



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.3/155
7 December 2001

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

**REPORT OF THE WORKING PARTY ON ITS FORTY-FIFTH SESSION
(23-25 October 2001)**

ATTENDANCE

1. The Working Party on Inland Water Transport held its forty-fifth session from 23 to 25 October 2001. Representatives of the following countries participated in its work: Austria, Croatia; Czech Republic; Germany; Hungary; Netherlands; Russian Federation; Slovakia; Switzerland; Turkey, Ukraine; United Kingdom. The European Commission (EC) was also represented. The following intergovernmental organization was represented: Danube Commission (DC). The following non-governmental organizations were represented: International Touring Alliance (AIT) and European Boating Association (EBA).

CHAIRMANSHIP OF THE SESSION

2. As agreed at its forty-third session (TRANS/SC.3/151, para. 54), Mr. I. Valkar (Hungary) chaired the session.

ADOPTION OF THE AGENDA

3. The Working Party adopted the provisional agenda prepared by the secretariat (TRANS/SC.3/154). With regard to agenda item 13 "Adoption of the report", the Working Party agreed that only decisions should appear in the draft to be prepared by the secretariat and read at the end of the session. A final concise report which would include introductory statements, comments and positions of delegations on particular issues should be prepared by the Chairman with the assistance of the secretariat and circulated after the session.

ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

Documentation: E/2001/37-E/ECE/1387; ECE/TRANS/136; TRANS/WP.15/165; TRANS/WP.15/AC.2/9; TRANS/WP.24/91; TRANS/SC.3/2001/9.

4. The Working Party took note of the activities of UNECE, the Inland Transport Committee, the Working Party on the Transport of Dangerous Goods (WP.15) and the Working Party on Combined Transport (WP.24) as they relate to its work and decided as follows:

- The Working Party WP.24 was invited to consider a possibility to pay more attention in its work to the integration of inland water transport into the combined transport chain and, in particular, to take into account the decisions of the Pan-European Conference on Inland Water Transport (TRANS/SC.3/2001/10) relating to its competence;
- The Working Party WP.24 was also invited to identify any additional parameters emanating from the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), which should be included into the Inventory of main standards and parameters of the E waterway network ("Blue book", TRANS/SC.3/144 and Add.1) and collect relevant information from its member Governments, in order to enable Working Party SC.3 to undertake the updating of the Blue book which is scheduled for 2003;

5. The Working Party was informed that a complete text of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), together with annexed regulations, is available at the UNECE website <http://www.unece.org/trans/danger/adn-agree.html>.

6. It was recalled that the Working Party, at its forty-fourth session invited Governments to express themselves with regard to possible ways for enhancing the cooperation of SC.3 with the business community and subregional groupings (TRANS/SC.3/153, para. 4). Taking into account the views of Governments on this matter (TRANS/SC.3/2001/9), the Working Party requested the secretariat to invite non-Governmental organizations representing the inland navigation industry (such as the International Union of River Navigation (UINF), Conference of Directors of Danubian Shipping Companies (CDSC) and the Inland Navigation Europe (INE)) to its next and consecutive sessions in order to allow them to represent their interests at this forum.

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

Documentation: E/ECE/1389; ECE/RCTE/CONF./3/FINAL; JMTE/2001/5; TRANS/SC.3/WP.3/2001/2; TRANS/SC.3/WP.3/2002/3; Informal Document No. 4.

7. The Working Party was informed and took note of the progress made in the implementation of the Programme of Joint Action established by the Vienna Conference (ECE/RCTE/CONF./3/FINAL), the results of the fourth session of the Joint Meeting on Transport and the Environment (JMTE/2001/5) and of the decisions taken at the first High-level Meeting on Transport, Environment and Health (E/ECE/1389).

8. The secretariat was requested to obtain the final text of the International Convention on the Control of Harmful Anti-Fouling Systems recently adopted within the International Maritime Organization (IMO) and circulate it to member Governments concerned for consideration and possible comments. It was agreed to come back to this question at the forty-sixth session of the Working Party and decide on possible action regarding limitation of use of anti-fouling paints also in inland navigation.

