



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.3/WP.3/51
27 March 2003

Original : English

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Working Party on the Standardization of
Technical and Safety Requirements in Inland Navigation
(Twenty-fifth session, 19-21 March 2003)

REPORT OF THE WORKING PARTY ON ITS TWENTY-FIFTH SESSION

ATTENDANCE

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation held its twenty-fifth session from 19 to 21 March 2003. Representatives of the following countries took part in its work: Austria; Bulgaria; Czech Republic; Germany; Hungary; Netherlands; Russian Federation; Slovakia; Switzerland; Turkey. The European Commission (EC) was also represented. Representatives of the following intergovernmental organizations attended the session: Central Commission for the Navigation of the Rhine (CCNR) and the Danube Commission (CD). The following non-governmental organizations were represented: International European Association of Internal Combustion Engine Manufacturers (EUROMOT); International Organization for Standardization (ISO).

ADOPTION OF THE AGENDA

2. The Working Party adopted the provisional agenda prepared by the secretariat (TRANS/SC.3/WP.3/49).

ELECTION OF OFFICERS

3. Mr. V. Vorontsov (Russian Federation) was elected Chairman of the 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.1-2; TRANS/SC.3/WP.3/2003/4 and Add.1; TRANS/SC.3/WP.3/2003/6; TRANS/SC.3/WP.3/2003/7; TRANS/SC.3/WP.3/2002/8; TRANS/SC.3/WP.3/2001/5; TRANS/SC.3/WP.3/AC.2/2003/1 and Add.1; TRANS/SC.3/WP.3/AC.2/2002/1 and Add.1; Informal Documents Nos. 2, 5 and 5(a).

4. The Working Party took note that the amended chapters 11**bis** "Movable wheelhouses" and 13 "Life-saving appliances" of the annex were provisionally approved by the Working Party on Inland Water Transport, at its forty-sixth session, as set out in TRANS/SC.3/2000/1/Add.2 (TRANS/SC.3/158, para. 27).

5. 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 briefed on the forthcoming activities of the group. It was hoped that the work on amendment of the few remaining chapters of the annex (chapter 1**bis** "Procedures and Rules for the Inspection of Inland Navigation Vessels", chapter 15 "Special provisions for passenger vessels", chapter 18 "Prevention of water pollution" as well as drafting a new chapter on air pollution prevention) would be completed by the end of 2003. It would be necessary then to attend to the question of an overall structure of the future amended annex and carefully check the cross-references used in the text of different amended chapters.

6. The Working Party took note of the draft amended chapters 16 "Automation", 17 "Crew Accommodation" and Z (a part of the former chapter 17) "Working Spaces" of the annex to resolution No. 17, revised, as prepared by the group of volunteers and appearing in TRANS/SC.3/WP.3/AC.2/2003/1 and Add.1 and requested the secretariat to circulate them 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 2003**.

7. The Working Party considered the text of new 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 in the light of comments and remarks by the ad hoc group and Governments (TRANS/SC.3/WP.3/47, para. 8 and TRANS/SC.3/WP.3/2003/6) and decided that paragraphs 7-3.1 and 7-3-2 should be redrafted 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 the navigation lights or an emergency power source for the navigation 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 miner 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.”**

8. The secretariat was requested to transmit the text of amended chapters 7 "Hoisting gear, rigging and equipment" and 14 "Pushers, pushed barges and pushed and towed convoys", as reflected in TRANS/SC.3/WP.3/AC.2/2002/1 and Add.1 and amended above, to the Working Party on Inland Water Transport for consideration and provisional approval.

