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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

**REPORT OF THE WORKING PARTY  
ON INLAND WATER TRANSPORT ON ITS FORTY-SEVENTH SESSION  
(7 - 9 October 2003)**

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## REPORT

### ATTENDANCE

1. The Working Party on Inland Water Transport held its forty-seventh session from 7 to 9 October 2003. Representatives of the following countries took parts in its work: Austria, Belarus, Belgium, Croatia, Czech Republic, France, Germany, Hungary, Latvia, Lithuania, the Netherlands, Poland, the Russian Federation, Serbia and Montenegro, Slovakia, Turkey, Ukraine and the United Kingdom. A representative of the United Nations Conference on Trade and Development (UNCTAD) attended the session. Representatives of the following intergovernmental organizations attended the session: Central Commission for the Navigation of the Rhine (CCNR) and the Danube Commission (DC). The following non-governmental organizations were represented: International Touring Alliance (AIT) and the International Organization for Standardization (ISO). The following non-governmental organizations and private entities were present at the invitation by the secretariat: Committee RAINWAT, European River-Sea Transport Union (ERSTU) and EUROMAPPING.

### ADOPTION OF THE AGENDA

Documentation : TRANS/SC.3/160.

2. The Working Party **adopted** the provisional agenda prepared by the secretariat (TRANS/SC.3/160). 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 succinct introductory statements, comments and positions of delegations should be prepared by the Chairman with the assistance of the secretariat and circulated after the session.

### CHAIRMANSHIP

3. Mr. C. Hofhuizen (the Netherlands) chaired the session.

### ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

Documentation : ECE/TRANS/152; TRANS/WP.24/97; TRANS/WP.24/99;  
TRANS/WP.15/AC.2/15.

4. The Working Party was informed and **took note** of the activities of 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.

## TRANSPORT AND SECURITY

Documentation : TRANS/SC.3/2003/12; Informal Document No. 5 (Russian Federation).

5. The Working Party **praised** the summary report prepared by the secretariat on activities undertaken within relevant international organizations on items concerning security in the transport sector (TRANS/SC.3/2003/12).

6. The Working Party was informed that the European Commission was preparing a draft regulation based on the provisions adopted by the IMO Diplomatic Conference of December 2002.

7. The representative of ISO informed the Working Party of a project under way within his Organization, concerning technical aspects of identification of seafarers through the use of a bar code reflecting personal biometric data (finger prints). The project is to be completed by 2004.

8. A member of the secretariat drew the attention of the delegates to the ILO revised Convention on Seafarers' Identity Documents of 2003, highlighting its role for enhancing the security in maritime transport sector and at the same time facilitating the entry by seafarers into the territory of third countries for the purposes of shore leave, transit and transfer or repatriation. He suggested considering if a similar Pan-European legal instrument should not be elaborated for inland navigation, possibly jointly with river commissions, indicating that this could also facilitate the access by foreign workers to European inland navigation labour market.

9. The representative of Germany pointed out that the IMO ISPS Code concerned, in particular, the security in seaports where the risks are considered to be particularly high. Since inland navigation vessels call in, both at sea and inland navigation ports, it would be important, in his view, to consider relevant measures for inland navigation ports. At the same time, he questioned if the issue of port security was within the mandate of this Working Party. He cautioned about measures envisaged by the ILO Seafarers' Identity Documents Convention questioning their pertinence for the inland navigation sector and pointing to the competence of transport authorities.

10. A delegate of the Russian Federation indicated that, being aware of the potential threat to transport security resulting from an unauthorized intervention, his Government is paying particular attention to the security of hydraulic works on inland waterways. To ensure the security of hydraulic works, a guard service by the forces of the Ministry of Interior is being introduced. Other security related measures concern ships and port facilities. The security of sea-river vessels is ensured through the application of the International Ship and Port Facility Security Code (ISPS Code) of IMO. To this end, these vessels are supplied with an International Ship Security Certificate. As far as inland navigation is concerned, primary attention is given to the security of passenger vessels, vessels carrying dangerous goods and to oil terminals. The introduction of personalized passenger tickets on long distance passenger services similar to the ticket issuing system on rail transport is being considered. Legislative support for security in the transport sector

is going to be ensured through the elaboration by the Ministry of Transport of the Concept for Transport Security and of the draft Federal Law on Transport Security.

