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ECONOMIC COMMISSION FOR EUROPE**INLAND TRANSPORT COMMITTEE****Working Party on Inland Water Transport****REPORT OF THE WORKING PARTY ON INLAND WATER TRANSPORT
ON ITS FORTY-NINTH SESSION
(18 – 20 OCTOBER 2005)****CONTENTS**

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REPORT

ATTENDANCE

1. The Working Party on Inland Water Transport held its forty-ninth session from 18-20 October 2005: Representatives from the following countries took part in its work: Austria, Belarus, Belgium, Bulgaria, Czech Republic, Germany, Hungary, Latvia, Lithuania, the Netherlands, Poland, Romania, the Russian Federation, Switzerland, Ukraine and the United Kingdom. The representative of the European Commission (EC) was also present. Representatives of the following intergovernmental organization attended the session : Danube Commission (DC). The following non-governmental organization was represented : European Boating Association (EBA). The following private entity was present on the invitation of the secretariat: EUROMAPPING.

ADOPTION OF THE AGENDA

Documentation : TRANS/SC.3/167.

2. The Working Party **adopted** the provisional agenda prepared by the secretariat (TRANS/SC.3/167). On the proposal of the delegation of Belarus, it **was agreed** to supplement item 6 “Inland waterway infrastructure” with additional sub item 6(e) “Inter-basin waterway connections”. With regard to agenda item 12 “Adoption of the report”, the Working Party **agreed**, that as usual, 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 individual delegations, should be prepared by the Chairman with the assistance of the secretariat and circulated just after the session.

CHAIRMANSHIP

3. As agreed at its forty-seventh session (TRANS/SC.3/161, para. 59), Mr. I. Valkar (Hungary) chaired the session.

ACTIVITIES OF UNECE BODIES OF INTEREST TO THE WORKING PARTY

Documentation: ECE/TRANS/162; TRANS/2005/10; TRANS/WP.6/149; TRANS/WP.15/AC.2/19 and Add.1.

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 Transport Statistics (WP.6) as they relate to its work.

5. It was noted, in particular, that the European Agreement concerning International Carriage of Dangerous Goods by Inland Waterways (ADN) was currently ratified by four States (Austria, Hungary, the Netherlands and the Russian Federation) and would require three more ratifications before entering into force. The representatives of Bulgaria and of the Czech Republic informed

the Working Party that a procedure of ratification of ADN was under way in their countries and that they may become Contracting Parties to it in 2006.

TRANSPORT AND SECURITY

Documentation: TRANS/SC.3/2005/4; TRANS/SC.3/2004/9.

6. A member of the secretariat introduced documents TRANS/SC.3/2005/4 and TRANS/SC.3/2004/9 containing the information from Governments, the European Commission, river commissions and the European Barge Union (EBU) on questions relating to security on inland waterways and ports. He informed the Working Party that the issue was also on the agenda of CCNR whose ad hoc Group had not yet come to any tangible results.

7. The representative of Belgium explained that, in his country, questions concerning security belong to the competence of the Federal authorities, while infrastructure development is dealt with by regions. He further pointed out that in Belgium, for the time being, the security measures provided for in the International Ship and Port Facility Security Code (ISPS Code) are only applied for maritime transport, although inland navigation vessels visiting sea ports have also to comply with relevant ISPS Code provisions.

8. The Chairman noted that the views of Governments on the possible introduction of security measures in inland navigation were contradictory. He felt, therefore, that at this time these measures might be considered for application mainly to combined transport and first of all to the international container transport chain. He pointed out, in this regard, that within the Organization on Economic Cooperation and Development (OECD) a report had just been published on "Container Transport Security Across Modes".

9. The Working Party **took note** of the information transmitted by Belgium, the European Commission, the Danube Commission and the EBU in TRANS/SC.3/2005/4 and **invited** the European Commission and the Central Commission for the Navigation of the Rhine (CCNR) to keep it informed of the measures envisaged within their institutions, of relevance to the security on inland waterways and ports.

