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Working Party on Inland Water Transport

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

**REPORT OF THE WORKING PARTY ON THE STANDARDIZATION
OF TECHNICAL AND SAFETY REQUIREMENTS IN INLAND NAVIGATION
ON ITS TWENTY-NINTH SESSION (7-9 JUNE 2005)**

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REPORT

ATTENDANCE

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation held its twenty-ninth session from 7 to 9 June 2005. Representatives of the following countries took part in its work: Austria, Bulgaria, Croatia, Czech Republic, Germany, Hungary, the Netherlands, Poland, Romania, Russian Federation, Switzerland and Ukraine. The representative of the European Commission (EC) was also present. Representatives of the following intergovernmental organizations attended the session: the Danube Commission (DC).

ADOPTION OF THE AGENDA

2. The Working Party adopted the provisional agenda prepared by the secretariat (TRANS/SC.3/WP.3/57).

ELECTION OF OFFICERS

3. Mr. E. Kormyshov (Russian Federation) was elected Chairman of the session.

AMENDMENT OF THE RECOMMENDATIONS ON TECHNICAL REQUIREMENTS FOR INLAND NAVIGATION VESSELS (ANNEX TO RESOLUTION NO. 17, REVISED)

Documentation: TRANS/SC.3/163; TRANS/SC.3/104/Add.6; TRANS/SC.3/2004/1 and Corr.1; TRANS/SC.3/WP.3/2004/1/Add.1.

4. The Working Party took note that the text of the annex to resolution No. 17, revised, has been amended by the Working Party on Inland Water Transport as set out in TRANS/SC.3/104/Add.6. It further noted a consolidated text of the draft amended chapters 2-7, 9, 10A (Steering gear), 10B (Wheelhouse), 11, 11*bis*, 12-14, 16, 17 and Z (Working spaces) of the annex, as provisionally approved by the Working Party SC.3 appearing in TRANS/SC.3/2004/1 and Corr.1 and TRANS/SC.3/2004/Add.1.

5. The secretariat informed the Working Party that, as requested, the compilation of the Regulations on the Inspection of Rhine Vessels (RVBR-95) in English and Russian has been put by the secretariat on the SC.3/WP.3 website (<http://www.unece.org/trans/main/sc3/wp3/RVBR-95.html>) for consultation by interested delegations.

(a) Work of the Group of Volunteers on amendment of the annex

Documentation: TRANS/SC.3/WP.3/2004/3; TRANS/SC.3/WP.3/2004/7; TRANS/SC.3/WP.3/2004/12; TRANS/SC.3/WP.3/2003/7; TRANS/SC.3/WP.3/AC.2/2003/1 and Add.1; TRANS/SC.3/WP.3/AC.2/2004/1.

6. The Working Party was briefed by the Chairman of the Group of Volunteers, Mr. W. Zondag (the Netherlands), on the work carried out by the Group since last year and on the forthcoming activities of the Group of Volunteers.

7. The Working Party considered the reaction by the Group of Volunteers to the proposals of the Government of Ukraine concerning the texts of already provisionally approved chapters of the annex as well as to the earlier instructions of the Working Party, as reflected in TRANS/SC.3/WP.3/2005/3, and agreed to rectify documents TRANS/SC.3/2004/1 and Add.1 accordingly. It was decided, however, to rectify the text of para. 12-1.5 appearing under point 14 of document TRANS/SC.3/WP.3/2005/3 as follows:

“[12-1.5] Bulkheads, ceilings and doors of machinery spaces and boiler rooms shall be made of steel or other **equally fire-resistant** material. Stairways and ladders leading to machinery spaces and boiler rooms shall be fixed permanently and made of steel or equivalent material”.

8. The secretariat was requested to issue another corrigendum to TRANS/SC.3/2004/1 and Add.1 as set out in TRANS/SC.3/WP.3/2005/3 and modified in para. 7 above.

(b) Amendment of chapters 18 "Prevention of water pollution" and ZZ "Special requirements for high-speed vessels"

Documentation: TRANS/SC.3/131; TRANS/SC.3/WP.3/55; TRANS/SC.3/WP.3/AC.2/2004/1; TRANS/SC.3/WP.3/2003/4; TRANS/SC.3/WP.3/2005/6.

