



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/SC.3/WP.3/66  
11 July 2008

Original: ENGLISH

**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

**REPORT OF THE WORKING PARTY ON THE STANDARDIZATION  
OF TECHNICAL AND SAFETY REQUIREMENTS IN INLAND NAVIGATION  
ON ITS THIRTY-THIRD SESSION  
(16-18 June 2008)**

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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) held its thirty-third session from 16 to 18 June 2008 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Belarus, Croatia, Czech Republic, Germany, Lithuania, Netherlands, Poland, Russian Federation, Serbia, Switzerland, Ukraine and United Kingdom of Great Britain and Northern Ireland. Representative of the European Commission (EC) was also present.
3. Representatives of the following intergovernmental organizations also took part in the session: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC) and International Sava River Basin Commission. The following non-governmental organization was represented: European Boating Association (EBA).
4. Mr. Evgeny Kormyshov (Russian Federation) chaired the session following his re-election during the thirty-second session of the Working Party.
5. The meeting was opened by Mrs. Eva Molnar, Director of the UNECE Transport Division. She informed the Working Party about internal changes in the Transport division, noting that inland water transport activities were from now on part of the Sustainable Transport section, under the supervision of Mr. Martin Magold. She encouraged the Working Party to finalize its recommendations for the fifty-second session of the Working Party on Inland Water Transport and thanked the River Commissions, the European Commission and the SC.3 groups of volunteer experts for their contribution. Mrs. Molnar also noted that major international organizations, such as the 2008 International Transport Forum, had identified a number of issues of growing importance for inland water transport, in particular the impact of the climate change on inland waterway infrastructure and intelligent transport systems. She proposed that the Working Party hold a preliminary discussion on these topics to see whether UNECE could contribute in these areas.

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

Documentation: ECE/TRANS/SC.3/WP.3/65/Rev.1

6. The Working Party adopted the provisional agenda, drafted by the secretariat. Following the information provided to the secretariat, the Working Party agreed to include a report on the progress in the study of ecological and economic implications of the restoration of the Dnieper - Vistula-Oder waterway under point 10 "Other Business". The Working Party was informed that the group of rapporteurs on the Dnieper - Vistula-Oder waterway would meet back-to-back with the SC.3/WP.3 session to continue their work on the project. The Working Party also noted that an informal meeting of the River Commissions would be held on the second day of the session and agreed to have a short report on this meeting on the third day of the session.

### **III. EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI) (Agenda item 2)**

#### **A. Comparison document CEVNI / DFND / RPNR / SNSR**

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

7. The chairman of the informal working group on CEVNI, Mr. Koedam (Netherlands) reported on the progress achieved in identifying the differences between CEVNI and the rules and regulations of the River Commissions (Police Regulations for the Navigation of the Rhine (RPNR), Basic Rules of Navigation on the Danube (DFND) and the Rules for the Navigation on Sava (RNRS)). He presented document ECE/TRANS/SC.3/WP.3/2008/14, which provided the comparison of Chapters 1 to 3 in CEVNI and identified the divergences in the four analyzed documents.

8. The Working Party expressed high appreciation of the work accomplished by the Austrian experts and the entire informal working group, noting that it provided a solid and necessary basis for further harmonization and improvement of navigation rules in Europe. The Working Party noted with satisfaction that most differences resulted, from the use of different wording and did not differ on the substance. In this context, the Working Party:

- (a) Expressed a special gratitude to the Austrian delegation and to Mr. Gregor Tondl, in particular, for their excellent work in preparing the comparison document;
- (b) Decided to inform SC.3 about this activity and transmit to it an advanced copy of the comparison document, including chapters 4 to 9;
- (c) Requested the secretariat to ensure that the document would be available in all three UNECE working languages for the SC.3 fifty-second session.

