



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/SC.3/178
20 November 2007

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
Fifty-first session
Geneva, 17-19 October 2007

**REPORT OF THE WORKING PARTY ON INLAND WATER TRANSPORT
AT ITS FIFTY-FIRST SESSION**

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I. ATTENDANCE

1. The Working Party on Inland Water Transport (SC.3) held its fifty-first session from 17-19 October 2007. Representatives of the following countries participated: Austria, Belgium, Bulgaria, Croatia, Czech Republic, Germany, Lithuania, Netherlands, Romania, Russian Federation, Serbia, Switzerland and Ukraine. The representative of the European Commission (EC) was also present. Representatives of the following intergovernmental organizations also attended the session: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC) and the International Sava River Basin Commission. The following non-governmental organizations were represented: European Boating Association (EBA) and European River-Sea Transport Union (ERSTU). Moldova and the United Kingdom informed the secretariat that they were unable to attend.

II. ADOPTION OF THE AGENDA (Agenda item 1)

2. The Working Party **adopted** the provisional agenda as prepared by the secretariat (ECE/TRANS/SC.3/177), noting that under item 12, it would discuss the draft changes of programme of work for 2008-2012 and not for 2006-2010.

III. CHAIRMANSHIP

3. Dr. Istvan Valkar (Danube Commission) chaired the session.

IV. ACTIVITIES OF UNECE BODIES OF INTEREST TO THE WORKING PARTY (Agenda item 2)

Documentation: ECE/TRANS/192; ECE/TRANS/WP.15/AC.2/23

4. Opening the fifty-first session of the Working Party, Ms. Eva Molnar, Director of the UNECE Transport Division, expressed its appreciation for the work of the Working Party and the issues included in the session's agenda. She noted the importance of ensuring the follow-up to the decisions taken by the 2006 Bucharest pan-European Conference on Inland Water Transport. She also acknowledged the need to consider security and environmental issues in the context of the AGN agreement, as well as to further develop and promote the UNECE instruments on inland water transport, such as European Code for Inland Waterways (CEVNI), Resolution No. 61 with Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels and resolutions on the river information services. Finally, she encouraged the Working Party to consider new items for its programme of work, such as the transport of disabled people.

5. Following these opening remarks, the Working Party was informed of the decisions of the sixty-ninth session of the Inland Transport Committee (ITC) with regard to transport and security, inland water transport and the biennial evaluation of the UNECE transport related work. The Working Party noted that it would discuss the implications of these decisions under agenda items 5, 12 and 13. The Working Party was informed and took note of the activities of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and noted that, once the Agreement is in force, the Working Party may be called to pronounce on the substantial issues related to the transport of dangerous goods.

V. TRANSPORT AND SECURITY (Agenda item 3)

Documentation: ECE/TRANS/192

6. The Working Party was informed of the creation and the first two meetings of the Multidisciplinary Group of Experts on Inland Transport Security. The Working Party agreed to follow the work of the Group of Experts and to contribute by sharing the information exchanged under item 6 a).

VI. STUDY OF THE CURRENT SITUATION AND TRENDS IN INLAND WATER TRANSPORT IN MEMBER COUNTRIES (Agenda item 4)

7. The representative of the CCNR described the current situation of the navigation on the Rhine and the current priorities in the CCNR's work, such as recognition of third states certificates, revision of the 1988 Strasbourg Convention on Limitation of Liability in Inland Navigation, simplification and clarification of the Rhine regulations and environmental issues. The representative of the Danube Commission (DC) described the situation on the Danube river and reminded the Working Party of the forthcoming meeting of the DC's Working Group on Technical issues. The representative of the International Sava River Basin Commission described the navigational situation in the Sava region, noting the challenges in improving infrastructure, and reported that the Commission would soon adopt a set of new navigational rules, aligned with CEVNI and start the work on waterways marking. The EC representative described the latest developments in EC legislation on technical requirements for inland waterway vessels and river information services and noted that a report on the results achieved by the Integrated Programme of Action for the Promotion of Inland Waterways Transport ("NAIADES") would be completed in November 2007. The Working Party took note of the secretariat's intention to invite countries to submit further information for the preparation of the 2008 biannual report on situation and trends in inland navigation and encouraged the secretariat and delegations to use currently available sources of information.

