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Inland Transport Committee

Working Party on Inland Water Transport

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

Forty-eighth session

Geneva, 17–19 February 2016

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

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I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter, the Working Party or SC.3/WP.3) held its forty-eighth session from 17 to 19 February 2016 in Geneva.
2. The session was attended by representatives of the following countries: Bulgaria, Belgium, Croatia, Czech Republic, Germany, Poland, Russian Federation, Slovakia and Switzerland.
3. The European Union (EU) and the Organization for Security and Cooperation in Europe (OSCE) were represented. Representatives of the following intergovernmental organizations also attended the session: the Danube Commission (DC), the International Sava River Basin Commission (the Sava Commission or SC). Delegations of the Association of Shipowners and Marine Industry Entrepreneurs of Kazakhstan, the Eurasian Economic Commission (EAEU), the Fluvius Co. Ltd – Plimsoll Co. Ltd companies – the Federation of National Associations of Ship Brokers and Agents (FONASBA), the Inland Waterway Transport Educational Network (EDINNA), the Maritime Academy of Harlingen, the Russian Chamber of Shipping and United Nations Global Compact were present at the invitation of the secretariat.
4. Mr. Francesco Dionori, Chief of Transport Networks and Logistics Section, opened the session. He welcomed the delegations and highlighted the key points for discussion at the session.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/SC.3/WP.3/95, Informal document SC.3/WP.3 No. 1 (2016)

5. The Working Party adopted the provisional agenda, as supplemented by informal document SC.3/WP.3 No. 1 (2016) in order to take into account Informal documents SC.3/WP.3 Nos. 2 to 18. It was decided to drop item 12 “Other business”, in the absence of any issues.
6. In accordance with established practice, it was agreed that only the main decisions should appear in the draft prepared by the secretariat for reading at the end of the session. A full report would be prepared by the Chair with the assistance of the secretariat, and circulated after the session.

III. Election of officers (agenda item 2)

7. Mr. I. Ignatov (Bulgaria) was re-elected as the Chair for the current session and for the forty-ninth session of the Working Party.

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

Documentation: ECE/TRANS/SC.3/201

8. The Working Party was informed by the Chair about the main decisions taken by the Working Party on Inland Water Transport (SC.3) at its fifty-ninth session (9–11 November 2015): (a) discussions on further development of its strategy; (b) work on the third revision

of the Blue Book to be accomplished in 2016–2017; (c) adoption of amendments to Resolutions Nos. 49, 57 and 63; (d) adoption of the third revision of Resolution No. 48; (e) start of the discussions on the International Convention on Registration of Inland Navigation Vessels and the adoption of its 4-year work plan for 2016–2020; and other issues. He further mentioned that SC.3 had decided to dedicate its sixtieth session to the main achievements over the sixty years of its existence.

V. Workshop on inland water transport security (agenda item 4)

Documentation: ECE/TRANS/SC.3/WP.3/2016/1, Informal documents SC.3/WP.3 Nos. 2, 12 and 13 (2016)

9. The Working Party took note of the presentations made by the delegations of DC, EDINNA and Maritime Academy of Harlingen, EU, FONASBA, OSCE and the Russian Chamber of Shipping which followed the introductory comments of the secretariat concerning the security challenges, major events organized by UNECE on transport security including both general policy issues and particular transport sectors. The Working Party was informed that the next Transport Security Forum would be held by UNECE on 17 June 2016. The Working Party further took note of the information on the safety management system being implemented on inland waterways of the Russian Federation.

10. The Working Party recalled that the security issue had been discussed by both SC.3 and SC.3/WP.3 at their sessions, in particular, on the subject of the introduction of E port facility security plans as the draft Annex IV to the European Agreement on Main Inland Waterways of International Importance (AGN).

11. The Working Party further exchanged views on the existing regulatory frameworks, the approaches and programmes to ensure security at the national and international levels, the relationship between safety and security issues and new challenges.

