



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.3/WP.3/55
25 March 2004

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

(Twenty-seventh session, 17-19 March 2004)

REPORT OF THE WORKING PARTY ON ITS TWENTY-SEVENTH SESSION

ATTENDANCE

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation held its twenty-seventh session from 17 to 19 March 2004. Representatives of the following countries took part in its work: Austria, Bulgaria, Croatia, Czech Republic, France, Germany, Hungary, Lithuania, the Netherlands, Russian Federation, Slovakia, Switzerland, Turkey, and Ukraine. Representatives from the following intergovernmental organization attended the session: the Danube Commission (CD). The following non-governmental organizations were represented: European Transport Workers' Federation (ETF); European Association of Internal Combustion Engine Manufacturers (EUROMOT); International Organization for Standardization (ISO). Experts from the Engine Manufacturers Association (EMA) participated at the invitation of the secretariat.

ADOPTION OF THE AGENDA

2. The Working Party adopted the provisional agenda prepared by the secretariat (TRANS/SC.3/WP.3/53).

ELECTION OF OFFICERS

3. Mr. V. Vorontsov (Russian Federation) was elected Chairman of the session.

**AMENDMENT OF THE RECOMMENDATIONS ON TECHNICAL REQUIREMENTS
FOR INLAND NAVIGATION VESSELS (ANNEX TO RESOLUTION NO. 17, REVISED)**

Documentation : TRANS/SC.3/161; TRANS/SC.3/2004/1 ; TRANS/SC.3/WP.3/2004/13.

4. The Working Party took note of the publication by the secretariat of a consolidated text of the draft amended chapters 2-7, 9, 10A, 10B, 11, 11*bis* and 12-14 of the annex as provisionally approved by the Working Party on Inland Water Transport (SC.3) in TRANS/SC.3/2004/1 and believed that this would facilitate the completion of the amendment of the annex by the Group of Volunteers and Governments. It also noted the publication of the parts of the Regulations on the Inspection of Rhine Vessels (RVBR) which so far had not been translated into the working languages of UNECE (TRANS/SC.3/WP.3/2004/13) and asked the secretariat to compile, if possible, a consolidated text of the whole of RVBR 1995 in English and Russian and make it available on the SC.3/WP.3 website for consultation by interested delegations.

(a) Work of the Group of Volunteers on amendment of the annex

Documentation: TRANS/SC.3/WP.3/2004/3; TRANS/SC.3/WP.3/2004/7;
TRANS/SC.3/WP.3/2004/12; TRANS/SC.3/WP.3/2003/7; TRANS/SC.3/WP.3/AC.2/2003/1 and
Add.1; TRANS/SC.3/WP.3/AC.2/2004/1.

5. The Working Party was briefed by the Chairman of the Group of Volunteers Mr. W. Zondag (Netherlands) on the work carried out by the Group since last year and on the forthcoming activities of the Group of Volunteers.

6. The Working Party considered the reaction by the Group of Volunteers to the proposals of the Government of Ukraine concerning the texts of chapters 2, 3, 5, 6, 9, 10A and 11 provisionally approved already by the Working Party SC.3 as reflected in TRANS/SC.3/WP.3/2004/3 and agreed as follows:

- (i) The findings of the Group of Volunteers reflected in paras. 1-34 of TRANS/SC.3/WP.3/2004/3 should be accepted with the exception of para. 20 where the text in square brackets should be deleted;
- (ii) The proposal mentioned in para. 35 should be ignored as having been recalled by the delegation of Ukraine;
- (iii) The delegation of Ukraine was invited to clarify the meaning of the term “closed-cycle accumulators” mentioned in para. 36;
- (iv) The Group of Volunteers was invited to conclude the consideration of the proposals of Ukraine in TRANS/SC.3/WP.3/2003/7 concerning chapters 9, 10A and 11 and transmit its findings on them to the Working Party for consideration and approval.

7. The secretariat was requested to issue a corrigendum to TRANS/SC.3/2004/1 as agreed in para. 6 (i) above.

8. The Working Party took note of the draft amended chapter 18 "Prevention of water pollution" and ZZ "Special requirements for high-speed vessels" of the annex prepared by the Group of Volunteers (TRANS/SC.3/WP.3/AC.2/2004/1) and held a preliminary exchange of views on the text of those chapters. The Working Party felt that the drafts could serve as a basis for further discussion and inclusion into the amended annex to resolution No.17, revised.

