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### Inland Transport Committee

#### Working Party on Inland Water Transport

##### Fifty-eighth session

Geneva, 12–14 November 2014

## Report of the Working Party on Inland Water Transport

### Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance .....	1–3	4
II. Chair.....	4	4
III. Adoption of the agenda (agenda item 1) .....	5	4
IV. Activities of the United Nations Economic Commission for Europe (UNECE) bodies of interest to the Working Party (agenda item 2).....	6–9	4
V. Current situation and trends in inland water transport (agenda item 3).....	10–13	5
VI. Discussion on the theme “Making jobs of Crew Members Employed in Inland Navigation More Attractive” (agenda item 4).....	14–15	5
VII. European inland waterway network (agenda item 5).....	16–22	6
A. European Agreement on Main Inland Waterways of International Importance (AGN).....	16–18	6
B. Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”).....	19	6
C. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revised) .....	20–21	7
D. UNECE online database of the E Waterway Network.....	22	7
VIII. Mutual recognition of boatmasters’ certificates and harmonization of professional requirements in inland navigation (agenda item 6).....	23–34	7
A. Work plan and status of the Informal Expert Group on mutual recognition of boatmasters’ certificates and harmonization of professional requirements in inland navigation (IEG) .....	23–25	7

B.	Second meeting of IEG.....	26–34	7
1.	Exchange of information on boatmasters' certificates in inland navigation and professional requirements in inland navigation in the ECE region .....	26	7
2.	Proposal on means and measures to make the professions of boatmaster and other crew members employed in inland navigation more attractive and to bring these professions into line with modern requirements .....	27	8
3.	Analysis of existing national, regional and international instruments relating to the mutual recognition and modernization of professional qualifications in inland navigation .....	28–29	8
4.	Local knowledge requirements: drawing up criteria to help determine the conditions where local knowledge requirements could be necessary (ECE/TRANS/SC.3/2010/12 and its corrigendum).....	30–32	8
5.	Discussion on establishing the procedures of expert training and examination within ECE region, on the basis of the synthesis of the information submitted by UNECE member States (ECE/TRANS/SC.3/2014/15) and the Standards of Training and Certification for personnel in Inland Navigation (STCIN) developed by PLATINA (ECE/TRANS/SC.3/2014/16 and its corrigendum).....	33–34	8
IX.	Standardization of technical and safety requirements in inland navigation (agenda item 7).....	35–53	9
A.	European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised)	36–42	9
B.	Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised).....	43–45	10
X.	Promotion of River Information Services (RIS) as well as other information and communication technologies (ICT) in inland navigation (agenda item 8) .....	46–53	10
A.	International Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation (Resolution No. 60).....	46	10
B.	International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) .....	47–49	10
C.	Guidelines and Recommendations for River Information Services (Resolution No. 57) .....	50–51	11
D.	Establishment and operation of a pan-European vessel/hull database .....	52	11
E.	Recommendation No. 28, "Codes for types of means of transport" .....	53	11
XI.	Harmonization of the pan-European legal framework for inland navigation (agenda item 9).....	54–59	11
A.	Status of international conventions and agreements affecting inland navigation .....	54–55	11
B.	Application of UNECE resolutions relating to inland navigation.....	56–59	12
XII.	Recreational navigation (agenda item 10).....	60–65	12
A.	National legal acts governing navigation of recreational craft .....	60	12
B.	International Certificate for Operators of Pleasure Craft (Resolution No. 40, third revision) .....	61–65	12

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XIII.	Tentative list of meetings for 2015 (agenda item 11).....	66	13
XIV.	Other business (agenda item 12) .....	67	13
XV.	Adoption of the report (agenda item 13) .....	68	13

## **I. Attendance**

1. The Working Party on Inland Water Transport (SC.3) (hereafter, the Working Party or SC.3) held its fifty-seventh session from 12 to 14 November 2014 in Geneva.
2. Representatives of the following countries participated: Austria, Belgium, Bulgaria, Croatia, Czech Republic, France, Germany, Kazakhstan, Lithuania, Norway, Poland, Russian Federation, Serbia, Slovakia and Switzerland.
3. The European Union (EU) and the International Labour Office (ILO) were represented. Representatives of the following intergovernmental organizations also attended the session: Eurasian Economic Commission, Sava Commission. The following non-governmental organization was represented: European Boating Association (EBA). The representative of the Inland Waterway Transport Educational Network (EDINNA) was present at the invitation of the secretariat.

