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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-sixth session, 3-5 June 2003)

REPORT OF THE WORKING PARTY ON ITS TWENTY-SIXTH SESSION

ATTENDANCE

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation held its twenty-sixth session from 3 – 5 June 2003. Representatives of the following countries took part in its work : Austria, Croatia, Czech Republic, Germany, Netherlands, Russian Federation, Serbia and Montenegro, Switzerland and Turkey. Representatives of the following intergovernmental organization attended the session : Danube Commission (DC). The following non-governmental organization was represented: International Organization for Standardization (ISO). The following non-governmental organization was present at the invitation of the secretariat: Committee RAINWAT (Regional Arrangement Concerning the Radiotelephone Service on Inland Waterways).

ADOPTION OF THE AGENDA

2. The Working Party adopted the provisional agenda prepared by the secretariat (TRANS/SC.3/WP.3/50 and Add.1).

ELECTION OF OFFICERS

3. Mr. Victor Vorontsov (Russian Federation) was elected Chairman of the session.

GE.03-21985

UPDATING THE EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)

Documentation : TRANS/SC.3/115/Rev.2; TRANS/SC.3/WP.3/2001/14;
 TRANS/SC.3/WP.3/2002/14; TRANS/SC.3/WP.3/2002/21 and Add.1;
 TRANS/SC.3/WP.3/2003/12; TRANS/SC.3/WP.3/2003/13; TRANS/SC.3/WP.3/2001/18;
 TRANS/SC.3/WP.3/2002/18; Informal Document No.1.

4. The Working Party took note of documents TRANS/SC.3/WP.3/2002/21 and Add.1 representing a consolidated text of the draft amendments to a revised CEVNI provisionally agreed by it at the previous sessions. Taking into account the proposals by Governments and River Commissions appearing in TRANS/SC.3/WP.3/2003/12 and TRANS/SC.3/WP.3/2003/13, and after a thorough discussion, the Working Party agreed as follows:

- (i) The discussion on the term “quick scintillating light”, suggested by the Netherlands in TRANS/SC.3/WP.3/2001/14, was postponed until the studies underway within river commissions and individual Governments would allow the situation to be clarified with regard to the character of the yellow scintillating lights to be used for marking the high-speed vessels in operation. In this regard and taking also into account the preoccupation by the secretariat of the Danube Commission that the sign B.10 used for marking the exit from the harbour or tributary waterway might be confused with that used for marking the high-speed vessels, Governments and River Commissions were invited to consider ways for avoiding such a confusion. It was agreed to come back to this question at the forty-eighth session of the Working Party;
- (ii) The text of article 1.02(7) in TRANS/SC.3/WP.3/2002/21/Add.1 should be amended as suggested by Belarus in TRANS/SC.3/WP.3/2003/13, para. 4;
- (iii) The text of article 1.07(2) should be modified to read: “**2.** The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. If direct visibility abaft is restricted during the voyage, this lack of visibility may be compensated for by the use of **radar apparatus.**^{1/}”;
- (iv) The text of article 1.08(2) should be modified to read: “**2.** All vessels, except vessels in a pushed convoy other than the pusher, shall have a crew sufficient in number and sufficiently skilled to ensure the safety of those on board and safe navigation. However, non-motorized vessels in a side-by-side formation and some of the towed vessels in a rigid group are not required to have a crew **if the vessel propelling the side-by-side formation or rigid group, or keeping it safely stopped,** has a crew sufficiently large and skilled to ensure the safety of those on board and safe navigation.”;

^{1/} The competent authorities may also prescribe the use of flat reflector periscopes.

- (v) In the text of article 1.09(4) in TRANS/SC.3/WP.3/2002/21/Add.1 in English and Russian the term "certificate" should be brought in line with the term "**certificate of aptitude**" used in article 4.05(1)(b) to which article 1.09(4) refers;
- (vi) Governments and River Commissions were invited to study a need for changing the description and presentation of the sign 66 as well as all other prohibiting signs as proposed by Belarus in TRANS/SC.3/WP.3/2003/13, paras. 8 and 11, i.e. should not the diagonal red stripe appear above the objects or actions prohibited and not vice versa;
- (vii) A footnote to article 3.10 appearing in TRANS/SC.3/WP.3/2002/21 should refer to paragraph 4 and not to paragraph 3 as wrongly indicated in the English version;
- (viii) In the text of article 1.09(4) in TRANS/SC.3/WP.3/2002/21/Add.1, after the words "a person" the words "**of not less than 18 years of age**" should be added;
- (ix) To bring the text of articles 3.27 and 3.28, as well as of paragraph 1.5(c) in annex 3 in Russian, in line with the definition of the term "scintillating light" given in article 1.01(t) of CEVNI in TRANS/SC.3/115/Rev.2. In all the cases, the term "частый проблесковый огонь" defined in 1.01(t) should be used instead of simply "проблесковый огонь" appearing in the existing text of CEVNI;
- (x) The text of article 4.05(1)(a) in TRANS/SC.3/WP.3/2002/21/Add.1 should be modified to read:

