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Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

Forty-fifth session

Geneva, 25–27 June 2014

Report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

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I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter, the Working Party or SC.3/WP.3) held its forty-fifth session from 25 to 27 June 2014 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Belarus, Bulgaria, Croatia, Czech Republic, Germany, Kazakhstan, Netherlands, Poland, Russian Federation, Serbia, Slovakia and Switzerland.
3. The International Labour Office (ILO) took part in the session. Representatives of the following intergovernmental organizations also took part in the session: the International Sava River Basin Commission (Sava Commission) and the Danube Commission.
4. The Confederation of European Maritime Technology Societies (CEMT) attended on the invitation of the secretariat. The following non-governmental organization was represented: the European Boating Association (EBA).
5. Mr. Konstantinos Alexopoulos, interim Chief of the Sustainable Transport Section, as representative for Ms. Eva Molnar, Director of the Transport Division, opened the meeting, recalling that the secretariat had published two documents at the beginning of 2014: one on diesel engine exhausts (www.unece.org/index.php?id=35546) and the other on climate change impacts and adaptation for international transport networks (www.unece.org/index.php?id=35462).
6. In line with the decision taken by the Working Party at its forty-fourth session (ECE/TRANS/SC.3/WP.3/88, para. 7), Ms. Victoria Ivanova (Russian Federation) chaired the forty-fifth session.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/SC.3/WP.3/89 and Corr.1; Informal document SC.3/WP.3 No. 13 (2014)

7. The Working Party adopted the provisional agenda, as supplemented by Informal document SC.3/WP.3 No. 13 (2014) in order to take into account Informal documents SC.3/WP.3 Nos. 11 to 24, and decided to supplement agenda item 6 with the recent changes introduced to Recommendation No. 28 managed by the Transport and Logistics Domain of UN/CEFACT (ECE/TRANS/ SC.3/WP.3/2014/90, para. 56), and with a discussion on the Resolution No. 63 (ECE/TRANS/ SC.3/WP.3/2014/90 paras. 57 and 58).
8. In accordance with established practice, it was agreed that only the decisions taken would appear in the draft report on the session. The full report would be drawn up by the Chair with the assistance of the secretariat, and distributed later.

III. Inland waterway infrastructure (agenda item 2)

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

Documentation: ECE/TRANS/SC.3/120/Rev.2

1. Third revised edition

9. The Working Party was informed that the secretariat was preparing a third revised edition of the AGN, which would be published when the amendments to articles 12 to 14 came into force, in November 2014.

2. Proposed amendments

10. In respect of the amendments to AGN introducing security provisions, the secretariat pointed out that no information was available on the discussions that had taken place in the Maritime Security Committee of the European Union. Following the decision taken by SC.3/WP.3 at its forty-third session, the issue could be discussed further when the Working Party is informed of the outcome of the discussions in the Maritime Security Committee of the European Union.

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; Informal document SC.3/WP.3 No. 18 (2014)

11. The Working Party approved the following amendments to the Blue Book proposed by Lithuania, regarding the E41 waterway (Informal document SC.3/WP.3 No. 18 (2014)):

In Table 1, Navigational Characteristics of Main European Inland Waterways of International Importance, amend the entries as follows:

E41, KURSHSKIY ZALIV and NEMUNAS section, length (km): 191.3.

E41, KURSHSKIY ZALIV and NEMUNAS section, draught (m): delete footnote 44.

E41, NEMUNAS section, length (km): 99.9.

In the List of bottlenecks and missing links in the E waterway network by country, amend the entries as follows:

Lithuania, basic bottlenecks: add “The depth of the 12.5 km fairway stretch in Kaunas is less than 1.20 m”.

12. Recalling that the next revision of the Blue Book was planned for 2016, the Working Party invited delegations to notify the secretariat of any new amendment to be made to the Blue Book in respect of their E waterway networks or ports.

13. The secretariat informed the Working Party that it was continuing to develop the Inland Waterways database to include parameters on E ports.

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; Informal documents SC.3/WP.3 Nos. 18 and No. 19 (2014)

1. Amendment proposed by Lithuania

14. The Working Party approved the following amendments to the annex to Resolution No. 49, revised, proposed by Lithuania:

Chapter III, Most important bottlenecks and missing links in the E waterway network by country, Lithuania, basic bottlenecks: add “The depth of the 12.5 km fairway stretch in Kaunas is less than 1.20 m”.

