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INLAND TRANSPORT COMMITTEE

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 THIRTY-FOURTH SESSION
(11-13 February 2009)**

CONTENTS

	<u>Paragraphs</u>	<u>Page</u>
I. ATTENDANCE.....	1-3	3
II. ADOPTION OF THE AGENDA (Agenda item 1)	4	3
III. ELECTION OF OFFICERS (Agenda item 2)	5	3
IV. EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI) (Agenda item 3)	6-20	3
A. Status of CEVNI (Agenda item 3 (a))	6	3
B. Comparison document CEVNI / DFND / RPNR / SNSR (Agenda item 3 (b)).....	7	3
C. Amendments to CEVNI (Agenda item 3 (c))	8-20	4
1. General amendments (Agenda item 3 (c) (i))	8-9	4

CONTENTS (continued)

		<u>Paragraphs</u>	<u>Page</u>
2.	Amendments to Chapter 1, “General Provisions” (Agenda item 3 (c) (ii)).....	10	4
3.	Amendments to Chapter 2, “Marks and Draught Scales on Vessels; Tonnage Measurement” (Agenda item 3 (c) (iii))...	11	6
4.	Amendments to Chapter 3, “Visual Signals (Marking) on Vessels” (Agenda item 3 (c) (vi))	12-15	6
5.	Amendments to Chapter 4, “Sound Signals on Vessels - Radiotelephony” (Agenda item 3 (c) (v))	16	8
6.	Amendments to Chapter 5, “Waterway Signs and Marking” (Agenda item 3 (c) (vi))	17	9
7.	Amendments to Chapter 6, “Rules of the Road” (Agenda item 3 (c) (vii)).....	18-19	9
	8. Other amendments to CEVNI (Agenda item 3 (c) (viii))	20	10
V.	RESOLUTION NO. 31 “MINIMUM REQUIREMENTS FOR THE ISSUANCE OF BOATMASTERS’ LICENCES IN INLAND NAVIGATION WITH A VIEW TO THEIR RECIPROCAL RECOGNITION FOR INTERNATIONAL TRAFFIC” (Agenda item 4)	21-27	10
	A. Status of Resolution No. 31 (Agenda item 4 (a)).....	21	10
	B. Amendments to Resolution No. 31 (Agenda item 4 (b))	22-24	10
	C. Other measures related to the mutual recognition of boatmasters’ licences (Agenda item 4 (c)).....	25-27	11
VI.	RESOLUTION NO. 61 “RECOMMENDATIONS ON HARMONIZED EUROPE-WIDE TECHNICAL REQUIREMENTS FOR INLAND NAVIGATION VESSELS” (Agenda item 5).....	28-32	12
	A. Status of Resolution No. 61 (Agenda item 5 (a)).....	28	12
	B. Amendments to Resolution No. 61 (Agenda item 5 (b))	29-30	12
	C. Further harmonization of technical prescriptions on the pan- European level (Agenda item 5 (c)).....	31-32	13
VII.	STRASBOURG CONVENTION ON LIMITATION OF LIABILITY IN INLAND NAVIGATION (CLNI) (Agenda item 6).....	33	13
VIII.	WHITE PAPER ON EFFICIENT AND SUSTAINABLE INLAND WATER TRANSPORT IN EUROPE (Agenda item 7)	34	14
IX.	OTHER BUSINESS.....	35	14
X.	ADOPTION OF THE REPORT (Agenda item 8)	36	14

I. ATTENDANCE

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) held its thirty-fourth session from 11 to 13 February 2009 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Bulgaria, Czech Republic, Germany, Lithuania, Netherlands, Russian Federation, Serbia, Switzerland and United Kingdom of Great Britain and Northern Ireland. A representative of the European Community (EC) was also present.
3. Representatives of the following intergovernmental organizations also took part in the session: Central Commission for the Navigation of the Rhine (CCNR), Mosel Commission, Danube Commission (DC) and International Sava River Basin Commission (Sava Commission or SC). The following non-governmental organizations were represented: European Boating Association (EBA) and European Transport Workers' Federation (ETF).

