United Nations ECE/TRANS/SC.3/WP.3/74

Economic and Social Council

Distr.: General
13 July 2010

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

Thirty-seventh session
Geneva, 16–18 June 2010

Report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its thirty-seventh session

Contents

I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (hereafter, the Working Party or SC.3/WP.3) held its thirty-seventh session from 16 to 18 June 2010 in Geneva.

2. The session was attended by representatives of the following countries: Austria, Bulgaria, Czech Republic, Germany, Lithuania, Netherlands, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine. The secretariat informed the Working Party that the delegation of the European Union was not able to attend the meeting.

3. Representatives of the following intergovernmental organizations also took part in the session: Central Commission for the Navigation of the Rhine (CCNR), Mosel Commission, Danube Commission (DC) and International Sava River Basin Commission. The following non-governmental organization was represented: European Boating Association (EBA). The Italian Technical Naval Association was also present.

4. In accordance with the decision of the SC.3/WP.3 at its thirty-sixth session (ECE/TRANS/SC.3/WP.3/72, para. 6), Mr. Evgeny Kormyshov (Russian Federation) chaired the thirty-seventh session of the Working Party.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/SC.3/WP.3/73

5. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/WP.3/73) noting that the UNECE Publications in 2010 and the tentative schedule of meetings for 2011 would be discussed under item 9 “Other business”.

6. With regard to agenda item 10 “Adoption of the report”, the Working Party recalled that as usual, only decisions should appear in the draft to be prepared by the secretariat and read at the end of the session. A final concise report should be prepared by the Chair with the assistance of the secretariat and circulated after the session.

7. The Working Party took note of the planned meeting of the CEVNI expert group on 17 June 2010. The minutes of the meeting are included in the annex of the report to the session.

III. European Code for Inland Waterways (agenda item 2)

Documentation: ECE/TRANS/SC.3/115/Rev.4, ECE/TRANS/SC.3/WP.3/2010/1, ECE/TRANS/SC.3/WP.3/2010/14, Informal documents Nos. 3, 4 and 6, ECE/TRANS/SC.3/WP.3/2010/15

8. The secretariat presented the published fourth revision of CEVNI (ECE/TRANS/SC.3/115/Rev.4), adopted at the fifty-third session of the Working Party on Inland Water Transport (SC.3).

9. In accordance with the decision of the thirty-sixth session of the Working Party (ECE/TRANS/SC.3/WP.3/72, para. 13), the secretariat introduced the preliminary status document on implementation of CEVNI (ECE/TRANS/SC.3/WP.3/2010/14) and the additional information received from the Governments of the Netherlands and Slovakia presented in Informal documents Nos. 3 and 4. The secretariat also informed the Working Party that the Mosel Commission had implemented a detailed analysis of the application of

CEVNI rules to the Mosel river and the CCNR secretariat had provided information on the additional requirements existing on the Rhine (Informal documents Nos. 6 and 7). Finally, the secretariat highlighted that in their replies a number of Governments mentioned their intention to bring their regulations further in line with the revised CEVNI. The Chair of the Working Party reported on the legal and technical work carried out by the relevant authorities of the Russian Federation with the goal to prepare the opening of the Russian inland waterways to foreign vessels. He described the ongoing reform of the national rules of navigation aimed at bringing these rules closer to the pan-European standards, contained in CEVNI. He noted that full harmonization could not yet be reached, as, in some cases, introducing pan-European rules, such as the rules on the waterway signs and marking, on the Russian inland waterways would be too costly. The representative of Germany supported the joint work of the River Commissions on analyzing their special requirements and reported that the German national rules on inland navigation were currently under revision. The representative of Austria informed the Working Party about the active work, carried out within the Danube Commission, on bringing the Basic Rules of Navigation on the Danube in line with the new CEVNI, and noted that this work would have direct impact on the Austrian national legislation. The representative of the Netherlands informed the Working Party that at the present time five sets of regulations dealt with inland navigation in his country but that the planned national reform would use the new CEVNI as a basis for a unified national legislation. According to him, this reform was expected to take up to five years.

