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Strategic questions of a modal and thematic nature:

Inland Water Transport

Proposal for ITC Strategy to Promote Inland Waterways Development

Note by the secretariat

Summary

This note provides a summary of the work initiated by the Working Party on Inland Water Transport on reviewing and updating its strategy in order to respond to new developments and to introduce further flexibility into its functioning. Future directions of activities are proposed partly as a continuation of the traditional role of SC.3 and partly as new undertakings.

The Committee may wish to take note of its contents and give guidance to the Working Party in order to facilitate the accomplishment of its tasks.

I. Introduction

1. The present document is based on a document circulated by the secretariat as a part of its work on a proposal for the review of the strategy of SC.3 and review of the Terms of Reference of the Working Party on Inland Water Transport (hereafter the Working Party, or SC.3) planned for 2016.
2. SC.3 at its fifty-ninth session (9-11 November 2015) initiated discussions on the need for reviewing its strategy in order to respond to new developments in the inland water transport sector and to introduce further flexibility in its functioning and asked participants of SC.3 to provide comments to the November 2015 document. The Working Party asked the secretariat to prepare a progress report on the revision of its strategy for the seventy-

eighth session of the Committee with the aim of finalising the document by the sixtieth session of SC.3 (ECE/TRANS/SC.3/201, paras. 16-18).

3. This document, the progress report, reproduces the background sections (sections II to IV), the role of IWT and the SDGs (section V) and a summary of the recommendations for a new strategy (section VI) as included in the November 2015 document for discussion and guidance by the ITC. As not all comments were received prior the completion of this progress report, they have not yet been incorporated into an updated version of the November 2015 document.

II. Summary

4. The underestimation of inland water transport and consequences of the economic crisis in Europe have an impact on the activities of SC.3 and its subsidiary bodies. In order to respond to new developments, including challenges and to introduce further flexibility into the functioning of SC.3, the secretariat sought to carry out an analysis of the current situation and to assist member States and other key stakeholders' consultations and eventually make a decision on a new strategy of SC.3 for the coming period.

5. A retrospective overview, brief review of activities of SC.3 and its subsidiary bodies and strategic SWOT analysis show the advantages on which future work can be based, and this way ensure SC.3's continued contribution to enhancing the competitiveness of inland water transport (IWT) and its potential contributions to the implementation of the recently adopted Sustainable Development Goals. Future directions of activities are proposed partly as a continuation of the traditional role of SC.3 and partly as relatively new undertakings, particularly when it comes to policy dialogue and capacity building. Further strengthening of cooperation and partnerships is planned with major stakeholders in the IWT sector.

6. An overview of the IWT environment shows common problems and challenges in this sector such as:

- Integration of IWT into intermodal corridors and the need for better multimodal connections;
- Integration of planning with other sectors and transport modes;
- Lack of political support to IWT on a global level due to local nature of IWT and absence of coordinated measures;
- Poor representation in bodies promoting multimodal transport and insufficient acknowledgement of the role of IWT in discussions on logistics;
- The need to harmonize regulations and standards (including safety, environment and technical aspects) to ensure the smooth coordination of IWT activities across countries;
- The importance of "future-proofing" investments required for IWT infrastructure;
- Technological development and innovations;
- Reducing the negative impact on the environment.

7. National strategies of UNECE member States can be summarised at the pan-European level as the integration of IWT into the international transport system, improving quality of transport services, development of IWT infrastructure, reduction of the negative impact on the environment, innovation policies and creating a favourable investment climate. Furthermore, there is a lack of coordinated inland water transport policy at the pan-

European level. At the same time, coordination of transport policies at the pan-European level is an indispensable condition for ensuring the sustainability in IWT sector.

8. The main purposes of SC.3 are administering international conventions relevant to inland water transport, providing a forum for exchange of experiences and best practices in IWT sector, promoting the coordinated development of inland waterway infrastructure, elaborating strategic recommendations for a common navigation regime on the pan-European level, reinforcing the institutional and regulatory framework of IWT. The main results can be summarised as follows:

- UNECE resolutions and recommendations are applied at the pan-European level and are integrated into national legislation;
- SC.3 has realised, maintains and updates a number of important projects and documents in IWT sector, such as the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe (the White Paper), the Inventory of Main Standards and Parameters of the E Waterway Network (the Blue Book) and the Blue Book database, Resolution No. 24 “European Code for Inland Waterways” (CEVNI), Resolution No. 49 “Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network”, Resolution No. 40 “International Certificate for Operators of Pleasure Craft”, Resolution No. 69 “Guidelines for Passenger Vessels also Suited for Carrying Persons with Reduced Mobility”, Resolutions on River Information Systems (Nos. 48, 57, 58, 63, 79 and 80);
- The International Certificate for Operators of Pleasure Craft issued according to Resolution No. 40 – recognized by 20 member States.

