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Report of the Working Party on Inland Water Transport on its fifty-sixth 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-sixth session from 10 to 12 October 2012 in Geneva.
2. Representatives of the following countries participated: Austria, Belgium, Bulgaria, Croatia, Czech Republic, Germany, Lithuania, Netherlands, Poland, Romania, Russian Federation, Serbia and Switzerland.
3. A representative of the European Union (EU) was present. Representatives of the following intergovernmental organizations also attended the session: Danube Commission (DC), Mosel Commission (MC) and International Sava River Basin Commission (Sava Commission or SC). The following non-governmental organization was represented: European Boating Association (EBA). At the invitation of the secretariat, representatives of the Inland Waterway Transport Educational Network (EDINNA) and European Transport Workers' Federation (ETF) participated at the session.

II. Chair

4. In accordance with the decision of the fifty-fourth session of SC.3 (ECE/TRANS/SC.3/187, para. 46), Mr. Reinhard Vorderwinkler (Austria) chaired the session.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/SC.3/192, Informal document SC.3 No. 3 (2012)

5. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/192). With regard to agenda item 14 "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 report, which would include succinct introductory statements, comments and positions of individual delegations, would be prepared by the secretariat in cooperation with the Chair and circulated after the session.

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

Documentation: ECE/TRANS/224, ECE/TRANS/WP.15/AC.2/42, ECE/TRANS/WP.15/AC.2/44, ECE/ADN/18, ECE/ADN/18/Corr.1 and ECE/ADN/20

6. The Working Party was informed about the decisions of the UNECE Inland Transport Committee (ITC) on the work of SC.3 taken at its seventy-fourth session (28 February – 1 March 2012). In particular, the ITC approved all the recommendations made by SC.3 and highlighted its work on the revision of the European Code for Inland Navigation (CEVNI). The ITC also commended the work on the second revised edition of the Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book") (ECE/TRANS/224, para. 52).
7. The Working Party noted with interest that a segment on Intelligent Transport Systems (ITS) took place during the seventy-fourth session of the ITC. It was believed that ITS was particularly relevant to inland water transport given the fragmentation of its

institutional landscape and the need to integrate this mode of transport into global logistics chains.

8. The Working Party was informed that a Ministerial session focusing on Euro-Asian Transport Links would take place during the next ITC (26–28 February 2013).

9. The ITC requested the secretariat to continue its consultations with all stakeholders, particularly the European Commission, aimed at further exploring ways UNECE could assist in the establishment and operation of the European Hull Database that should include all European inland navigation vessels (ECE/TRANS/224, para. 53).

10. The Working Party also took note of the activities and results of work of the Safety Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and of the ADN Administrative Committee. It welcomed, in particular, the information that four Dutch inland navigation vessels had received a temporary derogation from the provisions of ADN authorized by the ADN Administrative Committee allowing them to use liquefied natural gas (LNG) for propulsion until 2017. This fuel allows a reduction of emissions of CO₂, NO_x, SO_x and particulate matter by some 20 to 80 per cent as well as cut costs by up to 25 per cent.

V. Current situation and trends in inland water transport (agenda item 3)

Documentation: ECE/TRANS/SC.3/2012/1 and Add.1

11. The Working Party took note of the information provided by the secretariat about the current situation and trends in inland water transport in the ECE region (ECE/TRANS/SC.3/2012/1) and the summary of activities of River Commissions over the past two years (ECE/TRANS/SC.3/2012/1/Add.1).

12. The representative of the EU informed the Working Party about the EU road map for greening the inland navigation fleet and about the present situation of the EU action programme in support of inland waterway transport (NAIADES), running until 2013. He advised that a call for tender had been issued for a Marco Polo programme accompanying measure with a view to ensuring continuity for policy support from the second half of 2012 onwards following the end of the PLATINA research project. The Marco Polo programme co-funds modal-shift or traffic avoidance projects and projects that provide support services for a modal shift from road to other modes.

13. The representatives of the DC, MC and Sava Commission complemented the report on recent developments in River Commissions prepared by the secretariat with the latest updates on their activities.