## **II. Chair**

4. In accordance with the decision of the fifty-fifth session of SC.3 (ECE/TRANS/SC.3/193, para. 59), Mr. Reinhard Vorderwinkler (Austria) chaired the session.

## **III. Adoption of the agenda (agenda item 1)**

5. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/196). With regard to agenda item 13 "Adoption of the report", the Working Party agreed that, 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 Chair with the assistance of the secretariat and circulated after the session.

## **IV. Activities of the United Nations Economic Commission for Europe (UNECE) bodies of interest to the Working Party (agenda item 2)**

6. The secretariat informed the Working Party about the decisions of the UNECE Inland Transport Committee (ITC) taken at its seventy-sixth session (25–27 February 2014) related to the work of the Working Party. In particular, the ITC expressed its support for the strategy and work of SC.3, in close cooperation with River Commissions, towards finalization of a major revision of the European Code for Inland Waterways (CEVNI 5). The Committee also supported the activities of SC.3 towards harmonization of pan-European River Information Services (RIS), such as UNECE Resolution No. 48 on Electronic Chart Display and Information System (Inland ECDIS).
7. The delegation of the Russian Federation reminded the Working Party that the report of the seventy-sixth session of the ITC was still not available in Russian.
8. The Working Party took note of the activities and results of work of the Safety Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and of the ADN Administrative Committee. The ADN

Administrative Committee had adopted all the draft amendments prepared by the Safety Committee in 2013 and January 2014, i.e. the set of amendments that should enter into force on 1 January 2015 and that would ensure harmonization of ADN with ADR and RID. The printed version of the ADN applicable as from 1 January 2015 would be available for purchase before end of December 2014 (detailed information is available at [www.unece.org/trans/danger/publi/adn/adnpublications.html](http://www.unece.org/trans/danger/publi/adn/adnpublications.html)).

9. The Working Party was also informed of the activities of the Working Party on Intermodal Transport and Logistics (WP.24) related to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code). Following more than 2 years of intensive efforts, WP.24 had approved the CTU Code on 22 October 2013. The new CTU Code, replacing the 1997 Guidelines, will enhance the safety of workers and the public during handling and transportation of containers at sea and on land. It might become an important element in transport and cargo insurance contracts.

## **V. Current situation and trends in inland water transport (agenda item 3)**

*Documentation:* ECE/TRANS/SC.3/189, ECE/TRANS/SC.3/2014/1, Informal document SC.3 No. 4 (2014)

10. The Working Party took note of the summary, prepared by the secretariat on the basis of the contributions from the member States, on recent developments in the field of inland navigation in UNECE (ECE/TRANS/SC.3/2014/1).

11. The Working Party exchanged views on the preparation and organization of a high level international conference for all countries in the world with an interest in inland navigation as requested by the ITC (ECE/TRANS/236, para. 31). It agreed on the key topics suggested by SC.3/WP.3 at its forty-fifth session: waterways infrastructure projects and, in particular, the project of development for the E 40 waterway; making jobs of crew members employed in inland navigation more attractive; recognition of boatmasters' and crew members certificates at the international level; development of common educational standards and professional requirements in inland navigation.

12. The Russian Federation suggested that a parallel be made between the international conference on inland navigation and other high level events such as the anniversary of the Vienna Congress or the United Nations Conference on Sustainable Development (Rio+20). This parallel could be a common thread during the course of the conference.