9. Furthermore, it is important to note that:

- New challenges and trends in IWT require new methods of work and new initiatives for SC.3;
- Some of the projects are not realised in full and require further investigation and or efforts;
- New methods and technologies need to be introduced into the work of SC.3;
- Although many member States are part of regional economic integrations, only SC.3 covers the entire geographical scope of the UNECE region;
- Cooperation with key stakeholders needs to be further developed.

10. The considerations for a new or revised IWT strategy follow the four main pillars of our activities: regulatory, analytical, capacity building and policy dialogue.

11. In summary, a new strategy is warranted to respond to the changing IWT environment in Europe, furthermore in the UNECE region, and also at a global level; to promote its integration into intermodal chains and to facilitate sustainable development of freight and passenger transport. In order to reach this, as a minimum, a certain level of coordination of transport policies is necessary, which could be realised through pan-European mechanisms of policy dialogue. SC.3 is well-placed to serve this purpose and will play a key role. Furthermore, promoting IWT would also mean an important building block in the implementation of the recently adopted UN Sustainable Development Goals (SDGs).

III. Overview of activities of Working Party on Inland Water Transport and the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

Historical overview

Creation of SC.3

12. A sub-committee on inland water transport was set up by the Inland Transport Committee in 1956 at its sixteenth session having the task of considering questions primarily concerning IWT (E/ECE/TRANS/497). The primary task of the Sub-Committee was to prepare three international conventions in inland navigation. Subsequently it was converted into a Working Party, but the acronym SC.3 was kept unchanged (Informal document ITC No. 16 (2009)). SC.3 holds its regular sessions once a year.

Subsidiary working bodies of SC.3

13. Since 1956 there have been several subsidiary working bodies within SC.3 dealing with specific tasks:

- The Working Party on the River Law (SC.3/WP.33): 1956-1974; later renamed the Group of Experts (SC.3/GE.33) – active until 1981; the main task included legal matters, in particular the elaboration of draft conventions in inland navigation;
- The Working Party on the Development of Inland Waterways (SC.3/WP.34): 1960 – 1981; its activities resulted in provisions of the European Agreement on Main Inland Waterways of International Importance (AGN);
- The Group of Experts on the Standardization of Technical Requirements for vessels and of Ship's Papers (SC.3/GE.1): 1960 – 1988; in 1988 it was renamed the Working Party on the Standardization of Technical Requirements for vessels and of Ship's Papers (SC.3/WP.1); the activities of WP.1 covered UNECE Resolutions No. 17, No. 21, No. 25 and related matters;
- The Group of Experts on the Standardization of Rules of the Road and Signs and Signals in Inland Waterways (SC.3/GE.2): 1960-1988; in 1988 it was renamed the Working Party on the Standardization of Rules of the Road and Signs and Signals in Inland Waterways (SC.3/WP.2). The activities of SC.3/WP.2 covered navigation rules and signals and marking of waterways resulted in adoption of the European Code for Inland Waterways (CEVNI), Signs and Signals for Inland Waterways (SIGNI) and related documents;
- The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) was formed by merging WP.1 and WP.2 following an ITC decision. Its first session was held in 1991 and is held twice a year;
- Ad hoc Group of Experts on Inland Waterways Infrastructure (AC.1) who had their meetings annually (in the 1990's).

14. Currently there is only one subsidiary body of SC.3, SC.3/WP.3 that meets twice a year to discuss technical matters and to prepare and approve draft documents for adoption by SC.3. A number of Groups of Experts have been active between 2000 and 2015:

- The Group of Volunteer experts on UNECE Resolution No. 61, "Recommendations on Harmonized Technical Requirements for Inland Navigation Vessels" (started in 1997);
- The Informal CEVNI Expert Group (started in the mid-2000s);

- The International Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (started in 2014);
- The Group of volunteer experts on legislative obstacles (mid-2000s);
- The Group of volunteer experts on bottlenecks (beginning – mid-2000s);
- The Group of volunteers on the mutual recognition of boatmasters' licences – revision of Resolution No. 31, "Recommendations on Minimum Requirements for the Issuance of Boatmasters' Certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic" (2008-2009).

15. Their work resulted in international conventions, UNECE resolutions and agreements relevant for IWT. They are set out in more detail below.

The main goals and Terms of Reference of SC.3

16. The main long-term goal of SC.3 activities is the establishment of a common legal regime on inland waterways of member States. It consists of a number of complementary tasks: exchange of information and preparation of reports on the current situation in the sector, development of the E Waterways and E ports network, development and promotion of the common navigation rules, unification of technical prescriptions for inland navigation vessels, promotion of River Information Services (RIS) development and RIS standardization (in cooperation with International groups of RIS experts), work on recognition of boatmasters' certificates issued by UNECE member States throughout European inland waterways, implementation of common educational standards, as well as promotion of recreational navigation and development of E waterways network for pleasure craft, implementation and promotion of efficiency of international legal instruments including service of international conventions. This is duly reflected and detailed in the Terms of Reference of the Working Party, work plans and work programmes.

