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INLAND TRANSPORT COMMITTEE
Working Party on Inland Water Transport**

**REPORT OF THE WORKING PARTY
ON INLAND WATER TRANSPORT ON ITS FORTY-EIGHTH SESSION
(19 – 21 October 2004)**

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REPORT

ATTENDANCE

1. The Working Party on Inland Water Transport held its forty-eighth session from 19 to 21 October 2004. Representatives from the following countries took part in its work: Austria, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Germany, Hungary, Latvia, Lithuania, the Netherlands, Romania, the Russian Federation, Slovakia, Switzerland, Turkey, Ukraine and the United Kingdom. The following intergovernmental organizations were represented: the European Conference of Ministers of Transport (ECMT), Central Commission for the Navigation of the Rhine (CCNR), and the Danube Commission (DC). The following non-governmental organizations were represented: International Touring Alliance (AIT) and European Boating Association (EBA). The following non-governmental organizations and private entities were present on invitation by the secretariat: EUROMAPPING.

ADOPTION OF THE AGENDA

Documentation : TRANS/SC.3/162.

2. The Working Party **adopted** the provisional agenda prepared by the secretariat (TRANS/SC.3/162). With regard to agenda item 12 “Adoption of the report”, the Working Party **agreed**, 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, which would include succinct introductory statements, comments and positions of individual delegations, should be prepared by the Chairman with the assistance of the secretariat and circulated just after the session.

CHAIRMANSHIP

3. As agreed at its forty-seventh session (TRANS/SC.3/161, para. 59), Mr. I. Valkar (Hungary) chaired the session.

ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

Documentation : ECE/TRANS/156 and Add.1; TRANS/2004/19; TRANS/WP.24/101 and 103; TRANS/WP.15/AC.2/17 and Add.1.

4. The Working Party was informed and **took note** of the activities of the Inland Transport Committee, the Working Party on the Transport of Dangerous Goods (WP.15) and the Working Party on Intermodal Transport and Logistics (WP.24) as they relate to its work. In this regard, the Working Party took note of the strategic objectives adopted by the Inland Transport Committee (ECE/TRANS/156, annex 1).

5. Reviewing the table contained in document TRANS/2004/19 in respect of the elements of the programme of work of SC.3 (02.6.1 and 02.6.2), the Working Party **felt** that it was in line with the strategic objectives of the Committee. It **decided**, however, to add to column 2 of the table in

TRANS/2004/19, an additional programme element 02.6.2 (n) dealing with the establishment of the River Information Service on the E waterway network. It was **provisionally agreed** also to add to the programme of work a specific reference to “transport security” and to amend the description of the programme activities accordingly when considering the programme of work for the period 2006-2010 in 2005. This would allow then to make a reference to the strategic objective of the Committee in column 7 of the table in TRANS/2004/19.

6. In connection with the discussion of the programme of work, the Working Party **noted** the large amount of documentation which had been produced by the secretariat for the current session. Bearing this in mind, it **underscored** the need to maintain the resources for the inland water transport sector at least at the current level so that the secretariat could continue to service the meetings and provide relevant documentation appropriately.

7. The Chairman associated himself with the above concern of the Working Party and promised to inform the Inland Transport Committee accordingly. He underlined a positive role of UNECE as a unique intergovernmental institution ensuring a Pan-European integration in the field of inland water transport.

TRANSPORT AND SECURITY

Documentation : TRANS/SC.3/2003/12; TRANS/SC.3/2004/9; TRANS/SC.3/2004/20.

8. The Working Party **took note** of the information and proposals on this issue received from Governments and the European Commission (EC) in TRANS/SC.3/2004/9 and TRANS/SC.3/2004/20. It **was agreed** to keep this item on the agenda of the Working Party. Governments, ECMT, the European Commission and river commissions **were invited** to continue to inform the secretariat on measures taken by them on this issue and make proposals on possible action in this regard by the Working Party.

9. The representative of ECMT informed the Working Party that, within his organization, the Council of Ministers in May 2004 adopted a Declaration on Security and Terrorism in the Transport Sector. The Council also approved a series of recommendations on container transport security throughout the transport chain and took note of a report on this item which would be published shortly.

STUDY OF THE CURRENT SITUATION AND TRENDS IN INLAND WATER TRANSPORT IN MEMBER COUNTRIES

Documentation : TRANS/SC.3/2004/20; Informal document No. 1.

10. The representative of the Russian delegation informed the Working Party of the current state of Russian inland waterway infrastructure and of existing bottlenecks concerning, in particular, the E50 and E90 waterways. He further said that the works on construction of a parallel lock at the

Kochetovski Hydroelectric Complex had just been started. The opening of the parallel lock for navigation is expected to take place at the beginning of the 2007 navigation period.

