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Working Party on Inland Water Transport

Fiftieth session

Geneva, 11-13 October 2006

**REPORT OF THE WORKING PARTY ON INLAND WATER TRANSPORT  
AT ITS FIFTIETH SESSION**

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## REPORT

### ATTENDANCE

1. The Working Party on Inland Water Transport held its fiftieth session from 11 to 13 October 2006. Representatives of the following countries took part in its work: Austria, Belgium, Croatia, Czech Republic, Germany, Hungary, Lithuania, Netherlands, Poland, Romania, Russian Federation, Serbia, Switzerland and Ukraine. The representative of the European Commission (EC) was also present. Representatives of the following intergovernmental organizations attended the session: Central Commission for Navigation of the Rhine (CCNR), Danube Commission (DC) and the International Sava River Basin Commission. The following non-governmental organizations were represented: European Boating Association (EBA) and European River-Sea Transport Union (ERSTU). The following private entity was present on the invitation of the secretariat: EUROMAPPING.

### ADOPTION OF THE AGENDA

Documentation: ECE/TRANS/SC.3/173.

2. The Working Party adopted the provisional agenda prepared by the secretariat. With regard to agenda item 13 "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-ninth session (TRANS/SC.3/168, para. 57), Mr. I. Valkar (Hungary) chaired the session.

### ACTIVITIES OF UNECE BODIES OF INTEREST TO THE WORKING PARTY

Documentation: ECE/TRANS/166; ECE/TRANS/WP.15/AC.2/21 and Add.1-2.

4. Opening the fiftieth jubilee session of the Working Party, Mr. J. Capel Ferrer, Director of the UNECE Transport Division, praised the important achievements of this body in Pan-European standard setting and harmonization of regulations in the field of inland navigation for the benefit of the member Governments concerned. He underlined the important role that UNECE, and in particular the Working Party, could and should play in implementing the decisions of the recent Bucharest Ministerial Conference on Inland Waterway Transport and the EC "Naiades" Programme. He informed the delegates that unfortunately Mr. V. Novikov, secretary of the Working Party, would retire at the end of October 2006 and invited volunteers to fulfil the vacancy on a temporary basis until the completion of the ongoing UN recruitment procedure to fill it on a permanent basis. Finally, he wished the Working Party success in the follow-up to the Bucharest conference, amendment of AGN with security provisions, revision of CEVNI, development of RIS and other agenda items.

5. The Working Party **thanked** Mr. J. Capel Ferrer, Director of the Transport Division, for his high appreciation of its work and welcomed Mr. Michalis Adamantiadis who has been appointed the Chief of Transport and Infrastructure Section of the Transport Division.

6. It was informed and **took note** of the activities of the Inland Transport Committee and the Working Party on the Transport of Dangerous Goods (WP.15/AC.2) as they relate to its work.

7. Being informed of the discussion held at the Bureau of the Inland Transport Committee on possible restructuring of the Committee's subsidiary bodies, the Working Party **spoke in favour of** retaining the current structure of the working bodies dealing with inland water transport, i.e. the Working Party on Inland Water Transport (SC.3) holding one session a year of three days duration and its subsidiary body, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3), holding two sessions a year of three days duration each, dealing alternatively with technical requirements and rules of navigations/infrastructure/RIS.

8. The representatives of the river commissions pointed out that ADN and ADN-D rules in force within CCNR and the Danube Commission, respectively, had been kept in line with the regulations annexed to ADN and that with the expected entering into force in the nearest future of ADN the question will arise, how to proceed with switching to a single Pan-European regime of transport of dangerous goods by inland waterway under ADN, when not all of their member States could be Contracting Parties to it yet. It was felt that consultations might have to take place, possibly within WP.15/AC.2, with a view to arriving to a common approach to this issue.

#### TRANSPORT AND SECURITY

Documentation: ECE/TRANS/SC.3/2006/7 and Add.1.