9. The delegation of the Russian Federation questioned the inclusion in para. ZZ-1.1 as one of the three alternatives of a speed of 30 km/h whereas the speed of 40 km/h seemed to have already been agreed within the amendment of CEVNI. It also questioned the provision in para. ZZ-1.3 stating that the class of a high-speed craft should be "maintained for the whole operation period of the craft" as well as the provisions set out in para. ZZ-4.2 with regard to buoyancy and stability characteristics to be ensured in the indefinite damaged condition.

10. A delegate of Ukraine informed the Working Party that, according to his calculations, in the formula in para.ZZ-1.1, defining the minimum speed of a high-speed craft derived from the International Code of Safety for High-Speed Craft, the value of a displacement ∇ should be expressed in kN rather than in m^3 in order to arrive at reasonable results.

11. The Working Party invited Governments and river commissions to transmit to the secretariat **not later than 1 November 2004**, their comments and proposals regarding the above-mentioned draft amended chapters 18 and ZZ.

12. The Working Party considered the amended text of the new draft chapters 16 "Automation", 17 "Crew accommodation" and Z "Working Spaces" of the annex prepared by the Group of Volunteers and circulated as TRANS/SC.3/WP.3/AC.2/2003/1 and Add.1 in the light of comments and remarks by the Governments (TRANS/SC.3/WP.3/2004/7) and decided as follows:

- (i) Paragraph 16-1.2.1 should be modified to read:

"16-1.2.1 An automated power installation is an installation equipped with automatic control, **monitoring** and protection of the main and auxiliary machinery and related systems interconnected by remote signalling devices.";
- (ii) Paragraphs 16-1.2.2 - 16-1.2.4 should be modified as proposed by Ukraine in TRANS/SC.3/WP.3/2004/7;
- (iii) Paragraph 16-1.2.5 should be modified as proposed by Ukraine in TRANS/SC.3/WP.3/2004/7 but should stop after the word "occur";
- (iv) Paragraph 16-1.2.6 in Russian should be modified as proposed by Ukraine in TRANS/SC.3/WP.3/2004/7;
- (v) Paragraph 16-1.2.7 should be modified as proposed by Ukraine in TRANS/SC.3/WP.3/2004/7;

- (vi) New paragraph 16-1.2.8 proposed by Ukraine in TRANS/SC.3/WP.3/2004/7 should be accepted;
- (vii) Paragraphs 16-2.1, 16-2.2 and 16-2.3 in Russian should be modified as proposed by Ukraine in TRANS/SC.3/WP.3/2004/7;
- (viii) In paragraph 16-3.3 the words “present speed and direction of thrust” should be replaced by “present speed and direction of **propulsion**”;
- (ix) In para. 16-3.4 the words “the speed of the rotation of main engines or propellers and direction of thrust” should be replaced by “**speed and direction of propulsion**”;
- (x) Paragraph 16-4.1 should be modified as proposed by Ukraine in TRANS/SC.3/WP.3/2004/7;
- (xi) Para. 16-5.1 in Russian should be modified to read:

“16-5.1 Должна быть предусмотрена система защиты, которая в случае **неисправности в работе механизмов или котлов, представляющей непосредственную опасность**, будет обеспечивать автоматическое отключение соответствующей части установки и подачу аварийного сигнала.”
- (xii) Para. 16-8 should be modified to read:

“**Where the equipment of importance for the safety of navigation is backed up by standby units, an automatic changeover device shall be provided that actuates a signal when operated.**”
- (xiii) Paras. 17-3.1.4, 17-4.2, 17-7 and 17-7.3 should be modified as proposed by Ukraine in TRANS/SC.3/WP.3/2004/7;
- (xiv) In para. 17-3.1.10 the words “metal sleeves” should be replaced by “metal casings” (металлические кожухи);
- (xv) Figures 8m² and 7³ mentioned in paras. 17-3.2.2 and 17-3.2.4 with regard to the minimum dimensions of living quarters should be carefully checked by the Group of Volunteers to avoid any possible conflict between the two above-mentioned provisions. The Group of Volunteers was asked to report to the Working Party their findings on these two paragraphs checking at the same time, if the figure of 8m² is not excessive;
- (xvi) Referring to footnote 43 in TRANS/SC.3/WP.3/AC.2/2003/1/Add.1, the Working Party agreed for the time being to limit its work on amendment of chapter 17 to the provisions contained in the above document;

