



Economic and Social Council

Distr.: General
23 July 2015

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

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

Forty-seventh session

Geneva, 24–26 June 2015

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

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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 forty-seventh session from 24 to 26 June 2015 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Bulgaria, Croatia, Czech Republic, Germany, Russian Federation, Serbia, Slovakia and Switzerland.
3. Representatives of the following intergovernmental organizations also took part in the session: the Danube Commission and the International Sava River Basin Commission (the Sava Commission).
4. The representative of the Inland Waterway Transport Educational Network (EDINNA) was present at the invitation of the secretariat.
5. Mr. Francesco Dionori, Chief of the Sustainable Transport Section, opened the meeting.
6. In accordance with the decision of the Working Party at its forty-sixth session (ECE/TRANS/SC.3/WP.3/92, para. 7), Mr. Ivan Ignatov (Bulgaria) chaired the forty-seventh session of the Working Party.
7. In accordance with the decision of the Working Party at its forty-sixth session (ECE/TRANS/SC.3/WP.3/92, para. 8), Ms. Doris Filipović performed the functions of the Vice-chair for the forty-seventh session of the Working Party.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/SC.3/WP.3/92, Informal document SC.3/WP.3 No. 6 (2015)

8. The Working Party adopted the provisional agenda, with an additional item 9 (c), “International Convention on Registration of Inland Navigation Vessels” proposed by the secretariat. The provisional agenda was supplemented with informal document SC.3/WP.3 No. 6 (2015) with the updated list of documents for the session.
9. In accordance with established practice, it was agreed that only the decisions taken would appear in the draft report on the session, the full report would be drawn up by the Chair with the assistance of the secretariat and distributed later.

III. Inland waterway infrastructure (agenda item 2)

A. European Agreement on Main Inland Waterways of International Importance (AGN)

Documentation: ECE/TRANS/SC.3/120/Rev.2, ECE/TRANS/SC.3/WP.3/2015/9, Informal document SC.3/WP.3 No. 8 (2015)

10. The Working Party approved the following amendments to Annex II “List of inland navigation ports of international importance” to the AGN proposed by the Russian Federation in ECE/TRANS/SC.3/WP.3/2015/9 and requested the secretariat to transmit this proposal to the Working Party on Inland Water Transport (SC.3) for preliminary approval:

delete P 50–02–02 Moskva Western Port (Kanal imeni Moskvyy, 46.0 km);

add P 50–01–02 Agidel (Belaya, 1 786.3 km).

11. It was recalled that SC.3/WP.3 at its forty-second session had decided to continue collecting Government proposals for 2–3 years before proceeding with a new amendment of AGN (ECE/TRANS/SC.3/WP.3/84, para. 10). This decision was approved by SC.3 at its fifty-seventh session (ECE/TRANS/SC.3/2013/195, para. 18). According to this decision, SC.3/WP.3 recommended SC.3 to wait for further amendment proposals before submitting them to the depositary.

12. The secretariat informed SC.3/WP.3 that the Working Party on Intermodal Transport and Logistics (WP.24) at its fifty-seventh session (10–11 November 2014) had requested the secretariats of SC.3 and WP.24 to cooperate in order to prepare amendment proposals to annexes I and II of the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (the AGTC Protocol) for approval at its next session (ECE/TRANS/WP.24/135, para. 25). The Chair recalled that SC.3/WP.3 at its forty-first session had invited WP.24 to revise Annexes I and II of the AGTC Protocol to bring them in line with the revised Annexes to AGN (ECE/TRANS/SC.3/WP.3/82, para. 12).

13. The Working Party considered summary tables 1–3 of the adopted amendments to AGN introduced by ECE/TRANS/SC.3/168/Add.1, ECE/TRANS/SC.3/174/Add.1, ECE/TRANS/SC.3/181/Add.1 and ECE/TRANS/SC.3/193/Add.1 (Informal document SC.3/WP.3 No. 8 (2015)) and a presentation made by the secretariat on the principle of its preparation. The Working Party approved the approach proposed by the secretariat and invited the member States to submit modifications to the document prepared by the secretariat, if any, by 15 August 2015.

14. SC.3/WP.3 considered that this document could be a basis for further work on alignment of the AGTC Protocol and AGN and asked the secretariat to submit this document to SC.3 and WP.24 for consideration.

B. Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”)

Documentation: ECE/TRANS/SC.3/144/Rev.2 and Add.1,
ECE/TRANS/SC.3/WP.3/2015/8

15. The Working Party approved the amendments to the Blue Book (ECE/TRANS/SC.3/WP.3/2015/8) subject to the following modification:

Danube (E 80) from 1,433.1 km to ~~1,395.5~~ **1,295.5** km – 17 critical sections with inadequate fairway parameters.

The Working Party asked the secretariat to submit the amended proposal to the fifty-ninth session of SC.3 for adoption.

16. The Working Party decided to postpone the discussion on E 41 section KURSHSKIY ZALIV and NEMUNAS (ECE/TRANS/SC.3/2014/2, para. 5) to its forty-eighth session.

17. The Working Party invited UNECE member States to inform the secretariat about any amendments to the Blue Book for submission to the fifty-ninth session of SC.3. Delegations were reminded that the third revision of the Blue Book is planned for 2016–2017 biennium.

C. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revised)

Documentation: ECE/TRANS/SC.3/159/Rev.1, Informal document SC.3/WP.3 No. 13 (2015)

18. The Working Party took note of the information submitted by the Russian Federation and Switzerland (Informal document SC.3/WP.3 No. 13 (2015)).

19. The Working Party approved the following amendment to Resolution No. 49 on the basis of the amendment to the Blue Book:

Replace footnote 7 by

To eliminate the insufficient draught, design works began in 2014 to build a low-head hydraulic complex in the area of Bolshoye Kozino; the opening is planned for 2021.

The Working Party asked the secretariat to submit the proposal to the fifty-ninth session of SC.3 for adoption.

IV. Mutual recognition of boatmasters' certificates and professional requirements in inland navigation: Fourth meeting of the International Expert Group (agenda item 3)

Documentation: ECE/TRANS/SC.3/WP.3/2015/1, ECE/TRANS/SC.3/WP.3/2015/2, ECE/TRANS/SC.3/159/Rev.1, Informal documents SC.3/WP.3 Nos. 12, 14 and 15 (2015)

20. The Chair recalled that at its forty-sixth session, SC.3/WP.3 had agreed to devote a half-day of its forty-seventh session to the fourth meeting of the International Expert Group on Mutual Recognition of Boatmasters' Certificates and Harmonization of Professional Requirements in Inland Navigation (IEG). SC.3/WP.3 had also suggested that the provisional agenda of the fourth IEG meeting be the same as the agenda of the third meeting.

A. Exchange of information on boatmasters' certificates in inland navigation and professional requirements in inland navigation in the ECE region

21. The IEG took note of the information on the principles of training crew members for inland navigation vessels submitted by the Russian Federation (Informal document No. 14 (2015)).

22. The IEG took note of the information on amendments to Article 3.02 of the Regulations for Rhine Navigation Personnel submitted by the Central Commission for the Navigation on the Rhine (CCNR) (Informal document No. 15 (2015)).

23. The IEG took note of the presentation made by EDINNA on recent developments and initiatives in the education and training in the European inland water transport sector on the following issues:

- (a) the update of the harmonisation process achieved by the European Commission and the CCNR, their collaboration to build up common standards for training and certification;
- (b) current status of the tables in the Standards of Training and Certification for personnel in Inland Navigation (STCIN), ongoing work on the competence

tables to be finalised within a few months and publication of Course Manuals for each of STCIN Chapters on the operational and management level (for crew members and skippers of inland navigation vessels), the pattern of which should be comparable to the IMO Model Courses;

- (c) progress in the revision of Directive 96/50/EC aimed at extending its application scope to all on-board personnel. In the course of this work an overview of accidents and incidents in the inland navigation was made as no statistical data were available on the European level;
- (d) implementation of French, Dutch and German versions of the Standard Inland Navigation Communication Phrases (“Riverspeak”) and its revision by the CCNR;
- (e) use of simulators as an educational and assessment tool. The representative of EDINNA stressed that there would be need to introduce provisions for simulators into the legislation to create a legal basis for their application as an assessment tool. He informed the Working Party that a Didactical Manual for a simulator training course had been developed and a successful pilot training had been conducted in May 2015. He invited the Working Party to take part in a conference on using simulators in the education of crews which will be held in Antwerp in September 2015; and
- (f) the progress in the development and implementation of electronic service record books.

24. The representative of EDINNA pointed out that their aim until 2020 was to ensure one boatmaster’s license form and one training standard for crew members in Europe in order to reach a common competence level.

