russian Federation to send it back to the Working Party SC.3/WP.3 requesting it to try once again to find a solution to the problems raised by the delegation of the Russian Federation with regard to chromaticity limits of different colours of lights on vessels. The delegation of the Russian Federation was invited to formulate its concrete proposals on possible modification of the text of the draft resolution and transmit them to the secretariat in good time before the twentieth session of the Working Party SC.3/WP.3.

- (d) Mandatory equipment of vessels engaged in international transport with radiotelephone installations

Documentation: TRANS/SC.3/1999/9.

37. The Working Party considered the text of the draft resolution amending the European Code for Inland Waterways (CEVNI) regarding its chapter 4.04 "Radiotelephony", as set out in TRANS/SC.3/1999/9 and adopted it as its resolution No. 43.

38. The representative of EBA informed the Working Party of the recent resolution of IMO stipulating that only radio equipment compatible with the Global Maritime Distress and Safety System (GMDSS) would be type approved in the future. This meant that all currently used type approvals for VHF marine radio stations will be withdrawn with the exception of those which are GMDSS compatible. This might represent a problem for inland navigation vessels which in accordance with CEVNI are supposed to be equipped with VHF radio stations. The Working Party invited the representative of EBA to transmit to SC.3/WP.3 a written proposal in this regard in order to enable the Working Party to study the matter.

(e) Requirements for prevention of pollution from vessels

Documentation: TRANS/SC.3/150; TRANS/SC.3/1999/10.

39. The Working Party considered the text of the draft resolution amending the European Code for Inland Waterways (CEVNI) with a new chapter 9 "Prevention of pollution of water and disposal of waste occurring on board vessels", as set out in TRANS/SC.3/1999/10 and adopted it as its resolution No. 44 subject to the following modifications:

- (i) the editorial improvements suggested by the secretariat in footnotes to the draft as "notes by the secretariat" were approved;
- (ii) article 9.04 (2)(c) in French should be modified to read:

"c) d'introduire dans la cale des salles des machines des produits de nettoyage dissolvant l'huile ou la graisse ou à action émulsifiante sauf les produits qui ne rendent pas plus difficile l'épuration des eaux de fond de cale par les stations de réception."
- (iii) on page 2 of the model of a used-oil log in English appearing in the appendix to the resolution the entries "Bow engine room" and "Forward engine room" should be modified to read "Aft engine room" and "Fore engine room", respectively.

40. The Working Party took note of the publication by the secretariat of a consolidated booklet containing the most recent data regarding the availability on European inland waterways of reception facilities for transfer of waste generated on board ships (TRANS/SC.3/150). In order to keep the publication up to date Governments and river commissions were requested to continue to inform the secretariat of any corrections or additions to be made to the data relating to reception facilities available on their inland waterways.

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

41. The Working Party considered the proposal of SC.3/WP.3 on small corrections to be made to the model of the international certificate reproduced in annex 3 of resolution No. 40 on the International Certificate for Operators of Pleasure Craft (TRANS/SC.3/WP.3/36, annex) and endorsed it. The secretariat was requested to issue an appropriate corrigendum as TRANS/SC.3/147/Corr.1.

42. Governments which had not yet done so were invited to inform the secretariat whether they accept this resolution and communicate to it all the information mentioned in its paragraph 2 (b).

**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.5/9; TRANS/SC.3/AC.5/1998/19;
TRANS/SC.3/AC.5/1999/21/Rev.1.

43. The Executive Secretary of the Preparatory Committee established jointly by CCNR, the Danube Commission and ECE for the Drafting of CMNI Convention, Mr. A. Bour (CCNR) informed the Working Party that the Preparatory Committee had completed its work on the text of the draft Convention together with two Protocols to be annexed to it (TRANS/SC.3/AC.5/1999/21/Rev.1 and TRANS/SC.3/AC.5/1998/19). The final text of the draft Convention which takes into account the results of work of the Editorial Committee (Geneva, 29 June - 1 July 1999) had been circulated by the secretariat of CCNR in French and German as CMNI/CONF.(99)2 and ECE/TRANS/CMNI/CONF/2. English and Russian versions of the text of the draft Convention under the same symbol would be circulated by ECE shortly. It was provisionally agreed by the three secretariats concerned that the Diplomatic Conference for consideration and adoption of the CMNI Convention might be held from 25 September to 4 October 2000 in Budapest on the invitation of the Government of Hungary. The Conference would be organized under the auspices of the three international organizations concerned, i.e. the Central Commission for the Navigation of the Rhine, the Danube Commission and the United Nations Economic Commission for Europe. Governments, if they so wished, were invited to transmit their proposals on possible modifications of the text of the draft Convention to the secretariats of CCNR, Danube Commission and/or the ECE. These proposals should reach the secretariats not later than three month before the envisaged dates of the Conference in order to allow their translation in all working languages of the Conference (English, French, Russian, German and Dutch) and circulation.

