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Working Party on Inland Water Transport

Fifty-third session

Geneva, 4-6 November 2009

**REPORT OF THE WORKING PARTY ON INLAND WATER TRANSPORT
ON ITS FIFTY-THIRD SESSION**

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I. ATTENDANCE

1. The Working Party on Inland Water Transport (SC.3) held its fifty-third session from 4 to 6 November 2009. Representatives of the following countries participated: Austria, Belarus, Belgium, Czech Republic, Finland, Germany, Lithuania, Netherlands, Romania, Russian Federation, Slovakia, Serbia, Turkey and Ukraine. The representative of the European Commission (EC) was also present. Representatives of the following intergovernmental organizations also attended the session: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC), Mosel Commission (MC) and International Sava River Basin Commission (Sava Commission). The following non-governmental organizations were represented: European Boating Association (EBA), International Association for the Rhine Ships Register (IVR) and European Transport Workers' Federation (ETF). The United Kingdom of Great Britain and Northern Ireland informed the secretariat that they were unable to attend.

2. Ms. Eva Molnar, Director of the UNECE Transport Division, opened the fifty-third session. She highlighted the most important elements of the meeting's agenda, such as the planned revision of the European Code for Inland Navigation and of Resolution No. 31 on minimum requirements for the issuance of boatmaster's licences in inland navigation. She also invited the Working Party to actively react to the proposal of the bureau of Inland Transport Committee (ITC) to hold a special policy segment on inland navigation at the seventy-second session of ITC on 23-25 February 2010. Finally, she referred to the successful cooperation between countries under the framework of the European Agreement concerning the international carriage of Dangerous Goods by Inland Waterways (ADN) and expressed the hope that a similar strong and productive cooperation would take place on other inland water transport related issues.

II. ADOPTION OF THE AGENDA (Agenda item 1)

3. The Working Party adopted the provisional agenda as prepared by the secretariat (ECE/TRANS/SC.3/182).

III. CHAIRMANSHIP

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

IV. ACTIVITIES OF UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE BODIES OF INTEREST TO THE WORKING PARTY ON INLAND WATER TRANSPORT (Agenda item 2)

Documentation: ECE/TRANS/206, ECE/TRANS/WP.15/AC.2/32, ECE/ADN/6

5. The Working Party was informed by the secretariat of the outcome of the seventy-first session of the ITC. The Working Party took note of following items:

- (a) Invitation of ITC to its subsidiary bodies to consider gender related issues in their respective transport areas;
- (b) Outcome paper on the conference on the impact of globalization on transport, logistics and trade, held during the seventy-first session of ITC;

- (c) Decision of ITC to reactivate annually the Multidisciplinary Group of Experts on Inland Transport Security to discuss horizontal issues addressed by the ITC subsidiary bodies and provide an international platform for the exchange of best practices.

6. A member of the secretariat reported on the status of the European Agreement concerning ADN. He informed the Working Party that the ADN now included 11 Contracting Parties and that ratification was expected from Czech Republic and Italy. He also reported that, in accordance with Directive 2008/68/EC of 24 September 2008 on the inland transport of dangerous goods, the regulations annexed to ADN would be applied by member States of the European Union (EU) at the latest by 30 June 2011. He highlighted the importance of the Contracting Parties' participation in the sessions of the ADN Administrative Committee, which adopts final decisions on the agreement, as a quorum of one half of Contracting Parties was required for its sessions. Finally, he informed the Working Party that the new version of ADN would enter into force on 1 January 2010 and that the next edition of ADN (2011) would enter into force on 1 January 2011. The forthcoming amendments include new transitional provisions relating to the construction of vessels, dealing with issues such as fire extinguishing systems, flame arresters, ballasting, etc., and new provisions on the carriage of substances hazardous for the aquatic environment. The Working Party took note of the latest developments related to the ADN and encouraged member States to take an active part in the work on the agreement and, in particular, of the ADN Administrative Committee.

V. EXCHANGE OF INFORMATION ON MEASURES AIMED AT PROMOTING TRANSPORT BY INLAND WATERWAY (Agenda item 3)

Documentation: ECE/TRANS/SC.3/2009/1

7. The Working Party took note of the following presentations on the current measures aimed at promoting transport by inland waterways in the EU and the UNECE member States:¹

- (a) European Commission, "European Inland Waterway Transport Policy - NAIADES";
- (b) Via donau, "PLATINA - Platform for the Implementation of NAIADES";
- (c) International Association for the Rhine Ships Register (IVR), "IVR Rules on General Average";
- (d) Czech Navigation and Waterways Association, "Presentation of current situation regarding the project Danube-Oder-Elbe water corridor (D-O-E)".

