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### Inland Transport Committee

#### Working Party on Inland Water Transport

##### Fifty-fourth session

Geneva, 13–15 October 2010

### Report of the Working Party on Inland Water Transport on its fifty-fourth session

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## **I. Attendance**

1. The Working Party on Inland Water Transport (hereafter, the Working Party or SC.3) held its fifty-fourth session from 13 to 15 September 2010 in Geneva.

Representatives of the following countries participated: Austria, Bulgaria, Czech Republic, Germany, Lithuania, Netherlands, Poland, Russian Federation, Serbia, Slovakia, Switzerland, United States of America and Ukraine.

2. The representative of the European Union (EU) was present. Representatives of the following intergovernmental organizations also attended the session: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC), International Commission for the Protection of the Danube River (ICPDR) and International Sava River Basin Commission (Sava Commission). The following non-governmental organizations were represented: European Boating Association (EBA) and Via Donau. A representative of Voies navigables de France (VNF) was also present. Belgium, the United Kingdom of Great Britain and Northern Ireland and the Moselle Commission informed the secretariat that they were unable to attend.

3. Mrs. Eva Molnar, Director of the United Nations Economic Commission for Europe (UNECE) Transport Division, opened the fifty-fourth session. She thanked SC.3 for its contribution to the successful high-level policy segment on “Sustainable Transport Development: The Case of Inland Water Transport”, held at the occasion of the seventy-second session of the Inland Transport Committee (ITC) on 23 February 2010. She also informed the Working Party that the ITC policy segment in 2011 would consist of a round table discussion on “Transport of Dangerous Goods: Global and Regional Dimensions”. She concluded by introducing the major agenda items of the session, inviting the delegations to take an active part in the discussions and, in particular, in the finalization of the UNECE White Paper on efficient and sustainable inland water transport in Europe.

## **II. Chair**

4. In accordance with the decision of the fifty-second session of SC.3 (ECE/TRANS/SC.3/181, para. 56), Mr. Reinhard Vorderwinkler (Austria) chaired the session.

## **III. Adoption of the agenda (agenda item 1)**

5. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/186).

## **IV. Activities of the United Nations Economic Commission for Europe (UNECE) bodies of interest to the Working Party (agenda item 2)**

6. The Working Party was informed by the secretariat of the outcome of the seventy-second session of the Inland Transport Committee (ITC) and, in particular, of the high-level policy segment on “Sustainable Transport Development: The Case of Inland Water Transport”. The Working Party also noted the request by the ITC for its subsidiary bodies to follow up on the tasks, identified in the report on Hinterland Connections of Seaports (ECE/TRANS/210).

7. The Working Party also took note of the discussion on opportunities and challenges for intermodal transport by inland waterways, organized by the UNECE Working Party on Intermodal Transport and Logistics on 4 and 5 October 2010.

8. The Working Party took note of the latest developments related to the European Agreement concerning the international carriage of Dangerous Goods by Inland Waterways (ADN) and of the latest activities of the ADN Administrative Committee.

## **V. Exchange of information on measures aimed at promoting transport by inland waterway (agenda item 3)**

9. The Working Party took note of the presentation by Voies navigables de France on “Seine – Europe Nord Canal”<sup>1</sup> and invited VNF to contribute to the preparation of the UNECE White Paper on efficient and sustainable inland water transport in Europe and, in particular, on the sections concerning the Seine – Europe Nord Canal project, as well as policy recommendations on intermodality and cost and benefits calculations.

10. The Working Party welcomed the note by the secretariat on the latest activities of the River Commissions (ECE/TRANS/SC.3/2010/1) and asked the secretariat, in cooperation with River Commissions, to prepare such a report for each session, to promote the River Commission activities and further explore possible synergies.