11. The Working Party **asked** the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) to continue its consideration of the possible 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 instruments concerning inland navigation with provisions aimed at enhancing security on board vessels when under way and in ports with due regard to the activities undertaken in other international organizations. Governments, the European Commission, river commissions and the ISO were invited to transmit to the secretariat by **1 June 2004**, their contributions on this issue, in particular, on work being done in their respective countries and organizations of relevance to the security in inland navigation.

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

Documentation : TRANS/SC.3/2003/11 and Add.1; Informal Document No. 4 (Hungary).

12. The Working Party **took note** of the information prepared at its request by the secretariat on the current situation and trends in inland water transport in member Governments (TRANS/SC.3/2003/11 and Add.1) and **had an exchange of views** on this subject.

13. The Czech delegation made clarifications regarding the text of paragraph 7 of document TRANS/SC.3/2003/11, indicating that the objective of the feasibility study currently carried out in their country concerned the connection of the Southern Moravia Region by waterway to the Danube. Therefore, at this stage of consideration, the potential of the Danube-Oder-Elbe connection is not the subject of the study. In this respect, the views of Mr. Kubec brought up in paragraph 7 should not be considered as an official stand of the Czech competent authorities, but as a personal opinion of Mr. Kubec.

14. The Hungarian delegate informed the Working Party of the progress in the transport of goods by inland waterway made in recent years in his country. He pointed out, in particular, that during the years 2000-2003, both the total volume of traffic on the Danube and the share of traffic to/from the lower Danube were constantly increasing, mainly as a result of step-by-step restoration of freedom of navigation at Novi Sad and competitive services of the Port of Constanta (Romania).

15. The representative of the Danube Commission reported on the progress in restoring the freedom of navigation on the section of the Danube crossing the territory of Serbia and Montenegro at Novi Sad. He indicated, in particular, that as a result of the great efforts undertaken by his Organization in close cooperation with the European Commission and the authorities of Serbia and Montenegro, there was no more debris of bridges left in the bed of the river. The only remaining limitation to navigation is a pontoon bridge which is opened for the passage of vessels on schedule,

three times a week against a payment of 0.3 Euro per one BRT (instead of DM3 in 2000). Passenger vessels had been freed from the payment of this duty. As a result, he said, the number of passages had been constantly growing from 250 in 2000, 3700 in 2001, 5400 in 2002 and 3600 in the first half of 2003. Negotiations with the authorities of Serbia and Montenegro would continue with a view to extending the time for passage of vessels and lowering the passage tolls even further.

16. The Croatian delegation made known to the Working Party that the Framework Agreement on the Sava River Basin was signed in December 2002 by the four Governments concerned (Bosnia and Herzegovina, Croatia, Slovenia and Serbia and Montenegro). Currently, procedures are under way in the countries concerned, aimed at the early ratification of this legal instrument. The Agreement provides in particular for the restoration, maintenance and improvement of navigational conditions on the River Sava from its mouth to Sisak. It provides also, for the establishment of the International Sava River Basin Commission.

### **EXCHANGE OF INFORMATION ON MEASURES AIMED AT PROMOTING TRANSPORT BY INLAND WATERWAY**

Documentation : TRANS/SC.3/2001/10; TRANS/SC.3/2003/3; TRANS/SC.3/2003/8; TRANS/SC.3/2003/13 ; Informal Document No. 1 (Latvia) ; Informal Documents Nos. 3 and 6 (Slovakia).