9. The Working Party drew the attention of Governments to documents TRANS/SC.3/WP.3/2001/2 and TRANS/SC.3/WP.3/2002/3 reflecting stages I and II for the limitation on exhaust and air-pollutant particle emissions from diesel engines used in inland navigation adopted within CCNR and asked them to transmit their comments on these two documents to the secretariat by 1 December 2001 in order to enable the Working Party SC.3/WP.3, at its the twenty-third session, to continue the consideration of measures on prevention of air pollution by inland navigation vessels.

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

Documentation: TRANS/SC.3/2001/8 and Add.1; TRANS/SC.3/1999/3 and Add.1; TRANS/SC.3/1999/2 and Add.1; Informal Document No. 3.

10. The Working Party took note of a summary document on the current situation and trends in inland water transport in member countries prepared by the secretariat and of a copy of the Memorandum of understanding on the development of the Pan-European Transport Corridor VII (Danube) (documents TRANS/SC.3/2001/8 and Add.1) and had an exchange of views on this item. It was agreed that the next inland navigation review should be prepared for the forty-seventh session of the Working Party in 2003.

11. The representative of the European Commission informed the Working Party of the latest developments within the European Union of relevance to inland navigation. He said, in particular, that on 12 September 2001, the European Commission adopted a new White Paper on European Transport policy for 2010. The point of departure in the White Paper is to make the mobility system

more balanced, efficient and more environmentally friendly. The text of the White Paper can be found at the following website: http://europa.eu.int/comm/energy_transport/en/lb_en.html (English), http://europa.eu.int/comm/energy_transport/fr/lb_fr.html (French). He further said that the opening of the market has had beneficial effects and enabled the sector of inland navigation to achieve a growth rate of more than 10% over the last two years in most countries which have a large inland waterway network. Modernization and diversification of the fleet have also made it possible to meet customers' needs better. Despite this progress, better use could still be made of this mode. In order to develop these potentialities, the Commission will propose actions in several fields:

- Infrastructure. Removing bottlenecks. The Commission made in October 2001 a proposal for an adaptation of the guidelines for the development of the trans-European networks. In this proposal, the Commission includes the improvement of the navigability on the Danube between Straubing and Vilshofen in Germany as a new priority project. In 2004, the Commission will come forward with proposals to change fundamentally the guidelines and to integrate the networks of the candidate countries. This could also be the opportunity to have a closer look on the missing links and bottlenecks in inland waterways as well as on other shortcomings of the network.

Related to the issue of infrastructure is also the putting in place of efficient aid and communication systems. In the fifth framework programme on research, work will be continued on the harmonization and standardization of the River Information Service (RIS).

- Intermodality. The Commission plans to study the possibilities of standardization of loading units as well as of encouraging the emerging of a new profession specialized in the integrated transport of full loads (freight integrators).

Moreover, the Commission will propose by the end of 2001 a new programme to promote intermodality, called "Marco Polo". Support by this programme, normally launched in 2003 with a proposed budget of 30 million € will be based on three elements: (i) start-up aid for measures proposed by players on the logistic market leading to substantial shifts from road to other more environmentally friendly modes; (ii) actions improving the operation of the entire intermodal chain; and (iii) innovation and dissemination of best practice in the sector.

- Harmonization of regulations. In spite of the liberalization of the market, free movement of vessels is still hampered by the diversity of legal systems with different rules, particularly on technical requirements for vessels and boatmasters' certificates. The Commission will continue work on harmonization and standardization in these fields as well as on other items like manning requirements. With a view to achieving an effective harmonization of the internal inland waterway transport market, the Commission will enhance cooperation with the Central Commission for the Navigation of the Rhine and the Danube Commission.
- Charging. The Commission will come forward with proposals aimed at replacing gradually existing transport system taxes with more effective instruments for integrating infrastructure

costs and external costs. The Commission plans to propose a framework directive in 2002 to establish the principles of infrastructure charging and a pricing structure for all modes of transport.

12. The Working Party was informed by the representative of the Danube Commission that the Danube Clearance Project was going on in accordance with the time schedule established. Studies and detailed projects relating to demining the channel and clearing it from debris of bridges had been completed and work tenders were about to be launched during the coming weeks. The clearance of the channel is expected to be completed by mid-2002. A temporary fairway was being cleared and should be open for navigation before the end of 2001. Moreover, negotiations with the Yugoslav authorities were under way to improve the regime of opening of a pontoon bridge. Four openings per month currently available are still considered insufficient for restoring the navigation on the Danube.