11. The Czech delegation informed the Working Party of a very positive effect of the entry of their country into the European Community earlier this year. Now, in case of poor navigable conditions on the Elbe downstream of Usti-nad-Labem, Czech operators have a possibility to use their fleet on inland waterways of the Community until the conditions on the Elbe become more suitable for navigation.

12. The representative of Croatia explained that the Framework Agreement on the Sava River Basin had been signed by his Government as well as by the Governments of Bosnia and Herzegovina, Slovenia and Serbia and Montenegro. The Agreement, which concerns not only the question of navigation but also of water management and pollution prevention, is expected to come into force later this year. After that, the Sava will become an international river on its stretch from the Danube to Sisak, although navigable conditions on this section still need to be improved (shallow waters to be dredged, marking of the waterway to be restored, etc.) before the river becomes fully navigable. He said that in their endeavours to restore the navigation on the Sava, the Governments concerned count very much on the support of international community.

13. The representative of the United Kingdom informed the Working Party that, in his country, a new non-governmental organization had been set up called "Sea and Water" which aims to promote water as an alternative and effective way of moving freight in the United Kingdom by removing obstacles, influencing policy and providing support for short sea, coastal and inland waterway transport solutions.

14. The Director-General of the DC presented the actual situation regarding the restoration of the freedom of navigation on the Danube at Novi Sad (Serbia and Montenegro). He said, in particular, that the remaining pontoon bridge is expected to be removed for good by mid-2005 when the new road bridge, together with the adjacent tunnel, is expected to be completed and opened for traffic. He further said that work was about to be started on the improvement of navigable conditions downstream the Iron Gates II where some 200 ship wrecks have been lying in the river bed since World War II and where, as a result, the fairway is as narrow as 50-30 m at low water level.

15. The Working Party **took note** of the reports and presentations by Governments, EC, ECMT and international organizations concerning the current situation and trends in the field of inland water transport. Governments and River Commissions **were invited** to transmit to the secretariat **by 1 June 2005** information on the latest developments regarding: (i) inland navigation infrastructure; (ii) movement of goods; and (iii) policy issues with a view to enabling the secretariat to prepare a succinct report on this item by its forty-ninth session.

EXCHANGE OF INFORMATION ON MEASURES AIMED AT PROMOTING TRANSPORT BY INLAND WATERWAY

Documentation : TRANS/SC.3/2001/10; TRANS/SC.3/2003/8.

16. The Working Party **was briefed** by the Chairman of the Group of Volunteers on Legislative Obstacles of the progress made by the Group in completing the Inventory of existing legislative obstacles that hamper the establishment of a harmonized and competitive Pan-European inland navigation market (TRANS/SC.3/2003/8) with recommendations as to how to overcome the obstacles identified. It was informed, in particular, that the Group would meet just after the closure of the current session of the Working Party with a view to giving a first reading of the paper prepared by its Chairman on this issue. The Group was **encouraged** to finalize its work and present its findings in this regard to the forty-ninth session of the Working Party so that they could be considered and approved at that session and transmitted for consideration to the 2006 Pan-European Conference on Inland Water Transport.

INLAND WATERWAY INFRASTRUCTURE

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

Documentation : ECE/TRANS/120 and Corr.1; TRANS/SC.3/2004/17.

17. The Working Party **considered** the draft amendments to the AGN Agreement prepared by the secretariat on the Working Party's instructions (TRANS/SC.3/161, paras. 29-31) as set out in document TRANS/SC.3/2004/17 and agreed as follows:

- (i) In para. 3, the words “**are called upon to**” should be retained in the proposed text of the new entry to article 2; and
- (ii) In para. 11, the list of new E ports should be rectified as follows (subject to the agreement by the delegation of Ukraine):

“P 04-03bis	Willebroek (Bruxelles-Schelde Canal, 61.3 km)
P 40-07bis	Poltava Ore Mining and Processing Enterprise (Dnipro, 521.0 km)
P 40-08bis	Cargo handling terminal (Dnipro, 422.0 km)
P 40-01-01	Chernihiv (Desna, 194.5 km)
P 40-02-01	Mykolaev river port (Pivdenny Buh, 40.0 km)
P 40-02-02	Mykolaev sea port (Pivdenny Buh, 35.0 km)
P-40-02-03	Dnipro-Buhskiy (Pivdenny Buh, 16.0 km)
P 80-46bis	Apatin (Danube, 1401.5 Km)
P 80-47bis	Backa Palanka (Danube, 1295.0 km)
P 80-01-02	Senta (Tisza, 122.0 km)
P 81-01	Komarno (Vah, 0.0 km)
P 81-02	Sala (Vah, 54.4-54.8 km)
P 81-03	Sered (Vah, 73.8-74.3 km)
P 81-04	Hlohovec (Vah, 124.4-124.7 km)
P 81-05	Piestany (Vah, 124.4-127.7 km)