2. International conference on the E40 waterway connection

15. The secretariat informed the Working Party that, at this conference, held on 27 and 28 March 2014 and hosted by the Brest (Belarus) regional executive committee, it had proposed that one of the meetings of the Commission for the development of the Dniepr-Vistula section of the E40 waterway should be held during the fifty-ninth session of the Working Party on Inland Water Transport (SC.3), in 2015.

16. The Working Party recalled that at its fifty-second session, SC.3 had invited countries and organizations to inform Belarus about their interest in the project on E40 waterway connection and had requested the secretariat to assist Belarus in organizing in 2008–2009, an expert meeting on the feasibility study of the project. The Working Party asked the secretariat to collect information on this project, to contact the Commission for the development of the Dniepr-Vistula section of the E40 and to propose a possible format for UNECE participation. The Working Party also decided that the theme of the fifty-ninth session of SC.3 should be “The development of the Dniepr-Vistula section of the E40 waterway”, based on document ECE/TRANS/SC.3/181.

IV. Mutual recognition of boatmasters’ certificates and professional requirements in inland navigation: First meeting of the informal Expert Group (agenda item 3)

Documentation: ECE/TRANS/SC.3/2009/7; ECE/TRANS/SC.3/2011/5; ECE/TRANS/SC.3/2012/4; ECE/TRANS/SC.3/2013/3; ECE/TRANS/SC.3/WP.3/2013/12; Informal documents SC.3/WP.3 Nos. 15 and 24 (2014)

17. The Working Party recalled that it had requested the secretariat to take all appropriate steps to establish a formal group of experts on the mutual recognition of boatmasters’ certificates and professional requirements in inland navigation. However, the Working Party and experts participating, after analysing all the options available to deliver the work of the group of experts, and for reasons of efficiency, decided not to establish a formal group and to continue working on this issue with instead, an informal group of experts. The secretariat agreed.

18. In accordance with the decision taken during the fifty-seventh session of SC.3, on 25 June 2014 SC.3/WP.3 held the first meeting of the informal Expert Group on the mutual recognition of boatmasters’ certificates and professional requirements in inland navigation (IEG).

19. As an introduction to the meeting, the IEG was informed of the results of a study carried out by the International Labour Office on living and working conditions in inland navigation in the ECE region (www.ilo.org/sector/Resources/publications/WCMS_234892/lang--en/index.htm).

20. The IEG invited the International Labour Office to take part in the discussions, in particular those related to the subject addressed during the fifty-eighth session of SC.3, on “Making jobs of crew members employed in inland navigation more attractive”.

A. Revision of the Recommendations on Minimum Requirements for the Issuance of Boatmasters’ Certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (Resolution No. 31, revised)

21. The Chair recalled that the goal of Resolution No. 31 was to provide a general framework for the mutual recognition of the boatmasters’ certificates, identifying the minimum criteria for issuance of the certificates. The Resolution was amended in 2009 based on the comparative analysis of the existing requirements in the European Union, Central Commission for the Navigation of the Rhine (CCNR), the Danube Commission (DC) and the Sava Commission (ECE/TRANS/SC.3/183, para. 15). This Resolution is applied by Austria, Bulgaria, the Czech Republic, Finland, France, Germany, Hungary, Lithuania, Luxembourg, Poland, Slovakia and Ukraine. The Chair also recalled that a revision proposal had already been submitted to the thirty-ninth session of SC.3/WP.3 by Sava Commission (ECE/TRANS/SC.3/WP.3/2011/11). Information concerning the ongoing work of the European Commission, River Commissions and member States had also been published in documents ECE/TRANS/SC.3/2011/5 and ECE/TRANS/SC.3/WP.3/2012/14. The IEG noted also the information from Germany and the Russian Federation.

22. The IEG, noting the progress made in the reciprocal recognition of boatmasters’ certificates, decided that a new revision of Resolution No. 31 was justified and could begin in February 2015.

23. The delegation of Germany informed the IEG about the next meeting of CCNR working group on mutual recognition (MQ/G) (4 September 2014) and about the meeting of the Common expert group (CEG) chaired by DG Move (planned for 6 November 2014) and that would address the revision of Council Directive 96/50/EC.