“1. Vessels may not use radar **nor Inland ECDIS equipment which may be used for conning the vessel with overlaid radar image (Navigation Mode)** unless:

 - (a) they are fitted with radar and, **where applicable, Inland ECDIS** equipment adapted to the needs of inland navigation and a rate-of-turn indicator. This equipment shall be in proper working order and of a type approved for the needs of inland navigation in accordance with the requirements of the competent authorities concerned. However, ferry boats not moving independently, shall not be required to be fitted with a rate-of-turn indicator;”;
- (xi) The text of article 6.28(11) in TRANS/SC.3/WP.3/2002/21/Add.1 should be modified to read: “11. On approaching the lock basin **and on entering** and leaving a lock, high-speed vessels shall **move at a speed that will preclude any damage to the locks, to vessels or to floating equipment and that will not cause any danger for the persons on board.**”;

- (xii) The text of article 6.33(1) in TRANS/SC.3/WP.3/2002/21/Add.1 should be modified to read:

"1. In reduced visibility, vessels and convoys unable to use radar shall immediately proceed to **the nearest safe berth. During the voyage to this berth they must take the special precautions set out in these regulations: ...**"

"1 При плавании в условиях ограниченной видимости суда и составы, не имеющие возможности использовать радиолокатор, должны немедленно следовать **до ближайшего места безопасной стоянки. Во время движения до этой стоянки они должны соблюдать особые меры предосторожности, предусмотренные настоящими Правилами: ...**";

- (xiii) After confirmation by the Government of Serbia and Montenegro, the table in annex 1 should be modified by replacing the entry "Yugoslavia YU" with : **"Serbia and Montenegro YU"**.

5. The secretariat was requested to prepare for the twenty-eighth session of the Working Party a draft resolution of the Working Party SC.3 amending the text of CEVNI as indicated in TRANS/SC.3/WP.3/2002/21 and Add.1 and modified in para. 4 above. The Working Party invited Governments and River Commissions once again to study the amendments provisionally agreed at this session and transmit to the secretariat **by 15 February 2004** their comments and remarks on them, especially regarding the definition and characteristics of the yellow quick scintillating lights for marking high-speed vessels (concerns chapters 1 and 3 and annex 5).

6. The representative of Croatia suggested to consider whether the term "reduced visibility" should not be clarified in CEVNI as it had been done in the Fundamental Provisions on the Navigation on the Danube (FPND). In his view, the clear connotation of the term widely used in CEVNI might prove to be particularly useful in case of litigations. The Working Party asked the Danube Commission to transmit to the secretariat **by 15 February 2004** the provisions of FPND concerning the definition of the term "reduced visibility" and agreed to come back to this question at its twenty-eighth session.

7. A representative of the Danube Commission secretariat expressed his concern with the continuous process of amendment of CEVNI which makes it difficult for his organization to follow the work undertaken in Geneva. He suggested that the work on amendment of CEVNI should be scheduled in such a way that amended texts remained in force unchanged at least for 3-5 year periods.

8. It was recalled that the Working Party SC.3, at its forty-sixth session, took note of the text of the International Convention on the Control of Harmful Anti-Fouling Systems (AFS) (Informal Document No.1) adopted within the International Maritime Organization (IMO) and requested the Working Party SC.3/WP.3 to study the text and consider a possible amendment of CEVNI with

regard to prohibition of use of harmful anti-fouling coatings on inland navigation vessels along the provisions of the AFS Convention (TRANS/SC.3/158, para. 6). The Working Party was informed by a representative of the Danube Commission secretariat that the text of FPND had recently been modified prohibiting the use on inland navigation vessels of lead containing and some other types of coatings. The Working Party requested the secretariat to circulate the above Danube Commission provisions and prepare a draft amendment of article 9.06 of CEVNI with due regard to article 4 of the AFS Convention. It was agreed to come back to this item at the twenty-eighth session of the Working Party.