8. The representative of DC reported on the ongoing DC work on the water policy on the Danube and stressed the importance for the navigation on the Danube of the issues related to recognition of the ship's certificates, training and education of crew members, harmonization of boatmasters' certificates and addressing the infrastructure needs. The representative of the Czech Republic made an official statement on behalf of the Czech Ministry of Transport in response to the presentation on the Danube-Oder-Elbe project. In his statement, he noted that the territory of the prospective Danube-Oder-Elbe waterway project had been protected in the long run in order to ensure the future realization of the project. He further added that, in 2007, the Ministry of the environment of the Czech Republic had initiated the establishment of a special commission (with the participation of the ministries concerned) to consider the necessity of further protection of this territory. Moreover, he informed the Working Party that the Czech Government had decided to prolong the territory

¹ All presentations are available at: <<http://www.unece.org/trans/main/sc3/sc3/sc32009.html>>.

protection, while charging the Ministry of Transport with the examination of international needs of the Danube-Oder-Elbe waterway connection. The Czech Government stressed the necessity to involve the representatives of Austria, Germany, Poland, Slovakia and the EC in these consultations. The representative of the Czech Republic informed that the Ministry of Transport would report to the Government on the results of this process by 31 December 2010 and mentioned that the international negotiations should start before the end of 2009.

9. The Working Party considered the secretariat's report on the progress made in the implementation of the Plan of action to implement the decisions of the 2006 Bucharest Pan-European Conference on Inland Water Transport (ECE/TRANS/SC.3/2009/1). The Working Party was satisfied with the progress made on most of the follow-up activities and noted that additional activities may be considered in the following areas:

- (a) Free movement of crew members across Europe;
- (b) Specific studies on inland fleet modernization and enhancing its efficiency;
- (c) Consideration of additional provisions to the AGN agreement aimed at the integration of inland navigation, sea-river shipping and short sea crossing;
- (d) Promoting national centres for the promotion and development of inland water transport;
- (e) Examining the questions of financing of inland waterway development.

The Working Party invited Governments, River Commissions and the secretariat to submit specific proposals on these issues, if available, for the SC.3 session in 2010 or to the next sessions of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation.

VI. STANDARDIZATION OF TECHNICAL AND SAFETY REQUIREMENTS IN INLAND NAVIGATION (Agenda item 5)

10. The Working Party was informed by the secretariat that the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) had held two sessions in 2009 under the chairmanship of Mr. Evgueny Kormyshov (Russian Federation): the thirty-fourth session on 11-13 February 2009 and the thirty-fifth session on 3-5 June 2009. The Working Party took note of the reports of the two sessions contained in documents ECE/TRANS/SC.3/WP.3/68 and ECE/TRANS/SC.3/WP.3/70. As recommended by SC.3/WP.3, the Working Party proceeded to consider the following results of the SC.3/WP.3 sessions in 2009.

A. Amendments to European Code for Inland Waterways CEVNI (Agenda item 5 (a))

Documentation: ECE/TRANS/SC.3/2009/4, Informal documents No. 1, 2 and 3

11. The chairman of the informal working group on CEVNI, Mr. Nicolaas Koedam (CCNR), presented the results of the revision of the European Code for Inland Waterways, carried out by SC.3/WP.3 in accordance with the decision of the SC.3 fifty-second session (ECE/TRANS/SC.3/181, paras. 24-26). He informed the Working Party that the amendment package to CEVNI and its annexes had been finalized during the thirty-fifth session of SC.3/WP.3 and that an informal document presenting the draft revised text of CEVNI had been circulated to the delegations on 31 July 2009 (Informal documents SC.3 (2009) Nos. 1 and 2). He further reported that the informal working group on CEVNI had met on 30 September - 1 October 2009 to consider the final editorial comments from the delegations on the informal documents and to finalize the draft revised