B. Draft amendment proposals to chapter 23 of the Danube Commission Recommendations on Technical Requirements for Inland Navigation Vessels, “Crews and personnel”

24. The draft revised chapter 23 “Crews and personnel” of the DC Recommendations on Technical Requirements for Inland Navigation Vessels was transmitted to SC.3/WP.3 at its forty-second session as the joint proposal of DC member States (ECE/TRANS/SC.3/WP.3/84, para. 46). At its forty-third session, SC.3/WP.3 decided to transmit the document prepared by the secretariat with considerations on possible revision of chapter 23 “Crews” of Resolution No. 61 based on the draft revised text submitted by the DC to the IEG for consideration (ECE/TRANS/SC.3/WP.3/86, para. 33). The IEG asked the Group of Volunteer Experts on Resolution No. 61 to advise on dividing chapter 23 of Resolution No. 61 so as to keep only the technical part in the Resolution and move the rest of the chapter to a new document.

25. The IEG decided to place divisibility of chapter 23 on the agenda of its next session.

C. Comments by Belarus, Kazakhstan, the Republic of Moldova, the Russian Federation, Serbia and Ukraine on the Standards of Training and Certification in Inland Navigation (STCIN) tables to be annexed to the new European Union legal instrument under preparation

26. The Joint Working Group composed of representatives of the Inland Waterway Transport Educational Network (EDINNA), the European Barge Union (EBU), the European Skippers Organisation (ESO), the European Transport Workers Federation (ETF), Platina, CCNR and DC developed, in 2011, Standards of Training and Certification for personnel in Inland Navigation (STCIN) as presented in document IEG/2014/2. The delegations were invited to comment on the tables and, in particular, whether any different competencies, knowledge, understanding and proficiency, methods of demonstrating competence and evaluation criteria apply in their respective countries. The IEG asked the secretariat to include, in the questionnaire for the fifty-eighth session of SC.3, a request to the UNECE member States a synthesis (four pages maximum to send to the secretariat) of their information on their standards of training and certification in inland navigation.

27. The secretariat was requested to submit document IEG/2014/2 as a working document at the next session of SC.3 so that the UNECE member States could forward it to their experts for consideration.

28. The delegation of Kazakhstan expressed its interest to participate in the activities of IEG and encouraged the continued work in the field of standards for training and certification in inland navigation as well as in the field of local knowledge requirements.

D. Local knowledge requirements in Belarus, Kazakhstan, the Republic of Moldova, the Russian Federation, Serbia and Ukraine

29. The Chair recalled that Resolution No. 258 of the Inland Transport Committee presented the plan of action for the implementation of the decisions taken by the pan-European Conference on Inland Water Transport and provided that SC.3 and its relevant subsidiary bodies should cooperate with River Commissions on rationalization and unification, as much as possible, of the requirements on verifying boatmasters' knowledge of specific stretches of inland waterways and navigating skills on these stretches. This topic has since been included into the questionnaires for SC.3 and SC.3/WP.3 sessions. At its fifty-fourth session, SC.3 took note of the revised document on the local knowledge requirements existing in UNECE countries (ECE/TRANS/SC.3/2010/12) and recalled the importance of this information for rationalizing and unifying the local knowledge requirements. The Working Party asked the secretariat to keep this item on its agenda and inform SC.3 of any additions and/or updates to information contained therein. At its fifty-sixth session, SC.3 considered the necessity that IEG makes a list of stretches of waterways and the knowledge of which must be verified prior to granting recognition of professional qualifications for each river basin. The IEG examined the updated list of local knowledge requirements (ECE/TRANS/SC.3/2010/12) and considered ways of rationalizing and unifying them to the extent possible with the River Commissions.

30. The delegation of Germany highlighted the importance of drawing up criteria to determine the conditions where local knowledge requirements could be necessary.

E. Work plan

31. The Working Party approved the work plan for 2014–2016 prepared by the secretariat for IEG (see annex) and decided to submit it to SC.3 for adoption.

F. Other business

32. The Working Party decided that IEG would hold its sessions during the meetings of SC.3 and SC.3/WP.3.

G. Next meeting

33. The Working Party noted that IEG would hold its second meeting at the fifty-eighth session of SC.3.

V. European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised) (agenda item 4)

Documentation: Informal documents SC.3/WP.3 Nos. 5 (Rev.1) and 14 (2014)

34. The secretariat informed the Working Party about the status of preparations for the fifth revised edition of CEVNI. The Working Party noted that these were on schedule, as approved at the forty-fourth session of the SC.3/WP.3.