11. The Working Party considered document ECE/TRANS/SC.3/2010/2 under agenda item 4.

## **VI. White Paper on efficient and sustainable inland water transport in Europe (agenda item 4)**

12. The Working Party reviewed the draft Chapters I–IV of the White Paper on efficient and sustainable inland water transport in Europe (ECE/TRANS/SC.3/2010/2 and Add.1, ECE/TRANS/SC.3/2010/3 and ECE/TRANS/SC.3/2010/4) and thanked the secretariat for the high quality of the draft paper, which could now be finalized based on the comments from the delegates. The Working Party took note of the preliminary comments on the draft by the Governments and River Commissions and welcomed the intention of the representative of the United States of America to contribute, if possible, factual information on the use of Inland Water Transport in his country and the priorities in its development. The Working Party asked the delegations to submit written comments on the draft White Paper by 15 November 2010 and asked the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) to hold a special editorial meeting on the final draft of the White Paper at its thirty-eighth session from 16 to 18 February 2011 and to finalize and approve the draft on behalf of SC.3. The Working Party requested the secretariat to submit the final version of the White Paper for consideration and endorsement of the seventy-third ITC session from 1 to 3 March 2011.

13. The Working Party thanked the secretariat and the members of the White Paper Review Board and, in particular, the European Commission, CCNR, Moselle Commission and Sava Commission for their excellent work on the White Paper.

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<sup>1</sup> All presentations are available at: <<http://www.unece.org/trans/main/sc3/sc3/sc32010.html>>.

## VII. Inland waterway infrastructure (agenda item 5)

### A. European Agreement on Main Inland Waterways of International Importance

14. The Working Party took note of the status of the AGN agreement<sup>2</sup> and, in particular, the recent ratification of the agreement by Austria. The Working Party invited other countries, who have not yet done so, to join the agreement.

### B. Inventory of main standards and parameters of the E waterway network (“Blue Book”)

15. The Working Party discussed the revision of the Inventory of main standards and parameters of the E waterway network (Blue Book), noting that this is an opportunity to further improve the publication in terms of its format and content. In this context, the Working Party took note of the results of the PLATINA Inventory of bottlenecks and missing links on the European waterway network, carried out based on the 2006 edition of the Blue Book (ECE/TRANS/SC.3/144/Rev.1). The Working Party considered it important that PLATINA cooperate with the secretariat in the collection of information for the next revision of the Blue Book. The Working Party also took note of the information provided by the Danube Commission on its work on the revision of the fairway parameters, updating the inventory of bottlenecks and the finalization of the publication on the ports on the Danube.

16. Based on these discussions, the Working Party asked the secretariat, in cooperation with PLATINA and River Commissions, to proceed with the updating of the 2006 edition of the Blue Book and to present the results of the revision to the fifty-fifth session of SC.3. The Working Party also invited the secretariat to study the possibility of organizing a special meeting of experts on inland waterway infrastructure in 2011 where the preliminary draft of the revised Blue Book could be presented. Furthermore, SC.3 asked the secretariat to consider possible improvements to the format of the publication (in terms of its structure and/or the use of available Information Technology database solutions) to enable its users to sort the information by countries, by transport corridors or other criteria relevant for inland water transport policy discussions.

17. Finally, the Working Party asked the secretariat to consider the need for updating the Map of European Inland Waterways (ECE/TRANS/NONE/2006/5), as well as the possibility to include information on the waterways used by recreational navigation and report on this issue to the SC.3 fifty-fifth session.

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<sup>2</sup> As of 14 October 2010, seventeen countries were part to the AGN Agreement: Austria, Belarus, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Hungary, Italy, Lithuania, Luxembourg, Republic of Moldova, Netherlands, Romania, Russian Federation, Slovakia, Switzerland and Ukraine. The latest information on the status of the agreement is available at:  
<[http://www.unece.org/trans/main/sc3/legalinst\\_06\\_TINF\\_AGN.html](http://www.unece.org/trans/main/sc3/legalinst_06_TINF_AGN.html)>.

## **VIII. Standardization of technical and safety requirements in inland navigation (agenda item 6)**

18. The Working Party took note of the reports on the thirty-sixth and thirty-seventh sessions of SC.3/WP.3.

### **A. European Code for Inland Waterways (Resolution No. 24)**

19. The Working Party was informed by the secretariat that, in accordance with the decision of its fifty-third session, the CEVNI expert group met back-to-back with SC.3/WP.3 on 12 February and 17 June 2010 and held an additional meeting on 12 October 2010. The group supervised the collection of information on the implementation of CEVNI, and reviewed the preliminary amendment proposals. The results of the meetings were approved at the respective SC.3/WP.3 sessions and are presented below.