P 81-06	Nove mesto nad Vahom (Vah, 137.4-137.7 km)
P 81-07	Trencin (Vah, 158.5-159.0 km)
P 81-08	Dubnica (Vah, 168.1-168.5 km)
P 81-09	Puchov (Vah, 192.9-193.4 km)
P 81-10	Povazska Bystrica (Vah, 192.4-192.9 km)
P 81-11	Zilina (Vah, 242.0-243.0 km)
P 81-12	Cadca (Vah – Oder Link, ... km) ^{4/}

^{4/} Planned

18. The secretariat **was requested** to finalize the draft amendments to both, the AGN Agreement itself, and to its annexes, and present them for consideration and provisional approval by the Working Party SC.3/WP.3 at its thirtieth session in June 2005. A volunteer delegation of the States Contracting Parties to the AGN Agreement should transmit then the text of the amendments thus approved to the forty-ninth session of the Working Party on Inland Water Transport for formal consideration and adoption in accordance with the amendment procedure prescribed in articles 12 - 14 of the Agreement.

19. Governments **were invited** to study once again the proposed draft amendments to the Agreement as set out in TRANS/SC.3/2004/17 and modified in para. 8 above and transmit their comments and proposals in this regard to the secretariat **by 1 March 2005** so that these comments could be made available for consideration by SC.3/WP.3 at its June 2005 session. The Governments **were invited**, in particular, to reflect on whether the E ports envisaged to be built on E waterways, which for the time being are non-existent, should find its place in the amended annex II to AGN.

(b) Inventory of main standards and parameters of the E waterway network (“blue book”)

Documentation : TRANS/SC.3/144 and Adds.1-4; TRANS/SC.3/159 and Corr.1.

20. The Working Party **took note** of document TRANS/SC.3/144/Add.4 containing draft modifications and rectifications to the “blue book” and **once again invited** Governments to submit any possible update of data contained in the “blue book” (TRANS/SC.3/144 and Adds. 1-4) concerning their E waterways and ports. The secretariat was requested to prepare a revised publication of the “blue book” based on the information received from the Governments.

21. The Working Party also **took note and approved** the publication by the secretariat of a corrigendum to the Inventory of the most important bottlenecks and missing links in the E waterway network (annex to resolution No. 49) appearing in TRANS/SC.3/159/Corr.1.

22. Referring to paragraph 7 of document TRANS/SC.3/144/Add.4, the representative of Romania declared that, at this stage, the Romanian delegation could not accept the inclusion of the Bystroe Canal among the options for E waterways leading from the Danube to the Black Sea and vice versa. Given their adverse impact on the Danube Delta ecosystem, the works are contested by numerous international organizations. Preliminary reports of the Bern Convention and of the Ramsar

Convention, as well as of the UNESCO Programme on the “Man and the Biosphere” indicate that a considerable transboundary impact is possible. An international inquiry commission to be established in terms of the Espoo Convention will study the issue of the possible transboundary impact of the Bystroe Canal works. A report on the results of the field visit to the site of the works, undertaken by the European Commission and UNESCO, is also expected. Although the canal has been very recently opened to navigation, the second phase of the project is pending on the full assessment of the environmental impact of the adjustment works. In the view of the Romanian delegation, at this stage, the Bystroe Canal should not be accepted and legitimized in any way by this Working Party.

23. The representative of Ukraine informed the Working Party that neither any new canal nor any other additional structures are under construction in the Ukrainian part of the Danube River Delta. Ukraine is just making the existing natural branches (Bystre and Chilia) of the Danube Delta more suitable for navigation. This Project is intended to facilitate the establishment of the direct connection between the two important international transportation corridors: “The Trans-European Transport Corridor VII (Danube)” and TRASECA “Europe-Caucasus-Asia”. This Project will enhance the capacity of the E 80-09 waterway, thus promoting the objectives of the European Agreement on Main Inland Waterways of International Importance (AGN). It is to foster economic relations between European and Asian regions and contribute to the improvement of the existing international transportation corridors in the East-West direction. The Ukrainian delegation believes that the reopened Danube - Black Sea navigable waterway via the Bystre Branch should be retained as an integral component of the E 80-09 waterway providing a reliable navigable outlet to the Black Sea for this E waterway. He also stated that Ukraine has a legitimate right for reopening the Danube - Black Sea navigable waterway through the Ukrainian part of the Delta. At the same time, being concerned with the future environmental situation in the Danube Delta, Ukraine has conducted thorough scientific and environmental studies and completed the first phase of the Project under strict environmental monitoring, while providing necessary compensating mechanisms, such as expanding the area of the biosphere reserve. Finally, he underlined that his Government is transparent and open for cooperation. Relevant information about the Project, including its environmental aspects, was provided to all interested parties.