10. As to the proposals of Ukraine in TRANS/SC.3/2004/9, paras. 9-14, concerning possible amendment of the AGN Agreement with provisions concerning the protection of inland waterway infrastructure from terrorist acts, the Working Party **agreed** to come back to their consideration under agenda item 6(a) below.

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

Documentation: TRANS/SC.3/2005/5 and Add.1.

11. The Working Party had an exchange of views on the current situation and trends in European inland water transport and **took note** of the information transmitted to this effect by the European Commission in TRANS/SC.3/2005/5.

12. The representative of the Czech Republic informed the Working Party that, due to poor navigational conditions on the River Elbe, Czech vessels have to operate both on the Danube and on the Rhine using Rhine certificates and patents.

13. In this connection, the Chairman recalled the old argument about whether vessels should fit inland waterways or vice-versa. Today, he said, it is believed, however, that in order to make the operation of inland navigation vessels economical, the inland waterways should be developed in accordance with their class to fit standard barges and should be saved from major bottlenecks. In his view, this principle would be helpful, in particular, in solving the problems of navigability of the River Elbe. He also informed the Working Party of the work carried out within the joint CCNR-DC Expert Group on Boatmen's Qualifications. The Group found that the requirements of both river commissions for the issuance of boatmaster's licenses were mainly identical. The Group is working, therefore, on the standardization of additional examinations with a view to checking the knowledge by boatmasters of particular stretches of both international rivers. This exercise should finally enable Rhine and Danube boatmasters to navigate freely on relevant sections of both rivers.

14. The representative of the Russian Federation pointed out that, in spite of the recent adoption by CCNR of an Additional Protocol No.7 to the Act of Mannheim (TRANS/SC.3/2003/11/Add.1), the procedure of possible recognition of ship's certificates and boatmaster's licenses remains absolutely unclear. He suggested, therefore, that the Working Party, through its subsidiary body SC.3/WP.3, should elaborate a harmonized and straightforward procedure for consideration by Governments, EC and river commissions of applications for recognition of ship's and crew's certificates and licenses throughout Europe.

15. It **was agreed** that the question of the recognition of ship's certificates and boatmaster's licenses throughout Europe must merit being included into the programme of work of the Working Party and should, therefore, be considered under agenda item 11 below with due regard to the recommendation of the Group of Volunteers on Legislative Obstacles (TRANS/SC.3/2005/1, para. 42), document of CCNR (TRANS/SC.3/2005/5/Add.1) and the CCNR-DC negotiations on this issue.

16. The representative of Austria confirmed that the Communication of the European Commission on the promotion of inland waterway transport in the EU would be published shortly and would be dealt with under the Austrian Presidency in the first half of 2006. In his

view, the European Commission had every right to propose the establishment of a European agency for inland waterway transport to deal with the whole range of questions relating to inland navigation. The EU member Governments, he said, would lay down the limits for the competence of this new legislative body that would have to act under certain conditions.

17. The representative of the Danube Commission informed the Working Party that on 7 October 2005 the pontoon bridge at Novy Sad was opened definitely and would be dismantled. Thus, the last obstacle to free navigation on the Danube was eliminated. He also reported on a successful revival of the Danube navigation during recent years after the restoration of navigation via the Serbian sector of the river. He briefed the delegates on the progress in revising the Belgrade Convention of 1948 which, in his view, might be completed in 2006. He also indicated that, at the last meeting of a Preparatory Committee, the European Commission declared its intention to become a member of both international river commissions through the accession to the Act of Mannheim and to the Belgrade Convention as a Contracting Party and that a request to this effect had been filed by the Commission with the EC Council. Finally, he recalled the EFIN Group report that suggests the creation of a new European structure for dealing with inland navigation. In his opinion, this initiative should also be kept in mind.

18. A member of the secretariat informed the Working Party that the Director of the UNECE Transport Division, Mr. J. Capel Ferrer, took part in the March 2005 Berlin consultations on the EFIN Group report and, on behalf of UNECE, expressed his doubts as to whether the changes in the European institutional framework proposed by the EFIN Group would be able to tangibly remedy the situation in European inland navigation. Mr. Capel Ferrer also indicated that the mandate of the newly proposed European Bureau for Inland Navigation, to a great extent, coincided with the mandate of UNECE Inland Transport Committee and its subsidiary bodies such as SC.3, WP.3, WP.6, WP.15 and WP.24. He proposed, instead, to ensure a closer cooperation between the existing institutions. If, nevertheless, Governments decide to go ahead with the creation of a new intergovernmental structure, the UNECE would be prepared to take up the activities of the proposed European Bureau for Inland Navigation.