- (xvii) The proposals of Ukraine concerning the modification of paras. 17-7.2 and 17-7.4 should be further studied by the Group of Volunteers with a view to finding an acceptable solution to the difference in national legislation concerning the possible combination of galleys and day-rooms, especially on board small cargo vessels, and the possible introduction into the above paras. of a new term “**pantry(ies)**” as suggested by Ukraine in TRANS/SC.3/WP.3/2004/7, para. 31.
- (xviii) In para. 17-8.1, the first subparagraph (i) should be deleted. Subparagraph (ii) should be modified as proposed by Ukraine in TRANS/SC.3/WP.3/2004/7;
- (xix) The text of paras. 17-9.3 and 17-9.4 in Russian should be modified as proposed by Ukraine in TRANS/SC.3/WP.3/2004/7;
- (xx) In para. 17-2.3 the text in square brackets should be deleted;
- (xxi) In paras. Z-2.1, Z-2.4 and Z-4 the square brackets around the terms “including gangboards” and “gangboards” should be deleted. In Russian the term “планширь” should be replaced by “**бортовой проход**”;
- (xxii) Paragraph Z-2.2 should be modified to read:
“Z-2.2 Decks including the gangway (бортовой проход), engine-room floors, landings, **companionway steps** and the tops of bollards shall be designed to prevent slipping.”;
- (xxiii) The second sentence of para. Z-2.4 should be replaced by the text proposed by Ukraine in TRANS/SC.3/WP.3/2004/7 reading:
“**Coamings may be fitted with a hand-rail only.**”;
- (xxiv) A footnote should be made to para. Z-2.4 just after the words “at least 0.90 m high” reading:
“**Competent authorities may prescribe the height greater than 0.90 m**”;
- (xxv) The text of paras. Z-4 and Z-9.10.1 in Russian should be modified as proposed by Ukraine in TRANS/SC.3/WP.3/2004/7;
- (xxvi) Para. Z-7.5 in Russian should be modified to read: “«Z-7.5 Минимальная ширина **переносных трапов** должна составлять ...», etc.;
- (xxvii) Para. Z-7.6 in Russian should be modified to read: «Z-7.6 **Переносные трапы**, используемые в качестве...», etc.;

(xxviii) Para. Z-9.3 should be modified to read:

“Z-9.3 Spaces and areas in which people are continuously exposed to noise levels that exceed 85 dB (A) should be marked with danger signs and people who work in them should use individual acoustic protection devices.”

13. The secretariat was requested to transmit the text of amended chapters 16 "Automation", 17 "Crew accommodation" and Z "Working Spaces", as reflected in TRANS/SC.3/WP.3/AC.2/2003/1 and Add.1 and amended in para. 12 above, to the Working Party on Inland Water Transport for consideration and provisional approval.

(b) Other amendments to the annex

Documentation : TRANS/SC.3/156; TRANS/SC.3/WP.3/2004/4; TRANS/SC.3/WP.3/2004/6; TRANS/SC.3/WP.3/2004/9; TRANS/SC.3/WP.3/2003/4 and Add.1; TRANS/SC.3/WP.3/2002/4; TRANS/SC.3/WP.3/AC.2/2004/1.

14. The Working Party considered a draft resolution, prepared by the secretariat at its request, concerning the safety signs and signals on board vessels, appearing in document TRANS/SC.3/WP.3/2004/4 and agreed to submit it to the Working Party SC.3 for consideration and adoption.

15. The representative of ISO informed the Working Party that the ISO Sub-Committee TC 145/SC2 had just completed the revision of symbols mentioned as sketches 2-6 in TRANS/SC.3/WP.3/2004/4 and invited the Working Party to consider the use in the draft resolution of new ISO symbols circulated in the meeting room.

16. The Working Party thanked the representative of ISO for his information but agreed, for the time being, to stick to the draft resolution as set out in TRANS/SC.3/WP.3/2004/4 until it becomes clear that the new ISO symbols have generally been accepted in order to ensure their concerted application throughout Europe both in maritime and inland navigation. ISO was invited to continue to keep the Working Party informed in this regard. Furthermore, some doubts had been expressed as to the correspondence of the sketch No. 2 in TRANS/SC.3/WP.3/2004/4 to its meaning as indicated in the first column of a table shown in this document.

17. As far as document TRANS/SC.3/WP.3/2004/6 was concerned, the Working Party felt that the UNECE model of a ship's certificate (resolution No. 33 in TRANS/SC.3/131) should be updated with due regard to the Inspection Certificate as set out in annexes A and B to RVBR. It was equally felt that the updated version of the UNECE ship's certificate should finally be annexed to resolution No.17, revised. The Group of Volunteers was asked to prepare its proposals to this effect.

