



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.3/WP.3/56
15 June 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-eighth session, 8-10 June 2004)

REPORT OF THE WORKING PARTY ON ITS TWENTY-EIGHTH SESSION

ATTENDANCE

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation held its twenty-eighth session from 8 to 10 June 2004. Representatives of the following countries took part in its work: Austria; Belarus; Bulgaria; Czech Republic; Germany; Hungary; Lithuania; the Netherlands; Romania; Russian Federation; Switzerland, Turkey and Ukraine. Representatives of the following intergovernmental organizations attended the session: Danube Commission (DC). The following non-governmental organization was represented: International Organization for Standardization (ISO).

ADOPTION OF THE AGENDA

Documentation : TRANS/SC.3/WP.3/54.

2. The Working Party adopted the provisional agenda prepared by the secretariat.

ELECTION OF OFFICERS

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

UPDATING THE EUROPEAN CODE FOR INLAND WATERWAYS (CEVNI)

Documentation : TRANS/SC.3/115/Rev.2; TRANS/SC.3/WP.3/2004/2 and Corr.1; TRANS/SC.3/WP.3/2004/14 and Add.1; TRANS/SC.3/WP.3/2004/15; TRANS/SC.3/WP.3/2003/13; Informal Document Nos. 2, 3(a), 3(b) and 10.

4. It was recalled that, at its twenty-sixth session, the Working Party provisionally agreed on amendments to CEVNI and requested the secretariat to prepare a draft resolution which would contain in its annex a consolidated text of the draft amendments provisionally agreed at that session (TRANS/SC.3/WP.3/52, paras. 4 and 5). The Working Party noted the draft resolution prepared by the secretariat as TRANS/SC.3/WP.3/2004/2 and Corr.1 and asked the secretariat to rectify the text of paragraphs 1.07(2) and 6.33(1) (Russian only) in line with that which had been agreed at its twenty-sixth session (TRANS/SC.3/WP.3/52, para. 4 (iii) and (xii)). It was agreed to single out of the draft resolution the provisions concerning high-speed vessels, discussion on which was not completed at the twenty-sixth session, review them in the light of comments and proposals by Governments and River Commissions appearing in TRANS/SC.3/WP.3/2004/14 and Add.1 and carry out the discussion on proposals concerning other provisions of the draft resolution under item 3(f) "further amendments to CEVNI".

(a) High-speed vessels

5. With regard to high-speed vessels, the Working Party decided to modify the text of the draft resolution in TRANS/SC.3/WP.3/2004/2 as follows:

- (i) A new sub-paragraph of instructions should be added reading: "Amend article 1.01 "Meaning of certain terms" by modifying definition (t) to read:

"(t) The terms 'scintillating light' and 'quick scintillating light' mean rhythmic lights flashing 50-60 times per minute and 100-120 times per minute."

- (ii) The term 'high-speed vessel' in point 1 of the annex to the draft resolution should read as follows:

"(cc) The term 'high-speed vessel' means a motorized vessel, with the exception of small craft, capable of travelling at a speed greater than 40 km/h in relation to still water, when this is stated in its inspection certificate.^{1/}"

The Working Party agreed that thought should be given in the future as to whether high-speed vessels in the displacement position should continue to be considered as such, especially in their relation with other vessels in terms of chapter 6.

- (iii) Another sub-paragraph of instructions should be added reading: "Add a new paragraph 4 to article 3.08 to read:

^{1/} In countries where the competent authorities prescribe such certificates.

“4. In addition to the marking prescribed by other provisions of these regulations, high-speed vessels under way shall carry by day and by night:

two strong yellow quick scintillating lights.

These scintillating lights shall be placed one above the other about 1 m apart, in a suitable position and high enough to be visible from all directions.

Renumber existing paragraphs 4 and 5 as 5 and 6.”