12. After the roundtable discussions, the Working Party proposed issues for further consideration (see annex).

VI. Follow-up to the UNECE White Paper on efficient and sustainable inland water transport in Europe: Discussion of a new strategy proposal (agenda item 5)

Documentation: ECE/TRANS/SC.3/WP.3/2016/2, Informal documents SC.3/WP.3 No. 9 and 17 (2016)

13. The Working Party took note of the reactions to the discussion paper on further development of a new SC.3 strategy transmitted by Germany, the Central Commission for the Navigation on the Rhine (CCNR) and the European Boating Association (Informal document SC.3/WP.3 No. 9 (2016)). The delegation of the Russian Federation stressed the importance of SC.3 continuing its activities as a forum bringing together countries of Eastern and Western Europe and, in particular, in relation to the harmonization of technical prescriptions for inland navigation vessels. Belgium supported the response of CCNR and, in particular, the concern to avoid overlap with activities of the European Committee for the Drawing up of Common Standards in the Field of Inland Navigation (CESNI). The EAEU expressed their support for SC.3 continuing its activities and for further development of its strategy. The Association of Shipowners and Marine Industry Entrepreneurs of Kazakhstan expressed the importance of UNECE activities and supported further development of SC.3 strategy. DC expressed its support to the secretariat for the discussion paper and stressed the importance of UNECE activities for the DC at a pan-European level addressing modern

challenges and in particular in relation to those member States outside the EU; the DC reaction was supported by the Chair.

14. The Working Party encouraged member States to send their proposals on further development of the strategy and the Terms of Reference of SC.3 by the end of March 2016. The secretariat was asked to prepare a revision of the document for its forty-ninth session on the basis of the comments received.

15. The Working Party considered a proposal for SC.3 activities addressing the Sustainable Development Goals (Informal document SC.3/WP.3 No. 17 (2016)) as a basis for further activities. SC.3/WP.3 asked the secretariat to include it in the strategy document.

VII. Inland waterway infrastructure (agenda item 6)

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

Documentation: ECE/TRANS/SC.3/120/Rev.3, ECE/TRANS/SC.3/2015/3–ECE/TRANS/WP.24/2015/12, ECE/TRANS/WP.24/137

16. The Working Party took note of the information from the secretariat on the decision of the Working Party on Intermodal Transport and Logistics, at its fifty-eighth session (30 November–1 December 2015), regarding the proposal to align the AGN Agreement and the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) (ECE/TRANS/SC.3/2015/3–ECE/TRANS/WP.24/2015/12). The Administrative Committee of the Protocol to the AGTC had agreed to approve the updating of the Protocol of AGTC to ensure that it remained in line with AGN and asked the secretariat to transmit these amendments to the depository in New York (ECE/TRANS/WP.24/137, paras. 38–39).

17. The Working Party took note of the presentations given by Mr. K. Wyszowski and Ms. A. Lewandowska from the United Nations Global Compact, about current changes in the administrative structure of the Government of Poland and about the Inland Navigation Programme for 2015–2020. The Working Party was informed about the reports prepared by United Nations Global Compact in 2015 on waterways of Poland, namely, Inland waterway – Vistula and the Baltic Sea. Detailed information was provided about the development of the inland waterways system of Poland and, in particular, the Vistula river as a part of the E 40 waterway foreseen by the Inland Navigation Programme and other activities and projects related to inland waterways. SC.3/WP.3 welcomed the intention of Poland to accede the AGN Agreement.

18. The Working Party was informed by the secretariat about the environmental forum and the final conference of the Commission on the E 40 Waterway Restoration (15–16 December 2015, Lublin, Poland), and asked the secretariat to invite the Commission on the E 40 Waterway Restoration to take part in the forty-ninth session of SC.3/WP.3.

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

Documentation: ECE/TRANS/SC.3/WP.3/2016/3, Informal documents SC.3/WP.3 No. 3 and 4 (2016)

19. The Chair recalled that SC.3 at its fifty-ninth session had asked Governments to submit the missing information on coastal routes relevant to inland navigation for inclusion

in the AGN Agreement and the Blue Book (ECE/TRANS/SC.3/201, para. 23). The Working Party invited member States to update the information on coastal routes in ECE/TRANS/SC.3/WP.3/2016/3 for inclusion in the third edition of the Blue Book.

20. The Working Party was informed by DC on discrepancies between the parameters of E 80 indicated in the Blue Book and those adopted by DC possibly due to the introduction of two different values for waterway parameters, the target value and the present value, for certain waterways in the Blue Book. SC.3/WP.3 asked the secretariat to clarify this matter in collaboration with DC and to prepare a document for the next session of SC.3/WP.3, if necessary.

