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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Special session
Geneva, 15-16 March 2006

REPORT OF THE WORKING PARTY ON INLAND WATER TRANSPORT

I. ATTENDANCE

1. The Working Party on Inland Water Transport held its special session from 15 to 16 March 2006. Representatives of the following countries took part in its work: Austria, Bulgaria, Croatia, Czech Republic, Germany, Hungary, Lithuania, Netherlands, Poland, Russian Federation and Switzerland. Representatives of the following intergovernmental organizations attended the session: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC) and the International Sava River Basin Commission. The following non-governmental organizations were represented: European Boating Association (EBA) and European River-Sea Transport Union (ERSTU).

II. ADOPTION OF THE AGENDA

Documentation: [ECE/TRANS/SC.3/170](#).

2. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/170).

III. CHAIRMANSHIP

3. Dr. Istvan Valkar (Hungary) chaired the session.

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

Documentation: [ECE/TRANS/SC.3/2006/1](#); [TRANS/SC.3/2005/3](#); [Informal Document No.2.](#)

4. It was recalled that, at its forty-ninth session, the Working Party provisionally approved the last portion of the draft amended chapters of the annex (see TRANS/SC.3/2004/1 and Add. 1-4) and asked the experts of the Group of Volunteers, 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 (TRANS/SC.3/168, para. 38).

5. The Working Party was briefed on the work that has been carried out by the Group of Volunteers in finalizing the consolidated text of the amended annex appearing in ECE/TRANS/SC.3/2006/1 and praised the efforts of the volunteer experts who managed to complete the exercise in good time.

6. The Working Party proceeded with consideration of the text, chapter by chapter, and decided as follows:

(i) The definitions 5 and 6 of section 1-2 should be modified to read:

“5. "towed barge": a dumb barge or tank barge built to be towed, either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres.

6. "pushed barge": a tank barge or cargo barge built or specially modified to be pushed, either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres when not part of a pushed convoy.”

(ii) Definitions 7 and 8 should be deleted.

(iii) Definition 9 (and the following definitions) should be renumbered and read:

“7. "ship-borne barge": a pushed barge built to be carried aboard sea-going ships and to navigate on inland waterways.”

The secretariat was requested to replace the relevant terms used throughout the text of the Recommendations with due regard to the terms defined in (i) and (iii) above.

(iv) In section 1-2, in Russian, the subtitle “Particular areas on board” should read: **“Отдельные зоны на борту”**.

(v) Definition 122 should be modified to read:

“122. “recognized Classification Society”: a Classification Society which has been approved by the Administration in accordance with the criteria in appendix 6 or which has been recognized by the Administration in accordance with the procedure, conditions and criteria laid down in chapter 1.15 of the regulations annexed to the ADN Agreement.

(vi) The Working Party took note of Informal Document No. 2 prepared by the secretariat and reflecting a comparison between the official numbers assigned to vessels of different countries according to the UNECE Recommendations/EC Directive and the numbering system currently considered by the International Group ERI and agreed that it would come back to the numbering system in section 2-7 once the work of the International Group is completed.

(vii) In paragraph 2-7.1, the word “Government” should be replaced by “**Administration**”.

(viii) Paragraph 5-6.1 should be supplemented with a second sentence and a footnote reading: **“In any case such speed should not be less than 12 km/h^{*/}”**

/* **Administration may assign to vessels and convoys operating exclusively within a particular river basin a minimum speed that differs from the value prescribed in this paragraph, taking into account local conditions and manoeuvrability of the vessels/convoys.

(ix) For greater clarity of symbols used in formulae, the secretariat was requested to give all formulae in italics.

(x) The secretariat was requested to check if in paragraph 8B-1.4, the thickness of the flange should not be **20 mm** as provided for in the annex to Resolution No. 50 (TRANS/SC.3/104/Add.5, Diagram 1) instead of 22 mm and rectify the figure accordingly.

(xi) In paragraph 10-5.1.5 the symbol N should be followed with “(**Newton**)”.

(xii) Insert new paragraph 10-1.4.2 *bis* reading: **“Anchor chains shall have a sufficient tensile strength.”**

(xiii) In the last sentence of paragraph 10-1.4.4 in English, the term “breaking load” should be replaced by **“tensile strength”**.

(xiv) The second sentence of paragraph 12-2.2.3 in Russian should read: **“В спальных каютах на первое из проживающих в них лиц должно приходиться не менее 5 м³ кубатуры и по крайней мере по 3 м³ на каждое последующее лицо (кубатура мебели вычитается)”**.

