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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Inland Water Transport

Fifty-second session  
Geneva, 13-15 October 2008

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

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## **I. ATTENDANCE**

1. The Working Party on Inland Water Transport (SC.3) held its fifty-second session from 13 to 15 October 2008. Representatives of the following countries participated: Austria, Belarus, Croatia, Czech Republic, Germany, Lithuania, Netherlands, Poland, Romania, Russian Federation, Serbia, Switzerland and Ukraine. The representative of the European Commission (EC) was also present. Representatives of the following intergovernmental organizations attended the session: Central Commission for the Navigation of the Rhine (CCNR) and Danube Commission (DC). The following non-governmental organizations were represented: European Boating Association (EBA), European River-Sea Transport Union (ERSTU) and European Transport Workers' Federation (ETF).

2. Ms. Eva Molnar, Director of the UNECE Transport Division, opened the fifty-second session. She informed the Working Party about the reorganization of the Transport Division, as a result of which, the inland water transport activities became part of the Sustainable Development Section together with activities on rail, intermodal transport, logistics and transport statistics. She highlighted the priorities of the fifty-second session and encouraged the Working Party to consider global transport issues, including transport and security and the use of information and communication technologies. She concluded by emphasizing the importance of close cooperation with the European Commission and the River Commissions, noting that SC.3 provided a forum for inclusive stakeholders' consultations on the issues of inland navigation at the pan-European level.

## **II. ADOPTION OF THE AGENDA (Agenda item 1)**

3. The Working Party adopted the provisional agenda as prepared by the secretariat (ECE/TRANS/SC.3/180). With regard to agenda item 16 "Adoption of the report", the Working Party agreed that, 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 after the session.

## **III. CHAIRMANSHIP**

4. As agreed at the fiftieth session of SC.3 (ECE/TRANS/SC.3/174, para. 58), Mr. Istvan Valkar (Danube Commission) chaired the session.

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

Documentation: ECE/TRANS/200; ECE/TRANS/WP.15/AC.2/25;  
ECE/TRANS/WP.15/AC.2/28

5. The Working Party was informed by the secretariat of the outcome of the seventieth session of the Inland Transport Committee (ITC). The secretariat reported on the Ministerial meeting on Euro-Asian Transport links on 19 February 2008, which took place back-to-back with the ITC session. The chairman underlined the importance of coordination between regional organizations and informed the Working Party that the Danube Commission was in the process of negotiating the grant of observer status to the Black Sea Cooperation Organization. The chairman also emphasized the need for cooperation with other modes of transport and with the respective UNECE Working Parties. The Working Party also took note of the following information:

- (a) Creation of a group of experts on Euro-Asian transport links following the Ministerial meeting and the first meeting of the group on 8 September 2008;
- (b) Progress in the WHO/UNECE Transport, Health and Environment Pan-European Programme (THE PEP) and the forthcoming High-Level Meeting on Transport, Health and Environment, which would be held in 22-23 January 2009 in the Netherlands;
- (c) Creation of a group of experts on seaports' connections to the hinterland and the UNECE conference on "The Role of Seaports as a Link between Inland and Maritime Transport" (Piraeus (Greece) 17-18 September 2008).

6. The Working Party was also informed by the secretariat about the latest developments with respect to the European Agreement concerning the international carriage of Dangerous Goods by Inland Waterways (ADN), which entered into force on 31 January 2008. The Working Party noted that two sessions of experts on the Regulations annexed to ADN, as well as the first session of the ADN Administrative Committee took place in 2008 and that amendments to the agreement had been submitted to the United Nations Office of Legal Affairs on 31 August 2008.<sup>1</sup>

## **V. CURRENT SITUATION AND TRENDS IN INLAND WATER TRANSPORT (Agenda item 3)**

Documentation: ECE/TRANS/SC.3/2008/1 and Add.1

7. The Working Party took note of document ECE/TRANS/SC.3/2008/1 containing the first progress report of the European Commission's Integrated Programme of Action for the Promotion of Inland Waterway Transport ("NAIADES"). The Working Party observed that the implementation of the programme would be based on the existing organisational framework and reaffirmed its support to the implementation of the "NAIADES" programme in identifying administrative and regulatory barriers in the access to market, monitoring the development of infrastructure and the implementation of river information services and addressing the professional requirements in inland navigation, as well as in other issues of common concern.