- (iv) In the text of paragraph 1.09(4) in Russian, the word “свидетельством” should be replaced by “удостоверением”.
- (v) A footnote should be made to the text of paragraph 4.05(3) reading: **“On inland waterways where national legislation so allows, high-speed vessels only allowed to operate in day time and at a visibility of 1 km or more, may not need to be fitted with radar equipment and a rate-of-turn indicator.”**
- (vi) Amend article 1.01 “Meaning of certain terms” by adding definition (dd) to read:
“(dd) The term ‘reduced visibility’ means conditions in which visibility is reduced owing to fog, haze, snow, rain or other reasons;”
- (vii) The text of paragraph 1.21(1)(b) in Russian should be modified to read:
“(b) плавучих установок или соединений плавучего материала кроме тех случаев, когда совершенно очевидно, что их передвижение не создает препятствий и не представляет опасности для судоходства и не является угрозой для искусственных сооружений”.
- (viii) The text of article 9.06 should be modified to read:
“Article 9.06 - Painting and external cleaning of ships
 - 1. It shall be prohibited to oil or clean the outside of vessels using products which may not be discharged into water.**
 - 2. Nor shall it be permitted to use anti-fouling systems containing the following substances or preparations thereof:**
 - (e) **Mercury compounds;**
 - (f) **Arsenic compounds;**
 - (g) **Organotin compounds which act as biocides;**
 - (h) **Hexachlorocyclohexane.**

As an interim measure, pending complete removal and replacement of an anti-fouling system containing substances indicated above, it shall be permitted to apply to a vessel's hull a coating to inhibit the introduction into the water of the aforementioned substances from the anti-fouling systems under the coating.”

(ix) Table in section II “Intensity and range” of annex 5 should be modified to read:

“Nature of the signal lights	Colour of signal lights								
	white		Green/red		yellow		blue		
	min.	max.	min.	max.	min.	max.	min.	max.	
ordinary	I _O	2.7	10.0	1.2	4.7	1.1	3.2	0.9	2.7
	I _B	2.0	7.5	0.9	3.5	0.8	2.4	0.7	2.0
	t	2.3	3.7	1.7	2.8	1.6	2.5	1.5	2.3
bright	I _O	12.0	33.0	6.7	27.0	4.8	20.0	6.7	27.0
	I _B	9.0	25.0	5.0	20.0	3.6	15.0	5.0	20.0
	t	3.9	5.3	3.2	5.0	2.9	4.6	3.2	5.0
strong	I _O	47.0	133.0	-	-	47.0	133.0	-	-
	I _B	35.0	100.0	-	-	35.0	100.0	-	-
	t	5.9	8.0	-	-	5.9	8.0	-	-

However, for daytime use of the yellow scintillating lights a minimum luminous intensity I_o of 900 cd shall apply.”

(x) In section F of annex 6, references to chapter 6 should be rectified in accordance with numbering of amended articles 6.31 – 6.33 as set out in TRANS/SC.3/WP.3/2004/2.

6. The secretariat was requested to issue a revised version of the draft resolution on amendment of CEVNI as set out in TRANS/SC.3/WP.3/2004/2 and Corr.1, and modified and supplemented in paragraph 5 above, and transmit it for further consideration and adoption by the Working Party on Inland Water Transport.

7. The representative of the Danube Commission drew the attention of the Working Party to the fact that the purport of article 6.02, paragraph 2, of CEVNI contradicts article 6.02, paragraph 1, of the Police Regulations for the Navigation of the Rhine (RPNR). He believed that small craft (and convoys consisting of small craft only) should also give way, i.e. leave sufficient room, to high-speed vessels as well. Accordingly, he suggested the following wording for article 6.02, paragraph 2:

“2. Where the provisions of this chapter provide that a particular rule of the road shall not apply to small craft in relation to other vessels, it shall be incumbent on small craft to leave all other vessels, **including high-speed vessels**, enough room to hold their course and to manoeuvre; small craft may not require other vessels to give way to them”.

This would also bring the text of CEVNI (and of DFND) in line with the relevant provisions of RPNR. If it was decided to amend article 6.02, paragraph 2 as suggested above, then article 6.01 *bis* could also be amended to read: “High-speed vessels are required to leave all other vessels, **with the exception of small craft**, enough room ...”. The rest of the text would remain unchanged.

8. The Working Party invited Governments and River Commissions to give their written comments on this proposal of the DC, if possible, by the forthcoming forty-eighth session of the Working Party on Inland Water Transport (19-21 October 2004).