17. According to its Terms of Reference adopted by SC.3 on 14 October 2011 and approved by the ITC on 1 March 2012, SC.3 performs the following activities:

- (a) Organizes a Pan-European policy dialogue on IWT issues;
- (b) Promotes a coordinated development of inland waterway infrastructure;
- (c) Addresses safety and operational requirements in inland navigation;
- (d) Carries out other measures aimed at facilitating the use of IWT, as recommended by the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe;
- (e) Works towards the harmonization of the legal framework for international IWT;
- (f) Undertakes other activities related to regional and international cooperation or requested by the UNECE Inland Transport Committee.

Policy Papers

18. Tasks and activities of SC.3 were discussed in the UNECE White Paper on Trends on and Development of Inland Navigation and its Infrastructure, 1996 (TRANS/SC.3/138), and the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe, 2011 (ECE/TRANS/SC.3/189) (hereafter the White Paper).

Results of activities of SC.3 and SC.3/WP.3

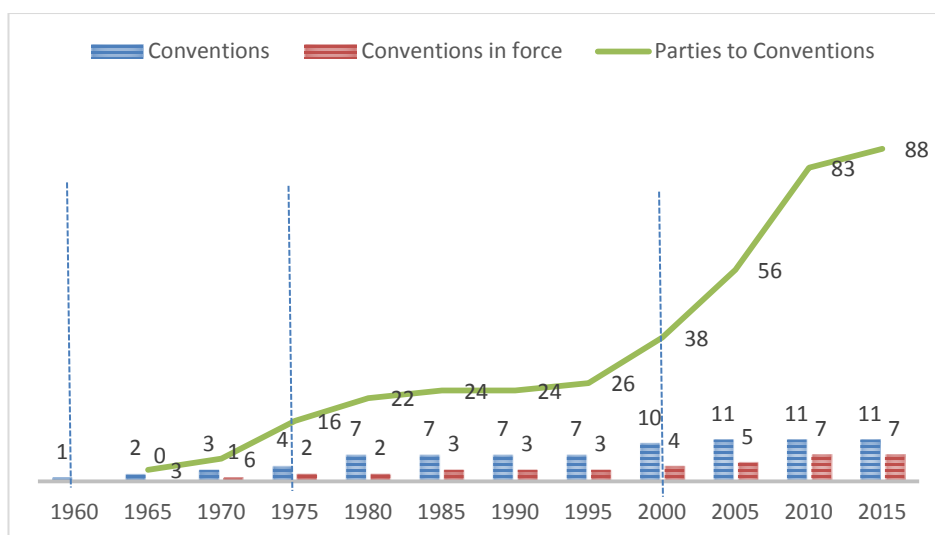
19. The main results of the work of SC.3 can be seen in:

- 58 international transport conventions and agreements, of which 12 are administered by the SC.3 secretariat;
- 83 resolutions adopted by SC.3; including main documents, their revisions and amendments. UNECE resolutions are applied by the majority of the member States,¹ they are referred to in documents of the European Union, River Commissions, RIS International Groups of Experts, such as Resolution No. 24 (CEVNI), Resolution No. 40, Resolution No. 69, Resolutions on RIS (Nos. 48, 57, 58, 63, 79 and 80);
- Recognition of the international certificate for operators of pleasure craft (ICC) issued by member States according to Resolution No. 40.

20. Analysis of activities of SC.3 and SC.3/WP.3 is made for the period 2002 – 2015. During the given period SC.3 held 14 plenary sessions and 1 special session devoted mostly to adoption of Resolution No. 61. SC.3/WP.3 held during the reporting period 22 sessions twice a year except 2005 and 2006, when only one session per year was held. Up to the fifty-eighth session SC.3 adopted 83 resolutions.

Figure 1

Progress in ratification of Conventions administered by SC.3 secretariat



21. The total number of International Conventions in inland navigation serviced by the secretariat of SC.3 is shown on Fig. 1. ADN is included here, though it is serviced by the UNECE Working Party WP.15/AC.2 (the ADN Safety Committee); CMNI Convention is also included here, as UNECE was one of the organizers of the Diplomatic Conference where it was signed, and the secretariat promotes its implementation. The data are taken from ECE/TRANS/SC.3/2014/11. The diagram may be divided into three sections:

- 1960–1975 – joint work started with a number of parties on drafts of conventions to replace the three Conventions of 1930 - the Convention on the Registration of Inland Navigation Vessels, Rights in rem over such vessels and other Cognate Questions, the Convention for the Unification of Certain Rules concerning Collision in Inland

¹ The current data on application of UNECE resolutions are published in ECE/TRANS/SC.3/2015/14.