13. The secretariat informed the Working Party about the international conference on inland navigation, organized by the Budapest University of Technology and Economics (Budapest, 10–12 September 2014).

## **VI. Discussion on the theme “Making jobs of Crew Members Employed in Inland Navigation More Attractive” (agenda item 4)**

*Documentation:* ECE/TRANS/SC.3/195, ECE/TRANS/SC.3/WP.3/90, Informal document SC.3 No. 4 (2014)

14. The Working Party took note of the discussions on the theme “Making jobs of Crew Members Employed in Inland Navigation More Attractive”.

15. The Working Party approved the decision of SC.3/WP.3 on the theme of the fifty-ninth session of SC.3 which will be “The development of the Dniepr-Vistula section of the E40 waterway” (ECE/TRANS/SC.3/WP.3/90, para. 16).

## **VII. European inland waterway network (agenda item 5)**

### **A. European Agreement on Main Inland Waterways of International Importance (AGN)**

*Documentation:* ECE/TRANS/SC.3/193/Add.1, C.N.517.2014.TREATIES-XI.D.5, ECE/TRANS/120/Rev.3

16. The Working Party took note that the amendments to the main text of the AGN (ECE/TRANS/SC.3/193/Add.1) entered into force on 7 November 2014 (Depositary Notification C.N.517.2014.TREATIES-XI.D.5) and that the AGN, amended accordingly in its third revised edition, was issued in November 2014 (ECE/TRANS/120/Rev.3).

17. The Working Party recalled that at its fifty-seventh session, it approved the proposal of the SC.3/WP.3 to continue collecting Government’s amendment proposals for 2–3 years before proceeding with a new amendment of the AGN (ECE/TRANS/SC.3/195, para. 18). The next revision of AGN may be foreseen for end of 2016.

18. The secretariat informed the Working Party that on 10 January 2014, Serbia acceded to AGN (Depositary Notification C.N.22.2014.TREATIES-XI.D.5). The Agreement entered into force for Serbia on 10 April 2014.

### **B. Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”)**

*Documentation:* ECE/TRANS/SC.3/144/Rev.2 and Add.1, ECE/TRANS/SC.3/2014/2, ECE/TRANS/SC.3/WP.3/88, ECE/TRANS/SC.3/WP.3/90

19. The Working Party adopted the amendments to the Blue Book presented in ECE/TRANS/SC.3/2014/2 as a second addendum to the second revised edition of the Blue Book (ECE/TRANS/SC.3/144/Rev.2 and Add.1), with the following corrections and remarks:

(a) In the amendment to E 41, section “KURSHSKIY ZALIV and NEMUNAS”, as presented in document ECE/TRANS/SC.3/2014/2, para. 5, *replace* “Jubakas” with “Jurbarkas”;

(b) The Working Party agreed on the new length value for E 41, section “KURSHSKIY ZALIV and NEMUNAS”, as presented in document ECE/TRANS/SC.3/2014/2, para. 5, but noted that this section should be split into two new sections: one section concerning only the Lithuanian territory and one section for the cross-border waterway shared between Lithuania and the Russian Federation. The interested parties were invited to submit a draft amendment proposal concerning these two new sections for the forty-sixth session of SC.3/WP.3 (February 2015).

(c) Withdraw the amendment proposal presented in document ECE/TRANS/SC.3/2014/2, para. 6.

**C. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revised)**

*Documentation:* ECE/TRANS/SC.3/159/Rev.1, ECE/TRANS/SC.3/2014/3, ECE/TRANS/SC.3/WP.3/90

20. The Working Party recalled that at its fifty-seventh session, it approved the proposal of SC.3/WP.3 to continue collecting Government's proposals over 2–3 years and only then proceed with amending of Resolution No. 49 (ECE/TRANS/SC.3/WP.3/86, para. 16).