II. ADOPTION OF THE AGENDA (Agenda item 1)

4. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/WP.3/67).

III. ELECTION OF OFFICERS (Agenda item 2)

5. Mr. Evgueny Kormyshov (Russian Federation) was re-elected Chairman of the SC.3/WP.3 thirty-fourth and thirty-fifth sessions.

IV. EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI) (Agenda item 3)

A. Status of CEVNI (Agenda item 3 (a))

6. The secretariat reported that the Working Party on Inland Water Transport at its fifty-second session adopted the amendments to CEVNI, as recommended during the SC.3/WP.3 thirty-third session, and had added these amendments to the package of pending amendments to CEVNI (ECE/TRANS/SC.3/181, paras. 22-23). The Working Party noted that all amendments, approved by the Working Party on Inland Water Transport at its fifty-first and fifty-second sessions, were published by the secretariat in ECE/TRANS/SC.3/WP.3/2009/1. The Working Party requested the secretariat to include these amendments in the next revision of CEVNI (revision 4).

B. Comparison of the inland navigation traffic regulations in Europe (Agenda item 3 (b))

7. At its thirty-third session, the Working Party approved the first draft of a comparison document, prepared by Austria, which aimed at identifying the differences between Chapters 1-3 of CEVNI and the corresponding rules and regulations of the River Commissions, such as Police Regulations for the Navigation of the Rhine, Basic Rules of Navigation on the Danube and Rules for the Navigation on Sava (ECE/TRANS/SC.3/WP.3/66, paras. 7-8). The final comparison document, including Chapters 1-9, was presented and approved at the fifty-second session (ECE/TRANS/SC.3/181, para. 24) of SC.3. The Working Party noted with satisfaction the publication of a completed comparison document (ECE/TRANS/SC.3/2008/6) and expressed high appreciation to the Austrian delegation for the work accomplished. The Working Party

noted that, based on this comparison work, the informal working group on CEVNI, composed of Austria, CCNR, DC, SC and UNECE, had prepared a series of amendment proposals to Chapters 1 to 6 of CEVNI, submitted under agenda item 3 (c). CCNR, DC and SC informed the Working Party about their intention to bring their respective regulations in line with the revised CEVNI, once the Working Party on Inland Water Transport approves the complete package of CEVNI amendments proposals.

C. Amendments to CEVNI (Agenda item 3 (c))

1. General amendments (Agenda item 3 (c) (i))

8. The chairman of the informal working group on CEVNI presented the general amendment proposals related to the terminology and the structure of CEVNI (ECE/TRANS/SC.3/WP.3/2009/2).¹ The Working Party approved the following proposals of the group:

- (a) Proposal to add a new chapter on “National and regional special requirements” (ECE/TRANS/SC.3/WP.3/2009/2, paras. 3-6);
- (b) Proposal to remove the distinction between classes I and II in Article 6.01 (ECE/TRANS/SC.3/WP.3/2009/2, para. 7);
- (c) Proposal to rearrange definitions in Article 1.01 (ECE/TRANS/SC.3/WP.3/2009/2, para. 8);
- (d) Proposal to replace the term “channel” by “fairway” in the English text (ECE/TRANS/SC.3/WP.3/2009/2, para. 10).

9. With respect to the proposal to replace Annexes 4 and 5 with a reference to EN Standard EN-14744:2005 (ECE/TRANS/SC.3/WP.3/2009/2, para. 9), a number of delegations, including the Netherlands, the Russian Federation and the United Kingdom noted that referring to the EN Standard could be problematic from the point of view of the recognition by their national legislation and with respect to the copyright issues. The Working Party asked the secretariat to submit for consideration by Governments and River Commissions the following three options: a) to maintain the annexes as they are; b) to replace annexes with reference to EN Standard EN-14744:2005; and c) to move the content of Annexes 4 and 5 to Resolution No. 61 with the aim to regroup all technical requirements in one document. The Working Party asked the informal working group to prepare a new proposal on this item, based on the information received. The Working Party noted that CCNR, EC and the Russian Federation had supported the inclusion of Annexes 4 and 5 in Resolution No. 61, as this was done in the CCNR and EC regulations, as well as in the rules of the Russian River Register.

