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

Thirty-sixth session

Geneva, 10–12 February 2010

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

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I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (hereafter, the Working Party) held its thirty-sixth session from 10 to 12 February 2010 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Belgium, Bulgaria, Czech Republic, Germany, Poland, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.
3. Representatives of the following intergovernmental organizations also took part in the session: Danube Commission (DC) and International Sava River Basin Commission. The following non-governmental organization was represented: European Boating Association (EBA). A representative of the International Organization for Standardization (ISO) was also present. A representative of the Russian Yachting Association attended the session on invitation by the secretariat.

II. Adoption of the agenda (Agenda item 1)

4. The Working Party **adopted** the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/WP.3/71) subject to the introduction of an additional sub-item 7 (f) under which document ECE/TRANS/SC.3/WP.3/2010/10 should be considered concerning Navigation computer requirements.
5. With regard to agenda item 12 “Adoption of the report”, the Working Party **agreed** that, given the strict requirements of the UNOG conference services, only decisions should appear in the draft to be prepared by the secretariat and read at the end of the session. A final concise report, which would include succinct introductory statements, comments and positions of individual delegations, should be prepared by the Chairman with the assistance of the secretariat and circulated just after the session. It should also be put on the SC.3/WP.3 website as soon as possible.

Documentation

ECE/TRANS/SC.3/WP.3/71

III. Election of officers (Agenda item 2)

6. Mr. Evgueniy Kormyshev (Russian Federation) was **re-elected** Chairman of the thirty-sixth and thirty-seventh sessions of the Working Party SC.3/WP.3.
7. The meeting was opened by Ms. Eva Molnar, Director of the Transport Division. She informed the Working Party of the forthcoming Policy Segment (Round Table) “Sustainable Transport Development: The Case of Inland Water Transport” that was going to take place in the course of the seventy-second session of the Inland Transport Committee on 23 February 2010. She expressed her belief that the event, that was expected to be attended by high officials from member Governments, European Commission and River Commissions would contribute to identify priorities to further develop this mode of transport in the UNECE region. It would also help to clarify the role of UNECE in this field. Delegates were invited to take part in the Round Table. Ms. Molnar congratulated the Working Party for the recent accession of Ukraine to the European Agreement on Main Inland Waterways of International Importance (AGN), which thus became the fifteenth Contracting Party of the agreement.

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

8. The Working Party was briefed by the secretariat on the main results of the fifty-third session of the Working Party on Inland Water Transport of 4-6 November 2009, and **took note** thereof.

Documentation

ECE/TRANS/SC.3/183

V. European Code for Inland Waterways (CEVNI) (Agenda item 4)

9. The Working Party **noted** with satisfaction that the set of amendments to CEVNI it submitted to the Working Party on Inland Water Transport had been adopted by SC.3 at its fifty-third session as Resolution No. 66. This set of amendments appears in document ECE/TRANS/SC.3/115/Rev.3/Amend.1 and the fourth revised edition of CEVNI will be published and circulated shortly as document ECE/TRANS/SC.3/115/Rev.4.

10. At its fifty-third session, SC.3 emphasized the importance of the proper implementation process for the new text of CEVNI and the need for an appropriate mechanism for dealing with the exceptions to the CEVNI rules, established by Governments and River Commissions in accordance with the new Chapter 9 on "Regional and National Special Requirements". The Working Party agreed that the secretariat would contact the delegations in advance of the next SC.3 session in 2010 with a special questionnaire aimed at collecting the information on the CEVNI implementation process (ECE/TRANS/SC.3/183, paras. 12-13).

11. The Working Party considered the draft questionnaire on regional and national special requirements prepared by the secretariat in ECE/TRANS/SC.3/WP.3/2010/1 and **found** it satisfactory. Governments and River Commissions were **asked** to complete the questionnaire and transmit their responses to the secretariat by 15 March 2010, so that the latter could prepare a consolidated document on exceptions to the revised CEVNI and present it for consideration at its thirty-seventh session (23-25 June 2010). During this exercise, Governments and River Commissions may wish to suggest additional entries in the questionnaire or the deletion of items they consider unnecessary. The secretariat was requested to circulate the questionnaire on implementation of CEVNI with an accompanying letter explaining the purpose of the exercise and the deadline for responses.