9. The representative of the Danube Commission also expressed his concern with regard to a possibility of confusion between the newly approved marking of high-speed vessels and the yellow lights of the B.10 sign. In his view, the characteristics of the B.10 sign isophase lights needed to be clearly prescribed in CEVNI so that they were clearly distinct from the quick scintillating lights to be used for marking high-speed vessels. The Working Party agreed to come back to this question at its thirtieth session and invited Governments and River Commissions to inform the secretariat if the sign B.10 is used at all on their inland waterways and if yes, whether there have been any problems with its use.

(b) Further amendments to CEVNI

10. The Working Party invited Governments and River Commissions to study the proposal of the Danube Commission regarding the reformulation of article 6.07(1) in TRANS/SC.3/WP.3/2004/15, comment on it and come back to this article at its thirtieth session.

11. The Working Party agreed to study the proposal of the Danube Commission concerning the possible introduction of a new sign A.4(a) prohibiting the meeting of convoys as indicated in para. 9 of TRANS/SC.3/WP.3/2004/15, as well as the proposals of Ukraine regarding the reformulation of titles of articles 6.30 and 6.32 as indicated in TRANS/SC.3/WP.3/2004/14/Add.1, asked Governments to comment on these proposals and decided to come back to them at its thirtieth session.

12. On the proposal of the Hungarian delegation, it was agreed to consider a need for elaborating a special visual signal (marking) of tow-boats engaged in the transport of dangerous goods by towed convoys. Governments and River Commissions were invited to transmit their views in this regard for consideration by the Working Party at its thirtieth session.

13. The Working Party agreed to come back in the future, to the proposal of the Danube Commission as set out in TRANS/SC.3/WP.3/2004/15, para. 4, i.e. to amend article 1.01 “Meaning of certain terms” by adding the definition of “safe speed”.

14. The ISO representative referred to Informal Document No. 3(b) containing draft ISO/DIS standard 16180 on electric navigation lights for small craft which is currently under an ISO and CEN members’ enquiry. He said that the closure of voting would end on 7 July 2004. He further explained that the work was being dealt with within the framework of a future EU Directive on

recreational craft and informed the Working Party that the standard is aimed at the harmonization of standards ISO/DIS 16180 and EN 14744. He concluded by saying that further discussions would be encouraged based on the results of the enquiries carried out and in the best interest of all concerned, taking into account industry views, users' safety and free circulation aspects.

15. The representative of Germany informed the Working Party on the project carried out within the European Committee for Standardization (CEN). He stated that, currently, navigation lights for sea-going vessels are regulated by the COLREG regulations of IMO whereas navigation lights for inland navigation vessels are regulated by CEVNI. The type approvals are based on the Regulations on the Colour and Luminous Intensity of Navigation Lights and the Approval of Signal Lanterns, established by the CCNR.

16. As an attempt to merge the regulations for maritime and inland navigation craft under CEN, a Working Group TC 15 is trying to develop a new standard EN 14744 uniting the requirements of navigation lights for maritime and inland navigation. It only contains clearly defined requirements at a quite high level, takes into account the state-of-the-art technology and is aimed at enhancing the safety of navigation.

17. In his view, the ISO 16180 standard mandated by the EU for recreational craft is settled at a very low level and lacks clarity and precision. The standard does not take into account state-of-the-art technology and could hardly serve the safety in maritime or inland navigation.

18. He invited the Working Party to express its view if: (i) for safety reasons uniform requirements for navigation lights on all vessels (apart from different ranges of visibility) should be valid, instead of several different sets of regulations for recreational craft, commercial maritime craft and inland navigation vessels; (ii) the action undertaken by the CEN Working Group to create a uniform standard for navigation lights was in the interest of SC.3/WP.3; and (iii) the ranges of visibility provided in table 1 of EN 14744 could finally find their place in annex 6 of CEVNI.

19. The Working Party thanked the representatives of ISO and Germany for their information, took note of it and invited Governments to express their views in this regard, taking into account, in particular, the questions formulated by Germany in para. 19 above. It was agreed to come back to this issue at the thirtieth session of the Working Party with due regard to possible reaction by Governments and River Commissions.

