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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

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

Thirtieth session  
Geneva, 6-8 June 2006

**REPORT OF THE WORKING PARTY ON ITS THIRTIETH SESSION**

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**REPORT****ATTENDANCE**

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation held its thirtieth session from 6 to 8 June 2006. Representatives of the following countries took part in its work: Austria, Bulgaria, Czech Republic, Germany, the Netherlands, Romania, Russian Federation and Switzerland. Representatives of the following intergovernmental organizations attended the session: the Danube Commission (DC) and the International Sava River Basin Commission.

**ADOPTION OF THE AGENDA**

2. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/WP.3/59). It was agreed also to consider under item 7 "Other business" the following three sub-items suggested by the secretariat :

- (a) Updating resolution No. 61
- (b) Updating the Recommendations on Minimum Requirements for the Issuance of Boatmasters' Licenses in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (annex to resolution No. 31), and
- (c) Elaboration of harmonized procedure for consideration of applications for recognition of ship's certificates and boatmasters' licenses

**ELECTION OF OFFICERS**

3. Mr. Evgueny Kormyshov (Russian Federation) was elected Chairman of the session.

## COMMENTS AND PROPOSALS ON FURTHER AMENDMENTS OF CEVNI

Documentation: TRANS/SC.3/WP.3/58/Add.1; ECE/TRANS/SC.3/WP.3/2006/1 and Add.1; Informal Document No. 3.

4. It was recalled that the Working Party, at its twenty-ninth session, provisionally agreed on a set of amendments to CEVNI as reflected in TRANS/SC.3/WP.3/58/Add.1. Taking into account the comments and proposals by Governments and River Commissions in ECE/TRANS/SC.3/WP.3/2006/1 and Add.1, the Working Party agreed to modify the text of the draft amendments appearing in TRANS/SC.3/WP.3/58/Add.1 as follows :

- (i) A misprint should be rectified in paragraph 16 of TRANS/SC.3/WP.3/58/Add.1 where reference should be made to **article 6.21** instead of article 6.25;
- (ii) The definition of the term “high-speed vessels” in article 1.01 (cc) should be supplemented with a footnote 2 reading: “Competent authorities may supplement this definition with their interpretation as to the applicability of the term to vessels navigating on particular inland waterways or stretches thereof, for example, when the vessels have to limit their speed.”;
- (iii) In article 1.09, paragraph 4 the words “of not less than 18 years of age” should be replaced with “**not younger than 21 years of age**”;
- (iv) The title of article 1.10 in English should be modified to read: “**Vessel’s papers and other documents**”;
- (v) Subparagraph 1(a) of article 1.10 should be brought in line with the relevant terms used in resolution No. 61, i.e. “**ship’s certificate**” in English, “**certificat de bateau**” in French and “**судовое свидетельство**” in Russian;
- (vi) Governments and River Commissions were invited to inform the secretariat **by 1 February 2007** if the list of documents in article 1.10 should be supplemented also with a document confirming the nationality of the vessel and its registration;
- (vii) In a footnote to article 4.05, paragraph 3 in Russian the terms “указателем скорости циркуляции” should be replaced with “**индикатором скорости изменения курса**”;
- (viii) It was agreed to come back to possible reformulation of article 6.01 bis after the consideration of the proposal of Danube Commission on regulation of the navigation of small craft vis-à-vis commercial traffic, as set out in ECE/TRANS/SC.3/WP.3/2006/1/Add.1, with due regard to the wording of article 6.01 of the Rhine Police Regulations appearing in ECE/TRANS/SC.3/WP.3/2006/1, para. 9.

- (ix) In article 6.08, paragraph 1 and in annex 7, the names of signs A.4(a) and A.4(b) should be changed to **A.4 and A.4.1**;
- (x) Paragraph 1 of article 8.01 should be modified to read:

**“1. In case of incidents or accidents that may result in leakage of the dangerous substances carried, the ‘Do not approach’ signal shall be given by vessels carrying the markings referred to in paragraphs 1, 2 or 3 of article 3.14, if the crew cannot avert the attendant danger to human life or navigation.**

**This provision does not apply to pushed barges and other non-self-propelled vessels. Nevertheless, if they are part of a convoy, the ‘Do not approach’ signal shall be given by the vessel with the convoy boatmaster on board”.**

- (xi) In article 8.02, paragraph 5 square brackets should be deleted;
- (xii) A misprint in article 9.06, paragraph 2 should be rectified by labelling the subparagraphs (a), (b), (c) and (d) accordingly.