Navigation and the Convention on Administrative Measures for attesting the Right of Inland Navigation Vessels to a Flag signed at the Conference for the Unification of River Law (Geneva, 1930) but these were not ratified;

- 1975–2000 – joint work started with a number of parties on the next package of conventions; creation of SC.3/WP.3;
- Beginning in 2000 – a period of active work in this sector; political changes, accession of new European states to the European Union and reorganisation of existing states resulted in new agreements, conventions, and the creation of the International Sava River Basin Commission in 2005.

22. Areas where improvements can be made include:

- The absence of new projects;
- Insufficient number of responses from member States to questionnaires for sessions;
- Minimal interaction with other UNECE Working Parties;
- Only a small number of other international organizations participate permanently and efficiently in the activities of the WPs.

Administering International Conventions relevant to inland water transport

23. Since the creation of SC.3, this item has constituted a significant part of its activities. The International Conventions relevant to IWT include:

- Convention relating to the Unification of Certain Rules Concerning Collision in Inland Navigation, 1960 – Contracting Parties: 13;
- Convention on the Registration of Inland Navigation Vessels, 1965 – Contracting Parties: 9;
- Convention on the Measurement of Inland Navigation Vessels, 1966 – Contracting Parties: 16;
- Convention relating to the Limitation of the Liability of Owners of Inland Navigation Vessels (CLN), 1973: Not yet in force;
- Protocol to the Convention relating to the Limitation of the Liability of Owners of Inland Navigation Vessels (CLN), 1978: Not yet in force;
- Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterway (CVN), 1976: Not yet in force;
- Protocol to the Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterway (CVN), 1978: Not yet in force;
- European Agreement on Main Inland Waterways of International Importance (AGN), 1996 – Contracting Parties: 18;
- Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), 1997 – Contracting Parties: 9;
- European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), 2000; the ADN is administered by the UNECE/CCNR Joint Meeting of Experts on the Regulations annexed to ADN (ADN Safety Committee) and the ADN Administrative Committee, and the secretariat services are provided by the secretariat of the Working Party on the Transport of Dangerous Goods (WP.15). The number of Contracting Parties is 18;

- Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI), 2001: The number of Contracting Parties is 15.

24. At present the ADN Agreement which is serviced by the UNECE Working Party WP.15/AC.2 (the ADN Safety Committee) together with the secretariat of the Central Commission for the Navigation on the Rhine is the most successful international agreement in the IWT sector and a good example of an efficient strategy, as Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods makes its regulations also applicable to domestic transport in the European Union and the European Economic Area. The number of Contracting Parties has continually increased, but as its scope is limited to member States of the UNECE whose territory includes inland waterways (other than those forming a coastal route, which form part of the network of inland waterways of international importance as defined in AGN), it is not likely that the number of Contracting Parties will increase significantly in the forthcoming years.

Current activities

25. SC.3 monitors regularly the status of international conventions and agreements affecting inland navigation as a permanent agenda item of its sessions under the more general topic “Harmonization of the pan-European legal framework for inland navigation”.

26. Recently SC.3 and SC.3/WP.3 have been considering a draft UNECE Resolution based on pan-European Rules on General Average in Inland Navigation. The work on this project has been pending since 2012, but it could be revitalised.

Evaluation

27. As part of the independent review of the activities of UNECE, the Office of Internal Oversight Services of the United Nations (OIOS) has chosen to prepare two case studies on areas of work of the Sustainable Transport Division of UNECE. Inland Water Transport was chosen as one of these areas. The evaluation is currently ongoing and findings are expected in March 2016.

IV. SC.3 and the implementation of Sustainable Development Goals (Global Goals)

28. Activities of SC.3, as an element of UNECE activities towards sustainable development as a whole and sustainable transport in particular, contribute to the following SDGs. Table 1 below sets out current and future activities of SC.3 and SC.3/WP.3 aimed at implementation of SDG as well as connection between SDGs and the Policy Recommendations of the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe.

Table 1
SDGs and SC.3

<i>SDG</i>	<i>Policy Recommendations</i>	<i>Activities of SC.3 and SC.3/WP.3</i>
4, 8, 9, 10	No. 5	Developing recommendations for common education and training standards of crews of inland navigation vessels, a common pan-European approach to assessment of their knowledge and experience, establishing conditions for pan-European recognition of their professional certificates; update UNECE