B. Proposal on means and measures to make the professions of boatmaster and other crew members employed in inland navigation more attractive and to bring these professions into line with modern requirements

25. The Working Party discussed the proposal to revise Resolution No. 31 (ECE/TRANS/SC.3/WP.3/2015/1). The participants exchanged their experience in applying different approaches to renewal of crew members’ certificates used in different member States and to training of crew members of vessels using liquefied natural gas (LNG) for propulsion. The member States and River Commissions were invited to submit their information on education and professional knowledge requirements on navigating such vessels, on navigation training simulators and local knowledge requirements. This information may become an update to the annex of Resolution No. 31.

C. Analysis of existing national, regional and international instruments relating to the mutual recognition and modernization of professional qualifications in inland navigation

26. The Working Party discussed the proposal on the structure of Chapter 23 “Crews” prepared by the secretariat (ECE/TRANS/SC.3/WP.3/2015/2) The representative of the Sava Commission mentioned that it would be reasonable to leave technical requirements in the document dealing with the equipment of vessels and to put the provisions for the crew into a separate document. The delegation of the Russian Federation referred to a similar situation with IMO documents, where a separate document for manning requirements had

been made. The delegation of the Danube Commission expressed the opinion that sections 23–7 and 23–8 could be withdrawn from Chapter 23.

27. The Working Party noted that the Group of Volunteer experts on Resolution No. 61 at its ninth meeting had prepared a draft proposal for amending Chapter 23 so as to keep only the technical part in Resolution No. 61 and to move the rest of the chapter to a new document as it had been requested by SC.3/WP.3 (TRANS/SC.3/ECE/TRANS/SC.3/WP.3/90, para. 47); this proposal was also harmonised with Chapter 23 of Directive 2006/87/EC (Informal document No. 12 (2015)).

28. The Working Party pointed out that the requirements of section 23–9, Equipment of vessels, were not obligatory and had to be met in case of the minimal number of the crew members. SC.3/WP.3 decided to keep Section 23–9 in Chapter 23 of Resolution No. 61 and to put the requirements for the crew members into a separate document on professional requirements and manning requirements. The Working Party also proposed considering a possible revision of the title of Chapter 23 to bring it in line with the new content. The Working Party asked the secretariat to prepare a draft document for the next meeting of IEG, which is scheduled to be held in parallel with the fifty-ninth session of SC.3. Member States were invited to inform the secretariat about the most appropriate form in consideration of their national legislation.

D. Local knowledge requirements: Drawing up criteria to help determine the conditions where local knowledge requirements could be necessary

29. The secretariat informed IEG that it had not received any new information on the local knowledge requirements from UNECE member States. The Working Party invited the member States to submit proposal for updating the list of local knowledge requirements existing in the UNECE region (ECE/TRANS/SC.3/2010/12 and Corr.1).

30. The representative of EDINNA informed the Working Party on the discussions concerning local knowledge requirements in a draft of a new European Directive and pointed out that local knowledge was necessary for navigation on special stretches of inland waterways, but the number of special patents that were required on board should be kept to a reasonable minimum.

E. Discussion on establishing the procedures of expert training and examination within ECE region, on the basis of the synthesis of the information submitted by UNECE member States and the Standards of Training and Certification for personnel in Inland Navigation developed by PLATINA

31. The secretariat informed IEG that it had not received any comments from the member States on the STCIN tables published in ECE/TRANS/SC.3/2014/16 and Corr.1. The Working Party agreed with the proposal of Germany to give more time to member States for submitting their reactions on the STCIN tables and encouraged member States to continue with this work.

F. Other business

32. The Working Party asked the secretariat to monitor the implementation of the IEG Work Plan approved at its forty-fifth session (annex to ECE/TRANS/SC.3/WP.3/90) for the fifth meeting of IEG and to propose amendments, if necessary.

33. The Working Party took note of the proposal of Germany to avoid duplicating the work in this field carried out by the European Commission, UNECE and River Commissions.

G. Next meeting

34. The Working Party noted that IEG would hold its fifth meeting in parallel with the fifty-ninth session of SC.3. It suggested that the provisional agenda be the same as the agenda of the fourth meeting of IEG.