35. The Working Party noted that as no major amendment proposal had been submitted for consideration to the CEVNI Expert Group before the given deadline, the Group need not to meet again.

A. Results of the twenty-fourth meeting of the CEVNI Expert Group

Documentation: ECE/TRANS/SC.3/115/Rev.4 and Corr.1; ECE/TRANS/SC.3/WP.3/2014/16 (English and Russian only); ECE/TRANS/SC.3/WP.3/2014/16/Rev.1 (French only); Informal documents SC.3/WP.3 Nos. 14, 17 and 24 (2014)

36. The Working Party took note of the results of the twenty-fourth meeting of the CEVNI Expert Group (26 and 27 March 2014, Geneva). The minutes of the meeting are presented in annex I of ECE/TRANS/SC.3/WP.3/2014/16 (ECE/TRANS/SC.3/WP.3/2014/16/Rev.1 for the French version).

B. Amendments proposals from the fourth to the fifth revised edition of CEVNI

Documentation: ECE/TRANS/SC.3/115/Rev.4 and Corr.1; ECE/TRANS/SC.3/WP.3/2014/16 (English and Russian only); ECE/TRANS/SC.3/WP.3/2014/16/Rev.1 (French only); Informal documents SC.3/WP.3 Nos. 14, 17 and 24 (2014)

37. The Working Party approved the proposed amendments contained in documents ECE/TRANS/SC.3/WP.3/2014/16 for the English and Russian versions and ECE/TRANS/SC.3/WP.3/2014/16/Rev.1 for the French version, with the following modification: in the amendment to article 2.05, paragraph 1, as set out in paragraph 8 of the document cited above, the amended text should be worded as follows:

1. The anchors of vessels shall bear identification marks in indelible characters. **These shall include at least the European Vessel Identification Number (ENI), if applicable.**

If an anchor is used on another vessel belonging to the same owner, the original marking may be kept.

38. The Working Party approved the following amendments to the fourth revised edition of CEVNI:

(a) In article 8.02, paragraph 1 (d), add:

seagoing vessels, **except for pleasure crafts**;

(b) In article 3.10, add a paragraph:

The provisions of this article shall not apply to small craft pushing only other small craft or to the pushing of small craft.

39. The Working Party decided to modify or withdraw the following amendments to the fourth revised edition of CEVNI:

(a) Withdraw the amendment to article 3.20, paragraph 1, as presented in document ECE/TRANS/SC.3/WP.3/2014/3, paragraph 31 (a).

(b) In the amendment to article 6.18, paragraph 2, as presented in document ECE/TRANS/SC.3/WP.3/2014/3, paragraph 49, the first sentence should read as follows:

2. This prohibition does not apply to small movements at stopping places or to manoeuvring, except in the following cases:

(c) Withdraw the amendment to article 6.21 bis, subparagraph (a), as presented in document ECE/TRANS/SC.3/WP.3/2014/3, paragraph 53.

(d) In the amendment to article 6.32, paragraphs 2 and 5, as presented in document ECE/TRANS/SC.3/WP.3/2014/1, paragraph 38, the text to be added should read as follows:

(for example, pushed convoy, high-speed vessel)

(e) In the amendment to article 4.06, paragraph 2, as presented in document ECE/TRANS/SC.3/WP.3/2014/3, paragraph 40, the modified text should read as follows:

2. In convoys, the requirements of paragraph 1 above shall apply only to the vessel carrying the boatmaster **of the convoy**.

(f) Withdraw the amendment to article 1.01, paragraph 1 (a), on a new definition “large vessel” (ECE/TRANS/SC.3/WP.3/2014/3, paragraph 5 (a)). This amendment requires deeper discussions given its impact on CEVNI.

40. The Working Party indicated that the amendment to heading F (c) of Annex 6 and to article 6.31, as presented in document ECE/TRANS/SC.3/WP.3/2014/5, paragraph 18, meant that section F (c) of Annex 6 should be deleted and that article 6.31, paragraph 1, should be replaced by the following text:

1. In reduced visibility, vessels and floating equipment stationary in or near the fairway outside harbours or places specially designated by the competent authorities for berthing, shall be on listening watch on the ship-ship channel. As soon as they hear by radiotelephone, of the approach of other vessels, or as soon and as long as they hear from an approaching vessel one of the signals prescribed in article 6.32, paragraph 4, or article 6.33, paragraph 1 (b), they shall indicate their position by radiotelephone. ~~or give sound signals as follows:~~

41. The Working Party approved the proposal, made by the CEVNI Expert Group and validated by the Group of Volunteer experts on Resolution No. 61, that the provisions of sections I and II of Annex 6 to CEVNI should be incorporated into Resolution No. 61.