2. Amendments to Chapter 1, “General Provisions” (Agenda item 3 (c) (ii))

10. The chairman of the informal working group on CEVNI presented the amendment proposals to Chapter 1 and proposed the modifications to some of these proposals, based on the comments received from the Russian Federation (ECE/TRANS/SC.3/WP.3/2009/14), Belgium and CCNR. The Working Party approved the amendments to Chapter 1, proposed in document ECE/TRANS/SC.3/WP.3/2008/15, subject to the following modifications:

¹ The text of the presentation is available at the SC.3/WP.3 webpage <http://www.unece.org/trans/main/sc3/wp3/wp3doc_2009.html>.

- (a) Amend the proposal contained in paragraph 1 (new wording to be submitted by the informal working group on CEVNI)
- (b) Amend the proposal in paragraph 2 (ix) to read
 - In paragraph cc) delete when this is stated in its inspection certificate
- (c) Amend the definition proposed in paragraph 2 (x) to read
 - The term waterway means any inland waterway open to navigation
- (d) Amend paragraph 2 (xii) to read
 - The term ‘left and right banks’ means the sides of the waterway seen from its source to the mouth
- (e) Add a new proposal as 2 (xv)
 - Add a new entry with the definition of “Passenger vessels”:
 - The term ‘passenger vessel’ means a day-trip or cabin vessel constructed and equipped to carry more than 12 passengers
- (f) Amend the proposal in paragraph 3 (ii) to read
 - Move the content of footnote 9 to Chapter 9
- (g) Amend the text proposed in paragraph 3 (v) as follows
 - “In a pushed convoy propelled by two pushers side-by-side, the boatmaster of the ~~starboard pusher~~ **the pusher providing the main propulsion** shall be the boatmaster of the convoy”
- (h) Delete the proposal contained in paragraph 3 (viii)
- (i) Add a new amendment to Article 1.04
 - In paragraph 3 replace The above provisions with Paragraph 2
- (j) Amend the proposal in paragraph 5 (ii) to read
 - Replace abaft with astern and aside
- (k) Replace the text of new paragraph 3 proposed in paragraph 6 (i) with the following text
 - These requirements are considered to be complied with when the ship has a ship’s certificate, issued in accordance with Resolution No. 61, or other recognized ship’s certificate, and when the construction and the equipment of the vessel correspond to the content of the ship’s certificate.
- (l) Delete the last sentence in the new paragraph 4 proposed in paragraph 6 (ii)
- (m) Amend the proposal in paragraph 7 (i) to read
 - Move footnote 16 to Chapter 9 with the following modification “The competent authorities may prescribe other provisions concerning age **for steering small craft**”.
- (n) In the text proposed by paragraph 7 (iii) replace that with who
- (o) Amend the proposal in paragraph 8 (i) to list all the documents which could be on board of the ship (proposal to be submitted by the informal working group)

(p) In paragraph 8 (vii) to read

Delete footnote 19

(q) Amend the text proposed in paragraph 9 (i)

An updated copy of the navigation regulations applicable to the waterway shall be carried on board of every vessel, except **unmanned** vessels, ~~in a pushed convoy other than the pusher, and on every assembly open small crafts and assemblies of floating material~~

(r) Amend the text proposed in paragraph 9 (iii) to read

An electronic version is acceptable when readable at short notice.

(s) Delete proposal in paragraph 10 (ii)

(t) In paragraphs (b) and (c) of the text proposed in paragraph 12 (i) delete of this Decision.