<i>SDG</i>	<i>Policy Recommendations</i>	<i>Activities of SC.3 and SC.3/WP.3</i>
		recommendations for conditions of work of crew members; introducing new technologies in the education and assessment process; developing recommendations for education and training of crews working on new vessel types. Most of these questions are included in the agenda of the International Expert Group on Mutual Recognition of Boatmasters' Certificates and Harmonization of Professional Requirements in Inland Navigation (IEG)
7, 9	No. 1, No. 2, No. 3	Technical requirements for vessels: developing requirements for new types of vessels (using LNG, solar energy, combined sources of energy), introducing innovative technologies in the sector, supporting new plans for infrastructure development taking into account new vessel types; promotion of river-sea navigation through updating UNECE recommendations for this type of vessels, including coastal routes in AGN; promotion of further development of RIS
9, 11	No. 2, No. 3, No. 7	Development of UNECE recommendations for small and recreational craft, vessels used in ports and harbours, urban, for intra-urban and suburban connections, passenger vessels for daily excursions, updating requirements for prevention of environmental pollution from inland navigation vessels; participation of member States in ForFITS projects and sharing their experience at SC.3 and SC.3/WP.3 sessions; continued monitoring of implementation of CEVNI by member States
8, 9, 10, 11	No. 1, No. 2, No. 4, No. 7	Realization of plans proposed by the AGN Agreement aimed at the further development of transport corridors. Further integration of inland water transport into safe intermodal chains to ensure up-to-date and equal possibilities for all UNECE member States
13, 14	No. 6	Continuing elaboration and updating of provisions aimed at the prevention of environmental pollution from vessels, including collection and treatment of oil-containing water, transportation and treatment of dangerous goods by inland navigation vessels and in ports, prevention of water pollution by sewage water and waste from vessels, prevention of air pollution by engine emissions, noise, electromagnetic emission etc.; addressing climate change and its impact on inland water transport as an item of future activities of SC.3
16, 17	No. 7	Continuing efforts to establish a common legal regime, analysis of existing legislative obstacles and proposals for harmonization of the institutional and regulatory framework at pan-European level; continuing consultations with EU, River Commissions, member States, other stakeholders in this field, monitoring of International Conventions relevant for inland water transport, promoting their implementation in the UNECE region and beyond it; continuing work of raising status of UNECE recommendations (CEVNI, Resolution No.

<i>SDG</i>	<i>Policy Recommendations</i>	<i>Activities of SC.3 and SC.3/WP.3</i>
		61 etc.)
17	All Policy Recommendations	Acting as an inclusive and representative forum for the exchange of experiences and best practices and providing guidance on how to address challenges in inland water transport development; conducting and promotion of studies on the situation and trends in inland navigation in order to provide Governments with up-to-date basic information and data concerning the inland water transport mode; continuing work on policy papers (white papers, inventories of obstacles, etc.) on IWT to inform the general public about advantages of transport by inland waterway and issues in its development; arrange an international conference on inland water transport issues and ensure its follow-up to involve other countries, River Commissions, other stakeholders in cooperation on inland water transport issues

V. SWOT analysis of the activities of SC.3 and SC.3/WP.3

29. The SWOT analysis for SC.3 and SC.3/WP.3 is shown in Table 2 below.

Table 2

SWOT analysis

<i>STRENGTHS</i>	<i>WEAKNESSES</i>
S1 Access to information: data on current situation in the sector submitted regularly by member States	W1 Limited resources for own projects: no possibility to use outsourcing
S2 Rich history and background: using best practices and efficient experience of the past activities	W2 Relatively small number of member States permanently participating in sessions
S3 International Conventions serviced by UNECE	W3 Minimal cooperation with other UNECE Working Parties: some work may be doubled, no possibility to use experience and knowledge, to achieve synergy
S4 Strategic partners: input from EU and River Commissions	W4 Restricted attendance of international events by UNECE secretariat: sessions of River Commissions, meetings of Groups of Experts, international forums and conferences due to lack of financing and personnel
S5 Diversity of member States: sources of best practices, harmonization of requirements to create effective norms and recommendations	W5 No permanent basis for cooperation with EU: this is the reason for doubling of work, no harmonised position concerning some issues of SC.3 work, "suspended" agenda items
<i>OPPORTUNITIES</i>	<i>THREATS</i>
O1 EATL: analysis of IWT component, sharing experiences by member States, possible extension of UNECE legal instruments to member States participating	T1 Duplication of work which may lead to a decrease in importance of UNECE documents

<i>STRENGTHS</i>	<i>WEAKNESSES</i>
in EATL project	T2 Lack of interest from member States for issues addressing local or regional purposes
O2 Managing information resources on all IWT issues collected from member States and River Commissions	T3 Possible competition with other bodies and associations in IWT sector
O3 Better integration of potential of member States	
O4 Activities towards a common market space between EU and EAEU	
O5 Development of detailed plan of implementing the SDGs and revision of the programme of work	
O6 The planned international conference to bring together all states with navigable waterways	
O7 Implementation of the vessel hull database on a pan-European level	
O8 Application of IT for UNECE publications	

VI. Items for consideration to revise and develop the strategy for the IWT activities

30. The review of the past activities of SC.3 confirms that:

- It has contributed to the development of inland water transport at a pan-European level and occasionally reaching out to Central Asia and North America;
- It has played a unifying and integrating role among the different river basins;
- It has contributed to and developed a pan-European regulatory and institutional architecture for inland navigation;
- Since its establishment it has produced tangible results.