(xv) Footnote 3 in paragraph 15-3.9 should be replaced by:

“The Basin administration may waive the requirements prescribed in this paragraph with regard to the 2-compartment status”.

(xvi) A footnote should be added to section 15-7 reading:

“The Basin administration may waive the requirements prescribed in this section”.

(xvii) Footnotes to paragraphs 2-7.2 (official number) and 15-14 (exemptions for certain passenger vessels) should be deleted. It was understood, however, that the work on the two items was still under discussion within the EC and that the Working Party would follow the developments concerning the revised EC Directive and RVBR with a view to possibly adapting the provisions of the UNECE Recommendations and ensuring harmonization on a Pan-European level.

(xviii) In paragraphs 22B-5.1, 22B-5.2 and 22B-5.3 in Russian the term “рулевой“ should be replaced by **“находящееся за рулем лицо”**.

(xix) Footnotes 13, 16, 23 and 26 in Chapter 23 should be deleted.

(xx) Member Governments of the International Sava River Basin Commission (ISRBC) were invited to consider possible classification of the Sava as belonging to one of the navigable zones listed in Appendix 1.

(xxi) The secretariat was requested to rectify a number of misprints in different language versions indicated by delegates.

7. The Working Party adopted the text of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels as reflected in ECE/TRANS/SC.3/2006/1 and modified in para. 6 above.

8. The Working Party considered the text of the draft resolution on the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels in TRANS/SC.3/2005/3 and adopted it as its Resolution No. 61 subject to the following:

(i) In the fourth entry of the Resolution in French, starting with “Rappelant en outre” the acronym “CEE” should be correctly spelled as **“CEE-ONU”**.

(ii) In paragraph 2, the secretariat was requested to complete the list of previous resolutions of the Working Party that have become void as a result of the adoption of Resolution No. 61.

9. The representative of the Danube Commission (DC) informed the Working Party that at its recent meeting, the DC Working Group on Technical Questions agreed to adapt the technical

requirements applied on the Danube, to the Recommendations to be adopted by SC.3 and present them for adoption by the plenary session of the Danube Commission in May 2006.

10. The representative of EBA raised the question of application of the Recommendations to recreational craft of over 20 m, whereas some of their provisions may well become inapplicable after the completion of chapter 21 left void for the time being. The Working Party took note of the preoccupation of EBA and agreed, at its regular fiftieth session in October 2006, to consider possible inclusion of questions on elaboration of some of the chapters that have been left void in its Programme of Work.

V. RESOLUTION NO. 40 ON INTERNATIONAL CERTIFICATE FOR OPERATORS OF PLEASURE CRAFT

Documentation: [TRANS/SC.3/147](#) and Corr.1; [ECE/TRANS/SC.3/2006/2](#).

11. The Working Party considered the proposal of EBA in ECE/TRANS/SC.3/2006/2 on the amendment of Resolution No. 40 and asked the secretariat to issue another corrigendum to document TRANS/SC.3/147 as suggested by EBA.

12. The representative of EBA pointed out that, unfortunately, many countries had not yet accepted Resolution No. 40 and that this complicates the possibility for yachtsmen to travel in waters of foreign countries. His organization intended, therefore, to call upon national associations and clubs to appeal to their transport and tourism authorities drawing their attention to this UNECE Resolution and urging them to accept it.

VI. WORKSHOPS ON INLAND NAVIGATION MATTERS

Documentation: [ECE/TRANS/SC.3/2006/3](#).

13. The Working Party took note of the summary of discussion and conclusions of the Workshop on inland navigation issues organized jointly by UNECE, ECMT, CCNR and DC in Paris on 22 and 23 September 2005 published by the secretariat as document ECE/TRANS/SC.3/2006/3.

VII. OTHER BUSINESS

Documentation: [Informal Document No. 1](#).

14. The representative of the International Sava River Basin Commission made a power point presentation concerning his organization, its mandate, main objectives and prospects for navigation on the international Sava River and expressed his hope that ISRBC would be able to contribute to the work of UNECE on inland navigation issues.

15. The Working Party thanked the representative of ISRBC for his presentation and welcomed the participation of the Sava Commission in its work.

16. A member of the secretariat informed the Working Party that the text of all the UNECE legal instruments on questions of inland navigation had been made available on the website of SC.3 in English, French, Russian and, in some cases, in German together with their status at: http://www.unece.org/trans/conventn/sc3_legalinst.html.

VIII. ADOPTION OF THE REPORT

17. In accordance with established practice, the Working Party adopted the report on its special session on the basis of a draft prepared by the secretariat.

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