(c) Inter-basin water connections

Documentation : TRANS/SC.3/R.160; TRANS/SC.3/2004/2; TRANS/SC.3/2003/13; TRANS/SC.3/2004/10; Informal document No. 2.

24. The representative of Belarus made a power point presentation concerning a possible establishment of the Daugava – Dnieper waterway connection and introduced Informal document No.2 reflecting the results of previous studies carried out in the former USSR on this project. He suggested that the material contained in the Informal document No.2 should be issued as an official document of the Working Party so that Governments concerned could study it with a view to consolidating their position towards this project.

25. The Working Party **thanked** the delegation of Belarus for their power point presentation and **took note** of Informal document No. 2 containing the major results of the previous research works on this project. The secretariat **was requested** to put Informal document No. 2, presented by the delegation of Belarus together with accompanying explanatory maps and graphs, on the website of its forty-eighth session for possible consultation by interested Governments.

26. The Working Party **considered** the reactions by Governments to the questionnaires regarding possible economic studies on the three inter-basin waterway connections, i.e. Rhine-German Canals-Vistula-Dnieper; Danube-Oder-Elbe and Daugava-Dniepr as reflected in TRANS/SC.3/2004/10 and **felt** that, given the present state of the E waterway network, in principle any initiatives by Governments of riparian States aimed at further development of the network should be welcomed and encouraged.

27. Judging by the responses received from the Governments concerned, **it was felt** that the 1993 Study of the Establishment of the Danube – Oder (– Elbe) Connection (TRANS/SC.3/R.160) was still to be considered as relevant and should not be renewed at this stage. Taking into account the findings of this Study, the Working Party **considered it necessary** that in order to ensure in future the construction of this water link, the riparian States should take necessary measures with a view to effectively protecting the envisaged route of the connection until the date when the decision on the commencement of its construction is taken.

28. As to the studies on the Rhine-German Canals-Vistula-Dnieper and Daugava-Dnieper water links, the Working Party **felt** that it would be prepared to take up those projects when all the States directly involved therein agreed among themselves on the need for launching those studies. **It was further felt** that the Governments concerned with the establishment of the Daugava-Dnieper water connection might wish to use the results of the previous research works on this water connection reflected in Informal document No. 2 as a point of departure for seeking such an agreement on this particular project.

(d) Establishment of sea-river and coastal routes in the context of the AGN Agreement

Documentation : TRANS/SC.3/2003/3; TRANS/SC.3/2004/11.

29. Due to the lack of English and French versions of document TRANS/SC.3/2004/11 containing the information and proposals by Governments on this agenda item, the Working Party **agreed** to revert to this matter at its forty-ninth session. The Working Party **underlined**, however, the importance of further development of the sea-river and coastal shipping routes in the context of the AGN Agreement **believing** that they ensure the integrity of the E waterway network and serve the development of the “motorways of the sea”, identified as a priority project in the revised TEN-T Guidelines of the European Community.

(e) European recreational navigation network

Documentation : TRANS/SC.3/2003/2; TRANS/SC.3/2004/12.

30. The Working Party **considered once again** the draft resolution on the establishment of the European recreational navigation network in the light of comments and proposals received from Governments and the Danube Commission (TRANS/SC.3/2003/2 and TRANS/SC.3/2004/12, respectively) and decided as follows:

- (i) the text of the draft resolution should be modified as suggested by the Governments of the United Kingdom and Ukraine in TRANS/SC.3/2004/12, paras. 6, 7 and 9;
- (ii) the text of the sixth entry of the draft resolution concerning the map and annex 1 containing a schematic map of recreational inland navigation network should be deleted;
- (iii) the text of the seventh entry of the draft resolution should start with the words "**Agrees that**" instead of "Agrees further that";
- (iv) annex 2 to the draft resolution should be renumbered and referred to in the text of the draft resolution as simply "annex".

31. The text of the draft resolution **was adopted** as set out in TRANS/SC.3/2003/2 and modified in para. 30 above as resolution No. 52 of the Working Party. The Working Party **agreed** that, upon receiving from Governments a complete list of their inland waterways open for recreational navigation, it would decide on the possible revision of this resolution by supplementing it with this detailed information in the form that it might deem most appropriate.