18. The Working Party considered document TRANS/SC.3/WP.3/2003/4/Add.1, reflecting the amendments to RVBR recently adopted by CCNR concerning the application on the Rhine of the Inland ECDIS Standard, and requested the secretariat to formulate similar UNECE provisions with a view to their introduction into relevant chapters of the annex to resolution No.17, revised, and

presentation to the Working Party SC.3 for consideration and adoption together with other amended chapters of the annex as agreed above.

19. Having considered the proposals of Ukraine on amendment of the existing chapter 18 of the annex concerning the Prevention of Water Pollution (TRANS/SC.3/WP.3/2004/12), the Working Party provisionally agreed that, throughout the text of this chapter, the term “domestic waste water” should be replaced by “**sewage**” used in annex IV to the MARPOL Convention 73/78. It was felt, however, that instead of amending the existing text of chapter 18 in TRANS/SC.3/104/Add.5, the above correction should belong to the text put forward by the Group of Volunteers in TRANS/SC.3/WP.3/AC.2/2004/1 and should be considered together with comments and remarks by Governments and river commissions solicited in para. 11 above.

20. Keeping in mind the instructions of the Working Party SC.3 “to complete the amendment of the annex ... so that it could be adopted in 2005” (TRANS/SC.3/161, para. 37), the Working Party SC.3/WP.3 urged the Group of Volunteers to accelerate the amendment of the rest of the annex (chapters 1*bis*, 15, manoeuvrability, ship’s certificate, etc.) and start compiling the text of the future annex as soon as possible. To this purpose, the Group of Volunteers was recommended to hold in 2004 three meetings instead of two. The delegation of the Russian Federation expressed its readiness to host the third, additional meeting of the Group. It was equally felt that, in 2005, an additional session of the Working Party might need to be devoted to the amendment of the annex to resolution No.17, revised, possibly, instead of amendment of CEVNI. For the sake of an easier comparison of different sets of technical requirements for inland navigation vessels in force within the EC and river commissions, the Working Party believed that the structure of the future annex to resolution No. 17, revised, should be as close to annex II of the draft revised EC Directive 82/714 as possible.

(c) Transport and security

Documentation : TRANS/SC.3/2003/12.

21. The delegation of the Russian Federation informed the Working Party of the measures undertaken by its Government in the course of preparation for full implementation as from 1 July this year of the International Ship and Port Facility Security Code (ISPS Code). In inland navigation the measures concerned, first of all, the certification of some estuary ports and sea-river vessels involved in international traffic. Due to the considerable cost of the measures to be carried out in accordance with the ISPS Code in maritime and sea-river sector, he cautioned about the possible repercussion of any similar actions to be applied to purely the inland navigation industry which is well known as economically vulnerable. He said that his delegation would be grateful for any information regarding the intention of other Governments with regard to possible anti-terrorist measures in the field of inland water transport.

22. The representative of the Danube Commission said that his organization was also about to include the issue of security into its programme of work and would closely follow the developments in other international organizations concerned with inland navigation.

23. A member of the secretariat informed the Working Party that, within CCNR, a working paper was being considered concerning the presence and training of security personnel on board passenger vessels. He felt that the results of this exercise would be of interest for the Working Party.

24. The representative of ISO briefed the Working Party on the security-related activities under way within his organization. They concerned mainly (i) technical aspects of personal identification and (ii) elaboration of ISO Guidelines on Freight Container Seals which are to help combat terrorism, theft, smuggling and illegal immigration.

25. The Working Party agreed to keep the item of security on its agenda and invited Governments and international organizations concerned to keep it informed of the measures considered or undertaken by them in this regard.

HARMONIZATION OF THE REQUIREMENTS CONCERNING ANCHORS FOR INLAND NAVIGATION VESSELS

Documentation :TRANS/SC.3/WP.3/2004/10; TRANS/SC.3/2003/5 ; TRANS/SC.3/2002/9; TRANS/SC.3/2001/10 and Add.1.

26. The Working Party considered document TRANS/SC.3/WP.3/2003/5 containing a concept for pan-European anchor equipment requirements and felt that it might serve as a basis for further discussion on this item. The document, together with reaction to it by member Governments (TRANS/SC.3/WP.3/2004/10), was addressed to the Group of Volunteers for further consideration and possible adaptation in the framework of amendment of chapter 8 of the annex to resolution No. 17, revised.