text of CEVNI. In his concluding remarks, he suggested maintaining the informal working group to monitor the use of the revised CEVNI and to further develop the code. The secretariat presented to the Working Party a draft SC.3 resolution on the amendments and additions to CEVNI (ECE/TRANS/SC.3/2009/4), based on the decisions of the SC.3/WP.3 thirty-fifth sessions and of the final meeting of the informal working group on CEVNI. The chairman of the Working Party emphasized the harmonization effort, reflected in the amendment proposal, noting that CEVNI was a living document, aimed at representing the stage of harmonization of the existing rules of navigation across the main European inland waterways. On behalf of the CCNR Police Regulations Committee, the representative of the Netherlands supported the amendment proposal and inquired about the mechanism for dealing with future amendment proposals to CEVNI and for reporting on the regional and national special requirements under the new chapter 9. The representative of the CCNR noted the fast pace of the revision process and mentioned that the CEVNI rules could be further improved in the future, but that the amendment proposal represented one step forward towards a greater harmonization of the navigation rules. The representatives of Germany, the Russian Federation, DC, EBA and Sava Commission expressed a high appreciation of the work carried out by the informal working group on CEVNI and SC.3/WP.3 and strongly supported the adoption of Resolution No. 66. The representative of Belgium supported the revision of CEVNI, in which Belgium had taken an active part. He noted, however, that the CEVNI rules could further be improved in the future to clarify the rules of navigation applicable to the waterways for which “upstream” and “downstream” were not defined.

12. Following the interventions of Austria, Germany, the Netherlands, the Russian Federation, CCNR, DC, EBA and Sava Commission, the Working Party approved the draft resolution on amendments to European Code for Inland Waterways as contained in document ECE/TRANS/SC.3/2009/4 as Resolution No. 66, noting that this was a significant step towards the harmonization of traffic regulations at the pan-European level. The text of Resolution No. 66 will be published as document ECE/TRANS/SC.3/115/Rev.3/Amend.1. The Working Party emphasized the importance of the proper implementation process for the new text of CEVNI and the need for an appropriate mechanism for dealing with future amendments to CEVNI, as well as the exceptions to the CEVNI rules, established by Governments and River Commissions in accordance with the new Chapter 9 on “Regional and National Special Requirements”.

13. The Working Party decided to maintain the informal working group on CEVNI renamed “CEVNI expert group”, composed of the representatives of the River Commissions and the interested Governments. The “CEVNI expert group” will be in charge of monitoring the implementation of the new CEVNI by Governments and River Commissions and examining future amendment proposals to CEVNI. It will meet back-to-back with the SC.3/WP.3 sessions (additional meetings can be added if needed). The Working Party agreed that the secretariat would circulate the new text of CEVNI to the Governments and River Commissions as soon as possible and contact the delegations in advance of the next SC.3 session in 2010 with a special questionnaire aimed at collecting the information on the implementation process. In this context, the Working Party was informed by the DC and the Sava Commissions of the planned revisions of their respective navigation rules in accordance with the new text of CEVNI.

14. The Working Party thanked the informal working group on CEVNI, River Commissions and SC.3/WP.3 for their work on the revision of CEVNI and their quality contribution to the progress with the harmonization of the navigational rules. The Working Party also acknowledged the input of the European Boating Association (EBA) in the revision process.

B. Amendments to Recommendations on Minimum Requirements for the Issuance of Boatmaster's Licences in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (Resolution No. 31) (Agenda item 5 (b))

Documentation: ECE/TRANS/SC.3/2009/5, ECE/TRANS/SC.3/2009/6

15. The secretariat reported that, in accordance with the decision of the fifty-first session of the Working Party (ECE/TRANS/SC.3/178, para. 26), SC.3/WP.3 had prepared a proposal on amendments to Resolution No. 31, based on the comparative analysis of the existing EU, CCNR, DC and Sava Commission's requirements. The amendment proposal, finalized by the thirty-fifth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/70, paras. 23-24), was presented in document ECE/TRANS/SC.3/2009/5. The Working Party adopted the draft revised Resolution No. 31 as contained in document ECE/TRANS/SC.3/2009/5 and asked the secretariat to publish the final text of the resolution,² noting that the revised resolution would constitute a useful input to the ongoing discussions on the amendment of the EU Directive 96/50/EC on the harmonization of the conditions for obtaining national boatmaster's certificates for the carriage of goods and passengers by Inland Waterway in the Community. The Working Party emphasized that the goal of Resolution No. 31 was to provide a general framework for the mutual recognition of the boatmasters' certificates, identifying the minimum criteria for issuance of the certificates. The Working Party recognized the special role of River Commissions in providing more detailed regulations on boatmasters' certificates, such as additional rules on different types of certificates, models for certificates or related documents, such as medical certificates and radar certificates. The Working Party emphasized that these additional requirements in the River Commissions' documents would not generate a discrepancy between these documents and Resolution No. 31. In this context, the Working Party took note of the ongoing work in the DC on new DC rules on the boatmasters' certificates, expected to be completed in 2010.