9. The Working Party resumed consideration of draft amended chapter 18 "Prevention of water pollution" and of a new chapter ZZ "Special requirements for high-speed craft" of the annex to resolution No. 17, revised, prepared by the Group of Volunteers as set out in TRANS/SC.3/WP.3/AC.2/2004/1. Taking into account a preliminary exchange of views on this subject, as reflected in TRANS/SC.3/WP.3/55, paras. 8-10, and the proposals of the Russian Federation in TRANS/SC.3/WP.3/2005/6, the Working Party agreed on the text of Chapter 18 as follows:

(i) The title of chapter 18 should be modified as suggested by the Group of Volunteers in TRANS/SC.3/WP.3/2005/6, para. 5;

(ii) Square brackets in para. 18-1.1 should be deleted;

(iii) In para. 18-2.1 in Russian the word "других" should be deleted. The text of the paragraph should be completed with additional phrase as suggested by the Group of Volunteers in TRANS/SC.3/WP.3/2005/6, para. 6;

(iv) Paras. 18-2.4 and 18-4.7 should be modified as suggested by the Group of Volunteers in TRANS/SC.3/WP.3/2005/6, para. 7;

(v) Paragraph 18-2.6 should read:

"18-2.6 In order to store spent oils there shall be one or several specific receptacles in the engine room with total capacity corresponding to at least 1.5 times the quantity of the spent oils from the sumps of all of the internal combustion engines and all of the equipment installed, together with the hydraulic-fluid installations ..."
The rest of the paragraph unchanged.

(vi) In para. 18-4.1(iii) in Russian the word "сброса" should be replaced by "сдачи";

(vii) In para. 18-4.3 in Russian the words "оптического и акустического сигнала" should be replaced by "визуального и звукового сигналов";

(viii) The text of the title of section 18-6 should be correctly spelled in Russian;

(ix) The chapter should be supplemented with new section 18-9 as suggested by the Group of Volunteers in TRANS/SC.3/WP.3/2005/6, para. 8.

10. The secretariat was requested to transmit the text of draft chapter 18, as reflected in TRANS/SC.3/WP.3/AC.2/2004/1 and amended in para. 10 above, to the Working Party SC.3 for further consideration and adoption.

11. The text of chapter ZZ in TRANS/SC.3/WP.3/AC.2/2004/1 was modified as follows:

(i) Para. ZZ-1.1 should be modified as proposed by the Russian Federation in TRANS/SC.3/WP.3/2005/6, point 4, i.e.

“ZZ-1.1 The term ‘high-speed craft’ means a motorized vessel, with the exception of small craft, capable of sailing at a speed greater than 40 km/h in relation to the surface of still water, where this is indicated in its ship’s certificate.”;

(ii) Para. ZZ-1.2 should be put in square brackets. Governments were invited to study if this provision should not be deleted from this chapter as unjustified;

(iii) The second sentence of para. ZZ-1.3 should be modified to read:

“The class of the craft shall be maintained by the classification society during the whole operation period of the craft.”

12. The secretariat was requested to transmit the text of draft chapter ZZ, as reflected in TRANS/SC.3/WP.3/AC.2/2004/1 and modified in para. 12 above, to the Working Party SC.3 for further consideration and adoption.

(c) Amendment of chapters 1 “General provisions” and 1bis “Procedure and rules for the inspection of inland navigation vessels”

Documentation: TRANS/SC.3/WP.3/2005/1/Add.2; TRANS/SC.3/104/Add.2 and 4; TRANS/SC.3/131.

13. The Working Party considered the above draft amended chapters 1 and 1bis as set out in TRANS/SC.3/WP.3/2005/1/Add.2 prepared by the Group of Volunteers with due regard to Annex II of the draft revised Directive 82/714/EEC and modified them as follows:

(i) The definition of the term “Ship’s certificate” in section 1-3 should be redrafted to read:

[“Ship’s certificate: a certificate in accordance with the model of appendix... ^{1/} issued to a vessel by the Administration **or by a competent authority duly authorized to this**

^{1/} The symbol of the appendix is to be assigned when finalizing the consolidated text of the Recommendations.

purpose by the Administration, signifying compliance with the technical provisions of these Recommendations.”^{2/}];

(ii) Para. 1*bis*-1.3 should be modified to read as follows:

“1*bis*-1.3 The Ship’s Certificate shall be issued by **the Administration or by a competent authority duly authorized to this purpose by the Administration**”.