9. Being informed that the secretariat had received from the Danube Commission additional proposals by the Government of Ukraine concerning the texts of chapters 2, 3, 5, 6, 9, 10A and 11 provisionally approved already by the Working Party SC.3, the Working Party took note of the synopsis of the Ukrainian proposals prepared by the secretariat (TRANS/SC.3/WP.3/2003/7) and agreed as follows:

- (i) the proposed modifications to the text of the amended chapters identified in TRANS/SC.3/WP.3/2003/7, being of purely an editorial nature (misprints or wrong translations), should be consolidated and issued by the secretariat as a corrigendum to documents TRANS/SC.3/2000/1 and Adds.1-2;
- (ii) the proposed modifications marked in TRANS/SC.3/WP.3/2003/7 **"for the attention of the group of volunteers"** should be studied by the group of volunteers in the course of

finalizing the whole text of the amended annex to resolution No. 17, revised, and brought to the attention of this Working Party before their possible inclusion in the final text of the annex.

10. The representative of the Danube Commission informed the Working Party that the sixtieth session of his organization had agreed to proceed with updating its Recommendations on Technical Requirements for Inland Navigation Vessels with due regard to the amended chapters of the annex to resolution No. 17, revised. At its December 2002 Meeting of DC Experts on Technical Questions, it was noted in particular that the texts of amended chapters 2-6, 9, 10A, 11 and 12 had been elaborated with the participation of countries members of both River Commissions, that these amended chapters were to a great extent harmonized with the draft amended Directive 82/714/EC and that therefore the DC Recommendations should be brought in line with them.

11. It was recalled that, at its twenty-third session, the Working Party had an exchange of views on the new annex I to RVBR on safety signs on board vessels (TRANS/SC.3/WP.3/2001/5), taking into account the views of Governments in TRANS/SC.3/WP.3/2002/8, and requested the secretariat to obtain copies of the relevant ISO, EU and IMO documents containing safety symbols and make them available for consideration by the Working Party (TRANS/SC.3/WP.3/47, para. 14). The Working Party took note of the two resolutions of IMO (A.654(16) and A.760(18)) as well as the ISO standards 3864-1, 3864-2, 6309 and 17631 on safety symbols. After an exchange of views, the Working Party decided to request the secretariat to prepare, for its twenty-seventh session, a draft resolution introducing into the annex to resolution No. 17, revised, the Safety signs and signals appearing in TRANS/SC.3/WP.3/2001/5, completed with a provision allowing Administrations to use on board vessels additional graphical safety signs and signals which should as much as possible comply with the symbols recommended in relevant IMO resolutions and ISO standards.

12. The Working Party took note of the draft article 22 ter of the Regulations for the Inspection of the Rhine Vessels (RVBR) "Special provisions for high-speed craft" received from the CCNR (TRANS/SC.3/WP.3/2003/4) and found it appropriate that similar or identical provisions should find their place in the amended annex to resolution No.17, revised. Governments and river commissions were invited to comment on the content of the CCNR document and make their remarks and proposals available to the secretariat **by 1 November 2003**. It was agreed to revert to this item at the twenty-seventh session of the Working Party and, depending on the reaction from Governments, to decide on the way to proceed with the amendment of the annex, possibly, with the help of the group of volunteers.

13. The attention of the Working Party was also drawn to the fact that the CCNR had decided to regulate both in RVBR and in the Police Regulations for the Rhine Navigation (RPNR) the application on the Rhine of the Inland ECDIS Standard, in particular in "Navigation Mode". The

Working Party took note of the text of amendments to articles 1.01 “Definitions” and 7.06 “Wheelhouse” of the RVBR adopted by CCNR and appearing in TRANS/SC.3/WP.3/2003/4/Add.1 and asked Governments and river commissions to comment on the content of the CCNR document, keeping in mind the adoption in 2001 by the Working Party on Inland Water Transport of resolution No. 48 on the Inland ECDIS Standard as set out in TRANS/SC.3/156. It was understood that relevant CCNR amendments to RPNR would be circulated likewise and considered by the Working Party at its twenty-sixth session in June 2003 with regard to possible amendments of CEVNI.

