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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Navigation

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

(Twenty-third session, 19-21 March 2002)

**REPORT OF THE WORKING PARTY ON  
ITS TWENTY-THIRD SESSION**

**ATTENDANCE**

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation held its twenty-third session from 19 to 21 March 2002. Representatives of the following countries took part in its work: Austria; Czech Republic; France; Germany; Netherlands; Russian Federation; Slovakia; Switzerland; United States of America and Yugoslavia. A representatives of the following intergovernmental organization attended the session: Danube Commission (CD). The following non-governmental organization was represented: International European Association of Internal Combustion Engine Manufacturers (EUROMOT).

**ADOPTION OF THE AGENDA**

2. The Working Party adopted the provisional agenda prepared by the secretariat (TRANS/SC.3/WP.3/45).

## **ELECTION OF OFFICERS**

3. It was with great regret that the Working Party learnt of the death of Mr. Dmitrii Anissin, who for many years was co-chairing its sessions 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.

4. The co-chairman of the Working Party, Mr. Van Doorn (Netherlands), was asked to be a Chairman for this session.

## **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.3/2002/2; TRANS/SC.3/WP.3/2002/6 and Add.1; TRANS/SC.3/WP.3/2002/7; TRANS/SC.3/WP.3/2002/8; TRANS/SC.3/WP.3/AC.2/2001/1 and TRANS/SC.3/WP.3/AC.2/2002/1 and Add.1.

5. The Working Party took note that the amended chapters 9, 10A, 11 and 12 of the annex were provisionally approved by the Working Party on Inland Water Transport, at its forty-fifth session, as set out in TRANS/SC.3/2000/1/Add.1.

6. The Working Party was informed by the Chairman of the group of volunteers, Mr. W. Zondag (Netherlands) on the work carried out by the group since last year and was further informed that the group of volunteer experts envisaged to hold its next meeting in Antwerp in the week from 25 to 29 March 2002 and would deal with the finalization of chapters 16 (Automation) and 17 (Crew accommodation and working spaces) as well as with pending requests of the Working Party reflected in: TRANS/SC.3/WP.3/39, para. 7 (under chapter 6,(i)); TRANS/SC.3/WP.3/42, paras. 9 (under chapter 10B, (iii) and (iv)), 20, 27 and annex, paragraphs 7, 8 and 9); as well as paras 10(ii), 12(fourth and fifth hyphens) and 28 below.

7. Given the workload of the group of volunteers and difficulties relating to attendance of its meetings by all its member experts, it was felt that the membership of the group should be extended to one or two additional member experts. A delegate of the United Kingdom who recently took part in an EC/CCNR meeting on revision of chapter 15 of RVBR could be invited to take part in the work of the Group of Volunteers. It was believed that, subject to good cooperation within the group of volunteers, its work on revision of all the chapters of the annex to resolution No.17 could be completed by the year 2004.

8. The Working Party took note of the draft amended chapters 7 (Hoisting gear, rigging and equipment) and 14 (Pushers, pushed barges and pushed and towed convoys) of the annex to

resolution No. 17, revised, as prepared by the group of volunteers and appearing in TRANS/SC.3/WP.3/AC.2/2002/1 and Add.1 and was informed of the exchange of views on the above draft amended chapters which had taken place at the meeting of the informal ad hoc group of experts held just prior to this session on 18 March 2002. It was noted in particular that the ad hoc group suggested to modify the text of paragraphs 7-3.1 and 7-3.2 of the draft amended chapter 7 in TRANS/SC.3/WP.3/AC.2/2002/1 to read:

**“7-3.1 - All manned vessels shall be provided with at least the following equipment:**

- **The appliances and devices needed for the emission of visual and acoustic signals and for marking the vessel;**
- **Spare lamps for navigational lights;**
- **A pair of ship's binoculars;**
- **A loud-hailer;**
- **A gangway at least 0.4 m wide and 4 m long, fitted with a hand-rail; the inspection body may permit shorter gangways for small vessels;**
- **A sounding device;**
- **A boathook;**
- **A suitable equipment for stopping minor leaks;**
- **A first-aid kit;**
- **A notice concerning the rescue of men overboard;**
- **Two heaving-lines,**
- **Radio telephone system.**

**7-3.2 - In addition to the requirements of 7-3.1 manned vessels navigating in zone 2 shall be provided with:**

- **A fixed compass.**
- **Availability of nautical charts.**
- **An echo sounder or a sounding lead.”**

9. The Working Party requested the secretariat to circulate the draft amended chapters 7 and 14, as they appear in TRANS/SC.3/WP.3/AC.2/2002/1 and Add.1 to all its member Governments and river commissions for possible comments. Governments and river commissions were invited to consider the above-mentioned draft amended chapters and give their comments and proposals on them, if any, **not later than 1 November 2002**.