(iii) Para. 1*bis*-5.1 in Russian should be rectified to read:

“1-*бис*-5.1 Освидетельствование судов, предназначенных для эксплуатации на внутренних водных путях, производится компетентным органом по освидетельствованию судов или **имеющим необходимую квалификацию** органом, надлежащим образом уполномоченным правительством.”;

(iv) Para. 1*bis*-7.2 concerning the official number of vessels should be put in square brackets.

(v) The secretariat was requested to check and rectify the Russian text in the model ship’s certificate (appendix to chapter 1*bis*), in particular in items 12 and 15. Items 46 to 48 should be put in line with the newly adopted chapter 19 on minimum crew (TRANS/SC.3/104/Add.6).

14. The secretariat was requested to transmit draft amended chapters 1 and 1*bis* as set out in TRANS/SC.3/WP.3/2005/1/Add.2 and modified in para. 13 above to the Working Party SC.3 for further consideration and adoption. Having been informed that work was currently under way, in the so-called Unified Hull Identification Group set up within the COMPRIS project with a view to establishing a comprehensive system of official ship numbering for the purpose of River Information Services, the Working Party requested the secretariat to provide the Working Party SC.3 with all the information regarding any ship numbering systems which could be used as an alternative to the one in para. 1*bis*-7.2.

15. The delegation of Croatia suggested that, similar to the provisions of CEVNI concerning the term “small craft” (TRANS/SC.3/115/Rev.2, article 1.01(d)), a footnote should be added to subparagraph 1-1.2(i) in TRANS/SC.3/WP.3/2005/1/Add.2 allowing the Administrations to extend the application of the Recommendations to vessels having a length of 15 m or more. The Working Party believing, on the one hand, that CEVNI and Recommendations on Technical Requirements for Inland Navigation Vessels concerned different subjects and might not, therefore, warrant the need for full harmonization of all the terms and standards established in these two sets of regulations, felt, on the other hand, that a certain degree of compatibility

^{2/} To avoid duplication of paragraph 1*bis*-1.3, the Working Party on Inland Water Transport may wish to modify the term “Ship’s Certificate” to read : “Ship’s certificate: a certificate in accordance with the model of appendix...^{1/} signifying the compliance of the vessel with the technical provisions of these Recommendations.”.

between them should be ensured. Governments were invited to study this question and transmit to the Working Party their views in this regard.

(d) Amendment of chapter 8 “Anchoring, towing and mooring”

Documentation: TRANS/SC.3/WP.3/2005/1/Add.1; TRANS/SC.3/131;
TRANS/SC.3/104/Add.3.

16. The Working Party considered the draft amended chapter 8 “Anchor equipment”, prepared by the Group of Volunteers in TRANS/SC.3/WP.3/2005/1/Add.1 and praised the work accomplished by the Group of Volunteers. Given a rather late publication of this document, the Working Party invited Governments to study the draft amended chapter 8 “Anchor equipment” and transmit their comments and proposals on it, if any, to the secretariat **by 1 August 2005** so that they could be presented to the Working Party SC.3 to facilitate the consideration and adoption of the chapter.

(e) Amendment of chapter 15 “Special provisions for passenger vessels”

Documentation: TRANS/SC.3/WP.3/2005/1.

17. The Working Party noted that the text of chapter 15 prepared by the Group of Volunteers in TRANS/SC.3/WP.3/2005/1 has been completely revised, and was based on the relevant chapter of draft revised Directive 82/714/EEC.

18. The representative of the Russian Federation found that the requirements set out in paras. 15-3.9 (concerning a 2-compartment floatability status) and 15-7 (concerning a second propulsion system) as being too expensive, unreasonable and excessive. He further indicated that the translation into Russian of the term “propulsion system” should be rectified possibly as “двигательно-движительный комплекс”.

19. The Chairman of the Group of Volunteers explained that the provisions of paragraph 15-7 might be interpreted as a need to equip passenger vessels either with two propulsion systems separated in the engine room by a longitudinal bulkhead or with a bow thruster system capable of keeping the vessel sufficiently navigable and manoeuvrable under dense traffic conditions in case of breakdown of the main propulsion system. He further pointed out that passenger vessels with such double propulsion systems already operate on the Rhine and on other inland waterways.

20. As a result of an exchange of views, the Working Party decided to put the paragraphs 15-3.9 and 15-7 in square brackets. Governments were invited to study the whole chapter carefully and present their views and proposals on it to the secretariat **by 1 August 2005** so that they could be presented to the Working Party SC.3 with a view to facilitating the consideration and adoption of the chapter.