16. The secretariat presented document ECE/TRANS/SC.3/2009/6, which contained a preliminary overview of the local knowledge requirements existing in the UNECE countries, prepared in accordance with the decision of the SC.3/WP.3 thirty-fourth session in order to contribute to rationalizing and unifying the requirements on checking the knowledge by boatmasters of specific stretches of inland waterways and their navigating skills on those stretches (ECE/TRANS/SC.3/WP.3/68, paras. 26-27). The Working Party took note of the preliminary information on the local knowledge requirements in the UNECE countries, noting that on page 3 the reference to "Czech Republic" must be replaced with "Republic of Serbia". The Working Party invited Governments which had not yet submitted their information on the existing local knowledge requirements to do so at their earliest convenience.

² The text of the revised Resolution No. 31 will be published as document ECE/TRANS/SC.3/184.

C. Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61) (Agenda item 5 (c))

Documentation: ECE/TRANS/SC.3/172, ECE/TRANS/SC.3/172/Amend.2

17. The secretariat reported to the Working Party on the status of Resolution No. 61 and its amendments. The Working Party noted that the amendments to Resolution No. 61, adopted at the fifty-second session of the Working Party were published by the secretariat as document ECE/TRANS/SC.3/172/Amend.2.

18. The Working Party took note of the ongoing discussions in SC.3/WP.3 on the further amendments to Resolution No. 61, notably in the light of the amendments brought to the EU Directive 2006/87/EC laying down technical requirements for inland waterway vessels. The Working Party discussed the need for further amendments to Resolution No. 61, noting that, in the absence of a consolidated published version of the resolution, the countries were not able to take the full advantage of the existence of this harmonization mechanism. The Working Party was also informed by the secretariat that, due to the unavailability of experts, the SC.3 group of volunteer experts on Resolution No. 61 had not been able to meet in 2010, and that, as of November 2009, the following delegations expressed their willingness to take part in the work of the group: the Russian Federation, DC, EBA and the Sava Commission. The representative of EC clarified that his organization welcomed the participation of EU member States in the work on Resolution No. 61, provided that in this work they take due account of the provisions of Directive 2006/87/EC. The representative of DC reminded the Working Party that in 2008 the DC member States had decided to recognize the ship's certificates issued based on Directive 2006/87/EC, Resolution No. 61 and the DC Recommendations on Technical Requirements for Inland Navigation Vessels. At the same time, he noted that there were numerous differences between the resolution and the directive and that these differences were considered at the technical sessions of DC with a view to harmonizing the DC recommendations on technical prescriptions for inland vessels, originally based on Resolution No. 61, with the directive. The Working Party noted that a large part of the differences in Resolution No. 61 and the EU directive resulted from the inclusion of the references to the EU specific standards, which needed not to be included in Resolution No. 61. The Working Party requested that SC.3/WP.3 continue consideration of the amendment proposals to Resolution No. 61, based on the amended Directive 87/2006/EC, to ensure that these proposals were in line with the general nature of the resolution, and submit a proposal to the next SC.3 session. The Working Party also asked the secretariat to continue its consultations with the European Commission and River Commissions on the issue of mutual recognition of the ship's certificates, as well as on the possible measures aimed at streamlining and coordinating the work on technical prescriptions for inland vessels in the various international and regional forums.

VII. INLAND WATERWAY INFRASTRUCTURE (Agenda item 6)

A. European Agreement on Main Inland Waterways of International Importance (Agenda item 6 (a))

Documentation: Informal document No. 5

19. The secretariat reported to the Working Party on the current status of the AGN agreement. The Working Party noted that, in accordance with Depository Notification C.N.424.2009.TREATIES-2 of 15 July 2009, the amendments to annexes I and II of the agreement adopted at its fifty-second

session had entered into force on 15 October 2009. The Working Party requested the secretariat to publish the consolidated text of the AGN agreement, circulated in Informal document No. 5, as an official SC.3 document.

B. Inventory of main standards and parameters of the E waterway network ("Blue Book") (Agenda item 6 (b))

Documentation: ECE/TRANS/SC.3/144/Rev.1

20. The Working Party took note of the information provided by the secretariat on the forthcoming revision of the Blue Book and requested that the secretariat proceed with the collection of information necessary for the preparation of the next edition of the publication scheduled for 2011. Ukraine informed the Working Party that they had submitted to the secretariat a proposal on further improvement of the Blue Book structure. The Working Party asked the secretariat to prepare a proposal on possible amendments to the structure of the next Blue Book edition on the basis of the Ukrainian proposal, as well as to examine the possibility to elaborate an electronic version of the publication at the time of the next revision. The Working Party asked the secretariat to submit a proposal on these two issues for the SC.3 fifty-fourth session in 2010.