19. In concluding the discussion on this item, the Chairman emphasized that the recent initiatives undertaken by CCNR member countries (EFIN Report) and by EC directly concerned the activities of this Working Party and suggested that SC.3 should keep an eye on possible further developments.

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

Documentation: TRANS/SC.3/2001/10; TRANS/SC.3/2005/1.

20. The Working Party **took note** of the Inventory of existing legislative obstacles that hamper the establishment of a harmonized and competitive Pan-European inland navigation market supplemented with recommendations as to how to overcome the obstacles identified, prepared by

its Group of Volunteers as a follow-up to item 13 of the Rotterdam declaration (TRANS/SC.3/2001/10) and approved it as document TRANS/SC.3/2005/1. It **was believed** that the findings of the Group of Volunteers would constitute a valuable contribution to the preparation of the forthcoming Bucharest conference due in September 2006.

INLAND WATERWAY INFRASTRUCTURE

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

Documentation: ECE/TRANS/120 and Corr.1; TRANS/SC.3/2005/6.

21. The Working Party **considered** draft amendments to the AGN Agreement prepared by the secretariat on the Working Party's instructions (TRANS/SC.3/2005/6) and **adopted** them unanimously, subject to the following: (i) the names of ports Backa Palanka (????? ??????) and Pancevo (??????) should be correctly spelled; (ii) the Governments of Romania and the United Kingdom should decide whether their proposals for the amendment of the "Blue book" should equally be introduced into the amendments of AGN Agreement, i.e.: the introduction of a new E port Basarabi on the Danube - Black Sea Canal (25.0 km); and supplementing the AGN with a number of additional E waterways of the United Kingdom, as reflected in the draft Blue book in Informal document No.2, and inform the secretariat accordingly.

22. The secretariat **was requested** to launch the amendment procedure of the AGN by submitting to the Depositary the text of the amendments as agreed in para. 21 above just after the receipt of clarifications from the Governments of Romania and the United Kingdom.

23. The Working Party **considered also** the proposals of Ukraine on the amendment of the AGN with provisions aimed at ensuring the security on inland waterways (TRANS/SC.3/2004/9, paras. 9-14) and **found** them acceptable. Governments and, in particular, the Government of Ukraine **were invited** to transmit to the secretariat by 15 February 2006 their proposals on the possible content of annex IV to the Agreement as suggested in TRANS/SC.3/2004/9, paras. 13 and 14, concerning the protection of the network of E waterways and ports from intentional external influence.

24. On the proposal by the delegation of the Czech Republic, it was **provisionally agreed** to amend the text of article 1 of AGN with a second entry reading:

"The Contracting Parties shall take necessary measures with a view to effectively protecting the envisaged route of the portions of E waterways, with due regard to their future parameters, which do not exist at present but which are included in relevant infrastructure development programmes until the date when the decision on their construction is taken."

25. The secretariat was **requested** to compile the text of further draft amendments to AGN based on the proposals of Ukraine in TRANS/SC.3/2004/9 and proposals to be received from Governments on the content of the new annex IV and transmit it together with the text

provisionally agreed in para. 12 above for consideration by the Working Party SC.3/WP.3 at its summer 2006 session. The Working Party agreed to revert to further amendment of the AGN Agreement at its fiftieth session hoping to have by then, the recommendations of SC.3/WP.3 in this regard.

(b) Inventory of main standards and parameters of the E waterway network (“blue book”)

Documentation: TRANS/SC.3/144 and Adds.1-4; Informal documents Nos. 2 and 3.