(f) Manoeuvrability requirements for inland navigation vessels

Documentation: TRANS/SC.3/WP.3/2005/2 and Add.1; TRANS/SC.3/WP.3/2003/2; TRANS/SC.3/WP.3/2002/5; TRANS/SC.3/WP.3/R.99/Add.1; TRANS/SC.3/WP.3/R.64 and Corrs.1-2.

21. The Working Party considered the text of the new chapter X “Manoeuvrability” together with an appendix containing alternative manoeuvrability test procedures and criteria, and decided as follows:

(i) Para. X-7.2 should be modified to read:

“X-7.2 Where vessels and convoys are not longer than 86 m and not wider than 22.9 m, **the Basin Administration may replace the stopping capacity mentioned above by turning capacity against the current.**”;

(ii) In the appendix in each of the alternative test procedures, the text in square brackets should be preferred, i.e. relevant manoeuvrability test procedures should be shown in full in addenda.

22. The secretariat was requested to transmit the text of chapter X with its appendix to the Working Party SC.3 for further consideration and adoption.

FURTHER AMENDMENTS TO THE EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)

Documentation: TRANS/SC.3/115/Rev.2; TRANS/SC.3/2004/6; TRANS/SC.3/2004/18; TRANS/SC.3/WP.3/2004/14/Add.1; TRANS/SC.3/WP.3/2004/15; TRANS/SC.3/WP.3/2005/4; TRANS/SC.3/WP.3/2005/5; TRANS/SC.3/WP.3/2005/5/Add.1; TRANS/SC.3/WP.3/56; Informal Documents Nos. 2, 3 and 4.

23. The Working Party took note of resolution No. 54 on the amendment of CEVNI as set out in TRANS/SC.3/2004/6 adopted by the Working Party on Inland Water Transport at its forty-eighth session (TRANS/SC.3/163, para. 38) and proceeded with the consideration of proposals from Governments and river commissions on further amendments to CEVNI as follows.

(a) Chapter 1

24. The Working Party discussed, at length, the proposals of Austria and of the Danube Commission with regard to the possible adaptation of the term “high-speed vessel” as set out in TRANS/SC.3/WP.3/2005/4, paras. 11 and 12 respectively. As a result of informal consultations within a small group of experts, the delegation of the Netherlands offered to prepare and submit for consideration by the Working Party a new definition which would be based on the existing text in chapter 1.01(cc) of CEVNI complemented with an additional phrase describing circumstances when the high-speed craft will not be considered as such (during short crossings from one wharf to another or when navigating on sections where speed limits are applied, etc.).

The secretariat was requested to circulate the proposal of the Netherlands as soon as it would be available, and invited Governments and river commissions to react to it before the summer session of the Working Party in 2006.

25. The Working Party agreed to amend article 1.07(3) of CEVNI as proposed by the DC in TRANS/SC.3/WP.3/2004/14/Add.1, point 15.

26. The Working Party agreed with the suggestions of the secretariat concerning the amendment of article 1.10 of CEVNI and of chapter 19 of the annex to resolution No.17, revised, as set out in TRANS/SC.3/WP.3/2005/4, points 13 – 15.

27. It was agreed to include in article 1.01 of CEVNI a definition of the term “safe speed” as follows:

“(z) The term ‘safe speed’ means a speed at which a vessel **or a convoy can navigate safely, undertake manoeuvres and stop** within the distance required by the prevailing circumstances and conditions.”

The secretariat was requested to formulate and submit for consideration by the Working Party proposals concerning the places where the term “safe speed” might be mentioned in CEVNI.

(b) Chapter 2

28. The Working Party agreed to amend article 2.01 with a new paragraph 5 as proposed by DC in TRANS/SC.3/WP.3/2005/5.

(c) Chapter 3

29. The suggestions of the secretariat in TRANS/SC.3/WP.3/2005/5, points 2-5 regarding the amendment of chapter 3 were accepted.

30. With regard to the proposal of Belarus to amend article 3.32(1)(b) and sketch 66 of annex 3 describing boards marking the prohibition of smoking or the use of unprotected light or flame (TRANS/SC.3/WP.3/2005/5, point 6), the Working Party requested the secretariat to collect information on similar prohibitory signs used in different organizations (such as EC, ISO, etc.) and in different fields of activity for presentation to the Working Party at its next summer session in 2006.

