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

Fortieth session

Geneva, 15–17 February 2012

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 (SC.3/WP.3) (hereafter, the Working Party or SC.3/WP.3) held its fortieth session from 15 to 17 February 2012 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Bulgaria, Germany, Lithuania, Netherlands, Poland, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine. The delegation of the European Union (EU) was also present.
3. Representatives of the following intergovernmental organizations also took part in the session: the Central Commission for the Navigation of the Rhine (CCNR), Mosel Commission, Danube Commission (DC) and International Sava River Basin Commission (Sava Commission or SC). The Inland Waterway Transport Educational Network (EDINNA) and Euromapping were present at the invitation of the secretariat.
4. Mrs. Eva Molnar, Director of the UNECE Transport Division opened the meeting.

II. Adoption of the agenda (agenda item 1)

5. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/WP.3/79).
6. It was agreed that the draft report of the current session will be limited to decisions only, the final being prepared by the Chair with the secretariat's help and circulated afterwards.

III. Election of officers (agenda item 2)

7. Mrs. Victoria Ivanova (Russian Federation) was elected Chair for the current and the forthcoming forty-first session of the Working Party.

IV. Results of the fifty-fifth session of the Working Party on Inland Water Transport (agenda item 3)

8. The Working Party was informed by the secretariat of the outcome of the fifty-fifth session of the Working Party on Inland Water Transport (SC.3).

V. Modernization of the existing international instruments on the mutual recognition of boatmasters' certificates and on the professional requirements in inland navigation (agenda item 4)

9. At its thirty-ninth session, the Working Party was informed about the conclusions of an informal meeting of 14 June 2011 attended by the European Commission, UNECE and River Commissions on possible cooperation on the issue of boatmasters' certificates. The Working Party recognized the need for modernization of the existing regional and international instruments on boatmasters' certificates and on the inland navigation profession, in general, and decided to dedicate a part of its fortieth session to an in-depth discussion on boatmasters' certificates and other closely linked issues

(ECE/TRANS/SC.3/WP.3/78, paras. 15–17). This decision was approved subsequently by SC.3, at its fifty-fifth session (ECE/TRANS/SC.3/191, para. 25).

10. The representative of CCNR informed the Working Party that her organization adopted in November 2011, a proposal of its Committee on Social Issues, Employment and Professional Training (STF) in the form of a resolution providing for the establishment of a group of experts for the mutual recognition and modernization of professional qualifications in the field of inland navigation (see ECE/TRANS/SC.3/WP.3/2012/1). This group would pursue two objectives. It is primarily based on the administrative arrangements concluded between the CCNR and seven non CCNR member States for the mutual recognition of boatmaster's certificates and service record booklets. In this group, national experts of CCNR member States and of non CCNR member States will be placed on an equal footing and entrusted with warranting that the mutual recognition process put into place works properly in practice and can be pursued. The group could also be used as a proper venue to confer on the modernization of qualifications in inland navigation. The mandate of this group may, therefore, go beyond the scope of CCNR and its activities could be managed jointly with other intergovernmental organizations concerned. CCNR hoped, she said, that all other major stakeholders such as EU, UNECE and other River Commissions would take part in this work.

11. Representatives of the Danube Commission, Sava Commission, Mosel Commission and Slovakia underlined the urgent need for joint efforts to be undertaken within UNECE in order to modernize and to further harmonize the existing international instruments on boatmasters' certificates and professional requirements in inland navigation with a view to their mutual recognition Europe wide.

12. The EU delegation informed the Working Party that an impact assessment study on revising the Directive 96/50/EC had been undertaken with a view to harmonizing the conditions for obtaining national boatmasters' certificates for the carriage of goods and passengers by inland waterway within the Community. However the works were suspended in view of an enlargement of the scope of analysis, which will include training and qualifications as well as certification of all Inland Water Transport (IWT) professions. In this respect, the EU was prepared to work within an Expert Group on professional requirements in inland navigation open to experts from all interested European countries and intergovernmental organizations concerned. In order to discuss establishing such an Expert Group (and possibly a few subgroups on particular issues), their structure, methods of work, venue and organization, a stakeholders' conference is to be held in March – April 2012, in which all member States, River Commissions and UNECE were invited to participate. The delegation pointed out that the final goal of this exercise was to establish a set of unified modern provisions that would become mandatory for EU member States. In the view of the delegation, the issue concerned all 27 and soon even 28 (with Croatia) EU member States whether in possession of navigable waterways or not.