HARMONIZATION OF THE REQUIREMENTS CONCERNING ANCHORS FOR INLAND NAVIGATION VESSELS

Documentation: TRANS/SC.3/ WP.3/2003/5; TRANS/SC.3/WP.3/2002/9; TRANS/SC.3/WP.3/2001/10 and Add.1; TRANS/SC.3/WP.3/2000/6 and Add.1-3; TRANS/SC.3/WP.3/1999/3 and Add.1-2.

14. At the twenty-third session of the Working Party, the delegation of the Russian Federation offered to try to draft a proposal for consideration by the Working Party with regard to anchor equipment of vessels (TRANS/SC.3/WP.3/47, para. 16). The Working Party took note of the proposal of the Russian Federation (TRANS/SC.3/WP.3/2003/5) and congratulated the Russian delegation with the comprehensive analysis reflecting in simple terms the substance of the issue. The delegation of Slovakia, while praising the efforts of the Russian experts, expressed its concern, however, whether the need for equipment of vessels with stern anchor on some inland waterways with heavy traffic was taken into account sufficiently in the paper. The representative of the Netherlands found the idea of having one and the same formula for calculating the mass of anchors for all river basins very attractive. He was not sure, however, if the formula in para. 14 of TRANS/SC.3/WP.3/2003/5 took fully into account the influence of the river current.

15. The Working Party invited Governments and river commissions to study the proposal of the Russian Federation and transmit their views on it to the secretariat **by 1 November 2003**.

REQUIREMENTS FOR PREVENTION OF POLLUTION FROM VESSELS

Documentation: TRANS/SC.3/104/Add.5; TRANS/SC.3/2002/8.

16. The Working Party noted that the Working Party on Inland Water Transport, at its forty-sixth session, had adopted resolution No. 50 on Technical Requirements for the Prevention of Pollution from vessels (TRANS/SC.3/104/Add.5) finalized on its request by the Working Party SC.3/WP.3. It was felt that the text of the new chapter 18 introduced in the annex by the above resolution might serve as an acceptable Europe-wide core rule but might need some additional refining by the group of volunteers with a view to the attenuation of situations existing in different river basins. As to the text of the draft revised resolution No. 21 concerning general provisions on the prevention of water pollution (TRANS/SC.3/2002/8) prepared by the

delegation of Hungary for the Working Party SC.3, with due regard to the text of the CCNR Convention on Collection, Retention and Disposal of Waste Generated during Navigation on the Rhine and Other Inland Waterways, of 1996, the Working Party felt that, at a first glance, its annex III was duplicating to some extent the provisions of the newly adopted resolution No. 50. Governments and river commissions were requested to study the proposal of Hungary and transmit to the secretariat **by 1 June 2003** their written comments so that the Working Party SC.3 could revert to the consideration of the draft revised resolution No. 21 at its forthcoming forty-seventh session.

MANOEUVRABILITY REQUIREMENTS FOR INLAND NAVIGATION VESSELS

Documentation: TRANS/SC.3/WP.3/2003/2; TRANS/SC.3/WP.3/2002/5 and Add.1; TRANS/SC.3/WP.3/R.99/Add.1; TRANS/SC.3/WP.3/R.64 and Corrs.1-2; TRANS/SC.3/WP.3/R.60/Rev.1.

17. It was recalled that, at the twenty-third session of the Working Party, the secretariat was requested, with the help of the Chairman, to prepare a revised version of the draft chapter X as amended at that session 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 (TRANS/SC.3/WP.3/47, para. 23).

18. The Working Party praised the draft prepared by the secretariat in TRANS/SC.3/WP.3/2003/2. It was felt, however, that it should be further looked at by the group of volunteers with a view to better reflecting the concrete manoeuvrability criteria applied in different river basins. The Working Party would revert to this item at its twenty-seventh session, hoping to have by then the findings of the group of volunteers.

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

Documentation: TRANS/SC.3/WP.3/2003/1 and Add.1; TRANS/SC.3/WP.3/2003/8 and Add.1; TRANS/SC.3/WP.3/2002/4; Informal Documents Nos. 1 and 4.