21. The Working Party adopted as pending the amendments to Resolution No. 49 as presented in ECE/TRANS/SC.3/2014/3, prior to adopting a final package of amendments to the Resolution.

**D. UNECE online database of the E Waterway Network**

22. The secretariat informed the Working Party about the remaining work in the database of the E Waterway Network (Blue Book) on the addition of E Ports and the main standards and parameters.

**VIII. Mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (agenda item 6)**

**A. Work plan and status of the Informal Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (IEG)**

*Documentation:* ECE/TRANS/SC.3/WP.3/90

23. The Working Party approved the decision of SC.3/WP.3 to keep IEG as an informal group and adopted its work plan (ECE/TRANS/SC.3/WP.3/90, annex).

24. The Working Party took note that SC.3/WP.3 had held the first meeting of IEG during its forty-fifth session on 25 June 2014 (ECE/TRANS/SC.3/WP.3/90, chapter IV).

25. The Working Party agreed to devote a half-day of the forty-sixth SC.3/WP.3 session in February 2015 to the third meeting of the IEG. It suggested that the provisional agenda be the same as the agenda of the second meeting of IEG.

**B. Second meeting of IEG**

*Documentation:* ECE/TRANS/SC.3/WP.3/90, ECE/TRANS/SC.3/2010/12 and Corr.1, ECE/TRANS/SC.3/193, ECE/TRANS/SC.3/2014/15, ECE/TRANS/SC.3/2014/16 and Corr.1

**1. Exchange of information on boatmasters' certificates in inland navigation and professional requirements in inland navigation in the ECE region**

26. The IEG took note of the presentation of Mr. Mintjes, Chair of the Inland Waterway Transport Educational Network (EDINNA).

**2. Proposal on means and measures to make the professions of boatmaster and other crew members employed in inland navigation more attractive and to bring these professions into line with modern requirements**

27. At the forty-fifth session of SC.3/WP.3, the IEG suggested that Resolution No. 31 could be revised to bring it into line with modern requirements and that work could possibly begin in February 2015. The Working Party approved the suggestion in principle, and asked the secretariat to present proposals for a revision of Resolution No. 31 at the forty-sixth SC.3/WP.3 session.

**3. Analysis of existing national, regional and international instruments relating to the mutual recognition and modernization of professional qualifications in inland navigation**

28. The IEG suggested that the division of the chapter on “Crews” of Resolution No. 61 be considered by the Group of Volunteer experts on Resolution No. 61.

29. The Working Party asked the secretariat, possibly in cooperation with the Group of Volunteer experts on Resolution No. 61, to prepare for the forty-sixth SC.3/WP.3 session a proposal of a new document presenting the content of Chapter 23 of Resolution No. 61. The current technical part of Chapter 23 would remain in Resolution No. 61.

**4. Local knowledge requirements: drawing up criteria to help determine the conditions where local knowledge requirements could be necessary (ECE/TRANS/SC.3/2010/12 and its corrigendum)**

30. The IEG suggested that in order to facilitate its work on local knowledge requirements, UNECE member States could provide the secretariat with information on these requirements in their national legislation and on how the examinations for boatmaster certification apply the requirements.

31. The Working Party asked the secretariat to include in the questionnaire for the forty-sixth SC.3/WP.3 session an item on this subject.

32. EDINNA suggested that rather than focusing on the local specificities themselves, which by definition cannot be harmonized at an international level, a more fruitful focus could be on the criteria that describe these local specificities and on which knowledge is necessary to be able to face these local specificities.

**5. Discussion on establishing the procedures of expert training and examination within ECE region, on the basis of the synthesis of the information submitted by UNECE member States (ECE/TRANS/SC.3/2014/15) and the Standards of Training and Certification for personnel in Inland Navigation (STCIN) developed by PLATINA (ECE/TRANS/SC.3/2014/16 and its corrigendum)**

33. The secretariat reminded the Working Party that the STCIN tables were available in the English, French and Russian languages (ECE/TRANS/SC.3/2014/15 and Corr.1) and encouraged UNECE member States which are not members of the European Union to comment on these tables.