C. Website on CEVNI and regional and national special requirements

Documentation: ECE/TRANS/SC.3/115/Rev.4 and Corr.1; ECE/TRANS/SC.3/2013/5; Informal document SC.3/WP.3 No. 20 (2014)

42. The Working Party noted that the secretariat was continuing to develop the online version of CEVNI, taking into account as far as possible the comments made by the Russian Federation (Informal document No. 20 (2014) of SC.3/WP.3).

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

Documentation: ECE/TRANS/SC.3/172/Rev.1 and Add.1–2; ECE/TRANS/SC.3/WP.3/2014/17

A. Status of amendments to Resolution No. 61, revised

43. The Chair informed SC.3/WP.3 about the results of the eighth meeting of the Group of Volunteer experts on Resolution No. 61 (26 to 28 February 2014, Geneva). The meeting was hosted by UNECE and attended by the experts from the Netherlands, Romania, the Russian Federation and Serbia.

44. The Working Party took note of the progress made in developing of Chapter 24 and approved the approach proposed by the Group on amending Section 8B–4 “Requirements concerning equipment for the treatment of domestic waste water” and on elaborating the new Chapter 24 “Transitional provisions”.

45. The Working Party noted that harmonization of section 3–3 with Article 3.03 of the Directive 2006/87 of the European Union was not needed for the time being.

46. The Working Party took note of the agenda of the ninth meeting of the Group of Volunteer experts on Resolution No. 61, which is planned for the second half of 2014 (date and place still to be decided):

(a) To align Section 3–1 of Resolution No. 61 with Article 3.02 of the Directive (minimum plate thickness);

(b) To continue the work on Section 8B–4;

(c) To continue the work on Chapter 24;

(d) To analyse the proposal of Belarus (Informal document SC.3/WP.3 No. 6 (2014));

(e) To analyse document ECE/TRANS/SC.3/WP.3/2013/12 in the context of Chapter 23.

47. The Working Party asked the Group of Volunteer experts to include, in its agenda, a proposal on possibly dividing of chapter 23 of Resolution No. 61 so as to keep only the technical part in the Resolution and move the rest of the chapter to a new document.

B. Amendments to Chapter 15: “Special provisions for passenger vessels”

48. The Working Party took note of the detailed information submitted by the delegation of Serbia who participated in the Group of Volunteer experts on Resolution No. 61 on the revision process of chapter 15.

49. The Working Party approved the amendment proposals prepared by the Group of Volunteers as presented in document ECE/TRANS/SC.3/WP.3/2014/17, with the following exception: the amendment to paragraph 15–6.1 (ECE/TRANS/SC.3/WP.3/2014/17, para. 18) was not approved. The Working Party requested the secretariat to include these amendments in the final text for adoption by SC.3 at its fifty-eighth session.

50. The Working Party asked the UNECE member States to submit their proposals for the amendment of paragraph 15–6.1 to the secretariat and asked the Group of Volunteer experts to continue its work on the amendments proposals to this paragraph at its next meeting with due regards of the comments received.

C. Amendments to Appendix 1: “List of European inland waterways divided geographically into zones 1, 2 and 3”

51. The Working Party approved the amendments to Appendix 1 of Resolution No. 61 as presented in document ECE/TRANS/SC.3/WP.3/2014/17 and asked the secretariat to include them in the final text for adoption by SC.3 at its fifty-eighth session.

VII. Establishment of common principles and technical requirements for pan-European River Information Services (RIS) (agenda item 6)**A. Guidelines and Recommendations for River Information Services (RIS) (Resolution No. 57)**

Documentation: ECE/TRANS/SC.3/165/Rev.1 ; Informal documents SC.3/WP.3 Nos. 17 (2013) and 7 (2014)

52. The Working Party was informed by the secretariat that the Czech Republic agreed with the Russian Federation’s proposal on the addition, in Resolution No. 57, of a new annex “RIS related terminology and definitions”, based on the document of the World Association for Waterborne Transport Infrastructure (PIANC), presented in Informal document SC.3/WP.3 No. 17 (2013).