RADAR INSTALLATIONS AND RATE-OF-TURN INDICATORS

Documentation : TRANS/SC.3/2003/5; TRANS/SC.3/WP.3/2004/16; TRANS/SC.3/WP.3/R.68; TRANS/SC.3/WP.3/R.28 and Corr.1.

20. The Working Party considered document TRANS/SC.3/2003/5 containing general technical parameters for radar installations prepared by the secretariat on the Working Party's instructions and modified it as follows:

“ANNEX 10

**GENERAL TECHNICAL SPECIFICATIONS
APPLICABLE TO RADAR EQUIPMENT**

The technical parameters of radar installations must satisfy the following requirements:

Minimum range of detection	15 m
Maximum range of detection of shore 60 m high (at height of installation 10 m)	– 32,000 m ^{1/}
Distance resolution	15 m at scales 0.5-1.6 km; 1% of the scale value at other scales
Angular resolution	1.2°
Accuracy of measurement: range	1% of variable range circles 10 m fixed range circles at scales 0.5-2.0 km 0.8% of the value of the selected scale
Accuracy of measurement: bearings	± 1°
Heading line:	
– Width	0.5°
– Deviation	0.5°
Effective diameter of screen indicator	270 mm
Range scales	0.5; 1; 1.6; 2; 3.2; 4; 8; 16; 32 km: not less than 4 fixed range circles within each scale
Off-centring	1/4-1/3 of the effective diameter of the image
Bearing facilities:	
– Timing	Up to 5 seconds
– Error	± 1
Transmission frequency	9.3 – 9.5 GHz (3.2 cm)
Warm-up time	4 minutes
Minimum antenna speed	24 revolutions per minute”

^{1/} Maximum range of detection is only required to be ensured for radar equipment installed on vessels operated on large lakes, reservoirs and in coastal waters.

21. The secretariat was requested to include the text of annex 10, as agreed in para. 20 above, into a draft resolution on amendment of CEVNI to be presented to the Working Party on Inland Water Transport for further consideration and adoption.

HARMONIZATION OF WATERWAY SIGNS AND MARKING

Documentation : TRANS/SC.3/WP.3/2003/15; TRANS/SC.3/WP.3/2004/17;
TRANS/SC.3/WP.3/2004/18.

22. The Working Party considered the text of the draft resolution contained in its annex, the Guidelines for Waterway Signs and Marking (TRANS/SC.3/WP.3/2004/17 and TRANS/SC.3/WP.3/2003/15), in the light of comments and proposals received from member Governments on TRANS/SC.3/WP.3/2004/18 and modified the annex to the resolution as follows:

- (i) The text of paras. 1.9 and 2.1 should be modified as suggested by the Russian Federation in TRANS/SC.3/WP.3/18;
- (ii) The secretariat was requested, in consultation with the Danube Commission, to rectify the text of para. 2.2 so that all language versions were identical;
- (iii) The first phrase in para. 3.10 should be replaced by the text suggested by the Russian Federation in TRANS/SC.3/WP.3/18. The last phrase of this para. should be deleted;
- (iv) A footnote should be made to paragraph 3.11 as suggested by the Russian Federation in TRANS/SC.3/WP.3/2004/18;
- (v) The words “As a general rule” in para. 4.3.4 should be deleted;
- (vi) Paragraph 4.4.1 should be redrafted to read:

“4.4.1 Where there is increased intensity of vessels traffic and the substantial accumulation of vessels in inner harbour basins of ports, not only signs and signals on the banks should be used in order to restrict berthing places but also signs and signals on the water”.
- (vii) Paragraph 3.8 should be completed as suggested by Ukraine in TRANS/SC.3/WP.3/2004/18, para. 15.
- (viii) In the example of the measurements of marking sign A.1 appearing in annex 1 all measurements should be given in cm.

23. The text of the draft resolution on waterway signs and marking as reflected in TRANS/SC.3/WP.3/2004/17 and TRANS/SC.3/WP.3/2003/15 and modified in para. 22 above, was approved and the secretariat was requested to submit it to the Working Party on Inland Water Transport for further consideration and adoption.

24. The delegation of Bulgaria reserved its right to formulate and transmit additional written proposals on improvement of the annex to the draft resolution.