13. A representative of EDINNA gave a presentation on his organization and its activities and expressed the readiness of EDINNA to contribute to the work of UNECE on the issue of professional training in the field of inland navigation.

14. Taking into account the positions expressed by the delegation of the European Union, Slovakia, CCNR, DC, Mosel Commission, Sava Commission and EDINNA and after a thorough discussion, the Working Party agreed as follows:

(a) The required cooperation for modernizing existing regional and pan-European instruments on boatmasters' certificates and professional requirements in inland navigation should be undertaken within an International Expert Group, open to all UNECE member States, European Commission, River Commissions and other stakeholders, such as EDINNA;

(b) Such a Group could analyse the existing international instruments concerning boatmasters' certificates and professional requirements in inland navigation within UNECE, EU and River Commissions and formulate proposals on their modernization and further harmonization;

(c) The secretariat, European Union and River Commissions should in the nearest future undertake the necessary consultations with their member States on the detailed mandate, programme of work and organizational issues related to the work of the future Group;

(d) Based on the results of these consultations, the secretariat should organize or contribute to organizing the meetings of such an Expert Group in close cooperation with the European Union and River Commissions.

(e) To support this process, delegations were invited to confirm their participation to the secretariat and where possible nominate their expert to the International Expert Group by 20 March 2012.

15. The Working Party requested the secretariat to report on the results of the above consultations and the progress in setting up such an Expert Group at its next session in June 2012.

16. SC.3/WP.3 also observed that the experience gained in applying Resolutions Nos. 31, revised, and 61, the experience of CCNR in their negotiations with non-Rhine countries on recognition of boatmasters' certificates, as well as the experience and work of other River Commissions would be of significant help to the work of the International Expert Group. Furthermore, the Working Party recognized that the procedure of expert training and examination established within the ADN Agreement could also be of interest for the Group.

VI. Future cooperation on the European vessel/hull database (agenda item 5)

17. It was recalled that, at its thirty-ninth session, the Working Party had finalized a background note on UNECE's possible role in operating the future European database on inland navigation vessels, currently being developed by the Platform for the implementation of EU "Navigation and Inland Waterway Action and Development in Europe" (NAIADES) Programme (PLATINA). SC.3, at its fifty-fifth session, approved the background note (ECE/TRANS/SC.3/2011/2), asked the secretariat to submit the note for consideration to the Inland Transport Committee (ITC) and to report on this issue at the next SC.3/WP.3 session (ECE/TRANS/SC.3/191, para. 14).

18. The secretariat reported that, in accordance with the decision of SC.3 and with the agreement of the ITC Bureau, a note on establishing and operating a European Hull database of inland navigation vessels (ECE/TRANS/2012/5) was submitted to the next session of ITC. In this document, the Committee was invited to provide guidance to SC.3 and the UNECE secretariat on UNECE's possible role in this area.

19. The EU delegation informed the Working Party on the progress in their work on developing vessel/hull database. It was noted, in particular, that special emphasis was made on the protection of data and on its confidentiality. As a result, article 2.18 of the EU Directive 2006/87/EC on exchanging of data on the Unique European Vessel Identification Number (ENI) would be revised. The intention was not only to ensure a safe ENI data exchange but to extend it to other elements of importance for promoting transport by inland waterway in Europe, such as the state of infrastructure, real-time position and movement of vessels as well as tracking and tracing of cargo to increase the integration of IWT in the

logistics chain. The European Commission hoped to complete the development of the database by the end of 2014. It was, therefore, too early yet to decide on a possible host and manager of the database. Nevertheless, the EU delegation expressed its gratitude to UNECE and other organizations who offered to host and operate the future vessel/hull database.

20. The representative of Austria pointed out that the vessel/hull database for EC member countries had been developed since 2009 and its extension to other elements such as inland waterway infrastructure and vessels' tracking and tracing might take five more years as a minimum. Most important and urgent, in his view, was to extend the database to all UNECE member countries concerned and to ensure safe ENI data exchange in order to solve any possible practical problems related to it, such as issuing by Administrations of the same ENI numbers, etc.

21. A representative of the Russian Federation supported the pan-European approach to developing the vessel/hull database. In this regard, she informed the Working Party that the Federal Decree of 11 July 2011 No.203-Ф3 (Article 23.1) amended the Code of Inland Water Transport of the Russian Federation allowing the navigation of foreign flag vessels on the Russian inland waterway network based on bilateral agreements to be concluded by her country with administrations of flag States. Currently, a list of inland waterways and ports is being prepared that would be open for international traffic as a follow-up to the above-mentioned Decree.