10. The Working Party took note of the status document on the implementation of CEVNI and emphasized its importance as a tool for monitoring the implementation of the unified pan-European rules contained in CEVNI. The Working Party thanked the Governments of Belarus, Bulgaria, Lithuania, the Netherlands, Russian Federation, Serbia and Slovakia and the River Commissions for their contribution to the document; and welcomed the intention of the Russian Federation, the Netherlands and the River Commissions to proceed to detailed analysis of the application of the fourth revision of CEVNI to their respective waterways. The Working Party invited other Governments and River Commissions, who have not yet done so, to complete the questionnaire on CEVNI (ECE/TRANS/SC.3/WP.3/2010/1) and transmit their responses to the secretariat by 15 July 2010. Taking into account the interventions of Austria, Germany, the Netherlands and the CCNR, the Working Party recognized that, in the light of the revision of national and/or regional legislation planned or ongoing in some countries, it would be impossible to provide the full responses to the questionnaire by the deadline and asked the delegations concerned to send a communication providing preliminary information on the ongoing work. The Working Party instructed the secretariat to prepare a consolidated version of the CEVNI status document for the 2010 session of the Working Party on Inland Water Transport.

11. The Working Party took note of the comment by the Netherlands that it was impossible to include in the reply to the questionnaire information on all existing additional rules and regulations. The Working Party also took note of the proposal by EBA to create a portal collecting information on the national rules governing access to inland waterways by recreational craft. In the light of these discussions, the Working Party asked the secretariat to circulate to the Governments, a proposal to compile information on what national legal acts govern the navigation of recreational craft on their waterways and where these acts could be found, and to report on this issue at the next session of the Working Party.

12. The Working Party considered the list of further amendments and/or rectifications to CEVNI contained in document ECE/TRANS/SC.3/WP.3/2010/15. Based on the recommendation of the CEVNI expert group, presented in the annex to the report of the thirty-sixth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/72), the Working Party approved the amendments proposed in paras. 2–6 and 30 of the document subject to the

correction of the Russian title of the proposed sign E.26 to “Пункт зимнего отстоя”. The Working Party also approved the corrections proposed by the secretariat in paras. 31–36. The Working Party asked the secretariat to transmit these amendment proposals to the fifty-fourth session of the Working Party on Inland Water Transport.

13. The Working Party held a preliminary discussion on the amendment proposals, submitted by the Danube Commission, in section IV of the document, which have not yet been discussed by the CEVNI expert group. In particular, SC.3/WP.3 recalled its earlier decision not to refer to specific European standards in the text of CEVNI. In accordance with the established practice, the Working Party forwarded the amendment proposals submitted by the Danube Commission to the next meeting of the CEVNI expert group on 17 June 2010.

14. The representative of the CCNR reported that the CCNR established a plan of future activities, aimed at further harmonization between the national rules of the CCNR member States, the Police Regulations for the Navigation of the Rhine and CEVNI, which might result in the supplementary amendment proposals to CEVNI and might call for the revision of the Code in 2012. According to the plan, the entry into force of the resulting harmonized rules at the national and River Commissions’ levels could be achieved by 2015. In the light of this information, the Working Party discussed establishing a preliminary date for the next revision of CEVNI and asked the secretariat to consult the delegations on this issue, bearing in mind the evolving nature of CEVNI and the need for adopting the rules to the changing conditions of navigation in a prompt and safe manner.

15. The secretariat informed the Working Party that some slight translation errors in the French text of Chapter 9 had been found in the published fourth revision of CEVNI and that a corrigendum would be submitted to the fifty-fourth session of the Working Party on Inland Water Transport, based on the original English text of Chapter 9.

16. The Working Party took note of the ongoing work on the German text of CEVNI, prepared by the secretariat in cooperation with Austria and the River Commissions. SC.3/WP.3 thanked the secretariat for this initiative and requested that the secretariat report on this work at its next session.

IV. Resolution No. 22, “SIGNI – Signs and Signals on Inland Waterways” (agenda item 3)

Documentation: TRANS/SC.3/108/Rev.1, ECE/TRANS/SC.3/WP.3/2010/11, Informal document No. 2

17. The Working Party reviewed and approved the text of the draft resolution on the amendment of SIGNI circulated as document ECE/TRANS/SC.3/WP.3/2010/11. The Working Party noted that in accordance with the recommendation of the CEVNI expert group, the draft resolution included Netherlands’ proposal to add a new sign on the availability of electrical power supply systems on shore, but did not include their proposal to add an example of such sign with the additional information on the voltage (para. 4 (b) of ECE/TRANS/SC.3/WP.3/2010/11/Add.1). The Chair of the CEVNI expert group explained that almost all informative signs in CEVNI could be supplemented with the plates with additional information. Moreover, the second sign was just an example of the information which could be provided on the properties of the electric power supply system. Therefore, in the opinion of the CEVNI expert group, it was not necessary to include the second sign. After an additional exchange of opinions, the Working Party maintained its decision not to include the second sign and asked the secretariat to submit the draft resolution to the fifty-fourth session of the Working Party on Inland Water Transport.