#### **B. Amendments to Chapter 1, “General Provisions”**

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

9. The chairman of the informal working group on CEVNI, Mr. Koedam, introduced document ECE/TRANS/SC.3/WP.3/2008/15, in which the working group proposed amendments to the body of Resolution No.24 and Chapter 1. He emphasized that these proposals were based on the analysis of the above-mentioned comparison document and aimed to simplify the current CEVNI provisions and to create a basis for harmonizing the navigation rules across international and national river basins. He commented, in particular, on the proposal of the amendment to paragraph 1 a) ii), which was aimed at removing the footnotes to CEVNI provisions in order to make it more user-friendly. Finally, Mr. Koedam emphasized the importance of a gradual approach in this harmonization activity, which consisted in, firstly, agreeing on the amendments to CEVNI and then, based on the revised CEVNI provisions, submitting proposals to the River Commissions. CCNR, DC and Sava Commission informed the Working Party of their close involvement in and full support to the informal working group.

10. Based on the Mr. Koedam's report, the Working Party:

- (a) Approved the approach adopted by the informal working group on CEVNI and, in particular, its intention to consolidate and simplify the text by removing the existing footnotes;

- (b) Decided to dedicate its thirty-fourth session in February 2009 to considering the amendments to CEVNI, proposed on the basis of the comparison work of the informal working group on CEVNI. The Working Party noted, however, that other priority issues, such as the mutual recognition of boatmasters' certificates, could also be included in the agenda of this session;
- (c) Asked the secretariat to compile and circulate, as soon as possible, all amended proposals and invited Governments to send their positions on these proposals to the secretariat, as soon as possible, so that the informal group could prepare proposals for the thirty-fourth session of the Working Party.

**C. Amendments to Chapter 2, "Marks and Draught scales on vessels; Tonnage Measurement" and Chapter 3, "Visual Signals (Marking) on Vessels"**

Documentation: ECE/TRANS/SC.3/WP.3/2008/16

11. The Working Party considered document ECE/TRANS/SC.3/WP.3/2008/16 on the amendments to Chapters 2 and 3, proposed by the informal working group on CEVNI, and referred to its decision under the previous item.

**D. Other amendments to CEVNI**

Documentation: ECE/TRANS/SC.3/WP.3/2008/17

12. The Working Party recognized the need to actualize the CEVNI references to the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and agreed to recommend to the Working Party on Inland Water Transport (SC.3) to approve the amendments, proposed by the secretariat in document ECE/TRANS/SC.3/WP.3/2008/17, subject to a small correction proposed by the Netherlands in Informal document No. 2.

**IV. AMENDMENTS TO THE RECOMMENDATIONS ON HARMONIZED EUROPE-WIDE TECHNICAL REQUIREMENTS FOR INLAND NAVIGATION VESSELS (ANNEX TO RESOLUTION NO. 61) (Agenda item 3)**

13. The Working Party noted that the amendments to Appendix 1, "List of European Inland Waterways divided geographically into zones 1, 2 and 3", approved by SC.3 at its 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).

**A. Chapter 2, "Procedure and rules for the inspection of inland navigation vessels"**

Documentation: ECE/TRANS/SC.3/WP.3/2008/3/Rev.1, ECE/TRANS/SC.3/WP.3/2008/18

14. The Working Party considered the revised proposal on the amendments to Section 2-7 on official number based on the forthcoming provisions on the unique European Identification Number of the EC Directive 2006/87/EC (ECE/TRANS/SC.3/WP.3/2008/3/Rev.1). Taking into account the comments received from Governments as to the proposal to delete the second and third sentences of Section 2-7.3, presented in document ECE/TRANS/SC.3/WP.3/2008/18, the Working Party:

- (a) Decided to recommend that the Working Party on Inland Water Transport (SC.3) adopt the proposal, as drafted;
- (b) Requested the secretariat to forward this proposal to the forthcoming session of SC.3.