32. The representative of EBA introduced the Exhibition "From Limerick to Kiev" mounted in the Palais des Nations in the proximity of the meeting room and organized, among others, by EBA and AIT. He explained that the objective of the Exhibition, which had been designed to be shown in the European Parliament in Brussels, was to draw the attention of European legislators to the extent and the great variety of the waterway network in Europe available to the leisure boater and water tourist. The Exhibition, he said, shows the attractive side of this marvellous heritage, with its natural beauty and its magnificent man-made artifacts, while indicating that there is a possibility today of enhancing it or spoiling it. To enhance it, the recreational navigation needs legislators and planners with imagination and the hope is that the Exhibition would help to awaken this imagination, which would then be translated into policies beneficial for recreational waterways, which have the potential of bringing great benefits to the regions they pass through. He further pointed out that working waterways and their artifacts, whether used for commercial shipping or for leisure, bring land-based visitors and economic development to the region concerned. In addition, they are the manifestations of an important industry, manufacturing and maintaining recreational craft and, at present in Western Europe, flourishing boat-hire businesses. These economic activities, he said, would no doubt spread

shortly to Eastern Europe, provided that the regulatory and economic regimes are encouraging. Finally, he offered to anyone who wished to borrow the Exhibition for showing to contact him.

(f) Updating the map of European inland waterways

Documentation : TRANS/SC.3/2004/13.

33. The Working Party **decided** that the Map of European Waterways last issued in 1999 should be updated. It was **agreed** that the set of the three 1999 maps should be retained. Governments **were urged** to transmit to the secretariat as soon as possible, but in any case not later than **1 June 2005** any modifications or corrections to be made to the three 1999 maps of European inland waterways. The secretariat **was requested** to start preparation of the new edition of the map taking into account the information already received and to be received from Governments.

34. Referring to the report of the Inland Transport Committee (ECE/TRANS/156, para. 130) the Working Party was informed that the secretariat was continuing to investigate possibilities for developing electronic maps in a standardized format for the AGR, AGC, AGTC and AGN networks with the ultimate objective of presenting all the networks in a single interactive map on CD-ROM or via internet for use by Governments and private entities interested in inland transport operations.

WORK OF THE WORKING PARTY ON THE STANDARDIZATION OF TECHNICAL AND SAFETY REQUIREMENTS IN INLAND NAVIGATION

Documentation : TRANS/SC.3/WP.3/55; TRANS/SC.3/WP.3/56.

(a) Amendment of the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No. 17, revised)

Documentation : TRANS/SC.3/2004/1 and Add.1; TRANS/SC.3/2004/1/Corr.1; TRANS/SC.3/2004/4.

35. The Working Party **noted** a consolidated text of all the amended chapters of the annex provisionally approved by it so far (TRANS/SC.3/2004/1), prepared by the secretariat in accordance with the Working Party's instructions and **approved** the corrections made by the Working Party SC.3/WP.3 to the above text (TRANS/SC.3/2004/1/Corr.1), subject to the deletion of the footnote No.1 by the secretariat.

36. The text of new amended chapters: 16 "Automation", 17 "Crew Accommodation" and Z "Working Spaces" of the annex to resolution No. 17, revised, as agreed by the Working Party SC.3/WP.3 and appearing in TRANS/SC.3/2004/1/Add.1 **was provisionally approved** as agreed in TRANS/SC.3/158, para. 27.

37. The Working Party **considered** the text of the draft resolution on safety signs to be used on board inland navigation vessels, submitted to it by the Working Party SC.3/WP.3 (TRANS/SC.3/2004/4) and **adopted** it as its resolution No. 53.

(b) Updating the European Code for Inland Waterways (CEVNI)

Documentation : TRANS/SC.3/115/Rev.2; TRANS/SC.3/2004/6; TRANS/SC.3/2004/18;
Informal document No. 3.

38. The Working Party **took note** of a draft resolution on amendment of CEVNI, prepared by the secretariat under the instructions of the Working Party SC.3/WP.3 (TRANS/SC.3/2004/6) and **adopted** it as its resolution No. 54. The secretariat **was requested** to rectify a misprint in the text of a new annex 10 of CEVNI concerning radar equipment, i.e. the accuracy of range measurement should be 1% for fixed range circles and 10m for variable range circles. The secretariat **was requested to** issue a set of replacement pages to the revised version of CEVNI (TRANS/SC.3/115/Rev.2).

39. The Director-General of the DC introduced the proposals of his organization concerning further amendment of CEVNI as reflected in Informal document No.3 indicating that these proposals are aimed at fuller harmonization of CEVNI and the Fundamental Provisions concerning the Navigation on the Danube (DFND) and that these proposals would be a subject for consideration by the DC Working Group on Technical Questions meeting in Budapest from 29 November to 3 December. The Working Group was going to consider also proposals concerning visual signals (marking) of towed vessels carrying dangerous goods. The Working Party SC.3, he said, would be informed of any decisions by DC experts of relevance to CEVNI.

40. The Working Party **took note** of the proposals of the Danube Commission concerning further improvement of CEVNI and **agreed** that these proposals should be transmitted to the Working Party SC.3/WP.3 for consideration together with any other proposals to be received from Governments and river commissions.