13. The Working Party continued the consideration of a proposal of the Ukrainian delegation on the possible drafting of a handbook "Inland Water Transport of Europe" taking note of a specimen of the questionnaire for distribution to member States with a view to gathering the data for the handbook, submitted by this delegation as TRANS/SC.3/1999/3/Add.1. The Working Party felt that, given the considerable efforts needed for preparation and regular updating of the handbook as well as the availability of relevant publications produced by private interests such as WESKA, there was possibly no real value added in this project. It was agreed, therefore, to delete from the agenda the question concerning the preparation of a handbook "Inland Water Transport of Europe".

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

Documentation: TRANS/SC.3/2001/10; Informal Documents Nos. 1 and 3.

14. The Working Party considered the Plan of Action for the implementation of decisions taken by the Pan-European Conference on Inland Water Transport (Rotterdam, 5 and 6 September 2001) reflected in Informal document No.1 in the light of the Declaration adopted by the Conference (TRANS/SC.3/2001/10) and of the findings of the Monitoring Group on the Follow-up to the Rotterdam Conference (Informal document No. 3) and decided as follows:

- (i) subject to the modifications made below by SC.3 to the Plan of Action, the Chairman was requested to prepare, with the assistance of the secretariat, a succinct draft resolution on the Promotion of Inland Water Transport and submit it together with the Plan of Action, as modified by SC.3, to the sixty-fourth session of the Inland Transport Committee for consideration and adoption;
- (ii) action proposed by the secretariat under item 8 of the Declaration was modified to read:

“To contribute to the work of the Steering Committee on the Pan-European Transport Corridor VII (Danube) once it has been set up as a matter of priority with a view to ensuring the implementation of AGN standards.”;

- (iii) under item 12 of the Declaration only actions appearing in the third and fourth entries were retained. Governments and the European Commission were invited to consider further other actions proposed under this item, i.e.:

“To include into the Programme of Work a new element 02.6.2 (e)bis as follows: ‘Elaboration with the participation of CCNR and the Danube Commission of a new legal instrument on technical requirements for inland navigation vessels’;

To set up an Ad hoc Working Group for the Elaboration of a draft European Agreement on Technical Requirements for Inland Navigation Vessels;

After the completion of work and adoption of the text of the European Agreement on Technical Requirements for Inland Navigation Vessels to initiate the work on elaboration with the participation of CCNR and the Danube Commission, of a Pan-European legal instrument on standards of training and certification of boatmasters of inland navigation vessels”.

and make their written proposals on these actions available to the secretariat as soon as possible but **not later than 15 June 2002.**

- (iv) under item 13 of the Declaration only the action appearing as a first entry was retained. The following delegations agreed to take part in the Group of volunteers with a view to preparing by the forty-sixth session of SC.3 an “Inventory of existing legislative obstacles that hamper the establishment of a harmonized and competitive Pan-European inland navigation market together with recommendations as to how to overcome those obstacles”: Hungary, the Netherlands, Ukraine and the European Commission (subject to further confirmation). It was felt that the representatives of ECMT, CCNR and DC (within its competence) should also be part of the Group.

INLAND WATERWAY INFRASTRUCTURE

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

Documentation: ECE/TRANS/120 and Corr.1.

15. The Working Party was informed and took note that to date 12 States had become Contracting Parties to the AGN Agreement: Bulgaria, Croatia, Czech Republic, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Republic of Moldova, Romania, Slovakia and Switzerland. The representative of the Russian Federation informed the Working Party that the Russian Federation had just acceded to the AGN.

(b) European recreational navigation network

Documentation: TRANS/SC.3/2000/6.

16. It was recalled that the Working Party, at its forty-fourth session, considered the proposal of the International Touring Alliance (AIT) supported by the European Boating Association (EBA) on the possible establishment of the European recreational navigation network through an elaboration and adoption of an appropriate UNECE document (TRANS/SC.3/2000/6) and agreed that an appropriate study should be undertaken (TRANS/SC.3/153, para. 13).