9. It was also recalled that the Working Party SC.3, at its forty-sixth session, in response to the request of the Inland Transport Committee concerning the issue of transport and security, 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 underlined the importance of enhancing the security on board inland navigation vessels which themselves might be used as a terrorist weapon. It emphasized that this work should be carried out in close cooperation with other relevant bodies such as EU and CCNR. Governments, the European Commission and River Commissions were invited to transmit to the secretariat **by 15 February 2004** their ideas and concrete proposals of relevance to the mandate of this Working Party, i.e. concerning possible amendment of CEVNI (e.g. by tightening the regime of access to vessels, introducing a post of a security officer on board certain types of passenger vessels, etc.), introduction of possible security-related provisions in the future River Information Service (RIS) and proposing relevant amendments of the European Agreement on Main Inland Waterways of International Importance (AGN).

AMENDMENT OF THE SIGNS AND SIGNALS ON INLAND WATERWAYS (SIGNI)

Documentation : TRANS/SC.3/108 and Add.1 and Add.1/Corr.1; TRANS/SC.3/WP.3/2002/17 and Add.1-2; TRANS/SC.3/WP.3/2002/19; TRANS/SC.3/WP.3/2003/14; TRANS/SC.3/WP.3/2003/15.

10. The Working Party, at its twenty-fourth session, took note of the black and white copy of draft amendments to SIGNI (TRANS/SC.3/WP.3/2002/19) prepared by the secretariat on its instruction and invited Governments and River Commissions to study it and make their comments and proposals on the content of the draft amendments (TRANS/SC.3/WP.3/48, para. 27). The Working Party considered the draft amendments to SIGNI in the light of comments by Governments (TRANS/SC.3/WP.3/2003/14) and agreed to modify it as follows:

- (i) paragraph 1.1.8 of SIGNI should be modified to read:
"1.1.8 Colours of lights

The chromaticities of the colours of lights should lie within the chromaticity areas defined in the recommendations of the International Commission on Illumination ("Colours of light signals", in ICI publication No. 2.2 (TC-1.6) of 1975)";

- (ii) A footnote 1 should be made to chapter 5, "Waterway signs" reading: **"Waterway signs in Belarus, Kazakhstan, the Republic of Moldova, the Russian Federation and Ukraine correspond to national rules."**;

11. The secretariat was requested to prepare a draft resolution of the Working Party on Inland Water Transport on amendment of SIGNI, as reflected in TRANS/SC.3/WP.3/2002/19 and modified in para. 10 above, and submit it for further consideration and adoption by the Working Party SC.3, at its forthcoming forty-seventh session (7-9 October 2003).

12. The Working Party praised the draft Guidelines for Waterway Signs and Marking (TRANS/SC.3/WP.3/2003/15) prepared by the Dutch delegation with due regard to the standards transmitted to its twenty-fourth session by the Governments of the Netherlands and Ukraine, as well as by the Danube Commission (TRANS/SC.3/WP.3/2002/17 and Add.1-2). It was felt that the Guidelines could be adopted as a resolution of the Working Party on Inland Water Transport, independent of both CEVNI and SIGNI. The secretariat was requested to prepare a draft of such a resolution. Governments and River Commissions were invited to study the draft Guidelines appearing in TRANS/SC.3/WP.3/2003/15 and make their comments and remarks on it available to the secretariat by **15 February 2004**. The Working Party agreed to come back to the consideration of the draft SC.3 resolution to be prepared by the secretariat in the light of possible comments and remarks by Governments and River Commissions at its twenty-eighth session.

ESTABLISHMENT OF COMMON PRINCIPLES AND TECHNICAL REQUIREMENTS FOR A PAN-EUROPEAN RIVER INFORMATION SERVICES (RIS)

Documentation : TRANS/SC.3/WP.3/2003/11.

13. The Working Party took note of the Guidelines and Recommendations for River Information Services established by the International Navigation Association (PIANC) (TRANS/SC.3/WP.3/2003/11). It was informed that the CCNR had just recommended its member States to base their work on building their RIS services on the above PIANC Guidelines. It was further informed that the text of the Guidelines was going to be further improved in the nearest future.