20. The Working Party took note of the replies from Governments and River Commissions on the national and regional prescriptions different from CEVNI (ECE/TRANS/SC.3/2010/5 and Add.1). The Working Party recalled that the aim of this document was to provide countries, national administrations and operators of inland vessels with information on the local and regional specificities, which deviate from the current provisions of CEVNI, in accordance with its new chapter 9. The Working Party also recalled that based on this information, the list and the content of the articles in Chapter 9 can be amended in the future. The Working Party thanked Governments and River Commissions for the information provided in the preparation of the document.

21. In this context, the representative of the Netherlands reiterated his country's strong support to the SC.3 work on CEVNI. He informed the Working Party that the Netherlands was in process of comparing its national regulations with CEVNI, revision four, with the goal to achieve the highest possible degree of harmonization. Finally he confirmed his country's intention to continue playing an active role in the CEVNI expert group. The representatives of Slovakia and Serbia informed SC.3 that the work was well under way on introducing CEVNI, revision four, into their national legislation. The Sava Commission informed SC.3 that CEVNI, revision four, was being introduced into the Sava Commission's regulations and the new rules were expected to enter into force on 1 June 2011. He expressed the Sava Commission's full support to the CEVNI expert group. The representative of the Danube Commission recalled that DC fully participated in the preparation of CEVNI, revision four. He informed SC.3 that the new draft of Basic Rules of Navigation on the Danube (DFND), based on CEVNI, was ready and would be considered at the forthcoming meeting of the DC working group on technical issues from 9 to 12 November 2010. The expected date of entry into force of the revised DFND is January 2012. The representative of the CCNR reported on the ongoing work on comparing the Rhine Police Regulations with CEVNI, revision four, and on the Chapter 9 for the Rhine navigation. He noted that the work progressed steadily but the harmonization would take time. He also reported that CCNR, in cooperation with the UNECE secretariat and River Commissions, was preparing the German text of CEVNI with the goal to facilitate the use of CEVNI by the industry.

22. The Working Party welcomed the significant progress in preparing the introduction of the fourth revised version of CEVNI into the respective rules and regulations accomplished by the Netherlands, Serbia, Slovakia, Danube Commission and the Sava Commission. SC.3 asked the secretariat to continue collecting this information and present a report to the SC.3 fifty-fifth session with a special section on the activities by River Commissions and with a list of countries which have introduced or are in process of introducing the fourth revised edition of CEVNI. The Working Party also supported the

ongoing cooperation between UNECE, CCNR and DC on the preparation of the German text of CEVNI and invited the secretariat to present the results of this work to SC.3/WP.3 as soon as they were available.

23. In accordance with the recommendations of the SC.3/WP.3 thirty-seventh session, the Working Party approved the amendments to CEVNI, contained in section II of ECE/TRANS/SC.3/2010/6, as pending amendments to CEVNI to be formally adopted at the next substantial revision of the resolution. The Working Party instructed the secretariat to prepare an annual report on the pending amendments to CEVNI for its future sessions. The Working Party also requested that the secretariat to issue a corrigendum to the fourth revised edition of CEVNI, based on the remarks in section III of ECE/TRANS/SC.3/2010/6.

24. Following the interventions by Austria, the Netherlands, Russian Federation, Serbia, Slovakia, Danube Commission and the Sava Commission, the Working Party expressed its strong appreciation and support for the work of the CEVNI expert group and emphasized the importance of the River Commission's participation in this process. The Working Party particularly encouraged CCNR and DC to continue taking an active part in the group. The CEVNI expert group will continue its meetings in 2011, back-to-back with the SC.3/WP.3 sessions and other relevant meetings.

