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

Thirty-eighth session

Geneva, 16–18 February 2011

Report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its thirty-eighth session

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I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter, the Working Party or SC.3/WP.3) held its thirty-eighth session from 16 to 18 February 2011 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Bulgaria, Czech Republic, Germany, Lithuania, Netherlands, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.
3. Representatives of the following intergovernmental organizations also took part in the session: Mosel Commission, Danube Commission (DC) and International Sava River Basin Commission. The following non-governmental organization were represented: European Barge Union (EBU) and International Association for the representation of the mutual interests of the inland shipping and the insurance and for keeping the register of inland vessels in Europe (IVR). The delegations of the European Union (EU) and the Central Commission for the Navigation of the Rhine (CCNR) were not able to attend the meeting.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/SC.3/WP.3/75

4. The Working Party **adopted** the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/WP.3/75).
5. The Working Party **recalled** that as usual, for agenda item 12 “Adoption of the report”, only decisions should appear in the draft report to be prepared by the secretariat and read at the end of the session. A final concise report should be prepared by the Chair with the assistance of the secretariat and circulated after the session.

III. Election of officers (agenda item 2)

6. Mr. Evgeniy Kormyshev (Russian Federation) was re-elected Chair of the thirty-eighth and thirty-ninth sessions of SC.3/WP.3.

IV. Results of the fifty-fourth session of the Working Party on Inland Water Transport (agenda item 3)

7. The Working Party took note of the results of the fifty-fourth session of the Working Party on Inland Water Transport (SC.3) and, in particular, of the approval by SC.3 of the following resolutions, based on the proposals of the SC.3/WP.3 thirty-seventh session:
 - (a) Resolution No. 67 on amendments to Resolution No. 22 on Signals and Signs on Inland Waterways (ECE/TRANS/SC.3/108/Rev.1/Amend.1);
 - (b) Resolution No. 68 on amendments to Resolution No. 61, on Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels (ECE/TRANS/SC.3/172/Amend.3);
 - (c) Resolution No. 69 on amendments to Resolution No. 25, on Guidelines for Passenger Vessels also Suited for Carrying Persons with Reduced Mobility (ECE/TRANS/SC.3/188);

(d) Resolution No. 70 on amendments to Resolution No. 60 on International Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation (ECE/TRANS/SC.3/175/Amend.1);

(e) Resolution No. 71 on amendments to Resolution No. 40 on International Certificate for Operators of Pleasure Craft (ECE/TRANS/SC.3/147/Amend.1).

V. Special editorial session on the White Paper on efficient and sustainable inland water transport in Europe (agenda item 4)

Documentation: ECE/TRANS/SC.3/WP.3/2011/1–4

8. In accordance with the mandate, given by the fifty-fourth session of SC.3 (ECE/TRANS/SC.3/187, para. 12), the Working Party reviewed the final draft of the White Paper on efficient and sustainable inland water transport, prepared by the secretariat based on the draft, approved by SC.3 with the additional comments from the delegations.

9. The Working Party took note of the editorial comments presented by the Governments of Belgium, Russian Federation, Slovakia, Switzerland and Ukraine (Informal document No. 9 (2011)). SC.3/WP.3 also took note of the additional comments from the Russian Federation, presented at the session.

A. Chapter 1: Importance and performance of inland water transport in the ECE region

Documentation: ECE/TRANS/SC.3/WP.3/2011/1

10. The Working Party approved draft Chapter 1, as presented in ECE/TRANS/SC.3/WP.3/2011/1, subject to the following corrections:

(a) Paragraph 11:

(i) *Replace* the information on IWT performance in Belgium, Germany, the Netherlands and Ukraine by the data from 2007

(ii) *Replace* the information on the inland water transport performance in the Russian Federation by the following information:

In the Russian Federation, the volume of cargo carried by inland water transport in 2007 was 153.4 million tons (as opposed to 108.9 in 2006), with a turnover of 86 billion t-km (57.7 in 2006). Of these, domestic carriage accounted for 131.6 million tons (87.9 in 2006) and international navigation 21.8 million tons (21.8 in 2006).

(b) Paragraph 14: *amend* the eighth sentence as follows

Altogether, these four countries account for some ~~60~~ **50** per cent of total ~~European~~ **IWT freight transport by inland waterway in the countries listed in Table 3**, including the Russian Federation.

B. Chapter 2: Current state of the European network of inland waterways of international importance

Documentation: ECE/TRANS/SC.3/WP.3/2011/2

11. The Working Party approved draft Chapter 2, as presented in ECE/TRANS/SC.3/WP.3/2011/2, subject to the following corrections:

(a) Whole document: Include total length information of the sub-network from figures 3, 7, 8, 10 and 12 also into the body of the relevant paragraphs;

(b) Whole document: Correct the translation of the term “capacity” when applied to fleet as «общая грузоподъемность». In table 5, the Russian text should refer to “грузоподъемность” и “мощность главных двигателей”;

(c) Whole document: include the specific reference to the classification of inland vessels and for the Rhine fleet, in particular;

(d) Paragraph 11: At the end *add*

It is also important to note the operational state of the deep-water fairway Danube-Black Sea, as part of International Transport Corridor No. 7, implemented by Ukraine in accordance with the relevant international legal standards and national legislation

(e) Paragraph 14: *for* Poland holds the key to interconnection with the currently distinct “Five Seas” network centred in the Russian Federation *substitute* Poland can play an interconnecting role between the waterways of the Western Europe and the waterways of the Russian Federation through the river Bug, but free-flow navigation poses serious problems of variable hydrological regimes and available depths;

(f) Paragraph 16, at the end *add*

With the goal to maintain the fairway parameters on the entire course of the Danube, ensuring its economically beneficial exploitation by all participants of international navigation, it is necessary that all interested countries carry out the works on maintaining the river’s navigational characteristics.