26. The Working Party **took note** of the draft revised text of the “Blue book” prepared by the secretariat as Informal document No. 2 in accordance with data contained in TRANS/SC.3/144 and Adds.1-4 and additional information received from Governments and **invited** Governments to study the draft and transmit to the secretariat before 31 December 2005 their remarks and corrections on it, if any. The secretariat **was requested** to complete the amendment of the Blue book in accordance with possible new instructions from Governments and proceed with its publication early in 2006.

27. A member of the secretariat drew the attention of delegates to Informal document No. 3 containing a number of queries by the secretariat regarding the presentation of data for the draft revised Blue book relating to the inland waterways of Germany, Hungary, Netherlands, Romania, Slovakia and United Kingdom and invited the delegations concerned to transmit their comments and clarifications in this regard as soon as possible.

28. The representative of Hungary, referring to point 11 of Informal document No. 3, explained that the difference between the approaches by his country and Slovakia to the assignment of class for the relevant sections of the Danube was based on different interpretations of the notion “draught”. Slovakia determines the class of the navigable channel according to the maximum width and length of admissible vessels and convoys at a water level corresponding to a draught reached or exceeded during 240 days a year, as prescribed in resolution No. 30 on Classification of Inland Waterways, whereas Hungary bases its estimations on the so-called Low Navigable Water Level (LNWL) reached or exceeded during all but 20 ice-free days a year.

29. The secretariat shared with the Working Party the clarifications received in this regard from the former Chairman of the ad hoc Group of Experts on Inland Waterway Infrastructure, Mr. J. Kubec, according to whom the “draught ensured during 240 days a year” represents an **optimum value** used by shipping companies and shipyards for the construction of vessels intended to operate on particular rivers with fluctuating water levels, whereas the LNWL is used (in particular by river commissions) as a clear criterion for works required to ensure a reliable navigation throughout the navigable season at **a reasonable minimum depth of the fairway**. The secretariat believes, therefore, that the assignment of classes to inland waterways should be based exclusively on the provisions of resolution No. 30, i.e. at a “draught ensured during 240 days a year”.

(c) **Establishment of sea-river and coastal routes in the context of the AGN Agreement**

Documentation: TRANS/SC.3/2003/3; TRANS/SC.3/2004/11.

30. The Working Party **considered** the ideas transmitted by Ukraine on a model structure for possible proposals by Governments on the development of sea-river routes in the context of the AGN Agreement (TRANS/SC.3/2004/11, paras, 14-23) and **felt** that this project could be undertaken in the following way:

- (i) the secretariat could contact Governments concerned with coastal and sea-river shipping with a view to establishing the list of possible sea-river routes in the context of the AGN Agreement; the European Commission should equally be contacted for possible coordination of this project between UNECE and EC;
- (ii) each sea-river route identified could then be completed by Governments concerned with the basic parameters, requirements and information as suggested by Ukraine in table 2 in TRANS/SC.3/2004/11 together with legal and economic implications relating to the development of the route;
- (iii) in the meanwhile, the Working Party SC.3/WP.3 could be requested to consider the possibility for elaboration, with the help of its Group of volunteers, of specific technical requirements for sea-river vessels with due regard to limitations they may be subjected to in terms of the navigational season, distance from the coast and from the ports of refuge as well as the height of the waves envisaged. At some stage, this work could be carried out jointly with IMO.

31. Given the close involvement of the Russian River Register in a similar project recently undertaken within the OTNK (Organization on Technical Supervision and Classification of Vessels), the delegation of the Russian Federation **was invited** and agreed to transmit to the forthcoming session of the Working Party SC.3/WP.3, a basic document on the way for elaboration within UNECE of technical requirements for sea-river vessels.

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

Documentation: Draft map of European inland waterways.

32. The representative of EUROMAPPING introduced the draft update of the Map of European Inland Waterways prepared by them, in cooperation with the secretariat, in accordance with instructions from member Governments and river commissions and explained the main modifications made to the map of 1999, country by country.

33. The Working Party **thanked** the representative of EUROMAPPING for her explanations and **expressed its general satisfaction** with the overall presentation of the draft new edition of the Map of European Inland Waterways. It was **agreed** that the map should be supplemented with an explanation as to the meaning of the draught values indicated on the waterways with

fluctuating water levels in terms of the resolution No.30, i.e. that these are the draughts “reached or exceeded for 240 days on average per year”. In this connection, delegates **were invited** to check once again the correspondence of those draughts to the above definition and inform the secretariat by 31 December 2005 of possible additional rectifications to be made to the existing 1999 map. The secretariat **was requested** to proceed with the publication of the map early in 2006.