C. Inventory of most important bottlenecks and missing links in the E waterway network (Resolution No. 49) (Agenda item 6 (c))

Documentation: TRANS/SC.3/159, ECE/TRANS/SC.3/2009/8

21. The secretariat presented document ECE/TRANS/SC.3/2009/8 with the amendment proposals to Resolution No. 49, submitted by Belgium and the Russian Federation. The Working Party adopted amendments to the list of most important bottlenecks and missing links in Resolution No. 49, as contained in document ECE/TRANS/SC.3/2009/8.

VIII. WHITE PAPER ON EFFICIENT AND SUSTAINABLE INLAND WATER TRANSPORT IN EUROPE (Agenda item 4)

Documentation: ECE/TRANS/SC.3/2009/2, ECE/TRANS/SC.3/2009/3

22. The Working Party took note of the report of the secretariat on the preparation of the second edition of the UNECE White Paper on inland water transport and the draft detailed outline for the paper (ECE/TRANS/SC.3/2009/2). The Working Party agreed that the secretariat should circulate the first draft to the Peer Review Board, composed of representatives of interested member States, European Commission, River Commissions and other competent organizations, and then present an advanced draft to the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) and the seventy-second session of the UNECE Inland Transport Committee on 23-25 February 2010 for further inputs and comments. The final draft of the White paper shall be submitted to the fifty-fourth session of SC.3. The representative of ETF emphasized the importance of the social dialogue for the sustainable development of inland water transport and transmitted to the secretariat a joint statement by ETF and European Barge Union elaborated during the consultations with the European Commission on the sustainable future for transport.

23. The Working Party welcomed the proposal of the ITC Bureau to hold a policy segment on Inland Water Transport at the seventy-second session of the Inland Transport Committee and requested the secretariat to proceed with the preparation of the event, in accordance with further

instructions from the ITC Bureau. The representative of the Netherlands expressed his country's willingness to contribute to the policy segment.

IX. HARMONIZATION OF THE LEGAL FRAMEWORK FOR INTERNATIONAL INLAND WATER TRANSPORT (Agenda item 7)

A. Status of international conventions and agreements on inland navigation issues (Agenda item 7 (a))

Documentation: ECE/TRANS/SC.3/2009/9

24. The Working Party took note of the current status of legal instruments on inland navigation questions, adopted both within and outside UNECE presented in document ECE/TRANS/SC.3/2009/9.

25. The Working Party noted the entry into force in 2009 of the following international legal documents: Protocol on Combined Transport on Inland Waterways to the 1997 European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), which entered into force on 29 October 2009, and the 1996 CCNR Convention on Collection, Retention and Disposal of Waste Generated during Navigation on the Rhine and Other Inland Waterways (so commonly called the Waste Agreement), which entered into force on 1 November 2009. The Working Party noted that the expected amendments of the Protocol on Combined Transport on Inland Waterways would require consideration of future amendments to the AGN Agreement, and that the entry into force of the Waste Agreement would have an impact on the technical prescriptions for inland vessels, navigation rules and the rules on the transport of dangerous goods.

B. Application of UNECE resolutions relating to inland navigation (Agenda item 7 (b))

Documentation: TRANS/SC.3/159, ECE/TRANS/SC.3/2009/10

26. The Working Party took note of the situation regarding the application by Governments of its resolutions (ECE/TRANS/SC.3/2009/10) and invited them to accept the resolutions in case they had not yet done so.

C. The 1988 Strasbourg Convention on Limitation of Liability in Inland Navigation (Agenda item 7 (c))

Documentation: ECE/TRANS/SC.3/2009/11 and Add.1, Informal document No. 4

27. The secretariat reported to the Working Party about the latest developments with respect to the elaboration of the draft protocol to the 1988 Strasbourg Convention on Limitation of Liability of owners in inland navigation under the auspices of the CCNR, informing the delegations that the negotiations on the additional protocol would resume in 2010 after the completion of a special study on the liability issues in inland navigation. The Working Party took note of the last draft of the additional protocol (ECE/TRANS/SC.3/2009/11), and invited Governments to take an active part in the revision process, once the drafting process is resumed.

