



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/SC.3/WP.3/2008/18
26 May 2008

ENGLISH
Original: ENGLISH, FRENCH
and RUSSIAN

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

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

Thirty-third session

Geneva, 16-18 June 2008

Item 3 (a) of the provisional agenda

**AMENDMENTS TO THE RECOMMENDATIONS ON HARMONIZED EUROPE-
WIDE TECHNICAL REQUIREMENTS FOR INLAND NAVIGATION VESSELS
(ANNEX TO RESOLUTION NO. 61)**

Chapter 2, "Procedure and rules for the inspection of Inland Navigation Vessels"

Amendments to Section 2.7, "Official Number"

Submitted by Lithuania, Netherlands, the Russian Federation, Switzerland and Ukraine

Note by the Secretariat

It is recalled that at its fifty-first session the Working Party on Inland Water Transport (SC.3) acknowledged the need to reconsider the proposal to delete the second and third phrases in point 2-7.3 of the section, as there was no agreement among countries that the official number should remain invariable throughout the existence of the vessel. The Working Party on Inland Water Transport referred the issue to the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (ECE/TRANS/SC.3/178, para. 17).

The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation discussed this issue at its thirty-second session and approved, in principle, the proposal, but decided to finalize its decision at the thirty-third session (ECE/TRANS/SC.3/WP.3/64, para.10). In doing so, the Working Party may wish to take into account the positions of Governments reproduced in this document.

I. REPUBLIC OF LITHUANIA

1. The republic of Lithuania supports the proposal to bring the section 2-7 “official number” in line with relevant provisions on unique European Identification Number of Annex II to Directive 2006/87/EC of the European Parliament and of the Council of 12 December 2006, laying down technical requirements for inland waterway vessels and repealing Council Directive 82/714/EEC, and the proposal to delete the second phrase in section 2-7.3.

II. THE NETHERLANDS

2. The Netherlands introduced the use of the unique ship’s identification number on the river Rhine in accordance with the rules of Central Commission for the navigation of the Rhine (CCNR). On the other waterways it will be introduced as soon as Directive 2006/87/EC is implemented. Thereafter, there will be an overlap for approximate 6 years, before the last ship has his ship’s certificate renewed.

III. RUSSIAN FEDERATION

3. Russia considers that maintaining one unique identification number throughout the entire period of ship’s exploitation serves the needs of River Information Services, but complicates the identification of the vessel’s country of registration. Maintaining a unique identification number throughout the entire period of ship’s exploitation would be justified if there was a common Pan-European Center, which could keep a unified ship’s registry. Such work is undertaken, for instance, for maritime vessels by the International Maritime Organization. In the absence of such a center, it is appropriate, when the vessel changes the country of its registration, to modify these digits in the identification number that designates the country of registration.

IV. SWITZERLAND

4. As member of the Central Commission for the navigation of the Rhine (CCNR), Switzerland had introduced the official ship’s number in Rhine Vessels Inspection Regulations (art. 2.18 and annex L). Therefore, it would like to bring Resolution No. 61 in line with these provisions and, in particular, state that the official number remains invariable throughout the existence of the vessel. In this context, the second and the third sentences of section 2-7.3 should be deleted.

V. UKRAINE

5. Experts from the Ukrainian State Department of maritime and river transport consider it appropriate to issue a unique ship’s identification number for the entire period of the ship’s exploitation. In their opinion, replacing the official number with a new number, when the ship changes ownership, is not acceptable.