3. Amendments to Chapter 2, “Marks and Draught Scales on Vessels; Tonnage Measurement” (Agenda item 3 (c) (iii))

11. The chairman of the informal working group on CEVNI presented the amendment proposals to Chapter 2 and proposed the modifications to some of these proposals, based on the comments received from the Russian Federation (ECE/TRANS/SC.3/WP.3/2009/14) and CCNR. The Working Party approved the amendments to Chapter 2 proposed in document ECE/TRANS/SC.3/WP.3/2008/16 subject to the following modifications:

- (a) Amend the text proposed in paragraph 3 (iii) to read (proposal to be submitted by the informal working group on CEVNI)
- (b) Add the proposal to delete footnote 21
- (c) Add the proposal to delete footnote 22

4. Amendments to Chapter 3, “Visual Signals (Marking) on Vessels” (Agenda item 3 (c) (vi))

12. The chairman of the informal working group on CEVNI presented the amendment proposals to Chapter 3 and proposed the modifications to some of these proposals, based on the comments received from the Russian Federation (ECE/TRANS/SC.3/WP.3/2009/14) and CCNR. The Working Party approved the amendments to Chapter 3 proposed in document ECE/TRANS/SC.3/WP.3/2009/3 subject to the following modifications:

(a) Amend the text proposed in paragraph 2 (a) to read

Notwithstanding paragraph 3, for small craft the use of signal body with smaller dimension is permitted, as long as these bodies are large enough to be easily visible.

(b) Amend the text proposed in paragraph 4 (a) to read

Two masthead lights one above the other about 1 m apart, placed forward and in the axis of the vessel, the upper light being ~~at least 5 m higher at a height of~~

at least, 5 meters and the lower light, so far as possible, at least 1 m higher than the side lights.

- (c) Amend the text proposed in paragraph 5 (b) to read

Pushed convoys with two pushers in side-by-side formation shall carry by night the stern lights prescribed in paragraph 1 (c) (i) on the pusher ~~at the starboard side providing the main propulsion~~, the other pusher shall carry the stern light prescribed in paragraph 1 (c) (ii) above.

- (d) Delete the proposal contained in paragraph 6 (a)

- (e) Move the text proposed in paragraph 6 (b) to Chapter 9

- (f) Amend the proposal contained in paragraph 9 to read

(i) In paragraph 1 delete above the draught markings

(ii) In paragraph 2 delete above the draught markings

- (g) Amend the paragraph 1 proposed in paragraph 12 (b) to read

1. ~~A vessel directly or indirectly made fast to the bank All stationary vessels except the vessels listed in Articles 3.22 and 3.25~~ shall carry:

By night:

~~On the channel side and at a height of at least 3 m, an ordinary white light visible from all directions and at a height of at least 3 m.~~

This light may be replaced by an ordinary white light at the bow and an ordinary white light at the stern, positioned at the same height on the channel side and visible from all directions.

By day:

Only vessels stationary offshore, without direct or indirect access to the bank, a black ball in a suitable position forward and high enough to be visible from all directions.

- (h) Amend the text proposed in paragraph 13 (b) to read

With permission of a competent authority, this shall apply also to fire fighting vessels **and rescue** vessels when on their way to bring assistance.

- (i) In paragraph 13 replace Article 3.20 with Article 3.27

- (j) In paragraph 15 (b) replace paragraph 1 with paragraph 4

13. The Working Party approved the following amendment to Article 3.23

- (a) Replace 3.20, paragraph 5 with 3.20, paragraph 4

14. The Working Party approved the following amendment to Article 3.25

- (a) Amend paragraph 1 a) as follows

Floating equipment at work and stationary vessels carrying out work or sounding or measuring operations shall carry:

a. On the side or sides on which the channel is clear:

By night:

Two ordinary green lights or two bright green lights, **positioned at a height of about 1 m one above each other;**

By day:

Two green bicones, one placed about 1 m above the other; and, as appropriate;

15. The Working Party approved the following amendment to Article 3.26

(a) Delete footnote 43

(b) Add a new paragraph 3 to read :

When the cables or anchor chains of floating equipment may be a danger to navigation, they shall be marked.

By night:

By a float with a radar reflector bearing an ordinary white light visible from all directions;

By day:

By a yellow float with a radar reflector.