34. The Working Party asked the secretariat to include in the questionnaire for the forty-sixth SC.3/WP.3 session an item on this subject.

## **IX. Standardization of technical and safety requirements in inland navigation (agenda item 7)**

*Documentation:* ECE/TRANS/SC.3/WP.3/88, ECE/TRANS/SC.3/WP.3/90 and Corr.1

35. The Working Party took note of the reports on the forty-fourth and forty-fifth sessions of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/88, ECE/TRANS/SC.3/WP.3/90 and Corr.1) and endorsed them.

### **A. European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised)**

*Documentation:* ECE/TRANS/SC.3/WP.3/88, ECE/TRANS/SC.3/WP.3/90, ECE/TRANS/SC.3/2013/4, ECE/TRANS/SC.3/WP.3/2014/3, ECE/TRANS/SC.3/WP.3/2014/4, ECE/TRANS/SC.3/WP.3/2014/5, ECE/TRANS/SC.3/WP.3/2014/16, ECE/TRANS/SC.3/2014/4, ECE/TRANS/SC.3/2014/5

36. The secretariat informed the Working Party that the CEVNI Expert Group had completed its work on the fifth revision of Resolution No. 24 (CEVNI) and that SC.3/WP.3 had approved the final amendments during its forty-fourth and forty-fifth sessions (ECE/TRANS/SC.3/WP.3/2014/3–5 and 16, ECE/TRANS/SC.3/WP.3/88, ECE/TRANS/SC.3/WP.3/90).

37. The Working Party adopted the proposal approved by SC.3/WP.3 at its forty-fifth session to move the provisions from CEVNI, sections I and II of Annex 6 into Resolution No. 61. A reference to the relevant sections of Resolution No. 61 will be made in CEVNI (ECE/TRANS/SC.3/2014/4).

38. The Working Party adopted the consolidated amendment proposal to Resolution No. 24 as Resolution No. 81 (ECE/TRANS/SC.3/2014/4).

39. The secretariat informed the Working Party that a paper version of the fifth revision CEVNI would be published in 2015, possibly in the first semester, as document ECE/TRANS/SC.3/115/Rev.5. The online version of CEVNI (currently available on [www2.unece.org/wiki/display/TransportSustainableCEVNI](http://www2.unece.org/wiki/display/TransportSustainableCEVNI) in the fourth revised edition) will subsequently be updated.

40. The Working Party considered the proposal of the secretariat at its fifty-seventh session to upgrade the CEVNI Expert Group to an official UNECE working body to administer CEVNI 5 (ECE/TRANS/SC.3/2013/4). With the support, in particular, of the delegations of Belgium, France, Germany and Switzerland, the Working Party decided not to upgrade this Group from its current informal ad hoc Group status that meets at the request of SC.3 or SC.3/WP.3.

41. The Working Party requested the secretariat to ask River Commissions and UNECE member States whether they apply Resolution No. 24 in its fifth revision and to update the CEVNI status document (ECE/TRANS/SC.3/2014/5) in consequence for the fifty-ninth SC.3 session.

42. The Working Party requested the secretariat to continue collecting regional and national special requirements.

**B. Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised)**

*Documentation:* ECE/TRANS/SC.3/172/Rev.1, ECE/TRANS/SC.3/WP.3/88, ECE/TRANS/SC.3/WP.3/90 and Corr.1, ECE/TRANS/SC.3/2014/6, Informal document SC.3 No. 5 (2014)

43. The Working Party considered the amendment proposals to Resolution No. 61, approved by SC.3/WP.3 at its forty-fourth and forty-fifth sessions (ECE/TRANS/SC.3/WP.3/88, paras. 52, 54, 56, 58 and ECE/TRANS/SC.3/WP.3/90, paras. 41, 49, 51), as presented in ECE/TRANS/SC.3/2014/6. The Working Party adopted these amendments as pending, prior to adopting a final package of amendments to the Resolution.