VI. Development of the European inland waterway network (agenda item 4)

A. European Agreement on Main Inland Waterways of International Importance (AGN)

Documentation: ECE/TRANS/120/Rev.2, ECE/TRANS/SC.3/2012/2

14. The Working Party considered the draft amendments to the European Agreement on Main Inland Waterways of International Importance (AGN) contained in ECE/TRANS/SC.3/2012/2. The Contracting Parties to the AGN Agreement present at the

session (Austria, Bulgaria, Croatia, Czech Republic, Lithuania, Netherlands, Romania, Russian Federation, Switzerland) **adopted** them by consensus. The secretariat was requested to transmit these amendment proposals to the Secretary General of the United Nations for the required depositary action.

B. Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”)

Documentation: ECE/TRANS/SC.3/144/Rev.2

15. The Working Party took note of the second revised edition of the Blue Book (ECE/TRANS/SC.3/144/Rev.2) published by the secretariat. It also noted that this publication is available on the SC.3 web page at www.unece.org/trans/main/sc3/sc3res.html in English, French and Russian. The hard copy will be published in November 2012 and distributed to delegations by mail. A press release has been published announcing the launch of the second revised edition of the Blue Book to the general public (www.unece.org/index.php?id=31131).

16. The Working Party expressed its thanks to Governments for providing updated information on infrastructure parameters, as well as their quick responses to the secretariat which helped verify data and remove inconsistencies.

C. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49)

Documentation: ECE/TRANS/SC.3/2012/3

17. The Working Party considered the revised list of most important bottlenecks and missing links, as set out in the annex to Resolution No. 49, based on the second revised edition of the Blue Book (ECE/TRANS/SC.3/2012/3) and **adopted** it. The secretariat was requested to issue a revision of Resolution No. 49 accordingly.

D. UNECE online database of the E Waterway Network

Documentation: Informal document SC.3 No. 1 (2012)

18. The secretariat demonstrated its web-based application, where data from the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book) may be queried (Informal document SC.3 No. 1 (2012)). The application is expected to be released in English, French and Russian by the end of 2012.

19. Delegations were invited to test the application (www.unece.org/trans/main/sc3/bluebook_database.html) and provide feedback to the secretariat by 1 December 2012.

20. The Working Party welcomed this undertaking and noted that the online Blue Book database would ultimately fit into a wider database encompassing all modes of transport. The next step was to compile a Geographic Information System (GIS) database enabling a comparison of the data across inland transport modes from both infrastructure and performance point of view.

E. Map of the European inland waterway network

21. The Working Party was advised that the updated map of European inland waterways has been released and is available for download from the SC.3 web page at www.unece.org/trans/main/sc3/sc34.html. The Map of European Inland Waterways allows viewing the entire network of European navigable inland waterways (which also includes E waterways) with their transport capacity. The Working Party noted that this was a unique achievement and encouraged Governments to promote the map and make extensive use of it.

22. Delegations were informed they would receive paper copies of the map by mail in the coming weeks. The updated Map of European Inland Waterways is based on Resolution No. 30, "Classification of European Inland Waterways", information from Governments and data from the second revised edition of the Blue Book.

VII. Mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (agenda item 5)

Documentation: ECE/TRANS/SC.3/2012/4

23. The Working Party took note of a presentation by the representative of the European Union on establishing a Common Expert Group on professional qualifications and training standards (CQT), which is run jointly by the European Union and the Central Commission for the Navigation of the Rhine (CCNR). It was informed that the group held its first meeting on 24 September 2012 and a second meeting on 9 October 2012 in Strasburg.

24. Against this backdrop, the Working Party considered the Terms of Reference (ToR) for establishing an International Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (IEG) at the level of UNECE (ECE/TRANS/SC.3/2012/4).

25. The Working Party felt that the ToR of the IEG had a wide programmatic scope covering all of the 56 UNECE member States interested in inland navigation. The IEG could thus provide a complementary function in terms of geographic and programmatic scope to similar work undertaken by CCNR and the European Union. The IEG could meet, as appropriate, in conjunction with the established sessions of SC.3 and SC.3/WP.3 at the Palais des Nations which would provide flexibility in operation without additional resources.

26. SC.3 adopted the ToR for the IEG set out in ECE/TRANS/SC.3/2012/4 and agreed that the IEG could hold its first meeting depending on further developments in this field and following the completion of the required administrative steps within UNECE.