17. The Working Party **considered** the Inventory of existing legislative obstacles that hamper the establishment of a harmonized and competitive Pan-European inland navigation market, prepared at its request by the Group of volunteers (TRANS/SC.3/2003/8). It was **agreed to request** the Group of volunteers to complement section 10 of the Inventory “Restrictions on the freedom of movement of inland transport workers” with an additional restriction related to limitations as to free entry by crew members into the territory of countries other than their own for the purposes of shore leave, transit, transfer or repatriation, due to the need for obtaining a visa. The Group of volunteers **was invited** to complete the Inventory with recommendations as to how to overcome the obstacles identified in it.

18. Taking into account the discussion held under item 3 above “Transport and security”, the representative of Ukraine suggested considering, as a possible measure to eliminate the restrictions on the freedom of crew members’ movement caused by the need to obtain entry visas, elaboration together with the CCNR and the Danube Commission, of a Pan-European legal instrument on crew members’ identity documents. It was indicated that a revised Seafarers’ Identity Documents Convention adopted in 2003 within the International Labour Office, might represent a good example in this regard.

19. The Working Party **took note** of resolution No. 252 adopted by the Inland Transport Committee on the Implementation of the AGN Agreement (ECE/TRANS/152, annex 2) and invited Governments and intergovernmental organizations concerned to communicate to the secretariat, the texts of unilateral, bilateral or multilateral action plans and agreements envisaging measures aimed

at elimination of particular bottlenecks and completion of missing links on particular E waterways crossing the territories of countries concerned.

20. The Working Party **took note** of the proposal of the Governments of the Russian Federation and Ukraine on the development of a river-sea route: River Don – Azove Sea – Black Sea – Dnieper – Danube (TRANS/SC.3/2003/3) and **invited** Governments to formulate similar proposals on other sea-river routes within the context of the AGN Agreement. The delegation of Ukraine offered to prepare and submit for consideration by the Working Party, a model structure for further proposals by Governments on sea-river routes.

21. Due to the limited number of communications received so far from Governments in response to a letter circulated by the secretariat regarding the possibility for launching/updating economic studies on the establishment of inter-basin waterway connections Rhine-German Canals-Vistula-Dnieper and Danube-Oder-Elbe, the secretariat **was requested** to issue the letter as a working document of the Working Party. Governments, which had not yet done so, **were invited** to transmit to the secretariat before **1 June 2004** their reaction to the letter of the secretariat.

22. As to the initiative by the Governments of Belarus, Latvia and Ukraine concerning the possible establishment of a transit waterway Daugava-Dnieper reported to the Inland Transport Committee at its sixty-fifth session (ECE/TRANS/152, para. 88), the Working Party **took note** of the explanatory paper appearing in TRANS/SC.3/2003/13. The delegations of Belarus and Ukraine suggested that a Group of Rapporteurs should be set up with a view to the preparation of an economic study on this promising waterway linking the Black Sea and the Baltic Sea. The representative of Latvia informed the Working Party that, as it had been found, neither the initiative itself nor the information in TRANS/SC.3/2003/13 had passed the procedures necessary for their submission to an intergovernmental organization on behalf of the Government of Latvia and asked the Working Party not to consider the initiative and the information in document TRANS/SC.3/2003/13 as being submitted by the Government of Latvia. The Working Party **agreed** to request the secretariat to contact all Governments which might be concerned with the future transit waterway Daugava-Dnieper with a view to exploring a possibility for the establishment of the Group of Rapporteurs on this issue. The Working Party **would come back** to this question at its forty-eighth session, hoping to have by then the reaction of Governments.

## **INLAND WATERWAY INFRASTRUCTURE**

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

Documentation : ECE/TRANS/120 and Corr.1 ; TRANS/SC.3/144 and Adds. 1-3;  
TRANS/SC.3/159; TRANS/SC.3/2003/14 and Add.1; Informal Document No. 7 (secretariat).