MANOEUVRABILITY REQUIREMENTS FOR INLAND NAVIGATION VESSELS

Documentation : TRANS/SC.3/WP.3/2004/11; TRANS/SC.3/WP.3/2003/2; TRANS/SC.3/WP.3/2002/5 and Add.1; TRANS/SC.3/WP.3/R.99/Add.1; TRANS/SC.3/WP.3/R.64 and Corrs.1-2; TRANS/SC.3/WP.3/R.60/Rev.1.

27. It was recalled that, at its twenty-fifth session, the Working Party took note of the draft prepared by the secretariat in TRANS/SC.3/WP.3/2003/2 with due regard to particular manoeuvrability test procedures/criteria applied in different river basins and felt that the document should be further looked at by the Group of Volunteers with a view to better reflecting the concrete manoeuvrability criteria applied in different river basins (TRANS/SC.3/WP.3/51, paras. 17 and 18). In the absence of a response from the Group of Volunteers by the time of this session, the Working Party once again requested the Group of Volunteers to study document TRANS/SC.3/WP.3/2003/2

in the light of comments received from Governments in TRANS/SC.3/WP.3/2004/11 and report its findings back to the Working Party at its twenty-ninth session in 2005.

MINIMUM MANNING REQUIREMENTS AND WORKING AND REST HOURS OF CREWS OF VESSELS IN INLAND NAVIGATION

Documentation: TRANS/SC.3/WP.3/2004/1; TRANS/SC.3/WP.3/2004/5 and Add.1-2 ; TRANS/SC.3/WP.3/2003/1; TRANS/SC.3/2002/4 ; Informal Document No. 1.

28. The Working Party considered the text contained in TRANS/SC.3/WP.3/2004/1 and decided as follows:

- (i) In para. 1, subparagraphs (v) “Apprentices” and (vi) “Deck-hands” should be deleted from the list of crew members ensuring the safety of the vessel’s operation and the remaining list of crew members renumbered as appropriate;
- (ii) A new para. 1*bis* should be added reading as follows:
“1*bis* On inland waterways, where national legislation so allows, the minimum crew of vessels, ensuring the safety of its operation may also include apprentices and deck-hands”;
- (iii) Para. 2.2 should be modified to read:
“2.2 Helmsman:
(a) Must be not less than 17 years of age and
 - must have had not less than one year’s experience in inland navigation as an able crewman or not less than three years’ experience as an ordinary crewman within the meaning of 2.4 (b), or
 - must have successfully completed training provided the training includes experience in inland navigation as a helmsman-apprentice (ученика рулевого или практиканта) or as an ordinary crewman for a period determined by the competent authority.”
- (iv) Paragraph 2.3(d) should be renumbered 2.3 (c);
- (v) Para. 2.4(b) should be modified to read:
“(b) must have had not less than three years’ experience as a member of the ship's deck department, including not less than one year in inland navigation and two years either in inland navigation or at sea, in coastal navigation or fishing.”

- (vi) In para. 2.5 a footnote should be added to the words “15 years” to read:
“The age limitation of an apprentice may be higher depending on national legislation.”
- (vii) Para. 2.7(b) should be modified to read:
“(b) must have worked for not less than two years as an engine-minder on a motorized inland navigation vessel.”
- (viii) Para. 2.8 should be modified to read:
“Electrician-engineer
(a) **Should be at least 18 years of age and have passed an examination on completion of a full training course in on-board electrical systems; or**
(b) **Should be at least 18 years of age and have experience of working in a ship’s crew for a period determined by the competent body.”**
- (ix) Para. 2.10 should be modified to read:
“Radio operator
Should be at least 18 years of age, have passed an examination on completion of a full training course in on-board radio systems and have navigational experience as part of a vessel crew for a period determined by the competent body, or have completed an appropriate probationary period of at least two months’ duration aboard inland navigation vessels.”
- (x) In article 3(1) the text in square brackets should be deleted;
- (xi) The second sentence in article 4(1) should be modified to read: “All the essential information required in the service record should be printed as a minimum, in the official language of the country concerned and either in French, German **or Russian.**”;
- (xii) Square brackets in the text of a footnote No. 5 to article 5 should be deleted. A new footnote should be made to article 5 reading: “**On certain river basins competent authorities may prescribe operating modes which differ from those indicated in this article**”;
- (xiii) Article 7 should be modified to read:
“Article 7
Change or **repetition** of operating mode

1. A change **or repetition** of operating mode may take place only if the following requirements are complied with:

...”(the rest of para. 1 rests unchanged)

“2. A repetition from operating mode A1 or A2 may take place only if:

- **the crew has been entirely replaced, and**
- **the crew members required for the repeated mode A1 or A2, have completed, immediately prior to the change, 8-hour or 6-hour uninterrupted rest periods respectively, outside sailing time.”**

Existing para. 2 should be renumbered as para. 3.