27. The Working Party was further informed that the CQT meeting held in Strasburg on 9 October 2012 did not have a pan-European coverage.

28. Finally, the Working Party felt that, given the very limited resources available at the level of national Governments and international organizations in the field of inland navigation, utmost care should be taken to avoid a proliferation of expert group meetings and to ensure that meetings addressing the same international experts should not be held in parallel by the different organizations involved.

29. The Working Party noted information provided by the representative of the ETF concerning social dialog processes within the EU between trade unions and employer's organizations which aimed at setting working times and manning requirements in inland

navigation. The Working Party noted the importance of broadening the scope of such work to ensure that all inland waterways are taken into account as there is a general tendency to focus on the Rhine or the Danube.

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

30. The Working Party took note of the reports on the fortieth and forty-first session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (ECE/TRANS/SC.3/WP.3/80 and ECE/TRANS/SC.3/WP.3/82) and noted that SC.3/WP.3 had a dense programme of work for 2013.

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

Documentation: ECE/TRANS/SC.3/115/Rev.4 and Corr.1, ECE/TRANS/SC.3/2012/5, ECE/TRANS/SC.3/2012/15

31. It was recalled that, in accordance with the decision taken at its fifty-third session to monitor the use of CEVNI (ECE/TRANS/SC.3/183, para. 13), the second status document on CEVNI implementation was issued as ECE/TRANS/SC.3/2011/7. The Working Party took note of new responses to the implementation questionnaire of the fourth revised edition of CEVNI submitted by Governments and issued in ECE/TRANS/SC.3/2012/15 as an addendum to the second status document. It noted that the following delegations had not yet completed the CEVNI questionnaire (ECE/TRANS/SC.3/WP.3/2010/1): Austria, Croatia, Hungary, Poland, Romania, Switzerland as well as CCNR and DC.

32. The Working Party invited Governments and River Commissions to fill out and return the CEVNI questionnaire to the secretariat as soon as possible in order to enable the secretariat to issue a complete CEVNI revision 4 status document.

33. It was further recalled that to facilitate navigation on the Rhine, Mosel and Danube, a German version of CEVNI was under preparation. The Working Party took note of the progress made in the joint work of UNECE and River Commissions on the German version of CEVNI that is expected to be completed by the end of 2012.

34. The Working Party took note of the progress made by the CEVNI Expert Group which met on 9 October 2012 to consider amendment proposals from Governments which were submitted for consideration by SC.3/WP.3, and commended the group on its work. It further noted that the results of the meeting of the CEVNI Expert Group would be considered by SC.3/WP.3 at its forty-second session.

35. The Working Party considered the pending amendments to CEVNI including minor rectifications by SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/80, para. 24 and ECE/TRANS/SC.3/WP.3/82, para. 22 (a)) and new amendment proposals by SC.3/WP.3, consolidated in ECE/TRANS/SC.3/2012/5 and **adopted** them.

B. Guidelines for Waterway Signs and Marking (Resolution No. 59)

Documentation: ECE/TRANS/169 and ECE/TRANS/SC.3/2012/6, Informal document SC.3 No. 2 (2012)

36. The Working Party took note of the amendment proposals submitted by the Sava Commission aimed at ensuring comprehensive guidelines for marking of banks and waterways for Resolution No. 59, "Guidelines for Waterway Signs and Marking" and its

annex (ECE/TRANS/SC.3/2012/6, Informal document SC.3 No. 2 (2012)) and **adopted** them. The secretariat was requested to issue the amended Guidelines as Resolution No. 59, revised, and put the annex on the SC.3 website.

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

Documentation: ECE/TRANS/SC.3/172/Rev.1, ECE/TRANS/SC.3/2012/7

37. The Working Party considered a new set of amendments to Resolution No. 61, revised (ECE/TRANS/SC.3/172/Rev.1 and Amend.1) finalized by SC.3/WP.3 at its fortieth session (ECE/TRANS/SC.3/WP.3/80, paras. 32–37) as set out in document ECE/TRANS/SC.3/2012/7 and **adopted** it as resolution No. 76. The secretariat was requested to issue a second set of amendments to Resolution No. 61, revised, as document ECE/TRANS/SC.3/172/Rev.1/Amend.2.