8. The Working Party also considered the secretariat's biannual report on the current situation of inland navigation in the UNECE region (ECE/TRANS/SC.3/2008/1/Add.1). The Working Party noted that the 2008 report offered a useful overview of the situation in the UNECE region as a whole, and included more information on countries and on the policy framework than previous reports. The Working Party recognized the importance of these biannual reports for measuring and evaluating the inland water transport development in the region and asked Governments and River Commissions to continue submitting relevant information to the secretariat. The representative of the Russian Federation noted that this information would also be used for preparing the new edition of the White Paper on Trends in and Development of Inland Navigation and its Infrastructure (Agenda item 14).

9. The representative of Belarus made a presentation on the Dnieper-Vistula-Oder project, listed in the secretariat's biannual report as the priority project for Belarus, and invited interested Governments, European Commission and interested financial and other institutions to support Belarus in its assessment of the feasibility and socio-economic implications of the restoration of the

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<sup>1</sup> The Depository Notification is available at: <<http://www.unece.org/trans/danger/adnotif.html>>.

Dnieper-Vistula-Oder waterway. The Working Party took note of the presentation and invited the interested countries and organizations to inform Belarus about their interest in the project. The Working Party also requested that the secretariat assist Belarus in organizing in 2008-2009 an expert meeting on the feasibility study of the project.

10. The Working Party was also presented with the information on revitalizing the Ferenc' distribution channel in Hungary.<sup>2</sup> It recognized the importance of the comprehensive approach to the infrastructure development, illustrated by the project, and noted the importance of international cooperation in this area.

## **VI. MEASURES AIMED TO PROMOTE TRANSPORT BY INLAND WATERWAYS (Agenda item 4)**

Documentation: ECE/TRANS/SC.3/2006/12

11. Based on the information provided by the secretariat, the Working Party noted a satisfactory progress in the implementation of ITC Resolution No. 258 on "Supporting Further Development of Inland Water Transport" and the annexed Plan of Action to implement the decisions of the 2006 Bucharest Pan-European Conference on Inland Water Transport. The Working Party asked the secretariat to prepare a detailed written report on the implementation of the resolution for its 2009 session, identifying the areas where additional actions may be necessary.

## **VII. TRANSPORT AND SECURITY (Agenda item 5)**

Documentation: ECE/TRANS/SC.3/2008/2

12. The secretariat described the work on inland transport security which had taken place since the creation of the Multidisciplinary Group of Experts on Inland Transport Security in 2007. The Working Party took note of the recommendations by the ITC Multidisciplinary Group of Experts presented in document ECE/TRANS/SC.3/2008/2 and, in particular, the recommendations to undertake a review of international legal instruments on the security of inland water transport and to integrate security provisions into existing legal agreements, including the European Agreement on Main Inland Waterways of International Importance (AGN). The Working Party asked the secretariat to transmit to the Multidisciplinary Group of Experts pertinent information on security initiatives in inland water transport, already collected by the Working Party. As for the second recommendation, the Working Party referred to the discussions under item VIII (c).

## **VIII. EUROPEAN AGREEMENT ON MAIN INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE (AGN) (Agenda item 6)**

### **A. Status of the European Agreement on Main Inland Waterways of International Importance (AGN) (Agenda item 6 (a))**

Documentation: ECE/TRANS/SC.3/120/Rev.1; ECE/TRANS/SC.3/174/Add.1

13. The Working Party took note of the accession in 2008 of Belarus and Bosnia and Herzegovina and noted that the amendment to Article 1 of the agreement, adopted at its fiftieth session (ECE/TRANS/SC.3/174/Add.1), had entered into force on 31 January 2008. The Working

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<sup>2</sup> The presentation is available at: <<http://www.unece.org/trans/main/sc3/sc3/sc32008.html>>.

Party was informed that all information related to the agreement was available on the UNECE website<sup>3</sup> and that the secretariat would soon publish a consolidated text of the revised agreement.