14. The Working Party felt that the Guidelines covered all the aspects of the future RIS services and might serve as a basis for the establishment of a relevant UNECE document in this regard. The Governments were invited to study the document TRANS/SC.3/WP.3/2003/11 and make their comments and remarks on it available to the secretariat by **15 February 2004**. It was agreed to come

back to the consideration of the text of the Guidelines at the twenty-eighth session of the Working Party with a view to presenting it to the Working Party SC.3 for consideration and adoption as its resolution.

UNIFORM SYSTEM OF TRAFFIC GUIDANCE ON EUROPEAN INLAND WATERWAYS

Documentation : TRANS/SC.3/WP.3/2003/10.

15. The Working Party took note of the Guidelines and Criteria for Vessel Traffic Services in Inland Waters established by the International Association of Lighthouse Authorities (IALA) (TRANS/SC.3/WP.3/2003/10). It was pointed out that the VTS Guidelines, together with the Inland ECDIS standard (adopted earlier by the Working Party SC.3 as its resolution No. 48, TRANS/SC.3/156), constituted two major basic elements of the future RIS services. Governments and River Commissions were invited to inform the secretariat of any remarks and modifications to the text of the VTS Guidelines by **15 February 2004**. The delegations of Austria, Croatia, the Netherlands and Switzerland stated that they were prepared to accept both the RIS and VTS Guidelines just as reflected in TRANS/SC.3/WP.3/2003/11 and TRANS/SC.3/WP.3/2003/10. The Working Party agreed, however, to revert to this question at its twenty-eighth session with a view to the detailed consideration of the text of the VTS Guidelines and its presentation to the Working Party SC.3 for consideration and adoption as its resolution.

16. The representative of ISO Captain C.H. Piersal, Chairman of the ISO Technical Committee TC8 on Ships & Maritime Technology, informed the Working Party of the activities of his organization aimed at the establishment of ISO standards for intermodal supply chain security and their involvement in standardization in the field of information technology (IT). He pointed out in particular that ISO should be mentioned among the international bodies involved in maritime standardization mentioned in section 8(5) of the PIANC Guidelines in TRANS/SC.3/WP.3/2003/11.

17. The Chairman of the Committee RAINWAT, Mr. A. S. Calinciuc (Romania), informed the Working Party of the work carried out by the Committee RAINWAT of direct relevance to the establishment of the RIS services and VTS network on European inland waterways as far as the means of communication involved were concerned.

18. The Working Party thanked the representatives of ISO and of the Committee RAINWAT for their information and took note of it.

OTHER BUSINESS

Documentation : TRANS/SC.3/ WP.3/51; TRANS/SC.3/WP.3/2003/3;
TRANS/SC.3/WP.3/2002/12; TRANS/SC.3/WP.3/2000/11; TRANS/SC.3/WP.3/1999/19;
TRANS/SC.3/WP.3/R.28 and Corr.1; TRANS/SC.3/WP.3/R.68.

- (a) 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

19. The Working Party, at its twenty-fifth session, considered the draft amended text of chapter 10B "Wheelhouse" of the annex to resolution No.17, revised (TRANS/SC.3/WP.3/2003/3) supplemented with radar and rate-of-turn indicators' provisions, modified the text as indicated in TRANS/SC.3/WP.3/51, para. 28 and transmitted it to the Working Party on Inland Water Transport for further consideration and provisional approval. Paragraphs 10B-4.9 – 10B-4.10 of the draft chapter appearing in TRANS/SC.3/WP.3/2003/3 and reflecting general technical specifications of radar equipment were found as being inconsistent with the rest of the text of the chapter and deleted from the final text. The Working Party agreed to come back to these two paragraphs at its twenty-sixth session and check whether these provisions should become a part of CEVNI or of the annex to resolution No. 17, revised (TRANS/SC.3/WP.3/51, paras. 27-30).

20. The Working Party, taking into account the text of the draft article 4.05(1) in TRANS/SC.3/WP.3/2002/21/Add.1 as modified in para. 4(x) above, requested the secretariat to prepare for the forthcoming forty-seventh session of the Working Party SC.3 a draft annex 10 to CEVNI containing the above-mentioned general technical specifications for radar equipment and asked the Working Party SC.3 to decide whether the Working Party SC.3/WP.3 should continue its work on this item within the amendment of CEVNI or instruct otherwise.

- (b) Dates of the next sessions

21. The twenty-seventh and twenty-eighth sessions of the Working Party are scheduled to take place on 17-19 March 2004 and on 8-10 June 2004.

ADOPTION OF THE REPORT

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