10. The Working Party considered the text of new draft amended chapters 11*bis* (movable wheelhouses) and 13 (life-saving appliances) of the annex prepared by the group of volunteers (TRANS/SC.3/WP.3/AC.2/2001/1) in the light of comments and remarks by Governments (TRANS/SC.3/WP.3/2002/6) and decided as follows:

### **Chapter 11*bis***

- (i) In paragraph 11*bis*-1.1 in Russian the end of the first sentence should read: “**...dolzhny byt oborudovany sistemoy avarijnogo ikh opuskanija.**”. The last phrase of this paragraph in Russian should read: “**Dolzhna byt obespechena vozmozhnost bezopasnogo pokidanija rulevoj rubki vo vsekx ee polozenijakh**”;
- (ii) The text of the paragraph 11*bis*-3.3 should be modified to read:

**“11 *bis*-3.3 The hoisting mechanism shall enable the wheelhouse to stop and remain in any position.**

**On board ships intended for zones 1 and 2 the [Competent Authorities] may require that it shall be possible to fix the wheelhouse in different positions. A possibility for immediate release of the fixing arrangements should be ensured under all operational conditions inclusive of a total power failure.”**

The group of volunteers was requested to consider the possible revision of the definition of the terms “Administration” used in the draft amended chapters, together with the terms “**Competent Authorities**” or “Administration of the river basin”, “Recognized classification society”, etc. with a view to reducing the number of terms referring to the functions and responsibilities of the State Administration and other bodies to which the State may wish to delegate those functions and responsibilities. In so doing, the group of volunteers was requested to take into account the experience of IMO and other relevant international bodies.

- (iii) The text of the chapter 11*bis* “Movable wheelhouses” was approved, subject to modifications and remarks mentioned in subparagraphs (i) and (ii) above.

## Chapter 13

- (iv) In paragraph 13-1.4 and elsewhere in the text of this chapter in Russian the term “ship’s boat” should be read as “**sudovaja shliupka**”. Throughout the text of the chapter in English the term “craft” should be replaced by “**vessel**” or “**vessels**”;
- (v) The following subparagraph (vii) should be added to paragraph 13-2.1.1: “**be checked in accordance with manufacturer’s instructions.**”;
- (vi) In paragraph 13-2.1.2 in Russian the crossed out words “**spasatelinye sredstva**” should be restored;
- (vii) In paragraph 13-2.2.3 the words “**or lifebelts**” should be deleted;
- (viii) In paragraph 13-2.3.5(iv) in Russian the term “**ispolizovanija**” should be replaced by “**ekspluatatsii**”;
- (ix) The text of paragraph 13-2.4.2(vi) should read: “**they shall be adequately stable. This shall be considered adequate if there is a residual freeboard of at least 10 cm when two persons of roughly 75 kg each are on one side as close as possible to the gunwale;**”
- (x) In paragraph 13-4.4 the words “**secured on deck**” should be replaced by “**located on deck**”;
- (xi) A new paragraph 13-4.5 should be added as follows: “**Where necessary, equipment should be provided to pull launchable collective life-saving appliances towards the side of the vessel and restrain them in that position to facilitate safe embarkation.**”
- (xii) Paragraph 13-6.1(i) was modified to read: “**self-propelled vessels and manned barges exceeding 150 t dwt**”;
- (xiii) In paragraph 13-6.1 (iii) in Russian the word “**krony**” should read as “**kranjy**”.
- (xiv) The text of chapter 13 “**Life-saving appliances**” was approved, subject to the modifications mentioned in subparagraphs (iv) – (xvi) above.

11. The secretariat was requested to transmit the text of amendment chapters 11*bis* and 13, as reflected in TRANS/SC.3/WP.3/AC.2/2001/1 and amended above, to the Working Party on Inland Water Transport for consideration and provisional approval.