ESTABLISHMENT OF COMMON PRINCIPLES AND TECHNICAL REQUIREMENTS FOR A PAN-EUROPEAN RIVER INFORMATION SERVICES (RIS)

(a) Guidelines and Recommendations for River Information Services

Documentation : TRANS/SC.3/WP.3/2003/11 and Add.1; Informal Documents Nos. 1 and 8.

25. It was recalled that, at its twenty-sixth session, the Working Party took note of the Guidelines and Recommendations for River Information Services established by the International Navigation Association (PIANC) and felt that the Guidelines covered all the aspects of the future RIS services and might serve as a basis for the establishment of a relevant UNECE document in this regard (TRANS/SC.3/WP.3/52, paras. 13 and 14). The Working Party considered the text of the Guidelines as set out in TRANS/SC.3/WP.3/2003/11 and Add.1 and approved it, subject to a number of editorial corrections. The secretariat was requested to prepare a draft resolution on the adoption of the Guidelines as a UNECE document and transmit it, together with documents TRANS/SC.3/WP.3/2003/11 and Add.1, as an annex for further consideration and adoption by the Working Party on Inland Water Transport. It was understood that the annex to the resolution might need to be updated in accordance with the latest PIANC version as reflected in Informal Document No. 1 and taking also into account relevant UNECE instruments to be mentioned in the Guidelines together with those of the EC, the CCNR and the Danube Commission.

(b) International Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation

Documentation: TRANS/SC.3/WP.3/2004/21; TRANS/SC.3/WP.3/2004/22 and Informal Documents Nos. 4 and 5.

26. A member of the secretariat introduced the international Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation as set out in TRANS/SC.3/WP.3/2004/21 and TRANS/SC.3/WP.3/2004/22, representing two major elements of the future RIS services. He indicated in particular that, due to internal UN rules limiting the volume of working documents to 18 pages and due to the very technical nature of the numerous annexes and appendices to the international Standards, these annexes and appendices had not been reproduced in TRANS/SC.3/WP.3/2004/21 and TRANS/SC.3/WP.3/2004/22 and might only be consulted in Informal documents Nos. 4 and 5 available in English and French only. He further informed the Working Party that the Standards had just been adopted by the CCNR at its spring plenary session.

27. A representative of Austria (Mr. R. Vorderwinkler, Chairman of the Steering Committee of the Consortium Operational Management Platform for River Information Services (COMPRIS)) explained that, following the adoption of the draft Directive of the European Parliament and of the Council on Harmonized River Traffic Information Services on inland waterways in the Community (Informal Document No. 8), the European Commission would adopt a Master Plan providing inter

alia for funding the projects related to the implementation on Community inland waterways of the RIS services including, in particular, the Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation reflected in TRANS/SC.3/WP.3/2004/21 and TRANS/SC.3/WP.3/2004/22.

28. The Working Party took note of the Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation as set out in TRANS/SC.3/WP.3/2004/21 and TRANS/SC.3/WP.3/2004/22 and invited Governments to study the above documents and make their comments and remarks on it available to the secretariat **by 1 February 2005**. It was agreed to come back to the consideration of the texts of the Standards at the thirtieth session of the Working Party.

(c) Standard for Inland ECDIS

Documentation: Informal Document No. 6.

29. The Working Party took note of Informal document No. 6 reflecting the clarifications, corrections and extensions to the Inland ECDIS standard, received from CCNR and felt that the Working Party on Inland Water Transport might wish to decide on the relevant updating of the Inland ECDIS standard established by its resolution No. 48 (document TRANS/SC.3/156).

30. The representative of the Russian Federation expressed his concern with regard to the divergence between maritime (IMO resolution A.817 (19)) and inland navigation (as set out in TRANS/SC.3/156) ECDIS standards. He pointed out that the Inland ECDIS standard elaborated and used on Russian inland waterways was fully compatible with international IHO and IMO standards. As a result, it became possible to use standard software and hardware used for maritime ENC production to produce inland ENC complying with IHO special publications S-52 and S-57. In his view, if there was indeed a need for supplementing the ECDIS object catalogue with some particular inland navigation objects, this should be done with the consent of IHO and in compliance with the S-57 standard. Furthermore, he pointed out that today tens of thousands of ships around the globe were equipped and used the ECDIS standard while the UNECE and CCNR Inland ECDIS standard existed so far mainly on paper. He suggested, therefore, that an ad hoc group should be set up under the auspices of the UNECE Working Party on Inland Water Transport in order to study the existing problems and make the two standards fully compatible.