**B. Amendments to the lists of inland waterways and inland navigation ports of international importance (Annexes I and II of the AGN Agreement)  
(Agenda item 6 (b))**

Documentation: ECE/TRANS/SC.3/2008/3

14. The Working Party recalled that at its fifty-first session, it had approved, in principle, a number of amendments to Annexes I and II of the AGN agreement, but had decided that amendments to the list of ports and inland waterways in the agreement would from now on be considered and adopted as a package every two years only (ECE/TRANS/SC.3/178, para. 11). The first package of the amendments to Annexes I and II, reviewed by SC.3/WP.3 at its thirty-third session, was presented in document ECE/TRANS/SC.3/2008/3. The Working Party approved the amendment proposals to Annexes I and II, as contained in document ECE/TRANS/SC.3/2008/3, subject to the following correction: "E 60-03-04 river Forth up to Gransen Mouth" should read "... up to Grangemouth".

**C. Protection of the E waterway network from intentional external influence  
(Agenda item 6 (c))**

Documentation: ECE/TRANS/SC.3/2006/7/Add.1; ECE/TRANS/SC.3/2008/4

15. The Working Party took note of document ECE/TRANS/SC.3/2008/4 which contained a draft resolution on "Protection of the E waterway network from intentional external influence", prepared by the secretariat, following the recommendation of SC.3/WP.3 to either postpone these discussions or adopt the provisions proposed in draft Annex IV as a resolution (ECE/TRANS/SC.3/WP.3/66, para. 18).

16. The representative of the Netherlands drew the attention of the Working Party to the ongoing discussions in the EU on the guidelines for the implementation of the identification and designation of European Critical Infrastructure. He also expressed the opinion that security provisions should not be limited to infrastructure, but should include risk-assessment issues, and that the term "ports" should be replaced by "port facilities". The representative of CCNR informed the Working Party about other security initiatives, such as the voluntary system on security for inland vessels. The representatives of Germany and the Netherlands proposed to postpone the discussions on security in light of the ongoing work by EC, International Maritime Organization (for non-SOLAS vessels) and by CCNR. The representative of the Russian Federation proposed to keep the issue on the agenda of SC.3/WP.3 until an action by the Working Party became appropriate.

17. Bearing in mind the above-mentioned recommendations by the UNECE Multidisciplinary Group of Experts on Inland Transport Security and the recommendations of SC.3/WP.3, the Working Party decided that it was premature to adopt a resolution on the protection of the E waterway network, as proposed in Document ECE/TRANS/SC.3/2008/4. The Working Party asked SC.3/WP.3 to keep the item "inland water transport and security" on its agenda and to report to the Working Party on major developments in this area.

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<sup>3</sup> <<http://www.unece.org/trans/main/sc3/sc3/sc3depnot.html>>

**D. Establishment of sea-river and coastal routes in the context of the AGN Agreement (Agenda item 6 (d))**

18. The Working Party was informed by the Chairman of the Group of volunteer experts on Resolution No. 61 that the work on the technical prescriptions for river-sea vessels was ongoing and that the next meeting of the group would take place before the end of 2008.

**E. Inventory of main standards and parameters of the E waterway network (“Blue Book”) and the map of European inland waterways (Agenda item 6 (e))**

Documentation: ECE/TRANS/SC.3/144/Rev.1; ECE/TRANS/NONE/2006

19. The Working Party recalled that the last revision of the Inventory of Main Standards and Parameters of the E-Waterway network (“Blue Book”) was finalized in 2006, it recognized the particular importance of maintaining the Blue Book up-to-date and asked the countries to regularly inform the secretariat about the changes in the status of their inland waterways and ports, referred to in the Blue Book. This would enable the secretariat to prepare annual reports on the proposed updates to the inventory. Updates to the Blue Book had already been received from Ukraine and the Russian Federation. The representative of the Danube Commission reported that the waterways’ parameters were currently under discussion in the Danube Commission. This includes finalizing the plan of main works on the Danube, revising the DC Recommendation on fairway parameters, based on UNECE Resolution No. 30, and updating the list of bottlenecks and critical sectors. The list of the bottlenecks and critical sectors, as well as the revised recommendation on the fairway parameters would be completed in 2009 and would be taken into account in the preparation of the plan of main works. Information on the results of these activities will be communicated by the Danube Commission to the UNECE secretariat as soon as available.