9. The Working Party **took note** of the request by the Inland Transport Committee to its subsidiary bodies to accelerate their work on the transport and security issues (ECE/TRANS/166, para.15) and **expressed** its conviction that its work is well advanced in this regards (see also the discussion and decisions under item 6(a) below concerning the amendment of AGN with security related provisions) and asked the secretariat to inform the Committee accordingly.

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

Documentation: ECE/TRANS/SC.3/2006/5 and Add.1.

10. A member of the secretariat introduced a Communication by the European Commission on the Integrated Programme of Action for the Promotion of Inland Waterway Transport ("NAIADES") as well as a succinct biannual study on current situation and trends in European inland navigation, prepared by the secretariat on request by the Working Party (ECE/TRANS/SC.3/2006/5 and Add.1).

11. The Director-General of the Danube Commission reported a healthy and steady growth of traffic on the Danube River since 2000. He expressed his hope that the volume of goods would go up even further after the elimination in October last year of a pontoon bridge at Novi Sad.

12. The Working Party had an exchange of views on the current situation and trends in European inland water transport and **took note** of the information transmitted to this effect by the European Commission in ECE/TRANS/SC.3/2006/5 and by the secretariat in ECE/TRANS/SC.3/2006/5/Add.1.

13. It was **agreed** that the next succinct biannual report on current situation and trends in inland water transport in member countries should be prepared by the secretariat by the fifty-second session of the Working Party, as usual, on three major topics: (i) inland navigation infrastructure development; (ii) movement of goods; and (iii) general inland water transport policy issues.

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

Documentation: ECE/TRANS/SC.3/2006/11 and Add.1.

14. The Working Party had a preliminary exchange of views on possible follow-up by UNECE to the Pan-European Conference on Inland Waterway Transport (Bucharest, 13 and 14 September 2006) based on the draft action programme prepared by the secretariat and appearing in ECE/TRANS/SC.3/2006/11/Add.1 and **decided** as follows:

- (i) Given that the above-mentioned document was made available only recently, Governments were **invited** to study it and transmit their comments and proposals on its content to the secretariat **by 1 December 2006**;
- (ii) The Chairman was **asked** to prepare, with the assistance of the secretariat, a draft resolution on follow-up to the Bucharest Conference based on the proposal of the secretariat in ECE/TRANS/SC.3/2006/11/Add.1 and with due regard to comments and remarks to be received from member Governments, if any, and submit it to the sixty-ninth session of the Inland Transport Committee for consideration and adoption.

15. Referring to the decision of the Bucharest Conference under Item 21 calling upon relevant intergovernmental bodies to “establish procedures for a structured dialogue on environmental issues concerning inland waterway infrastructure”, the delegate of Hungary informed the Working Party that, as a part of the EC priority project on the improvement of navigability of the Danube, the Ministry of Economy and Transport of his country together with the consortium carrying out a study on possible ways of sustainable training of the river Danube on its Hungarian stretch intends to organise in the second half of February 2007 an international conference on improvement of navigability through the improvement of the state of the Danube environment. The conference is to serve as an important consultation forum aimed at informing professionals, NGOs and public at large about the need for, and possible effect of, the training works. He further informed that formal invitations would soon be circulated to all potential contributors to the conference.

16. The representative of Switzerland asked to delete his country from the list of non-EC member countries under paragraph 28 of the draft follow-up to the Bucharest Conference in ECE/TRANS/SC.3/2006/11/Add.1.

## INLAND WATERWAY INFRASTRUCTURE

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

Documentation: ECE/TRANS/120 and Corr.1; TRANS/SC.3/168/Add.1; ECE/TRANS/SC.3/2006/7 and Add.1.

17. The Working Party **noted** that the amendments to Annexes I, II and III of the AGN Agreement, unanimously approved at its forty-ninth session and appearing in TRANS/SC.3/168/Add.1 would enter into force on 29 November 2006 and **asked** the secretariat to put the amended text of the Agreement on the UNECE website. After the entry into force on 29 May 2007 of amendments to the main legal part of the AGN, the secretariat was **requested** to publish a new edition of the Agreement.