(g) Paragraph 21, at the end *add*

At the same time, it is important to note that the first step of the project on the deep-water fairway Danube-Black Sea includes the work on ensuring 24-hour movement of seagoing vessels, “river-sea” vessels together with inland vessels and convoys. This creates the conditions for developing itineraries for Danubian Short Sea shipping (SSS) with the goal to establish stable interlinks between Western Europe and Middle East.

(h) Paragraph 40: at the end of (b) *add* or increase the water level of the Tcheboksary Reservoir

(i) Paragraph 42: for the existing text *substitute*

In 2008, there were 28,215 vessels listed in the Russian River Register, including 1,066 river-sea vessels. These numbers include 17,694 self-propelled vessels, 10,521 dumb vessels, 6,807 dry cargo vessels, 1,705 tankers and 1,596 passenger vessels. The total fleet capacity amounted to 12,033 Mt. The average inland vessel age was 29 years, 28 years for river-sea vessels. In this context, from 2003 onwards the systematic measures to renew the fleet were introduced and, as a continuation, began the process of building the vessels using the elements of the fleet in use. In 2007, over 2,000 companies carried out shipping activities. Developing the inland fleet to meet the needs of a growing market is an integral part of the national strategy for IWT development.

- (j) Paragraph 53, at the end *add*

The establishment of inter-river basin transport connections “Dnepr-Daugava” and “Dnepr-Vistula-Oder” is also promising.

- (k) Paragraph 56, in footnote 12 *delete* The Váh-Oder Link (route E 81) is an alternative project which is still under consideration by Slovakia.

- (l) Paragraph 57, at the end *add*

Slovakia’s priority is to finish the construction of the Váh waterway and, subsequently, to build the canal connection to rivers Oder and, if feasible, Vistula forming an international waterway E–30 in accordance with the AGN agreement. This would create a Southern branch of the canal connection Baltic — Adriatic Sea — Danube along the intermodal corridors V and VI. The Southern connection would directly link the Danube with the Baltic ports and would integrate the Slovakian waterways to the waterway network of Belarus, Russian Federation and Ukraine. Slovakia is also planning the development of other inland waterways, located in the East of the country, i.e. rivers Laborec, Latorica and Bodrog. Navigating on river Bodrog with the following access to river Tisza in Hungary represents a real possibility.

- (m) Paragraph 60, at the end *add*

The Slovak fleet’s main focus is transporting goods on the Danube. In 2009, it amounted to 228 inland vessels, including 42 pushers, 28 self-propelled vessels, 143 pushed barges (majority, of “Europa II” type) and 15 passenger vessels;

- (n) Paragraph 87, *for* the Bistroe Channel of the Danube (for flows to and from Ukraine) *substitute* the deep-water fairway Danube-Black Sea with the maximum use of its natural capacity of the Ukrainian part of the Danube for ensuring the Danube-Black sea connection.

- (o) Figure 14: add the clarification under the schematic AGN map;

- (p) Paragraph 91: amend the last sentence as follows

The benefits, therefore, are subject to strong influence by the overall transport policies, especially in terms of the internalization of the external costs, ~~as for instance introduction of Eurovignettes for road transport considered by the European Union.~~ **Therefore, consideration should be given to a reform of infrastructure pricing for the transport sector.**

C. Chapter 3: Institutional and regulatory framework of inland navigation in Europe

Documentation: ECE/TRANS/SC.3/WP.3/2011/3

12. The Working Party approved draft Chapter 3, as presented in ECE/TRANS/SC.3/WP.3/2011/3, subject to the following corrections:

- (a) Correct the translation of “Institutional and regulatory framework” to «Организационная и нормативно-правовая основа» (Russian only);
- (b) Specify that Chapter 3 describes only the European part of the ECE region;
- (c) Paragraph 41: Update the status of the ADN agreement;
- (d) Paragraph 58: Add a summary description of the United Nations Development Account project on the development and implementation of a monitoring and

assessment tool for carbon dioxide (CO₂) emissions in inland transport to facilitate climate change mitigation;

- (e) Annex: Update the references to the CCNR instruments as follows
- (i) Point 2.3, “Requirements for issuing the boatmasters’ certificates”: The Regulations concerning Navigation Personnel on the Rhine (RPN);
- (ii) Point 2.4, “Requirements on transport of dangerous goods”: European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways concluded at Geneva on 26 May 2000;
- (iii) Point 4.1, “Pollution by inland vessels”: Rhine Police Regulations (Chapter 15).
- (f) Annex: Update the references to the Mosel Commission’s instruments as follows

Point 2.4, “Requirements on transport of dangerous goods”: European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways concluded at Geneva on 26 May 2000.