22. The Working Party thanked the EU representative for his information on state-of-art work within the European Commission regarding the hull database and its possible extension to other elements of importance for promoting this mode of transport in Europe and agreed to keep the item on its agenda anticipating further developments with regard to possible hosting of the European vessel/hull database and subject to relevant decisions by the Inland Transport Committee (ITC). The secretariat was requested to report to the next session of SC.3/WP.3 on the decisions and instructions of ITC and continue its consultations with the EU delegation on the issue.

23. The Working Party welcomed the information provided by the Russian Federation on the significant progress in facilitating the access of foreign flag vessels to Russian inland waterways.

VII. European Code for Inland Waterways (CEVNI) (agenda item 6)

A. Status of amendments to CEVNI

24. The Working Party noted that the majority of the proposed amendments finalized at its thirty-ninth session (ECE/TRANS/SC.3/WP.3/78, paras. 8–13) were approved by the fifty-fifth session of SC.3 and have been issued as pending amendments to CEVNI (to be formally adopted by the next revision of the Code) in document ECE/TRANS/SC.3/WP.3/2012/2. Minor rectifications to the text were made as follows:

- (a) in paragraph 5 after the words "On canals, lakes and broad waterways", *insert* the term "left and right banks" is assigned by. *Delete* shall decide on the matter;
- (b) in paragraph 6 *replace* shall be *by* are;
- (c) in paragraph 7 second entry, second sentence *delete* metal;
- (d) in paragraph 7 third entry in Russian text *replace* владелец *by* оператор.

25. The secretariat was requested to add these corrigenda to other possible draft amendments to CEVNI for submission to the fifty-sixth session of SC.3 for further consideration and adoption.

B. Amendments to Chapters 1–8

26. The Working Party considered new amendment proposals to CEVNI, finalized by the CEVNI Expert Group at its fifteenth meeting on 11 October 2011 (ECE/TRANS/SC.3/WP.3/2012/3) and agreed as follows:

(a) in a newly proposed text of article 3.16 (1) the height of a green ball (day marking) should in principle be the same as the height of a green light (6 m, night marking) and the text regarding the possibility to reduce the height of the night and day marking if the ferry-boat is of a length of less than 20m should only be reflected once at the end of paragraph 1. The CEVNI Expert Group was asked to give its opinion in this regard;

(b) amendments to articles 3.25(1), 6.10(6), 8.02(6), Annex 3 and Annex 6 were provisionally approved;

(c) discussion on amendments to article 4.07 was postponed until next session of SC.3/WP.3 to allow CCNR to formulate its position thereon;

(d) amendment to article 7.08(2) was not approved. The CEVNI Expert Group was asked to clarify the meaning of the term “constant supervision”. The secretariat was requested to put the item on the agenda of the next meeting of the CEVNI expert Group.

27. It was agreed that the Working Party would come back to considering the pending items of document ECE/TRANS/SC.3/WP.3/2012/3 at its forty-first session hoping to have by then the position of CCNR and clarifications by the CEVNI Expert Group.

C. Revision of Chapter 10, “Prevention of pollution of water and disposal of waste occurring on board vessels”

28. As a result of a preliminary exchange of views on this item SC.3/WP.3 felt that the general concept for revising Chapter 10 proposed by CCNR in ECE/TRANS/SC.3/WP.3/2012/4 was in principle acceptable. It was agreed, however, to come back to their detailed consideration at the forty-first session after receiving information from DC on the outcome of work of their Expert Group on Waste resulting from the Operation of the Vessel. The secretariat was requested to circulate at the forthcoming forty-first session of SC.3/WP.3, the text of the Sava Commission’s Protocol on Prevention of Water Pollution caused by Navigation and invite to this session a representative of the WANDA project (Via Donau) in order to be acquainted with their pilot project on disposal of waste generated on board vessels in Danube navigation.

29. The Working Party asked delegates to carefully consider the definitions of terms set out in ECE/TRANS/SC.3/WP.3/2012/4 with due regard to the definitions in Chapter 10 of CEVNI and in the ADN Agreement and transmit their proposals on possible rectification of the definitions to the secretariat by 20 March 2012.