V. European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised): Fifth revised edition (agenda item 4)

Documentation: ECE/TRANS/SC.3/115/Rev.5

35. The Working Party took note of the information by the secretariat on publication of the online version and the pdf version of the fifth revised edition of CEVNI on the website (www2.unece.org/wiki/display/TransportSustainableCEVNIv5). The secretariat informed the Working Party that the hardcopy version of the fifth revised edition of CEVNI was being printed and would be available by September 2015. The Working Party also took note of the press release about the fifth revised edition of CEVNI on the UNECE website.

36. The Working Party considered it unnecessary that the CEVNI Expert Group meet before the fifty-ninth session of SC.3, as the work on implementing the fifth edition into the regulations of several UNECE member States and River Commissions was still ongoing.

37. The Working Party took note of the information on the implementation of this version of CEVNI:

- (a) the Danube Commission was currently in line with the fourth revision of CEVNI and was working on translation of CEVNI 5 into its official languages. The discussion of the date of its entry into force would be discussed after the translation was finished;
- (b) the Sava Commission has adopted most of the changes introduced to CEVNI 5, but the date of its entry into force should have been coordinated with the Danube Commission.

38. The Working Party asked the Danube Commission to assist the secretariat in preparing the German language version of CEVNI 5 after finalisation of the French and Russian translations.

39. It was recalled that after the publication of the fourth revision of CEVNI, SC.3 had asked the secretariat to circulate a special questionnaire aimed at collecting information on the CEVNI implementation process (ECE/TRANS/SC.3/183, paras. 12–13). The Working Party agreed with the proposal of Austria for a status report on the adoption and use of not only the fourth revision of CEVNI, but also its fifth revision. It was proposed to extend the above-mentioned questionnaire with questions on the adoption, use of the fifth revision of CEVNI and deviations from it. The Working Party asked the secretariat to prepare proposals for updating the questionnaire on the implementation process of the fifth revision of CEVNI in cooperation with the CEVNI Expert Group for the fifty-ninth session of SC.3.

40. The Working Party took note of the proposal of Germany to avoid duplicating the work carried out by the European Commission, UNECE and River Commissions.

VI. Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised) (agenda item 5)

Documentation: ECE/TRANS/SC.3/172/Rev.1 and Amends.1 and 2; Informal documents SC.3/WP.3 Nos. 10, 11 and 12 (2015)

41. The Working Party took note of the outcome of the ninth meeting of the Group of Volunteer Experts on Resolution No. 61 held in Geneva 11–13 May 2015, in particular:

- (a) proposal for the new Section 8B-4 (Requirements concerning equipment for the treatment of domestic waste water) as reproduced in informal document SC.3/WP.3 No. 11 (2015) and draft Appendixes 8 and 9 to Resolution No. 61;
- (b) proposals for amendment of Chapter 23 “Crews” and Appendix 2 “Model ship’s certificate” of Annex to Resolution No. 61 as reproduced in informal document SC.3/WP.3 No. 12 (2015);
- (c) proposal on a new Chapter 24 “Transitional provisions”;
- (d) responses to the comments of Belarus (Informal document SC.3/WP.3 No.6 (2014)). As regarding the first comment to Section 10–1.4, “Chains and Cables” (ECE/TRANS/SC.3/2013/7, para. 4), the Group duly noted the fact that Belarus applies different method of calculation for the anchor chain strength which apparently gives the same result. As regarding the second comment on the clear width of the side deck (ECE/TRANS/SC.3/2013/7, para. 5) the Group pointed out that the clear width of the side deck had been already corrected by a proposal from Belarus;
- (f) consideration of the proposals of the Danube Commission on differences between the language versions of amendments of Resolution No. 61 (Informal document SC.3 No.5 (2014)).

42. The Working Party invited Governments to consider the drafts of Section 8B-4, Chapter 24, amendments to Chapter 23 and Appendix 2 and drafts of new Appendixes 8 and 9 to Resolution No. 61 and to provide their comments to the secretariat for the forty-eighth session of SC.3/WP.3. The secretariat was asked to prepare the relevant working documents.

43. The Working Party approved the agenda of the tenth session of the Group of Volunteers to be held in May 2016. Items of particular interest are: (a) a proposal for Chapter 19B, Special requirements applicable to craft navigating on zone 4, and (b) the preparation of a consolidated version of Resolution No. 61. The Working Party invited member States and River Commissions to participate in the meeting.