**5. Amendments to Chapter 4, “Sound Signals on Vessels - Radiotelephony”
(Agenda item 3 (c) (v))**

16. The chairman of the informal working group on CEVNI presented the amendment proposals to Chapter 4 and proposed the modifications to some of these proposals, based on the comments received from the Russian Federation (ECE/TRANS/SC.3/WP.3/2009/14) and CCNR. The Working Party approved the amendments to Chapter 4, proposed in ECE/TRANS/SC.3/WP.3/2009/4 subject to the following modifications:

(a) Amend the proposal in paragraph 1 (a) to read

Amend the title of chapter 4 to read “Sound signals; radiotelephony; navigation devices”

(b) Amend the text of new article 4.04 proposed in paragraph 3 (a) to read

Article 4.04 - “Distress signals”

1. When a vessel in distress needs assistance, it may ring a bell or sound repeated long blasts.

2. Such signals may replace or supplement the visual signals referred to in article 3.30.

(c) Amend the proposal in paragraph 5(c) to read

Move the content of footnote 53 to Chapter 9

(d) Amend the text of the new article 4.07 proposed in paragraph 6 (a) (Proposal to be submitted by the informal working group).

**6. Amendments to Chapter 5, “Waterway Signs and Marking”
(Agenda item 3 (c) (vi))**

17. The chairman of the informal working group on CEVNI presented the amendment proposals to Chapter 5 and proposed the modifications to some of these proposals, based on the comments received from the Russian Federation (ECE/TRANS/SC.3/WP.3/2009/14) and CCNR. The Working Party approved all the amendments to Chapter 5, proposed in ECE/TRANS/SC.3/WP.3/2009/5, with the exception of the proposal contained in paragraph 1 (b). With respect to this latter proposal, the Working Party confirmed that Governments were not expected to use all of the signs listed in Annex 7 and asked the informal working group to prepare a proposal in that sense to be included as a new article or paragraph in Chapter 5.

7. Amendments to Chapter 6, “Rules of the Road” (Agenda item 3 (c) (vii))

18. The chairman of the informal working group on CEVNI presented the amendment proposals to Chapter 6 and proposed the modifications to some of these proposals, based on the comments received from the Russian Federation (ECE/TRANS/SC.3/WP.3/2009/14), Belgium and CCNR. The Working Party approved the amendments to Chapter 6, proposed in document ECE/TRANS/SC.3/WP.3/2009/6, subject to the following modifications:

(a) Amend the proposal contained in paragraph 2 (b) to read

In paragraph 2 replace 6.05 with 6.10

In paragraph 2 after visual add and sound

(b) Amend the proposal contained in paragraph 4 (a) to read

Amend the wording and correct the structure of paragraph 1 as follows

By derogation from the provisions of article 6.04, ~~vessels or towed convoys in one of the following categories:~~

(a) Passenger vessels providing a regular service and whose authorized maximum passenger capacity is not below a number prescribed by the competent authority, when proceeding downstream and wishing to call at a landing-stage on the side used by vessels proceeding upstream; and

(b) Towed convoys proceeding downstream which wish to keep close to a particular bank in order to turn upstream

have the right to ask vessels proceeding upstream to change the course left clear for them in accordance with article 6.04 above if that course does not suit them. However, they may not so ask unless certain that their request can be safely met.

(c) Amend the proposal in paragraph 7 (a) to read

Move the content of paragraph 3 to Chapter 9

(d) Move the sentence proposed in paragraph 9 (a) to Chapter 9

- (e) Amend the text proposed by paragraph 18 (a) to read

The boatmaster of a vessel shall announce his intention to navigate through the bridge to the bridge operators by means of a long blast **or** radiotelephone.

- (f) In the text proposed by paragraph 18 (c) replace be turned on with remain switched on

- (g) Amend the proposal contained in paragraph 19 (c) to read

Renumber paragraph 3 as paragraph 1

- (h) In the text proposed in paragraph 21 (b) replace ship to ship with ship-ship

- (i) In the text proposed in paragraph 21 (d) replace stop on the next possibility with immediately proceed to the nearest safe berth

- (j) In the text proposed by paragraph 26 (a) replace sections with areas

- (k) In the text proposed in paragraphs 27 (a) and 28(b) replace on berthing with in berthing

- (l) In the text proposed in paragraph 28 (b) in paragraph (b) after entrance to add and in

19. The Working Party expressed high appreciation for the work accomplished by the informal working group on CEVNI in preparing and finalizing the amendment proposals.