23. The Working Party was informed of the current status of the AGN Agreement as summarized in Informal Document No. 7, prepared by the secretariat with due regard to information received from Governments.

24. The delegate of Belarus expressed his hope that finally his country would become a Contracting Party to the AGN Agreement especially if the Vistula-Dnieper Water Connection was put on the agenda.

25. Referring to Informal Document No. 7, the representative of Croatia believed that Bosnia and Herzegovina should have been mentioned among potential Contracting Parties to the AGN Agreement since this country shares with Croatia a 300 km long joint navigable section of the River Sava.

26. The representative of Turkey informed the Working Party of the intention of her Government to become a Contracting Party to AGN.

27. The French delegate indicated that France has been considering the ratification of the AGN Agreement in connection with the following two points:

- The presence in the Agreement of the Rhine-Rhone waterway project, whereas the French Government had abandoned this project. This point is currently under consideration by the different French competent authorities;
- The decisions which are to be taken by the French Government on infrastructure and financing policy concerning infrastructure projects and, in particular, on the waterway connection Seine-Northern Europe.

28. The Working Party **took note** of the current status of the AGN Agreement as reflected in Informal Document No. 7 and of the information by delegates concerning prospects for their States to become Contracting Parties to this legal instrument. Governments, once again **were invited** to adhere to the AGN Agreement as soon as possible.

29. After having been informed by the representative of Belgium of difficulties experienced by his Government as far as the accession to AGN was concerned, related mainly to an unjustified differentiation in the Agreement between the so-called "trunk waterways" and other main waterways, the Working Party **asked** the secretariat to prepare for its next session a proposal for possible amendment of annex 1 of the AGN Agreement, which would only differentiate between main inland waterways and branches. It **was indicated** that the proposal of the secretariat should also include rectification of any possible omissions and/or inaccuracies with regard to the list of E waterways and ports appearing in the annexes as well as the way for incorporation in the Agreement itself of a provision obliging Governments to transmit to the secretariat information on measures aimed at the elimination of bottlenecks and completion of missing links in the E waterway network as envisaged in resolution No. 252 of the Inland Transport Committee.

30. The delegate of Austria, supported by the delegations of Hungary and Slovakia, offered to transmit its proposal on possible amendment of annex III of the Agreement with a view to increasing the period of 240 days (60% of the navigation period) during which the draught recommended by



AGN should be ensured. He felt that this amendment might facilitate and accelerate considerably the adhesion of his Government to this legal instrument.

31. As to the possible amendment of annexes with provisions aimed at the establishment of sea-river and coastal itineraries (recommended by the Plan of Action in ECE/TRANS/139, annex 2) the Government of Ukraine offered to make a proposal in this regard. The Working Party **thanked** the delegation of Ukraine for their offer and **invited** other Governments also to make their proposal to this effect.

32. The Working Party **took note** of the publication by the secretariat of its resolution No. 49 containing in its annex the Inventory of the Most Important Bottlenecks and Missing Links in the E Waterway Network (TRANS/SC.3/159). It also considered the proposal of Governments and of the secretariat regarding possible correction of the text of the Inventory (TRANS/SC.3/2003/14 and Add.1) and **decided** as follows:

- The secretariat should consult French authorities concerning the right term to be used in the text of the correction contained in paragraph 5 of TRANS/SC.3/2003/14/Add.1;
- The information concerning strategic bottlenecks on the territory of Hungary in TRANS/SC.3/159 should be presented under two hyphens since it concerns two different bottlenecks;
- The Governments of Hungary and Slovakia were requested to agree among themselves on a harmonized text describing the character of bottlenecks on their joint section of the Danube and inform the secretariat of the final text to be retained in TRANS/SC.3/159;
- Governments were invited to check the proposals for correction of the Inventory contained in TRANS/SC.3/2003/14 and Add.1 and transmit to the secretariat by 1 June 2004 their written remarks concerning the draft corrections therein, if any; and
- Requested the secretariat to issue a corrigendum to TRANS/SC.3/159 taking into account the proposals and corrections to be received from Governments.