(e) **Inter-basin waterway connections**

Documentation: TRANS/SC.3/2004/10; Informal Documents Nos. 7 and 8.

34. The representative of Belarus gave a power point presentation concerning possible restoration of the Dnieper – Vistula – Oder waterway as reflected in Informal document No. 8 and informed the Working Party that the Ministry of Infrastructure of Poland and the Ministry of Transport of Ukraine representing Governments of countries directly concerned with the project, were equally interested in studying its feasibility. He proposed that the Working Party consider a possibility for setting up a Group of Rapporteurs in order to study ecological and economic implications of the project. This proposal was supported by the delegations of Poland and Ukraine.

35. The Working Party **thanked** the delegation of Belarus for their presentation and welcomed the intention of all three Governments directly concerned with the project (Belarus, Poland and Ukraine) to study the possibility for restoration of the waterway link Dnieper – Wistula – Oder. The Working Party **agreed** that a Group of Rapporteurs could be established under its auspices with a view to preparing a feasibility study on the establishment of the above waterway connection. The secretariat **was requested** to circulate a letter among all SC.3 member Governments with a view to identifying the countries interested in taking part in the work of the Group of Rapporteurs and help organize, in consultation with the members of the Group its first meeting. It was expected that the Group would keep SC.3 informed of the progress in their studies.

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

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

Documentation: TRANS/SC.3/2005/3; TRANS/SC.3/2004/1 and Corrs.1-2; TRANS/SC.3/2004/1/Add.1 and Corr.1; TRANS/SC.3/2004/1/Add.2-4; Informal Document No.1: Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels.

36. The Chairman of the Group of Volunteers on Amendment of the annex to resolution No. 17, revised (Mr. W. Zondag) briefed the Working Party on the work carried out by the Group with a view to completing the amendment of the annex within the time limit set up by the

Working Party. He also commented on the consolidated text of the amended annex appearing in the Informal document No. 1 comparing it, chapter by chapter, with the draft amended annex II of the EC Directive amending directive 82/714/EEC. He also pointed out that the Group of Volunteers might need one more meeting to finalize and edit the consolidated text, paying special attention to the list of definitions, checking cross-references according to a new structure of the annex, etc.

37. The representative of the Russian Federation indicated that, in the view of the competent authorities of his country, the requirements in paragraphs 15-3.9 (2-compartment status) and 15-7 (two propulsion systems) of chapter 15 “Special provisions for passenger vessels” are excessive. He proposed, therefore, to make a footnote to both these paragraphs allowing Basin administrations to waive the requirements in question.

38. The Working Party **took note** of a consolidated text of the amended chapters 1 “General Provisions”, 1*bis* “Procedure and rules for the inspection of inland navigation vessels”, 8 “Anchor equipment”, 15 “Special provisions for passenger vessels”, 18 “Prevention of water pollution and abatement of noise produced by vessels”, ZZ “Special requirements for high-speed vessels” and X “Manoeuvrability” appearing in TRANS/SC.3/2004/1/Add.2-4 and **decided** as follows:

- (i) A footnote should be made to the paragraph 15-3.9 reading: **‘Basin administration may waive the requirements prescribed in this paragraph with regard to the 2-compartment status.’**;
- (ii) Square brackets should be deleted in paragraphs 15-3.9 and 15-7;
- (iii) The text of the newly amended chapters should be considered as “provisionally approved” by the Working Party;
- (iv) The Group of Volunteers was asked, in cooperation with the secretariat, to prepare a consolidated text of the amended annex to resolution No.17, revised with a structure as close to the structure of the draft revised Directive 82/714/EEC as possible, brush up the text, check all the cross-references and footnotes, get rid of square brackets, etc.;
- (v) The consolidated text of the amended annex should be presented for further consideration and adoption in all three languages together with the draft resolution at the ad hoc session of the Working Party SC.3 to be held on 15 and 16 March 2006.