VIII. Resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” (agenda item 7)

A. Status of amendments to Resolution No. 61

30. A representative of the Russian Federation informed SC.3/WP.3 of the adoption by her Government and entry into force on 12 February 2012 of the Technical Regulation on Safety of Objects in Inland Water Transport. The Regulation takes into account the provisions of relevant UNECE instruments including, in particular, the annex to Resolution No. 61, revised. On behalf of the Chair of the Group of Volunteers, she briefed SC.3/WP.3 on the main results of the fifth meeting of the Group that took place in the Headquarters of DC in Budapest from 6 to 9 September 2011. At its forthcoming sixth meeting, scheduled to be held in May 2012 in the Netherlands, the Group of Volunteers intended to continue its work as requested by SC.3 aimed at further development of the annex to Resolution No. 61, revised, in the light of existing EU and River Commissions’ requirements applicable to inland navigation vessels, including, in particular;

(a) aligning Chapter 4 (safety clearance, etc.) with relevant provisions of the EU Directive 2006/87/EC;

(b) aligning Chapter 8A (exhaust emissions) with the latest developments in EU Directive 97/68/EEC;

(c) aligning section 10–1.4 (chains and cables) with respective articles of the EU Directive 2006/87/EC;

(d) amending section 11–4 (side deck) according to the latest developments in EU Directive 2006/87/EC.

The Group of Volunteers expressed its readiness to cooperate with the CEVNI Expert Group as far as the reasonable harmonization of definitions used in Resolution No. 61 and CEVNI was concerned.

31. The Working Party noted that the amendment proposals finalized by SC.3/WP.3 at its thirty-ninth session were approved by the fifty-fifth session of SC.3 and published by the secretariat as ECE/TRANS/SC.3/172/Rev.1/Amend.1.

B. Amendments to Chapter 7, “Wheelhouse”

32. The Working Party considered the revised proposal on Section 7–3A, “Requirements concerning onboard computers” transmitted by the Group of Volunteers in ECE/TRANS/SC.3/WP.3/2012/5 and approved it.

C. Draft Chapter 17, “Specific requirements applicable to floating equipment”

33. The Working Party considered the draft Chapter 17, “Specific requirements applicable to floating equipment” prepared by the Group of Volunteers with due regard to the relevant provisions of EU Directive 2006/87/EC (ECE/TRANS/SC.3/WP.3/2012/6) and approved it subject to rectification of subparagraph 17–2.2 (i):

(a) in the last sentence in Russian *replace* наименьшая осадка принимается равной *T* by осадка *T* принимается равной наименьшей высоте борта;

(b) the Group of Volunteers was asked also to check whether the “empirical coefficient k” in this subparagraph should not be replaced by “empirical coefficient c”.

D. Draft Chapter 18, “Specific requirements applicable to worksite craft”

34. The Working Party considered the draft Chapter 18, “Specific requirements applicable to worksite craft” prepared by the Group of Volunteers with due regard to the relevant provisions of EU Directive 2006/87/EC (ECE/TRANS/SC.3/WP.3/2012/7) and approved it subject to a rectification of subparagraph 18–2.2 (ii):

(a) in the last sentence in Russian *replace* наименьшая осадка принимается равной T *by* осадка T принимается равной наименьшей высоте борта;

(b) the Group of Volunteers was asked also to check whether the “empirical coefficient k” in this subparagraph should not be replaced by “empirical coefficient c”.

E. Amendments to Chapter 20B, “Special provisions applicable to river-sea navigation vessels”

35. The Working Party considered the draft section 20B–8 of Chapter 20B “Specific requirements applicable to the vessels forming the pushed river-sea navigation convoys” prepared by the Group of Volunteers (ECE/TRANS/SC.3/WP.3/2012/8) and approved it subject to rectification of paragraph 20B–8.2.1 in Russian by deleting the word “судов”.

36. The secretariat was requested to transmit the text of draft amended Chapters 7–3A and 20B–8 together with drafts of new Chapters 17 and 18 rectified and checked as indicated above to SC.3 for further consideration and adoption.

F. Other amendments to Resolution No. 61

37. On a proposal by the Group of Volunteers, the Working Party agreed:

(a) to add new section 3–4.1.9 to Chapter 3 “Shipbuilding Requirements” reading: “No accommodation or installations needed for vessel safety or operation may be located ahead of the plane of the collision bulkhead. This requirement shall not apply to anchor gear.”