31. The representative of the Netherlands, supported by the delegation of Austria, indicated that there existed already an International Expert Group on Inland ECDIS chaired by Mr. C. Krajewski (Germany) in the work of which Russian experts might and actually did participate and that, therefore, there was no need for the setting up of another expert group within the UNECE. Furthermore, in his view, a compatibility of existing maritime ECDIS and Inland ECDIS standards was possible with the use of one and the same shipborne equipment.

32. The Working Party, being unable to decide on this question, suggested that the Russian delegation might wish to make a formal written proposal to the forthcoming forty-eighth session of

the Working Party on Inland Water Transport explaining their view on the problem of compatibility between the two existing ECDIS standards and indicating the ways for its solution.

UNIFORM SYSTEM OF TRAFFIC GUIDANCE ON EUROPEAN INLAND WATERWAYS

Documentation : TRANS/SC.3/WP.3/2003/10 ; TRANS/SC.3/WP.3/2004/19.

33. As agreed at its twenty-sixth session (TRANS/SC.3/WP.3/52, para. 15), the Working Party considered the text of the Guidelines and Criteria for Vessel Traffic Services in Inland Waters established by the International Association of Lighthouse Authorities (IALA) in TRANS/SC.3/WP.3/2003/10 and agreed to modify it as suggested by the Russian Federation in TRANS/SC.3/WP.3/2004/19. Throughout the text of the Guidelines, the words “inland waters” should be replaced by “inland waterways” as generally used in all UNECE instruments. The secretariat was requested to present the text of the Guidelines, as set out in the annex in TRANS/SC.3/WP.3/2003/10 and modified above, to the Working Party on Inland Water Transport for further consideration and adoption as its resolution.

TRANSPORT AND SECURITY

Documentation : TRANS/SC.3/2003/12; TRANS/SC.3/WP.3/2004/20.

34. The Working Party took note of document TRANS/SC.3/2003/12 prepared by the secretariat and containing a synthesis of the initiatives in the field of transport security undertaken within relevant international organizations as well as of the information on this item received from Governments and from the Danube Commission in TRANS/SC.3/WP.3/2004/20.

35. The Working Party decided to amend the text of article 1.04(1)(d) of CEVNI as proposed by the delegation of Slovakia in TRANS/SC.3/WP.3/2004/20 and asked the secretariat to include this amendment into the general set of amendments to CEVNI as agreed above. It was agreed to keep the item on the agenda of the Working Party. Governments, River Commissions and other international organizations were invited to keep the Working Party informed of measures undertaken by them with a view to enhancing the security in inland navigation so that a concerted action could be taken by the Working Party in this regard.

36. The ISO representative informed the Working Party that his organization would shortly issue an ISO Publicly Available Specification (ISO/PAS 20858) from technical committee ISO/TC8 dealing with Maritime Port Facility Security Assessments and Security Plan Development. He furthermore informed the session of pertinent work of technical committee ISO/TC 104 “Freight Containers” dealing with mechanical seals (ISO/PAS 17712 : 2003), electronic seals (ISO/WI 18185-1707) and guidance on container structural integrity (ISO/TR 15070 Draft Amendment 2).

OTHER BUSINESS

(a) Dates of the next sessions

37. The twenty-ninth and thirtieth sessions of the Working Party are scheduled to take place from 15 to 17 March 2005 and from 7 to 9 June 2005, respectively.

(b) Tribute to Mr. Van Doorn

38. The Working Party was informed that Mr. Hendrik R. Van Doorn, representative of the Netherlands, was about to retire from the Governmental service and, therefore, would no longer be able to participate in the work of the Working Party to which he had been a Chairman since 1981. The Working Party thanked Mr. Van Doorn for his highly professional contribution to its work for many years and wished him a long and happy retirement.

ADOPTION OF THE REPORT

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