18. The Working Party **took note** of the further draft amendments to AGN prepared by the secretariat on its instructions and reflected in ECE/TRANS/SC.3/2006/7 and **unanimously decided** to amend the text of article 1 of the main part of the Agreement as indicated in paragraph 2 of document ECE/TRANS/SC.3/2006/7.

19. The representative of Poland pointed out that some provisions of the draft Annex IV to AGN seemed to her too strict, for example the provision on the need for inland navigation ports to have security plans, whereas not even all sea ports apply this requirement of the ISPS Code yet.

20. The representative of Belgium, supported by the delegation of Germany, felt that, since EC and CCNR were developing proposals on the same issue as contained in the draft Annex IV, the Annex should not be divergent to the future EU and CCNR regulations on the subject. As a matter of editorial improvement of the draft, he suggested also modifying the second phrase of paragraph 6 of the draft Annex IV to read: *“The Government of a Contracting Party within whose territory the port is located shall ensure that the assessment is carried out”*.

21. Governments **were invited** to study the proposal of the secretariat in ECE/TRANS/SC.3/2006/7/Add.1 on possible content of Annex IV to AGN concerning the protection of the network of inland waterways of international importance from intentional external influence and transmit their comments and proposals in this regard to the secretariat **by 1 February 2007** so that they could be considered by the Working Party SC.3/WP.3 in June 2007.

22. The Working Party **agreed** to come back to the consideration of possible amendment of AGN with provisions on security of inland waterway infrastructure at its next session taking into account the relevant draft texts in ECE/TRANS/SC.3/2006/7 and Add.1 and possible recommendations by SC.3/WP.3, in this regard, as well as the work on this item that is under way within the European Union.

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

Documentation: ECE/TRANS/SC.3/144/Rev.1; TRANS/SC.3/168.

23. The Working Party **took note** of the draft revised Blue book and **asked** the secretariat to go ahead with its publication taking into account the remarks of the delegations of the Russian Federation and Switzerland.

(c) 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.

24. The Working Party **agreed** to keep this item on its agenda and come back to it after the consideration and possible outcome of discussion on the proposal of the Russian Federation on the elaboration of specific technical requirements for sea-river vessels (document ECE/TRANS/SC.3/2006/8) under item 7(a) below.

25. With regard to this item the Working Party **welcomed** the participation at its session of a representative of the European River-Sea Transport Union (ERSTU) who informed the delegates of the nature and terms of reference of this Pan-European organization established in 1997 and uniting now more than 80 members, dealing with the promotion of the river-sea shipping.

(d) Updating the map of European inland waterways

Documentation: ECE/TRANS/NONE/2006/5.

26. The Working Party **took note** of the new edition of the Map of European Inland Waterways and **praised** the work of the secretariat and of EUROMAPPING in finalizing it in accordance with the instructions of SC.3 and its member Governments.

27. The secretariat was **requested** to study the possibility of also preparing a map of the AGN network, of appropriate dimensions, that would be in colour, well-detailed and could serve for the promotion of this legal instrument.

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

Documentation: ECE/TRANS/SC.3/WP.3/60.

(a) Amendment of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61)

Documentation: ECE/TRANS/SC.3/172; ECE/TRANS/SC.3/171; ECE/TRANS/SC.3/2006/8.

28. The Working Party **took note** of the publication by the secretariat, as document ECE/TRANS/SC.3/172, of the UNECE Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation vessels adopted at its special session in March 2006.

29. It also **took note** of a discussion paper presented on its request by the delegation of the Russian Federation on possible way and methodology for the elaboration of technical requirements for sea-river vessels (ECE/TRANS/SC.3/2006/8).

30. The Working Party had an exchange of views with regard to the interpretation of the terms “sea-river” or “river-sea” vessel. As a result of the discussion it had become clear that these are not just sea-going vessels engaged from time to time on inland waterways but vessels specially built to be engaged on river navigation and coastal shipping, i.e. shipping within certain distance from the sea coast and ports of refuge and sometimes during particular seasons only. That kind of vessels was to comply with both, inland navigation requirements and IMO Conventions, such as SOLAS, Load Line and MARPOL although with certain exemptions allowed by those Conventions and warranted by the limitations they are subjected to.