25. Finally, the Working Party welcomed the initiative by the Serbian Directorate for Inland Waterways (PLOVPUT) to create a poster on inland waterway signs and signals based on CEVNI. The Working Party asked the secretariat to prepare, in cooperation with PLOVPUT, the posters in English, French and Russian for the ITC seventy-third session.

## **B. Signals and Signs on Inland Waterways (Resolution No. 22)**

26. The Working Party took note of the position of the CEVNI expert group which proposed to discontinue Resolution No. 22 on Signals and Signs on Inland Waterways (SIGNI), given its overlap with annexes 7 and 8 of CEVNI and to transfer the additional information contained in SIGNI to Resolution No. 59 on Guidelines for Waterway Signs and Marking (ECE/TRANS/SC.3/169). The representative of the Russian Federation recalled that the aim of SIGNI was to regroup in one short document information of relevance to the waterway administrations and, thus, he proposed to keep this approach and to maintain both CEVNI and SIGNI. The Working Party decided for the time being to maintain SIGNI and to invite SC.3/WP.3 to consider integrating SIGNI and Resolution No. 59 in the next edition of CEVNI.

27. The Working Party approved the resolution of amendment of Resolution No. 22, "Signals and Signs on Inland Waterways" (ECE/TRANS/SC.3/2010/7) as Resolution No. 67 and instructed the secretariat to publish the revised resolution.

## **C. Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61)**

28. The Working Party took note of the presentation and Informal document No. 1 by PLATINA on Implementation and Pilot Operation of the European Hull Database and, in particular, of the experts' conclusion that important savings could be achieved if the synergies at the technical, operational and legal level can be exploited with authorities or organizations operating systems of similar complexity and legal setting. In this context, the Working Party noted that the UNECE secretariat already maintained comparable Information Technology systems, such as International TIR Data Base (ITDB). Furthermore, the Working Party supported the view of SC.3/WP.3 that the future database

should be open to all interested UNECE member countries whether EU member States or not. Finally, the Working Party took note of the position of Austria, Bulgaria, Czech Republic, Russian Federation, Slovakia, Serbia, the Danube Commission and the Sava Commission, who all supported the proposal that the future pan-European Hull Database could be maintained by the UNECE secretariat. In light of these considerations and interventions by the delegations, the Working Party asked the secretariat to actively pursue consultations on UNECE's role in the operation of the future pan-European Hull Database with all the relevant stakeholders and, in particular, with the delegation of the European Union. The Working Party asked the secretariat to report on the results of these consultations to the next SC.3/WP.3 session from 16 to 18 February 2011 and, if appropriate, to submit a concrete proposal on the maintenance of the database by the UNECE secretariat to the fifty-fifth session of SC.3. The Working Party also instructed the secretariat to inform ITC about this strategic issue at its forthcoming seventy-third session.

29. In accordance with the recommendations of the SC.3/WP.3 thirty-seventh session, the Working Party approved Resolution No. 68 on amendment to Resolution No. 61 based on the draft contained in ECE/TRANS/SC.3/2010/8 subject to the following modifications:

(a) Correction of the Russian translation of the term "Unique European Vessel Identification Number";

(b) Addition of the complementary text to the draft Appendix 7 to Resolution No. 61 in accordance with the proposal by the Russian Federation presented in Informal document No. 2;

(c) The following correction, in accordance with the initial proposal by the Russian Federation as approved by the SC.3/WP.3 thirty-seventh session, of the text of the requirement on effective diameter of screen indicator in the eighth row of the table of draft Appendix 7 (new text is highlighted in bold): "270 mm, **for vessels with gross tonnage from 300 to 1600 vessel tonnes – not less than 180 mm**".

30. The Working Party asked the secretariat to publish the revised Resolution No. 61, taking into account all the amendments to the document adopted since its publication in 2006.

31. The Working Party was informed by the secretariat that the SC.3 group of volunteer experts on Resolution No. 61 had submitted the first draft on technical prescriptions for river-sea vessels to the thirty-sixth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2010/6). Noting that no comments on the draft were received from Governments or River Commissions in time for the thirty-seventh session of SC.3/WP.3, the Working Party invited Governments, River Commissions and other interested organizations to submit their comments on the draft, so that the issue could be further discussed at the SC.3/WP.3 thirty-eighth session from 16 to 18 February 2011.