8. Other amendments to CEVNI (Agenda item 3 (c) (viii))

20. The Working Party noted that the complete package of amendment proposals, including the final proposals on Chapters 1-6 and the proposals on Chapters 7-9 and on annexes of CEVNI would be submitted by the informal working group to the next SC.3/WP.3 session in June 2009.

V. RESOLUTION NO. 31 “MINIMUM REQUIREMENTS FOR THE ISSUANCE OF BOATMASTERS’ LICENCES IN INLAND NAVIGATION WITH A VIEW TO THEIR RECIPROCAL RECOGNITION FOR INTERNATIONAL TRAFFIC” (Agenda item 4)

A. Status of Resolution No. 31 (Agenda item 4 (a))

21. The secretariat reported on the acceptance of Resolution No. 31 by the member States of UNECE, based on the report prepared for the fifty-second session of the Working Party on Inland Water Transport (ECE/TRANS/SC.3/2008/13). The Working Party noted with satisfaction that Resolution No. 31 had been accepted by a significant number of UNECE countries and that it provided a useful mechanism for harmonizing the minimum requirements for the issuances of boatmasters’ licences in the UNECE region.

B. Amendments to Resolution No. 31 (Agenda item 4 (b))

22. The secretariat reported that following the decision of the thirty-third session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/66, para. 24), the secretariat convened on 18 September 2008 a meeting of volunteer experts on mutual recognition of boatmasters’ licences in order to review the content of Resolution No. 31 and, if appropriate, put forward an amendment proposal. The meeting was attended by Austria, Russian Federation, Serbia, the United Kingdom of Great

Britain and Northern Ireland, EC, CCNR, DC and SC. The secretariat informed the Working Party that participants of the meeting had concluded that the basic requirements in the CCNR, DC, UNECE and EC regulations and recommendations were largely harmonized and that Resolution No. 31 remained a useful reference document, listing the minimum requirements accepted at the pan-European level, and facilitating the bilateral or multilateral agreements on mutual recognition of licences. The participants also considered that the 1992 text of the resolution needed to be revised, given the evolution of the CCNR, DC, SC and EC requirements and identified a series of possible amendments. The Working Party took note of the report on the first meeting of a group of volunteer experts on the mutual recognition of boatmasters' licences, held in Geneva on 18 September 2008 (ECE/TRANS/SC.3/WP.3/2009/7) and of the working documents prepared for the meeting and contained in the addendum to the report.

23. The Working Party approved the amendment proposals to Resolution No. 31, prepared by the secretariat based on the results of the expert meeting (ECE/TRANS/SC.3/WP.3/2009/8). The Working Party noted that further discussions on Resolution No. 31 could be held at its next session in June 2009, if additional comments were received from governments. The Working Party was informed by the Danube Commission about their intention to update the DC Recommendations on the Establishment of Boatmasters' Licences on the Danube, taking into account the results of the revision of Resolution No. 31.

24. The Working Party thanked the volunteer experts for their excellent and efficient work on Resolution No. 31 and noted that additional meetings of the group would be organized in the future, if other important issues related to boatmasters' licences were brought to the attention of the Working Party.

C. Other measures related to the mutual recognition of boatmasters' licences (Agenda item 4 (c))

25. The secretariat informed the Working Party about the progress in the European Commission's impact assessment study on legislative harmonization of boatmasters' certificates across the European Union and reported that the 2nd EC expert meeting on boatmasters' licences and manning requirements would take place on 24 February 2009. The Working Party requested the secretariat to report on the work planned by the European Commission in this area, so that this issue could be discussed at the next session of SC.3/WP.3.

26. The secretariat informed the Working Party that the volunteer experts had suggested collecting information on the local knowledge requirements in the UNECE countries as one of additional measures for facilitating the mutual recognition of boatmasters' licences (ECE/TRANS/SC.3/WP.3/2009/7, para. 19). The Working Party approved the proposal on the questionnaire aimed at collecting information on the local knowledge required for the recognition of boatmasters' licences (ECE/TRANS/SC.3/WP.3/2009/9), elaborated following the recommendations of a group of volunteer experts on the mutual recognition of boatmasters' licences.