12. Having been informed that the secretariat, was about to finalize a German version of the fourth revised edition of CEVNI, the Working Party **welcomed** this initiative and **asked** the secretariat to make the German version, both in electronic and paper version, available for consulting by German-speaking delegates and other possible users of the CEVNI rules.

13. It was recalled that, at its thirty-fifth session, the Working Party SC.3/WP.3 had envisaged the inclusion in CEVNI of the provisions listed in the supplement to the third revised edition of CEVNI "Specific Requirements in the National Regulations of Belarus, Kazakhstan, the Republic of Moldova, the Russian Federation and Ukraine that differ at present from the Provisions of CEVNI" (ECE/TRANS/SC.3/WP.3/70, para. 17 (b)). The Working Party **invited** the Governments concerned to transmit to the secretariat updated information as reflected in the supplement, if still justified.

Documentation

ECE/TRANS/SC.3/115/Rev.3/Amend.1, ECE/TRANS/SC.3/WP.3/2010/1, Informal document No. 2

VI. Resolution No. 22, “SIGNI – Signs and Signals on Inland Waterways” (Agenda item 5)

14. The Working Party considered document ECE/TRANS/SC.3/WP.3/2010/2 prepared by the secretariat and containing the inventory of SIGNI items that require updating following the revision of CEVNI.

15. The representative of the Sava Commission drew the attention of the Working Party on the need for updating the marking in sections 2.1 “Buoyage of channel limits in the waterway” and 2.2 “Buoyage and marking of danger points and obstacles” of SIGNI in accordance with Annex 8 of the fourth revised edition of CEVNI.

16. The Working Party **agreed** to revert to this item at its next session in June on the basis of draft amendments to SIGNI (TRANS/SC.3/108/Rev.1) to be prepared by the secretariat based on the above-mentioned inventory and taking also into account the above proposal of the representative of the Sava Commission and any additional suggestions by the CEVNI expert group.¹

17. The proposal of the Netherlands in Informal document No. 1 **was found** interesting and worth being studied for possible introduction into both SIGNI and CEVNI. The secretariat was **requested** to prepare for the thirty-seventh session of the Working Party an official document that should reflect additional explanations by the delegation of the Netherlands as to the real need of presenting two signs as indicated in the Informal document No. 1 (with and without panel reflecting power supply parameters).

Documentation

ECE/TRANS/SC.3/115/Rev.4, ECE/TRANS/SC.3/108/Rev.1,
ECE/TRANS/SC.3/WP.3/2010/2, Informal document No. 1

VII. Resolution No. 59, “Guidelines for Waterway Signs and Markings” (Agenda item 6)

18. The Working Party **found** that there was no need to amend Resolution No. 59 (ECE/TRANS/SC.3/169) as a result of the latest CEVNI amendments.

19. The representative of the Sava Commission was **invited** to make a copy of the Guidelines for Waterway Signs and Markings applied on the Sava River available to the secretariat for possible circulation and consideration by the Working Party with a view to possible updating of Resolution No. 59.

Documentation

ECE/TRANS/SC.3/115/Rev.4, ECE/TRANS/SC.3/169

¹ The Decisions of the CEVNI expert group taken on 12 February 2010, are annexed to this report.

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

20. The Working Party **continued** consideration of proposals on possible further amendment of Resolution No. 61, as requested by SC.3 (ECE/TRANS/SC.3/183, para. 18). Since none of the delegates present was in a position to inform the meeting of the current activities and the future work of the Joint Working Group (JWG), the secretariat was **requested** to contact CCNR and the European Commission in order to be able to brief the Working Party at its thirty-seventh session accordingly.

Documentation

ECE/TRANS/SC.3/172, ECE/TRANS/SC.3/172/Amend.1,
ECE/TRANS/SC.3/172/Amend.2

A. Amendments to Chapter 1, “General Provisions”

21. The Working Party had a detailed exchange of views on the proposal of Austria on amendment of Chapter 1-2 “Definitions” as reflected in ECE/TRANS/SC.3/WP.3/2010/3.

22. The delegate of Germany indicated that, by Directive 2009/46/EC, a new term had been included in Article 1.01 “Definitions” of the Directive 2006/87/EC: “76a. “draught overall (T_{OA})”: the vertical distance in m between the lowest point of the hull including the keel or other fixed attachments and the maximum draught line”.