8. The representative of the European Boating Association (EBA) called the Working Party's attention to the difficulties encountered by the recreational industry arising from the necessity to maintain national waterways on a pan-European basis. The Working Party **invited** the EBA to submit a written communication to the Working Party or to the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3), so that these issues could receive a proper consideration.

VII. EXCHANGE OF INFORMATION ON MEASURES AIMED AT PROMOTING TRANSPORT BY INLAND WATERWAY (Agenda item 5)

Documentation: ECE/TRANS/192; ECE/TRANS/SC.3/2007/12

9. The Working Party welcomed the endorsement by the ITC of its Plan of Action for the implementation of the decisions taken by the pan-European Conference on Inland Water Transport. In response to the Committee's request for clarification. The Working Party **decided** that no further discussion was needed on the Plan of Action itself, given that all necessary clarifications could be brought forth during the discussions on the programme of work for 2008-2012 (item 12).

VIII. INLAND WATERWAY INFRASTRUCTURE (Agenda item 6)

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

Documentation: TRANS/SC.3/168/Add.1; ECE/TRANS/SC.3/174/Add.1; ECE/TRANS/120/Rev.1; ECE/TRANS/SC.3/2007/2; ECE/TRANS/SC.3/174; ECE/TRANS/SC.3/2006/7 and Add.1; ECE/TRANS/SC.3/WP.3/2007/7; ECE/TRANS/166; ECE/TRANS/SC.3/WP.3/62; <http://www.unece.org/env/eia/eia.htm>; Informal Document No. 1

10. The secretariat reported that the amendments to the body and the annexes of the agreement, adopted at the forty-ninth session, entered into force respectively on 1 June 2007 and 29 November 2007. The amendment adopted during the fiftieth session will enter into force in February 2008 if no objections are received by 31 October 2007.

11. The Working Party considered and **approved**, in principle, the amendments to Annex I “List of inland waterways of international importance” and to Annex II “List of inland navigation ports of international importance” (ECE/TRANS/SC.3/2007/2). To avoid constant modifications of the AGN agreement, which entailed cumbersome work of changing national legislation to reflect updates in the technical annexes, the Working Party **decided** that amendments to the list of ports and inland waterways in the AGN agreement would be considered and adopted as a package two-year intervals, while the secretariat would maintain an informal updated version of annexes I and II and present it for informational purpose every year.

12. With respect to the provisions on security of inland waterways infrastructure, the Working Party observed that no objections were received from the governments on the draft amendments to the body of the AGN and the new draft annex IV (ECE/TRANS/SC.3/2006/7 and Add.1). However, delegations stressed the importance to ensure that the AGN provisions coincide with the relevant initiatives led by other competent bodies, such as the EC and IMO. The Working Party, therefore, **decided** that it was premature to adopt the draft and requested the secretariat to circulate the updated version of the draft amendments to delegations and relevant international organizations, as well as to the Multidisciplinary Group of Experts on Inland Transport Security, and submit it for consideration to the next session of the Working Party or to the SC.3/WP.3.

13. The Working Party took note of the ongoing discussions in the Bureau of the Inland Transport Committee regarding the alignment of UNECE transport infrastructure agreements, including the AGN agreement, with the 1991 Convention on Environmental Impact Assessment in a Transboundary Context (the Espoo Convention). The Working Party acknowledged the importance of the environmental impact assessment (EIA) and noted that other international legal instruments, such as the Espoo convention, as well as specialized international bodies, such as river commissions already were dealing with the environmental issues in the inland navigation. The Working Party **asked** the secretariat to include this proposal in the agenda of SC.3/WP.3 for further discussion.

B. Inventory of main standards and parameters of the E waterway network (“Blue book”)

Documentation: ECE/TRANS/SC.3/144/Rev.1; TRANS/WP.5/R.60; Informal document No.1

14. The Working Party took note of the published first revision of the Blue Book. It also reviewed the relevant section of the draft document on “Methodological basis for the definition of common criteria regarding bottlenecks, missing links and quality of service of infrastructure networks”, which referred to the Blue Book’s definition, categorization and list of bottlenecks and missing links for inland waterways. The Working Party **agreed** that the Blue Book should remain the main reference document for definition of bottlenecks and missing links, but acknowledged the absence of information as to the quality of service on inland waterways. To further continue this discussion, the Working Party **requested** the secretariat to issue Informal document No.1 as an official working document for the next session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) for its consideration, with particular attention on the quality of service.