38. The Working Party took note of the agenda for the sixth meeting of the Group of Volunteers on Resolution No. 61, which will be held on 23–25 October 2012 in The Hague.

IX. Promotion of River Information Services (RIS) as well as other information and communication technologies (ICT) in inland navigation (agenda item 7)

A. Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS) (Resolution No. 48)

Documentation: ECE/TRANS/156/Rev.1 and ECE/TRANS/SC.3/2012/8

39. The Working Party considered amendment proposals to Resolution No. 48, “Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS)”, prepared by the secretariat on the basis of edition 2.3 of the Inland ECDIS technical requirements developed by the International Group of Experts on ECDIS (ECE/TRANS/SC.3/WP.3/2012/8) and **adopted** them. The secretariat was requested to issue the adopted document as Resolution No. 48, revised.

B. International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63)

Documentation: ECE/TRANS/SC.3/176, ECE/TRANS/SC.3/2012/9

40. The Working Party took note of the statement of the Chair of the VTT Expert Group and agreed that the use of AIS Class B transponders on inland waterways should be harmonized at the pan-European level. On the basis of proposals by the Chair of the VTT Expert Group (ECE/TRANS/SC.3/2012/9), the Working Party requested the secretariat to prepare, in consultation with the Chair of the VTT Expert Group, amendments to Resolution No. 63 that would provide for an internationally harmonized use of AIS Class B transponders in inland navigation and transmit it to SC.3/WP.3 for consideration and approval.

C. UNECE recommendations on Maritime Mobile Service Identifiers (MMSI)

Documentation: ECE/TRANS/SC.3/172/Rev.1, ECE/TRANS/SC.3/2012/10

41. The Working Party took note of proposals of the Russian Federation to elaborate special recommendations in order to introduce the Maritime Mobile Service Identifiers (MMSI) in relevant UNECE resolutions (ECE/TRANS/SC.3/2012/10). Regarding the proposal to amend chapters 2–7.3.1 and 2–7.3.2 of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61) as suggested in document ECE/TRANS/SC.3/2012/10, the Working Party decided to refer this question to the Group of Volunteers on Resolution No. 61 (see para. 38 above).

42. The Working Party welcomed the proposal of the Chair of the VTT Expert Group to take part in the work on adequate means of introducing MMSI in inland navigation documents, as this work is closely linked with the regulations on VTT.

D. Establishment and operation of a pan-European vessel/hull database

Documentation: ECE/TRANS/SC.3/2011/2, ECE/TRANS/2012/5

43. The Working Party took note of the latest developments in the pilot project on the European Hull Database (EHDB) presented by the representative of the European Union. It was informed that the EU was in the process of amending its legislative framework in accordance with technical requirements to allow for a legal basis for maintaining such a database, a procedure that was expected to be finalized by the end of 2013. It was stressed that following the completion of the pilot project, it would be a pity to interrupt the operation of the database and means of handing it over to an operational institution should be considered (see also para. 9).

X. Harmonization of the pan-European legal framework for inland navigation (agenda item 8)

A. Status of international conventions and agreements affecting inland navigation

Documentation: ECE/TRANS/SC.3/2012/11, Informal document SC.3 No. 4 (2012)

44. The Working Party took note of the updated document on the status of international legal instruments affecting inland navigation prepared by the secretariat (ECE/TRANS/SC.3/2012/11). It invited Governments to keep the secretariat informed of any further rectifications or additions to the document.

45. The Working Party welcomed the adoption at the Ministerial Conference held in Strasbourg on 27 September 2012 of the Strasbourg Convention on the Limitation of Liability in Inland Navigation (CLNI 2012) (Informal document SC.3 No. 4 (2012)).

46. The Working Party was informed by the representative of the ETF that three other international agreements governing social aspects were in force. It agreed to add them to the list updated by the secretariat.

B. Application of UNECE resolutions relating to inland navigation

Documentation: ECE/TRANS/SC.3/2012/12/Rev.1

47. The Working Party took note of the updated document prepared by the secretariat (ECE/TRANS/SC.3/2012/12/Rev.1) taking into account new responses from a number of States on the application of Resolutions Nos. 24 and 40 and providing an updated list of resolutions. It invited Governments to apply the resolutions mentioned in the above document if they have not yet done so and inform the secretariat accordingly.