(b) to amend section 15–9.1 of Chapter 15 “Special provisions for passenger vessels” by replacing the first sentence with the following: “In addition to the life jackets specified in 10–5.4.2.1 (iii) and 10–5.4.3 (ii), passenger vessels shall be supplied with additional rigid lifejackets for children up to a weight of 30 kg or to an age of 6 years in a quantity equal to 10 per cent of the total number of passengers.”.

The secretariat was requested to transmit these draft amendments on Chapters 3 and 15 to SC.3 for further consideration and adoption.

38. The Working Party thanked the Group of Volunteers for their excellent work and invited experts to take part in the forthcoming sixth meeting of the Group envisaged to be held in the Netherlands in the second half of May 2012.

IX. Resolution No. 59, “Guidelines for Waterway Signs and Markings” (agenda item 8)

39. It was recalled that, at its thirty-eighth session, the Working Party considered the amendment proposal to Resolution No. 59, “Guidelines for Waterway Signs and Markings”, (TRANS/SC.3/169), prepared by the Sava Commission and endorsed, in principle, the concept of the proposed modifications (ECE/TRANS/SC.3/WP.3/76, para. 18). SC.3/WP.3 continued its discussions on revising the Resolution during its thirty-ninth session, taking note of the additional comments from the Russian Federation and Serbia, and invited the Sava Commission to finalize the draft for the next session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/75, para. 24).

40. The Working Party considered the revised amendment proposal to Resolution No. 59, “Guidelines for Waterway Signs and Markings” submitted by the Sava Commission in document ECE/TRANS/SC.3/WP.3/2012/9 and approved it. The secretariat was requested to transmit the revised annex to Resolution No. 59 to the Working Party SC.3 for further consideration and adoption.

41. The Working Party expressed its appreciation for the initiative and work carried out by the Sava Commission on the revision of Resolution No. 59.

42. The Working Party took note of the presentation by Serbia on a web application for developing a marking plan for the Sava River and its navigable tributaries and asked the secretariat to put it on SC.3/WP.3 website.

X. Resolution No. 48, “Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS)” (agenda item 9)

43. It was recalled that, at its thirty-ninth session, the Working Party had been informed by the Chair of the Inland ECDIS Expert Group about the latest revision of the Inland ECDIS standard, and the modifications that this would entail to the first revised edition of the SC.3 Resolution No. 48, “Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS)” appearing in ECE/TRANS/SC.3/156/Rev.1. SC.3/WP.3 welcomed, in principle, the proposed amendments to Resolution No. 48 presented in document ECE/TRANS/SC.3/WP.3/2011/15. SC.3/WP.3 also discussed the two options for the maintenance procedure of the technical appendices of the Resolution, presented in paragraphs 18 and 20 of the proposal. SC.3/WP.3 invited the delegations to submit their positions on the proposed amendments to the Resolution, specifying their position on the choice of the amendment procedure, and asked the secretariat to prepare an official proposal on revising Resolution No. 48 for the fortieth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/78, paras. 35–36).

44. The Chair of the Inland ECDIS Expert Group gave a powerpoint presentation illustrating examples of possible need for timely amendment or correction of appendices to the Inland ECDIS standard. He explained, in particular, that the amendment procedure is limited to the indispensable and that the Expert Group was open to experts from all UNECE member countries concerned, thus ensuring that the changes made to the standard are generally acceptable.

45. The EU delegation wished that further development of the Inland ECDIS ensured the stability of the standard, as the EU procedure of amendment is rather cumbersome and time-consuming. The delegation preferred, therefore, that the amendments to the Inland ECDIS standard were not very frequent and that they would be formally approved by SC.3,

including the amendments to the standard's appendices, in order to avoid the double use of resources.

46. The Working Party approved the amendments proposed to the text of Resolution No. 48, based on edition 2.3 of the Inland ECDIS standard, as set out in ECE/TRANS/SC.3/WP.3/2012/10, with the exception of the provisions related to the procedure of changing technical appendices (Section 2, Chapter 6 and Section 3, Chapter 3).

47. With respect to the procedure of amending Resolution No. 48 and its technical appendices, the SC.3/WP.3 agreed as follows:

(a) All modifications to the text of Resolution No. 48, as set out in ECE/TRANS/SC.3/WP.3/2012/10, should be transmitted by the International Inland ECDIS Expert Group in due course for consideration by SC.3/WP.3 and adoption by SC.3;

(b) The amendments to technical appendices proposed by the Inland ECDIS Expert Group should be presented for consideration and approval by member Governments at the annual session of the Working Party on Inland Water Transport;

(c) Any possible typing errors in the text of the technical appendices could be rectified by the Inland ECDIS Expert Group itself in order to ensure a smooth functioning of the Inland ECDIS keeping the UNECE secretariat duly informed of such rectifications so that the latter could circulate corrigenda as appropriate.