31. In this connection, the representative of the European Commission informed the Working Party that within the EU there exists a Council Directive 98/18/EC of 17 March 1998 on Safety Rules and Standards for Passenger Vessels engaged on domestic voyages with the limitations as to the “significant wave height”, season and distance from the shore and/or place of refuge.

32. Governments were **invited** to transmit to the secretariat **by 1 February 2007**, their comments and proposals with regard to the discussion paper presented by the Russian Federation on possible ways and methodology for the elaboration of technical requirements for sea-river vessels (ECE/TRANS/SC.3/2006/8), so that they could be considered by the Working Party SC.3/WP.3 at its thirty-first session in June 2007.

33. The Working Party **agreed** to ask the Group of Volunteers that was working on the amendment of resolution No. 17, revised, to undertake the amendment of the annex to resolution No. 61 and, in particular, (i) elaborate missing chapters 20 “Specific requirements to sea-going vessels” and 21 “Specific requirements to recreational craft”; (ii) consider possible ways for the elaboration of specific requirements to sea-river vessels taking into account the proposal to this effect of the Russian Federation in ECE/TRANS/SC.3/2006/8; and (iii) suggest any other possible modifications to the annex in order to keep it harmonized with annex II of the EC Directive replacing Directive 82/714.

34. The secretariat was **requested** to prepare for consideration by SC.3/WP.3, draft amendments to Appendix 1 of resolution No. 61 concerning the division of inland waterways into three navigable zones, with a view to bringing the Appendix in line with relevant provisions of Annex I to the revised Directive 82/714/EEC.

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

Documentation: TRANS/SC.3/115/Rev.2 and Amend.1; ECE/TRANS/SC.3/2006/4 and Add.1-2; Informal Document No. 3.

35. The Working Party **adopted** resolution No. 62 on amendment of CEVNI as reflected in ECE/TRANS/SC.3/2006/4, subject to a few minor editorial corrections i.e.:

- (i) paragraph 7 of ECE/TRANS/SC.3/2006/4 should be modified to read ”Amend subparagraph 1(a) and paragraph 5 of article 1.10 in English, French and Russian by replacing certificate of registry, attestation de bord, and судовое удостоверение by ship’s certificate, certificat de visite and судовое свидетельство, respectively”;
- (ii) in paragraph 18 of ECE/TRANS/SC.3/2006/4 the words “these signals” should be replaced by “this signal”;



- (iii) in paragraph 27 of ECE/TRANS/SC.3/2006/4 the description of a new sign A.4.1 in French and Russian should read: “Interdiction de croiser et de dépasser entre convois seulement (voir art. 6.08) ” and “Запрещение встречи и обгона, касающееся только составов (см. статью 6.08)”.

36. The secretariat was **asked** to publish a revised version of CEVNI that would comprise the amendments introduced by its resolutions Nos. 54 and 62, as modified in para. 35 above.

37. A representative of Germany introduced document ECE/TRANS/SC.3/2006/4/Add.1, prepared by his delegation in accordance with the request of the Working Party SC.3/WP.3 and reflecting concrete proposals for amending CEVNI in order to bring it in line with the newly adopted standard EN 14744:2005 on navigation lights for inland navigation and sea-going vessels. He informed the Working Party that both within EU and CCNR a consideration is given to the revision of their relevant documents with a view to implementing the provisions of the standard. He further informed the Working Party that the text of the standard EN 14744:2005 was formally transmitted to the secretariat and would be published by the thirty-first session of the Working Party SC.3/WP.3 in all three UNECE working languages in accordance with the Working Party’s instructions.

38. The Working party **thanked** the delegation of Germany for their explanations of proposed amendments of CEVNI, with a view to bringing it in line with the EN 14744 standard, and **reiterated** the invitation by SC.3/WP.3 to Governments and river commissions to transmit their reaction to document ECE/TRANS/SC.3/2006/4/Add.1 to the secretariat **by 1 February 2007** so that the Working Party SC.3/WP.3, at its thirty-first session, could decide on possible amendment of CEVNI as proposed by Germany in the above document.