C. Bilateral and multilateral agreements between UNECE member States affecting inland navigation

Documentation: ECE/TRANS/SC.3/2004/15

48. The Working Party noted that although this item remained on the agenda of SC.3, the secretariat had not received information from Governments since 2004 (ECE/TRANS/SC.3/2004/15). It also noted that bilateral agreements with EU member States were only valid as long as their provisions did not intervene with the competence of the EU. However, certain UNECE member States outside the EU continue to envisage the conclusion of such agreements. Governments were invited to inform the secretariat of any new bilateral or multilateral agreements on questions of interest to inland navigation they have concluded. The Working Party decided to include this item in the agenda only if new information becomes available.

D. Local knowledge requirements in UNECE member States

Documentation: ECE/TRANS/SC.3/2010/12

49. The Working Party took note of the local knowledge requirements in UNECE member States (ECE/TRANS/SC.3/2010/12) and was informed that Hungary required the knowledge of the routes in connection with the natural conditions of inland waterways as well as river bed conditions along the entire network of Hungary's waterways. The Russian Federation required that boatmasters demonstrate knowledge of the waterways where they intended to navigate. The Working Party decided that this issue should be considered by the IEG with a view to examining whether the requirement of knowledge of every stretch of national waterways does contribute to safety of navigation without hindering the certification process and access to the profession.

XI. Recreational navigation (agenda item 9)**A. National legal acts governing navigation of recreational craft**

Documentation: ECE/TRANS/SC.3/2012/13 and Add.1

50. The Working Party took note of updated information on national legal acts governing navigation of recreational craft on national waterways compiled by the secretariat (ECE/TRANS/SC.3/2012/13 and Add.1). It invited Governments to submit this information to the secretariat if they have not yet done so.

B. International Certificate for Operators of Pleasure Craft (Resolution No. 40, second revision)

Documentation: ECE/TRANS/SC.3/147/Rev.2

51. The Working Party considered the second revised edition of Resolution No. 40 prepared by the secretariat duly reflecting which countries apply it and identifying the entities authorized to issue the International Certificate for Operators of Pleasure Craft (ECE/TRANS/SC.3/147/Rev.2).

52. The Working Party **adopted** this second revision of Resolution No. 40 and decided to allow the secretariat to update annex IV of Resolution No. 40 whenever receiving relevant information from Governments.

53. On proposal from Belgium, the Working Party requested the secretariat to include in the questionnaire for the forthcoming session of SC.3/WP.3 in February 2013, the following two questions and collect answers from Governments to complement Resolution No. 40:

- For countries which do not apply Resolution No. 40: Does your country accept International Certificates for Operators of Pleasure Craft delivered by other States?
- Please indicate the areas in your country where (i) navigation with an international certificate for operators of pleasure craft on inland waterways is accepted and (ii) where navigation with an international certificate for operators of pleasure craft on coastal waters is accepted.

C. Map of the European recreational inland navigation network (AGNP) (annex of Resolution No. 52)

Documentation: TRANS/SC.3/164 and ECE/TRANS/SC.3/2012/14

54. The Working Party approved the map of the European recreational waterway network (AGNP) prepared by the secretariat, subject to rectification of the rivers Neckar and Ruhr in Germany as well as adding Luxembourg on the map.

55. The Working Party **adopted** the revised Resolution No. 52 “European Recreational Inland Navigation Network” prepared by the secretariat, supplemented by the AGNP map and issued under symbol ECE/TRANS/SC.3/2012/14 subject to rectification of the map in accordance with para. 54 above. The secretariat was requested to issue the document as Resolution No. 52, revised. The Working Party invited Governments and River Commissions to study the map of the European recreational inland navigation network (AGNP) and notify the secretariat by 22 November 2012 if any changes should be made. The AGNP map may be downloaded from www.unece.org/fileadmin/DAM/trans/doc/2012/sc3wp3/AGN_recreational.pdf.