12. The Working Party took note of proposals by Belarus and Ukraine (TRANS/SC.3/WP.3/2002/6/Add.1) on possible additional amendments of already amended chapters 3 (freeboard and safety distance), 4 (stability and subdivision), 6 (electrical installations) and 12 (fire protection) of the annex to resolution No.17, revised, as set out in TRANS/SC.3/2000/1 and Add.1 and agreed as follows:

- Proposal of Belarus in para. 1 of TRANS/SC.3/WP.3/2002/6/Add.1 was rejected;
- Proposal of Belarus in para. 2 concerning the improvement of Russian text of paragraph 1.4.7 of the appendix to Chapter 4 was accepted as follows:

**“Dopustimyj uhol krena**

**1<sub>perm</sub> – uhol krena, ?????ryj ne dolzhen byt prevyshen i kotoryj dolzhen byt prepisan kompetentnym organom... “;**

- Proposal of Belarus in para. 3 concerning the improvement of Russian text was accepted;
- Although the proposals of Ukraine concerning the restructuring of provisions on fire protection in articles 12 (fire protection) and 15 (special provisions for passenger vessels) seemed to be logical and based on the structure of relevant SOLAS provisions, it was felt that this restructuring work might require too much time and effort. Furthermore, the proposal of Ukraine to include in the annex special provisions for tankers would intervene with the ADN Agreement which contains in its annex B.2 detailed fire protection provisions. It was agreed, therefore, to ask the group of volunteers to study the proposal of Ukraine regarding possible restructuring of chapters 12 and 15 and report to the Working Party whether and when, if at all, this work should be undertaken. The group of volunteers might also consider the proposals of Ukraine on editorial improvement of the text of chapters 12 and 15, as set out in TRANS/SC.3/WP.3/2002/6/Add.1, in the course of its work on amendment of the annex.
- It was also felt that the group of volunteers should study the text of a revised article 10.02 (Portable fire-extinguishers) of the Regulations on Inspection of Rhine Vessels (RVBR) in TRANS/SC.3/WP.3/2002/7 and consider if some amendments should not as a result be made to the amended chapter 12 of the annex. In the course of this study, the group could also take into account the existence in inland navigation of any other new fire-extinguishing agents in addition to those mentioned in the above RVBR article 10.02.

13. It was recalled that, at its twenty-first session, the Working Party took note of the new annex I to RVBR on safety signs on board vessels (TRANS/SC.3/WP.3/2001/5) and asked Governments and river commissions to study the document received from CCNR and comment on it with a view to possible incorporation of relevant safety signs and signals in the annex of resolution No. 17, revised (TRANS/SC.3/WP.3/42, para. 10).

14. The Working Party had had an exchange of views on this item taking into account the views of Governments in TRANS/SC.3/WP.3/2002/8 and requested the secretariat to obtain copies of relevant ISO, EU and IMO documents containing safety symbols and make them available for consideration by the Working Party, at its twenty-fifth session.

## **HARMONIZATION OF THE REQUIREMENTS CONCERNING ANCHORS FOR INLAND NAVIGATION VESSELS**

Documentation: TRANS/SC.3/WP.3/1999/3 and Add.1; TRANS/SC.3/WP.3/2000/6 and Add.1-2; TRANS/SC.3/WP.3/2001/10 and Add.1; TRANS/SC.3/WP.3/2002/9; TRANS/SC.3/104/Add.3.

15. It was recalled that, at its seventeenth session, the Working Party agreed to collect information on actual anchor requirements for vessels other than self-propelled cargo vessels and, on the basis of this information and using also relevant CCNR and draft EC provisions, to try to develop, with the help of a volunteer delegation, minimum pan-European anchor requirements for the following types of vessels: (i) passenger vessels; (ii) pushers; (iii) self-propelled pusher vessels; and (iv) pushed barges (TRANS/SC.3/WP.3/35, paras. 13 and 14). At its twenty-first session, the Working Party took note of the considerations of the Ukrainian delegation and of the Chairman on the general concept for the anchor equipment requirements for the types of vessels other than self-propelled cargo vessels (TRANS/SC.3/WP.3/2001/10 and Add.1) and asked Governments and river commissions to express their views on whether this document might serve as a basis for further work on this item (TRANS/SC.3/WP.3/42, para. 11).