21. The Working Party took note of and approved the proposal by Slovakia to amend the Blue Book by eliminating the information on the bottleneck that had been caused by the insufficient height under a bridge in Bratislava (Informal document SC.3/WP.3 No. 4 (2016)). The secretariat was requested to amend the draft third revision of the Blue Book accordingly. DC expressed its gratitude to Slovakia for this achievement, which improved navigation conditions on the Danube.

22. The Working Party took note of the first draft of the third revision of the Blue Book (Informal document SC.3/WP.3 No. 3 (2016)) and decided to keep the current format. SC.3/WP.3 also approved the road map for the finalisation of the third edition of the Blue Book as follows:

- February 2016: first draft
- 12 April 2016: initial updates sent by member States
- 16 June 2016: information presented in a second draft for discussion at the forty-ninth session of SC.3/WP.3
- end of July 2016: deadline for submitting final updates
- September 2016: a final draft to be circulated to Governments for validation;
- 2–4 November 2016: approval of the final draft by SC.3
- end of 2016: preparation of the publication of the third revised edition
- February 2017: presentation of the publication to the Inland Transport Committee.

23. The Working Party invited member States to submit updates to the Blue Book to the secretariat by 12 April 2016 in accordance with the approved road map.

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

Documentation: ECE/TRANS/SC.3/159/Rev.1

24. The Chair recalled that the previous amendment to Resolution No. 49 had been adopted by the Working Party on Inland Water Transport at its fifty-ninth session and invited delegations to submit further amendments to it. The Working Party asked the secretariat to prepare amendments to Resolution No. 49 on the basis of the final version of the third revision of the Blue Book.

D. Guidelines for Waterway Signs and Marking (Resolution No. 59, revised)

Documentation: ECE/TRANS/SC.3/WP.3/2016/4, ECE/TRANS/SC.3/2015/5, ECE/TRANS/SC.3/169/Rev.1

25. The Working Party was informed by the secretariat about possible amendments that could be introduced to Resolution No. 59 on the basis of the fifth revised edition of the European Code for Inland Waterways and the Instruction on the Mode of Installation of Waterway Signs and Marking on the Danube. SC.3/WP.3 also took note of possible implications for other UNECE resolutions (ECE/TRANS/SC.3/WP.3/2016/4).

26. The Working Party took note of the information by DC about the main differences between Resolution No. 59 and the Instruction on the Mode of Installation of Waterway Signs and Marking on the Danube, in particular, the Annexes to it which had been revised on the basis of up-to-date information. SC.3/WP.3 started discussions on the revision of Resolution No. 59 on the basis of ECE/TRANS/SC.3/2015/5. DC and SC expressed their support for the work of the revision. The Working Party asked the secretariat to continue this work in cooperation with DC and SC.

27. The Working Party invited the delegations to hold in-depth discussions on the next revision of the Annexes to Resolution No. 59 with the participation of experts from member States and River Commissions at its next session.

28. The Working Party invited the Group of Volunteer Experts on Resolution No. 61 to consider possible implications to Appendix 7 of Resolution No. 61 regarding the colours of lights and calculations of luminous intensity, and propose further amendments, if necessary.

VIII. Mutual recognition of boatmasters' certificates and professional requirements in inland navigation: Sixth meeting of the International Expert Group (agenda item 7)

Documentation: ECE/TRANS/SC.3/2010/12 and Corr.1, ECE/TRANS/SC.3/2014/15, ECE/TRANS/SC.3/2014/16 and Corr.1, ECE/TRANS/SC.3/2015/6, ECE/TRANS/SC.3/WP.3/90 and annex, ECE/TRANS/SC.3/WP.3/2015/1, ECE/TRANS/SC.3/WP.3/2015/2, Informal documents SC.3/WP.3 Nos. 14 and 15 (2015)

29. The Working Party was informed by the secretariat about the progress achieved by the International Expert Group (IEG) so far and draft documents for further consideration as well as recent activities being realized by other organizations in this sphere.

30. The Chair noted that information on the revision of Directive 96/50/EC was not yet available. The secretariat recalled that a number of documents had been prepared for consideration by the IEG. As no further proposals were made by members of the IEG, it was decided to postpone the sixth meeting of IEG until the follow-up of Directive 96/50/EC or any other relevant information from member States, River Commissions or other stakeholders was submitted.