39. The Working Party **took note** of the information presented by the secretariat in ECE/TRANS/SC.3/2006/4/Add.2 concerning different possible ways to proceed with the introduction of the unique European Vessel Identification Number (ENI) (amendment of the annex to resolution No. 61; amendment of CEVNI; and amendment of the Convention on the Registration of Inland Navigation Vessels of 1965) and **invited** Governments to express themselves on this subject by transmitting their comments to the secretariat **by 1 February 2007** so that they could be considered and decided upon by the Working Party SC.3/WP.3 in June 2007.

40. After an extensive exchange of views on the proposal by Austria of the possible upgrading of CEVNI to an international agreement thus forming a common basis for all European traffic regulations, the Working Party **expressed** its generally positive attitude to the proposal, although it was not sure if CEVNI should, as a result, be converted into a binding legal instrument. The secretariat was **requested** to issue the proposal of Austria in Informal document No. 3, as a formal working document of SC.3 and **invited** Governments and river commissions to study it and give their reaction to the proposal of Austria **by 1 February 2007**. It was agreed to come back to this issue at the fifty-first session of SC.3 with due regard to the reaction by Governments and river commissions and possible recommendations of the Working Party SC.3/WP.3.

41. Referring to the discussion on the above-mentioned proposal of Austria, the delegation of Belgium informed the Working Party that by a Royal Decree of 24 September 2006 CEVNI rules have been transposed into a Belgian national law.

(c) Requirements for prevention of water pollution from vessels

Documentation: ECE/TRANS/SC.3/2006/9; TRANS/SC.3/2002/8.

42. The Working Party **took note** of the draft resolution on prevention of pollution of inland waterways by vessels (ECE/TRANS/SC.3/2006/9) prepared by the delegation of Hungary in accordance with its instructions in TRANS/SC.3/161, para.43. Governments were **invited** to study the draft resolution in ECE/TRANS/SC.3/2006/9 and transmit to the secretariat their comments and proposals on its content **by 1 February 2007**. The Working Party SC.3/WP.3 was **asked** to consider the draft in detail taking into account the comments and proposals by Governments and submit the final text of the draft resolution for consideration and adoption by the Working Party SC.3, at its fifty-first session.

43. The representative of the Russian Federation commented on the draft resolution and thanked the delegation of Hungary for the document that takes into account the preoccupations of his delegation concerning sea-going vessels in para. 4 of the annex to the draft resolution. On the other hand, he was not sure if the obligation that the “payment for discharge ... of waste into reception facilities should not be direct” in para. 13 was feasible and practicable.

ESTABLISHMENT OF COMMON PRINCIPLES AND TECHNICAL REQUIREMENTS FOR A PAN-EUROPEAN RIVER INFORMATION SERVICES (RIS)

(a) International Standard for Tracking and Tracing on Inland Waterways (VTT)

Documentation: ECE/TRANS/SC.3/2006/10 and Add.1.

44. The Working Party **considered** the draft resolution on international standard for vessel tracking and tracing on inland waterways (ECE/TRANS/SC.3/2006/10) in the light of comments and proposals of the Russian Federation (ECE/TRANS/SC.3/2006/10/Add.1) and **agreed** to modify the standard as follows:

- (i) A footnote should be made to the second entry of paragraph 2.3.4 reading: “***Basin Administration may nevertheless allow the use of the Class B “CS” mobile stations using CSTDMA techniques by pleasure craft and small craft that are not subject to Chapter V SOLAS regulations (ITU-R M.1371-1)***”;
- (ii) A new entry should be added at the end of paragraph 2.3.4 reading: “***All AIS transponders installed on commercial vessels shall meet the requirements of Administration or of a Recognized Classification Society***”.