19. The Working Party had a general exchange of views on the text of the draft recommendations on minimum manning requirements (TRANS/SC.3/WP.3/2003/1) resulting out of its previous efforts to arrive at a set of harmonized Pan-European provisions on this item. It was felt that, although the current text of the draft recommendations in TRANS/SC.3/WP.3/2003/1 was still far from representing a consensus on this delicate and at the same time important safety-related issue, it could continue to serve as a basis for further discussion. It was pointed out in particular that the draft UNECE recommendations on minimum manning and working and rest hours should take into account the provisions of the UNECE resolution No.31 as well as the EC Directive 96/50/EC on boatmasters' licences.

20. The Working Party considered the text contained in TRANS/SC.3/WP.3/2003/1 and decided as follows:

Article 1

(i) The text of paragraph 3 should be redrafted to read:

“3. The minimum crew prescribed for the operating modes shall be on board the vessel at all times when it is under way. No departure shall be permitted without the prescribed minimum crew.”

(ii) The text of paragraph 4 should be deleted.

Article 2

(iii) The text of this article should be replaced with the one contained in TRANS/SC.3/WP.3/2003/1/Add.1 with the modifications below;

(iv) Paragraph 1 should be modified to read:

"1. The minimum crew of a vessel, ensuring the safety of its operation may consist of the following crew members:

- (i) Boatmasters;
- (ii) Helmsmen;
- (iii) Able crewmen;
- (iv) Ordinary crewmen;
- (v) Apprentices;
- (vi) Deck-hands;
- (vii) Engineers;
- (viii) Electrician-engineers;
- (ix) Engine-minders;
- (x) Radio operators ^{1/}

(v) The part of the text of paragraph 2.1 in bold characters should be deleted;

(vi) The word "or" should be added at the end of subparagraph 2.2(a) followed with a new subparagraph (b) reading:

"[(b) must have successfully completed training provided the training includes experience in inland navigation as a helmsman-apprentice or as a crewman for a period determined by the competent authority.]"

^{1/} In accordance with the national rules of the Russian Federation and Ukraine only.

- (vii) The words "deck boy" should be deleted from the text of paragraph 2.5;
- (viii) In paragraph 2.7(a) in Russian the end of the phrase should read: "...po sudovym dvigateliam i mekhanizmam";
- (ix) A new section 2.8 should be added as follows: "2.8 Electrician-engineer: " with a footnote "The qualifications for the position of electrician-engineer should be formulated by interested delegations.";
- (x) Paragraph 2.8 should be renumbered as 2.9 and modified to read:

"2.9 Engine-minder:

must be not less than 17 years of age and either

- (a) be an ordinary crewman and
 - have passed an engine-minder's examination recognized by the competent authority,
- or
- (b) have had not less than one year's experience on board a motorized inland navigation vessel as ordinary crewman and have a basic knowledge of engines."

Article 3

- (xi) Paragraph 3(1) should be modified to read:

"1. Physical fitness for the job shall be certified by a medical certificate issued on first enlistment as a crew member by a doctor designated by the competent authority [qualified medical practitioner].";
- (xii) A footnote should be made to paragraph 3(2) reading: "Competent authority may prescribe additional requirements with regard to physical fitness."

Article 4

- (xiii) Square brackets in paragraph 4(1) were deleted;

Article 5

- (xiv) A footnote 2 to article 5 was deleted;

Article 6

(xv) The third indent in paragraph 6(1) was modified to read:

"In operating mode B, all crew members shall have 24 hours' rest time per 48-hour period including at least two 6-hour periods of uninterrupted rest.";

Article 7

(xvi) Square brackets in paragraph 7(2) were deleted;

Article 9

(xvii) In article 9 the secretariat was requested to check and bring in line the terminology used for describing "wheelhouse" and/or "vessel's steering position" in all three languages;

Article 10, 11 and 12

(xviii) Square brackets should be deleted in the title of article 10;

(xix) The secretariat was requested to redo the tables in articles 10, 11 and 12 with due regard to the categories of crew members agreed in article 1.