18. The Working Party noted that the additional proposal by the Netherlands, presented in Informal document No. 2, to add the above-mentioned sign on the availability of electrical power supply systems on shore to annex 7 of CEVNI, had already been considered under agenda item 2.

19. The Working Party discussed the possible ways to avoid duplication of the rules on waterway signs and marking, currently contained both in SIGNI and in annexes 7 and 8 of CEVNI. The delegations of Austria, Czech Republic, Germany, the Netherlands and the Sava Commission concurred that the annexes 7 and 8 could not be removed from CEVNI, as CEVNI should include all signs and marking used in inland navigation but that it might be useful to gather all the information related to signs and marking in one document by incorporating the provisions of SIGNI in CEVNI. The Working Party, therefore, agreed to ask the CEVNI expert group to evaluate the current provisions in SIGNI in order to identify which provisions would need to be included in CEVNI, should SIGNI be discontinued, and to report on this issue at the next session of SC.3/WP.3.

V. Resolution No. 59, "Guidelines for Waterway Signs and Markings" (agenda item 4)

Documentation: Informal document No. 1, ECE/TRANS/SC.3/169

20. The Working Party considered the "Rules for the waterway marking on the Sava River basin", presented in Informal document No. 1, and took note of the position of the Sava Commission, according to which improvements could be made to the current text of Resolution No. 59. The Russian Federation informed the Working Party that some parts of the text, such as the last sentence of paragraph 3.8, were missing from the Russian text of Resolution No. 59. The Working Party invited the Sava Commission, in consultation with the secretariat, to prepare a proposal to amend Resolution No. 59 and circulate this proposal together with the corrections to the Russian text of the resolution for comments by the delegations in time for the next SC.3/WP.3 session. The Working Party also invited other delegations to submit their proposals on amending Resolution No. 59.

VI. Resolution No. 61, "Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels" (agenda item 5)

Documentation: ECE/TRANS/SC.3/172, ECE/TRANS/SC.3/172/Amend.1, ECE/TRANS/SC.3/172/Amend.2

21. In accordance with the request of the fifty-third session of SC.3 (ECE/TRANS/SC.3/183, para. 18) and following up on the discussion held during its thirty-sixth session (ECE/TRANS/SC.3/WP.3/72, paras. 20–38), the Working Party considered the following amendments to Resolution No. 61 with due regard to the latest amendments to the EU Directive 2006/87/EC laying down technical requirements for inland waterway vessels (hereafter, Directive 2006/87/EC) and the revision of CEVNI.

A. Amendments to Chapter 1–2, "Definitions"

Documentation: ECE/TRANS/SC.3/WP.3/2010/3, ECE/TRANS/SC.3/WP.3/2010/16 and ECE/TRANS/SC.3/WP.3/2010/16/Add.1

22. The Working Party considered document ECE/TRANS/SC.3/WP.3/2010/16 and its addendum containing the positions of Governments and River Commissions and the secretariat's suggestions regarding the proposed amendments to the definitions contained in Chapter 1, originally submitted by Austria in document ECE/TRANS/SC.3/WP.3/2010/3. The Chair of the Working Party recalled the extensive discussions on this issue at the previous session and thanked the delegations and the secretariat for their further comments on the proposed amendments. The Chair also presented the comments of the Russian Federation (ECE/TRANS/SC.3/WP.3/2010/16/Add.1). He thanked the Austrian delegation for their effort to achieve further harmonization of Resolution No. 61 with the EU Directive 2006/87/EC and suggested that Austria take an active part in the relevant discussions of the Group of Volunteers on Resolution No. 61. The delegation of Ukraine informed the Working Party that Ukraine had a number of comments on the proposed amendments to Chapter 1 and that these comments would be communicated to the secretariat shortly. In the ensuing discussions on this issue, the Working Party observed that Chapter 1 of Resolution No. 61 included a series of definitions, which are absent in the directive and which help to promote pan-European harmonization of technical prescriptions for inland vessels. The Working Party also recognized that a number of the definitions in Resolution No. 61 differ from those contained in the directive. The Working Party recalled that the definitions in the resolution represent a result of the serious and inclusive discussions held by the Group of Volunteers and by the Working Party itself over many years. The Working Party also took note of the position of the Russian Federation, according to which the definitions contained in Resolution No. 61, frequently, are better worded than the definitions in the directive (ECE/TRANS/SC.3/WP.3/2010/16/Add.1). The Working Party took note of the position of Serbia (ECE/TRANS/SC.3/WP.3/2010/16/Add.1) according to which the issues of the definitions in Resolution No. 61 and the operating constraints of the European Hull Database are two quite distinct matters and that future evidence on the necessity to fully harmonize the definitions in Resolution No. 61 with these of the directive should be provided. The Working Party recognized that the directive contained a number of new definitions, which could be introduced in the resolution as such or with some amendments, but that this would entail reworking of other Chapters of the Resolution. The delegation of Austria indicated that, given the limited resources, the Austrian delegation would not be able to participate in the meetings of the Group of Volunteers. He also recognized that the issue of the unique European Identification number and the related vessel/hull database was more important than bringing the definitions in Resolution No. 61 fully in line with these in the directive and, perhaps, should be addressed before any amendments to Chapter 1.