48. The Working Party requested the secretariat to present the updated amendment proposal to Resolution No. 48 for final approval by SC.3.

XI. Pan-European Rules on General Average in Inland Navigation (agenda item 10)

49. At its thirty-eighth session, the Working Party welcomed the proposal by Serbia to establish pan-European rules on General Average by means of a special SC.3 resolution based on IVR General Average Rules, 2006 edition and invited the delegations to submit their comments on the draft text of the resolution, submitted by Serbia (ECE/TRANS/SC.3/WP.3/76, para. 48). At its thirty-ninth session, SC.3/WP.3 noted the Russian Federation's proposal to expand the scope of the resolution based on Russian legislation, welcomed the intention of Serbia to continue the work on the draft resolution and, to facilitate this work, asked the Russian Federation to submit a detailed proposal identifying which provisions from its national legislation could be added to the draft resolution (ECE/TRANS/SC.3/WP.3/78, para. 38).

50. The Working Party noted the proposals by Ukraine and the Russian Federation in Informal documents Nos. 4 and 6 concerning the text of the draft pan-European Rules on General Average reflected in ECE/TRANS/SC.3/WP.3/2011/7, approved the general concept proposed by the Russian Federation regarding the future pan-European Rules on General Average and agreed as follows:

(a) in paragraphs 1 and 2 of the draft resolution, references to the "IVR General Average Rules, 2006 edition" should be replaced by "pan-European Rules on General Average";

(b) the secretariat was requested to circulate by the forty-first session, the proposal of Ukraine in all three working languages together with detailed proposals to be transmitted by the Russian Federation on possible expansion of the scope of the Resolution based on their national legislation so that SC.3/WP.3 could proceed with the first reading of the text of the pan-European Rules on General Average as contained in ECE/TRANS/SC.3/WP.3/2011/7.

XII. Recreational navigation (agenda item 11)

51. It was recalled that, at its thirty-ninth session, the Working Party approved the proposal to resume the work on a schematic map of the waterways used for recreational navigation and to establish an informative document on the implementation of Resolution No. 40 (ECE/TRANS/SC.3/147/Rev.2). The Working Party asked the secretariat to submit an official proposal on these two activities to SC.3 (ECE/TRANS/SC.3/WP.3/78, para. 40). At its fifty-fifth session, SC.3 approved the two proposals and asked SC.3/WP.3 to dedicate part of its forty-first session to this issue (ECE/TRANS/SC.3/191, para. 47).

52. The Euromapping representative gave a presentation on the possible schematic map of the waterways used for recreational navigation and expressed its willingness to finalize the map based on reactions from Governments.

53. The Working Party thanked Mr. Edwards-May (Euromapping) for his presentation on the schematic map of waterways used for recreational navigation. The secretariat was requested to make the map available online on the website of SC.3/WP.3, and invited delegates to transmit to the secretariat by 20 March 2012 their comments and proposals on rectifying the map (available at: www.unece.org/fileadmin/DAM/trans/doc/2012/sc3wp3/AGN_recreational.pdf) as far as their national inland waterways are concerned, if any. It was understood that once finalized on the basis of information from member Governments, the map would be annexed to the Resolution No. 52 "European recreational inland navigation network".

54. In order to establish an informative document on the implementation of Resolution No. 40, revised (ECE/TRANS/SC.3/147/Rev.2), member Governments were invited to transmit to the secretariat by 20 March 2012:

(a) any information concerning difficulties they experience in implementing the said Resolution including, in particular, the so-called frequently asked questions (FAQ) by yachtsmen (be it residents or non-residents of the country concerned) on ways of obtaining the International Certificate for Operators of Pleasure Craft or recognition of Certificates issued by other countries;

(b) their views with regard to possible upgrading of the status of the Resolution to a binding instrument and ways to proceed with such an upgrading, if any.

55. The secretariat was requested to update annex IV to Resolution No. 40 with relevant information from Hungary, Finland, United Kingdom of Great Britain and Northern Ireland and other Governments concerning the application by them of the said Resolution and issue the second revised edition of Resolution No. 40.