16. The Working Party noted that six Governments had transmitted their table data on anchor equipment and two of them felt that the conceptual proposals in TRANS/SC.3/WP.3/2001/10 and Add.1 could serve as a basis for further work on this item (see TRANS/SC.3/WP.3/2000/6 and Add.1-2 and TRANS/SC.3/WP.3/2002/9). Governments which had not yet done so, were invited to complete the tables set out in annex 2 to TRANS/SC.3/WP.3/35, reflecting the existing national requirements in their countries as far as the equipment of the four types of inland navigation vessels was concerned and transmit them to the secretariat **before 1 November 2002**. The delegation of the Russian Federation agreed to try to analyse the table data from Governments and draft a proposal for consideration by the Working Party, at its twenty-fifth session.

## **REQUIREMENTS FOR TECHNICAL MEANS FOR PREVENTION OF POLLUTION FROM VESSELS**

Documentation: TRANS/SC.3/2000/2; TRANS/SC.3/WP.3/2001/3; TRANS/SC.3/2002/10.

17. It was recalled that, at its twenty-first session, the Working Party had a detailed exchange of views on the text of draft chapter 18 of the annex to resolution No. 17, revised, "Prevention of water pollution" as reflected in TRANS/SC.3/2000/2, made a number of amendments to the text of the draft but was not able to come to a common position on the proposal of Germany regarding paragraph 18-4.1 of the draft chapter, as set out in TRANS/SC.3/WP.3/2001/3.

Governments and river commissions were invited to submit their proposals on the text of paragraph 18-4.1, using, if necessary, a basin-dependant approach (TRANS/SC.3/WP.3/42, paras. 14-15).

18. The Working Party took note of the views of Governments and river commissions as reflected in TRANS/SC.3/WP.3/2002/10 and agreed that as a matter of compromise the text of paragraph 18-4.1 should be redrafted as follows:

**“18-4-1 - Crewed and passenger vessels having 10 or more people on board shall be equipped with:**

- (i) a built-in domestic waste-water collecting tank;**
- (ii) a system for delivering domestic waste water to reception facilities; and**
- (iii) standard assemblies for delivery of domestic waste water to reception facilities;**

**or, alternatively, with a domestic waste water treatment plant according to paragraph 18-5 below.**

**Administration may apply requirements different from those in 18-4.1 with regard to equipment of vessels navigating within its inland waterways.”**

19. The secretariat was requested to amend the text of the draft resolution as set out in TRANS/SC.3/2000/2 and modified in para. 17 above and in TRANS/SC.3/WP.3/42, para. 14 (i) and (ii) and transmit it for further consideration and adoption by the Working Party on Inland Water Transport.

## **MANOEUVRABILITY REQUIREMENTS FOR INLAND NAVIGATION VESSELS**

Documentation: TRANS/SC.3/WP.3/R.60/Rev.1; TRANS/SC.3/WP.3/2000/1; TRANS/SC.3/WP.3/2001/7; TRANS/SC.3/WP.3/2002/5 and Add.1 and TRANS/SC.3/WP.3/AC.2/2000/2.

20. At its nineteenth session, the Working Party took note of the draft chapter X prepared by the group of volunteers and approved by the Ad hoc group (TRANS/SC.3/WP.3/AC.2/2000/2) and felt that the chapter had been drafted in accordance with its own instructions, i.e. as a set of general trunk rules in line with the provisions of the draft EC Directive and RVBR and that it was to be completed with appendices reflecting concrete basin-dependant manoeuvrability test procedures/criteria to ensure the compliance of vessels with the framework rules of the chapter.



The Working Party asked Governments and river commissions to submit their proposals in this regard (TRANS/SC.3/WP.3/39, para. 18).

21. The Working Party agreed to modify sections X-1, X-7.1, X-8.1 and X-9 of the draft chapter X in TRANS/SC.3/WP.3/AC.2/2000/2 to read:

**“X-1 GENERAL**

Vessels and convoys shall display adequate navigability and manoeuvrability **to the satisfaction of the competent authorities.**

Powered vessels and convoys shall meet the requirements set out in paragraphs X-2 - X-10.

X-7.1 Vessels and convoys shall be able to stop in good time and within the limits of the minimum required distance while remaining adequately manoeuvrable **to the satisfaction of the competent authorities.**

X-8.1 Vessels and convoys are to have sufficient capacity for going astern **to the satisfaction of the competent authorities**, which has to be checked during the tests.