41. The Working Party **took note also** of the proposal transmitted to it by the Government of Germany concerning possible unification of standards for navigation lights of sea-going and river vessels (TRANS/SC.3/2004/18) and asked its subsidiary body, the Working Party SC.3/WP.3, to consider this question and see if any amendments should be made to the relevant annexes of CEVNI setting up all-European standards for navigation lights of inland navigation vessels.

(c) Requirements for prevention of water pollution from vessels

Documentation : TRANS/SC.3/150 and Add.1-3; TRANS/SC.3/2002/8.

42. The Working Party **reiterated** its invitation to the delegations of Hungary, the Russian Federation and Ukraine, to jointly agree on the text of the draft revised resolution No. 21 (TRANS/SC.3/2002/8) and transmit the agreed text to the secretariat **before 1 June 2005** so that it could be considered by the Working Party at its forty-ninth session.

43. The Working Party was informed that a new addendum 4 to the publication concerning the availability on European inland waterways of reception facilities for transfer of waste generated on board ships (TRANS/SC.3/150 and Adds.1-3) would be prepared and issued shortly.

- (d) Consideration of measures aimed at prevention of air pollution from inland navigation vessels

Documentation : TRANS/SC.3/2004/5.

44. The Working Party **considered** the text of a draft resolution amending the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No.17, revised) with a new chapter 5bis concerning the exhaust and pollutant particulate emissions from diesel engines (TRANS/SC.3/2004/5) and **agreed** as follows:

- (i) the eighth entry of the text of the draft resolution reading “Asks the World Forum ...” etc. should be deleted;
- (ii) in paragraph 5bis-1.1.2, in English, the term “revised second-hand engine” should be replaced by “**reconditioned second-hand engine**”;
- (iii) column 6 in tables appearing in paragraph 5bis-2.2 should be deleted;
- (iv) paragraph 5bis-2.3 should be reformulated as follows: “**The requirements in paragraph 5bis-2.2 shall not apply to engines installed on board prior to 1 July 2009 nor to remanufactured engines installed prior to 31 December 2011 inclusive, on board vessels in service at 31 December 2006.**”;

45. The Working Party **adopted** the text of the resolution as set out in TRANS/SC.3/2004/5 and modified in para. 44 above as its resolution No. 55.

- (e) Minimum manning requirements and working and rest hours of crews of vessels in inland navigation

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

46. The Working Party **considered** the text of the draft resolution on minimum manning requirements and working and rest hours of crews of vessels in inland navigation (TRANS/SC.3/2004/3) and **decided** as follows:

- (i) for the time being the text of the recommendations should continue to be presented as new chapter 19 of the annex to resolution No.17, revised. The Working Party may decide in future to make it a separate resolution concerning crew-related requirements;
- (ii) in paragraph 19-2.2, the word “national” should be followed by the words “**or international**”;

- (iii) in paragraph 19-2.3.2(b,) the term “crewman” should be replaced by the term “**ordinary crewman**”;
- (iv) in paragraphs 19-2.3.8 and 19-2.3.10, the term “competent body” should be replaced by the term “**the competent authority**”;
- (v) footnote No.3 to paragraph 19-3.2 (b) should be modified to read: “**The competent authority may waive this requirement or prescribe additional requirements with regard to physical fitness.**”;
- (vi) in paragraph 19-4.3, references to paragraph 1 should be replaced by references to paragraph 19-4.1;
- (vii) in paragraph 19-8.4, reference to paragraph 1 should be replaced by reference to paragraph 19-8.1;
- (viii) in subparagraphs 19-9.1(j) and (k), the term “motorized” should be replaced by “**power-driven**”;
- (ix) in section 19-13, the text shown as an alternative 2 should be retained;
- (x) in the texts of footnotes to sections 19-10, 19-11, 19-12 and 19-12.3, the square brackets around the words “or international” should be deleted;
- (xi) footnotes by the secretariat should be deleted;

47. The Working Party **adopted** the text of the draft resolution as set out in TRANS/SC.3/2004/3 and modified in para. 46 above as its resolution No. 56. It **was agreed** that, at a proper time, the Working Party would decide whether technical and operating requirements for tachographs should become a part of the annex to resolution No.17, revised. In so doing, it may wish to take into account the text of Appendix H to the Regulations on Inspection of Rhine Vessels (RVBR) issued under the symbol TRANS/SC.3/WP.3/2001/4/Add.1.

- (f) Establishment of common principles and technical requirements for a Pan-European river information service (RIS)

Documentation : TRANS/SC.3/2004/7; TRANS/SC.3/WP.3/2003/11 and Add.1.