XII. Inland water transport and security (agenda item 10)

Documentation: ECE/TRANS/SC.3/2006/7 and Add.1, ECE/TRANS/SC.3/2008/2

56. It was recalled that the ITC had requested that issues of security should be addressed by each mode of transport. At its fiftieth, fifty-first and fifty-second sessions, the Working Party considered the secretariat's proposal on a draft annex IV to the AGN Agreement “Protection of the Network of Inland Waterways of International Importance from Intentional External Influence” (ECE/TRANS/SC.3/2006/7 and Add.1), but did not come to

a concerted action on this issue, believing that it was premature to adopt either the new annex IV to the AGN or a resolution on protecting the E waterway network (ECE/TRANS/SC.3/181, para. 16). At the same time, SC.3 took note of recommendations by the UNECE Multidisciplinary Group of Experts on Inland Transport Security (ECE/TRANS/SC.3/2008/2) to integrate security provisions into existing legal agreements, including the AGN (ECE/TRANS/SC.3/181, para. 12).

57. The Working Party noted also that security-related matters had been addressed by the Working Party on the Transport of Dangerous Goods (WP.15) with regard to possible adaptation of ADN. WP.15 felt that there was no need to establish specific measures beyond those already stipulated in the ADN.

58. The Working Party noted that SC.3/WP.3 had decided to reconsider, at its forty-second session in February 2013, the draft annex IV to the AGN Agreement on questions of security as set out in ECE/TRANS/SC.3/2006/7 and Add.1 (ECE/TRANS/SC.3/WP.3/82, para. 13).

XIII. Election of officers (agenda item 11)

59. The Working Party re-elected Mr. Reinhard Vorderwinkler as Chair for its fifty-seventh and fifty-eighth sessions to be held in 2013 and 2014 based on a proposal made by the Russian Federation.

XIV. Tentative list of meetings for 2013 (agenda item 12)

60. The Working Party approved the following tentative list of meetings for the year 2013:

13–15 February 2013	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (forty-second session);
26–28 June 2013	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (forty-third session);
16–18 October 2013	Working Party on Inland Water Transport (fifty-seventh session).

61. The Working Party requested Governments and relevant intergovernmental organizations to take this schedule of meetings into account when planning meetings in 2013, given the shortage of experts in the field of inland navigation.

XV. Other business (agenda item 13)

62. The representative of the European Union informed the Working Party of a bilateral dialogue held by the EU with the People's Republic of China. As China seems to be interested in European inland navigation issues, he felt that that SC.3 should invite Chinese experts to take part in sessions of SC.3 and SC.3/WP.3. The Working Party welcomed this proposal and requested the secretariat to undertake necessary steps in this respect.

XVI. Adoption of the report (agenda item 14)

63. In accordance with established practice, the Working Party adopted a list of decisions taken at its fifty-sixth session on the basis of a draft prepared by the secretariat. The complete report was established by the Chair with the assistance of the secretariat for submission to the seventy-fifth session of the Inland Transport Committee (26–28 February 2013).

Annex

Decisions of the CEVNI Expert Group taken on 9 October 2012

1. The CEVNI Expert Group held its eighteenth meeting on 9 October 2012 back-to-back with the fifty-sixth session of the Working Party on Inland Water Transport (SC.3, 10–12 October 2012).
2. The meeting was attended by Mr. R. Vorderwinkler (Austria), Ms. N. Dofferhoff-Heldens (Netherlands), Ms. V. Ivanova (Russian Federation), Mr. Petar Margic (Danube Commission, hereafter DC), Ms. P. Brückner (Moselle Commission, hereafter MC), Mr. Ž. Milkovic (International Sava River Basin Commission, hereafter Sava Commission), Ms. M. Novikov, Ms. V. Blanchard (UNECE).
3. Mr. G. Pauli (Central Commission for the Navigation of the Rhine) was not able to attend the meeting.
4. The following items were discussed:
 - I. Adoption of the minutes of the seventeenth meeting (CEVNI EG/2012/5, CEVNI EG/2012/6).
 - II. General exchange of information.
 - III. Consideration of amendment proposals to CEVNI (CEVNI EG/2012/3, CEVNI EG/2012/4).
 - V. Other business.
 - VI. Next meeting.

I. Minutes of the seventeenth meeting

5. The CEVNI Expert Group considered the minutes of its seventeenth meeting on 19 June 2012, as contained in document CEVNI EG/2012/5 and in the annex to the report of the forty-first session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/82) as well as proposals on the minutes submitted by Belgium. It adopted the minutes with due regard to the proposals of Belgium set out in CEVNI EG/2012/6, paras. 1 and 3. The Group decided to consider the proposals contained in paras. 2 and 4 at its next session and requested Belgium to submit a document for consideration of the Group in the English language.