5. The Working Party requested the secretariat to prepare a draft SC.3 resolution on amendment of CEVNI as set out in TRANS/SC.3/WP.3/58/Add.1 and modified in point 4 above and present it for consideration and adoption by the Working party SC.3 at its forthcoming fiftieth session.

6. The Working Party took note of the draft rules on possible regulation of the navigation of small craft vis-à-vis commercial traffic fairways prepared by the Danube Commission on its request and appearing in ECE/TRANS/SC.3/WP.3/2006/1/Add.1. It was noted, in particular, by the delegates that the allocation of a 30/20 m wide strip of the channel for the one-way small craft traffic was too generous and should be limited to 10 m. It was felt that, in general, the rules could be applied by competent authorities to particular waterways or parts, thereof where such rules are considered to be suitable. Governments and River Commissions were invited to study the draft rules set out in ECE/TRANS/SC.3/WP.3/2006/1/Add.1, taking into account the provisions of resolution No. 41 in TRANS/SC.3/148 on Small Craft Used Exclusively for Pleasure Navigation, and transmit their comments on the document to the secretariat **by 1 February 2007**. The Working Party would come back to the draft rules at its thirty-second session in June 2007 with due regard to the comments to be received from Governments.

## **HARMONIZATION OF STANDARDS FOR NAVIGATION LIGHTS OF SEA-GOING AND RIVER VESSELS**

Documentation: ECE/TRANS/SC.3/WP.3/2006/2 and Add.1; Informal Document No. 7.

7. The Working Party was informed by German experts that an international standard EN 14744:2005 on navigation lights of sea-going and inland navigation vessels had been

adopted. Furthermore, the Working Party was informed that CCNR decided to align its Police Regulations with the newly adopted standard as reflected in ECE/TRANS/SC.3/WP.3/2006/2/Add.1, whereas the Joint Working Group EC/CCNR was also considering the way for bringing the relevant provisions of the revised Directive 82/714/EEC in line with that standard.

8. The Working Party welcomed the efforts aimed at the harmonization of navigation lights of sea-going and inland navigation vessels which should be of benefit for both the producers and control authorities. The secretariat was requested, in cooperation with the delegation of Germany, to prepare and circulate as early as possible, the detailed and concrete proposals on possible amendment of CEVNI with a view to bringing it in line with the standard EN 14744:2005. Governments and River Commissions were invited to consider the draft amendments to CEVNI and make their comments available to the secretariat **by 1 February 2007** so that the Working Party could decide on this item at its next summer session. The secretariat was equally requested, if possible, to obtain and circulate the text of the international standard EN 14744:2005 in all three UNECE working languages (English, French and Russian) in order to let the delegates better view the implications of possible adaptation of CEVNI for their industry.

#### **ESTABLISHMENT OF COMMON PRINCIPLES AND TECHNICAL REQUIREMENTS FOR A PAN-EUROPEAN RIVER INFORMATION SERVICES (RIS)**

##### **(a) International Standard for Tracking and Tracing on Inland Waterways**

Documentation: ECE/TRANS/SC.3/WP.3/2006/3; Informal Document No. 1.

9. The representative of the Netherlands briefed the Working Party on the state of work on the International Standard on Tracking and Tracing on Inland Waterways (VTT). He indicated, in particular, that the latest version of the standard prepared by the International Expert Group and approved by the CCNR Police Regulations Committee (edition 1.6 of April 2006) is reproduced in the Informal Document No. 1, whereas document ECE/TRANS/SC.3/WP.3/2006/3 represents edition 1.4 of September 2005.