23. The representative of Bulgaria suggested that the term “craft” could be translated in Russian as “плавучее средство” instead of “плавучее транспортное средство” as it appears in ECE/TRANS/SC.3/WP.3/2010/3.

24. The delegate of the Russian Federation, supported by the delegation of Slovakia, found the definitions in chapter 1-2 of Resolution No. 61 quite acceptable and believed that the term “craft” was confusing and not justified. He further indicated that, in his view, the definition of the term “lighter” should not be limited to pushed navigation only, and expressed his bewilderment regarding the deletion of terms related to electrical equipment and automation, proposed in ECE/TRANS/SC.3/WP.3/2010/3.

25. Since the Working Party was not able to reach a common position on this item, Governments and River Commissions were **invited** to transmit to the secretariat their written comments and suggestions regarding the above-mentioned document by 15 March 2010. It also asked the secretariat to issue a consolidated paper with the comments received. It was **agreed** to continue the consideration of the proposal of Austria at the thirty-seventh session in the hope that, by then, the comments and proposals of Governments and River Commissions will have been received.

Documentation

ECE/TRANS/SC.3/WP.3/2010/3

B. Amendments to Chapter 2, “Procedure and Rules for the Inspection of Inland Navigation Vessels”

26. The delegation of Austria introduced its proposal in ECE/TRANS/SC.3/WP.3/2009/24 emphasizing that all countries issuing European Identification Numbers, be it EC members or not, must be guided by common rules in order to avoid possible

misunderstanding and, in particular, assignment to a vessel of several identification numbers. He further explained that the first three figures mentioned in paragraph 2-7.2.1 did not imply nationality of the vessel but the place of its original registration.

27. The Working Party **felt** that the proposal of Austria on amendments to Chapter 2-7 and to the model ship's certificate, aimed at ensuring a harmonized introduction of the Unique European Identification Number (ECE/TRANS/SC.3/WP.3/2009/24) was in principle acceptable subject to rectification of a few misprints seemingly belonging to the original EU document (such as the term "Member State" in 2-7.1.5).

28. At the same time, the Working Party **believed** that the future international inland navigation vessel (or hull) database should be open to all interested UNECE member countries, whether EU member State or not. In this regard the following questions should be answered:

- (i) would it be possible to set up the international inland navigation vessel (or hull) database (and not only the register of the competent authorities responsible for assigning European identification numbers) within UNECE in Geneva, with due regard to availability of human and IT resources;
- (ii) would countries – not members of EU – be prepared to assign this task to the European Commission; and finally;
- (iii) whether the European Commission is prepared to take on board all third countries concerned.

29. The Working Party **asked** the secretariat to clarify the situation with regard to their possibilities and also **invited** the European Commission to comment on the above-mentioned preoccupations. It was **agreed** to keep the item on the agenda for the thirty-seventh session.

Documentation

ECE/TRANS/SC.3/WP.3/2009/24

C. Amendments to Chapter 15, "Special Provisions for Passenger Vessels"

30. The Working Party **considered** the proposal by the secretariat on a possible amendment of Chapter 15 of the annex to Resolution No. 61 and **found** it acceptable for further study.

31. The secretariat was **requested** to prepare for the thirty-seventh session of the Working Party a renewed version of the draft amendments taking into account: (i) the remarks of the delegation of the Russian Federation regarding poor translation into Russian of paras. 15-1.3 (wrongly marked as 15-5.1.3 in point 3 (b) of TRANS/SC.3/WP.3/2010/4) and 15-3.1 of the draft and (ii) the existence of new updated text of Chapter 15 of the EC Directive 2006/87/EC as amended by Directive 2008/87/EC, reported by the delegate of Germany.

Documentation

ECE/TRANS/SC.3/WP.3/2010/4

D. Requirements concerning lights and the colour of signal lights on vessels, intensity and range of signal lights on vessels and general technical specifications applicable to radar equipment

32. The Working Party **took note** of document ECE/TRANS/SC.3/WP.3/2010/5 prepared by the secretariat.

33. The Working Party **decided** as follows:

(a) as a result of the decisions of SC.3 in ECE/TRANS/SC.3/115/Rev.3/Amend.1, paras. 91, 92 and 111, former CEVNI Annexes 4 and 10 (as reflected in ECE/TRANS/SC.3/115/Rev.3) and 5 (as appearing in ECE/TRANS/SC.3/2009/1) should be moved to the annex to Resolution No. 61;