27. The Working Party requested the secretariat to circulate the questionnaire to member States and River Commissions and to present the preliminary results of this survey to the next session of SC.3/WP.3.

**VI. RESOLUTION NO. 61 “RECOMMENDATIONS ON HARMONIZED EUROPE-WIDE TECHNICAL REQUIREMENTS FOR INLAND NAVIGATION VESSELS”
(Agenda item 5)**

A. Status of Resolution No. 61 (Agenda item 5 (a))

28. The secretariat reported on the current status of Resolution No. 61 and its amendments. The Working Party noted that the amendments to Resolution No. 61, recommended for approval by the thirty-third session of SC.3/WP.3, were approved by the fifty-second session of the Working Party on Inland Water Transport (SC.3) (ECE/TRANS/SC.3/181, paras. 28-29) and published by the secretariat as second amendment to Resolution No. 61 (ECE/TRANS/SC.3/162/Amend.2).

B. Amendments to Resolution No. 61 (Agenda item 5 (b))

29. The chairman of the Group of Volunteers on Resolution No. 61 informed the Working Party about the three waves of amendments to the EC Directive 2006/87/EC of 12 December 2006 laying down technical requirements for inland waterway vessels. He reported that the first two sets of amendments had been adopted and published. The third set of amendments was under discussion and was expected to be finalized by the end of February 2009. He emphasized that these amendments were aimed at bringing the directive in line with the existing CCNR regulations. Detailed information on these amendments, with the exception of the administrative instructions, was published by the secretariat in documents ECE/TRANS/SC.3/WP.3/2008/20 and ECE/TRANS/SC.3/WP.3/2009/10. The Working Party discussed the importance of aligning Resolution No. 61 with the EC Directive 2006/87/EC, noting, however, that not all amendments to the directive needed to be reflected in the resolution, as the directive offered more detailed technical provisions than Resolution No. 61. The Working Party took note of the amendments to EC Directive 2006/87/EC presented in document ECE/TRANS/SC.3/WP.3/2009/10, agreed on the importance of bringing Resolution No. 61 further in line with Directive 2006/87/EC and decided:

- (a) To ask the Group of Volunteers on Resolution No. 61 to study the amendments to the directive, listed in document ECE/TRANS/SC.3/WP.3/2009/10 and identify those which should be included in Resolution No. 61.
- (b) To ask governments to send their comments, if any, on the amendments listed in ECE/TRANS/SC.3/WP.3/2009/10 to the secretariat by 30 March 2009.

30. Following the intervention of the Chairman of the Group of Volunteers on Resolution No. 61, the Working Party discussed the current membership and activities of the group and acknowledged the need for its reinforcement. Observing the positive experience of the informal working group on CEVNI, the Working Party invited River Commissions to take part in the work on Resolution No. 61 and welcomed the decision of the Sava Commission, DC and the Russian Federation to take part in the group of volunteers. The Working Party decided to ask the secretariat to convene the next meeting of the Group of Volunteers in Geneva in April 2009 and to circulate to all interested parties an official invitation and a provisional agenda for the meeting as soon as possible.

**C. Further harmonization of technical prescriptions on the pan-European level
(Agenda item 5 (c))**

31. The secretariat recalled that the Working Party at its thirty-third session had discussed the issue of the mutual recognition of ship's certificates in the UNECE region and suggested that the Working Party on Inland Water Transport encourage Governments to recognize the ship's certificates established according to Resolution No. 61 (ECE/TRANS/SC.3/WP.3/66, para. 23). The Working Party on Inland Water Transport at its fifty-second session considered the recommendation of SC.3/WP.3 on this issue. It concluded that further clarification should be brought on the use of Resolution No. 61 in ensuring the mutual recognition of ship's certificates and the degree of alignment of the resolution with the EC Directive 2006/87/EC before a resolution on this subject could be adopted. The Working Party on Inland Water Transport had requested that the secretariat, in cooperation with the River Commissions and the EC, should prepare a document on this topic for the next session of SC.3/WP.3 (ECE/TRANS/SC.3/181, paras. 34-35). Following this request, the secretariat prepared a document comparing of the content of the directive with that of the resolution based on the tables of content of both documents (ECE/TRANS/SC.3/WP.3/2009/11).