VII. Establishment of common principles and technical requirements for pan-European River Information Services (RIS) (agenda item 6)

A. Guidelines and Recommendations for River Information Services (RIS) (Resolution No. 57)

Documentation: ECE/TRANS/SC.3/165/Rev.1, ECE/TRANS/SC.3/WP.3/2015/4

44. The Working Party approved the amendments to Resolution No. 57, revised, as presented in document ECE/TRANS/SC.3/WP.3/2015/4, with further amendments proposed by the Russian Federation:

in paragraph 1.5 (a) *replace* Regional Arrangement Concerning the Radiotelephone Service on Inland waterways (Europe), 2000 *by* Regional Arrangement on the Radiocommunication Service for Inland Waterways (RAINWAT), Bucharest, 18 April 2012, as amended on 3 April 2013;

in paragraph 4.7.1 (b) (ii) *replace* Regional Arrangement Concerning the Radiotelephone Service on Inland Waterways (Europe, 06.04.2000) *by* Regional Arrangement on the Radiocommunication Service for Inland Waterways (RAINWAT), Bucharest, 18 April 2012, as amended on 3 April 2013.

45. The Working Party asked the secretariat to submit the approved amendments for adoption by the fifty-ninth session of SC.3.

B. International Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation

Documentation: ECE/TRANS/SC.3/198, ECE/TRANS/SC.3/199

46. The Working Party was informed by the secretariat that Resolution No. 79 (ECE/TRANS/SC.3/198) and Resolution No. 80 (ECE/TRANS/SC.3/199) were finalised. They are available on UNECE website at www.unece.org/trans/main/sc3/sc3res.html. Annexes 1–4 to Resolution No. 79 are available only in English and French.

47. The Working Party took note of the information from the delegation of Germany on the current revision of RIS standards by the Expert Groups and on the planned publication of an update to these standards by the European Union in 2016 that might bring to further revision of these Resolutions.

C. International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63)

Documentation: ECE/TRANS/SC.3/176/Rev.1, Informal document SC.3/WP.3 No. 9 (2015)

48. The Working Party approved the amendments to Resolution No. 63 prepared by the secretariat (Informal document No. 9 (2015)).

D. Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS) (Resolution No. 48)

Documentation: ECE/TRANS/SC.3/156/Rev.2, ECE/TRANS/SC.3/WP.3/2015/5, ECE/TRANS/SC.3/WP.3/2015/6

49. The Working Party took note of the presentation made by the representative of Austria, the Chair of the International Inland ECDIS Expert Group, on amendments to Resolution No. 48 (ECE/TRANS/SC.3/WP.3/2015/5). He mentioned that the amendments emanated from edition 2.4 of the Inland ECDIS Standard adopted by the International Inland ECDIS Expert Group and that they were submitted to SC.3/WP.3 in accordance with the procedure introduced by Resolution No. 77 (ECE/TRANS/SC.3/156/Rev.2).

50. The Working Party approved the amendments to Resolution No. 48 submitted by the Inland ECDIS Expert Group (ECE/TRANS/SC.3/WP.3/2015/5) with the following modification to the list of additional waterway codes:

Part D, Section 2a, paragraph (e) *add a row with waterway code LA and waterway name Lahn*

The Working Party asked the secretariat to submit the approved amendments to SC.3 for adoption.

51. The Working Party took note of the information paper on AIS Aid to Navigation (AtoN) in inland waterways transmitted by the Joint Group of VTT EG and Inland ECDIS EG (ECE/TRANS/SC.3/WP.3/2015/6) and a presentation made by the representative of Germany, highlighting the application of AIS AtoN in the maritime and inland transport sectors, types of RIS AtoN messages, usability of maritime AIS AtoN message in inland navigation. He pointed out that the Inland ECDIS and VTT Expert Groups strongly recommended to wait before implementing AIS AtoN (apart from pilot projects) until common standards for inland navigation were available and deemed it desirable to continue investigations, as well as to encourage Administrations to take part in the activities of the Expert Groups.

52. The delegations of Austria and the Russian Federation expressed their consent with the presentation and the activities planned by the Groups of Experts. The Russian Federation noted that the existing standard of assigning MMSI for AtoN allowed for each country to have not more than 999 real AIS AtoN and not more than 999 virtual AIS AtoN which may not be sufficient for some countries, and that it was desirable to find an appropriate solution.