**IX. STANDARDIZATION OF TECHNICAL AND SAFETY REQUIREMENTS IN INLAND NAVIGATION (Agenda item 7)**

20. The Working Party noted that SC.3/WP.3 had held two sessions in 2008 and that the session reports were circulated as documents ECE/TRANS/SC.3/WP.3/64 and ECE/TRANS/SC.3/WP.3/66.

**A. European Code for Inland Waterways (CEVNI) (Agenda item 7 (a))**

Documentation: ECE/TRANS/SC.3/115/Rev.3; ECE/TRANS/SC.3/WP.3/2008/5

21. The Working Party noted that the third revised version of CEVNI incorporating the amendments introduced by Resolutions Nos. 54 and 62 had been published by the secretariat as document ECE/TRANS/SC.3/115/Rev.3.

22. The secretariat introduced document ECE/TRANS/SC.3/2008/5, which proposed amendments to CEVNI, aimed at updating references to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN). The Working Party approved the amendments proposed, subject to the following corrections:

- (a) In point III 4 (d), replace “8.18” by “8.1.8”;
- (b) In points V 6 (a) to 11 (a): add “of ADN”;
- (c) In point V 11 (a), delete “the Regulations annexed to ADN”.

23. The Working Party asked the secretariat to review the amendments for stylistic corrections, if necessary, and to add them to the package of pending amendments to CEVNI, which include amendments approved at the fifty-first session of the Working Party (ECE/TRANS/SC.3/178, paras. 21-24).

**B. Harmonization of traffic regulations on European waterways (Agenda item 7 (b))**

Documentation: ECE/TRANS/SC.3/115/Rev.3; ECE/TRANS/SC.3/2008/6;  
ECE/TRANS/SC.3/WP.3/2008/15; ECE/TRANS/SC.3/WP.3/2008/16

24. The Working Party took note of a comparison document, prepared by Austria, on the differences between CEVNI, Police Regulations for the Navigation of the Rhine, Basic Rules of Navigation on the Danube and the Rules for the Navigation on the Sava. The Working Party expressed high appreciation for the comparison work accomplished by Austria, which provided an analytical basis for further harmonization of these international instruments.

25. The Working Party was informed by Austria and the Netherlands about the creation of an informal group of experts, composed of representatives of Austria, the Netherlands, Danube Commission, Sava Commission and the UNECE secretariat. The goal of the group is to prepare amendment proposals to CEVNI, as well as to the River Commissions' rules and regulations, with the aim to further harmonize their provisions. The Working Party was informed that the proposals on Chapters 1 to 6 were ready and would be considered at the thirty-fourth session of SC.3/WP.3 in February 2009. The representatives of CCNR and DC emphasized the importance of this work for their respective member States and their commitment to taking an active part in this project to ensure further harmonization of the inland navigation traffic rules. They informed the Working Party that the proposals of the group would be considered in the relevant subsidiary bodies of the commissions. The representative of the Netherlands commented on the importance of unification of fluvial navigation rules and recommended that at a later stage the Working Party discuss the future of CEVNI. The representatives of Austria and the Netherlands concluded by expressing their satisfaction with the progress of work.

26. The Working Party underlined the importance of this work, expressed its satisfaction with its progress and approved the SC.3/WP.3 decision to dedicate its thirty-fourth session in February 2009 to the consideration of possible amendments to CEVNI.

**C. Amendments of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to Resolution No. 61) (Agenda item 7 (c))**

Documentation: ECE/TRANS/SC.3/172; ECE/TRANS/SC.3/2008/7;  
ECE/TRANS/SC.3/2008/8

27. The secretariat informed the Working Party about the status of Resolution No. 61. The Working Party noted that the amendments to Appendix 1, "List of European Inland Waterways divided geographically into zones 1, 2 and 3", approved at the fifty-first session (ECE/TRANS/SC.3/178, para. 19) had been published by the secretariat as Resolution No. 64 (ECE/TRANS/SC.3/172/Amend.1).