44. The Working Party took note of the information submitted by the Danube Commission concerning language discrepancies (Informal document SC.3 No. 5 (2014)) and adopted the corrections suggested for chapter 4 of Resolution No. 61. The Working Party asked the secretariat to issue in consequence a corrigendum to document ECE/TRANS/SC.3/2014/6 and to prepare a working document on the remaining language discrepancies for the forty-sixth SC.3/WP.3 session.

45. The Working Party took note of the request of SC.3/WP.3 at its forty-fifth session to the Group of Volunteers experts on Resolution No. 61 to include a proposal on possibly dividing chapter 23 of Resolution No. 61 in its agenda. Only the technical part would remain in the Resolution. The rest of the chapter would move to a new document.

**X. Promotion of River Information Services (RIS) as well as other Information and Communication Technologies (ICT) in inland navigation (agenda item 8)**

**A. International Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation (Resolution No. 60)**

*Documentation:* ECE/TRANS/SC.3/175 and Amend.1, ECE/TRANS/SC.3/2014/7, ECE/TRANS/SC.3/2014/8

46. At its fifty-seventh session, the Working Party decided to separate the Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation presented in Resolution No. 60 into two resolutions to facilitate their updating (ECE/TRANS/SC.3/195, para. 37). The Working Party adopted the draft Resolutions Nos. 79 (ECE/TRANS/SC.3/2014/7) and 80 (ECE/TRANS/SC.3/2014/8) and invited UNECE member States to accept them.

**B. International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63)**

*Documentation:* ECE/TRANS/SC.3/2014/9, ECE/TRANS/SC.3/WP.3/88

47. The Working Party took note that SC.3/WP.3 approved the revised Resolution as presented in document ECE/TRANS/SC.3/WP.3/2014/10/Add.1, with the exception of the amendment concerning AIS Class B stations (ECE/TRANS/SC.3/WP.3/88, para. 66).

48. The Working Party adopted as Resolution No. 82 the consolidated proposal of Resolution No. 63 revised, as presented in document ECE/TRANS/SC.3/2014/9.

49. The Working Party was recalled that at its forty-fourth session, SC3/WP.3 decided to come back to the issue of AIS Class B stations in the form of amendments or additions to the VTT Standard at a later stage or date.

### **C. Guidelines and Recommendations for River Information Services (Resolution No. 57)**

*Documentation:* ECE/TRANS/SC.3/165/Rev.1, ECE/TRANS/SC.3/2014/10, Informal document SC.3/WP.3 No. 17 (2013)

50. The secretariat informed the Working Party that the World Association for Waterborne Transport Infrastructure (PIANC) agreed that a reference be made in Resolution No. 57 to their RIS related definitions.

51. The Working Party adopted as pending the draft addition to the annex to Resolution No. 57, as presented in document ECE/TRANS/SC.3/2014/10, prior to adopting a new package of amendments to Resolution No. 57.

### **D. Establishment and operation of a pan-European vessel/hull database**

*Documentation:* ECE/TRANS/224

52. The secretariat informed the Working Party about the European Hull Database (EHDB) project. The EHDB is integrated in directive 2006/87 on technical requirements, as an amendment, and is still part of a project of PLATINA II and financed until March 2015.

### **E. Recommendation No. 28, “Codes for types of means of transport”**

53. The secretariat informed the Working Party about the forthcoming correction of the imperfections introduced with the recent amendments to Recommendation No. 28.

## **XI. Harmonization of the pan-European legal framework for inland navigation (agenda item 9)**

### **A. Status of international conventions and agreements affecting inland navigation**

*Documentation:* ECE/TRANS/SC.3/2014/11

54. The Working Party took note of the updated document on the status of international legal instruments affecting inland navigation prepared by the secretariat (ECE/TRANS/SC.3/2014/11). UNECE member States were invited to keep the secretariat informed of any rectifications or additions to this document.