56. The Working Party agreed to come back to this item at its forty-first session on the basis of an informative document to be prepared by the secretariat reflecting the reaction by member Governments.

XIII. Other business (agenda item 12)

57. Delegates were reminded that the forty-first session of the Working Party is scheduled to take place from 20 to 22 June 2012.

XIV. Adoption of the report (agenda item 13)

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

Annex

Decisions of the CEVNI Expert Group taken on 14 February 2012

1. The CEVNI Expert Group held its sixteenth meeting on 14 February 2012 back-to-back with the fortieth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (15–17 February 2012).
2. The meeting was attended by Mr. R. Vorderwinkler (Austria), Ms. N. Dofferhoff-Heldens (the Netherlands), Ms. V. Ivanova (the Russian Federation), Ms. Patricia Brückner (Mosel Commission), Mr. Petar Margić (Danube Commission), Ms. A. Jaimurzina, Mr. V. Novikov and Ms. N. Pereira (UNECE).
3. Mr. G. Pauli (Central Commission for the Navigation of the Rhine), Mr. Ž. Milkovic (International Sava River Basin Commission) and Mr. B. Adam (Belgium) were not able to attend the meeting.
4. The following items were discussed:
 - I. Minutes of the fifteenth meeting.
 - II. General exchange of information.
 - III. Preparation of the discussions on the revision of Chapter 10.
 - IV. Other amendment proposals to CEVNI.
 - V. Other business.
 - VI. Next meeting.

I. Minutes of the fifteenth meeting

5. The minutes of the fifteenth meeting of the CEVNI Expert Group on 11 October 2011, are contained in document CEVNI EG/2011/10. They were also reproduced by the secretariat in the annex to document ECE/TRANS/SC.3/WP.3/2012/3, submitted to the fortieth session of SC.3/WP.3.

II. General exchange of information

6. The participants exchanged information on their latest CEVNI-related activities. The following elements were highlighted:
 - (a) The Danube Commission (DC) transmitted to its member States the first proposal on revised Chapter 10 of CEVNI. Its member States considered that this chapter should also take into account the experience of the Danube river basin and, to that effect, forwarded the issue to a special DC expert group on ship waste collection. The expert group will meet on 21–23 March 2012 and will report to the next session of the DC Working Group on Technical Issues in April 2012. DC will report on the results of these discussions at the next meeting of the CEVNI Expert Group. In addition to this work, DC is collecting information on the local navigational rules. The results of this work are expected at the end of 2012 and will also be presented to the CEVNI Expert Group and to SC.3/WP.3.

(b) The Mosel Commission carried out, in 2011, a detailed comparison between its regulations, the Rhine Police regulations and CEVNI. On the basis of this work, the Mosel Commission and the Central Commission for the Navigation of the Rhine (CCNR) intend to submit proposals on further harmonization between CEVNI and their regulations by bringing some of the provisions in the Rhine and Mosel regulations in line with CEVNI, by proposing to amend some provisions in CEVNI and by identifying the provisions which should remain different on the Rhine and the Mosel due to the local specificities. The concrete proposals will be submitted to the CEVNI Expert Group in 2012–2013. The work on the German text of CEVNI has also been completed and the final text should be ready for the next session of SC.3.

(c) The Netherlands continue their intensive work on comparing the existing sets of national legislation on navigation on their inland waterways with CEVNI. The proposals on amending the national rules to bring them in line with CEVNI and the list of the national and local deviations from CEVNI can be expected in 2013.

(d) Austria is carrying out its work on identifying the deviations in the local rules to be compiled in its Chapter 9.

III. Preparation of the discussions on the revision of Chapter 10

7. The secretariat reported that, in accordance with the decision of the last meeting of the group, the preliminary CCNR proposal on the revision of Chapter 10 of CEVNI was submitted to the SC.3/WP.3 fortieth session for comments and additional information from all UNECE member States in document ECE/TRANS/SC.3/WP.3/2012/4. The Group noted that, in addition to the discussions on the substance of the Chapter, the terminology of the Chapter should be improved. Furthermore, the Group discussed the special status of Chapter 10, which – unlike the rest of the text – did not deal with purely navigational issues. The Group observed that during the revision, the CEVNI Expert Group and the SC.3 could further discuss whether Chapter 10 should continue being part of CEVNI or become a separate Resolution.