(b) the secretariat was **requested** to prepare the relevant draft amendment to Resolution No. 61 for the forthcoming thirty-seventh session of the Working Party for consideration and approval;

(c) the provisions concerning construction, testing and approval of signal lanterns should not be reflected in Resolution No. 61, but left to the discretion of the Administration;

(d) Governments were **invited** to examine the provisions on minimum requirements for radar equipment reflected in Annex II of document ECE/TRANS/SC.3/WP.3/2010/5 and transmit to the secretariat by 15 March 2010 their comments and proposals regarding the possible incorporation of these provisions in Resolution No. 61 instead of those contained in former Annex 10 of CEVNI.

34. The Working Party **agreed** to revert to this item at its thirty-seventh session on the basis of documents to be prepared by the secretariat.

Documentation

ECE/TRANS/SC.3/WP.3/2010/5, ECE/TRANS/SC.3/115/Rev.3,
ECE/TRANS/SC.3/WP.3/2009/1, ECE/TRANS/SC.3/115/Rev.3/Amend.1

E. Special provisions applicable to river-sea navigation vessels

35. The Working Party **took note** of the second draft of Chapter 20B "Special provisions applicable to river-sea navigation vessels", prepared by the Group of volunteers, as presented in document ECE/TRANS/SC.3/WP.3/2010/6/Add.1 and **thanked** the delegate of the Russian Federation for his detailed presentation on this issue. The presentation may be consulted on the UNECE website at : <http://www.unece.org/trans/main/sc3/wp3/wp3doc_2010.html>.

36. The Working Party **praised** the valuable contribution made by the Group of volunteers chaired by Mr. W. Zondag (Netherlands) to the elaboration of an annex to Resolution No. 61, as well as the draft Chapter 20B. Having learnt that Mr. W. Zondag and some other members of the Group of volunteers were prepared to continue their work, the Working Party **asked** Mr. Zondag (with the assistance of the secretariat, when necessary) to reactivate the Group. It was **asked**, as a priority, to complete the elaboration of Chapter 20B and prepare proposals on the need for further adapting the annex to Resolution No. 61 in view, in particular, of the evolving provisions of the EU Directive 2006/87/EC.

37. Governments were **invited** to examine the draft Chapter 20B in ECE/TRANS/SC.3/WP.3/2010/6/Add.1 and transmit their comments to the secretariat, if any, by 15 May 2010.

Documentation

ECE/TRANS/SC.3/WP.3/2010/6, ECE/TRANS/SC.3/WP.3/2010/6/Add.1

F. Navigation computer requirements

38. The Working Party **took note** of document ECE/TRANS/SC.3/WP.3/2010/10 containing navigation computer requirements in the Rules of the Russian River Register. Governments and River Commissions were **invited** to review this document, give their views on the substance of the provisions therein and indicate whether similar pan-European requirements should be elaborated in the framework of UNECE. The comments and proposals by Governments and River Commissions should reach the secretariat by 15 March 2010.

Documentation

ECE/TRANS/SC.3/WP.3/2010/10

IX. Resolution No. 25, “Guidelines for Passenger Vessels also Suited for Carrying Disabled Persons” (Agenda item 8)

39. The Working Party reverted to the consideration of draft Resolution No. 25, revised, prepared by the secretariat in accordance with its instructions (document ECE/TRANS/SC.3/WP.3/2009/22). Taking into account the comments on this document by the Russian Federation (ECE/TRANS/SC.3/WP.3/2010/9), the Working Party **modified** the text in ECE/TRANS/SC.3/WP.3/2009/22 as follows:

- (i) throughout the text of the draft in Russian, the word “мобильность” should be replaced by “подвижность”;
- (ii) in second sentence of para. 3.5 (b) words “bent towards the wall” should be replaced by “bent apart from the passage” (in Russian: “в сторону от прохода”);
- (iii) paragraph 3.5 (d) should be deleted;
- (iv) second sentence of para. 3.6 (d) should be deleted;
- (v) second sentence of para. 3.8 (a) in Russian should be modified to read: “Рекомендуется, чтобы они располагались в центре судна и чтобы к ним имелся удобный доступ»;
- (vi) second sentence of para. 4.1 (c) should be deleted;
- (vii) second sentence of para. 5.3 (c) in Russian should read: “Мощность каждого насоса, а также число и расположение пожарных кранов должны быть такими, чтобы вода могла достичь любой части судна, по меньшей мере, от двух различных пожарных кранов с использованием в каждом случае цельных пожарных рукавов“;
- (viii) para. 5.4 (b) should be modified to read: “The scheduled period of supply of emergency power should be at least 60 minutes” (in Russian: “Регламентированная продолжительность подачи аварийного питания должна составлять не менее 60 минут”;
- (ix) para. 5.4 (c) should be modified to read: “If the emergency source of electric power is not located above the bulkhead deck, the engine room and the space occupied by the emergency source of electric power should be separated from adjacent spaces by fire- and watertight bulkheads” (in Russian: “Если аварийный

источник электроэнергии не расположен выше палубы переборок, то машинное отделение и помещение, в котором находится аварийный источник электроэнергии, должны быть отделены от смежных помещений пожаро-водонепроницаемыми переборками”;

40. The delegation of the Russian Federation was **invited** to draft a concise additional paragraph concerning the provision and arrangement of life-saving appliances for persons with reduced mobility and transmit it to the secretariat before 15 March 2010. The secretariat was **requested** to modify the draft revised Resolution No. 25 as indicated above and submit it for final reading and approval at the thirty-seventh session of SC.3/WP.3.

41. The secretariat was also requested, in cooperation with the delegation of the Russian Federation, to make proposals as to the proper placement of the provisions of the future Resolution No. 25, revised. In this regard it was indicated that for the time being some provisions of the draft Resolution in ECE/TRANS/SC.3/WP.3/2009/22 duplicated the provisions of Chapter 15 of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels and that the terms used in the draft resolution differed from those defined in Chapter 1-2 of the annex to Resolution No. 61.

Documentation

ECE/TRANS/SC.3/WP.3/2009/22, ECE/TRANS/SC.3/WP.3/2010/9

X. Resolution No. 40, “International Certificate for Operators of Pleasure Craft” (Agenda item 9)

42. The Working Party **reverted** to the consideration of a proposal by the European Boating Association (EBA) on amendment of Resolution No. 40, based on a revised draft as reflected in document ECE/TRANS/SC.3/WP.3/2010/7.

43. The text of the draft amendment was **approved** with the following corrections: (i) the words “Economic Commission for Europe” should be preceded by “United Nations” and (ii) the third and fourth columns of the table of Annex 4 should be completed with data concerning Germany and Slovakia. The secretariat was **requested** to finalize the text of the draft amendment and transmit it to SC.3 for further consideration and adoption.

44. It was **agreed** that a part of the thirty-seventh session of the Working Party would be dedicated to the issue of recreational navigation. The representative of EBA together with the secretariat were invited to specify the issues to be discussed at that session.

Documentation

ECE/TRANS/SC.3/WP.3/2010/7, TRANS/SC.3/147

XI. Common principles and technical requirements for pan-European river information services (Agenda item 10)

45. The Working Party had an exchange of views on the progress in the application on their inland waterways of River Information Services and, in particular, the Automatic Identification System (AIS).

46. The delegate of Austria informed the Working Party that in his country the equipment of inland navigation vessels with AIS transponders was obligatory since mid-2008. This obligation does not apply, however, to recreational craft (of less than 20m long).

47. The Working Party **took note** of written information in this regard from the Governments of Romania, Russian Federation, Serbia and Ukraine (ECE/TRANS/SC.3/WP.3/2009/13). As to the proposal of the Russian Federation on the development by UNECE of recommendations concerning the user identifiers for Maritime Mobile Service Identifier (MMSI) (para. 9 (b) of the above-mentioned document), the Working Party **invited** the delegation of the Russian Federation to submit a more detailed proposal on this issue so that experts could examine it and decide as appropriate.

48. The Working Party **considered** the proposal on amendment of Resolution No. 60, “International Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation” (ECE/TRANS/SC.3/175), submitted by the President of the International Expert Group on Notices to Skippers (ECE/TRANS/SC.3/WP.3/2010/8) and **approved** it subject to the deletion of words “as well as to the European Commission” in para. 6.

49. The secretariat was requested to prepare a proposal for the Working Party on Inland Water Transport on amendment of Resolution No. 60 and submit it for consideration and adoption by SC.3 at its forthcoming fifty-fourth session.