44. The Working Party took note of the above information, wished the Conference success and invited all Governments concerned to take active part in the preparation and work of the Diplomatic Conference.

- (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.3/1998/5.

45. The Working Party was informed by the representative of CCNR of the outcome of consultative governmental meetings organized by CCNR in May 1998 and March 1999 in Strasbourg on the possible accession of countries of Central and Eastern Europe to the Strasbourg Convention on the Limitation of Liability of Owners of

Inland Navigation Vessels (CLNI), of 1988 (TRANS/SC.3/R.130). He said that, in his view, the majority of countries - not members of CCNR - which took part in the consultations were inclined to accede to the CLNI Convention although some of them, in particular, the delegation of the Russian Federation believed that the elaboration of a new pan European instrument on this matter would be preferable. He also informed the Working Party that four States were Parties to CLNI at the present time: Germany, Luxembourg, the Netherlands and Switzerland.

46. The representatives of Bulgaria, Czech Republic and France informed the meeting that procedures were under way in their countries with a view to accession to CLNI.

47. In view of the above-mentioned, the Working Party decided to follow the developments relating to possible accession of Central and Eastern European countries to CLNI and at some stage to decide whether this might lead to the establishment in Europe of a unique regime of the liability of owners of inland navigation vessels before reporting to the Inland Transport Committee on its final conclusions on this item.

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

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

48. The Working Party 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 document TRANS/SC.3/1998/12. The secretariat was requested to prepare an update of the above document by the next session of the Working Party.

APPLICATION OF RESOLUTIONS OF THE WORKING PARTY

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

49. The Working Party took note of the situation with regard to the application by Governments of its resolutions on the basis of a consolidated document TRANS/SC.3/1999/11 prepared by the secretariat and invited Governments which had not yet done so to accept the resolutions and inform the secretariat accordingly by completing all the columns of the table reproduced in the above-mentioned document.

ASSISTANCE TO COUNTRIES IN TRANSITION

Documentation: TRANS/SC.3/R.175; TRANS/SC.3/R.182; TRANS/SC.3/1997/7; TRANS/SC.3/1998/13; and TRANS/SC.3/1999/12.

50. The Working Party took note of the communication from the Government of Slovakia (TRANS/SC.3/1999/12) and, taking into account the critical situation in the Danubian shipping, agreed on the proposal of the delegation of Slovakia, to revert to the question of holding the workshop in Slovakia, possibly jointly with the Danube Commission, at a later stage after the recovery of navigation on the Danube.

DRAFT PROGRAMME OF WORK FOR 2000-2004

Documentation: ECE/TRANS/128/Add.1; TRANS/SC.3/1999/13; and TRANS/SC.3/1999/13/Add.1.

51. The Working Party considered the proposal of the Government of Bulgaria on inclusion in its Programme of Work of a new element: "Consideration of questions relating to the use on E waterways of electronic navigational maps and to possible unification of their standards" (TRANS/SC.3/1999/13/Add.1) and agreed with this proposal. The Working Party SC.3/WP.3 was requested to put this item on its agenda for the twentieth session.

52. On the basis of a draft prepared by the secretariat, the Working Party considered and approved the draft Programme of Work for 2000 - 2004, as reproduced in the annex to this report.

53. The Working Party took note of the following tentative list of meetings scheduled to be held in 2000.

FEBRUARY

... Informal ad hoc group of experts on amendment of CEVNI (to be held in Geneva or elsewhere on invitation of member Governments, dates to be agreed in consultation with the Chairman of SC.3/WP.3 and Governments concerned).

MARCH

13 Informal ad hoc group of experts on amendment of resolution No. 17, revised.

14 - 16 Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (nineteenth session).

JUNE

- 7 - 9 Working Party on the Standardization of Technical and Safety
 Requirements in Inland Navigation (SC.3/WP.3) (twentieth session)

OCTOBER

- 17 - 19 Working Party on Inland Water Transport (SC.3)
 (forty-fourth session)

OTHER BUSINESS

- (a) Election of officers for the forty-fourth session

54. Mr. I. Valkar (Hungary) and Mr. C. Hofhuizen (Netherlands) were re-elected Chairman and Vice-Chairman, respectively, for the forty-fourth session of the Working Party.