32. As recommended by the thirty-seventh session of SC.3/WP.3, the Working Party discussed the need for a viable mechanism for consultations between SC.3/WP.3 and the EU/CCNR Joint Working Group "Technical Requirements for Inland Waterway Vessels". SC.3 asked the secretariat to continue looking for possible practical solutions, such as inviting the Joint Working Group to hold a meeting in Geneva, where the participation of the non-EU countries and other River Commissions, and the Danube Commission, in particular, could be facilitated by UNECE.



## **D. Guidelines for Passenger Vessels also Suited for Carrying Persons with Reduced Mobility (Resolution No. 25)**

33. The Working Party agreed with the view of SC.3/WP.3 that Resolution No. 25 should be maintained as a separate document from Resolution No. 61, so that Governments have the option to apply either both, Resolution No. 61 (with its chapter 15 on passenger vessels) and Resolution No. 25, revised, or one of them, as appropriate.

34. The Working Party approved Resolution No. 69 on amendment to Resolution No. 25 based on the draft contained in ECE/TRANS/SC.3/2010/9 and asked the secretariat to publish the revised resolution. The Working Party also instructed the secretariat to inform ITC about this revision.

## **IX. Harmonization of the legal framework for international inland water transport (agenda item 7)**

### **A. Status of international conventions and agreements on inland navigation issues**

35. The Working Party took note of information on the current status of legal instruments on inland navigation questions (ECE/TRANS/SC.3/2010/10). The Working Party was informed that some delegations had provided information on their bilateral agreements in the area of inland navigation and asked the secretariat to include this information in the report for the SC.3 fifty-fifth session.

36. The Working Party took note of information provided by CCNR on its work on elaborating an additional protocol to the 1988 Strasbourg Convention on Limitation of Liability of owners in inland navigation. The Working Party asked the secretariat to support this initiative, in particular, by facilitating the participation of the non-CCNR countries in this process through disseminating information on the content and the planning of the revision process and, if need be, organizing a special meeting on CLNI back-to-back with one of the SC.3/WP.3 sessions in 2011.

37. The Working Party was also informed by the secretariat that, in accordance with the decision of the fifty-third session of SC.3, Serbia, after consultations with International Association for the Rhine Ships Register (IVR), had submitted a proposal on pan-European rules on general average for the consideration of the thirty-eighth session of SC.3/WP.3 from 16 to 18 February 2011.

### **B. Application of UNECE resolutions relating to inland navigation**

38. The Working Party took note of the situation regarding the application by Governments of its resolutions (ECE/TRANS/SC.3/2010/11).

### **C. Exchange of information on local knowledge requirements in UNECE countries**

39. The Working Party took note of the document on the local knowledge requirements existing in UNECE countries (ECE/TRANS/SC.3/2010/12). The Working Party recalled the importance of this information for rationalizing and unifying the local knowledge requirements and for the ongoing work on the amendments to the EU Directive 96/50/EC

on the harmonization of the conditions for obtaining national boatmaster's certificates for the carriage of goods and passengers by Inland Waterway in the Community. The representative of the Danube Commission informed SC.3 that the draft revised Recommendations on the Establishment of Boatmasters' Licences on the Danube (1995) would be considered at the next session of the DC Working Group on technical issues on 9–12 November 2010. The Working Party asked the secretariat to keep this item on its agenda and inform SC.3 of any additions and/or updates to information contained therein.

## **X. Establishment of common principles and technical requirements for pan-European river information services (agenda item 8)**

40. The Working Party considered the draft amendments to Resolution No. 60 on "International Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation" (ECE/TRANS/SC.3/175) and agreed with the joint proposal by the secretariat and the president of the expert group on Notices to Skippers to replace the reference tables, the XML scheme for Notices to Skippers and the definition for all the XML elements with a direct referral to the relevant technical documents maintained by the expert group on Notices to Skippers. SC.3 approved Resolution No. 70 on amendment to Resolution No. 60 based on the draft contained in ECE/TRANS/SC.3/2010/13 and asked the secretariat to publish the revised resolution.