**B. Chapters 20 and 21, “Specific requirements for sea-going vessels, recreational vessels and river-sea vessels”**

Documentation: ECE/TRANS/SC.3/WP.3/2008/4, ECE/TRANS/SC.3/WP.3/2008/19

15. The Working Party recalled that, at its thirty-second session, it approved the draft chapter 20A “Specific requirements for sea-going vessels”, submitted by the group of volunteer experts in document ECE/TRANS/SC.3/WP.3/2008/4. As for Chapter 21 “Specific requirements to recreational craft”, the Working Party had asked the group to consider replacing references to the EC Directives and to review, if appropriate, the crew requirements in section 21-3 (ECE/TRANS/SC.3/WP.3/64, para.12). The Working Party considered the revised proposal of Chapter 21 submitted by the Chairman of the group of volunteer experts (ECE/TRANS/SC.3/WP.3/2008/19). Following an extensive exchange of views on the crew requirements for recreational vessels, the Working Party agreed to approve the text proposed in the document, and forward it to SC.3 subject to the following corrections:

- (a) Amend Article 21-1 as follows:

**“21-1 GENERAL**

21-1 (a) For the purpose of this Chapter, the term “recreational craft” means a vessel, other than passenger vessels, intended for sport and pleasure and of a length of 20 meters and more;

(b) Only Articles 21- 2 and 21-3 apply to the construction, equipment and manning of recreational vessels.”

- (b) Amend point 21-3.1, in the English, version only to read “boatmaster with the appropriate certificate”.

The Working Party agreed to consider amendments to CEVNI regarding the definition of recreational vessels also in the light of the provision of Resolution No.40.

**C. Other amendments to Resolution No. 61**

Documentation: ECE/TRANS/SC.3/WP.3/2008/20

16. The Working Party took note of amendments to EC Directive 2006/87/EC laying down technical requirements for inland waterway vessels, proposed by the Joint Working Group of Experts of Member States of the European Union and CCNR (ECE/TRANS/SC.3/WP.3/2008/20). The Working Party observed that the proposed changes concerned the provisions of Chapters 6-10, as well as 14, 15 and 21 of the EC Directive, which had equivalent provisions in Resolution No.61. Mr. Zondag (EC) informed the Working Party that amendments were being considered by competent EC Committees and that there could be changes to the proposal. He also noted that several of these amendments intended to bring the Directive more in line with Resolution No.61, while others reflected the needs identified during the implementation process. The Working Party considered that it would be useful for UNECE

Member States to review these proposed amendments and discussed them within SC.3/WP.3. Therefore, the Working Party:

- (a) Invited Governments to comment on the amendments proposed in document ECE/TRANS/SC.3/WP.3/2008/20 by February 2009;
- (b) Decided to have an in-depth discussion on these amendments, based on the comments received, at the June 2009 session of the Working Party.

#### **V. AMENDMENTS TO THE EUROPEAN AGREEMENT ON MAIN INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE (AGN) (Agenda item 4)**

17. The Working Party noted with satisfaction that Belarus and Bosnia and Herzegovina became Contracting Parties to the AGN Agreement in March 2008.

##### **A. Annexes I and II, "Lists of inland waterways and ports of international importance"**

Documentation: ECE/TRANS/SC.3/WP.3/2008/21

18. The Working Party recalled that at its fifty-first session, SC.3 had approved, in principle, a number of amendments to Annexes I and II, but decided that amendments to the list of ports and inland waterways in the AGN Agreement would from now on be considered and adopted as a package every two years (ECE/TRANS/SC.3/178, para.11). The Working Party approved the first package of the amendments to Annexes I and II, presented in document ECE/TRANS/SC.3/WP.3/2008/21 and asked the secretariat to submit these amendments to the SC.3 fifty-second session, subject to the following correction:

- (i) Page 2, line 27  
Replace Gransen Mouth with Grangemouth.

19. The Working Party also acknowledged that it had received a communication from Ukraine with updates to the annexes that would be considered at the June 2009 session of SC.3/WP.3.

##### **B. Annex IV, "Protection of the network from the intentional external influence"**

Documentation: ECE/TRANS/SC.3/WP.3/2008/8 and ECE/TRANS/SC.3/WP.3/2008/22

20. The Working Party recalled that, at its thirty-second session, it had considered recommending to SC.3 to approve draft Annex IV to the AGN Agreement entitled "Protection of the network from the intentional external influence", as presented in ECE/TRANS/SC.3/WP.3/2008/8 (ECE/TRANS/SC.3/WP.3/64, para.19). However, countries were not unanimous on this issue and some countries considered that it was premature to add an annex. In the light of these comments, the Working Party invited Governments to consider either postponing the discussions to a later stage or transforming the draft Annex IV into a separate SC.3 Resolution recommending the use of the measures contained in the annex. The Working Party invited Governments to submit their position on this question and, in the meantime, asked the secretariat to prepare a note to SC.3, summarizing the discussions and the proposed two options.