IX. Standardization of technical and safety requirements in inland navigation (agenda item 8)

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

Documentation: ECE/TRANS/SC.3/115/Rev.5, ECE/TRANS/SC.3/2015/7, ECE/TRANS/SC.3/WP.3/2016/5, Informal document SC.3/WP.3 No. 5 (2016)

31. The Working Party discussed the proposal for further amendments of CEVNI submitted by the SC (ECE/TRANS/SC.3/WP.3/2016/5). SC.3/WP.3 decided to modify the proposed amendment to paragraph 2 of Article 6.35 of CEVNI as “skiers and towed objects with persons”. The secretariat was requested to finalize the proposal.

32. Following the request of SC.3 (ECE/TRANS/SC.3/201, para. 43), the Working Party decided to determine the date of the next meeting of the CEVNI Expert Group, when more proposals for amendments to CEVNI would be available.

33. The Working Party took note of the information about the implementation of CEVNI 5 submitted by Croatia and Slovakia and finalization of the CEVNI text in the Croatian and Slovak languages.

34. The Working Party invited member States to prepare information for the CEVNI status document and the questionnaire on regional and national special requirements, as approved by SC.3 at its fifty-ninth session (ECE/TRANS/SC.3/201, para. 42, ECE/TRANS/SC.3/2015/7). SC.3/WP.3 further decided to issue a publication on the implementation of CEVNI and asked the secretariat to contact member States and River Commissions to collect the necessary information on this issue.

35. The Working Party took note of the information from DC about progress in harmonization of the Basic Provisions relating to Navigation on the Danube with CEVNI 5, translating CEVNI into German and the information from SC about finalisation of CEVNI translation into the official SC languages. DC was asked to transmit the German text of amendments to CEVNI 4 to the secretariat upon finalisation. The Chair mentioned that it would be desirable to make other language versions of CEVNI available on the UNECE website.

36. The Working Party took note of the draft of an updated poster on inland waterway signs and signals based on CEVNI 5 transmitted by the Serbian Directorate for Inland Waterways (PLOVPUT) in English and Serbian represented in Informal document SC.3/WP.3 No. 5 (2016) and thanked PLOVPUT for this initiative. The Working Party asked delegations to submit their comments, if any, on the English version of the poster by 15 March 2016. SC.3/WP.3 asked the secretariat to prepare, in cooperation with PLOVPUT, the posters in English, French and Russian for the next session of SC.3/WP.3.

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

Documentation: ECE/TRANS/SC.3/172/Rev.1/Amend.3, ECE/TRANS/SC.3/2015/8, ECE/TRANS/SC.3/2015/9, Informal document SC.3/WP.3 No. 14 (2016)

37. The Working Party was informed that a package of amendments to Resolution No. 61 adopted by SC.3, had been issued as Amendment No. 3 following the request by SC.3 at its fifty-ninth session and was available on the UNECE website.

38. The Working Party considered the proposal of the Russian Federation to the new text of Section 8B-4, prepared by the Group of Volunteer Experts on Resolution No. 61 (ECE/TRANS/SC.3/2015/8) regarding the limit values in the outflow of the on-board sewage treatment plant on board inland navigation vessels as represented in Informal document SC.3/WP.3 No. 14 (2016) and decided to transmit it to the Group of Volunteer experts on Resolution No. 61 for further consideration.

39. The Working Party was informed by DC that the DC Recommendations were harmonized with Resolution No. 61, except Chapter 15A, as this type of vessel did not exist on the Danube.

X. Promotion of River Information Services (RIS) as well as other Information and Communication Technologies (ICT) in inland navigation (agenda item 9)

40. The Working Party was informed by the secretariat on the outcome of the RIS Week (24–27 November 2015, Lille, France) and the main decisions taken by Inland ECDIS Expert Group regarding further work on the Inland ECDIS Standard, finalisation of VTT Standard Edition 2.0 by VTT Expert Group, current activities of ERI Expert Group including the establishment of a new working group on International Data Exchange and a proposal for revision of the Commission Regulation (EC) No 416/2007 prepared by NtS Expert Group. SC.3/WP.3 was further informed that the next RIS week would be held on 13–17 June 2016, Prague. The Chair informed delegations about the implementation of the European Reference Data Management System. He further mentioned that the decisions taken by International Expert Groups might require corresponding UNECE resolutions to be updated.

A. Guidelines and Recommendations for River Information Services (Resolution No. 57)

Documentation: ECE/TRANS/SC.3/165/Rev.1, ECE/TRANS/SC.3/165/Rev.1/Amend.1

41. The Working Party was informed by the secretariat that the amendment to Resolution No. 57 adopted by SC.3 at its fifty-ninth session had been issued as ECE/TRANS/SC.3/165/Rev.1/Amend.1 and was available on the UNECE website.

B. Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS) (Resolution No. 48)

Documentation: ECE/TRANS/SC.3/156/Rev.3, Annexes and Appendices

42. The Working Party was informed by the secretariat that the third revised edition of Resolution No. 48 had been issued as ECE/TRANS/SC.3/156/Rev.3 and was available on the UNECE website. The updated Technical Appendices to Resolution No. 48 were also available on the UNECE website in English.

C. International Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation (Resolutions Nos. 79 and 80)

Documentation: ECE/TRANS/SC.3/WP.3/2016/6, Informal documents SC.3/WP.3 Nos. 6, 11, 15 (2016)

43. The Working Party approved the draft proposal for the revision of Resolution No. 80 and asked the secretariat to transmit it to SC.3 for adoption. SC.3/WP.3 took note of the proposal of the Russian Federation for amending the NtS tables (Informal document SC.3/WP.3 No. 6 (2016)) and asked the secretariat to transmit it to the Chair of the NtS Expert Group.

D. Cooperation with the RAINWAT Committee

44. The Working Party was informed by the secretariat about the meeting with the Chair of the RAINWAT Committee on 26 November 2015.

E. AIS Aid to Navigation (AtoN) in inland waterways

Documentation: Informal document SC.3/WP.3 No. 16 (2016)

45. The Working Party discussed the proposal of the Russian Federation (Informal document SC.3/WP.3 No. 16 (2016)) and asked the secretariat to transmit it to the Chair of the Joint Group of the VTT Expert Group and the IECDIS Expert Group.

46. The Working Party exchanged the views on further application of virtual AtoN on inland waterways. SC expressed the opinion that virtual AtoN could not replace real buoys on inland waterways due to their importance to skippers. This opinion was supported by the Russian Federation and DC, who addressed further challenges and implications of introduction of virtual AtoN on inland waterways having been discussed by DC and stressed that therefore this topic should be reviewed by legal experts.

47. The Working Party approved the proposal of the secretariat to hold a workshop on RIS at its next session and asked the secretariat to make the necessary arrangements. DC referred to its experience of organizing annual GIS Forum-Danube workshops and supported this proposal.

XI. Harmonization of the pan-European legal framework for inland navigation: The International Convention on Registration of Inland Navigation Vessels (agenda item 10)

Documentation: ECE/TRANS/SC.3/WP.3/2016/7, Informal documents SC.3/WP.3 Nos. 7, 8, 10, 18 (2016)

48. The Chair informed the delegates about the answers received thus far, from Contracting Parties – Belarus, Luxembourg, The Netherlands and Switzerland – and River Commissions – DC and SC – to the letter sent by the secretariat on the International Convention on the Registration of Inland Navigation Vessels regarding the possible modification of Article 3. The Working Party took note of the information submitted by the Contracting Parties that provisions of this Convention had been introduced in their national legislation and it would be preferable not to amend the existing text.

49. In view of the fact that the secretariat was still waiting for further reactions, SC.3/WP.3 decided to come back to this agenda item at the next session and to take the decision on the basis of answers from all the Contracting Parties and other stakeholders.

XII. Recreational navigation (agenda item 11)

Documentation: ECE/TRANS/SC.3/2015/16 and Corr.1, ECE/TRANS/SC.3/WP.3/2016/8 and Corr.1

50. The Working Party took note of the compiled information on national legal acts governing navigation of recreational craft on national waterways and on where these acts could be found. The Working Party further approved the draft database of models of the International Certificate for Operators of Pleasure Craft (ICC) developed by the secretariat and agreed to complement it with the information from ECE/TRANS/SC.3/2015/16 and Corr.1. The Russian Federation mentioned that personal data, contained in the submitted ICC models, should not be made available on the public database. SC.3/WP.3 decided that this database could be accessible to the general public as long as personal data was not stored there.

51. The Working Party encouraged the Governments to transmit ICC models issued by national authorities in accordance with Resolution No. 40 to the secretariat for entry into the database. The Chair transmitted the ICC model issued by Bulgaria to the secretariat.