C. Establishment of sea-river and coastal routes in the context of the AGN Agreement

Documentation: TRANS/SC.3/2003/3

15. In accordance with its decision at the last session, the Working Party **decided** to combine the discussion on the proposal to establish the list of possible sea-river routes in the AGN Agreement with the discussions on item 7 a). In the context of these discussions, the Working Party was informed by Ukraine of the latest developments related to the Black Sea-Danube connection through the horn Bystry.

D. Updating the map of European inland waterways

Documentation: ECE/TRANS/NONE/2006/5

16. The Working Party noted that the Map of European Inland Waterways remained an important and useful tool, which should be promoted and maintained as accurate as possible. The Working Party noted that GIS maps on road, rail and inland water transport have been elaborated by UNECE in cooperation with UNESCAP under the EURO-ASIAN Transport Linkages project for the eighteen countries involved. The Working Party was also informed of the European Boating Association’s work on creating a tool to collate information of different types useful for recreational boaters throughout Europe.

IX. WORK OF THE WORKING PARTY ON THE STANDARDIZATION OF TECHNICAL AND SAFETY REQUIREMENTS IN INLAND NAVIGATION (Agenda item 7)

Documentation: ECE/TRANS/SC.3/WP.3/62

A. Amendment of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61)

Documentation: ECE/TRANS/SC.3/2007/3; ECE/TRANS/SC.3/2007/4; ECE/TRANS/SC.3/2006/8; ECE/TRANS/SC.3/WP.3/2007/5; ECE/TRANS/SC.3/2007/5

17. The Working Party considered the draft amendments to section 2-7 (ECE/TRANS/SC.3/2007/3), but noted that the provisions on unique European Identification Number of Annex II to EC Directive 2006/87/EC had not yet been adopted. The Working Party also acknowledged the need for further consideration of point 2-7.3 in order to establish whether the official number should remain invariable throughout the existence of the vessel with no exception, which would entail deleting the second and the third phrases in point 2-7.3. The Working Party **asked** SC.3/WP.3 to reconsider these draft changes to section 2-7 with particular attention to point 2-7.3 and to prepare a new document for the next SC.3 session.

18. The Working Party was informed that, in accordance, with the decision of its fiftieth session, the Group of Volunteer experts had its first meeting in Geneva in June 2007 to work on technical requirements for sea-going vessels, for recreational craft and for sea-river vessels (draft chapters 20 and 21). The Working Party endorsed the decisions of the group regarding the structure of the chapters and the documents to be used as basis for the content, described in document ECE/TRANS/SC.3/2007/4, and asked the group to submit the results of its work to the March session of the Working Party SC.3/WP.3. The Working Party also recognized the need to strengthen the group and **issued** a call for other experts to join the group of Volunteers. The delegate from Netherlands indicated his decision to join the group.

19. The Working Party considered the proposed amendments to Appendix 1 of the annex to resolution No. 61, concerning the division of inland waterways into navigational zones, prepared by the secretariat on the basis of Annex I to EC Directive 2006/87/EC and communications from Governments. The Working Party **adopted these amendments**, as described in document ECE/TRANS/SC.3/2007/5, as its resolution No. 64, subject to the following corrections:

- i) On page 8, under heading F. Netherlands, delete article “the” preceding Scheur.
- ii) On page 8, under heading F. Netherlands, third alinea, replace “harbous” with “harbours”.

B. Updating the European Code for Inland Waterways (CEVNI)

Documentation: ECE/TRANS/SC.3/115/Rev.3; ECE/TRANS/SC.3/2007/6 and /Add.1; ECE/TRANS/SC.3/2007/1; ECE/TRANS/SC.3/WP.3/2007/1 and /Add.1; ECE/TRANS/SC.3/WP.3/62

20. The Working Party noted that the third revised version of CEVNI was available electronically on the SC.3 website and would be available in hard copy in the beginning of November 2007.