23. In the light of these discussions, the Working Party decided to recommend to the Working Party on Inland Water Transport that it:

(a) Abstain from amending Chapter 1 in Resolution No. 61 at the present stage;

(b) Ask the Group of Volunteers on Resolution No. 61 to study the proposed amendments to the definitions in Resolution No. 61 and to submit their recommendations to the Working Party;

(c) Establish a viable mechanism for consultations between SC.3/WP.3 and the EU experts on technical requirements to work on improving the definitions both in the resolution and the directive as well as other possible amendments to Resolution No. 61, ensuring that the comments made at UNECE meetings on the text of the Directive are discussed and evince a reaction from the European Commission and that the UNECE documents are taken into account during the preparation of the EU documents.

B. Amendments to Chapter 2, "Procedure and rules for the inspection of inland navigation vessels"

Documentation: ECE/TRANS/SC.3/WP.3/2009/24

24. The Working Party confirmed its recommendation that the Working Party on Inland Water Transport adopt the amendments to Chapter 2 and the model ship's certificate in Appendix 2 of Resolution No. 61, as proposed by Austria in document ECE/TRANS/SC.3/WP.3/2009/24 subject to the corrections to be made by the secretariat in order to bring the proposed text in line with the terminology used in the rest of the Resolution.

25. The representative of PLATINA (Platform for implementation for the EU NAIADES programme) presented the pilot project on establishing European Hull Database to facilitate hull data exchange under the framework of the EU Directive 2006/87/EC.[1] He explained that the technical implementation of the database had been finalized in April 2010 and that the project was now entering its phase 7, which consists in pilot operation of the system, in which the contractor hosts the database and provides first and second level (telephone) support during office hours and software maintenance. The final phase (phase 8) foresees full-scale implementation of the system. Nine countries, including Austria, Belgium, Bulgaria, Czech Republic, France, Germany, the Netherlands, Romania and Slovakia, are participating in the pilot project. The implementation of the project is funded by the EU seventh Framework Programme for Research, Technology Development and Demonstration and PLATINA is currently working on the estimates of the costs of establishing and operating the fully fledged database. The Working Party took note of the presentation on European Hull Database delivered by the representative of PLATINA and discussed the modality and location of the future inland navigation vessel/hull database register. The representative of the Netherlands commented on the existing differences in international classifications and numbering systems for inland vessels, such as the EU Directive 2006/87/EC and Recommendation No. 28 on "Codes for Types of Means of Transport" of the United Nations Centre for the Trade Facilitation and Electronic Business (UN/CEFACT). In accordance with the request of the thirty-sixth session of the Working Party for more information on the UNECE human and IT resources available for managing a complex transport database (ECE/TRANS/SC.3/WP.3/72, paras. 28–29), the secretariat informed the Working Party that UNECE already maintained IT systems, such as International TIR Data Base and the Transport, Health and Environment Pan-European Programme (THE PEP) Clearing House, which function with a similar amount and complexity of data elements in a secure IT environment. Setting up and maintaining a pan-European vessel database would, however, require additional financial and human resources. The representative of the Danube Commission informed the Working Party that the Danube Commission had adopted the amendments to section 2-7 of the Danube Commission's Recommendations on Technical Requirements for Inland Navigation Vessels, similar to these amendments proposed to section 2-7 of Resolution No. 61. He also reported that the issue of the future operator of the EU inland navigation vessel/hull database had been a subject of preliminary discussions within the Danube Commission. The Working Party noted that the delegation of the European Union had not yet expressed its position on the subject of the future operator of the database.

[1] The presentation may be consulted on the UNECE website at: <http://www.unece.org/trans/main/sc3/wp3/wp3doc_2010.html>.