D. Chapter 4: A pan-European vision for efficient and sustainable inland water transport

Documentation: ECE/TRANS/SC.3/WP.3/2011/4

13. The Working Party approved draft Chapter 4, as presented in ECE/TRANS/SC.3/WP.3/2011/4, subject to the following corrections:

- (a) Paragraph 30
 - (i) In subparagraph (b) *for* EU and river commissions *substitute* international
 - (ii) Add a new subparagraph (d)
 - (d) Support countries in exchanging their experiences on addressing the financial implication of modernising their inland fleet.
- (b) Paragraph 34, subparagraph (b) *for* Monitor *substitute* Participate in
- (c) Paragraph 38, subparagraph (a): at the end *add* or an international conference for countries with vested interest in inland navigation
- (d) Paragraph 42, in the first sentence *delete* vigorously
- (e) *After* paragraph 42 *insert* a new paragraph 43 as follows (and renumber the paragraphs accordingly)

Several solutions to reducing CO₂ emissions can be considered (i.e. improving in the vessel design or establishing of a market of CO₂ quotas). It would be particularly important to support the studies which aim to identify what solutions exist and how efficient they are in terms of reducing CO₂ emissions. This would enable the inland navigation actors to choose the most appropriate solution for this clean mode of transport. It would also be necessary to take into account the fact that some measures which aim to reduce the sulphur and nitrogen oxides (i. e. the possibility to equip the vessels with the liquefied natural gas engine) entail elaborating new technical prescriptions for inland vessels.

- (f) Paragraph 44
 - (i) In subparagraph (b) *after* in cooperation with *insert* member States,

- (ii) *Amend* the end of the last sentence in subsection (c) as follows
including ~~*inter-alia*~~ **research on the measures to reduce the CO₂ emissions by inland vessels and** on alternative fuels for inland vessels
- (iii) *Add* a new subparagraph (e) as follows
 - (e) make sure that the measures aimed at reducing the environmental impact of inland vessels are duly reflected in the updates of the international norms on technical prescriptions for inland vessels.
- (g) Paragraph 53:
 - (i) In subparagraph (a) *after* specifically *insert* member States
 - (ii) In subparagraph (c) *for* 2001 Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) and the CLNI *substitute* international conventions existing in this area
 - (iii) Add a new subparagraph (e)
 - (e) Promote the use of harmonized pan-European rules for the transport of dangerous goods codified in the UNECE legal instruments and, in particular, the ADN agreement.

14. The Working Party requested the secretariat to carry out the last editorial check of the three linguistic versions of the White Paper and submit the final publication for the endorsement to the seventy-third session of the UNECE Inland Transport Committee (ITC) to be held from 1 to 3 March 2011.

15. The Working Party expressed its high appreciation to the delegations and, in particular, to the River Commissions and the European Commission for their active involvement in preparing of this strategic document which will shape the work of the UNECE Working Party on Inland Water Transport for the decade to come. The secretariat informed the Working Party that the delegations' contribution to the White Paper will be acknowledged on an individual basis in the final publication.

E. Follow-up to the White Paper: implications for the work of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

16. The Working Party discussed the implication of the policy recommendations contained in Chapter IV of the White Paper for the future work of SC.3/WP.3, stressing the importance of reinforcing the coordination between the UNECE, EC, River Commissions and other institutions involved. In this context, the Working Party again emphasized the importance of an appropriate consultation mechanism between the UNECE and the European Commission to ensure that the UNECE member States are timely informed about the ongoing legislative initiatives and reforms in the EU and to organize coordinated work on the elaboration of relevant international instruments for inland navigation. SC.3/WP.3, therefore, asked the secretariat to prepare for the thirty-ninth session a draft statement in which the Working Party on Inland Water Transport invites the EC to regularly present its work on the forthcoming EU legislation in the area of inland navigation at the SC.3/WP.3 and SC.3 sessions.

17. The Working Party also took note of a presentation by EBU, in which EBU strongly welcomed the White Paper and highlighted its importance for promoting inland water transport. SC.3/WP.3 also took note of the EBU activities aimed at strengthening the place of inland navigation in the global transport policy of the EU. The Working Party cordially

invited the EBU to take part in its future meetings and submit proposals on behalf of shipping industry on possible actions by SC.3/WP.3.

18. The Working Party welcomed the secretariat proposal to organize a one-day expert meeting on inland waterway infrastructure development, in line with Policy Recommendation No.1 and in the light of the ongoing revision of the UNECE Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”). The meeting is tentatively scheduled to take place back-to-back with the SC.3/WP.3 thirty-ninth session.

19. The Working Party invited the delegations and the secretariat to propose follow-up actions for the remaining policy recommendations either for the thirty-ninth session of SC.3/WP.3 or at a later stage.

20. With respect to Policy Recommendation No. 3, subparagraph (c), SC.3/WP.3 continued its discussions on the possible UNECE role in the operation of a future pan-European hull/vessel database. The Working Party took note of the presentation by PLATINA on the latest development of the pilot European hull database.

21. The Working Party also took note of information provided by the secretariat on the results of consultations with the EC and with the Bureau of the ITC as mandated by SC.3 (ECE/TRANS/SC.3/187, para. 28). The secretariat highlighted that there seemed to be a general consensus on the value added of the pan-European dimension of such a database. However, no decision has yet been taken on the future operator of the EU hull database nor on possible procedures and modalities to extend its scope to non-EU countries.