32. The Working Party considered document ECE/TRANS/SC.3/WP.3/2009/11 and observed that there existed a considerable degree of alignment between Resolution No. 61 and Directive 2006/87/EC. The Working Party also observed that some of the differences in the content of the two documents were explained by a more technical nature of the directive as compared to a more general framework document, such as Resolution No. 61. The Working Party noted, however, that some differences were of substantive nature and concluded that a more detailed study of the differences between the resolution and the directive was needed. The Working Party asked the Group of Volunteers on Resolution No. 61 to take up this comparison work and to report back to the Working Party, as soon as the comparison work is completed. With respect to the issue of the recognition of ship's certificates, the Working Party asked the secretariat to contact the Governments with a request for an example of their national ship's certificate and for information on their methodology for completing the certificate.

VII. STRASBOURG CONVENTION ON LIMITATION OF LIABILITY IN INLAND NAVIGATION (CLNI) (Agenda item 6)

33. CCNR informed the Working Party of the progress in the elaboration of an additional protocol to the 1988 Strasbourg Convention on Limitation of Liability in Inland Navigation (CLNI), mentioning that the latest draft of the additional protocol was forwarded to the UNECE for its circulation to the non-CCNR member States. CCNR also informed the Working Party that the next CCNR expert meeting on this issue would take place in Strasbourg on 3 April 2009² and that a diplomatic conference on the additional protocol was expected to take place at the end of 2009. The Working Party took note of the latest draft of the additional protocol to the convention (ECE/TRANS/SC.3/WP.3/2009/12) and asked governments to send their comments on the draft protocol, indicating, if possible, the reason for not joining the convention, to the secretariat by 30 March 2009, so that this information could be transmitted to CCNR.

² Note by the secretariat: the CCNR expert meeting on CLNI has been subsequently moved to 4-5 June 2009.

VIII. WHITE PAPER ON EFFICIENT AND SUSTAINABLE INLAND WATER TRANSPORT IN EUROPE (Agenda item 7)

34. The secretariat reported on the progress in the preparation of the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe, pursuant the decision of the fifty-second session of the Working Party on Inland Water Transport (ECE/TRANS/SC.3/181, para. 53). The secretariat introduced document ECE/TRANS/SC.3/WP.3/2009/13, which contained an overview of the status of inland water transport in the Russian Federation, Ukraine and Kazakhstan, and informed the Working Party that this overview would be used in drafting the relevant sections of the White Paper. The Working Party took note of ECE/TRANS/SC.3/WP.3/2009/13 and asked Governments and River Commissions to assist the secretariat in the collection of information for a comprehensive and accurate analysis of the situation of inland navigation in the UNECE region, required for the preparation of the UNECE “White Paper on Efficient and Sustainable Inland Water Transport in Europe”. On this occasion, the Working Party was informed by the Sava Commission on its work related to sustainable inland infrastructure development, in particular, a workshop “Environmentally Sustainable Management and Maintenance of the Inland Waterways”, which took place in Belgrade in October 2008, and the follow-up activities to the Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube River Basin, adopted by International Commission for the Protection of the Danube River, the Sava Commission and the Danube Commission in December 2007-January 2008.³

IX. OTHER BUSINESS

35. The Working Party took note of a presentation by the Trade and Timber Division of UNECE on the work on standardization of the electronic exchange of data in international trade.⁴ The secretariat informed the Working Party about its intention to forward to the Trade and Timber Division all the resolutions related to River Information Service so that the experience of inland water transport could be taken into account, if appropriate, in this work.

X. ADOPTION OF THE REPORT (Agenda item 8)

36. The Working Party adopted the list of decisions of its thirty-fourth session on the basis of a draft prepared by the secretariat. The full report was prepared by the secretariat for submission to the Working Party on Inland Water Transport.

³ Detailed information is available at the Sava Commission’s website: <<http://www.savacommission.org/>>.

⁴ The text of the presentation is available on the SC.3/WP.3 webpage <http://www.unece.org/trans/main/sc3/wp3/wp3doc_2009.html>.