28. The chairman of the group of volunteer experts on Resolution No. 61 introduced a proposal to amend section 2-7 of the annex to Resolution No. 61, aimed at bringing Section 2-7 “official number” in line with Annex II to EC Directive 2006/87/EC. The Working Party recalled that the first proposal of amendments to section 2-7 had been considered at the fifty-first session of SC.3. At that session the Working Party had concluded that there was no agreement on the proposal to delete the third sentence of point 2-7.3, which would entail that the official number of ship should remain unchanged throughout the entire existence of the ship. The issue had been forwarded to SC.3/WP.3 for additional consideration (ECE/TRANS/SC.3/178, para. 17). SC.3/WP.3 had considered this question at its thirty-second and thirty-third sessions and all delegations agreed with the proposal to delete the third sentence in section 2-7.3 (ECE/TRANS/SC.3/WP.3/66, para. 14). The Working Party approved the amendment proposal contained in document ECE/TRANS/SC.3/2008/7.<sup>4</sup> The Working Party recognized the necessity to clarify the purpose of the unique identification number, which could be achieved by updating the terminology used in relevant international legal instruments. The Working Party also recognized the need to update the provisions of the Convention on the Registration of Inland Navigation Vessels of 25 January 1965 and asked Governments and River Commissions to communicate their position on this issue to the secretariat in time for the next SC.3 session.

29. The chairman of the group of volunteer experts also introduced a proposal for the draft requirement for sea-going and recreational vessels (ECE/TRANS/SC.3/2008/8) elaborated by the group following the decision of the SC.3 fiftieth session (ECE/TRANS/SC.3/174, para. 33). The Working Party approved the draft chapters 20 and 21 on special requirements for sea-going vessels and recreational vessels, as contained in document ECE/TRANS/SC.3/2008/8.

30. The chairman of the group of volunteer experts described the priorities of the group and expressed his concern regarding the participation of countries in the group. The Working Party thanked the group for its work on Chapters 20 and 21 and acknowledged that the priorities for the group were to develop the above-mentioned technical requirements for river-sea vessels and, in a longer term, to bring Resolution No. 61 in line with the forthcoming amendments to EC Directive 2006/87/EC. Bearing these challenges in mind, the Working Party invited Governments to strengthen their support to the group by nominating their experts.

## **X. 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.3/2008/9

31. On behalf of the president of the Inland Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS) Harmonization Group, the secretariat informed the Working Party that the entry into force of the new edition of Inland ECDIS required updating the references to the standard in Resolution No. 48 with Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS). The Working Party approved the amendments to

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<sup>4</sup> After additional consultations with the delegations, the secretariat confirmed that for the sake of clarity in the entire section 2-7 the words “the official number” would be replaced by the words “the identification number”.

Resolution No. 48, submitted by the president of the Inland ECDIS Harmonization Group as contained in document ECE/TRANS/SC.3/2008/9.

32. The representative of the Republic of Croatia and the Republic of Serbia reported on the progress in the implementation of the River Information Services (RIS) on the Danube.<sup>5</sup> They emphasized the importance of joint training activities for improving the situation of the Apatin section of the Danube and expressed their willingness to host such training events. The Working Party emphasized the importance of international cooperation in the implementation of RIS and, in this context, took note of the forthcoming CCNR round-table to be held on 13 November 2008, as well as the annual Hamburg conference, where the Danube countries would present their national RIS programmes.

#### **XI. HARMONIZED PROCEDURE FOR RECOGNITION OF SHIP'S CERTIFICATES AND BOATMASTERS' LICENSES (Agenda item 9)**

33. The Working Party noted the progress on the issues of mutual recognition of ship's certificates and boatmasters' licenses, as described below.

##### **A. Mutual recognition of ship's certificates (Agenda item 9 (a))**

Documentation: ECE/TRANS/SC.3/2008/10

34. The Working Party was informed about the discussions held by SC.3/WP.3 on the issue of the mutual recognition of the ship's certificates, including the SC.3/WP.3 proposal to link this issue to the harmonized technical prescriptions and, thus, Resolution No. 61. The Working Party took note of the proposal of SC.3/WP.3 to address Governments to recommend that countries recognize the ship's certificates established according to Resolution No. 61 and considered the draft resolution, prepared to that effect by the secretariat (ECE/TRANS/SC.3/2008/10). The Working Party discussed the use of Resolution No. 61 in ensuring the mutual recognition of ship's certificates and its relation to EC Directive 2006/87/EC and felt that further clarification could be brought to these two issues before a resolution on this subject could be adopted. The Working Party was also informed that the Danube Commission would discuss the use of Resolution No. 61 at the meeting of its technical group in November 2008.