39. The Working Party envisaged that, in the future, it might resume its work on consideration of the chapters left void for the time being, in particular, chapters 20 “Special provisions for sea-going vessels” and 21 “Special provisions for recreational craft”.

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

Documentation: TRANS/SC.3/115/Rev.2; TRANS/SC.3/115/Rev.2/Amend.1; TRANS/SC.3/WP.3/58 and Add.1.

40. The Working Party **took note** of a publication by the secretariat of amendments to CEVNI introduced by its resolution No.54 as document TRANS/SC.3/115/Rev.2/Amend.1 and was informed that replacement pages for the CEVNI publication resulting from these amendments are available at the SC.3 website: www.unece.org/trans/doc/finaldocs/sc3/CEVNI_replacement_pages_E.doc. It **took also note** of the work carried out by SC.3/WP.3 on further amendments to CEVNI in TRANS/SC.3/WP.3/58, paras. 23 - 43 and TRANS/SC.3/WP.3/58/Add.1.

41. The secretariat informed the Working Party that a revised version of the Signs and Signals on Inland Waterways (SIGNI) had been published as TRANS/SC.3/108/Rev.1, in accordance with the instructions of the Working Party (TRANS/SC.3/161, paragraph 41). SIGNI is also available at the website of SC.3.

(c) Harmonization of waterway signs and marking

Documentation: TRANS/SC.3/2005/2.

42. The Working Party **considered** the text of the draft resolution on the harmonization of waterway signs and marking prepared by the Working Party SC.3/WP.3 (TRANS/SC.3/WP.3/2005/2) and **adopted** it as its resolution No. 59.

(d) Requirements for prevention of water pollution from vessels

Documentation: TRANS/SC.3/2002/8.

43. The Working Party **reiterated** its invitation to the delegations of Hungary, the Russian Federation and Ukraine, to jointly agree on the text of the draft revised resolution No. 21 (TRANS/SC.3/2002/8) and transmit the agreed text to consideration by the Working Party at its fiftieth session in 2006.

(e) Consideration of measures aimed at prevention of air pollution from inland navigation vessels

Documentation: TRANS/SC.3/104/Add.6.

44. The Working Party **took note** of the publication by the secretariat of its resolution No. 55 on exhaust and pollutant particulate emissions from diesel engines (chapter 5 *bis*, TRANS/SC.3/104/Add.6) and **agreed** that its provisions should be included in the consolidated text of the amended annex to resolution No.17, revised to be considered and adopted at the ad hoc session of the Working Party in March 2006.

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

Documentation: TRANS/SC.3/104/Add.6.

45. The Working Party **took note** of the publication by the secretariat of its resolution No. 56 on minimum manning requirements and working and rest hours of crews of vessels in inland navigation (chapter 19, TRANS/SC.3/104/Add.6) and **felt** that, for the time being, the provisions of the resolution could be included in the consolidated text of amended annex to resolution No.17, revised.

(g) **International standards for notices to skippers and for electronic ship reporting in inland navigation**

Documentation: TRANS/SC.3/2005/7; TRANS/SC.3/WP.3/2004/21;
TRANS/SC.3/WP.3/2004/22 ; Informal Document No. 6.

46. The representative of Austria informed the Working Party that the RIS Directive that had just been approved by the European Parliament and by the Council provides for elaboration within the newly set-up RIS Committee of all the technical standards relating to the River Information Services. He spoke in favour of the adoption by SC.3 of the two above-mentioned standards that, in his view, would facilitate their consideration and adoption equally within the EU RIS Committee.

47. The Working Party **adopted** resolution No. 60 concerning international standards on Notices to Skippers and on Electronic Ship Reporting in Inland Navigation prepared by the secretariat together with relevant international standards transmitted to it by SC.3/WP.3 which are to be annexed to the resolution (TRANS/SC.3/2005/7, TRANS/SC.3/WP.3/2004/21 and TRANS/SC.3/WP.3/2004/22). The secretariat **was requested** to publish the consolidated text of resolution No. 60.