22. The secretariat felt that three issues needed to be addressed when considering the possibility for UNECE to host and operate such a pan-European database. Firstly, operational requirements in terms of human resources, Information Technology (IT) solutions and data exchange procedures needed to be clarified. Secondly, administrative and legal arrangements, based on internationally established procedures providing the basis for secured data exchange among competent authorities, including data protection, needed to be addressed. Lastly, the financial implications of establishing and operating such a pan-European database for a sustained period under the auspices of UNECE would need to be analyzed and appropriate funding procedures established. The secretariat pointed out that, at present, it seemed to be excluded to operate the proposed database with the regular resources available to UNECE and that similar systems operating under the auspices of UNECE, such as the secured TIR ITDB database for Customs transit operating, made use of extra-budgetary resources.

23. SC.3/WP.3 welcomed the report of the secretariat and agreed to further explore the conditions under which UNECE could host such a pan-European hull database. The Working Party requested the secretariat to prepare, for its thirty-ninth session, a first concept note addressing the above issues in more detail that, following further consideration and fine-tuning, could then be transmitted to SC.3 at its October 2011 session. The Working Party thanked PLATINA and the secretariat for providing the necessary background information for constructive discussions on this strategic issue.

VI. Mutual recognition of boatmasters’ certificates (agenda item 5)

24. On behalf of the delegation of the European Union (EU), the secretariat informed the Working Party that the revision of the EU Directive 96/50/EC on harmonizing the conditions for obtaining national boatmaster’s certificates for the carriage of goods and passengers by inland waterway in the Community was in process, but no information could be circulated at the present time. The representative of the Danube Commission reported on

the outcome of the last meeting of the DC Group of Volunteers on boatmasters' certificates. On 1–3 February 2011, the Group finalized the draft of the new DC recommendations on boatmaster certificates. He reported that the proposed recommendations were in line with the EU directive but that they also included provision on an additional type of boatmaster certificate which was necessary for specific navigation practices on the Danube. The representative of the Sava Commission also reported on their ongoing work comparing different types of boatmaster certificates existing in Europe with the goal to review their relevant regulations. The representative of the DC and the Sava Commissions proposed to SC.3/WP.3 to create a Group of Volunteers on the types of boatmaster certificates. The goal of this Group would be to come up with a common position, which could then be further presented as the UNECE position on the ongoing revision of Directive 96/50/EC. The representatives of DC and the Sava Commission proposed holding the first meeting of the Group of Volunteers during the next SC.3/WP.3 session and expressed their readiness to prepare a joint background document for the meeting.

25. In the light of these discussions, the Working Party agreed to keep the item of mutual recognition of boatmaster' certificates on the agenda of its next session and cordially invited the EU delegation to report on the revision of the directive, so that SC.3/WP.3 would be in position to productively discuss how it could further facilitate the mutual recognition of boatmasters' certificates at the pan-European level. SC.3/WP.3 also supported the proposal of River Commissions to hold a special meeting of the volunteer experts on boatmasters certificates back-to-back to its next session. The River Commissions were invited to submit the background document for the meeting by 31 March 2011, at the latest. The Working Party also asked the secretariat to inform the EC about this decision and invite them to take part in the planned meeting of the Group of Volunteers on boatmaster certificates.

VII. European Code for Inland Waterways (agenda item 6)

Documentation: ECE/TRANS/SC.3/WP.3/2011/5

26. The Working Party was informed that the twelfth and thirteenth meetings of the CEVNI Expert Group took place on 10 December 2010 and 15 February 2011, respectively.

27. The Working Party took note of the presentation prepared by the secretariat, in cooperation with the CEVNI Expert Group on the ongoing and future work related to CEVNI. SC.3/WP.3 expressed its appreciation for this information on the use of CEVNI and its new Chapter 9. SC.3/WP.3 endorsed the proposed approach towards the current and future work on CEVNI and, in particular, the following elements:

(a) Planned preparation of the new amended Chapter 9 based on the information received from the countries in response to the 2010 CEVNI questionnaire (published in Informal document No. 1);

(b) Appeal to the Governments and River Commissions to harmonize as much as possible with CEVNI, revision four, and to reduce to the extent possible the existing deviations from CEVNI and additional requirements;

(c) Coordination between the future amendments of the River Commission regulations and future amendments of CEVNI;

(d) Continuation of work on ensuring consistency between the different linguistic versions of CEVNI and the preparation of CEVNI text in German.

28. The Working Party supported the proposal by the secretariat to prepare a note on the future work and the role of CEVNI, based on this presentation, for the SC.3 fifty-fifth session. The secretariat was asked to prepare a draft note for the SC.3/WP.3 thirty-ninth session. The Working Party also welcomed the information from Austria, DC and Sava Commission on the major progress in harmonizing their regulations with CEVNI, revision four.

29. The Working Party considered the new amendments to CEVNI, proposed in ECE/TRANS/SC.3/WP.3/2011/5, taking into account the comments of the Russian Federation presented in Informal document No. 8, as well as the additional comments from the CEVNI Expert Group.