## **XI. Recreational navigation (agenda item 9)**

41. The Working Party approved Resolution No. 71 on amendment to Resolution No. 40 based on the draft contained in ECE/TRANS/SC.3/2010/14 subject to correcting the name of the Dutch authority for issuing International Certificate for Operators of Pleasure Craft to Stichting VAMEX. SC.3 asked the secretariat to publish the revised resolution.

42. The Working Party thanked EBA for organizing a special session dedicated to the issue of recreational boating during the SC.3/WP.3 thirty-seventh session. The Working Party invited EBA to submit further proposals on how to further promote the use and the safety of recreational boating to the next SC.3/WP.3 session.

## **XII. Inland water transport and cross-sectoral issues (agenda item 10)**

### **A. Inland water transport and security**

43. The Working Party recalled that the issue of inland water transport and security had been maintained on its agenda following the instructions of the Inland Transport Committee and noted that no specific activities on this topic were under consideration by the Working Party. The Working Party reiterated its invitation to Governments, the European Commission and River Commissions to submit their proposals on possible SC.3 actions with respect to promoting inland water transport security.

## **B. Inland water transport and environment**

44. The Working Party took note of the presentation by ICPDR on the recently released Manual on Good Practices in Sustainable Waterway Planning. The Working Party considered the manual as an important step towards reconciling the navigational and environmental aspects of river basin management. SC.3 asked the secretariat to extend and update the reference to the manual in the draft White Paper on efficient and sustainable inland water transport in Europe.

45. The Working Party was also informed that UNECE was in the process of launching the United Nations Development Account project for the “Development and implementation of a monitoring and assessment tool for CO<sub>2</sub> emissions in inland transport to facilitate climate change mitigation”. The project aims to assist countries in the implementation of the recommendations contained in the Kyoto Protocol to the United Nations Framework Convention on Climate Change (UNFCCC) and in General Assembly resolution A/63/32 on Protection of global climate for present and future generations. This project proposes to develop a uniform monitoring and analytical tool based on a standard and transparent methodology to evaluate the CO<sub>2</sub> footprint of land transport, taking into account climate-relevant indicators, and based on the monitoring results to offer a set of potential actions, i.e. a package of transport policy interventions (a transport policy converter).

## **XIII. Election of officers (agenda item 11)**

46. The Working Party unanimously re-elected Mr. Reinhard Vorderwinkler (Austria) as Chair for its fifty-fifth and fifty-sixth sessions in 2011 and 2012.

## **XIV. Tentative list of meetings for 2011 (agenda item 12)**

47. The Working Party approved the following tentative list of meetings of SC.3 and SC.3/WP.3 for the year 2011:

16–18 February 2011	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (thirty-eighth session);
15–17 June 2011	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (thirty-ninth session);
12–14 October 2011	Working Party on Inland Water Transport (fifty-fifth session).

## **XV. Other business (agenda item 13)**

### **A. Tribute to Mr. Roelof Freerk Evert Weekhout**

48. The Working Party was informed that Mr. Roelof Weekhout (Netherlands) would no longer take part in SC.3 as he would assume new responsibilities within the Dutch Government as of January 2011. The Working Party expressed its high appreciation for his expert contribution to the work of SC.3 and to the CEVNI expert group and wished Mr. Weekhout all the best in his new professional position.

## **B. Publications**

49. The Working Party took note of the publication of “Standardized UNECE Vocabulary for Radio-Connections in Inland Navigation” (ECE/TRANS/SC.3/185) and of a flyer on the Working Party on Inland Water Transport. A limited number of publications are available free of charges for the delegates of the Working Party upon their request to the secretariat. Additional copies can be ordered through the United Nations Sales Office.

## **XVI. Adoption of the report (agenda item 14)**

50. In accordance with established practice, the Working Party adopted a list of decisions taken at its fifty-fourth session on the basis of a draft prepared by the secretariat. The full report will be established by the Chair with the assistance of the secretariat for submission to the seventy-third session of the Inland Transport Committee.

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