17. The Working Party was informed of the progress made so far by the International Touring Alliance (AIT) and the European Boating Association (EBA) supported by the European Inland Waterways (VNE) regarding the study on the possible establishment of the European recreational navigation network through an elaboration and adoption of an appropriate UNECE document. The secretariat was requested to continue, in cooperation with the above-mentioned non-Governmental organizations, with the preparation of the basic material on this subject to be submitted for consideration by the Working Party SC.3.

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

Documentation: TRANS/SC.3/144 and Add.1; TRANS/SC.3/2001/4.

18. The Working Party considered the draft Inventory of the most important bottlenecks and missing links in the E waterway network, prepared by the secretariat (TRANS/SC.3/2001/4) and agreed that version I of the Inventory should be retained. The entry relating to strategic bottlenecks in the Czech Republic should be modified to read:

“Strategic bottlenecks:

- Elbe (E 20) from State border to Usti nad Labem - low fairway depth at dry seasons (0.9-2.0 m), from Usti nad Labem to Melnik - narrow width of lock gates (11 m), from Melnik to Pardubice – **construction of one lock is needed**, low height under bridges (3.7 m)”.

19. The representative of the Danube Commission suggested that the Inventory, as indicated in TRANS/SC.3/2001/4, be supplemented with the following strategic bottlenecks:

- Danube (E 80) from 863 to 175 km – low fairway depth (below 2.50 m- value recommended by the Danube Commission).
- Danube from 863 to 845.5 km with a critical section from 862 to 858 km – fairway depth 1.7 – 2.0 m.

- Danube from 845.5 to 375 km with several critical sections (from 576 to 560 km and from 530 to 520 km) – fairway depth 1.30 m.
- Danube from 375 to 175 km with several critical sections (from 348 to 341 km, from 325 to 317 km, from 299 to 291 km, from 255 to 243 km, from 201 to 195 km) - fairway depth 1.1 – 2.0 m.

20. The Working Party requested the secretariat to prepare by the forty-sixth session of SC.3 a draft resolution with the Inventory annexed to it, as agreed above, for consideration and adoption by the Working Party.

21. Governments and river commissions were invited to transmit to the secretariat, not later than 15 June 2002, any proposals on possible additional modifications to be made to the Inventory concerning their respective inland waterways.

22. Governments and river commissions were also invited to make available to the secretariat possible modifications or missing data to be included into the Blue book (TRANS/SC.3/144 and Add.1) so that the secretariat could proceed with its updating.

(d) Updating the map of European inland waterways

23. The Working Party was informed of the progress made by the secretariat regarding the assessment of possibilities for preparing an electronic map reflecting the network of E waterways together with, or separately from, the networks belonging to other modes of transport and asked the secretariat to keep it further informed in this respect.

24. The Working Party reiterated its invitation to Governments and river commissions to continue to transmit to the secretariat any modifications or corrections to be made to the three maps of European inland waterways, last published in 1999.

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

Documentation: TRANS/SC.3/WP.3/42; TRANS/SC.3/WP.3/44.

25. It was with great regret that the Working Party learnt of the death of Mr. Dmitrii Anissin who for many years was Chairman of the Working Party SC.3/WP.3 dealing with technical questions and who contributed greatly to its work. The Working Party asked the delegation of the Russian Federation to pass its sincere condolences to Mr. Anissin's family.

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

Documentation: TRANS/SC.3/2000/1 and Add.1; TRANS/SC.3/WP.3/AC.2/2001/1.

26. The Working Party took note of the text of amended chapters 9, 10A, 11 and 12 of the annex as reproduced in TRANS/SC.3/2000/1/Add.1 and provisionally approved them. It praised the progress made so far by the Working Party SC.3/WP.3, of the Ad hoc group of experts and of the group of volunteers on amendment of the Recommendations and encouraged them in their efforts. The Working Party SC.3/WP.3 was requested to continue to submit to SC.3 consolidated texts of other amended chapters of the annex for consideration and approval until it would become possible to adopt a new resolution with the revised Recommendations annexed to it.

27. The Working Party endorsed the decisions of the Working Party SC.3/WP.3 with regard to further amendment of the annex (TRANS/SC.3/WP.3/42, paras. 4-8 and annex) and, in particular, took note of the texts of draft amended chapters 11^{bis} and 13 submitted by the Ad hoc group for consideration and approval by the Working Party SC.3/WP.3 (TRANS/SC.3/WP.3/AC.2/2001/1) and reminded Governments and river commissions to transmit to the secretariat, by 31 November 2001 at the latest, their comments and proposals on the above-mentioned draft amended chapters for consideration by the Working Party SC.3/WP.3 at its twenty-third session (19-21 March 2002).