26. In the light of these discussions, the Working Party decided to:

(a) Ask the representatives of PLATINA to keep it informed about further development of the database and its operations;

(b) Ask the secretariat to consult with the delegation of the European Union on the subject of the EU intentions with respect to the possible operator of the inland navigation vessel/hull database;

(c) Ask the secretariat to contact the UNECE Transport Division to determine the capacity of the UNECE to provide technical support for maintenance of the inland navigation vessel/hull database;

(d) Ask the Governments to express their interest in offering their service in maintaining such a registry, as this is currently done in maritime navigation.

C. Amendments to Chapter 15, "Special provisions for passenger vessels"

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

27. The Working Party considered the draft amendments to Chapter 15 on "Special provisions for passenger vessels", prepared by the secretariat in accordance with the decision of the SC.3/WP.3 thirty-sixth session (ECE/TRANS/SC.3/WP.3/72, para.31) and decided to recommend that the Working Party on Inland Water Transport adopt the draft amended Chapter 15 of the annex to Resolution No. 61 as presented in document ECE/TRANS/SC.3/WP.3/2010/12 but refrain from deleting the first sentence in paragraph 15-9.1 which prescribes additional lifejackets for children in quantity equal to 10 per cent of the total number of passengers. The Working Party recalled that Article 1.08 in CEVNI states in its paragraph 4 that life-saving devices shall correspond to the number of adults and children. The Working Party agreed to recommend that the Working Party on Inland Water Transport consider bringing the requirements set out in paragraph 15-9.1 of Resolution No. 61 in line with the provisions of CEVNI and requested the secretariat to consult the delegations on this issue in time for the fifty-fourth session of SC.3. With respect to the proposal of the secretariat to amend paragraph 15–1.4 as indicated in the introductory note of document ECE/TRANS/SC.3/WP.3/2010/13, point 4 (ii), in order to make reference in this Chapter to the Guidelines for Passenger Vessels also Suited for Carrying Persons with Reduced Mobility (annex to Resolution No. 25, revised), the Working Party referred to its discussion under agenda item 6.

28. The Working Party was informed of the position of the Italian Technical Naval Association, according to which there was need to amend a series of existing European requirements to passenger vessels. The association represents marine engineers and consultants, shipyards, river-sea shipping companies, brokers, nautical agencies, ship owners, central and local Italian transport authorities and others operators involved in the Italian inland navigation system. The Working Party invited the Technical Naval Association to submit, with the approval and support of the competent national authorities, a similar proposal to Chapter 15 in Resolution No. 61. The Working Party also suggested that the association submit its proposal to the EU/CCNR Joint Working Group on Directive 2006/87/EC.

D. Requirements concerning lights and the colour of signal lights on vessels, intensity and range of signal lights on vessels and general technical specifications applicable to radar equipment

Documentation: ECE/TRANS/SC.3/WP.3/2010/5, ECE/TRANS/SC.3/WP.3/2010/17 and Add.1

29. The Working Party considered draft Appendix 7 of the annex to Resolution No. 61, containing the requirements concerning lights and the colour of signal lights on vessels, intensity and range of signal lights on vessels and general technical specifications applicable to radar, prepared by the secretariat in accordance with the decisions of the thirty-sixth session (ECE/TRANS/SC.3/WP.3/72, para. 33) and presented in document ECE/TRANS/SC.3/WP.3/2010/17. The Working Party took note of the Bulgarian and Russian Federation' proposal to include new provisions on minimum requirements for radar equipment, based on the content of Part III of Annex IX to Directive 2006/87/EC, published in document ECE/TRANS/SC.3/WP.3/2010/5 (ECE/TRANS/SC.3/WP.3/2010/17/Add.1). The Russian Federation informed the Working Party that the reference to the range of temperatures on deck at the end of footnote 1 of document ECE/TRANS/SC.3/WP.3/2010/17/Add.1 should be corrected to "between -30 and 55 °C". The delegation of Ukraine informed the Working Party that Ukraine also had a number of comments on the possible new provisions, based on the current text of the EU Directive 2006/87/EC which would be communicated to the secretariat shortly.

30. In the light of the discussions held, the Working Party decided to recommend that the Working Party on Inland Water Transport adopt the draft Appendix 7 as presented in document ECE/TRANS/SC.3/WP.3/2010/17 subject to moving the definitions contained in Part I, section A, paras. 1–4 of the draft annex 7 to Chapter 1 of Resolution No. 61, so that all the definitions remain assembled one chapter. With respect to the Russian Federation's proposal to introduce additional provisions on the minimum requirements for radar equipment and, namely, articles 2.01, para. 3, (excluding the last sentence), 4.01, 4.03, 4.04 and 4.08 of the Part III of Annex IV to Directive 2006/87/EC, the Working Party asked the secretariat, in consultation with the Russian Federation, to submit an advanced proposal on how and where these provisions should be introduced in the resolution in time for thirty-eighth session.