## **VI. RESOLUTION NO. 40 ON INTERNATIONAL CERTIFICATE FOR OPERATORS OF PLEASURE CRAFT (Agenda item 5)**

Documentation: ECE/TRANS/SC.3/WP.3/2008/23

21. Further to its discussions during the thirty-second session, the Working Party considered document ECE/TRANS/SC.3/WP.3/2008/23 containing the proposal to amend Resolution No. 40 “International Certificate for Operators of Pleasure Craft”, based on a proposal from EBA. The Working Party decided to approve and forward to SC.3 the amendment proposed in paragraph 1 of the document, subject to replacing the word “operators” with “boatmasters”. As for the proposal of a new annex 4, the Working Party observed that the draft annex 4 could already be used as an informal source document, but that further work should be done on promoting the implementation of the resolution and collecting information on the competent bodies. Therefore, the Working Party:

- (a) Recommended that SC.3 at its fifty-second session should address the issue and encourage Governments to adopt Resolution No.40;
- (b) Requested the secretariat in close cooperation with EBA to follow up on this issue with relevant Governments and to prepare, based on the results of this work, the final version of the new annex 4 for consideration by the Working Party at its June 2009 session;
- (c) Invited Governments, which already have implemented the resolution, but had not yet provided the information on the competent bodies, to do so at their earliest convenience.

## **VII. CREATION OF THE EUROPEAN NETWORK AIMING AT THE FACILITATION OF EXCHANGES ON NATIONAL EDUCATIONAL PROGRAMMES AND VOCATIONAL TRAINING IN INLAND NAVIGATION (Agenda item 6)**

22. The Working Party recalled that, in accordance with Resolution No. 258 of the Inland Transport Committee’s, SC.3 included in its programme of work the establishment, jointly with River Commissions, of a European network aimed at the facilitation of exchanges on national educational programmes and vocational training in inland navigation. At its thirty-second session, the Working Party asked River Commissions to submit information on their work in the area. The Working Party noted that no official document had been prepared for the present session, but that the River Commissions had prepared oral report. The Danube Commission informed the Working Party about the exchange between training institutions which had already taken place in the Danube Commission and about the creation of a special group of volunteers on harmonization of national educational systems and the mutual recognition of boatmasters’ certificates that would meet in Budapest in November 2008. CCNR reported on its work on facilitating the exchange between the training institutions in its Member States, noting that the results of their work on harmonizing the goals and terms of their training programme would be presented at a round-table on 19 June 2008. The Sava Commission reported on the recent adoption of the decisions on the requirements for obtaining boatmasters’ licences and the minimum manning requirements. The Ukrainian representative informed the Working Party about the active participation of the Odessa maritime Academy in the work of the International Maritime Organization on the preparation of training courses for maritime crew and about its

readiness to share its experience with SC.3 and the Danube Commission. In the light of these discussion, the Working Party:

- (a) Invited the River Commissions to send more detailed information on the above-mentioned activities to the secretariat;
- (b) Requested the secretariat to prepare, based on the received information, an informative document for the fifty-second session of SC.3;
- (c) Requested the secretariat to attend the meeting of the group of volunteers of the Danube Commission in November 2008 and to report back to SC.3/WP.3.