30. With respect to the amendment to Article 1.08 proposed in paragraph 6 of ECE/TRANS/SC.3/WP.3/2011/5, the Working Party invited the Group of Volunteers on Resolution No. 61 to consider introducing the proposed text to the relevant article of Resolution No. 61. Furthermore, the Working Party invited the delegations, in time for the next SC.3/WP.3 session to express their position on whether this text should also be duplicated in Article 1.08 of CEVNI by 15 March 2011.

31. The Working Party made the following modifications to the proposals presented in ECE/TRANS/SC.3/WP.3/2011/5:

(a) In the amendment to Article 3.12, proposed in paragraph 10, replace in Russian “мачтовый” with “топовый”;

(b) With respect to draft revised Article 4.07:

(i) Revise the paragraph 3 in the light of the comments of the Russian Federation, presented in Informal document No. 8 and other comments from the delegations to be sent to the secretariat by 31 March 2011.

(ii) Amend paragraph 6 as follows:

At least the following data ~~in accordance with part 2 of the Standard for Tracking and Tracing on Inland Waterways~~ has to be transmitted when a vessel is under way in a section **where**, in accordance with paragraph 3, **the competent authorities request equipping the vessels with Inland AIS devices.**

(iii) At the end of subparagraph (d) *add* or IMO number.

(c) In the amendment proposal to Article 6.01, proposed in paragraph 12

(i) Include the proposal to amend the title of the article to “Definitions and scope of application”

(ii) In Russian text *for* КОНВОЯМ *substitute* составам.

(d) Amend the draft new sentence to be added in Article 6.04, as proposed in paragraph 14 as follows:

This rule also applies on the waterways for which “downstream” and “upstream” are not defined, unless specified otherwise.

(e) Delete the amendment proposal to Article 6.21, presented in paragraph 15.

(f) In the light of the proposal to amend Chapter 10, based on the 1996 Convention on Collection, Retention and Disposal of Waste Generated during Navigation on the Rhine and Other Inland Waterways, the Working Party asked the secretariat to consider the possibility of providing the translation of the text of the convention in English and Russian.

32. SC.3/WP.3 thanked the Russian Federation for their constructive comments and invited other delegations to submit their comments on the amendments under consideration by 31 March 2011. The Working Party asked the secretariat to prepare the updated amendment proposal for its thirty-ninth session.

33. The Working Party expressed its high appreciation for the work of the CEVNI Expert Group on preparing the new amendments to CEVNI and for their timely addressing of the comments from other delegations.

34. Finally, the Working Party noted the finalization of the posters in English, French and Russian on waterway signs and markings, based on CEVNI annexes 7–8. SC.3/WP.3 praised the initiative of the Serbian Directorate for Inland Waterways for preparing such a useful awareness raising tool and asked the secretariat to print the poster, preferably, in A2 format, for the next ICT and SC.3/WP.3 sessions and to make it available to the delegations in electronic form.

VIII. Resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” (agenda item 7)

35. The Working Party was informed by the secretariat that the first revised edition of Resolution No. 61, incorporating Amendments Nos. 1–3 had been finalized. The printed copies should be available for the SC.3/WP.3 thirty-ninth session.

36. The Working Party was pleased to learn that after two years of interruption due to organizational difficulties, the Group of Volunteer experts on Resolution No. 61 (hereafter, the Group of Volunteers) was able to hold its third meeting from 7 to 9 December 2010 and carry out the tasks given to the Group by SC.3/WP.3. The representative of the Russian Federation presented the main results of this meeting and referred the delegations to the minutes of the meeting, published in Informal document No. 6. SC.3/WP.3 thanked the countries and River Commissions, which took part in the meeting. The Working Party also expressed its gratitude to the Russian River Register for hosting the meeting.

37. SC.3/WP.3 was informed that the next meeting of the Group of Volunteers was planned for the end of March 2011 in Brussels. The Working Party cordially invited the interested member States, the European Commission and River Commissions to attend the meeting, as well as the other future meetings of the Group.

38. The Working Party considered further amendments to Resolution No. 61 with due regard to the latest amendments to the EU Directive 2006/87/EC laying down technical requirements for inland waterway vessels and the relevant recommendations of the December 2010 meeting of the Group of Volunteers.

A. Amendments to Chapter 1–2, “Definitions”

39. The Working Party endorsed the recommendation by the Group of Volunteers in favour of a systematic approach towards revising the definitions in Chapter 1–2, in parallel with the revision of the relevant chapters of the resolution, such as Chapter 6, “Steering gear”. SC.3/WP.3 welcomed the intention of the Group to prepare a proposal on the revised Chapter 1–2, taking into account the comments received from the delegations so far. The Working Party decided to keep this item on its agenda and invited the Group of Volunteers to submit their proposal to the secretariat, as soon as it was available.

B. Special provisions applicable to river-sea navigation vessels

40. The Working Party was informed that the Group of Volunteers reviewed the draft Chapter 20B “Special provisions applicable to river-sea navigation vessels”, at its last meeting in December 2011 and was planning to finalize the draft at its fourth meeting in March 2011. The Working Party invited the Group of Volunteers to submit their proposal by 5 April 2011, so that the secretariat could prepare the draft proposal on Chapter 20B for the SC.3/WP.3 thirty-ninth session.