48. The representative of the Danube Commission informed the Working Party that within his organization, work was also under way with a view to adoption of RIS Guidelines and all the technical standards relating to the RIS services.

49. The representative of the Russian Federation briefed the Working Party on the outcome of the meeting of the International Harmonization Group on Inland ECDIS held in Rostock, Germany from 5 to 9 September 2005, as reflected in Informal document No.6. The International Harmonization Group agreed on the final draft of the Encoding Guide for Inland ENC and on the procedure for its finalization and future amendment. The draft Encoding Guide was then presented to the seventeenth meeting of the Committee on Maritime Information Systems (CHRIS) of the International Hydrographical Organization, which was held at the same time in Rostock. It is envisaged to present the Encoding Guide equally to the International (European) Expert Group on Inland ECDIS at its November 2005 Budapest meeting with a view to amending the existing Inland ECDIS standard accordingly.

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

- (a) **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.

50. The Working Party **noted** that no new accessions to the Strasbourg Convention on the Limitation of Liability of Owners of Inland Navigation Vessels of 1988 (TRANS/SC.3/R.130) had taken place since its previous session.

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

Documentation: TRANS/SC.3/2004/15.

51. The Working Party **invited** Governments to continue to keep the secretariat informed of any further rectifications or additions to be made to document TRANS/SC.3/2004/15 reflecting the situation with regard to bilateral and multilateral agreements for international inland water transport to which they are a Party.

IMPLEMENTATION OF CONVENTIONS AND APPLICATION OF RESOLUTIONS RELATING TO INLAND NAVIGATION

Documentation: TRANS/SC.3/2005/8; Informal document No. 5.

52. The Working Party **considered** the situation concerning the application by Governments of its resolutions on the basis of document TRANS/SC.3/2005/8 and invited Governments to accept the resolutions if they have not yet done so and inform the secretariat accordingly.

53. Governments were **invited** in particular to inform the secretariat whether they accept the latest resolutions adopted by the Working Party, i.e. resolutions Nos. 40 (International Certificate for Operators of Pleasure Craft); 41 (Pleasure Craft Used Exclusively for Pleasure Navigation); 48 (Inland ECDIS); 52 (European recreational inland navigation network); 57 (RIS Guidelines) and 58 (VTS Services). It was recalled that, in addition, to the information on their application or non-application, some of the resolutions provide for submission by Governments of particular information: resolution No. 40 – the names of competent authorities issuing the Certificates and some other information; No. 42 – the names of competent authorities authorized to carry out the inspection of vessels; No. 52 – list of inland waterways open for recreational navigation, etc.

54. The Working Party **took note** of the proposal by EBA in Informal document No. 5 concerning the improvement of the text of the resolution No. 40 and **asked** the secretariat to issue for its ad hoc session in March 2006, in cooperation with EBA, a formal document in this regard.

WORKSHOPS ON INLAND NAVIGATION MATTERS

55. The Working Party was informed and **took note** of the information on main output of the Workshop on inland navigation issues organized jointly by UNECE/ECMT/CCNR/DC in Paris on 22 and 23 September 2005 and **asked** the secretariat to make the findings or main conclusions of the Workshop available for consultation at the website of the Working Party SC.3.

DRAFT PROGRAMME OF WORK FOR 2006-2010 AND CALENDAR OF MEETINGS

Documentation: TRANS/SC.3/2005/9.

56. The Working Party **examined** the draft Programme of Work for 2006-2010 and a tentative list of meetings for 2006 prepared by the secretariat (TRANS/SC.3/2005/9), and **approved it** subject to a number of small rectifications. The draft programme of work and calendar of meetings are annexed to this report.

OTHER BUSINESS

(a) Election of officers

57. Mr. I. Valkar (Hungary) **was re-elected** Chairman of the Working Party for its fiftieth session.

(b) Tribute to Mr. Miroslav Rak (Czech Republic)

58. The Working Party was informed that Mr. Rak, representative of the Czech Republic, was about to retire from the governmental service and, therefore, would no longer be able to participate in the work of the Working Party to which he had been a member since 1972 and a Chairman in 1984-1985. The Working Party **thanked** Mr. Rak for his highly professional contribution to the work of the UNECE in the field of inland water transport for many years and **wished** him a long and happy retirement.