31. The review has also shown however, that recent new developments require an assessment of the role of the Working Party. A more structured, and agreed on, division of labour among the different players in inland navigation may also be needed in order to manage scarce resources and also to ensure the synergic effects of inter-agency collaboration. It is also a well-known aspiration of UNECE to become the centre of a Pan-European hull database provided extra-budgetary funding is secured. Expectations of governments and other key stakeholders towards the future role of SC.3 need to be clarified. Potential new directions in SC.3 activities may even warrant an overhaul of the way it functions and a revision of its work plan. Mid- and long term changes will require careful considerations and intensive discussions.

32. At the same time, building on its Terms of Reference, SC.3 could continue its activities for the forthcoming years which are either already on-going, but they need more emphasis or they are new, although they have been already planned for some time.

33. The table below sets out the recommendations for a new strategy.

Table 3

Recommendations for a new strategy

<i>Activity</i>	<i>Contents</i>
Activity 1. Continue work on a pan-European policy dialogue on the inland water transport (IWT) issues (policy dialogue, analytical and capacity building areas) Ongoing activity	<p>1.1 Continue work on the strategic recommendations of the White Paper on Efficient and Sustainable Inland Water Transport in Europe:</p> <p>(a) Prepare a report on the status of implementation of the White Paper recommendations (for the seventy-eighth session of the ITC);</p> <p>An overview is provided in ECE/TRANS/SC.3/2015/1 and was approved by SC.3 at its fifty-ninth session;</p> <p>(b) Identify the tasks that have not yet been realised and include them in an updated programme of work for the next biennium;</p> <p>On the basis of subparagraph (a) above regularly update the Working Programme of SC.3 and biennial evaluation criteria;</p> <p>(c) Prepare drafts of new strategic recommendations for the next edition of the White Paper on the basis of analysis of realization of the recommendations of two editions of the White Paper and comments of member States, River Commissions and other stakeholders.</p> <p>The next edition of the White Paper should be issued in 2022–2023. However, updates to the present White Paper could be issued in 2016 as well as analytical review of IWT in the UNECE region together with River Commissions.</p> <p>1.2 Providing information on IWT issues:</p> <p>(a) Collect regularly from member States and River Commissions information on all IWT issues interesting for stakeholders.</p> <p>1.3 Organize workshops on important issues including infrastructure development projects, new trends and achievements in IWT sector at sessions of SC.3.</p>
Activity 2. Promote a coordinated development of inland waterway infrastructure (regulatory and capacity building areas) Ongoing activity	<p>2.1 Administering the European Agreement on Main Inland Waterways of International Importance (AGN):</p> <p>(a) Continue monitoring the implementation of AGN and consideration of possible amendments to it;</p> <p>(b) Invite member States and other stakeholders to organize and participate in infrastructure projects, invite them to present results of their research work at sessions of SC.3 and SC.3/WP.3;</p> <p>(c) Continue supplementing the AGN with coastal routes and ports in cooperation with the Working Party on Intermodal Transport and Logistics (hereafter WP.24) and the Working Party on Transport Trends and Economics (hereafter</p>

<i>Activity</i>	<i>Contents</i>
	<p>WP.5).</p> <p>Discussion of concrete coastal routes to be included in AGN could be held by SC.3 and SC.3/WP.3 along with the concept for new types of river-sea vessels proposed by PIANC in 1999.</p> <p>2.2 Inland Waterway Maintenance: keep member States informed of developments made by EU on the basis of NAIADES II:</p> <p>(a) Invite the EU Group of Experts on Inland Waterway Maintenance to a session of SC.3;</p> <p>(b) Organise a workshop to share best practice in this field.</p> <p>2.3 Continue regular revision of the Blue Book and Resolution No. 49.</p> <p>The next revision of the Blue Book is planned for 2016. In order to facilitate future work SC.3 could continue monitoring of infrastructure projects and the secretariat could contact relevant entities to inform SC.3 and SC.3/WP.3 about current projects and achievements.</p>
<p>Activity 3. Address safety and Operational requirements in inland navigation issues (regulatory and capacity building areas)</p> <p>Ongoing activity</p>	<p>3.1 Harmonization of technical prescriptions for vessels:</p> <p>(a) Continue work on updating the existing UNECE resolutions: Resolution No. 61, Resolution No. 69, in particular:</p> <ul style="list-style-type: none"> • Re-issue Resolution No. 61 with due regard of amendments approved by SC.3;