**X-9 CAPACITY FOR CHANGING COURSE**

Vessels and convoys shall be able to change course in good time **to the satisfaction of the competent authorities.** That capacity shall be proven by means of manoeuvres carried out within a test area as referred to in paragraph X-3”.

22. Taking into account the modifications made by CCNR to chapter 5 of RVBR “Manoeuvrability” with regard to high-speed vessels (TRANS/SC.3/WP.3/2002/5), it was agreed that in sections X-2.1 and X-6 the word “speed” should be followed by “**(forward)**”. A new paragraph X-6.3 should be included reading:

**“X-6.3 The [inspection body] shall check whether the vessel sailing light has the capacity to exceed a speed of 40 km/h relative to the water. If so, the following particular shall be entered in the ship’s certificate: “The vessel has the capacity to exceed a speed of 40 km/h relative to the water”.**

23. The secretariat was requested with the help of the Chair, to prepare for the twenty-fifth session of the Working Party a revised version of the draft chapter X as amended in para. 20 above and, using the documentation transmitted by Governments and river commissions on this item as

well as the draft provisions agreed earlier by the Working Party in TRANS/SC.3/WP.3/R.60/Rev.1, to try to formulate an appendix to chapter X, referring to particular manoeuvrability test procedures/criteria applied in different river basins. The Working Party would come back to this item at its twenty-fifth session.

## **MINIMUM MANNING REQUIREMENTS AND WORKING AND REST HOURS OF CREWS OF VESSELS IN INLAND NAVIGATION**

Documentation: TRANS/SC.3/WP.3/2002/1; TRANS/SC.3/WP.3/2002/4 and Add.1-2.

24. The Working Party continued consideration of the text of the draft recommendations on minimum manning requirements (TRANS/SC.3/WP.3/2002/1) in the light of proposals by Governments and river commissions (TRANS/SC.3/WP.3/2002/4 and Add.1-2) and agreed as follows:

### **Article 1**

(i) The text of paragraph 4 should be redrafted to read:

“4. Every self-propelled vessel should include in its ship's certificate an indication of the minimum size of crew necessary to ensure the safe operation of the vessel for each of the modes of operation mentioned in article 5 below **unless the competent authority decides otherwise with regard to vessels navigating on its inland waterways.**”

### **Article 2**

(ii) The term “chef de bord” in the text in French was replaced by “**conducteur**”.

(iii) It was felt that the draft recommendations should contain, or refer to, minimum qualification requirements for each crew member mentioned in paragraph 1. To this end, the Working Party asked Governments to transmit to the secretariat **before 1 November 2002** their written proposals on possible formulation of these qualification requirements taking into account, in particular, relevant provisions of chapter 23 of RVBR as set out in TRANS/SC.3/WP.3/2002/4.

### **Article 4**

(iii) The first entry of paragraph 1 should be redrafted to read: “1. Every member of the minimum crew shall have a personal service record conforming to the model reproduced in the annex to these Recommendations. [**All the essential information required in the service**

**record should be printed as a minimum, in the official language of the country concerned and either in French or in German].** On enlistment, the service record shall ...” the rest of the text unchanged. In paragraph 6 the words “**or international**” were put in square brackets with a view to their possible deletion as suggested by the Russian Federation;

#### Article 5

(iv) The text of footnote 3 should be modified to read: “Daytime navigation may be extended to a maximum of 16 hours, not more than once a week, if the vessel is equipped with a tachograph approved by the Administration and in proper working order, and if the members of the [minimum crew include **one** holder of the boatmaster’s licence **and a leading crewman**]” as suggested by the Netherlands.

#### Article 6

(v) The text of the third entry of paragraph 1 was modified to read:

**“[In operating mode B, all crew members shall have 12 hours' rest time per 24-hour period including at least two 6-hour periods of uninterrupted rest.]”**<sup>1/</sup>

#### Article 7

(vi) In accordance with the proposal of Germany the last sentence of paragraph 1(d) should become paragraph 2 and read as follows:

**“[2. In all cases of change of operating mode the shipowner shall amend the crew manning table in line with the minimum requirements governing crew composition and bring the crew up to strength in accordance with the new manning table prior to changing the operating mode.]”**

#### Article 8

(vii) The second entry of paragraph 1 should be modified to read:

“The beginning and end of rest periods shall be entered each day during the voyage”.