- (b) Distribution of documents

55. The Working Party was informed that SC.3 and SC.3/WP.3 web sites have been made available on the Internet and could be consulted under:
<http://www.unece.org/trans/Welcome.html>. The web sites contain the reports, agendas of forthcoming sessions, major publications and working documents. To facilitate and accelerate the publication by the secretariat of working documents for the SC.3 sessions, Governments were invited, wherever possible, to duplicate the submission by mail (fax) of their proposals for SC.3 sessions by E-Mail: **viatcheslav.novikov@unece.org**.

ADOPTION OF THE REPORT

56. The Working Party adopted a concise report on its forty-third session on the basis of a draft prepared by the secretariat.

Annex

DRAFT PROGRAMME OF WORK FOR 2000-2004 */

PROGRAMME ACTIVITY 02.6: INLAND WATER TRANSPORT

02.6.1 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 carry out the following activities:**

CONTINUING ACTIVITIES

- (a) **Revision** [every five years] **of** the Inventory of Main Standards and Parameters of the E Waterway Network ("blue book") in order to enable Governments to monitor the progress in the implementation of the AGN Agreement. Output expected: [Collection of data from Governments with a view to] **Preparing every five years** a revised version of the blue book. Priority: 1
- (b) **Consideration**, 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. Output expected: 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 **(2003)**. Priority: 3
- (c)[(d)]** Preparation and circulation of maps of European inland waterways in order to avail Governments with up-to-date data concerning inland waterway infrastructure in Europe. Output expected: Publication **every five years** of the update of the [1994] map of European Inland Waterways. Priority: 2

*/ New programme elements or elements replacing old text adopted by the Inland Transport Committee at its sixtieth session (ECE/TRANS/128/Add.1), are indicated in bold characters; programme elements proposed for deletion appear in square brackets.

ACTIVITIES OF A LIMITED DURATION

- (d)[(c)] Establishment of an inventory of [, and consideration of 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 **of international concern**. [(2000)](2003); Output expected: 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

- 02.6.2 Harmonization of requirements concerning international inland waterway transport including inland water transport safety and facilitation of its operations Priority: 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 the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation, will continue its work on the following questions:

CONTINUING ACTIVITIES

- (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. Output expected: 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 (2003). Priority: 2

- (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. Output expected: [Collection and dissemination of data concerning measures taken by Governments with a view to promoting] **Preparation of a draft resolution of the Inland Transport Committee on the promotion of inland navigation (2002).** Priority: [3] 1
- (c) Preparation and circulation of 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. Output expected: Drafting a summary on recent developments in the field of inland navigation in member Governments **once every two years** [by the forty-fourth session of SC.3]. Priority: 2
- (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. Output expected: 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 (2002). Priority: 1
- (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. Output expected: [Adoption] **Consideration of a second set of amendments to a revised CEVNI.** Priority: 1
- (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. Output expected: Amendment of the annex of resolution No. 17, revised, [and of CEVNI] with provisions on **technical means for** the prevention of pollution from vessels. Priority: 1

ACTIVITIES OF A LIMITED DURATION

- (g) Following the developments relating to the possible accession of Central and Eastern European countries to the CLNI Convention of 1988 with a view to deciding whether this may ensure the establishment in Europe of a unique regime of liability of owners of inland navigation vessels. [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)] **2004**
Priority:[2] 3
- (h) [To] Following the work of the [Preparatory Committee] **Diplomatic Conference** [established] **organized** jointly by CCNR, the Danube Commission and UN/ECE for the [Drafting] **Adoption** 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] **finalization and adoption** of the [draft] Convention and giving it [to the future instrument] a pan-European dimension [(1999)]**(2000)**.
Priority:[2] 1
- (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 (2003); Output expected: 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
- (j) Elaboration of requirements for anchors to ensure a commonly acceptable level of safety of navigation [2000]**(2001)**; Output expected: 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 [(1999)]**(2000)**. Priority: 2

- [(1) 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]
- (1)[(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)](2001). Priority: 2
- [(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]
- [(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]
- (m)[(p)] Consideration of minimum manning requirements, working and rest hours of crews of vessels in inland navigation with a view to ensuring safety of navigation [(2000)](2002). Priority: 2
- (n) Consideration of questions relating to the use on E waterways of electronic navigational maps and to possible unification of their standards (2004). Priority: 2