## **VIII. ELABORATION OF HARMONIZED PROCEDURE FOR CONSIDERATION OF APPLICATIONS FOR RECOGNITION OF SHIP'S CERTIFICATES AND BOATMASTERS' LICENSES (Agenda item 7)**

### **A. Reciprocal recognition of ship's certificates**

Documentation: ECE/TRANS/SC.3/WP.3/2008/25

23. The Working Party took note of the additional information provided by the CCNR and the Russian Federation on the recognition of ship's certificates, reproduced in document ECE/TRANS/SC.3/WP.3/2008/25. The Working Party observed that CCNR had gradually established a legal basis for the recognition of ship's certificates from non-CCNR countries, that are members of the EU and that the recognition was closely linked to the issue of the harmonized technical prescriptions for vessels and the EC Directive 87/2006/EC. In this context, the Working Party had a profound exchange of information on the current situation in the different river basins and on the use of Resolution No. 61 for ensuring the mutual recognition of ship's certificates. The Working Party noted that it would be useful to identify the existing differences between Resolution No. 61 and the CCNR and EU technical prescriptions. As a result of these discussions, the Working Party:

- (a) Invited the CCNR to continue informing the Working Party about its work in the area;
- (b) Requested the secretariat to prepare a draft address to Governments recommending that countries recognize the ship's certificates issued based on Resolution No. 61 for the SC.3 fifty-second session.

### **B. Reciprocal recognition of boatmaster's licenses**

Documentation: ECE/TRANS/SC.3/WP.3/2008/26

24. The secretariat informed the Working Party that, following its invitation in March 2008, the Russian Federation, United Kingdom, European Commission and River Commissions had agreed to take part in a SC.3 group of volunteers on this issue. The Working Party was informed by the CCNR representative about the recognition by the CCNR of the first non-CCNR boatmasters' licences (Belgium, Germany, Netherlands and Romania) and the conditions of this recognition. The Working Party noted that the position of the Russian Federation, presented in document ECE/TRANS/SC.3/WP.3/2008/26, was very close to the approach of the CCNR. The Working Party also recalled that the most important documents from CCNR and EC, which would provide a basis for the work of the group of volunteers, had been published by the

secretariat in all three languages (ECE/TRANS/SC.3/WP.3/2008/6 and Add.1). The Working Party took note of the Danube Commission's invitation to hold the first meeting of the SC.3 group of volunteers in Budapest with the relevant group of volunteers of the Danube Commission. In this context, the Working Party:

- (a) Requested the secretariat to start immediate consultations with the interested parties in order to organize in 2009 the first meeting of the volunteer experts, in close cooperation with River Commissions;
- (b) Invited the group of volunteers to discuss the requirements existing in the different river basins and, based on this analysis, to prepare the necessary amendments to the UNECE Resolution No.31 "Recommendations on Minimum Requirements for the Issuance of Boatmasters' Licenses in Inland Navigation with a view to their Reciprocal Recognition for International Traffic";
- (c) Requested the secretariat to prepare a document on this issue for the SC.3 fifty-second session.

## **IX. REQUIREMENTS FOR PREVENTION OF WATER POLLUTION FROM VESSELS (Agenda item 8)**

Documentation: ECE/TRANS/SC.3/WP.3/2008/7

25. The Working Party recalled that at its thirty-second session, it had taken 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/WP.3/2008/7) and invited Governments to consider whether a document on guiding principles in this area could be adopted at the UNECE level. The Danube Commission informed the Working Party about the follow-up activities to the Joint Statement and the CCNR reported on its recent work on identifying best practices for addressing the issues of inland waterways infrastructure development and the environment.

26. In the light of this information and noting that no proposal on the Joint Statement was received from Governments, the Working Party requested the secretariat to prepare a document on the work accomplished by the River Commissions for the consideration at the forthcoming session of SC.3.

## **X. COMMON PRINCIPLES AND TECHNICAL REQUIREMENTS FOR PAN-EUROPEAN RIVER INFORMATION SERVICES (RIS) (Agenda item 9)**

Documentation: Informal document No. 1 (2008)

27. The Working Party took note of the presentation by Ukraine on progress made in the implementation of RIS services on the Ukrainian waterways. Noting the interest of the Ukrainian experience to other countries, the Working Party invited other countries to present their activities on implementing river information systems. The Working Party also considered Informal document No. 1 (2008), in which the president of the Inland ECDIS Harmonization Group (IENG) informed the Working Party about the amendments of the Inland ENC Encoding Guide, adopted by IENG and the European Inland ECDIS expert group, and in which he suggested the appropriate amendments to the text of Resolution No.48 on Inland ECDIS. The Working Party

requested the secretariat to reproduce the proposed amendments as an official document for the forthcoming session of SC.3.