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

Documentation: TRANS/SC.3/115/Rev.2.

28. The Working Party took note of the black-and-white version of a revised CEVNI (TRANS/SC.3/115/Rev.2) and was informed of the progress with the production, hopefully by the end of 2001, of its colour loose-leaf publication. The work of the Working Party SC.3/WP.3 on further amendment of CEVNI and bringing SIGNI in line with the revised CEVNI (TRANS/SC.3/WP.3/44, paras. 4-21 and 22) was endorsed.

(c) Requirements for prevention of pollution from vessels

Documentation: TRANS/SC.3/150 and Add.1; TRANS/SC.3/2000/2; TRANS/SC.3/WP.3/2001/3; TRANS/SC.3/131.

29. The Working Party took note of the progress made by SC.3/WP.3 in amending the annex to resolution No. 17, revised, with technical requirements for prevention of pollution from vessels (TRANS/SC.3/WP.3/42, paras. 13-15) and encouraged it to find a solution which would take into account additional comments received from the Government of Germany (TRANS/SC.3/WP.3/2001/3) and proposals which were expected to be received from Governments, the European Commission and river commissions on this matter.

30. The representative of the Danube Commission informed the Working Party of the provisions regarding the prevention of pollution by domestic waste water, in force on the Danube, which differ from those suggested by Germany in TRANS/SC.3/WP.3/2001/3. The representative of the European Commission said that some of the EU delegations were also in favour of more rigid norms regarding waste water pollution prevention.

31. The Working Party agreed to undertake the revision of resolution No. 21 (TRANS/SC.3/131) on the basis of a proposal to be prepared by its next session by the delegation of Hungary with due regard to the Plan of Action as agreed in paragraph 8 above.

32. Governments and river commissions were invited to continue to keep the secretariat informed of any information to be added to, or updated in, the publication appearing in TRANS/SC.3/150 concerning the availability on European inland waterways of reception facilities for transfer of waste generated on board ships and requested the secretariat to issue an addendum to that publication.

(d) Chart display and information system for inland navigation (Inland ECDIS)

Documentation: TRANS/SC.3/2001/1.

33. The Working Party adopted a resolution No. 48 concerning the Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS) as set out in TRANS/SC.3/2001/1 with the following modification: in the text of the resolution, the third entry "Noting also..." had been deleted.

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

(a) Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI)

Documentation: ECE/TRANS/CMNI/CONF/6; ECE/TRANS/CMNI/CONF/11; TRANS/SC.3/2001/3; TRANS/SC.3/2001/5.

34. The Working Party was informed of the outcome of the signing ceremony of the CMNI Convention of 22 June 2001. It was further informed that the final text of CMNI is available at the UNECE Website http://www.unece.org/trans/conventn/sc3_legalinst.html in all five official languages.

35. It was recalled that, at its forty-fourth session, the Working Party agreed to put in its Programme of Work an additional element "Consideration of additional protocols to the CMNI Convention" with a view to their possible adoption in the form of a resolution of SC.3 or of the Inland Transport Committee (TRANS/SC.3/153, para. 28).

36. Governments were requested to study the text of the two Protocols, as set out in TRANS/SC.3/2001/3, taking into account proposals on its modification appearing in TRANS/SC.3/2001/5, ECE/TRANS/CMNI/CONF/6 and ECE/TRANS/CMNI/CONF/11 and make their written proposals on the text of the Protocols and on the way they should be dealt with to the secretariat not later than 15 June 2002, so that the Working Party could take an appropriate decision in this regard at its forty-sixth session.

- (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.

37. It was recalled that the Working Party, at its forty-fourth session, 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 with regard to the need for the elaboration of a new Pan-European legal instrument (TRANS/SC.3/151, para. 43).

38. The Working Party, having been informed of the current status of CLNI (the Convention still has four Contracting States: Germany, Luxembourg, the Netherlands and Switzerland), agreed to keep the item in its agenda and revert to it at its next session.