<i>Activity</i>	<i>Contents</i>
	<p>Continue work on the possibility of introducing requirements for new types of vessels, measures for greening of the fleet, innovation technologies, outfit norms for modern equipment including RIS equipment;</p> <p>Continue work on the development of requirements for river-sea vessels;</p> <p>Propose to member States the revision of Annex I to Resolution No. 61, Classification of inland waterways, on the basis of current situation, progress in infrastructure projects etc.;</p> <p>(b) Collect information and discuss the possibility of elaborating UNECE recommendations for the modernization and renovation of the river fleet; possibly hold a workshop on this matter;</p> <p>(c) Hold workshops and invite member States and representatives of the industry to discuss R&D work and innovations in IWT sector;</p> <p>(d) Exchange best practices, e.g. invite the EU to highlight the results of NAIADES II innovation policy at SC.3 sessions.</p>
	<p>3.2 Continue work on the navigation rules:</p> <p>(a) Continue work on CEVNI:</p> <p>Collect and update the CEVNI status document;</p> <p>Monitor implementation of the fifth revision of CEVNI;</p> <p>Seek partners to prepare the German text of CEVNI; propose cooperation on this matter with the Central Commission for the Navigation on the Rhine and the Danube Commission;</p> <p>(b) Continue work on waterway signs and marking:</p> <p>Update the Signs and Signals for Inland Waterways (SIGNI);</p> <p>Consider need for updating the Guidelines for Waterway Signs and Marking;</p> <p>Establish a database of the IWT signs and signals used by UNECE countries;</p> <p>(c) Hold a workshop on increasing inland navigation safety activities.</p>
	<p>3.3 Continue work on provisions to tackle environmental challenges and the carbon footprint:</p> <p>(a) Greening of the fleet, exchange the experience of the EU and River Commissions in this field, where relevant;</p> <p>(b) Updating or introducing new provisions on enhancing protection of pollution from vessels, including all types of wastes, pollution by noise, other types of environmental pollution;</p> <p>(c) Initiate dialogue on climate change impacts on IWT.</p>

<i>Activity</i>	<i>Contents</i>
	<p>3.4 Start discussion on using electronic formats for vessels' documents.</p> <p>3.5 Continue discussions on the European vessel hull database in order to apply it at the pan-European level.</p> <p>3.6 Continue work on the publication of maps of European inland waterways and possibly develop interactive maps.</p> <p>3.7 Develop a video on CEVNI showing its significance and impact on the navigation safety.</p>
<p>Activity 4. Harmonize the legal framework for international IWT (regulatory and capacity building areas) Ongoing activity</p>	<p>4.1 Promote the implementation of existing UNECE Conventions pertaining to inland navigation and assessment of the legal instruments concerned in order to consider updating those, which have become obsolete:</p> <p>(a) Make an analysis of the implementation of conventions in force by Contracting Parties:</p> <p>(b) Collect information on how the conventions are applied at the national level;</p> <p>(c) Continue working with those conventions that are not yet in force.</p> <p>Possible outcome could be the facilitation of International Conventions as working instruments and increasing the number of Contracting Parties.</p> <p>4.2 Continue work on the elimination of legislative obstacles in the IWT sector.</p> <p>SC.3 could come back to the conclusions of the Group of Experts on Legislative Obstacles with a view of:</p> <p>(a) Updating the conclusions;</p> <p>(b) Making proposals for the next revision of the White Paper on Efficient and Sustainable Inland Water Transport in Europe.</p> <p>4.3 Continue work on a draft of Pan-European Rules on General Average.</p> <p>4.4 Strengthen cooperation with Hungary and River Commissions to promote the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI).</p>
<p>Activity 5. Inland water transport and security (policy dialogue and regulatory areas) Ongoing activity</p>	<p>5.1 To continue discussions on security provisions aimed at enhancing inland transport security following the decision of ITC (ECE/TRANS/208, para. 91).</p> <p>5.2 To share relevant best practices from other modes of transport.</p>
<p>Activity 6. Recognition of</p>	<p>6.1 Facilitate work in order to make recommendations on common education principles for crews: realise the tasks put</p>