52. The Working Party was informed by DC about its planned activities in the field of pleasure craft; this topic was not among the priority issues of DC, however, in response to requests from DC member States regarding national legislation on recreational navigation on the Danube and restrictions applied by certain member States DC was going to prepare a summary of legislation regulating recreational navigation on the Danube. The first draft of this summary would be considered at the session of the DC Working Group of Technical Questions in April 2016. DC was asked to inform the Working Party on the progress in this matter at future sessions.

XIII. Adoption of the report (agenda item 12)

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

Annex

Workshop “Safety and security in European inland navigation”

Forty-eighth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3)

17 February 2016, Geneva

Documentation: ECE/TRANS/SC.3/WP.3/2016/1, Informal documents SC.3/WP.3 Nos. 2, 12 and 13 (2016)

I. Programme of the workshop

Introductory remarks: UNECE work on transport security issues

- Mr. Francesco Dionori, Chief of Transport Networks and Logistics Section of UNECE Sustainable Transport Division
1. International organizations: regulatory frameworks and approaches towards the water transport security
 - Mr. Roel Janssens, Office of the Co-ordinator of OSCE Economic and Environmental Activities
 - Mr. Patrick Norroy, the European Commission, Directorate-General for Mobility and Transport; Unit A.4 – Land & maritime security
 2. Safety and security in European inland navigation
 - Mr. Haije Arend Leendert Mintjes, the European Association of Inland Waterway Educational Institutions – EDINNA, Mr. Jorn Josef Boll, Maritime Academy of Harlingen
 - Mr. Evgeny Sipirin, the Russian Chamber of Shipping
 3. Safety and security in the Danube region
 - Mr. Horst Schindler, the Danube Commission
 - Mr. Botond Gyula Szalma, Fluvius Co. Ltd – Plimsoll Co. Ltd Companies and FONASBA
 4. Roundtable discussions and issues for further consideration
- Delegations from member States and other stakeholders took part in the discussion. All presentations are available at www.unece.org/trans/main/sc3/wp3/wp3doc_2016.html.

II. Key points of the discussions and items for further consideration

1. Resilience of IWT to the intentional external influence compared to other means of transport

Inland transport is sometimes regarded as the weakest link in the global supply chain in terms of security. However, as far as safety is concerned, inland water transport (IWT) is

considered by far to be the safest mode of inland transport in comparison to road and rail transport. For IWT, the potential terrorist threat has not yet been determined at the international level, but it is most likely not as high as for air and sea transport.

Security is nonetheless an important issue in IWT and therefore improvements in this area are not only desirable, but necessary.

2. Critical inland water transport assets and infrastructure

Some subsectors for which security has more relevance when it comes to shipboard security and cargo/terminal protection are:

- transport of dangerous goods
- transport of goods that are relatively valuable and/or easy to resell such as consumer goods in container transport, fuel, etc.
- passenger transport.

IWT security matters should focus on:

- accessibility of terminals both from water and from the land
- particular types of vessels due to their type or nature of goods transported
- measures provided in the International Ship and Port Facility Security Code (the ISPS Code) that could be applied in IWT sector
- geographical region where vessels operate, in particular, the structure of the industry, the nature of vessel operators, etc.
- cross-border and cross-modal interoperability of River Information Services and cybersecurity
- protection of critical or vulnerable contiguous infrastructure.

3. Security management

Currently no IWT specific official security management regimes are in place at a pan-European level.

Security in the inland transport sector, as opposed to in other segments of the supply chain, is highly fragmented in terms of the number and nature of actors involved (transport authorities, river commissions and associations, customs, police, the private sector etc.). A comprehensive, integrated assessment should be prepared including many different stakeholders within the public and the private sectors, along with relevant international organizations. In this area the experience of the Danube Commission, member States and other international organizations could be relevant, in particular:

- Development of security recommendations by the Danube Commission on:
 - the assessment of potential security threats
 - the tasks to be performed by shipping companies and ports in respect of security of ships and of port facilities
 - the ship security plan
 - preparing guides for action to be taken by crews in the event of unlawful acts against them and further steps.

- Work done by the Russian Federation on introducing security measures for inland water transport based on the ISPS Code at the national level as a part of the transport system as a whole, including:
 - vulnerability assessment and categorization
 - security plans
 - training and certification of special personnel
 - system of inspections and examinations of passengers, goods and luggage
 - effective state management system in the field of transport security.

Furthermore, there are internal security procedures implemented by shipping companies and/or terminals, that meet the security demands of operators in more sensitive branches of the sector like tank terminals and river cruise lines.