(d) Chapter 4

31. The Working Party did not accept the proposal of DC on amendment of article 4.05 obliging the boatmaster of a high-speed vessel to use radar in the “operation” mode (TRANS/SC.3/WP.3/2005/5, point 7).

32. The Working Party took note of Informal Document No.2 reflecting a proposal by the secretariat on possible amendment of article 4.05 “Radar” with a reference to General technical specifications applicable to radar equipment, set out in a newly adopted Annex 10 to CEVNI and agreed to look at it, at its next session, asking the secretariat to issue its proposal as a formal working document.

(e) Chapter 6

33. The Working Party agreed to amend article 6.02(2) set out in TRANS/SC.3/2004/6 to read:

“2. Where the provisions of this chapter provide that a particular rule of the road shall not apply to small craft in relation to other vessels, it shall be incumbent on small craft to leave all other vessels, **including high-speed vessels** ~~except for high-speed vessels~~, enough room to hold their course and to manoeuvre; they may not require such vessels to give way to them.”.

The proposal of DC in TRANS/SC.3/WP.3/56, para. 7 to bring article 6.01*bis* logically in line with article 6.02(2), as amended above, was not accepted. Instead, the Working Party asked the delegation of the Netherlands to transmit its views with regard to the need for a possible alignment of article 6.01*bis* of CEVNI with article 6.01 of RPNR.

It was felt that the proposal of DC to add the words “**under way**” after “high-speed vessels” in articles 6.01*bis* and 6.02(2) might be considered after the receipt of the draft revised definition of “high-speed vessel” promised by the Dutch delegation, as indicated in para. 24 above.

34. The DC representative was invited to prepare and present to the Working Party his proposals with regard to the possible regulation of the navigation of small craft vis-à-vis commercial traffic fairways.

35. The Working Party requested the secretariat to prepare a draft amended article 6.07 of CEVNI with due regard to the amendments under discussion in DC as set out in TRANS/SC.3/WP.3/2004/15, para. 6 for further consideration and approval.

36. The proposal of Ukraine to modify the titles of newly amended articles 6.30 and 6.32 (TRANS/SC.3/WP.3/2004/14/Add.1) were not accepted.

37. The Working Party agreed to modify article 6.21(5) as proposed by DC in TRANS/SC.3/WP.3/2005/5, para.8.

(f) Chapters 7, 8 and 9

38. The suggestions of the secretariat in TRANS/SC.3/WP.3/2005/5, points 9 and 12 regarding the amendment of chapters 7 and 9 were accepted.

39. As to the suggestions of the secretariat in TRANS/SC.3/WP.3/2005/5, points 10 and 11, the Working Party felt that the incorporation into CEVNI of additional provisions concerning the “Do not approach” signal used on the Danube and on the Rhine could be useful. The secretariat was requested to prepare a draft revised chapter 8 of CEVNI comprising the above-mentioned provisions, as well as the proposal of Germany, currently under discussion in DC, to complement chapter 8.01 “Reporting requirements” with a new paragraph 5 regarding the confidentiality of data to be reported by vessels carrying dangerous goods. This latter proposal should, however, be put in square brackets. Governments were invited to give their written views with regard to the possible amendment of CEVNI with the above provisions.

(g) Annexes 3, 4, 5 and 7

40. It was recalled that the Working Party SC.3, at its forty-eighth session, asked the Working Party SC.3/WP.3 to consider the proposal, transmitted to it by the Government of Germany, concerning the possible unification of standards for navigation lights of sea-going and river vessels in TRANS/SC.3/2004/18 and to see if any amendments should be made to annexes 4 and 5 of CEVNI (TRANS/SC.3/163, para. 41).

41. The Working Party took note of Informal Documents Nos. 3 and 4 presented by the delegation of Germany and was informed of the work carried out by the Technical Committee CEN/TC 15 with a view to establishing an international standard EN14744 on navigation lights of sea-going and inland navigation vessels. On the one hand, it was felt that such a harmonization would be useful especially for sea-river shipping but, on the other hand, the Working Party believed that it would be hard to envisage that either CEVNI and COLREG standards could be radically changed. German experts informed the Working Party that EN14744 would become a test standard enabling the manufacturer to obtain one single approval for a navigation light for all kinds of vessels. The standard was all but ready, the international voting procedure having just been finished. As a result, the Working Party was expected to adapt the table of luminous intensity in Annex 5 of CEVNI. The delegation further pointed out that there was no need to modify the COLREG in any way. In their view, the EN14744 standard would make the life of navigation lights manufacturers, test laboratories and approval authorities much easier. It would also be of help to the users of navigation lights. The Working Party thanked the delegation of Germany for their explanations and asked them to keep it informed of the progress in implementing the standard EN14744. The secretariat was requested to issue Informal Document No.4 reflecting the possible adaptation of annexes 4 and 5 of CEVNI as a formal working document. It was agreed to come back to this item at the next summer session of the Working Party.