48. The Working Party **considered and adopted** the text of the draft resolution on river information services reflected in TRANS/SC.3/2004/7 as its resolution No. 57.

49. The representative of Austria welcomed the adoption of the resolution No.57 and informed the Working Party that a similar instrument “Directive of the European Parliament and of the Council on Harmonised River Traffic Information Services on Inland Waterways in the Community” had just been adopted by the EC Council.

(g) Uniform system of traffic guidance on European inland waterways

Documentation : TRANS/SC.3/2004/8.

50. The Working Party **considered and adopted** the text of the draft resolution on vessel traffic services on inland waterways reflected in TRANS/SC.3/2004/8 as its resolution No. 58.

(h) Standard for Inland ECDIS

Documentation : TRANS/SC.3/156; TRANS/SC.3/2004/19; Informal document No. 4.

51. The representative of the Russian Federation drew the attention of the Working Party to, and expressed his concern with, the divergence between maritime and inland navigation ECDIS standards becoming greater with every amendment by CCNR to the existing inland navigation standard. He introduced document TRANS/SC.3/2004/19 presented by his delegation and reflecting the analysis by Russian experts of the existing Inland ECDIS standard. According to him, the analysis revealed that there was a misunderstanding and mixture of terms used in the standard, misuse of the IHO instructions on possible extension of the S-57 Object Catalogue and even direct mistakes. He further explained that multiple appeals of the Russian experts to the International Expert Group on Inland ECDIS had been left unheard. He suggested, therefore, to consider the possible establishment of an ad hoc group under the auspices of the Working Party SC.3 with a view to revision and rectification of the existing Inland ECDIS standard or, alternatively, to bring the International Expert Group under the auspices of UNECE as a body dealing with Pan-European harmonization of technical, legal and safety standards in inland navigation.

52. In the course of the discussion that followed, the representative of Austria, Mr. Vorderwinkler, who is also the Chairman of the COMPRIS Steering Committee, supported by a number of other delegations, said that, in his view, the International Expert Group on Inland ECDIS was capable of dealing with this matter. He believed that for this purpose, the Expert Group should continue to be independent and open for participation by any UNECE member country concerned with the matters under its consideration.

53. The Working Party **took note** of document TRANS/SC.3/2004/19 and the Informal document No. 4 presented by the Russian Federation and **invited** the International Expert Group on Inland ECDIS to carefully study the proposals of the Russian Federation reflected in TRANS/SC.3/2004/19 and consider every possibility for bringing the Inland ECDIS standard as close to the maritime ECDIS standard as possible with a view to facilitating, and ensuring the safety of the sea-river and coastal shipping.

HARMONIZATION OF REQUIREMENTS CONCERNING INTERNATIONAL INLAND WATER TRANSPORT AND FACILITATION OF ITS OPERATIONS, INCLUDING THE STUDY OF LEGAL PROVISIONS

- (a) Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI)

Documentation : ECE/TRANS/NONE/2002/34; TRANS/SC.3/2003/6; TRANS/SC.3/2004/14.

54. The Working Party **considered once again** the draft resolution, containing in its annex the texts of the two former additional Protocols to the CMNI Convention prepared by the secretariat (TRANS/SC.3/2003/6), taking into account the comments received from member Governments (TRANS/SC.3/2004/14), and **felt** that there was no consensus among the delegates with regard to possible adoption of the draft resolution. It **was agreed**, therefore, to drop this item from the agenda of the Working Party and **invite** Governments and private entities who might be interested in the texts of the two former Protocols to use the texts reflected in TRANS/SC.3/2003/6.

- (b) Consideration of the possibility of introducing a common legal regime for the limitation of the liability of owners of inland navigation vessels on a Europe-wide basis

Documentation : TRANS/SC.3/R.130.

55. The Working Party **noted** that no new accessions to the Strasbourg Convention of 1988 (TRANS/SC.3/R.130) had taken place since its previous session.

- (c) Circulation of information concerning existing bilateral and multilateral agreements for international inland water transport

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

56. The Working Party **took note** of the up-to-date information on existing bilateral and multilateral Agreements between UNECE member Governments on inland navigation matters circulated by the secretariat as TRANS/SC.3/2004/15 and **invited** Governments to continue to keep the secretariat informed of any further rectifications or additions to be made to the above document.

IMPLEMENTATION OF CONVENTIONS AND APPLICATION OF RESOLUTIONS RELATING TO INLAND NAVIGATION

Documentation : TRANS/SC.3/2001/6; TRANS/SC.3/2003/10; TRANS/SC.3/2004/16.

57. Recalling the instructions of the Inland Transport Committee (ECE/TRANS/152, para. 22 and ECE/TRANS/156, para. 30) and bearing in mind the responses by Governments to the questionnaire concerning the Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterway (CVN Convention) of 1976, as set out in TRANS/SC.3/2003/10 and Add.1, the Working Party **agreed** not to pursue this item for the time being and to revert to it at a later stage.