ADOPTION OF THE REPORT

59. In accordance with the decision of the Working Party in para. 2 above, the report of the current session was established by the Chairman with the assistance of the secretariat for submission to the Inland Transport Committee. The **decisions adopted** by the Working Party during the session are contained in the following paragraphs of this report: 2-4, 9-11, 15, 20-26, 30, 31, 33, 35, 38-40, 42-45, 47, 50-59.

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ANNEX

DRAFT PROGRAMME OF WORK FOR 2006-2010

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 EWaterway 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) Preparation and circulation of maps of European inland waterways in order to avail Governments with up-to-date data concerning inland waterway infrastructure in Europe.

Output expected: Publication every five years of the update of the Map of European Inland Waterways.

Priority: 2

ACTIVITIES OF A LIMITED DURATION

- ~~[(d) 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) **Consideration of the possibility and need for amending existing UNECE legal instruments and recommendations with provisions aimed at enhancing transport security**

Output expected: Possible adoption of relevant draft amendments to AGN Agreement, CEVNI and/or Recommendations on Technical Requirements for Inland Navigation Vessels **Priority: 2**

- (b) 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**

- (c) 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:

(i) 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. (2006) Priority: 1

(ii) **Elaboration of harmonized procedure for consideration of applications for recognition of ship's certificate to ensure a common and non-discriminatory approach to such a consideration (2008)** Priority: 1

(iii) Consideration of a possibility and modality for the elaboration of specific unified technical requirements for sea-river vessels. (2006) Priority: 1

(d) **Application and updating the Recommendations on Minimum Requirements for the Issuance of Boatmasters' Licenses in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (annex to resolution No. 31).**

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 (2010) Priority: 1

(e) Application and updating of the European Code for Inland Waterways (CEVNI) and the provisions concerning Signs and Signals on Inland Waterways (SIGNI) to ensure a high level of safety in international traffic.

Output expected: Adoption of amendments to CEVNI concerning, in particular, high-speed vessels and navigation in reduced visibility [~~and publication of a revised SIGNI. (2005)~~] 2006 Priority: 1

(f) Elaboration of requirements for the prevention of pollution from vessels with a view to protecting the environment from pollution, noise and vibration originating from shipping.

Output expected: Amendment of 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. (2006) Priority: 1

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

Output expected: ~~[Identification of problems which might have made member States refrain from becoming Parties to the Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterway (CVN) and presentation of appropriate recommendations in this regard to the Inland Transport Committee.]~~ **Preparation, in consultation with legal experts of member Governments, and circulation of relevant questionnaires on implementing UNECE legal instruments on inland water transport in force, analysis of the responses by Governments and presentation of appropriate recommendations to the 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]

(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)] **2007**

Priority: 3

~~[(h) 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) 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)] **2006**

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) Elaboration of requirements for anchors of vessels other than self propelled cargo barges to ensure a commonly acceptable level of safety of navigation. (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) 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. (2005) Priority: 2~~
- ~~(l) 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) Priority: 2~~
- ~~(m) Consideration of minimum manning requirements, working and rest hours of crews of vessels in inland navigation with a view to ensuring safety of navigation. (2005) Priority: 2~~
- (j) Establishment of common principles and technical requirements for a Pan-European River Information Service. [2005 Priority: 2]

Output expected: Adoption of resolution on Standards for Electronic Ship Reporting and Notices to Skippers in Inland Navigation. (2005) Priority: 2

Adoption of Resolution on Standard for Vessel Tracking and Tracing Systems in Inland Navigation (2007) Priority: 2

Amendment of resolution No. 48 on Electronic Chart Display and Information Systems for Inland Navigation (Inland ECDIS) (2007) Priority: 2

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TENTATIVE LIST OF MEETINGS FOR 2006

March

15-16 Ad hoc session of the Working Party on Inland Water Transport (SC.3/AC.6)

June

6-8 Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (thirtieth session)

October

11-13 Working Party on Inland Water Transport (SC.3) (fiftieth session)