IV. Other amendment proposals to CEVNI

A. Amendment of Article 1.08

8. The Group recalled that at its last meeting, it had agreed with the proposal of the Group of Volunteer Experts on Resolution No. 61, to introduce in Resolution No. 61 the paragraph on life-saving devices for children, originally intended as a new paragraph 4 of Article 1.08 of CEVNI. Noting, however, that not all countries applied Resolution No. 61 and that such a provision existed in the Rhine Police Regulations, the Group decided to propose to also include this provision in Article 1.08 of CEVNI with the reference to the relevant provision of Resolution No. 61. The Group asked the secretariat to prepare a proposal to that effect to the forty-first session of SC.3/WP.3.

B. New amendment proposals to CEVNI

9. The Group took note of the new amendment proposals to CEVNI, submitted by Belgium on 13 February 2012 and reproduced by the secretariat in document CEVNI EG/2012/1. The Group proceeded to the analysis of the proposals related to Chapters 1, 2 and 3 and made the following decisions:

(a) With respect to the proposal to add, in Article 1.01, a definition of “big vessel”, the Group considered that, while perhaps making the text of some articles in CEVNI easier to read and reflecting the practice of some States (Belgium, the Netherlands), such an approach might give an incentive to the operators of the small craft not to familiarize themselves with the rules for big vessels, which would be detrimental to the overall safety of navigation. The Group asked the secretariat to identify which articles in CEVNI would be affected by the introduction of this new definition and to which extent this would make these articles easier to read. The Group agreed to further discuss this proposal as soon as this information is available from the secretariat.

(b) The Group did not retain the proposal to place paragraph 3 in article 1.08 after paragraph 1, considering that paragraph 3 also concerned paragraph 2, and given that Resolution No. 61 contains provisions on the manning requirements.

(c) The Group considered the proposal to include in paragraph 5 of Article 1.10 the possibility to have a paper document, eventually plasticized, in place of a metal plate and to include a reference to the unique European Vessel Identification Number. The Group recalled that in October 2011, SC.3 approved the proposal to allow the possibility of a plastic plate and decided to replace the term “official number” by “unique European Vessel Identification Number”. The Group asked Belgium to explain the exact reasons for asking to allow the paper document, which would not be as weather-proof as metal and plastic plate and would more easily escape the control of the local authorities.

(d) The Group approved the proposal to add a paragraph 4 to Article 3.01, which would state that when a vessel passes through the opening of a fixed or closed bridge or weir, or when it passes through locks, it may carry the masthead lights at a reduced height so that passage may be effected without difficulty. The Group noted that including this new paragraph would avoid the repetition of this text in the following articles in Chapter 3 and that this approach was followed in the Rhine Police Regulations. The Group asked the secretariat to prepare a proposal on Article 3.01 and the other articles concerned for the forty-first session of SC.3/WP.3.

(e) The Group did not consider the proposal on amending paragraph 4 of Article 3.04 due to the lack of the English translation.

(f) The Group did not retain the proposal to add a new paragraph 9 in Article 3.14 describing the positioning of the lights and cones, as this information was already contained in the relevant parts of the article.

(g) The Group agreed with the proposal to clarify in paragraph 3 of Article 3.20 that a ship's boat did not need to carry a light at 3 m height. The Group proposed to add a new sentence in paragraph 3 as follows: “Ship's boats do not need any marking”.

(h) The Group did not retain the proposal to move paragraph 2 of Article 3.25 in paragraph 3.25.1.a, considering that it did not improve the readability of text.

(i) The Group did not retain the proposal to delete paragraph 3 of Article 3.26, noting that it was important to specify, in case of floating equipment, that cables should also be marked, which is only specified in paragraph 3.

(j) In response to the proposal to use the new signs for prohibition of smoking or using an unprotected light or flame, referred to in Article 3.31 and 3.32 and drawings 66 and 67 in Annex 3, the Group recalled that the possibility to use these new signs was approved by SC.3 at its fifty-fourth session.

10. The Group decided to consider the remaining proposals by Belgium at its next meeting and noting the difficulty of considering the amendment proposals in the absence of their author, urged Belgium to take part in its next meeting.

V. Other business

11. No items were discussed under “Other Business”.

VI. Next meeting

12. The CEVNI Expert Group agreed on the following preliminary dates for the meetings of the group:

19 June 2012	Seventeenth meeting of the CEVNI Expert Group
9 October 2012	Eighteenth meeting of the CEVNI Expert Group.