C. Minimum technical requirements for computers installed on vessels

41. The Working Party was pleased to learn that at its last meeting, the Group of Volunteers elaborated a draft proposal on minimum technical requirements for computers installed on vessels. The text of the proposal was presented in the annex to the Informal document No. 6. SC.3/WP.3 invited the delegations to submit their comments on the proposal by 15 March 2011 and asked the secretariat to prepare an official amendment proposal, based on the informal document and the input from the delegations, for the SC.3/WP.3 thirty-ninth session.

D. Other amendments to Resolution No. 61

42. Noting that Directive 2006/87/EC provides the possibility for national and regional authorities to establish derogations from its provisions, SC.3/WP.3 supported the view of the Group of Volunteers that it could be useful to collect the information on the existing national and regional derogations from the directive. The Working Party asked the secretariat to contact the EC with a request for this information.

43. The Working Party also supported the conclusion of the Group of Volunteers that there was no reason to transfer the requirements concerning people with reduced mobility which are already contained in Chapter 15, to a separate Chapter or document as this would affect the present harmonization with Directive 2006/87.

44. Finally, the Working Party endorsed the decision of the Group of Volunteers on Resolution No. 61 to elaborate amendment proposals to Chapter 17 “Specific requirements applicable to floating equipment” and Chapter 18 “Specific requirements applicable to worksite craft”. SC.3/WP.3 asked the Group to submit their proposals to that effect to one of its future sessions.

IX. Resolution No. 59, “Guidelines for Waterway Signs and Markings” (agenda item 8)

Documentation: ECE/TRANS/SC.3/WP.3/2011/6

45. The Working Party took note of the presentation by the International Sava River Basin Commission on the goal and the scope of the Resolution No. 59 revision. The Working Party also noted the official amendment proposal presented in ECE/TRANS/SC.3/WP.3/2011/6, as well as the proposed text of the draft revised resolution, published in Informal document No. 3 in English and Russian.

46. The Working Party acknowledged the impressive work carried out by the Sava Commission in the preparation of the first draft of the revised resolution and thanked the commission for its very valuable input, as well as its commitment to continuing the work on the revision. SC.3/WP.3 endorsed, in principle, the concept of the proposed

modifications, but noted that further work on the draft proposal was necessary to address both substantial and editorial issues.

47. Therefore, SC.3/WP.3 invited the delegations to submit their comments on the first draft of the revised Resolution No. 59, as presented in Informal document No. 3, by 31 March 2011 and asked the secretariat to present an updated proposal to the SC.3/WP.3 thirty-ninth session.

X. Pan-European Rules on General Average and Limitation of Liability in Inland Navigation (agenda item 9)

Documentation: ECE/TRANS/SC.3/WP.3/2011/7, ECE/TRANS/SC.3/WP.3/2011/8

48. The Working Party took note of the statement by Serbia and IVR in favour of establishing pan-European rules on General Average. SC.3/WP.3 welcomed the idea of a pan-European norm in this important area presented in ECE/TRANS/SC.3/WP.3/2011/7 and thanked Serbia and IVR for preparing the basis for the future discussion. The Working Party observed that both the substantive provisions and the legal form of such an instrument should be carefully considered by the Governments. Therefore, SC.3/WP.3 asked the delegations to carry out consultations with the relevant authorities in their countries on both the substance of the proposed rules and the possible form of a SC.3 instrument in this respect, and submit their position by 31 March 2011. The Working Party asked the secretariat to submit an updated proposal and delegations the summary positions to the SC.3/WP.3 thirty-ninth session. SC.3/WP.3 was also informed by IVR that the official name of the association had changed and the draft resolution should refer to International Association for the representation of the mutual interests of the inland shipping and the insurance and for keeping the register of inland vessels in Europe.

49. The Working Party was informed of the progress in revising the 1988 Strasbourg Convention on Limitation of Liability in Inland Navigation (CLNI), carried out by the CCNR. Two CCNR meetings took place in the fall 2010 in order to prepare for the next meeting of Governmental experts, which will take place in Strasbourg on 31 March, 2011. During these meetings, the CCNR member States agreed to propose, among others, that the outcome of the revision would be a new revised convention, rather than an additional protocol, as previously considered. The last meeting took place after the publication of document ECE/TRANS/SC.3/WP.3/2011/8 and the official draft of the revised convention, which will serve as the basis for discussion on 31 March 2011, will be circulated by the CCNR secretariat shortly. SC.3/WP.3 thanked the secretariat for circulating this information and providing the documents in Russian and encouraged the delegations to attend the final preparatory meeting on 31 March 2011. The UNECE secretariat recalled that the information on the CLNI revision is circulated by the UNECE for informational purposes only and that for all the official documentation and information, the delegations should contact the CCNR.

XI. Recreational navigation (agenda item 10)

50. The Working Party noted that, in accordance with its thirty-seventh session, the secretariat had started compiling information on the national legal acts governing navigation of recreational craft on the national waterways and on where these acts could be found. However, only few countries had provided this information at the current stage. The Working Party invited the delegations to submit this information by 31 March 2011 so that the secretariat could publish the preliminary results of this survey in time for the SC.3/WP.3 thirty-ninth session.

51. The Working Party was also informed that the revised Resolution No. 40 had been published by the secretariat as ECE/TRANS/SC.3/147/Rev.1 and that a hard copy of the revised resolution would be sent out to the national bodies in charge of delivering international certificates of competence, listed in Annex 4.