Documentation

ECE/TRANS/SC.3/WP.3/2010/7

XII. Other business (Agenda item 11)

50. The Chairman of ISO TC8/SC11 made a presentation on the “Intermodal, Short Sea Shipping and Floating Port Initiative” reflecting the work of his unit on the above item. The Working Party thanked Mr. Jae Wook Lee for his interesting presentation emphasizing the role and potential of inland water transport in sea ports. The presentation may be consulted on the UNECE website at: <http://www.unece.org/trans/main/sc3/wp3/wp3doc_2010.html>.

51. Given a rather short notice for presentation by Governments and River Commissions of their responses to a number of questionnaires and draft proposals, as indicated above in this report, the secretariat was **requested** to circulate a reminder, first by e-mail, and then duplicate it by fax and/or by post.

52. Delegates were reminded that all documents mentioned in this report of the Working Party were available in English, French and Russian and may be consulted either on the UNECE website at: <http://www.unece.org/trans/main/sc3/wp3/wp3doc_2010.html> or at the UN Optical Disk System (ODS) at: <<http://documents.un.org>>.

XIII. Adoption of the report (Agenda item 12)

53. In accordance with the decision of the Working Party in para. 5 above, the Working Party adopted the **decisions** taken in the course of its thirty-sixth session on the basis of a draft prepared by the secretariat.

Annex

Decisions of the CEVNI expert group taken on 12 February 2010

1. The decisions indicated below were taken by the CEVNI expert group consisting of: Mr Reinhard VORDERWINKLER (Austria, Chairman of the Group); Mr. Peter MARGIC (Danube Commission); Mr. Željko MILKOVIC (Sava Commission); Mr. Guy TOYE (European Boating Association); Mr. Viatcheslav NOVIKOV (UNECE secretariat).

I. Implementation of the revised CEVNI

2. It was recalled that the Working Party on Inland Water Transport (SC.3), at its fifty third session, had decided to maintain the 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).

3. The Group asked the secretariat to circulate to member Governments concerned and River Commissions the questionnaire on the implementation of CEVNI in three parts: (i) deviations from CEVNI in accordance with Chapter 9; (ii) deviations other than those listed in Chapter 9; and (iii) additional requirements complementing CEVNI provisions.

4. The questionnaire should be circulated with an accompanying letter of the secretariat explaining the purpose of the exercise and the deadline for responses. It was understood that Governments who are members of River Commissions would be invited to give responses concerning only their national inland waterways, not subject to relevant international regime, while the River Commission’s secretariats would be invited to complete the questionnaire with regard to rules applied to the international waterways concerned.

5. It was agreed that the future CEVNI status document based on the responses from Governments and River Commissions would constitute a new UNECE instrument, separate from CEVNI, that would be periodically updated.

II. Future amendments to CEVNI

6. The Group found that signs 66 “Boarding prohibited” and 67 “Prohibition of smoking or using an unprotected light or flame” in Annex 3 of CEVNI should be supplemented with sketches 1 and 2 in Appendix 3 of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61), respectively, thus providing for a possible alternative marking.

7. The Group agreed to recommend the Working Party to include in CEVNI Annex 7 “Informative signs and marking” an additional sign E.25 “Electrical power supply available” as suggested by the Netherlands in Informal document No. 1 (for amendment of SIGNI). The Group felt that there was no need for a second sign proposed by the Netherlands accompanied with a panel giving the parameters of the electrical supply available.

8. The Group noted that the text of the 1985 Resolution No. 24 reproduced in ECE/TRANS/SC.3/115/Rev.4 was outdated (requesting, for example, Governments to report on implementation of the Resolution by 1 July 1987). It was agreed to recommend SC.3/WP.3 to revise the text of the resolution and give it a new number.

9. A misprint was noted also in paragraph 6 of Chapter 9 that was to be rectified, i.e.:

- In paragraph 6 the words “**para. 1**” should be deleted;
- Subparagraph 6(b) should be redrafted to read: “**The competent authorities may prescribe red lights (or cones) instead of blue lights (or cones)**”.

10. The representative of the Sava Commission informed the Group that his organization had developed a waterway sign “Winter harbour” (“Зимовник”), and offered to make it available for consideration with a view to its possible inclusion in Annex 7 of CEVNI.