53. Delegations from Germany, Netherlands and the Russian Federation exchanged opinions on this subject and agreed that instead of adding a new annex “RIS related terminology and definitions”, it would be preferable to add a reference to the document of PIANC. The Working Party asked the secretariat to contact PIANC about the possibility of the use of this document by SC.3 and SC.3/WP.3 as well as about the ongoing work on RIS standards. The Working Party asked the secretariat, if PIANC agrees that a reference be made to their document, to amend Resolution No. 57 in consequence, in cooperation with the delegations of Germany and the Russian Federation, and to submit the draft amendment to the fifty-eighth session of SC.3.

B. International standards for Notices to Skippers and for Electronic Ship Reporting in inland Navigation (Resolution No. 60)

Documentation: ECE/TRANS/SC.3/175; Informal document SC.3/WP.3 No. 11 (2014)

54. The Working Party considered the draft Resolutions Nos. 79 and 80 prepared by the secretariat from dividing Resolution No. 60. The delegation of the Russian Federation proposed that in both Resolutions Nos. 79 and 80, a reference should be made to the work of the groups of experts from other organizations who maintain these respective standards. The interested UNECE member States were invited to submit information on these working groups to the secretariat.

55. The Working Party requested the secretariat to amend the draft Resolutions and decided to submit them for adoption at the fifty-eighth session of SC.3.

C. Recommendation No. 28, “Codes for types of means of transport”

56. The delegation of Germany drew the attention of the Working Party to the imperfections introduced with the recent amendments to Recommendation No. 28 managed by the Transport and Logistics Domain of UN/CEFACT. The Working Party requested the secretariat to contact the Transport and Logistics Domain of UN/CEFACT on this matter and to inform the Working Party on the results of its investigations.

D. Resolution No. 63, “International Standard for Tracking and Tracing on Inland Waterways (VTT)”

57. The delegation of Germany informed the Working Party on the ongoing work on VTT standards by the Group of Experts and proposed to discuss the modernization of the procedures for introducing amendments to Resolution No. 63. The secretariat recalled that the latest draft amendments had been approved by the Working Party at its forty-fourth session (ECE/TRANS/SC.3/WP.3/2014/10 and Add.1).

58. The Working Party requested the secretariat to contact the VTT Group of Experts and to investigate possible improvements.

VIII. Recreational navigation (agenda item 7)

Documentation: ECE/TRANS/SC.3/147/Rev.3 and Corr.1; Informal documents SC.3/WP.3 Nos. 12 and No. 16 (2014)

59. The secretariat informed the Working Party that Latvia had accepted Resolution No. 40 (Informal document SC.3/WP.3 No. 16 (2014)) and that no other information had been received.

60. The Working Party noted the revision of Resolution No. 40 (Informal document SC.3/WP.3 No. 12 (2014)) and decided to submit it for adoption at the fifty-eighth SC.3 session.

61. The secretariat informed the Working Party that it had not received requests from delegations on corrections to the map of the European recreational inland navigation.

IX. Other business (agenda item 8)

A. Theme topic for the next SC.3 session

62. The secretariat suggested that four speakers could be invited to the fifty-eighth SC.3 session to discuss the theme “Making jobs of crew members employed in inland navigation more attractive” (half a day during the SC.3 meeting).

63. The Chair asked the participants to submit their proposals for speakers and information papers on this theme topic to the secretariat. The Chair also asked the secretariat to add in the questionnaire for the fifty-eighth SC.3 session an item on this subject.

B. High-level international conference on inland navigation

64. The secretariat informed the Working Party that an international conference on inland navigation, organized by the Budapest University of Technology and Economics, would be held in Budapest, from 10 to 12 September 2014 (eiwn.vrht.bme.hu/).

65. The Chair suggested that the secretariat contact the organizer about possibly participating in this international conference and present the outcomes of SC.3 and SC.3/WP.3 on these following subjects: waterways infrastructure, River Information Systems, river-sea navigation, education harmonization in inland water transport and simulators for training and assessment purposes in the inland navigation domain. The Working Party underlined the importance of being represented at this conference and encouraged its members to participate in it in an active manner.

66. In light of the decision by SC.3 to begin the preparatory work on a high-level international conference for countries interested in inland navigation (ECE/TRANS/SC.3/195, para. 12), the Working Party suggested the following key topics for presentation: 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.

67. Following the decision taken at the forty-seventh session of SC.3, the Working Party asked the secretariat to contact the River Commissions in order to obtain material for an overview of past international key events on inland waterways.