10. The representative of the Russian Federation, while commending the draft international standard, proposed however that its paragraph 2.3.4 should be modified to read :

**“2.3.4 The use of Class A mobile station derivatives or Class B professional mobile station derivatives are recommended as platform for Inland AIS. The use of the Class B using CSTDMA technology shall be applicable for pleasure craft and small craft that are not subject to chapter SOLAS V regulations.**

**As long as no professional Class B devices are available, Inland AIS Mobile equipment is a derivative of the maritime AIS Class A Mobile equipment according to IMO SOLAS regulation.”**

He reasoned that since all types of vessels (class A, class B "SO" and class B "CS") must see each other, it is necessary to take into account the messages that will be used by class B "CS" technology of AIS: and certainly, AIS should be installed on all inland navigation vessels to increase safety. Secondly, he said, the AIS class B "CS" would be much cheaper than class A or class B professional mobile stations and will be more appropriate for such classes of vessels. Moreover, the simulations with AIS class A and B "CS" + "SO" technology that had been carried out by the US Coast Guard and showed that performance of AIS class A did not degrade but performance of AIS class B "SC" were better than AIS class "SO". Sea experiments that had been carried out in USA (L3) and Germany (BSH) under IEC TC-80 WG8A showed reliable results. He proposed that all inland navigation vessels should be divided into several groups according to tonnage, functional designations or other criteria. Each country could then prescribe, which type of vessels should be equipped with appropriate AIS equipment.

11. The Working party took note of document ECE/TRANS/SC.3/WP.3/2006/3 and Informal Document No. 1 and invited Governments and River Commissions to transmit their comments on the draft VTT standard to the secretariat **by 15 July 2006**, so that they could be presented to and considered by the Working Party SC.3 at its fiftieth session in October this year together with edition 1.6 of the standard to be issued by the secretariat in cooperation with the delegation of the Netherlands in all three UNECE working languages.

**(b) Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS)**

Documentation: TRANS/SC.3/156; Informal Documents Nos. 5, 8 and 9.

12. A member of the secretariat introduced the proposal of the Inland ECDIS Expert Group for edition 2.0 of the International Inland ECDIS Standard appearing in Informal document No. 8.

13. According to the Chairman of the Expert Group, Mr. Jörg Vogel (Germany), since the adoption of previous edition 1.02, the Group had elaborated together with the North-American "Inland ENC-community" within the so-called "Inland ENC Harmonization Group", a substitute for the existing part of the Standard "Use of the Object Catalogue for Inland ENC". This document is now called "Inland ENC Encoding Guide". The "Inland ENC Feature Catalogue" which is directly linked with the Encoding Guide substitutes the existing "Object Catalogue for Inland ECDIS".

Edition 1.02 was based on edition 3.0 of the "IHO Special Publication No. 57 - S57" ("Transfer Standard for Digital Hydrographic Data"). Today, IHO applies edition 3.1 and is developing a new version "IHO Special Publication No. 100 - S100" and a new "Product Specification for (maritime) ENCs" called "IHO Special Publication No. 101 - S101". S100 and S101 will follow the Geospatial Standards of ISO. This means that new structures and terms will be introduced to the standards of IHO. The proposal for edition 2.0 already adopts this new approach in order to avoid incompatibilities with S100 and S101 and to get full recognition for Inland ENCs by IHO.

IHO has replaced its Annex A of Appendix A of S57 by "IHO Special Publication No. 62 - S62" ("ENC Producer Codes"). The proposal for edition 2.0 covers this in its new section 2a "Codes for Producers and Waterways".

In order to facilitate the future maintenance of the standard, the following parts of the standard shall only be maintained in digital versions and will be available on the internet: "Product Specification for Inland ENCs" including "Inland ENC Feature Catalogue" and "Inland ENC Encoding Guide"; "Codes for Official Producers"; and "Codes for (Private) Producers and Waterways"; as well as "Presentation Library for Inland ECDIS" including "Conditional Symbolology Procedures", "Look-up Tables" and "Symbols".

The results of the European R&D-Project COMPRIS had already been included in the proposal for edition 2.0.

14. The representative of the Russian Federation said that judging by the draft edition 2.0 of the Inland ECDIS Standard, the effort of the Inland ENC Harmonization Group (IEHG) to bring the maritime and inland navigation ECDIS standards and requirements as close as possible had borne fruit. As for the Inland ENCs, that require maximum compliance with the IHO S-57 Standard, the Inland ECDIS shall also have to comply, where applicable, with the IHO S-52 Standard, IMO Performance Standard A. 817 (19) and IEC 1174. In this connection, some Inland ECDIS requirements are unreasonably in contradiction with the requirements of the maritime ECDIS, whereas performance characteristics and technical requirements for inland and maritime ECDIS are quite universal, and, for example, S-52 Standard requirements do not contradict the safety of inland navigation.