21. 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 2003**, giving particular attention to the text left in square brackets. It was agreed to come back to this issue at the twenty-seventh session of the Working Party with due regard to the proposals and comments by Governments and the new CCNR provisions appearing in TRANS/SC.3/WP.3/2002/4.

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

Documentation: TRANS/SC.3/WP.3/2003/9; TRANS/SC.3/WP.3/2002/3; TRANS/SC.3/WP.3/2002/11 and Add.1; TRANS/SC.3/WP.3/2001/2; TRANS/SC.3/WP.3/2001/9; Informal Document No. 3.

22. At its twenty-third session, the Working Party had an exchange of views on this item taking into account the documentation received from Governments, CCNR and EUROMOT (TRANS/SC.3/WP.3/2001/2; TRANS/SC.3/WP.3/2001/9; TRANS/SC.3/WP.3/2002/3; 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 proposals regarding a possible way to proceed with the 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 (TRANS/SC.3/WP.3/47, para. 26).

23. The representative of the European Commission presented the Commission's Proposal for a Directive of the European Parliament and of the Council (Informal Document No. 3) amending Directive 97/68/EC on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery. She said that the intention of the Proposal COM(2002)765 was to harmonize emission standards and type approval procedures for engines placed on the market and intended to be installed in non-road mobile machinery, including, for the first time; inland navigation vessels. The main rationale behind the Proposal was to reduce the environmental impact of inland shipping, and to ensure a single market for marine engines in the enlarged European Union. She said, that a further significant benefit of the Commission Proposal was that it was in line with United States' emission standards – an important advantage given the small global market for these engines. The representative of the European Commission concluded by calling for the Commission Proposal to be considered as a basis for specific UNECE Recommendations on Technical Requirements for Inland Navigation Vessels, and/or UNECE Regulations to promote global harmonization.

24. The representative of EUROMOT pointed out that the engine manufacturers associated in EUROMOT supported the European Commission's proposal COM(2002)765, which includes emission control standards for inland marine propulsion engines. The concept of the Proposal, he said, was technically adequate to the design requirements and characteristics of marine engines. It further reflected the well-recognized environmental needs. With respect to environmental standards, the Proposal developed by the EC is equivalent to the CCNR Stage II proposal as reflected in TRANS/SC.3/WP.3/2002/3. However, EUROMOT preferred the EC concept, as it was well aligned with US EPA regulations already in force and, therefore, allowed industry in Europe to test their engines only once and sell them to the US as well, since the schemes would be identical in the EU and the United States. This was, in his view, an economic viewpoint which would need to be taken in to account. As to the way of transferring the EC Proposal into a UNECE instrument, industry had no preference and was ready to go both ways, either through the elaboration of a relevant regulation within the 1998 Global Agreement with the help of the UNECE Working Party on Pollution and Energy (GRPE), a subsidiary body of the World Forum (WP.29), or through drafting an appropriate resolution of the Working Party on Inland Water Transport. He confirmed that, indeed, the Working Party GRPE had for some

years, included non-road engines within their scope of work, which was welcomed by EUROMOT.

25. The representative of ISO informed the Working Party of the activities of his organization, contributing to the World Forum for Harmonization of Vehicles Regulations (WP.29), as far as the prevention of air pollution by internal combustion engines was concerned. The vehicle and engine construction industry endeavours within ISO to adopt world-wide harmonized measures with regard to all sorts of engines used in agriculture, construction works, maritime shipping and inland navigation. There are currently standards ISO 16183 of 2002 and ISO 878 of 1996, available, which may be referred to in the course of elaboration of relevant international legislation.

26. The Working Party asked the secretariat to try to prepare for its twenty-seventh session, a succinct draft resolution reflecting the exhaust emissions standards for diesel engines used in inland navigation.