39. The representative of Hungary pointed out that the lack of a Pan-European regime of limitation of overall liability of shipowners is damaging to inland navigation, leading to increased insurance premiums and, therefore, to high freight tariffs and that it is in the interests of the industry that the decision to this issue should be found without further delay.

IMPLEMENTATION OF CONVENTIONS AND APPLICATION OF RESOLUTIONS OF THE WORKING PARTY

Documentation: TRANS/SC.3/2001/6; TRANS/SC.3/2001/7.

40. It was recalled that the Inland Transport Committee, at its sixty-third session, reiterated its call to all member Governments to become Contracting Parties to the legal instruments developed under its auspices and to take all necessary measures to implement them. It also requested its Subsidiary Bodies to undertake an assessment of the legal instruments in order to consider updating those which have become obsolete (ECE/TRANS/136, para. 21).

41. The Working Party took note of the status of UNECE instruments concerning inland water transport as indicated in TRANS/SC.3/2001/6. Taking into account the general spirit of the 2001 Rotterdam Declaration and its call for elimination of legislative obstacles which hamper the establishment of a harmonized and competitive Pan-European inland navigation market, the Working Party agreed as follows:

- since the Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterway (CVN), of 1976, as amended by the Protocol of 1978 (documents ECE/TRANS/20 and ECE/TRANS/33) has not yet entered into force and has only one Signatory State and one Contracting Party, the secretariat was requested to prepare a questionnaire and circulate it to Governments concerned with a view to identifying what difficulties might have prevented accession to CVN and what action should be taken in this regard;
- Governments were invited to consider the possibility for their States, if they have not yet done so, to become Contracting Parties to international instruments pertaining to inland navigation, mentioned in TRANS/SC.3/2001/6.

42. The representative of Croatia informed the Working Party that the ratification by the Croatian Parliament of the following conventions and agreements was expected by 2002: Convention relating to the Unification of Certain Rules concerning Collision in Inland Navigation, Convention on the Registration of Inland Navigation Vessels, Convention on the Measurement of Inland Navigation Vessels and Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC). The representative of the Russian Federation said that legal procedures were under way in his country with regard to acceding to the CMNI Convention and to the ADN Agreement.

43. The Working Party considered the situation with regard to the application by Governments of its resolutions on the basis of a consolidated document TRANS/SC.3/2001/7 and invited Governments to accept the resolutions if they have not yet done so and inform the secretariat accordingly.

ASSISTANCE TO COUNTRIES IN TRANSITION

Documentation: TRANS/SC.3/1998/13.

44. The delegation of Slovakia, referring to its earlier offer to host a Workshop on inland navigation matters (TRANS/SC.3/1998/13) and expressing once again its readiness for organizing it if deemed appropriate by the Working Party SC.3, suggested, however, that in view of the outcome of the Rotterdam Conference, there was probably no need for such a Workshop for the time being.

45. The delegation of the Russian Federation offered to organize in May or September 2002 in St. Petersburg a Workshop on practical application of Inland ECDIS on board an inland navigation passenger vessel and have an exchange of views among specialists dealing with this matter. The Working Party thanked the delegation of the Russian Federation for its kind offer and requested the secretariat, in cooperation with the Russian delegation, to undertake the preparation of such a Workshop.

46. It was felt that the title of this item might have become outdated and should be replaced by “Workshops on inland navigation matters”.

DRAFT PROGRAMME OF WORK FOR 2002-2006 AND CALENDAR OF MEETINGS

Documentation: ECE/TRANS/133/Add.1; TRANS/SC.3/2001/2.

47. The Working Party examined the draft Programme of Work for 2002-2006 and a tentative list of meetings for 2002 prepared by the secretariat (TRANS/SC.3/2001/2) and approved it subject to its completion with relevant elements mentioned in the Plan of Action, i.e.:

- “Monitoring the implementation of AGN Agreement and consideration of possible amendments to it;
- Establishment of common principles and technical requirements for a Pan-European River Information Service;
- Promotion of implementation of existing UNECE Conventions pertaining to inland navigation and assessment of the legal instruments concerned in order to consider updating those which have become obsolete”.

OTHER BUSINESS

Election of officers

48. On the proposal of the delegation of Slovakia supported by the delegation of Austria Mr. C. Hofhuizen was elected Chairman and Mr. I. Valkar Vice-Chairman of the Working Party for its forty-sixth and forty-seventh sessions.