35. In light of this information, the Working Party requested that the secretariat, in cooperation with the River Commissions and the EC, prepare a document on this topic for the next session of SC.3/WP.3.

##### **B. Mutual recognition of boatmasters' licences (Agenda item 9 (b))**

Documentation: ECE/TRANS/SC.3/2008/11; ECE/TRANS/SC.3/2008/12; Informal document SC.3 No. 1 (2008)

36. The Working Party noted that, following the decision of its fifty-first session (ECE/TRANS/SC.3/178, para. 26) and the subsequent decision of the thirty-third session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/66, para. 24), a group of volunteers on the mutual recognition of boatmasters' licenses, composed of interested member States, the EC and River Commissions, had been created. The Working Party was informed about the first meeting on the mutual recognition

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<sup>5</sup> The presentation is available at: <<http://www.unece.org/trans/main/sc3/sc3/sc32008.html>>.

of boatmasters licenses (Geneva, 18 September 2008) and about the preliminary conclusions, contained in Informal document SC.3 No. 1 (2008).

37. The Working Party took note of the experts' conclusion on the continued relevance of the UNECE Resolution No. 31 with Recommendations on Minimum Requirements for the Issuance of Boatmasters' Licenses in Inland Navigation with a view to their Reciprocal Recognition for International Traffic and of the scheduled follow-up to the meeting, described in paragraph 18 of the document. The Working Party emphasized the importance of the EC and River commissions' involvement in this work.

38. Following the comment by CCNR, the Working Party recognized that the issue of recognition of boatmasters' licenses was part of a larger question of the harmonization of professional profiles in inland navigation in Europe. In this context, the Working Party was informed that CCNR intended to address the problem of the conditions of professional training in cooperation with existing professional networks and non-CCNR member states.

## **XII. HARMONIZATION OF THE LEGAL FRAMEWORK FOR INTERNATIONAL INLAND WATER TRANSPORT (Agenda item 10)**

### **A. Application of UNECE Resolutions relating to inland navigation (Agenda item 10 (a))**

Documentation: ECE/TRANS/SC.3/2008/13

39. The Working Party took note of the status of application by Governments of SC.3 resolutions provided in document ECE/TRANS/SC.3/2008/13. The secretariat summarized the status of the acceptance of SC.3 resolutions and noted that part of the information on the acceptance of most recent resolutions was still missing.

### **B. Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) (Agenda item 10 (b))**

40. The Working Party took note of the latest development in the status of the convention, such as accession of Slovakia and the republic of Moldova, and recalled that, in accordance with the Plan of Action for the implementation of decisions taken by the 2006 Bucharest Pan-European Conference on Inland Water Transport, the question of practical implementation of the Convention was included in its programme of work (ECE/TRANS/SC.3/178, para. 28). The Working Party was informed by the secretariat that, as of July 2008, no implementation issues with respect to the convention had been reported by the countries participating in the Convention.

### **C. The 1988 Strasbourg Convention on Limitation of Liability in Inland Navigation (Agenda item 10 (c))**

Documentation: ECE/TRANS/SC.3/2008/14

41. The Working Party recalled that the Plan of Action for the implementation of the decisions taken by the 2006 Bucharest Pan-European Conference on Inland Water Transport had called for the revision of the Strasbourg Convention on the Limitation of Liability in Inland Navigation (CLNI) with a view to converting it into a Pan-European legal instrument. This issue was included in its programme of work at its fifty-first session (ECE/TRANS/SC.3/178, para. 34).

42. The Working Party was informed by CCNR of progress made in the elaboration of a draft Protocol to the 1988 Strasbourg Convention on Limitation of Liability in Inland Navigation (TRANS/SC.3/R.130) in order to facilitate accession to this convention for the non-signatory States. The latest draft of the protocol was presented in document ECE/TRANS/SC.3/14. The Working Party invited all UNECE member states to take an active part in the negotiations and requested the secretariat to assist CCNR in circulating the current draft of the protocol to non-CCNR member states.