(xiv) Throughout the text of article 9 in French the word “timonerie” should be replaced by **“poste de gouverne”**.

(xv) In the table in article 10 the word “crewman” (“старший матрос”) put by mistake just below the word “helmsman” should be deleted with crew members’ titles underneath to be moved one line up;

(xvi) To take into account the proposal of the Netherlands in TRANS/SC.3/WP.3/2004/5, para. 6 which concerns the introduction of an advanced vessel’s automation Standard S2 allowing in some cases to replace one or two ordinary crewmen by apprentices or deck-hands should be dealt with as follows. Every time when relevant provisions of article 23 of RVBR in TRANS/SC.3/WP.3/2002/4 provide in an additional column S2 for one or two apprentices who in turn may be replaced by deck-hands, in tables of articles 10 to 12 of the UNECE draft Recommendations a footnote should be made to the number of ordinary crewmen required reading: **“On inland waterways, where national legislation so allows, one (or two) ordinary crewmen may be replaced by apprentices (or by deck hands).”**;

(xvii) In article 12(3) two columns belonging to operating mode B should be merged into one (without mentioning of any river basins). A footnote should be made to operating mode B in tables 10 – 12 reading: **“Due to the on-going reform of national legislation relating to minimum crew, in the Russian Federation the number of crew members in operating mode B may differ from the one prescribed in this table.”**

(xviii) In the title of article 10 in Russian square brackets should be deleted.

29. Doubts were expressed by some delegations with regard to the text of article 13. It was suggested, in particular, to replace the terms “engine-minder” and “engine-minders” by “ordinary crewman” and “ordinary crewmen”. The Working Party agreed, therefore, to include in the draft

recommendation, as an alternative, the text of article 23.13 of RVBR appearing in TRANS/SC.3/WP.3/2002/4 and invited Governments to inform the secretariat by **1 June 2004** if they preferred to retain existing text of article 13 or replace it with the relevant text of article 23.13 of RVBR.

30. The Working Party considered the text of a model of a service record in TRANS/SC.3/WP.3/2003/1 and found it acceptable. The secretariat was requested to finalize the text of the draft recommendations on minimum manning requirements and working and rest hours of crews of vessels in inland navigation as agreed above (in the form of a new chapter of the annex to resolution No. 17, revised, with the model of a service record presented as an appendix) and transmit it to the Working Party on Inland Water Transport for further consideration and adoption as its resolution.

CONSIDERATION OF MEASURES AIMED AT PREVENTION OF AIR POLLUTION FROM INLAND NAVIGATION VESSELS

Documentation : TRANS/SC.3/WP.3/2004/8; TRANS/SC.3/WP.3/2001/2 and Add.1.

31. The Working Party considered the draft resolution on Exhaust and Pollutant Particulate Emissions from Diesel Engines prepared by the secretariat according to its instructions (TRANS/SC.3/WP.3/51, para. 26) and agreed as follows:

- (i) A reference should be made to a new EC Directive amending Directive 97/68/EC once its text has been finalized and made available to the secretariat;
- (ii) In para. *5bis*-1.1.2 in Russian and French the terms “модернизированный двигатель” and “moteur rénové” should be replaced by “**восстановленный двигатель**” and “**moteur révisé**”, respectively;
- (iii) In para. *5bis*-2.8 in Russian a better term should be found by the secretariat in consultation with industry to replace the word “модификации”.

32. The Working Party approved the text of the draft resolution as set out in TRANS/SC.3/WP.3/2004/8 and modified in para. 28 above and requested the secretariat to transmit it to the Working Party on Inland Water Transport for consideration and adoption.

33. A representative of the Russian Federation reserved the position of his delegation with regard to the draft resolution. He explained that, due to the on-going revision of national standards relating to air pollution prevention, aimed at their harmonization with the EC legislation, his delegation needed more time to determine its position vis-à-vis the standards set out in the draft resolution.

OTHER BUSINESS

Dates of the next sessions

34. The twenty-eighth and twenty-ninth sessions of the Working Party are scheduled to take place on 8-10 June 2004 and on 15-17 March 2005.

ADOPTION OF THE REPORT

35. In accordance with established practice, the Working Party adopted the report of its twenty-seventh session on the basis of the draft prepared by the secretariat.