33. The Working Party also **took note** of document TRANS/SC.3/144/Add.3 containing modifications and rectifications to be made to the “blue book” as suggested by Governments concerned and invited Governments to continue to keep it informed of any possible modifications and/or corrections concerning relevant data in the “blue book” before its complete re-editing in 2005.

**(b) European recreational navigation network**

Documentation : TRANS/SC.3/2003/2.

34. The Working Party **considered** the draft resolution on the establishment of the European recreational navigation network prepared by the AIT, VNE and EBA with the help of the secretariat (TRANS/SC.3/2003/2) together with a draft map circulated in the meeting room and **had a detailed exchange of views** on this item. It was indicated in particular that the word “international” should be inserted in paragraph 1 of the draft resolution between the words “...open for” and “recreational navigation...”. Delegates made a number of remarks of an editorial nature concerning the text of the draft resolution. Views were split with regard to the draft reference map reflecting in a schematic way the European recreational navigation network, which was to be annexed to the draft resolution. Some delegates found the map acceptable, subject to a number of corrections to be made to it, while others found it unacceptable due to geographical distortions especially in the eastern part of the continent. Two delegations believed that the resolution could do without a map at all. Because of the disparate views expressed, no decision could be taken regarding the map. Consequently, the Working Party **invited** Governments to study both the draft resolution and the map and transmit to the secretariat before **1 June 2004**, their written comments and proposals on their content. To this purpose, the secretariat was requested to circulate the draft map to delegations which were not present at the current session of the Working Party.

35. The ISO representative informed the Working Party that a new international standard was being developed within his organization i.e. “Small craft – Electric navigation lights”, the project having been mandated by the European Union in support of the EC Recreational Craft Directive.

**(c) Updating the map of European inland waterways**

36. 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, in order to make it reflect the reality especially as far as the maximum draught of vessels admitted on particular inland waterways was concerned.

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

Documentation : TRANS/SC.3/WP.3/51; TRANS/SC.3/WP.3/52.

### **(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.1-3; TRANS/SC.3/2000/1/Corrs.1-3; TRANS/SC.3/2000/1/Add.1/Corr.1; TRANS/SC.3/WP.3/AC.2/2003/1 and Add.1.

37. The Working Party **took note** of the text of amended chapters 7 "Hoisting gear, rigging and equipment", 10B "Wheelhouse" and 14 "Pushers, pushed barges and pushed and towed convoys" of the annex as reproduced in TRANS/SC.3/2000/1/Add.3 together with editorial corrections to a number of amended chapters approved earlier (TRANS/SC.3/2000/1/Corr.3 and TRANS/SC.3/2000/1/Add.1/Corr.1) and **provisionally approved** them. The Working Party SC.3/WP.3 and the Group of Volunteers **were praised** for their efforts and **encouraged** to complete the amendment of the annex, so that the Working Party on Inland Water Transport could adopt the amended UNECE Recommendations on Technical Requirements for Inland Navigation Vessels at its forty-ninth session in 2005. The secretariat **was requested** to issue a consolidated text of the amended chapters of the annex provisionally approved by this Working Party with a view to facilitating their finalization by Governments and the Group of Volunteers.

38. The Working Party **took note** of the new set of 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, appearing in TRANS/SC.3/WP.3/AC.2/2003/1 and Add.1, and **reminded** Governments and river commissions to transmit to the secretariat by 15 November 2003 their comments and proposals on the above-mentioned draft amended chapters for consideration by the Working Party SC.3/WP.3 at its twenty-seventh session (17-19 March 2004).