28. The representative of Serbia introduced a position paper of his Ministry of Infrastructure, which is based on the Serbian proposal for elaboration of the pan-European rules on General Average on the basis of the General Average Rules of IVR (Informal document No. 4). The representative of the Netherlands informed the Working Party that the Netherlands had integrated

the IVR rules into their national legislation and stressed the importance of avoiding that two different organizations work on the same issue. The Working Party asked the republic of Serbia in consultation with IVR to examine the need and, if appropriate, the process for elaborating pan-European rules on General Average, and report to SC.3/WP.3, so that SC.3/WP.3 could further evaluate the need for a UNECE instrument in this area.

X. INLAND WATER TRANSPORT AND SECURITY (Agenda item 8)

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

XI. INLAND WATER TRANSPORT AND ENVIRONMENT (Agenda item 9)

30. The Working Party noted that no specific proposal on the possible SC.3 action in the field of environment had been submitted to the secretariat. The Working Party acknowledged the ongoing initiatives of River Commissions, such as the CCNR congress on Climate Change in June 2009, and the planned activities of the specialized working groups, such as the Working Group on Rivers established by the Directorate-General for Energy and Transport (DG TREN) and the Directorate-General for Environment (DG Environment) of the European Commission. The Working Party encouraged the delegations to take an active part in these activities. Following the proposal by CCNR, the Working Party agreed to invite the World Association for Waterborne Transport Infrastructure (PIANC) to present the activities of its Environmental Committee at one of the SC.3 or SC.3/WP.3 sessions.

XII. ESTABLISHMENT OF COMMON PRINCIPLES AND TECHNICAL REQUIREMENTS FOR PAN-EUROPEAN RIVER INFORMATION SERVICE (Agenda item 10)

Documentation: ECE/TRANS/SC.3/2009/13

31. The Working Party took note of the developments related to the implementation of River Information Services (RIS) in the UNECE region presented in document ECE/TRANS/SC.3/2009/13. The representatives of the Russian Federation and Ukraine reported on the progress in implementing RIS services, creating electronic navigation charts and establishing automatic identification system (AIS) transponders in their respective countries. The Working Party also discussed the proposal of the Russian Federation to develop recommendations on gradual introduction of mobile vessel AIS stations (transponders) for inland vessels and on the purpose of user identifiers for Maritime Mobile Safety Identifier (MMSI) to be used in the AIS transponders on inland vessels, and to complement Resolution No. 61 with the provisions on the minimum requirements to the computer equipment on board of inland vessels used for receiving information during the vessel's movement. The Working Party referred to the work of the relevant international expert groups and River Commissions on harmonizing the use of AIS transponders and MMSI. The representative of CCNR supported the proposal to complement Resolution No. 61 with the provisions on the minimum computer equipment. The Working Party agreed to forward the proposals of the Russian Federation to SC.3/WP.3 for consideration and action, if appropriate.

XIII. BIENNIAL EVALUATION AND PROGRAMME OF WORK (Agenda item 11)

Documentation: ECE/TRANS/SC.3/2009/12

32. The Working Party adopted the main expected accomplishment and indicators of achievement for the period 2010-2011 and the programme of work for 2010-2014 as contained in document ECE/TRANS/SC.3/2009/12. The revised programme of work is published in the addendum to the report. The representative of DC emphasized the importance of the social dialogue and the social security of crew members of inland vessels and proposed that the Working Party consider additional activities in this area. Acknowledging the work of other international bodies on the social issues related to inland navigation, the Working Party requested the secretariat to consult the European Commission and River Commissions on their relevant activities and the possible action by SC.3.

XIV. OTHER BUSINESS (Agenda item 12)

33. The Working Party took note of the information provided by the EBA on the process of the revision of Resolution No. 40 on International certificate for operators of pleasure craft. The Working Party requested the secretariat in cooperation with EBA and other interested Governments and River Commissions to examine the possibility to hold a special workshop on the recreational navigation issues in 2010.

XV. TENTATIVE LIST OF MEETINGS FOR 2010 (Agenda item 13)

34. The Working Party approved the following tentative dates for the SC.3 and SC.3/WP.3 meetings in 2010:

10-12 February 2010	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (thirty-sixth session);
23-25 June 2010	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (thirty-seventh session);
13-15 October 2010	Working Party on Inland Water Transport (fifty-fourth session).

XVI. ADOPTION OF THE REPORT (Agenda item 14)

35. In accordance with established practice, the Working Party adopted a list of decisions taken at its fifty-third session on the basis of a draft prepared by the secretariat. The full report will be established by the Chairman with the assistance of the secretariat for submission to the ITC.