58. The Working Party **considered** the situation concerning the application by Governments of its resolutions on the basis of document TRANS/SC.3/2004/16 and **invited** Governments to accept the resolutions if they have not yet done so and inform the secretariat accordingly.

WORKSHOPS ON INLAND NAVIGATION MATTERS

59. The Working Party **considered** the need for holding a Workshop on inland navigation matters keeping in mind the suggestions of the secretariat in the explanatory notes of the provisional agenda (TRANS/SC.3/161, item 10).

60. The representative of the Netherlands spoke in favour of holding in 2005 a preparatory Workshop for the 2006 Pan-European Conference on Inland Water Transport. In his opinion, the Workshop could consider and fine-tune the text of the findings of the Group of Volunteers on Legislative Obstacles to be prepared in accordance with item 13 of the Rotterdam Declaration. It could also consider and express itself with regard to the expected report by the EFIN Group (European Framework for Inland Navigation).

61. The representative of Romania, as the host of the 2006 Pan-European Conference, supported the idea of holding the preparatory Workshop and said that her Government would contribute to the preparation and organization of the Workshop.

62. The representative of ECMT also supported the Dutch delegation and said that his organization could organize such a Workshop jointly with UNECE and River Commissions, possibly early in the second half of 2005 in Paris in the premises of ECMT. He informed the Working Party that, within ECMT, a study had recently been prepared on “Environmental Impacts of Inland Waterway Transport Development”. He believed that the study could become a useful subject for discussion by the experts at the Workshop.

63. The representative of CCNR equally associated himself with the idea of holding the Workshop. In his view, the topics of the Workshop should include not only administrative or policy issues but also economic aspects of European inland shipping.

64. The Director General of the Danube Commission said that his organization, too, would be prepared to contribute to the preparation and organization of the Workshop.

65. The Working Party thanked the representative of ECMT for his offer to host the Workshop in Paris in the second half of 2005^{1/}, and **asked** the secretariat, together with the secretariats of ECMT and of the River Commissions, to contribute to the preparation and organization of the Workshop.

^{1/} Note by the secretariat: The Group of Volunteers on Legislative Obstacles, at its meeting just after the closure of the forty-eighth session of the Working Party, provisionally agreed that the Workshop would be held on **22-23 September 2005**. The Group of Volunteers, composed of representatives of the Netherlands, Hungary, Romania, the Russian Federation, Ukraine, EC, UNECE, ECMT, CCNR and DC agreed to act as a Steering Committee for the preparation of the Seminar.

OTHER BUSINESS

(a) Tentative list of meetings for 2005

66. The Working Party **was informed of** and **noted** the following tentative schedule of meetings for 2005^{2/}.

15-17 March Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (twenty-ninth session)

7-9 June Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (thirtieth session)

18-20 October Working Party on Inland Water Transport (SC.3) (forty-ninth session)

(b) Tribute to Messrs. Hendrick R. Van Doorn and Cornelis F.J.M. Hofhuizen (the Netherlands)

67. The Working Party was informed that Messrs. Hendrik R. Van Doorn and Cornelis F.J.M. Hofhuizen, representatives of the Netherlands, were about to retire from the government service and, therefore, would no longer be able to participate in the work of the Working Party. The Working Party **thanked** Messrs. Van Doorn and Hofhuizen for their highly professional contribution to the work of the UNECE in the field of inland water transport for many years and **wished them** a long and happy retirement.

ADOPTION OF THE REPORT

68. In accordance with the decision of the Working Party in para. 2 above, the report of the current session was established by the Chairman with the assistance of the secretariat for submission to the Inland Transport Committee. The **decisions adopted** by the Working Party during the session are contained in the following paragraphs of this report: 2-6, 8, 15-20, 23, 25-31, 33, 35-38, 40-42, 44-48, 50, 53-58 and 65-67.

^{2/} Note by the secretariat: In consultation with the Chairmen of the Working Parties SC.3 (Mr. I. Valkar) and SC.3/WP.3 (Mr. V. Vorontsov) it was agreed for the year 2005 to merge the two sessions of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation into one **to be held from 7 to 9 June 2005** for the following reasons. In the course of its 27th and 28th sessions, the Working Party SC.3/WP.3 made great progress in dealing with their relevant agenda items. As a result, eight draft resolutions have been prepared for consideration and adoption by the Working Party SC.3. Furthermore, the postponement of the March 2005 session of the Working Party will leave more time for the Group of Volunteers to complete their work on revision of the annex to resolution No.17, revised, and present the pending chapters for consideration and approval by the Working Party SC.3/WP.3 in June 2005.