### **(b) Updating the European Code for Inland Waterways (CEVNI) and the Signs and Signals on Inland Waterways (SIGNI)**

Documentation : TRANS/SC.3/115/Rev.2; TRANS/SC.3/WP.3/2004/2 and Corr.1; TRANS/SC.3/2003/4; TRANS/SC.3/2003/5.

39. The Working Party **took note** of a draft resolution on amendment of CEVNI, prepared by the secretariat under the instructions of the Working Party for its twenty-eighth session for final reading (TRANS/SC.3/WP.3/2004/2 and Corr.1). It **was noted** that some draft articles might need further consideration and adaptation by experts of SC.3/WP.3 with a view to ensuring Europe-wide harmonization of the rules of the road applied on inland waterways.

40. The Working Party **also took note** of the draft annex 10 to CEVNI containing general technical parameters for radar installations prepared by the secretariat on instructions by the

Working Party SC.3/WP.3 and **requested** SC.3/WP.3 to give it a thorough consideration in the framework of the amendment of CEVNI. To this end, Governments **were invited** to ensure the participation of their radar experts at the twenty-eighth session of the Working Party SC.3/WP.3 (8-10 June 2004) or make comments by those experts on the text of the draft annex 10 available for consideration by the Working Party.

41. The Working Party **took note** of the draft amendments to SIGNI agreed by the Working Party SC.3/WP.3 (TRANS/SC.3/2003/4) and adopted it as resolution No. 51. The secretariat **was requested** to prepare a new publication of SIGNI as reflected in TRANS/SC.3/108 and Add.1 and Add.1/Corr.1 and amended in TRANS/SC.3/2003/4.

(c) **Requirements for prevention of pollution from vessels**

Documentation: TRANS/SC.3/104/Add.5; TRANS/SC.3/150 and Adds.1-3; TRANS/SC.3/2002/8; TRANS/SC.3/2003/9 and Informal Document No. 2 (Russian Federation).

42. The Working Party **noted** the publication by the secretariat of the text of resolution No.50 on Technical Requirements for the Prevention of Pollution from Vessels adopted at its forty-sixth session (TRANS/SC.3/104/Add.5). Being informed about the intention of the Ukrainian delegation to propose a number of amendments to the newly adopted chapter 18, the Working Party **invited** this delegation to address its written proposals to the forthcoming twenty-seventh session of the Working Party SC.3/WP.3, so that they could be taken into account by the Group of volunteers in the course of their consideration of this article.

43. The Working Party **considered** the text of the draft revised resolution No. 21 on prevention of water pollution prepared by the delegate of Hungary (TRANS/SC.3/2002/8) and **noted** that, in response to last year's request, delegations of the Russian Federation and Ukraine had presented their comments and proposals on modification of the draft. The delegations of Hungary, the Russian Federation and Ukraine **were invited**, in cooperation with each other, to agree on the text of the draft revised resolution and transmit the agreed text to the secretariat **before 1 June 2004** so that it could be presented to the forty-eighth session of the Working Party for further consideration.

44. The Working Party also **took note** of a set of amendments to the publication concerning the availability on European inland waterways of reception facilities for transfer of waste generated on board ships, circulated as TRANS/SC.3/150 and Adds.1-3, and **asked** Governments and river commissions to continue to keep the secretariat informed of any information to be added to, or updated in the above publication.

(d) **Minimum manning requirements and working and rest hours of crews of vessels in inland navigation**

Documentation : TRANS/SC.3/WP.3/2004/1.

45. The Working Party **took note** of the text of the draft recommendations on minimum manning requirements and working and rest hours of crews of vessels in inland navigation provisionally agreed by the Working Party SC.3/WP.3 (TRANS/SC.3/WP.3/2004/1) and **urged** it to finalize its work on the text of the draft recommendations as soon as possible with a view to providing a standard of manning and watch keeping on European inland navigation. The secretariat **was advised** to avail itself with relevant legislative acts of the European Union and make them available for the Working Party SC.3/WP.3 for possible consultation in the course of the finalization of the draft recommendations.