E. Special provisions applicable to river-sea navigation vessels

Documentation: ECE/TRANS/SC.3/WP.3/2010/6/Add.1

31. The Chair of the Working Party recalled that at its previous session, SC.3/WP.3 took note of the second draft of Chapter 20B "Special provisions applicable to river-sea navigation vessels", prepared by the Group of Volunteers on Resolution No. 61 (ECE/TRANS/SC.3/WP.3/2010/6/Add.1) and asked the delegations to submit their comments on the draft so that the group could continue its work (ECE/TRANS/SC.3/WP.3/72, paras. 35–37). The Working Party took note of the information provided by the Russian Federation on the planned 2010 meeting of the Group of Volunteers on Resolution No. 61 to discuss the draft requirements applicable to river-sea vessels and further harmonization of the resolution with EU Directive 2006/87/EC. The Working Party invited Governments and River Commissions to take an active part in the work of the group and its forthcoming meetings. The Working Party noted that no comments on draft Chapter 20B had been received from Governments in time for this session. The Working Party reiterated its request for comments on the documents from Governments and River Commissions and decided to keep this item on the agenda of its next session.

F. Navigation computer requirements

Documentation: ECE/TRANS/SC.3/WP.3/2010/10

32. The Working Party noted that no comments had been received on the proposal to elaborate pan-European requirements to navigation computer requirements (ECE/TRANS/SC.3/WP.3/2010/10), presented by the Russian Federation at the thirty-sixth session (ECE/TRANS/SC.3/WP.3/72, para. 38). The Working Party took note of the position of the Netherlands, according to which only the basic requirements should be included in order to avoid the necessity to update the provisions each time a new technological solution becomes possible. The Working Party instructed the secretariat to send a reminder to the delegations, soliciting their comments on this proposal, to transmit the received comments to the Group of Volunteers on Resolution No. 61 and to prepare a draft proposal, based on the recommendations of the Group of Volunteers for the SC.3/WP.3 thirty-eighth session.

VII. Guidelines for Passenger Vessels also suited for Carrying Persons with Reduced Mobility (agenda item 6)

Documentation: ECE/TRANS/SC.3/WP.3/2010/13

33. The Working Party continued its discussion on the revision of Resolution No. 25 and considered the second draft of the revised resolution, prepared by the secretariat in accordance with the decisions of the SC.3/WP.3 thirty-sixth session (ECE/TRANS/SC.3/WP.3/2010/13). The Working Party discussed possibly incorporating its content to a separate appendix of Resolution No. 61. The representative of the Russian Federation highlighted several provisions which were included in both Resolution No. 25 and Resolution No. 61 resulting in duplication of some provisions related to persons with reduced mobility. The secretariat recalled that Resolution No. 25 had led a long existence separate from the resolutions on technical prescriptions for inland vessels and is quoted in other international documents, such as the administrative instructions to the EU Directive 2006/87/EC. The representative of Germany noted that the existence of a separate resolution on the persons with reduced mobility signaled the particular importance of this issue. As the result of these discussions, the Working Party decided to recommend that the Working Party on Inland Water Transport revise Resolution No. 25 as proposed in document ECE/TRANS/SC.3/WP.3/2010/13 subject to the following corrections:

(a) In the Russian text correct the use of units of measurement (meters and minutes) so that the use of their abbreviations be consistent throughout the text;

(b) Include the provisions based on the current requirements set out in paragraphs 15-6.3 (vii) and 15-6.5 (iii) of Resolution No. 61 in paragraphs 2.1 and 4.2 of the draft revised Resolution No. 25;

(c) Delete the second sentence in paragraph 2.9 of the proposed draft of Resolution No. 25;

(d) Interchange the positions of paragraphs 2 and 3 of section 4.3.

The revised amendment proposal on Resolution No. 25 was circulated to the delegations as Informal document No. 8 in English and Russian.

34. The Working Party also recommended that the Working Party on Inland Water Transport:

(a) Maintain Resolution No. 25 as a separate document from Resolution No. 61, so that Governments have the option to apply either both, Resolution No. 61 (with its

chapter 15 on passenger vessels) and Resolution No. 25, revised, or one of them, as they find appropriate;

(b) Amend the relevant reference to Resolution No. 25 in Resolution No. 61 as proposed in paragraph 4 (ii) of document ECE/TRANS/SC.3/WP.3/2010/13.