53. The Working Party invited UNECE member States and River Commissions to inform the secretariat about their opinion on further investigation of a technical solution for Inland AIS AtoN report by the VTT and ECDIS Expert Groups and its potential use in inland navigation. The Working Party agreed with the proposal of the Chair of the International Inland ECDIS Expert Group that the secretariat would forward the proposals of the member States directly to the Expert Group for discussion.

54. The Working Party asked the secretariat to amend the Russian text of ECE/TRANS/SC.3/WP.3/2015/6 as proposed by the Russian Federation:

replace in the whole text “средства навигационной поддержки” *by* “средства навигационного оборудования”, “СНП” *by* “СНО”, “погрешность позиционирования” *by* “вне позиции”.

VIII. Recreational navigation (agenda item 7)

Documentation: ECE/TRANS/SC.3/147/Rev.4, Guidelines to Resolution No. 40, Informal documents Nos. 7 and 17 (2015)

55. The Working Party took note of the information submitted by Slovakia and the Russian Federation concerning the issuing authorities and the national legal acts governing the recreational navigation (Informal document SC.3/WP.3 No. 7 (2015)) and approved the following amendment to Annex IV to Resolution No. 40:

Column Competent authority for authorization of ICCs *replace* State Navigation Administration (Štátna plavebná správa) *by* Transport Authority

Column Approved body(ies) for issuing of ICCs *replace* State Navigation Administration *by* Transport Authority.

56. The Working Party decided to continue the discussion on amending the map of European recreational inland navigation proposed by Belgium at its next session (Informal document SC.3/WP.3 No. 17 (2015)).

IX. Inland navigation security (agenda item 8)

Documentation: ECE/TRANS/SC.3/WP.3/2015/7

57. The Working Party took note of the recommendations concerning hazard prevention for the navigation on the Danube adopted by the Danube Commission on 10 December 2014 (ECE/TRANS/SC.3/WP.3/2015/7). The representative of the Danube Commission mentioned that the purpose of these recommendations was to establish general principles for the adoption of preventive measures to avoid the consequences of security incidents on vessels and in port facilities together with the prevention of unlawful acts against the crews of vessels sailing on the Danube. He pointed out that this document was the starting point for security issues and that the Danube Commission was considering further steps to raise the awareness of this topic in inland navigation.

58. The secretariat reported on the work of the UNECE transport programme on security of transport infrastructure through the activities of WP.5: Transport Trends and Economics. Delegations were invited to a forthcoming UNECE workshop on the “vulnerability of critical transport infrastructure” to be held on 8 September 2015 in Geneva at the twenty-seventh session of the Working Party on Transport Trends and Economics. The Working Party also noted that the work on security issues initiated by the Danube Commission would be presented at this workshop.

59. The Working Party invited UNECE member States and River Commissions to submit their views on possible future work on security of infrastructure to the secretariat.

X. Other business (agenda item 9)

A. Theme topic for the next SC.3 session

Documentation: Informal document SC.3/WP.3 No. 18 (2015)

60. The Working Party took note of the information submitted by the secretariat of the Commission on the Development of the E 40 Waterway of the Dnieper–Vistula Section (Informal document SC.3/WP.3 No. 18 (2015)). The Working Party asked the secretariat to invite the Secretary of the Commission to present the work in progress at the fifty-ninth

session of SC.3. An overview of the Commission activities is available at www.e40restoration.eu.

B. High-level international conference on inland navigation

61. The Working Party asked the member States and River Commissions to submit their proposals on the location and the level of the conference on inland navigation. It was mentioned that the conference could be organized back-to-back with the sixtieth session of SC.3 depending on participants' availability. The Working Party asked the secretariat to investigate this possibility and to start the preparatory work for the conference.

C. International Convention on Registration of Inland Navigation Vessels

Documentation: Informal document SC.3/WP.3 No. 16 (2015)

62. It was recalled that SC.3 had included, into its work plan for 2014–2018, the promotion of implementation of existing UNECE Conventions pertaining to inland navigation and assessment of the legal instruments concerned in order to consider updating those, which have become obsolete (ECE/TRANS/SC.3/195/Add.2, chapter B, section 1 g). SC.3/WP.3 asked the secretariat to prepare an overview of the Convention on the Registration of Inland Navigation Vessels for the fifty-ninth session of SC.3 and to circulate a questionnaire.

XI. Adoption of the report (agenda item 10)

63. In accordance with established practice, the Working Party adopted the decisions taken at its forty-seventh session on the basis of a draft prepared by the secretariat.