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certificates and educational standards in inland navigation.	forward for the International Group of Experts on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation.
Addressing the challenge on the labour market (capacity building and regulatory areas)	6.2 Exchange the experience of using new technology in the education and training process. 6.3 Share the experience of member States and River Commissions in this sector.
Ongoing activity	
Activity 7. The international high level conference on inland navigation A one-time event with possible follow ups.	<p>7.1 Organize an international conference on IWT matters in 2016 or in 2017.</p> <p>The UNECE ITC White Paper has envisaged the organisation of an international high level conference where all countries with navigable inland waterways would participate.</p> <p>In light of the 2030 Agenda and the adopted SDGs, this pending global conference could have the aim to raise global awareness on the importance of inland navigation. Therefore, the main theme of the high-level international conference could be tasks and challenges in the IWT sector with regard to the implementation of SDGs. They could include, in particular, matters of common interest and challenges on a global level such as:</p> <ul style="list-style-type: none"> - Possible ways of strengthening the position of IWT at a global level; - The need to harmonization of standards (including safety, environment and technical aspects) to ensure smooth coordination of IWT activities across countries; - Technology development and innovations; - Climate changes and its impact on IWT. <p>A possible outcome of the conference could be a plan of actions on the basis of the decisions and conclusions agreed by the participants.</p> <p>7.2 Prepare a follow-up of the conference and propose a new plan of actions for SC.3 and SC.3/WP.3.</p> <p>7.3 Consider how to best align the work of SC.3 with the realization of Sustainable Development Goals</p> <p>7.4 Highlight recent results of work of other international bodies and agencies that are of relevance to SC.3 and invite them to attend SC.3 sessions.</p>
Activity 8. Review of the inland water transport related aspects of the activities of the other subsidiary bodies of ITC Relatively new	<p>8.1 Strengthen cooperation with other UNECE Working Parties, especially WP.5, WP.24, WP. 30.</p> <p>8.2 Strengthen cooperation and agree common activities with the Euro-Asian Transport Linkages (EATL).</p> <p>8.3 Consolidate cooperation with the EAEU:</p> <p>8.4. Pay particular attention to the development of statistical methodologies relevant for the monitoring of SDG</p>

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activity	implementation and cooperate with WP.6
Activity 9. Promotion of River Information Services (RIS) and other Information and Communication Technologies (ICT) in inland navigation (regulatory area) It is proposed to set out RIS issues in a separate item according to Policy Recommendation No. 3 of the White Paper	<p>9.1 Continue cooperation with International Groups of Experts on:</p> <p>(a) Updating of UNECE Resolutions Nos. 48, 57, 58, 63, 79 and 80;</p> <p>(b) Updating Annexes to Resolutions Nos. 48 and 80;</p> <p>(c) Collect information from member States on implementation of these Resolutions and innovations in this field.</p> <p>9.2 Initiate direct dialogue with other relevant entities such as RAINWAT Committee, PIANC.</p> <p>9.3 Continue cooperation with the EU and the Central Commission for the Navigation on the Rhine on harmonisation and timely updating of the documents on RIS maintained by them and those maintained by UNECE.</p>
Activity 10. Enhance cooperation in specific topics with the EU, River Commissions and other stakeholders (policy dialogue area) Ongoing activity	<p>10.1 Cooperation with the EU:</p> <p>(a) Continue the dialogue with the Directorate-General for Mobility and Transport on the issues of common interest;</p> <p>(b) Participate regularly in each other's meetings;</p> <p>(c) Establish a viable mechanism for consultations between SC.3/WP.3 and the EU when elaborating and revising technical standards and norms.</p> <p>10.2 Strengthen cooperation with River Commissions:</p> <p>(a) Participate in sessions of the Central Commission for the Navigation on the Rhine and the Danube Commission;</p> <p>(b) Continue cooperation and explore possible new activities of common interest.</p> <p>10.3 Establish and continue cooperation with intergovernmental and non-governmental organizations to coordinate the IWT policy and activities.</p> <p>10.4 Discuss the possibility of direct contacts with classification societies which develop and maintain Rules and Regulations for inland and river-sea navigation vessels.</p> <p>10.5 Possible increased collaboration with classification societies.</p>

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Activity 11. Recreational navigation (regulatory and capacity building areas) Ongoing activity	<p>11.1 Promote recognition of the International Certificate for Operators of Pleasure Craft (ICC):</p> <p>(a) Collect information on conditions of access of pleasure craft operators possessing valid ICCs by national administrations;</p> <p>(b) Supplement the Guidelines with clarifications for operators of pleasure craft;</p> <p>(c) Discuss possible updating of the ICC with new types of craft added to Resolution No. 52.</p> <p>11.2 Update regularly the map of European inland waterways for recreational navigation.</p> <p>11.3 Promote development of recreational navigation in Europe: possibly, make a map with places of interest for tourists (with UNESCO, international and cultural centres).</p>
Activity 12. Preparatory work for 60 th anniversary of SC.3 Ongoing activity	<p>12.1 Prepare an overview of the main results of SC.3 and achievements for its 60th session;</p> <p>12.2 Update the visibility of SC.3.</p>
Activity 13. Climate change mitigation and adaptation (policy dialogue and analytical activities) New activity	<p>13.1. In collaboration with WP.5 and Expert Group on Climate Change Adaptation:</p> <ul style="list-style-type: none"> • Review the hot-spots, i.e. the most vulnerable spots on the AGN network with regard to climate change adaptation; • Explore the ways how the UN ForFITS tool could be used for climate change mitigation policies through inland navigation.

VII. Guidance of the Inland Transport Committee and next steps

34. The information provided in this document is an initial step in the preparation of the updated strategy for IWT. In order to make it concrete and operational the Committee may wish to review and discuss the contents of this document and provide guidance for the future strategy of SC.3 with the aim of finalising the future strategy at the next session of SC.3 in November 2016 and possible adoption at the ITC in February 2017.