45. The Working Party **adopted** resolution No. 63 as reflected in ECE/TRANS/SC.3/2006/10 and modified in paragraph 44 above and asked the secretariat to publish the final version of the document. In so doing the secretariat was **requested** to check that references to relevant UNECE documents were mentioned where necessary.

46. The Working Party **drew** the attention of the International Expert Group on VTT to the modifications appearing in para. 44 above and **invited** the Group to consider a possibility to incorporate them into the standard.

(b) Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS)

Documentation: TRANS/SC.3/156; ECE/TRANS/SC.3/2006/6 and Add.1.

47. The representative of the Russian Federation introduced the proposals of his Government in ECE/TRANS/SC.3/2006/6/Add.1 on amendment of edition 2.0 of Inland ECDIS and emphasized that, in principle, his delegation had just three major problems in accepting the revised draft standard as elaborated by the (European) Expert Group, i.e.:

- (i) The differentiation between “navigation mode” and “information mode”;
- (ii) Limitations as to the orientation of the image and motion of the self ship on the Inland ECDIS monitor; and
- (iii) Prioritization of the radar image over the ENC.

He informed the Working Party that the proposals of his delegation were aimed at the establishment of a standard that would be compatible with maritime systems and take into account a special character of Russian and Ukrainian inland waterways as well possibly as the lower Danube and waterways of such countries as United States and China.

48. A delegate of Ukraine informed the Working Party of the work carried out in his country on the establishment of RIS through the “RIS promotion Center” where the RIS users have a possibility to exchange their experience in RIS application and express their views on the RIS related standards. In particular, he said, the users complain that not all inland navigation standards are compatible with the IMO standards. In this regard, he shared the preoccupations of Russian experts.

49. The Working Party **considered** the text of edition 2.0 of Inland ECDIS Standard received from the Chairman of the Expert Group (ECE/TRANS/SC.3/2006/6) and after a profound exchange of views **agreed** to modify the text of the standard as follows:

- (i) A footnote should be made to subparagraph 2.1(h) of Section 1 reading: “*On wide inland waterways Basin Administration may allow the true motion and north-up orientation of the picture*”;
- (ii) A footnote should be made to subparagraphs 2.1 (i) and (j) of Section 1 reading: “*On wide inland waterways, Basin Administration may waive the requirement concerning the differentiation between the ‘Navigation Mode’ and ‘Information Mode’ of usage of Inland ECDIS, just as it is the case in the IMO Standard S52*”;
- (iii) A footnote should be made to subparagraphs 4.3(b) and 5.2(d) of Section 1 reading: “*See footnote to subparagraph 2.1(h)*”;
- (iv) A footnote should be made to paragraph 8.1 of Section 1 reading: “*On wide inland waterways Basin Administration may prescribe that Inland ECDIS shall provide a suitable alarm and/or indication, if the SENC positioning does not match the radar picture within the limits of Section 4, ch. 5.1 and 5.2*”;

- (v) A footnote should be made to subparagraph 4.14(a) of Section 4 reading: “*On wide inland waterways Basin Administration may, where appropriate, consider this mandatory requirement as a recommendation*”.

50. The Working Party **adopted** edition 2.0 of Inland ECDIS Standard as reflected in ECE/TRANS/SC.3/2006/6 and modified in paragraph 49 above and **requested** the secretariat to publish the revised version of resolution No.48 on Inland ECDIS as document ECE/TRANS/SC.3/156/Rev.1. In so doing the secretariat should check that references to relevant UNECE documents were mentioned in the Standard where necessary. The secretariat was also **requested** to put the revised resolution on SC.3 website together with all the technical annexes and appendixes established by the Expert Group on Inland ECDIS in English and French only. The delegation of the Russian Federation offered to prepare and submit to the secretariat a Russian version of the above-mentioned technical annexes and appendixes, after which they could be made available on the website of SC.3.

51. The Working Party **drew** the attention of the (European) Expert Group on Inland ECDIS to the modifications appearing in para. 49 above and **invited** the Group to consider a possibility to incorporate them into the standard, possibly, under a separate new chapter.