52. In this context, SC.3/WP.3 also discussed the communication from the Offshore Committee of South African Sailing (SAS) regarding a possible application of Resolution No. 40 by South Africa, presented in Informal document No. 7. In this communication SAS informed UNECE about South Africa consideration of accepting Resolution No. 40 but asked if limiting the recognition of ICCs to a period of 3 months was compatible with Resolution No. 40. The delegation of Austria reminded the Working Party that, under the current terms of Resolution No. 40, it was the Governments who set the conditions of issuances and acceptance of foreign ICC, especially, when it came to their own nationals. The Working Party took note of the position of Austria and invited other countries and the European Boating Association to express their opinion on the matter by 31 March 2011, so that the secretariat could respond to the question from SAS in the light of the comments received.

XII. Other business (agenda item 11)

53. The Working Party took note of the proposal by the Russian Federation to elaborate recommendations on the Maritime Mobile Service identifiers, presented in Informal document No. 4. Taking into account the late submission of the proposal, SC.3/WP.3 invited the delegations to consider the proposed approach and submit their preliminary position by 31 March 2011, so that the secretariat could present an official proposal on this issue for the SC.3/WP.3 thirty-ninth session.

XIII. Adoption of the report (agenda item 12)

54. In accordance with established practice, the Working Party adopted the list of decisions taken at its thirty-eighth session on the basis of a draft prepared by the secretariat. The Working Party thanked the secretariat for providing high-quality documentation for the meeting and for presenting useful initiatives on the direction and the scope of the SC.3/WP.3 work.

Annex

Decisions of the CEVNI expert group taken on 15 February 2011

1. The CEVNI expert group held its thirteenth meeting on 15 February 2011 back-to-back with the thirty-ninth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (16–18 February 2011).¹
2. The meeting was attended by Mr. R. Vorderwinkler (Austria), Ms. N. Dofferhoff (the Netherlands), Ms. A. Jaimurzina (UNECE secretariat), Mr. P. Margic (Danube Commission), Mr. Ž. Milkovic (International Sava River Basin Commission) and Ms. V. Tusseau (Mosel Commission). Due to the last minute impediment, Mr. G. Pauli (CCNR) was not able to take part in the meeting. Mr. G. Pauli communicated his input by email of 14 February 2011.
3. The following items were discussed:
 - (a) Adoption of the minutes of the last meeting;
 - (b) General exchange of information;
 - (c) Review of the comments on the proposed amendments to CEVNI;
 - (d) New amendments to CEVNI;
 - (e) Finalization of the presentation on the CEVNI implementation process for the thirty-eighth session of SC.3/WP.3;
 - (f) Next meeting.

A. Adoption of the minutes of the last meeting

4. The Group adopted the minutes of its twelfth meeting in Strasbourg (France) as presented in document CEVNI EG/2011/1.

B. General exchange of information

5. The members of the Group exchanged information on the current work related to CEVNI. Ms. A. Jaimurzina and Ms. V. Tusseau reported on the ongoing work preparing the German text of CEVNI. The draft Chapters 1–8 were finalized by CCNR, MC and UNECE at the last meeting of 8 and 9 February 2011. The next meeting, which will review the entire text, including the annexes, is scheduled for 22 August 2011. In parallel to this work, the UNECE secretariat plans to issue an additional corrigendum to CEVNI, revision four, to correct the linguistic mistakes identified during the translation process. It is, thus, expected to have an identical text of CEVNI revision four, in English, French, Russian and German

¹ It is recalled that the Working Party on Inland Water Transport (SC.3) at its fifty-third session, had decided to maintain its informal working group on CEVNI and renamed it as the “CEVNI expert group”, to be composed of the representatives of the River Commissions and interested Governments. It had charged the Group with monitoring the implementation of the new CEVNI by Governments and River Commissions and examining future amendment proposals to it (ECE/TRANS/SC.3/183, para. 13).

for the fifty-fifth session of the UNECE Working Party on Inland Water Transport (SC.3). Finalization of the German text will allow finishing the comparison work between CEVNI and CCNR and MC regulations.

6. Ms. A. Jaimurzina reported that Informal document No. 1 for the SC.3/WP.3 thirty-eighth session on CEVNI implementation, presented information from Belarus, Bulgaria, Germany, Lithuania, Netherlands, Russian Federation, Serbia, Slovakia and the River Commissions. Mr. P. Margic indicated that the Danube Commission had compiled information on the differences between DFND and CEVNI and would send it to the UNECE secretariat by the next SC.3/WP.3 session.

C. Review of the comments on the proposed amendments to CEVNI

7. The Group took note of the Russian Federation's comments on the amendment proposals to CEVNI, proposed by the CEVNI expert group in ECE/TRANS/SC.3/WP.3/2011/5 (CEVNI EG/2011/4 or SC.3/WP.3 Informal document No. 8 (2011)), as well as the comments from the CCNR, communicated by Mr. G. Pauli.