**D. Bilateral and multilateral agreements for international inland water transport  
(Agenda item 10 (d))**

Documentation: ECE/TRANS/SC.3/2008/15

43. The Working Party took note of the status of bilateral and multilateral agreements between UNECE member states on inland navigation matters provided in document ECE/TRANS/SC.3/2008/15 and brought correction to point 9 of the document on Convention on Collection, Retention and Disposal of Waste Generated during Navigation on the Rhine and other Inland Waterways, of 1996, which had not yet entered into force.

**XIII. INTERNATIONAL CERTIFICATE FOR OPERATORS OF PLEASURE CRAFT  
(RESOLUTION NO. 40) (Agenda item 11)**

Documentation: TRANS/SC.3/147; ECE/TRANS/SC.3/2008/16

44. The representative of the European Boating Association (EBA) introduced a proposal to amend the text of Resolution No. 40 (ECE/TRANS/SC.3/2008/16). The first part of the proposal was aimed at allowing administrations to deliver International certificates for operators of pleasure crafts (ICCs) to competent persons who were not nationals or residents of the administration's country. The second part proposed to add a new annex with information on the implementation details of the ICCs.

45. The Working Party noted that these amendments had been considered at the SC.3/WP.3 thirty-third session (ECE/TRANS/SC.3/WP.3/66, para. 21) and that a summary of these discussions was provided in the introductory note in document ECE/TRANS/SC.3/2008/16. The Working Party considered these amendment proposals and felt that the wording of the amendment proposed in paragraph 1 was not sufficiently clear. It also noted that the proposal itself was still under discussion in some UNECE member states.

46. The Working Party, therefore, requested the secretariat, in cooperation with the EBA and the Netherlands, to improve the wording of the amendment proposal and to circulate it to member States for objections, if any, by November 30, at the latest. Following the recommendation of SC.3/WP.3, the Working Party also invited Governments to adopt Resolution No. 40 and to provide the secretariat with information on the modalities of its implementation. The Working Party requested the secretariat to issue, in cooperation with EBA, this communication.

#### **XIV. INLAND WATERWAYS INFRASTRUCTURE DEVELOPMENT AND THE ENVIRONMENT (Agenda item 12)**

Documentation: ECE/TRANS/SC.3/2008/17 and Add.1

47. The Working Party recalled that the Plan of Action for the implementation of the decisions taken by the 2006 Bucharest Pan-European Conference on Inland Water Transport required that River Commissions for navigation and environment of the Danube and the Rhine establish procedures for a structured dialogue on environmental issues concerning inland waterway infrastructure projects.

48. In this context, the Working Party took note of the Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection in the Danube River Basin (ECE/TRANS/SC.3/2008/17), prepared by the International Commission for the Protection of the Danube River (ICPDR), Danube Commission and the International Sava River Basin Commission. The Working Party congratulated these organizations on this important initiative. The representative of the Netherlands commented that the statement had been elaborated under the framework of the PLATINA dialogue and that further results were expected in 2009.

49. The Working Party noted that SC.3/WP.3 had also considered the Joint Statement and discussed the possibility to adopt a resolution on an integrated planned approach, planning principles and criteria for river engineering. A preliminary draft of such a resolution was prepared by the secretariat (ECE/TRANS/SC.3/2008/17/Add.1).

50. Bearing in mind that the ICPDR was working on a more advanced proposal under the framework of the PLATINA project and that the results of this work should be available in 2009, the Working Party requested the secretariat to prepare an updated and more comprehensive proposal, based on the results of the ICPDR's work, for consideration by SC.3/WP.3.

51. The Working Party was informed by the secretariat of the experiences in the application of the environmental impact assessment to inland waterways infrastructure development under the framework of the UNECE Convention on Environmental Impact Assessment in a Transboundary Context (Espoo, 1991).<sup>6</sup>

#### **XV. WORKSHOPS ON INLAND NAVIGATION MATTERS (Agenda item 13)**

52. The Working Party was informed of two high-level meetings on inland water transport which were planned under the auspices of the PLATINA Project. The first meeting is scheduled for the beginning of 2010.