- (c) International standards for notices to skippers and for electronic ship reporting in inland navigation

Documentation: TRANS/SC.3/2005/7; TRANS/SC.3/WP.3/2004/21;  
TRANS/SC.3/WP.3/2004/22; Informal Documents Nos.1-2.

52. The Working Party **took note** of Informal Documents 1 and 2 containing the latest versions of international standards for electronic ship reporting and for notices to skippers in inland navigation, respectively, and **requested** the secretariat to publish the final version of resolution No.60 with the two standards annexed to it as reflected in the Informal Documents 1 and 2. In so doing the secretariat was **requested** to check that references to relevant UNECE documents were mentioned in the standards, where necessary. The secretariat was also **requested** to put resolution No. 60 on SC.3 website together with all the technical appendixes established by International Expert Groups.

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

- (a) 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; ECE/TRANS/SC.3/2006/11.

53. The Working Party **noted** the invitation by the Bucharest Conference to CCNR, DC and UNECE, to revise the Strasbourg Convention on the Limitation of Liability in Inland Navigation (CLNI) with a view to enlarging its geographical application (see ECE/TRANS/SC.3/2006/11, paragraph 3) and **requested** the secretariat to cooperate with the CCNR and DC with a view to launching the revision of CLNI jointly with the two River Commissions.

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

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

54. The Working Party **invited** Governments to continue to keep the secretariat informed of any further rectifications or additions to be made to document TRANS/SC.3/2004/15 reflecting the situation with regard to bilateral and multilateral agreements for international inland water transport to which they are a Party and **requested** the secretariat to update the above-mentioned document for its fifty-first session.

IMPLEMENTATION OF CONVENTIONS AND APPLICATION OF RESOLUTIONS  
RELATING TO INLAND NAVIGATION

Documentation: ECE/TRANS/SC.3/2006/12 and Add.1

55. The Working Party **took note** of document ECE/TRANS/SC.3/2006/12 prepared by the secretariat and reflecting the status of international conventions and agreements on inland navigation issues. Governments were **invited** to accede to the legal instruments listed in the above document, if they have not yet done so, in order to facilitate the international transport by inland waterway.

56. The Working Party **considered** the situation concerning the application by Governments of its resolutions on the basis of document ECE/TRANS/SC.3/2006/12/Add.1 and **invited** Governments to accept the resolutions if they have not yet done so and inform the secretariat accordingly.

WORKSHOPS ON INLAND NAVIGATION MATTERS

Documentation: ECE/TRANS/SC.3/2006/11/Add.1

57. The Working Party **noted** the proposal of the secretariat in the draft follow-up to the Bucharest Conference to hold two Workshops (see ECE/TRANS/SC.3/2006/11/Add.1. paras. 30 and 41) and agreed to come back to this item at its next session after the finalization of the follow-up by the Chairman in the light of possible remarks and proposals to be received from member Governments **by 1 December 2006** and its adoption by the Inland Transport Committee.

OTHER BUSINESS

(a) Election of officers

58. Mr. I. Valkar (Hungary) **was re-elected** Chairman of the Working Party for its fifty-first and fifty-second sessions.

(b) Tentative list of meetings for 2007

59. The Working Party **agreed on** the following tentative schedule of meetings for 2007

5-7 June Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (thirty-first session)

17-19 October Working Party on Inland Water Transport (SC.3) (fifty-first session)

(c) Tribute to Mr. Viatcheslav Novikov

60. The Working Party was informed that Mr. Novikov, secretary of the Working Party since 1989, was about to retire from the UNECE Transport Division. The Working Party **thanked** Mr. Novikov for his highly professional and dedicated contribution to the work of the Working Party SC.3 and its subsidiary bodies for more than 17 years and **wished** him a long and happy retirement.

ADOPTION OF THE REPORT

61. In accordance with the decision of the Working Party in para. 2 above, the report of the fiftieth 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, 5-9, 12-14, 17, 18, 21-24, 26, 27, 32-36, 38-40, 42, 44-46 and 49-60.

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