The draft edition 2.0 of the Inland ECDIS still contains quite strict and specific provisions on ECDIS application on inland waterways. They need to be further discussed and harmonized in order to make Inland ECDIS Standard more flexible and to give ECDIS manufactures the possibility for more initiatives. For example, there are still "information" and "navigation" modes, radar priority over Inland ENC, prohibition for Inland ECDIS to operate in a north-up orientation and true movement during inland waterway navigation, automatic IENC switching off if there is a mismatching with radar image, etc. These items require to be harmonized with relevant maritime standards. At the same time, all the above-mentioned limitations to the performance and operation of Inland ECDIS could be introduced by Basin Administrations, where justified, through local rules of navigation.

The representative of the Russian Federation proposed, therefore, that prior to the adoption of the edition 2.0 of the Inland ECDIS Standard, the Inland ENC Harmonization Group (IEHG) should be invited to consider the above-mentioned diversities between the inland and maritime ECDIS standards with the participation of all interested parties including the maritime and inland ECDIS manufacturers.

15. The Working Party took note of the draft edition 2.0 of the International Inland ECDIS Standard appearing in Informal Document No. 8 and asked the secretariat to issue it as a formal document in all three UNECE working languages for consideration by the Working Party SC.3. Governments and River Commissions were invited to study the Informal Document No. 8 and transmit their comments, if any, to the secretariat **by 15 July 2006**, so that they could be brought to the attention of SC.3.

(c) **International standards for notices to skippers and for electronic ship reporting in inland navigation**

Documentation: TRANS/SC.3/2005/7; TRANS/SC.3/WP.3/2004/21; TRANS/SC.3/WP.3/2004/22; Informal Document No. 2.

16. It was recalled that the Working Party SC.3, at its forty-ninth session, adopted resolution No. 60 (TRANS/SC.3/2005/7) concerning international standards on Notices to Skippers and on Electronic Ship Reporting in Inland Navigation, together with relevant international standards as set out in TRANS/SC.3/WP.3/2004/21 and TRANS/SC.3/WP.3/2004/22 to be annexed to the Resolution (TRANS/SC.3/168, para. 47).

17. The Working Party was informed of the proposals of relevant international expert groups concerning the ongoing adaptation of the two standards and agreed that the secretariat, in preparing the publication of the two above-mentioned standards, should take into account the updated versions and present them as draft documents for final approval by the Working Party SC.3 at its fiftieth session before their circulation as formal UNECE publications.

**FURTHER DRAFT AMENDMENTS TO AGN AGREEMENT**

Documentation: TRANS/SC.3/168/Add.1; Informal Document No. 6.

18. The Working Party was informed by a member of the secretariat that proposals on amendments to the European Agreement on Main Inland Waterways of International Importance (AGN), prepared by SC.3/WP.3 were unanimously adopted at the forty-ninth session of the Working Party SC.3 by the Contracting Parties, present and voting, and in accordance with the relevant provisions of the AGN Agreement, transmitted by the secretariat, as document TRANS/SC.3/168/Add.1, to the Secretary-General of the United Nations in his capacity as depositary to the AGN Agreement, for issuance of the required depositary notifications. If there will be no objections on behalf of the Contracting Parties, the amendments to annexes I, II and III of the Agreement may come into force on 28 November 2006, whereas the amendments to the Agreement itself may enter into force on 28 May 2007.

19. The Working Party was also informed that further draft amendments to AGN, provisionally agreed by the Working Party SC.3, had been presented by the secretariat as Informal Document No. 6 in all three languages. It was noted that, unfortunately, no proposals had been received yet from Governments with regard to the possible content of Annex IV of the

Agreement concerning the protection of the E waterway network from external influence, as requested by SC.3. The Working Party took note of the Informal Document No. 6 and felt that most of the draft amendments therein might be presented for consideration and adoption by the Working Party SC.3 already at its forthcoming fiftieth session in October 2006. As to the Annex IV, Governments were once again invited to transmit to the secretariat their proposals on its possible content.