#### Article 9

(viii) The secretariat was requested to suggest relevant paragraphs of the annex to resolution No.17, revised, to be referred to in paragraph 1(m).

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<sup>1/</sup> The competent authorities may prescribe that in operating mode B, all crew members shall have 24 hours' rest time per 48-hour period including at least a 6-hour period of uninterrupted rest.”

### **Article 10**

(ix) The title of the article should read: “**Minimum crew for self-propelled cargo vessels [and pushers]**” and in the second line of the table the length of the vessel should read “ $70 < L \leq 86$ ” as suggested by Germany.

### **Article 13**

(x) The words “in respect of [one or two] shipwide operating devices and systems” should be deleted.

### **Article 14**

(xi) Paragraph 2 should be deleted and paragraph 1 should not be numbered.

### **Annex**

(xii) Throughout the text of the annex all references to the Rhine, Rhine licence and Rhine Regulations should be deleted and/or replaced where appropriate by reference to relevant UNECE recommendations. In tables on sailing time columns F and G should also be deleted as well as their definition in paragraph 3.3.

25. The Working Party requested the secretariat to issue the text of the draft recommendations on minimum manning requirements, as modified above, and invited Governments and river commissions to submit their comments and proposals on the text by **1 November 2002**, giving particular attention to the text left in square brackets.

## **CONSIDERATION OF MEASURES AIMED AT PREVENTION OF AIR POLLUTION FROM INLAND NAVIGATION VESSELS**

Documentation: TRANS/SC.3/WP.3/2001/9; TRANS/SC.3/WP.3/2001/2; TRANS/SC.3/2002/3; TRANS/SC.3/WP.3/2002/11 and Add.1.

26. The Working Party had a detailed exchange of views on this item taking into account the information received from Governments and EUROMOT (TRANS/SC.3/WP.3/2002/11 and Add.1). Having been informed that similar work was under way within a Group of experts of the European Commission, the Working Party invited Governments, River Commissions and the group of volunteers to study the documentation available on this item including in particular the paper presented by EUROMOT and to submit their written proposals regarding a possible way to proceed with formulation of all-European recommendations on prevention of air pollution from

inland navigation vessels with due regard to the progress and outcome, if any by then, of the work within the European Commission.

## **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**

Documentation: TRANS/SC.3/WP.3/2002/2; TRANS/SC.3/WP.3/2002/12; TRANS/SC.3/WP.3/2000/11 and Add.1; TRANS/SC.3/WP.3/1999/19.

27. It was recalled that the Working Party, at its twenty-first session, agreed to ask the group of volunteers to consider possible incorporation in the text of the annex to resolution No.17, revised (possibly under chapter 10B “wheelhouse”) of provisions concerning technical requirements for radar installations and rate-of-turn indicators taking into account the proposal of the Russian Federation (TRANS/SC.3/WP.3/1999/19) and relevant requirements in force within CCNR and the Danube Commission and make those provisions available to the Working Party by its twenty-third session (TRANS/SC.3/WP.3/42, paras. 26-27).

28. Given the very busy schedule of work of the group of volunteers, the Working Party asked the secretariat to prepare for its twenty-fifth session a discussion paper based on the draft amended chapter 10B and supplemented with radar and rate-of-turn indicators’ provisions as suggested by Ukraine in TRANS/SC.3/WP.3/2002/4/Add.1 with due regard to the proposal of the Russian Federation. The Working Party would come back to consideration of this discussion paper at its twenty-fifth session.

## **OTHER BUSINESS**

### **(a) Distribution of documents**

29. It was recalled that SC.3 and SC.3/WP.3 websites had been made available on the Internet and could be consulted under: <http://www.unece.org/trans/main/sc3/>. The websites 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/WP.3 sessions, delegates were invited, wherever possible, to duplicate the submission by mail (fax) of their proposals for SC.3/WP.3 sessions by E-mail: [viatcheslav.novikov@unece.org](mailto:viatcheslav.novikov@unece.org).

(b) Dates of the next sessions

30. The twenty-fourth and twenty-fifth sessions of the Working Party are scheduled to take place on 5-7 June 2002 and on 19-21 March 2003.

**ADOPTION OF THE REPORT**

31. In accordance with established practice, the Working Party adopted the report of its twenty-third session on the basis of the draft prepared by the secretariat.

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