21. The Working Party considered and **approved** the amendments to article 1.01 and Annex 5, (ECE/TRANS/SC.3/2007/6), which aimed at bringing CEVNI in line with the newly adopted standard EN 14744:2005 on navigation lights for inland navigation and sea-going vessels.

22. The Working Party also **approved** the changes to article 4.05 and to Annex 6 (ECE/TRANS/SC.3/2007/6/Add.1), but requested that a footnote be added to the proposed visual representation of the signal “Do not approach”, specifying that this representation had a different meaning on the internal waterways of the Russian Federation. With respect to the amendment of article 1.01, proposed in paragraph 1 of document ECE/TRANS/SC.3/2007/6/Add.1, the Working Party requested that it be considered by SC.3/WP.3 at its next session.

23. The Working Party agreed with the recommendation of SC.3/WP.3 to abstain from bringing the new amendments into CEVNI immediately and, instead, to wait to combine them with other substantial amendments in the future (ECE/TRANS/SC.3/WP.3/62, paras. 9-10). The Working Party, therefore, **asked** the secretariat to take note of the approved amendments but postponed issuing a resolution amending CEVNI until further amendments were agreed upon.

24. The Working Party resumed its discussion on changing the legal status of CEVNI, taking into account the comments received from the Governments and the recommendations of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2007/1 and /Add.1; ECE/TRANS/SC.3/WP.3/62, para. 14). The Working Party recalled that the main aim of the Austrian proposal was to promote and to facilitate the use of the CEVNI rules, which could be achieved by other means than transforming CEVNI into a legally binding international document. In this light, the Working Party took note of the ongoing work, led by the Austrian delegation, on elaborating a database which would allow identification of the differences between CEVNI provisions and that of national and regional navigation rules. The Working Party **invited** the Austrian delegation to present the results of this work, as soon as they were available, to SC.3/WP.3.

C. Requirements for prevention of water pollution from vessels

Documentation: ECE/TRANS/SC.3/2007/7

25. The Working Party **approved** the text of revised resolution No. 21, as finalized by SC.3/WP.3 at its thirty-first session (ECE/TRANS/SC.3/2007/7).

D. Elaboration of harmonized procedure for consideration of applications for recognition of ship's certificates and boatmasters' licenses

Documentation: TRANS/SC.3/168; TRANS/SC.3/2005/5/Add.1; ECE/TRANS/SC.3/2007/8 and /Add.1

26. The Working Party noted that the facilitation of free circulation of crew members was identified as a priority in the Plan of Action for the implementation of the decisions taken by the Bucharest Conference on Inland Water Transport. The representative of CCNR reported that the CCNR had moved forward in implementing Additional Protocol No. 7 to the Revised Convention for Rhine Navigation (Mannheim Convention) by adopting the statutory requirements for the recognition on the Rhine of boatmasters' licences and of professional qualifications for radar navigation (ECE/TRANS/SC.3/2007/8/Add.1). The Working Party also reviewed the comments submitted by governments (ECE/TRANS/SC.3/2007/8) and took note of the related work of the joint CCNR/DC working group. The Working Party considered the recommendation by SC.3/WP.3 to establish a group of volunteers to prepare a possible SC.3 instrument in this area and to revise the SC.3 recommendation on Minimum requirements for the Issuance of Boatmasters' Licences in Inland Navigation (resolution No. 31). The Working Party

noted that, in revising resolution No.31, it should be mindful of the fact that the original text was used as a basis for the EC Directive 96/50/EC. After an exchange of views, the Working Party **decided** that it was premature to create a group of volunteers given the unavailability of some important background documents, such as EC Directives, in the Russian language. The Working Party, therefore, **requested** that the secretariat prepare the translation of the relevant EC legislation for the next session of SC.3/WP.3 and that countries submit the relevant texts of their national legislation. The Working Party **asked** the Working Party SC.3/WP.3 to consider this issue in detail during its March and June sessions in 2008, to create, when appropriate, the group of volunteers and to submit a proposal for the SC.3 session in October 2008.