VIII. Common Principles and Technical Requirements for Pan-European River Information Services (RIS) (agenda item 7)

35. Following up on the discussions of its thirty-sixth session (ECE/TRANS/SC.3/WP.3/72, para. 47), the Working Party noted that no further detailed proposals on the development by UNECE of recommendations concerning the user identifiers for Maritime Mobile Service Identifier (MMSI) had been received by the secretariat. The Working Party asked Governments and River Commissions to submit their contributions on this issue to the SC.3/WP.3's thirty-eighth session. The Working Party also took note of the ongoing work on introducing the elements of River Information Service (RIS) on the inland waterways of the Russian Federation.

IX. Recreational Navigation in UNECE Region: Its role and impact (agenda item 8)

36. In accordance with the decision of the thirty-sixth session of the Working Party (ECE/TRANS/SC.3/WP.3/72, para. 44), the European Boating Association organized two introductory presentations on the issue of recreational boating:[2]

(a) "Economic Benefits of Recreational Waterways – UK experience" by Martin Clarke, Director, Jacobs Engineering; and

(b) "Funding of regional Inland Waterways" by Nicolaas van Lamsweerde, director of Dutch Recreational Waterways.

37. The Working Party thanked the EBA and the speakers for the presentations which highlighted not only the economic, but also the social benefits that can be brought to waterways and neighboring areas with the arrival of recreational boating and the different approaches that can be used to provide funding for facilities for recreational boating. The representative of the Netherlands informed the Working Party of the Dutch national programme "Navigate together" aimed at improving the joint use of the waterways by recreational and commercial vessels.[3]

X. Other business (agenda item 9)

A. UNECE Publications in 2010

38. The secretariat informed the Working Party that Resolution No. 35 had been published in 2010 under the title "Standardized UNECE Vocabulary for Radio-Connections in Inland Navigation" (ECE/TRANS/SC.3/185) and that a flyer on the Working Party on Inland Water Transport in English and Russian had been prepared by the UNECE Transport

[2] The presentations may be consulted on the UNECE website at: <http://www.unece.org/trans/main/sc3/wp3/wp3doc_2010.html>.

[3] Further information on the programme is available at: <www.varendoejesamen.nl>.

Division to promote UNECE work related to inland water transport. A limited number of publications are available free of charges for the delegates of the Working Party upon their request to the secretariat. Additional copies can be ordered through the United Nations Sales Office.[4]

B. Tentative meeting schedule for 2011

39. The Working Party endorsed the following preliminary dates for its thirty-eighth and thirty-ninth session in 2011:

16–18 February 2011 (thirty-eighth session of SC.3/WP.3)

15–17 June 2011 (thirty-ninth session of SC.3/WP.3)

XI. Adoption of the report (agenda item 10)

40. In accordance with established practice, the Working Party adopted the decisions taken at its thirty-seventh session on the basis of a draft prepared by the secretariat.

[4] For more information, please visit: <http://www.unece.org/trans/publications/order.htm>.

Annex

Decisions of the CEVNI expert group taken on 17 June 2010

1. It is recalled that the Working Party on Inland Water Transport (SC.3), at its fifty-third session, had decided to maintain its informal working group on CEVNI and renamed it as the "CEVNI expert group", to be composed of the representatives of the River Commissions and interested Governments. It had charged the group with monitoring the implementation of the new CEVNI by Governments and River Commissions and examining future amendment proposals to it (ECE/TRANS/SC.3/183, para. 13).

2. The decisions indicated below were taken by the CEVNI expert group at its tenth meeting on 17 June 2010 back to back with the thirty-seventh session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3).

3. The meeting was attended by Mr. Reinhard Vorderwinkler (Austria, Chair of the Group), Mr. Roelof Weekhout (The Netherlands), Mr. Željko Milkovic (Sava Commission), Mr. Guy Toye (European Boating Association) and Mrs. Azhar Jaimurzina (UNECE secretariat). Mr. Peter Margic (Danube Commission) was not able to take part in the meeting.

I. Thirty-seventh session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation and the programme of work of CEVNI expert group.

4. The CEVNI expert group took note of the following decisions of the thirty-seventh session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3):

(a) To present to the fifty-fourth session of the Working Party on Inland Water Transport the preliminary status document on the implementation of the fourth revised edition of CEVNI (ECE/TRANS/SC.3/WP.3/74, para. 10);

(b) To forward the amendment proposals submitted by the Danube Commission and presented in Section IV of ECE/TRANS/SC.3/WP.3/2010/15 to the CEVNI expert group, taking into account the preliminary discussions of these proposals by the Working Party (ECE/TRANS/SC.3/WP.3/74, para. 13);

(c) To ask the CEVNI expert group to evaluate the current provisions in Resolution No. 22, "SIGNI-Signs and Signals on Inland Waterways" in order to identify which provisions would need to be included in CEVNI, should SIGNI be discontinued, and to report on this issue at the next session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/74, para. 19).