20. A member of the secretariat suggested that Governments, when studying the draft amendments in the Informal Document No. 6, should consider whether in paragraphs 1 and 3, the words “harm to navigation” should not be supplemented with “the environment and life”.

21. The Chairman briefed the Working Party of the work carried out in his country with a view to protection of transport infrastructure from intentional external influence. In his view, the future Annex IV should not impose on States Contracting Parties rigid requirements of technical nature but should rather contain framework provisions of general character just as it had been done in the International Ship and Port Facility Security Code (ISPS Code) of IMO. At the same time, he warned against full extension of ISPS provisions to inland waterways and ports, especially, taking into account the discussion held on the item of “transport and security” at the forty-ninth session of SC.3 (see TRANS/SC.3/168, paras. 6-10).

## **OTHER BUSINESS**

### **(a) Updating resolution No. 61**

Documentation: ECE/TRANS/SC.3/172; Informal Document No. 4.

22. It was recalled that the Working Party on Inland Water Transport at its forty-ninth and special sessions already envisaged possible action with regard to updating the annex to resolution No. 61 on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (ECE/TRANS/SC.3/172). It was envisaged, in particular, to bring the annex in line with Annex II to EC Directive replacing directive 82/714/EEC (concerns mainly sections 2-7 “official number” and chapter 15 “passenger vessels”), to draft missing chapters 20 “Sea-going ships” and 21 “Recreational craft” and to elaborate special requirements applicable to sea-river vessels (see documents ECE/TRANS/SC.3/171, para. 6 (iv) and (xvii); TRANS/SC.3/168, para. 39; and TRANS/SC.3/168, paras. 30 (iii) and 31, respectively). In this regard, the Working Party took note of a discussion paper presented by the delegation of the Russian Federation as Informal Document No. 4 on Elaboration of Technical Requirements for Sea-River Vessels and asked the secretariat to publish it as a formal UNECE document for consideration by the Working Party SC.3. The Working Party SC.3 was invited to consider a possibility to entrust the Group of Volunteers that was working on the amendment of the annex to resolution No. 17, revised, with the task of preparing and submitting to SC.3/WP.3 relevant proposals and recommendations concerning the updating of the annex to resolution No. 61 as indicated above.

(b) **Updating the Recommendations on Minimum Requirements for the Issuance of Boatmasters' Licenses in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (annex to resolution No. 31)**

Documentation: TRANS/SC.3/131.

23. It was equally recalled that the Working Party on Inland Water Transport, at its forty-ninth session, decided to include into its Programme of Work the above-mentioned item on updating resolution No. 31 (TRANS/SC.3/168, annex, element 02.6.2(d)). The Working Party invited member Governments, EC and River Commissions to transmit to the secretariat **by 1 February 2007** their comments and proposals regarding the method of updating the Recommendations appearing in document TRANS/SC.3/131 as resolution No. 31.

(c) **Elaboration of harmonized procedure for consideration of applications for recognition of ship's certificates and boatmasters' licenses**

Documentation: TRANS/SC.3/2005/5/Add.1.

24. At its forty-ninth session, the Working Party SC.3 agreed to include the question of the recognition of ship's certificates and boatmasters' licenses throughout Europe into its Programme of Work. In this connection, relevant recommendation by the Group of Volunteers on Legislative Obstacles in TRANS/SC.3/2005/1, para. 42 was referred to, together with the CCNR document on Procedure and conditions for the recognition of third countries' ship's certificates in TRANS/SC.3/2005/5/Add.1 (TRANS/SC.3/168, para. 15).

25. The Working Party invited Governments, EC and River Commissions to transmit to the secretariat **by 1 November 2006** their comments and proposals with regard to possible UNECE harmonized procedure for consideration of applications for recognition of ship's certificates and boatmasters' licenses using as a reference document TRANS/SC.3/2005/5/Add.1.

(d) **Dates of the next session**

26. The thirty-first and thirty-second sessions of the Working Party are scheduled to take place from 13 to 15 March 2007 and from 5 to 7 June 2007, respectively.

**ADOPTION OF THE REPORT**

27. In accordance with established practice, the Working Party adopted the report of the thirtieth session on the basis of the draft prepared by the secretariat.

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