X. ESTABLISHMENT OF COMMON PRINCIPLES AND TECHNICAL REQUIREMENTS FOR PAN-EUROPEAN RIVER INFORMATION SERVICES (RIS) (Agenda item 8)

Documentation: ECE/TRANS/SC.3/156/Rev.1; ECE/TRANS/SC.3/175; ECE/TRANS/SC.3/176

27. The Working Party took note of the publication of SC.3 resolutions related to river information services adopted at its fiftieth session (Resolution No. 48 with Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS); Resolution No. 60 on International standards for notices to skippers and for electronic ship reporting in inland navigation and Resolution No. 63 on International Standards for Tracking and Tracing in Inland Waterways). The secretariat raised the issue of maintenance of these instruments and of their technical annexes, in particular. The Ukrainian delegation described the progress achieved in harmonizing the RIS systems on the Ukrainian part of the Danube River, under the framework of *GIS Dunai* Forum and noted that the technical standards were being continuously updated, which made it important to agree on the maintenance procedure for the RIS related resolutions. The Working Party recognized that international groups of experts continued their work on further developing technical standards for the river information services and that the adoption of the SC.3 resolutions Nos. 48, 57, 60 and 63 was only a first step towards the creation of a harmonized framework for the river information services. To ensure proper maintenance of these recommendations, the Working Party **requested** countries to report on the main developments in the work of relevant international experts groups during the SC.3/WP.3 spring and summer sessions and **asked** SC.3/WP.3 to notify the Working Party of any developments that would make it necessary to amend the resolutions.

XI. HARMONIZATION OF REQUIREMENTS CONCERNING INTERNATIONAL INLAND WATER TRANSPORT AND FACILITATION OF ITS OPERATIONS, INCLUDING THE STUDY OF LEGAL PROVISIONS (Agenda item 9)

A, Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI)

Documentation: <http://www.unece.org/trans/main/sc3/cmnicconf/cmni.pdf>

28. The Working Party noted with satisfaction that Germany and the Russian Federation deposited their instrument of accession to the CMNI convention and acknowledged the special request, expressed in the Plan of Action for the implementation of the decisions taken by the pan-European Conference on Inland Water Transport, to study the practical implementation of the convention. The Working Party **endorsed** the proposal of the Russian Federation to ask the CMNI Contracting Parties to prepare a report on the implementation of its provisions and to hold

an in-depth discussion of the countries' experiences at the 2008 spring session of the SC.3/WP.3.

B. Consideration of the possibility of introducing a common legal regime for the limitation of the liability of owners of inland navigation vessels on a Europe-wide basis

Documentation: TRANS/SC.3/R.130; ECE/TRANS/SC.3/2007/9

29. The representative of the CCNR reported on the progress in revising the 1988 Strasbourg Convention on Limitation of Liability in Inland Navigation. She noted that countries had considered with interest the proposal to transform the convention into a pan-European instrument by adopting an additional protocol to the convention and invited the Working Party to consult the draft protocol, (ECE/TRANS/SC.3/2007/9). She further informed the Working Party that the next experts meeting on 13 - 14 November 2007 would focus on the scope of the convention. The Working Party expressed its satisfaction with the progress of the revision process and with the participation of the secretariat and the International Sava River Basin Commission in this work. The Working Party **requested** that countries consider taking an active part in this revision and **asked** the secretariat to continue contributing to the CCNR work in this area and to prepare a progress report for the next SC.3 session.

C. Convention on the Registration of Inland Navigation Vessels of 1965

Documentation: E/ECE/579; E/ECE/TRANS/540

30. The secretariat raised the issue of the need to update the 1965 Convention on the Registration of Inland Navigation Vessels, especially in the light of the forthcoming adoption of the unique European ship identification number. The Working Party referred to its earlier discussions, during which some countries considered that the ship's identification number and the ship's registration should be treated as two separate issues. The Working Party also noted the complexity of the registration issues, especially in the light of the new registration techniques that appeared since the adoption of the Convention. The Working Party, therefore, **requested** that this proposal to update the convention be considered at the 2008 spring session of SC.3/WP.3, by which time the secretariat could investigate the possibility for finding a consultant to prepare an in-depth study of this question. As a preliminary basis for this study, the Working Party **invited** countries not participating in the convention to send to the secretariat information on the reasons for their decision not to join the convention.