## **XI. TRANSPORT OF PEOPLE WITH REDUCED MOBILITY (Agenda item 9bis)**

Documentation: ECE/TRANS/SC.3/WP.3/2008/27, ECE/TRANS/SC.3/WP.3/2008/28

28. Further to the request of SC.3 and the discussions at its last session, the Working Party considered document ECE/TRANS/SC.3/WP.3/2008/27 which provided a comparison of the provisions related to people with reduced mobility in Resolutions Nos. 25 and 61. The Working Party also took note of Administrative Instructions No. 22 to annex II of EC Directive 2006/87/EC to be adopted by the European Union, presented in the annex to the document and of the legislation adopted by the Russian Federation, described in document ECE/TRANS/SC.3/WP.3/2008/28. The Working Party concluded that Resolution No. 25 needed to be revised in the light of the more recent provisions in Resolution No. 61 and that this revision should take into the account the provisions in the above-mentioned Administrative Instructions and the proposal from the Russian Federation. The Working Party requested the secretariat to inform SC.3 about the results of its discussions, and to prepare draft amendments to Resolution No. 25, based on documents ECE/TRANS/SC.3/WP.3/2008/27 and ECE/TRANS/SC.3/WP.3/2008/28 for the consideration by the Working Party in 2009.

## **XII. OTHER BUSINESS (Agenda item 10)**

### **A. Work on a new edition of the White Paper on Trends in and Development of Inland Navigation and its Infrastructure**

29. The Working Party took note of the secretariat's report on the start of the revision of the White Paper on Trends in and Development of Inland Navigation and its Infrastructure noting the proposal to enlarge the scope of the White Paper to other UNECE regions and to integrate an analysis of environmental and security issues. The Working Party also noted that this work would be carried out in close cooperation with River Commissions, European Commission and other competent international bodies, and that the secretariat will prepare a document for the SC.3 fifty-second session.

### **B. The SC.3 Group of Volunteer Experts on technical prescription for inland vessels**

30. The chairman of the SC.3 Group of Volunteer Experts, Mr. Zondag, informed the Working Party about the need to strengthen the group and to propose a successor for chairmanship, as he was no longer in a position to continue. At the present time, the Group of Volunteer Experts included experts from the United Kingdom, Belgium, Poland and the Russian Federation. EBA also took part in the meetings. Italy and France had expressed interest in some parts of its work. The main focus of the group was to further develop Resolution No. 61 and prepare proposals for amendments to the EC technical prescriptions based on its revision. The Working Party emphasized the importance of this activity and considered that a larger number of countries should take part in this work. The participation of the Russian Federation and of the United Kingdom was considered to be particularly useful. The Working Party also thanked Mr. Zondag for his invaluable contribution to the work of the group and his committed and competent chairmanship. The Working Party asked the secretariat to inform Governments, of the

importance of the issue, asking them to submit candidates for the group of volunteer experts and inviting them to propose a new chair for the group.

**C. Group of rapporteurs on the Dnieper – Vistula – Oder waterway**

31. The Working Party was informed by the secretariat that an expert meeting on the restoration of the Dnieper-Vistula-Oder waterway was taking place back-to-back with its session. The creation of a group of rapporteurs to study the social and economic implication of this project had been approved at the forty-ninth session of SC.3. In this context, the Working Party took note of the presentation by Belarus on the social, ecological and economical implications of the restoration of the Dnieper-Vistula-Oder waterway. An informative note on the expert meeting will be prepared for the SC.3 fifty-second session.

**D. Dates of the meetings**

32. The Working Party agreed on the following dates for its thirty-fourth and thirty-fifth sessions:

- |                       |  |
|-----------------------|--|
| 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)  |

**XIII. ADOPTION OF THE REPORT (Agenda item 11)**

33. In accordance with established practice, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation adopted the report of its thirty-third session on the basis of the draft prepared by the secretariat.

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