C. Presentation of the Confederation of European Maritime Technologies (CEMT)

68. Mr. Telesca, representing CEMT, presented general information concerning the scope of activities, objectives and tasks of the CEMT. He expressed the interest of CEMT to participate in the harmonization of technical prescriptions for vessels at a pan-European level, and thanked the Working Party for the invitation to participate in the activities of the Group of Volunteer experts on Resolution No. 61.

69. He also informed the Working Party about the outcome of the ATENA meeting (7 March 2014, Arona, Italy) on “Inland waterways navigation: situation, perspectives of development and harmonization of the rules in force”.

X. Adoption of the report (agenda item 9)

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

Annex

Work Plan of the Informal Expert Group on Mutual Recognition of Boatmasters' Certificates and Harmonization of Professional Requirements in Inland Navigation

1. Topic

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

Activities

1.1 Exchange of information, preparation of information notes for the SC.3/WP.3 and SC.3 Working Parties

Outcome: information documents on the topic, communicated during the sessions of the SC.3/WP.3 and SC.3 Working Parties.

2. Topic

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

Activities

2.1 Preparation of an information document

Preparation of an information document on the topic "Means of making the jobs of crew members employed in inland navigation more attractive" for the fifty-eighth session of SC.3.

Outcome: an information document on the topic.

Terms of execution: members of the IEG should submit their contributions to the secretariat before 15 September 2014.

3. Topic

Analysis of existing national, regional and international instruments relating to the mutual recognition and modernization of professional qualifications in inland navigation at the pan-European level on the basis of existing SC.3 resolutions. Proposal for minimum manning requirements for each type of vessel and description of required competencies for crew members based on new generations of inland navigation vessels and equipment.

Activities

3.1 *Revision of Resolution No. 31*

Outcome: a proposal for second revision of Resolution No. 31, if SC.3/WP.3 deems it necessary.

Terms of execution: end of 2016, members of the IEG with the support of the secretariat.

3.2 *Revision of Chapter 23 “Crews” of Resolution No. 61*

3.2.1 Drawing up a list of existing national, regional and international instruments relating to the mutual recognition and modernization of professional qualifications in inland navigation at the pan-European level (if the Working Party deems it necessary).

Outcome: a list of instruments applied in the ECE region.

Terms of execution: end of 2016, members of the IEG with the support of the secretariat.

3.2.2 Drafting a proposal for revision of Chapter 23 or a new document for submission to SC.3 on the basis of the analysis of the existing instruments relating to crews, including minimum manning requirements for each type of vessel, and describing the required competencies for crew members based on new generations of inland navigation vessels and equipment.

Outcome: a proposal for revision of Chapter 23 or a new document on the topic.

Terms of execution: end of 2016, members of the IEG with the support of the secretariat.

4. Topic

Drawing up a list of stretches of waterways, the knowledge of which must be verified prior to granting recognition of professional qualifications for each river basin.

Activities

4.1 *Collecting information from ECE member States and River Commissions*

Outcome: a document presenting the information collected.

Terms of execution: end of 2015, members of the IEG with the support of the secretariat.

4.2 *Drawing up a proposal for a list of stretches of waterways, the knowledge of which must be verified prior to granting recognition of professional qualifications for each river basin, and of the criteria to take into account when decisions are made as to whether or not local knowledge requirements are necessary.*

Outcome: a proposal for a document presenting the information collected.

Terms of execution: end of 2016, members of the IEG with the support of the secretariat.

4.3 *Updating the list of local knowledge requirements (on the basis of document ECE/TRANS/SC.3/2010/12).*

Outcome: a proposal for amendment of document ECE/TRANS/SC.3/2010/12.

Terms of execution: no fixed date, update as necessary.

5. Topic

Establishing the procedures of expert training and examination within UNECE region.

Activities

- 5.1 *Information exchange on mechanisms for procedure of expert training and examination established within the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterway (ADN), in cooperation with river commissions*

Outcome: an information document on the topic.

Terms of execution: end of 2016, members of the IEG with the support of the secretariat.

- 5.2 *Discussion on possible mechanism to be applied for boatmasters' certificates and professional requirements in inland navigation in UNECE region*

Outcome: proposal of the IEG on the possible procedure of expert training and examination within UNECE region, and planning of further work on this matter.

Terms of execution: end of 2016, members of the IEG.