D. Circulation of information concerning existing bilateral and multilateral agreements for international inland water transport

Documentation: ECE/TRANS/SC.3/2007/10

31. The Working Party took note of document ECE/TRANS/SC.3/2007/10 on the status of international conventions and agreements on inland navigation issues. The representative of Bulgaria asked the secretariat to rectify the document by adding his country to the list of the Contracting parties to the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway. The Working Party asked the secretariat to continue maintaining the table in the document up-to-date, but requested that the date 2001 (Rotterdam Conference) in the heading

of column three be replaced by 2006 (Bucharest Conference) and that the list of countries in the column be modified accordingly.

XII. IMPLEMENTATION OF CONVENTIONS AND APPLICATION OF RESOLUTIONS RELATING TO INLAND NAVIGATION (Agenda item 10)

Documentation: ECE/TRANS/SC.3/2007/11

32. The secretariat reported on the status of application of resolutions of the Working Party on Inland Water Transport and invited countries to communicate the information on their implementation of the latest SC.3 resolutions (Nos. 60, 61 and 63). The EBA representative informed the Working Party of the difficulties in identifying the degree and the modalities of the implementation of resolution No. 40 on International Certificate for Operators of Pleasure Craft. He referred, in particular, to the lack of information on national authorities, which issued the international certificate. The Working Party acknowledged this issue and asked the EBA to submit a proposal for the revision of resolution No. 40 for the June session of SC.3/WP.3.

XIII. WORKSHOPS ON INLAND NAVIGATION MATTERS (Agenda item 11)

33. The Working Party noted that the secretariat had not received any instructions or proposals from the Governments on the possible organization of workshops on inland navigation. The Working Party considered it important that countries and river commissions continue exchanging information on their national and regional workshops during the SC.3 sessions and that, in doing so, they consider the possible role of the UNECE in their organization. In this context, the Working Party took note of the workshops planned by the CCNR and the International Sava River Basin Commission for the forthcoming year.

XIV. DRAFT PROGRAMME OF WORK FOR 2008-2012 AND CALENDAR OF MEETINGS (Agenda item 12)

Documentation: ECE/TRANS/SC.3/2007/12

34. The Working party considered changes to its programme of work, based on the progress of work since 2006, the Plan of Action for the implementation of the decisions taken by the pan-European Conference on Inland Water Transport, as well as the 2006 discussion paper on possible follow-up by SC.3 to the Bucharest Conference (ECE/TRANS/SC.3/2006/11/Add.1). The Working Party adopted the proposed changes, subject to the following corrections:

- i) Replace references to CCNR and DC by a more inclusive term of “river commissions”;
- ii) Delete Switzerland from the list of countries in point b) iii on page 4.

35. The Working Party **agreed** on the following tentative schedule of meetings for 2008:

5-7 March 2008 Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (thirty-second session)

11-13 June 2008 Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (thirty-third session)

13-15 October 2008 Working Party on Inland Water Transport (SC.3) (fifty-second session)

XV. OTHER BUSINESS (Agenda item 13)

A. Main expected accomplishment and indicators of achievement for the UNECE activities in inland water transport

36. The Working Party **adopted** the draft on main expected accomplishment and indicators of achievement for the UNECE activities in inland water transport, as prepared by the secretariat.

B. Future work priorities for SC.3 and SC.3/WP.3

Documentation: TRANS/SC.3/131

37. The Working Party took note of the request from the Inland Transport Committee to include the facilitation of transport of disabled people in its programme of work and noted that this issue was already covered in some of its instruments, such as the 1986 resolution No. 25, which contains Guidelines for Passenger Vessels also suited for carrying Disabled Persons and, more recently, resolution No. 61. The Working Party **agreed** to include a specific reference to this issue in its programme of work and, in this context, to ask SC.3/WP.3 at its next session to consider whether resolution No. 25 needed updating.

XVI. ADOPTION OF THE REPORT (Agenda item 14)

38. In accordance with the decision of the Working Party in para. 2 above, the report of the fifty-first session was established by the Chairman with the assistance of the secretariat for submission to the Inland Transport Committee. The **decisions adopted** by the Working Party during the session are contained in the following paragraphs of this report: 11, 12, 13, 14, 17, 19, 21, 22, 25, 26, 29, 33, 35, 36 and 37.

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