ADOPTION OF THE REPORT

49. In accordance with the decision of the Working Party, as set out in paragraph 3 above, the report of the current session was established by the Chairman with the assistance of the secretariat for submission to the Inland Transport Committee.

50. The decisions adopted by the Working Party during the session are contained in the following paragraphs of this report: 3, 4, 5, 6, 7, 8, 9, 10, 13, 14, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 33, 36, 38, 41, 43, 45, 46, 47, 48.

Annex 1

DRAFT PROGRAMME OF WORK FOR 2002-2006

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) **Monitoring the implementation of AGN Agreement and consideration of possible amendments to it;**

Output expected: Preparation of action plans on elimination of concrete bottlenecks and completion of missing links on particular E waterways crossing the territory of more than one State Party to AGN and preparation of proposals on the development of concrete river-sea routes in the context of the AGN Agreement.

Priority: 2

- (b) Revision 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: Preparing every five years a revised version of the blue book.

Priority: 1

- (c) Consideration, jointly with EU, ECMT and international financial institutions concerned, of 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

- (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 map of European Inland Waterways. Priority: 2

ACTIVITIES OF A LIMITED DURATION

- (e) Establishment of an inventory of bottlenecks and 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 the most important projects of international concern. (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

- (f) **Preparation of a study on the establishment of the European recreational navigation network. (2005)**

Output expected: **Drafting a basic document on the possible establishment in Europe of a recreational navigation network through the elaboration of a particular international instrument.** Priority: 3

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: Preparation of a draft resolution of the Inland Transport Committee on the promotion of inland navigation (2002) Priority: 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. 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)] **General revision of the Recommendations with a view to their harmonization on a Pan-European level with due regard, in particular, to the provisions in force within the European Union and river commissions (2005)** 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 **concerning high-speed vessels and navigation in reduced visibility (2004)** 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, with provisions on technical means for the prevention of pollution from vessels (2002); **Amendment of resolution No. 21 on Prevention of Water Pollution by Inland Navigation Vessels (2004); and Consideration of measures aimed at prevention of air pollution from inland navigation vessels. (2005)** **Priority:** 1

- (g) **Promotion of implementation of existing UNECE Conventions pertaining to inland navigation and assessment of the legal instruments concerned in order to consider updating those which have become obsolete.**

Output expected: **Identification of problems which might have made member States refrain from becoming Parties to the Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterway (CVN) and presentation of appropriate recommendations in this regard to the Inland Transport Committee.** **Priority:** 2

ACTIVITIES OF A LIMITED DURATION

- (h) 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. (2004) **Priority:** 3

- [h) Following the work of the Diplomatic Conference organized jointly by CCNR, the Danube Commission and UN/ECE for the 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 finalization and adoption of the Convention and giving it a pan-European dimension. (2000) **Priority:** 1]

- (i) **Consideration of additional Protocols to the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI). (2004)**

Output expected: **Adoption of a resolution with two Protocols annexed to it.** **Priority:** 2

- [(i)](j) 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. (2005)

Output expected: Presentation 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)](k) Elaboration of requirements for anchors to ensure a commonly acceptable level of safety of navigation. [(2001)] **2004**

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)](l) 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 [(2000)] **2003**. Priority: 2

[(l)](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 [(2001)] **(2004) (consideration of the item postponed until 2002)** Priority: 2

[(m)](n) Consideration of minimum manning requirements, working and rest hours of crews of vessels in inland navigation with a view to ensuring safety of navigation **(2003)**. 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]

(o) **Establishment of common principles and technical requirements for a Pan-European River Information Service (2005)**. Priority: 2

Annex 2

TENTATIVE LIST OF MEETINGS FOR 2002

March

- 18 Informal Ad hoc Group of Experts on Amendments of Resolution No. 17,
revised
- 19-21 Working Party on the Standardization of Technical and Safety Requirements in
Inland Navigation (SC.3/WP.3) (twenty-third session)

June

- 5-7 Working Party on the Standardization of Technical and Safety Requirements in
Inland Navigation (SC.3/WP.3) (twenty-fourth session)

October

- 22- 24 Working Party on Inland Water Transport (SC.3) (forty-sixth session)
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