#### **XVI. WHITE PAPER ON TRENDS IN AND DEVELOPMENT OF INLAND NAVIGATION AND ITS INFRASTRUCTURE (Agenda item 14)**

Documentation: TRANS/SC.3/138; ECE/TRANS/SC.3/2008/18

53. The secretariat reported on progress in preparing the second edition of the White Paper on Trends in and Development of Inland Navigation and its Infrastructure (TRANS/SC.3/138). The Working Party took note of the progress and the approach taken by the secretariat and endorsed the

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<sup>6</sup> The full presentation is available at: <<http://www.unece.org/trans/main/sc3/sc3/sc32008.html>>.

secretariat's initiative to create a Peer Review Board, composed of representatives of River Commissions, European Commission, and other relevant organizations. The Working Party also agreed to a new title of the publication ("White Paper on Efficient and Sustainable Inland Water Transport in Europe").

## **XVII. OTHER BUSINESS (Agenda item 15)**

### **A. Transport of people with reduced mobility (Agenda item 15 (a))**

54. The Working Party noted that, in accordance, with its request (ECE/TRANS/SC.3/178, para. 37), the issue of transport of people with reduced mobility had been submitted for consideration by SC.3/WP.3 at its thirty-second and thirty-third sessions. SC.3/WP.3 considered the relevant provisions of 1986 Resolution No. 25, which contains Guidelines for Passenger Vessels also suited for carrying Disabled Persons and the annex to Resolution No. 61 in Resolutions Nos. 25 and 61. SC.3/WP.3 also took note of Administrative Instructions No. 22 to annex II of EC Directive 2006/87/EC to be adopted by the European Union and the legislation adopted by the Russian Federation.

55. SC.3/WP.3 had concluded that Resolution No. 25 needed to be revised in light of the more recent provisions in Resolution No. 61 and that this revision should take into account the provisions in the above-mentioned Administrative Instructions and the proposal from the Russian Federation. The Working Party approved the decision of SC.3/WP.3 to review Resolution No. 25 in light of the more recent provisions of the Resolution No. 61 and other relevant documents identified by SC.3/WP.3. The first draft of the revised resolution will be considered by SC.3/WP.3 at its thirty-fifth session in June 2009.

### **B. Election of officers (Agenda item 15 (b))**

56. The Working Party elected Mr. Reinhard Vorderwinkler (Austria) as Chairman for its fifty-third and fifty-fourth sessions in 2009 and 2010. The Working Party thanked Mr. Istvan Valkar for the support and guidance he had provided to SC.3 since his election as Chairman in 2003.

### **C. Tentative list of meetings for 2009 (Agenda item 15 (c))**

57. The Working Party approved the following tentative list of meetings of Working Parties SC.3 and SC.3/WP.3 for the year 2009:

- |                     |  |
|---------------------|--|
| 11-13 February 2009 | Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (thirty-fourth session) |
| 3-5 June 2009       | Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (thirty-fifth session)  |
| 14-16 October 2009  | Working Party on Inland Water Transport (SC.3) (fifty-third session)   |

**D. Tribute to Mr. Nicolaas Koedam (Netherlands) and Mr. Victor Vorontsov (Russian Federation)**

58. Noting that Mr. N. Koedam and Mr. V. Voronstov were retiring in 2008, the Working Party expressed its gratitude for their highly professional and dedicated contributions to the work of the Working Party and its subsidiary bodies, and wished them a long and happy retirement.

**E. The importance of the revitalization of smaller canals**

59. The representative of EBA drew the attention of the Working Party to the growing need to revitalize smaller canals both in terms of economic growth and promoting the use of inland water transport. The Working Party invited EBA to make a presentation on this issue at its next session.

**XVIII. ADOPTION OF THE REPORT (Agenda item 16)**

60. In accordance with established practice, the Working Party adopted a list of decisions taken at its fifty-second session on the basis of a draft prepared by the secretariat. The final report of the fifty-second session was established by the Chairman with the assistance of the secretariat for submission to the Inland Transport Committee.

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