4. Security provisions at the international level

While the security arrangements of civil aviation and maritime transport are regulated at the international level, inland transport remains largely a national policy matter and there seems to be a gap when considering intergovernmental bodies dealing specifically with inland transport security. Efforts could be made, however, to try and identify a common denominator based on a common risk-based approach for all modes (such cross-cutting issues could be: the protection of critical infrastructure, the transport of dangerous or valuable goods and passenger transport).

Instruments used by the maritime sector, in particular the ISPS Code can be seen as a model for elaborating certain provisions for inland waterways, but it is not applicable directly and in full scope.

The lack of a unified, co-ordinated approach can also be explained by the fact that there are no harmonized regulatory frameworks, legal instruments and conventions available that cover inland transport security in its entirety. As there is a gap in international legislation regarding IWT security provisions, UNECE guidelines on preventive and protective measures to ensure inland security would be useful. Here, synergies with other issues should also be considered (e.g. digitalisation, safety, transport of dangerous goods), but it is necessary to avoid duplications and the focus should be only on security.

Furthermore, specific security recommendations could be introduced in particular areas of IWT where they are needed (i.e. dangerous goods, valuable and marketable goods, passenger transport). Through such measures a high standard of security would be ensured where it is needed and the burden for a rather complex and fragmented sector wouldn't be too excessive.

There is certainly a further need to explore this topic. It would be necessary to perform an in depth assessment for the different areas on potential security risks and how to face them (cost) effectively; workable solutions can be identified and real, tangible progress can be made only by assessing common gaps and weaknesses and identifying the remaining stumbling blocks.

Examples of the maritime transport security requirements existing at the EU level that will need to be further analysed include:

- Regulation (EC) No. 725/2004 of 31 March 2004 on enhancing ship and port facility security, and
- Directive 2005/65/EC of 26 October 2005 on enhancing port security.

The exchanging of data and the possibly harmonization of national requirements should be contemplated for coordination between national authorities and the operators of the transport chain to be achieved effectively. At international level this will need to be achieved through an international agreement.

5. Security training

Security training of crew members of inland navigation vessels is fundamental in terms of raising awareness of the crew and enhancing IWT security.

A precondition for a mandatory security training would be a consensus on basic security features, including threat analysis, preventive and emergency behaviours and harmonized definitions. Once an agreement on such measures is completed, a training and certification regime could be implemented and translated into training and certification standards such as those in effect within the IMO regime. A training and certification regime could (if needed) be covered by a number of additional yet still to be developed STCIN competence tables.

6. Safety issues in IWT

IWT safety issues can be split into two sectors:

- Safety in navigation, determined by i.e. fairway conditions and the technical conditions of the respective vessels and the waterway infrastructure
- Personal safety of the individual crew members determined by personal safety equipment and individual behaviour – safety awareness.

The analysis made by the Maritime Academy of Harlingen has shown that:

- there were no reliable statistical data on accidents and incidents in European IWT available
- The vast majority of incidents in IWT draws only little attention to the public
- There is a lack of a fully developed safety awareness
- Ca. 80 % of all incidents are caused by human factor
- The lack of a common language is a major issue.

Furthermore, FONASBA referred to the following issues in its presentation:

- the lack of skilled skippers in the last 10 years that affects security in ports, during operation of floating equipment, for cargoes and passengers
- bad fairway infrastructure that increases the risk of accidents, grounding and casualties.

In general, these issues should be addressed separately as:

- safety provisions have been already introduced, while there are still no international security provisions at the international level
- the focus should be made on safety rather than security.

Exchange of information and best practices on both issues are important; it would be feasible to conduct further research work on both issues, including a study on IWT incidents.

III. Other UNECE events on transport security issues

- Roundtable “Transport Security in the Pan-European Context: Selected Issues and Options”, February 2006, Geneva
- Seminar on inland transport security “The way ahead prevention and resilience”, January 2009, Geneva
- Inland transport security discussion forum, January 2010, Geneva
- Inland transport security discussion forum, January 2011, Geneva
- Inland transport security discussion forum (OSCE-UNECE roundtable), December 2011, Vienna
- Inland transport security discussion forum, February 2013, Geneva
- Workshop on rail security, October 2013, Geneva
- Workshop on Vulnerability and Security of Critical Transport Infrastructure, September 2015, Geneva.

The next Transport Security Forum will be held in Geneva on 17 June 2016.