42. The Working Party agreed to supplement annex 7 of CEVNI with a new sign A4(a) as proposed by DC in TRANS/SC.3/WP.3/2004/15, para. 9.

43. Once the list of possible further amendments to CEVNI is issued by the secretariat in accordance with the decisions in paras. 24 - 42 above, Governments and river commissions were invited to study it and transmit to the secretariat **not later than 1 March 2006** their comments and proposals on the text of the draft amendments, so that the Working Party could, at its summer session of 2006, proceed with their further consideration and approval.

HARMONIZATION OF WATERWAY SIGNS AND MARKING

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

44. The Working Party took note of the draft resolution concerning the Guidelines for Waterway Signs and Marking prepared on its instructions by the secretariat (TRANS/SC.3/2005/2) and decided to transmit it to the Working Party SC.3 for adoption.

INTERNATIONAL STANDARDS FOR NOTICES TO SKIPPERS AND FOR ELECTRONIC SHIP REPORTING IN INLAND NAVIGATION

Documentation: TRANS/SC.3/WP.3/2004/21; TRANS/SC.3/WP.3/2004/22.

45. The Working Party resumed consideration of the Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation as set out in TRANS/SC.3/WP.3/2004/21 and TRANS/SC.3/WP.3/2004/22, respectively, and agreed to transmit both standards to the Working Party SC.3 for adoption. The secretariat was requested to prepare a draft resolution of SC.3 to this effect.

46. It was recalled that, at its twenty-eighth session, the Working Party was not able to agree on the possible updating of the UNECE standard for Inland ECDIS adopted in 2002 as resolution No.48, because of the divergent views of delegates on the compatibility of this standard with the standard for maritime ECDIS (TRANS/SC.3/WP.3/56, paras.29-32). As a result, at its forty-eighth session, the Working Party SC.3 invited the International Expert Group on Inland ECDIS to consider every possibility for bringing the Inland ECDIS standard as close to the maritime ECDIS standard as possible with a view to facilitating, and ensuring, the safety of the sea-river and coastal shipping (TRANS/SC.3/163, para. 53). The Working Party was informed that, within the International Expert Group, work was under way on preparing relevant amendments to the Inland ECDIS standard in consultation with all interested States and organizations. It was agreed to await the results of this work by the Expert Group before undertaking any amendment of the UNECE standard.

AMENDMENT OF THE EUROPEAN AGREEMENT ON MAIN INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE (AGN)

Documentation: TRANS/SC.3/163; TRANS/SC.3/2004/17.

47. The Working Party noted that no substantial remarks or proposals had been received from Governments on the text of the draft amendments to the AGN Agreement appearing in TRANS/SC.3/2004/17 and modified in TRANS/SC.3/163, para. 17. The secretariat was

requested, therefore, to prepare and transmit to the Working Party SC.3 draft formal amendments to the Agreement itself and to its annexes, based on the above-mentioned documentation, for final consideration and adoption.

OTHER BUSINESS

(a) International fora and events of interest to the Working Party

48. The delegation of Croatia informed the Working Party that the Framework Agreement on the Sava River Basin entered into force on 29 December 2004. From that date on, the Sava became an international river open for navigation by vessels of all nations. The first session of the Sava Commission would be held in its Headquarters in Zagreb (Croatia) on 27-29 June 2005. The Working Party congratulated the States Contracting Parties to the Agreement on the completion of ratification procedure and wished them every success in their endeavours.

49. A member of the secretariat informed the Working Party that on 22 and 23 September 2005, a Workshop on inland navigation issues would be held in Paris. The Workshop is organized jointly by UNECE, ECMT, CCNR and DC with the participation of the European Commission. The Programme of the Workshop will be circulated to the heads of SC.3 delegations.

(b) Dates of the next sessions

50. The thirtieth and thirty-first sessions of the Working Party are scheduled to take place from 15 to 17 March 2006 and from 6 to 8 June 2006, respectively.

ADOPTION OF THE REPORT

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