**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/NONE/2002/34; TRANS/SC.3/158; TRANS/SC.3/2003/6.

46. The Working Party **took note** of the publication by the secretariat of the CMNI Convention together with the text of the Final Act of the Diplomatic Conference in all five official languages (publication ECE/TRANS/NONE/2002/34).

47. The delegations of Croatia, France, the Netherlands and the Russian Federation informed the Working Party of the progress made in their countries with a view to becoming Contracting Parties to the CMNI Convention.

48. The Working Party **took note** of the text of the draft resolution containing in its annex the texts of the former additional Protocols to the CMNI Convention prepared by the secretariat in accordance with the instructions of the Working Party (TRANS/SC.3/2003/6) and **agreed** to let Governments study the resolution and transmit their views with regard to its possible adoption at the next session of the Working Party. It **was understood** that no detailed consideration of the texts of the Protocols was envisaged; they should not be considered as a piece of legislation but rather as a reference document to be taken into account by Governments who might wish to use it in the course of elaborating or improving their domestic legislation.

(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.

49. After an exchange of views on this item, the Working Party **felt** that Governments not members of CCNR should be advised to transmit to the depositary of the Strasbourg Convention (Secretary General of CCNR) their written proposals on possible amendment of the CLNI Convention which would enable their Governments to adhere to that Convention. The proposals of Governments could then be considered at consultative meetings to be organized to this effect.

(c) **Circulation of information concerning existing bilateral and multilateral agreements for international inland water transport**

Documentation : TRANS/SC.3/2000/7 and Add.1.

50. The Working Party **invited** Governments to keep the secretariat informed of any further rectifications or additions to be made to the table in TRANS/SC.3/2000/7 and Add.1.

**IMPLEMENTATION OF CONVENTIONS AND APPLICATION OF RESOLUTIONS RELATING TO INLAND NAVIGATION**

Documentation : TRANS/SC.3/2001/6; TRANS/SC.3/2002/5 and Add.2; TRANS/SC.3/2002/9  
TRANS/SC.3/2003/10.

51. The Working Party **took note** of the summary of responses by Governments to the questionnaire concerning the CVN Convention of 1976 (TRANS/SC.3/2003/10). **Having noted** a rather modest interest in the revival or revision of the CVN regime, expressed in the responses, the Working Party **invited** Governments to consult their industry (inland navigation passenger services) with a view to clarifying whether they would be interested in establishing an international contractual regime for the carriage of passengers and luggage by inland waterway and transmit their information to the secretariat **before 1 June 2004**. At its next session, the Working Party would have to take a decision on possible action with regard to this item.

52. Keeping in mind a request by the Inland Transport Committee to the secretariat, to carry out an analysis of the implementation of transport-related agreements and conventions (ECE/TRANS/152, para. 22), the Working Party **felt** that such an analysis could concern, in particular, the following UNECE legal instruments in force:

- Convention relating to the Unification of Certain Rules concerning Collisions in Inland Navigation, of 15 March 1960;
- Convention on the Registration of Inland Navigation Vessels, of 25 January 1965; and
- Convention on the Measurement of Inland Navigation Vessels, of 15 February 1966.

53. The analysis could reflect the experience of States, Contracting Parties, in implementing the above instruments, problems faced and benefits derived from these instruments. It could also outline the concerns of States who are not yet Parties to the above-mentioned Conventions. The secretariat **was requested** to prepare, in consultation with legal experts of member Governments, relevant questionnaires and circulate them in an appropriate time scale.

54. The Working Party **considered** the situation concerning the application by Governments of its resolutions on the basis of documents TRANS/SC.3/2002/5 and Add.2, and **invited** Governments to accept the resolutions if they have not yet done so and inform the secretariat accordingly.

## **WORKSHOPS ON INLAND NAVIGATION MATTERS**

Documentation: TRANS/SC.3/2003/1.