55. The Working Party invited UNECE member States to accede to the legal instruments of relevance to inland navigation, if they had not yet done so.

## **B. Application of UNECE Resolutions on inland navigation**

*Documentation:* ECE/TRANS/SC.3/2014/12/Rev.1, Informal document SC.3 No. 5 (2013)

56. The Working Party took note of the status of UNECE resolutions and their application on the basis of document ECE/TRANS/SC.3/2014/12/Rev.1 and invited UNECE member States to accept the resolutions if they had not yet done so.

57. The Working Party asked the secretariat to issue a corrigendum for document ECE/TRANS/SC.3/2014/12/Rev.1 in order to correct the information concerning Slovakia, in accordance with Informal document SC.3 No. 5 (2013). The Working Party also asked the secretariat to issue a corrigendum for document ECE/TRANS/SC.3/2014/5 in order to add in the column “additional information”, for Germany, the text of footnote No. 33 as presented in ECE/TRANS/SC.3/2014/12/Rev.1.

58. The Working Party noted that Belgium had acceded to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) on 17 June 2014.

59. The Working Party was recalled that several UNECE member States had indicated that they apply both Resolution No. 14 and Resolution No. 40. The Working Party encouraged the application of only Resolution No. 40.

## **XII. Recreational navigation (agenda item 10)**

### **A. National legal acts governing navigation of recreational craft**

*Documentation:* ECE/TRANS/SC.3/2014/13

60. The Working Party took note of the updated information from member States on national legal acts governing navigation of recreational craft on national waterways and on where these acts could be found (ECE/TRANS/SC.3/2014/13). It invited UNECE member States to submit this information to the secretariat if they had not yet done so.

### **B. International Certificate for Operators of Pleasure Craft (Resolution No. 40, third revision)**

*Documentation:* ECE/TRANS/SC.3/147/Rev.3, ECE/TRANS/SC.3/WP.3/90, ECE/TRANS/SC.3/2014/14 and Corr.1, informal document SC.3 No. 3 (2014)

61. The Working Party adopted the fourth revised edition of Resolution No. 40 (ECE/TRANS/SC.3/2014/14 and Corr.1) as Resolution No. 83, as proposed by SC.3/WP.3 at its forty-fifth session (ECE/TRANS/SC.3/WP.3/90, para. 60).

62. The Working Party took note that at its forty-fourth session, SC.3/WP.3 approved the draft guidelines to Resolution No. 40 (ECE/TRANS/SC.3/WP.3/88, para. 40). These guidelines aim to answer questions frequently asked by recreational boaters.

63. The Working Party adopted the guidelines to Resolution No. 40, as presented in informal document SC.3 No. 3 (2014).

64. The Working Party noted that the European Boating Association (EBA) will contact the secretariat about the possible improvements to the guidelines and asked the secretariat to submit the suggestions of EBA, if there is any, to the next SC.3/WP.3 session.

65. On the practical cases on issues with the recognition of International Certificate of Competence (ICC) presented in Informal document SC.3 No. 2 (2014), EBA reminded the Working Party that the ICC has been created only to provide the holder with evidence of competence in an internationally recognisable format which can be presented to officials in foreign countries if required. The ICC does not replace the national legislations.

### **XIII. Tentative list of meetings for 2015 (agenda item 11)**

66. The Working Party approved the following tentative list of meetings for the year 2015:

18–20 February 2015	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (forty-sixth session);
24–26 June 2015	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (forty-seventh session);
9–11 November 2015	Working Party on Inland Water Transport (fifty-ninth session).

### **XIV. Other business (agenda item 12)**

67. There were no proposals under this item.

### **XV. Adoption of the report (agenda item 13)**

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

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