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.3/2003/3; TRANS/SC.3/WP.3/2002/12; TRANS/SC.3/WP.3/2000/11 and Add.1; TRANS/SC.3/WP.3/1999/19; TRANS/SC.3/WP.3/R.68; TRANS/SC.3/WP.3/R.28 and Corr.1.

27. It was recalled that the Working Party, at its twenty-third session, asked the secretariat to prepare a discussion paper based on the draft amended chapter 10B, as prepared by the group of volunteers and subsequently modified by the Working Party, and supplemented with radar and rate-of-turn indicators' provisions as suggested by Ukraine in document TRANS/SC.3/WP.3/2002/12 with due regard to the proposal of the Russian Federation in TRANS/SC.3/WP.3/1999/19 (TRANS/SC.3/WP.3/47, para. 28).

28. The Working Party considered the discussion paper prepared by the secretariat (TRANS/SC.3/WP.3/2003/3) and decided as follows:

- (i) Paragraph 10B-2.2(iv) should be brought in line with the relevant current text of RVBR, i.e. **"(iv) Si, malgré un champs de visibilité de 240° ou supérieur, la vue suffisamment dégagée n'est pas assurée vers l'arrière, l'autorité compétente pour les visites des bateaux peut exiger des mesures supplémentaires et notamment l'installation de moyens optiques auxiliaires."**

"(iv) If, in spite of the field of view of 240° or more, the sufficiently unobstructed view cannot be ensured astern, the competent authority on the inspection of vessels may require other measures to be taken, such as the installation of auxiliary optical devices".

- (ii) The text of paragraph 10B-4.1 should read: "10B-4.1 The radar equipment and rate-of-turn indicators must be of types that have been approved by the competent authorities. The requirements of the competent authority concerning installation and operational monitoring shall be met";
- (iii) The second phrase of 10B-4.2 should be modified to read: "The distance from the vessel's steering position to the radar indicator shall not exceed 800 mm";
- (iv) The terms "chef de bord" or "timonier", "boatmaster" and "?????????????" should be replaced throughout this chapter by "l'homme de barre", "helmsman" and "????????", respectively;
- (v) Paragraphs 10B-4.9 through to 10B-4.10 should be deleted from this chapter as being inconsistent with the rest of it. The Working Party was asked to consider, at its forthcoming twenty-sixth session, whether these paragraphs should become a part of CEVNI or of the annex to resolution No.17, revised.

29. The delegation of the Russian Federation was not sure if in paragraph 10B-12, the term "l'embrayage" in French and "engaging" in English had been correctly translated into Russian as "pusk". They offered to make their proposal on reformulation of this term in Russian by the forty-seventh session of the Working Party on Inland Water Transport.

30. The text of chapter 10B was approved as reflected in TRANS/SC.3/WP.3/2003/3 and modified above. The secretariat was requested to prepare a final text of it for consideration and provisional approval by the Working Party on Inland Water Transport.

OTHER BUSINESS

(a) Transport and security

31. It was recalled that the Working Party on Inland Water Transport, at its forty-sixth session, in response to the request of the Inland Transport Committee concerning the issue of transport and security (ECE/TRANS/139, para. 19), had asked the Working Party SC.3/WP.3 to study if there was a need for amendment of the AGN Agreement, the European Code for Inland Waterways (CEVNI), the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No. 17, revised) and/or any other UNECE instrument concerning inland navigation with provisions aimed at enhancing security on board vessels when under way and in ports, and make its recommendations in this regard available to SC.3 for further considerations (TRANS/SC.3/158, para. 4). The Working Party invited Governments and river commissions to transmit to the secretariat by **1 November 2003** their views on this subject and agreed to consider measures which might be taken with regard to the annex to resolution No.17, revised, at its twenty-seventh session taking into account the communications from Governments and river commissions.

(b) Dates of the next sessions

32. The twenty-sixth and twenty-seventh sessions of the Working Party are scheduled to take place on 3-5 June 2003 and on 17-19 March 2004.

ADOPTION OF THE REPORT

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