55. The Working Party **took note** of the Minutes of the Workshop on Practical Application of Inland ECDIS organized by the Russian Federation in September 2002, available in all UNECE working languages as TRANS/SC.3/2003/1. It **also took note** of information by delegates regarding forthcoming workshops and symposia on inland navigation issues. Governments **were invited** to continue to inform the secretariat about further workshops on inland navigation matters which, in their view, should be organized under the auspices of the Working Party.

## **DRAFT PROGRAMME OF WORK FOR 2004-2008 AND CALENDAR OF MEETINGS**

Documentation: TRANS/SC.3/2003/7.

56. The Working Party **examined** the draft Programme of Work for 2004-2008 and a tentative list of meetings for 2004 prepared by the secretariat (TRANS/SC.3/2003/7), and **approved it** subject to restoration of item 02.6.2(i) concerning the former additional Protocols to CMNI.

## **OTHER BUSINESS**

### **(a) Danube Encyclopedical Dictionary**

57. The Working Party **took note** of the information by the delegation of Ukraine about the work under way on preparation of the Danube Encyclopedical Dictionary and **expressed its interest** in the final product of this exercise.

### **(b) Committee RAINWAT**

58. The Working Party was informed by the Chairman of the Committee RAINWAT of the activities of this international organization dealing with questions relating to radio communication on European inland waterways. He said that currently 16 national structures are Parties to the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways of 2000 and invited other countries members of the Working Party who were not yet represented at RAINWAT, to consider accession to the Regional Arrangement.

(c) **Election of Officers**

59. On the proposal of the delegation of Austria supported by the delegation of Slovakia, Mr. I. Valkar (Hungary) **was elected** Chairman and Mr C. Hofhuizen (Netherlands) Vice-Chairman of the Working Party for its forty-eighth and forty-ninth sessions.

**ADOPTION OF THE REPORT**

60. In accordance with the decision of the Working Party, the report of the current session was established by the Chairman with the assistance of the secretariat for submission to the Inland Transport Committee. The **decisions adopted** by the Working Party during the session are contained in the following paragraphs of this report: 2, 4-5, 11-12, 17, 19-22, 28-34, 36-46, 48-57, 59 and 60.

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Annex

**DRAFT PROGRAMME OF WORK FOR 2004-2008 <sup>\*/</sup>**

**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 (**as called for in resolution No. 252 of the Inland Transport Committee of 20 February 2003**).

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]

(c)[(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.

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<sup>\*/</sup> To facilitate the comparison of the draft programme of work with the text appearing in ECE/TRANS/139/Add.1, new proposals are highlighted in bold and the text proposed for deletion has been placed in square brackets

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]

(d)[(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]

(a)[(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

(b)[(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: 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 **and consideration of a possibility and modality for the elaboration of specific unified technical requirements for sea-river vessels**. (2005)

Priority: 1

(c)[(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 of amendments to CEVNI concerning, **in particular**, high-speed vessels and navigation in reduced visibility **and publication of a revised SIGNI**. [(2004)](2005)

Priority: 1

- (d)[(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

- (e)[(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**

- (f) **Preparation with the help of a Group of Volunteers of an Inventory of existing legislative obstacles that hamper the establishment of a harmonized and competitive Pan-European inland navigation market and formulation of solutions to overcome them. (2005)**

Priority: 1

- (g)[(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) [(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 of vessels **other than self-propelled cargo barges** to ensure a commonly acceptable level of safety of navigation. [(2004)](2008)

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. [(2003)](2005) 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. (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)](2005) Priority: 2

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

#### **TENTATIVE LIST OF MEETINGS FOR 2004**

##### **March**

17-19 Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (twenty-seventh session)

##### **June**

8-10 Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (twenty-eighth session)

##### **October**

19- 21 Working Party on Inland Water Transport (SC.3) (forty-eighth session)

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