II. General exchange of information

6. The participants exchanged information on their latest CEVNI-related activities. The following elements were highlighted:

(a) Ms. Dofferhoff-Heldens informed the Group that CEVNI was being translated into Dutch. The translation was expected to be completed in the coming months. This would significantly facilitate further work on comparing CEVNI with the national legislation in the Netherlands.

(b) Ms. Brückner informed the Group that the comparison of Rhine and Mosel regulations had been completed. A joint proposal by the MC and CCNR on addressing

situations when the provisions on the Mosel and Rhine are different will be drafted and submitted to the Group.

(c) Mr. Vorderwinkler informed that in accordance with the recommendation of the Danube Commission, CEVNI was implemented almost in its integrity in Austria.

(d) Mr. Margic informed that the DC had adopted navigation rules on the basis of CEVNI. The DC decided to revert to the revision of Chapter 10 on pollution prevention after work on the draft proposal from Austria has been considered by SC.3/WP.3.

(e) Mr. Milkovic informed the meeting that the navigation rules on the Sava River were aligned with CEVNI. The local rules are contained in Chapter 11 of the Sava Regulations and relate to specific conditions on the Sava.

III. Consideration of amendment proposals to CEVNI

7. The Expert Group proceeded with considering the remaining amendment proposals contained in document CEVNI EG/2012/3 (paras. 9–36) and CEVNI EG/2012/4 (paras. 20–47) and agreed as follows:

A. Amendment to article 1.01

8. *Amend* section (b), para. (2) of article 1.01 to read:

The term “towed convoy” means any group consisting of one or more vessels, floating establishments or assemblies of floating material towed by one or more motorized vessels, the ~~later latter~~ forming part of the convoy and being known as tugs;

B. Amendment to article 3.08

9. *Amend* para. (2) of article 3.08 to read:

A single motorized vessel may in addition carry by night at the stern a second masthead light placed in the axis of the vessel and at least 3 m higher than the forward light, ~~in such a way that the horizontal distance between these lights is at least three times the vertical distance.~~ A single motorized vessel more than 110 m long shall be required to carry this second masthead light.

C. Amendment to article 3.31

10. *Amend* article 3.31 to read:

1. If there are regulations prohibiting unauthorized persons from going on board, the prohibition shall be indicated by:

circular white boards boarded with red, with a red diagonal and a picture of an averting hand in black or, alternatively, by circular white boards bordered with red, with a red diagonal and the figure of a pedestrian in black. The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, paragraph 3, they shall be about 60 cm in diameter.

2. The boards shall be illuminated, as required, so as to be clearly visible at night.

D. Amendment to article 3.32

11. *Amend* article 3.32 to read:

1. If other regulations prohibit

(a) smoking;

(b) using an unprotected light or flame;

on board, the prohibition shall be indicated by **circular white boards bordered with red, with a red diagonal and a picture of a burning match or, alternatively, by circular white boards bordered with red, with a red diagonal and a picture of a cigarette emitting smoke.**

The boards shall be placed on the vessel or on the gangway, as circumstances require. By derogation from article 3.03, paragraph 3, they shall be about 60 cm in diameter.

2. By night, the boards shall be illuminated so as to be clearly visible on both sides of the vessel.

E. Amendment to article 6.03bis

12. *Amend* the last sentence of para. 4 of article 6.03bis to read:

This paragraph ~~does~~ **shall** not apply to small craft in relation to other vessels.

F. Amendment to article 6.07

13. *Amend* the text after the semicolon in subparagraph 1 (d) (i) of para. 1 of article 6.07 to read:

however, this provision shall not apply ~~between small craft and other vessels~~ **small craft in relation to other vessels;**

14. *Indent* the sentence following para. (d), subparagraph (iii) of article 6.07 to align it under subparagraph (iii).

15. *Amend* the sentence following para. (d), subparagraph (iii) to of article 6.07 to read:

This provision ~~does~~ **shall** not apply to small sailing craft in relation to other vessels.