5. The CEVNI expert group agreed to discuss the comparison between SIGNI and CEVNI at its next meeting, scheduled on 15 October 2010. The group dedicated its meeting on 17 June 2010 on the amendment proposals submitted by the Danube Commission in document ECE/TRANS/SC.3/WP.3/2010/15.

II. Future amendments to CEVNI

6. The CEVNI expert group examined the DC proposals presented in section IV of ECE/TRANS/SC.3/WP.3/2010/15 and issued the following recommendations to the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation:

(a) Not to adopt the proposal, presented in paragraphs 8–10,[5] given the earlier decision of SC.3/WP.3 not to include in the text of CEVNI references to specific EN standards;

(b) Add a definition of "peal of a bell", as proposed in paragraph 11, with the following modification: "The term "peal of a bell" means two ~~peals~~ **strokes** of a bell." The definition should be included as a new number 7 of article 1.01 c) and in annex 6 at the end of Section III;

(c) Taking into account the proposal in paragraph 12 and the relevant provision of the Police Regulations for the Navigation of the Rhine, supplement paragraph 4 of Article 1.08, with the following sentence: "For children up to a weight of 30 kg or to an age of 6 years only individual rigid live-saving device is allowed";

(d) As proposed in paragraph 13, in paragraph 1 (b) of Article 1.10 in the French text, replace (seulement pour les bateaux destinés au transport de marchandises) by, le cas échéant;

(e) Not to add the reference to the guide concerning the radiotelephone service on Inland Waterways, Common part and Regional part Danube in Article 1.11, as proposed in paragraph 14, as this is a regional requirement. The reference to the handbook is already included in paragraph 6 of Article 9.02 in Chapter 9;

(f) Not to add to paragraph 4 of Article 1.12 the sentence, proposed in paragraph 15, as in the previous discussions of the CEVNI expert group, it had been agreed that such an obligation would put too much of a burden on a boatmaster;

(g) Not to add a new Article 1.24 as proposed in paragraph 16, as these matters are dealt with in ADN;

(h) Not to add a new Article 1.25 as proposed in paragraph 16, as this is a regional prescription;

(i) Not to add an additional sentence to paragraph 3 of Article 2.01, as proposed in paragraph 17, as nothing in CEVNI prohibits additional inscriptions on the vessel;

(j) As proposed in paragraph 18, supplement paragraph 3 (c) of Article 3.01 with if not prescribed otherwise;

(k) Not to supplement Article 3.03 with additional paragraph 4, as proposed in paragraph 19, as paragraph 3 (a) of the article already deals with the signal bodies used for small craft;

(l) Not to supplement paragraph 1 (c) (ii) of Article 3.10 with the sentence, proposed in paragraph 20, as it is important to ensure that helmsman see the stern lights and the dazzling is not an issue in practice;

(m) Not to supplement Article 3.11 with an additional paragraph 5, as proposed in paragraph 21, as this situation is very rare in practice;

[5] All references in items (a) to (t) refer to the paragraphs of ECE/TRANS/SC.3/WP.3/2010/15.

(n) As proposed in paragraph 22, supplement paragraph 3 of Article 3.12 with by night: the lights according to paragraph 1 and one masthead light instead of the lights according to paragraph 2;

(o) Not to supplement paragraph 4 of Article 3.20 with the additional subparagraph (d), as proposed in paragraph 23, as paragraph 4 of the article deals sufficiently with the issue of small craft;

(p) Not to add the reference to the RAINWATT agreement in Article 4.05, as proposed in paragraph 24, as this is a regional requirement. The reference to the agreement is already included in paragraph 1 of Article 9.05 in Chapter 9;

(q) As proposed in paragraph 25, in paragraph 2 of Article 6.03 replace visual signs by visual or sound signals;

(r) Not to supplement Article 6.07 with an additional paragraph 3, as proposed in paragraph 26, as paragraphs 1 (d) (ii) and (iii) of the article are also applicable to small craft;

(s) Taking into account the proposal in paragraph 28 and the definition of "convoy" in Article 1.01, in paragraph 5 of Article 6.21 replace side-by-side formation by convoy (two times);

(t) Not to replace paragraph 2 of Article 7.08 by the text proposed in paragraph 29 but consider amending the last sentence of paragraph 2 of the article as follows: "However, the competent authorities may exempt vessels berthed in harbour basins **or births were constant supervision is guaranteed** from this requirement".