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INLAND TRANSPORT COMMITTEE

Working Group on Inland Water Transport

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

(Nineteenth session, 14-16 March 2000,
agenda item 3)

**AMENDMENT OF THE RECOMMENDATIONS ON TECHNICAL
REQUIREMENTS FOR INLAND NAVIGATION VESSELS**

(annex to Resolution No. 17, revised)

Transmitted by the Governments of the Netherlands and Ukraine

Note: Reproduced below are the views of the Governments of the Netherlands and Ukraine on the proposal made by the Russian Federation concerning the possible structure of the annex to Resolution No. 17, revised (TRANS/SC.3/WP.3/1999/1).

NETHERLANDS

1. The delegation of the Netherlands has studied the proposal of the Russian Federation on the possible structure of the amended annex to Resolution No. 17, revised (TRANS/SC.3/WP.3/1999/1), but would prefer to postpone its decision on the final structure of the annex until the work of the ad hoc group of experts on amendment of Resolution No. 17, revised, has come to its final stage. The delegation is of the opinion that no final decision on this structure should be taken at an earlier stage.

UKRAINE

2. The proposal made by the Russian Federation concerning the annex to Resolution No. 17, revised (TRANS/SC.3/WP.3/1999/1) is certainly worthy of attention, since it ought to help to give logical well-roundedness to the structure of the "Recommendations on technical requirements for inland navigation vessels", an important pan-European document.

3. In its final form the new structure of the Recommendations should take account of other resolutions, not referred to in the explanations furnished by the Russian Federation, which have already been adopted or will be adopted when the work on the new structure of the document is completed (for example, in the event of the adoption of the Hungarian proposal concerning a new chapter 18, on prevention of water pollution).

4. In relation to the structure of the Recommendations as proposed by the Russian Federation, Ukraine's principal observations are as follows.

5. The need to divide the recommendations into three parts offers grounds for concern. The proposed division of the parts is very unbalanced, leaving aside the unequal sizes of the individual parts. Part I contains only four sections, part II has 16 chapters, divided into 104 sections, while part III has only 6 chapters.

6. We suggest a first level of division into chapters only. This would simplify the division of the document itself.

7. The provisions defining the purpose of the recommendations should be made into a separate (first) section owing to their special importance. In terms of content this section could correspond to section 1-1 of the present Recommendations (with the exception of paragraph 1-1.3), and should replace the "General" section proposed by the Russian Federation.

8. In the light of this proposal, chapter I could be titled "Purpose and classification".

9. A section on "Definitions" should be introduced into every (or almost every) chapter to replace or supplement the "General" sections proposed by the Russian Federation. This is dictated by experience with the review of the individual chapters in the recommendations conducted in Working Party SC.3/WP.3.

10. In chapter 3, "Manoeuvrability", section 3.2 should read as follows: "Methods of conducting tests on vessels and pushed convoys".

11. These observations do not preclude the need for other structural changes in the Recommendations which may emerge during the process of refinement of the document.