G. Amendment to article 6.30

16. *Amend* the text of para. 2 of article 6.30 to read:

Vessels under way in reduced visibility shall proceed at a safe speed as required by the reduced visibility and the presence and movements of other vessels and local circumstances. They shall use the radiotelephone to give other vessels the necessary information for safety of navigation. Small ~~vessels~~ **craft** under way in reduced visibility shall use ship-ship channel or the channel prescribed by the competent authorities.

H. Amendment to article 7.02

17. *Amend* the text of para. 2 of article 7.02 to read:

In sections where berthing is prohibited under the provisions of paragraph 1 (a) to (d) above, vessels, assemblies of floating material and floating establishments may berth only in berthing areas marked by one of the signs E.5 to E.7.1 (annex 7) and under the conditions laid down in articles 7.03 to 7.06 below.

I. Amendments to article 7.08

18. *Amend* para. 1 of article 7.08 to read:

An efficient watch shall be kept continuously on board of vessels lying in the fairway ~~and on board of stationary tank vessels carrying dangerous substances.~~

19. *Amend* para. 3 of article 7.08 to read:

An efficient watch shall be kept continuously on board of passenger vessels ~~carrying passengers~~ **while passengers are on board.**

J. New article 7.09

20. *Add* article 7.09 entitled “Authorized lateral berthing” reading:

A vessel that is made fast should tolerate that another vessel berths or makes fast alongside her allowing the latter access to the dock, except for loading and unloading operations.

K. New article 7.10

21. *Add* article 7.10 entitled “Cooperation on departure or moving and allowing for space for manoeuvring” reading:

When vessels are berthed side by side, each of them shall provide cooperation if one of them intends to depart or move or if another vessel intends to access the dock for transshipment.

L. Amendments to chapter 8

22. *Amend* the title of chapter 8 to read:

~~SIGNALING~~ **SIGNALLING AND REPORTING REQUIREMENTS.**

23. *Amend* para. 4 (b) of article 8.01 to read:

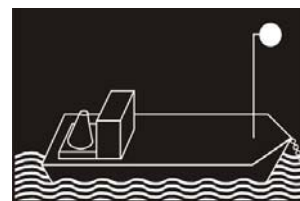
Extinguish all unprotected lights **and flames**;

M. Amendment to annex 3

24. *Amend* para. (1.1) of annex 3 to read:

The sketches which follow relate to the signals (marking) provided for in the articles of chapter 3 of CEVNI, ~~but not to those provided for in, or authorized by, the footnotes.~~

25. *Replace* sketch No. 46 corresponding to night marking of annex 3.2 with the following:



26. Amend the description of sketch No. 48 of annex 3.2 to read:

Article 3.20, paragraph 3: ~~Stationary small craft~~ **Small craft stationary offshore.**

N. Amendment to annex 7

27. Amend the explanatory text for sign E.19 of annex 7 of the Russian version to read:

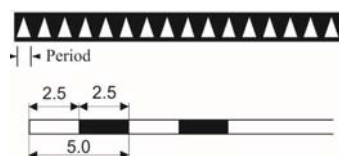
Плавание ~~гребных~~ судов, **которые не являются ни моторными, ни парусными**, разрешено.

O. Amendments to annex 8

28. Replace the first part of fig. 14 in annex 8, Section IV, para. 3:



with the following:



29. Restore subtitle A in Section V in the Russian version reading:

A. *Обозначение опор мостов (в случае необходимости)*

30. Amend Section VII, para. 2 in the Russian version as follows:

Характер запрещения или ограничения ~~может~~ **должен**, по мере возможности, обозначаться в письменном виде (например, на картах) и с помощью информации на месте.

IV. Other business

31. In accordance with the request of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (ECE/TRANS/SC.3/WP.3/82, para. 29), the Group considered the best instrument for including the provisions of CEVNI Chapter 10. It was noted that no proposals had been submitted by Governments on the best possible placing of the provisions of Chapter 10. The Group decided that it was essential to keep basic directions on the collection of waste in CEVNI as Chapter 10. The Group felt that the provisions of the revised Chapter 10 should, however, be limited to obligations of the boatmaster and not provide details of waste management.

V. Next meeting

32. The CEVNI Expert Group agreed on the following preliminary date for its next meeting:

12 February 2012 Nineteenth meeting of the CEVNI Expert Group.