8. The Group recognized that the proposed new paragraph 4 to article 1.08 dealt to some extent with the technical requirements to inland vessels. The Group agreed, however, that this provision also concerned the operation of the vessel and the duty of boatmaster was to ensure that a sufficient quantity of rigid life-saving devices for children was on board at all times. The Group noted that this was also the CCNR's opinion and that for this reason CCNR included the requirements on life jackets in Article 1.08 of the Rhine Police Regulation as well as in the Rhine Vessel Inspection Regulation. Therefore, the Group recommended that SC.3/WP.3 adopt the amendment proposal to Article 1.08, as proposed in paragraph 6 of ECE/TRANS/SC.3/WP.3/2011/5, and consider including a similar provision in Resolution No. 61.

9. With respect to article 3.12, the Group accepted the proposal by the Russian Federation to correct the term "masthead light" to "топовый огонь" in Russian.

10. With respect to article 4.07:

(a) The Group took note of the reservation expressed by the CCNR on this proposal and invited the CCNR to substantiate its position, so that the concern expressed by the CCNR member States could be addressed. Ms. N. Dofferhoff explained the position of the Netherlands and the reservations made in the CCNR meeting;

(b) The Group took note of the Russian Federation's proposal to exclude sea-going vessels with AIS of Class A according to IMO standards from paragraph 3 of the draft revised article 4.07. Mr. R. Vorderwinkler recalled that the new article 4.07 did not aim to list the vessels which are subject to the obligation to be equipped with inland AIS and that the prerogative to establish such a list of vessels or sectors belonged to the competent authorities. Ms. A. Jaimurzina observed that the current wording of paragraph 3 could be misleading as it referred to the competent authorities, whereas CEVNI Chapters 1–8 dealt with obligations for boatmasters and other members of the crew. She reported that a similar concern was expressed by Mr. G. Pauli, who considered that Chapters 1–8 should not include obligations to the competent authorities. She proposed an alternative wording for paragraph 3 as follows: "All the vessels should be equipped with inland AIS if the competent authorities so request". The Group decided to revise paragraph 3 (and paragraph 6 (g), accordingly), based on this discussion and the forthcoming discussions during the SC.3/WP.3 session, and submit a revised proposal for the next session;

(c) The Group accepted the proposal by the Russian Federation to amend the beginning of paragraph 6. Ms. N. Dofferhoff also informed the Group that during the discussions in the CCNR, the list of the information to be communicated, presented in paragraph 6 (a)–(n) posed problems for some delegations. The Group invited the CCNR to communicate the details of these comments at its earliest convenience;

(d) The Group accepted the Russian Federation’s proposal to include IMO number in subparagraph (d) of paragraph 6. (Temporary ENI is no longer assigned and, therefore, needed not be included).

11. With respect to article 6.01, the Group took note of the Russian Federation’s proposal to add the proposed text as a separate article, but considered that this would disrupt the existing harmonization between the article numbering in CEVNI and the River Commission regulations and recommendations. The Group accepted the correction of the term “конвой” to “состав”.

12. With respect to article 6.04, the Group agreed with the comment by the Russian Federation and decided to revise the proposed text as follows: “Unless otherwise stated, this rule also applies on the waterways for which “downstream” and “upstream” are not defined.”

13. With respect to article 6.21, the Group took note of the comment by the Russian Federation and the existence of the non-self-propelled passenger vessels which can be pushed. The Group, therefore, decided to withdraw its proposal (ECE/TRANS/SC.3/WP.3/2011/5, para. 15).

14. The Group agreed that the secretariat and the members of the Group would respond to the comments by the Russian Federation during the SC.3/WP.3 session, based on the decisions described above.

D. New amendment proposals to CEVNI.

15. The Group reviewed the new amendment proposals to CEVNI, listed in CEVNI EG/2011/3.

16. Mr. R. Vorderwinkler presented the proposal by Austria to amend article 1.10 (Annex I) aimed at allowing the use of plastic plates on a pushed barge. The Group agreed with the proposed amendment and asked the secretariat to submit this proposal to SC.3/WP.3.

17. Mr. R. Vorderwinkler presented the proposal by Austria to amend article 8.02 (Annex II) to stipulate that the competent authorities can transmit the data to the neighbouring competent authorities along the route of the vessel. He explained that the forwarding of data was required by the EU RIS Directive and that in its current form, article 8.02 of CEVNI could be invoked as an obstacle to such an exchange of data. The Group again recalled that CEVNI Chapters 1–8 did not posit the duties and obligations of the competent authorities, but felt, however, that this paragraph served as an indication to the skippers of how the data they communicate could be used by the competent authorities. The Group agreed to forward the proposal to SC.3/WP.3 subject to the possible rewording by the secretariat to clearly indicate the purpose of this amendment.

18. The Group was informed that the amendment proposal on Chapter 10 was being prepared by the CCNR secretariat but at a slower pace than expected due to the limited resources.

E. Finalization of the presentation on the CEVNI implementation process for the thirty-eighth session of SC.3/WP.3

19. The Group reviewed and approved the draft presentation on the CEVNI implementation and future revision, prepared by the secretariat (CEVNI EG/2011/2). The Group asked the secretariat to make this presentation at the SC.3/WP.3 thirty-eighth session and propose to prepare a more elaborate document on the current and future work on CEVNI for the thirty-ninth session.

F. Next meeting

20. The next meeting will take place back-to-back with the SC.3/WP.3 thirty-ninth session on 16 and 17 June. The preliminary dates for the 2011 meetings are, as follows:

fourteenth meeting: 16–17 June 2011

fifteenth meeting: 11 October 2011
