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Working Party on Inland Water Transport

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

Forty-ninth session

Geneva, 22–24 June 2016

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-ninth session from 22 to 24 June 2016 in Geneva.
2. The session was attended by representatives of the following countries: Belarus, Belgium, Bulgaria, Croatia, Czech Republic, France, Germany, Lithuania, the Netherlands, Russian Federation, Serbia, Slovakia and Switzerland.
3. The European Union (EU) was represented. Representatives of the following intergovernmental organizations also attended the session: the Danube Commission (DC), the International Sava River Basin Commission (Sava Commission or SC). Delegations of the Eurasian Economic Commission (EAEC), the European Boating Association (EBA), the Confederation of European Maritime Technology Societies (CEMT) and the World Association for Waterborne Transport Infrastructure (PIANC) were present. viadonau, Zoï Environment Network and Odessa Maritime Academy 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 participants on behalf of the Director of Sustainable Transport Division, Ms. Eva Molnar, and wished the group a successful session and fruitful discussions. He highlighted the most important agenda items and reminded the Working Party about the oncoming events in United Nations Economic for Europe (UNECE): the seventieth anniversary of the Inland Transport Committee in 2017 and the sixtieth anniversary of the Working Party on Inland Water Transport (SC.3) 2–4 November 2016.
5. In accordance with the decision of the Working Party at its forty-eighth session (ECE/TRANS/SC.3/WP.3/96, para. 7), Mr. Ivan Ignatov (Bulgaria) chaired the forty-ninth session of the Working Party.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/SC.3/WP.3/97, Informal document SC.3/WP.3 No. 19 (2016)

6. The Working Party adopted the provisional agenda, as supplemented by informal document SC.3/WP.3 No. 19 (2016) to take into account informal documents SC.3/WP.3 Nos. 20 to 31.
7. 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. The presentations given at the session are available on the UNECE website at www.unece.org/trans/main/sc3/wp3/wp3doc_2016.html.

III. Promotion of River Information Services (RIS) as well as other Information and Communication Technologies (ICT) in inland navigation (agenda item 2)

A. Workshop “River Information Services and other information communication technologies in the pan-European format”

Documentation: ECE/TRANS/SC.3/WP.3/2016/9, Informal document SC.3/WP.3 No. 26 (2016)

8. The Working Party took note of the presentations:

(a) on UNECE activities in RIS and other ICT in inland navigation and cooperation with other key players by the secretariat;

(b) “Update on the European Policy Developments in Connection to RIS, Digital Inland Waterway Area (DINA) and Digital Multimodal Nodes (DMN)” by Mr. Marc Vanderhaegen and Ms. Luca Farkas, both from the Directorate-General for Mobility and Transport, Unit B.3 Inland Waterway Transport and Ports (EU);

(c) “The Importance of the RIS Key Technology and the RIS Standards” by Mr. Peter Stuurman, the Chair of Electronic Reporting International (ERI) Expert Group (the Netherlands);

(d) “Notices to Skippers: Revision of the Standard” by Mr. Christoph Plasil, the Chair of Notices to Skippers (NtS) Expert Group (viadonau);

(e) “Inland Electronic Chart Display and Information Systems (Inland ECDIS) as the Basic Tool for Other RIS Key Technologies” by Mr. Wieland Haupt, the Chair of Inland ECDIS Expert Group (Germany);

(f) “Corridor Management, the Next Step in the Deployment of RIS” by Mr. Cas Willems, the Chair of PIANC Expert Group 125 “River Information Services”;

(g) “Activities of River information service on inland waterways of Ukraine (UkrRIS) to Improve Navigation in Sea-River Shipping Area” by Mr. Igor Gladkykh, Professor, Odessa Maritime Academy;

(h) “RIS Related Activities in the Russian Federation” by Mr. Evgeny Brodskiy, Head of the Telecom Department, Volga-Baltic Waterway (Russian Federation).

The Working Party also took note of the presentation by SC on RIS activities and the information from the Central Commission for the Navigation on the Rhine (CCNR) (Informal document SC.3/WP.3 No. 26 (2016)). All are available on the UNECE website at www.unece.org/trans/main/sc3/wp3/wp3doc_2016.html (RIS and ICT Workshop).

9. The Working Party adopted the following decisions:

(a) enhance the coordination of work and cooperation between EU, CCNR, DC, SC, PIANC, UNECE and other relevant organizations towards harmonizing technical standards. Examples are guidelines and recommendations for RIS, Inland ECDIS, notices to skippers, electronic ship reporting in inland navigation, guidelines and criteria for vessel traffic services on inland waterways, and standards for tracking and tracing on inland waterways using AIS;

(b) continue to maintain UNECE resolutions on RIS as efficient, up-to-date and flexible instruments in the framework of implementing RIS provisions at the pan-European level;

- (c) encourage member States to implement UNECE resolutions on RIS;
- (d) encourage member States to provide feedback for the documentation developed by RIS Expert Groups within UNECE.

B. International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63)

Documentation: ECE/TRANS/SC.3/WP.3/2016/17

10. The Working Party took note of the ongoing work on a draft VTT Standard Edition 2.0 by the VTT Expert Group and EU that aims to consolidate and streamline the VTT standard as it was stated in ECE/TRANS/SC.3/WP.3/2016/17.

11. The Working Party invited Mr. Stefan Bober, the Chair of the VTT Expert Group (Germany) to transmit the VTT Standard for the consideration of the Working Party upon finalization and approval by EU.

C. International Standard for Notices to Skippers in Inland Navigation (Resolution No. 80)

12. The Working Party took note of the information by Mr. Christoph Plasil, the Chair of the NtS Expert Group (also representing viadonau) on the ongoing work to revise the International Standard for Notices to Skippers in Inland Navigation. SC.3/WP.3 noted that the revised text of Resolution No. 80 had been approved by the Working Party at its forty-eighth session (ECE/TRANS/SC.3/WP.3/96, para. 43). However, SC.3/WP.3 decided to wait for the adoption of an EU Directive/Regulation with a view to ensure the coherent application of RIS standards at the pan-European level and to create equal and transparent conditions for all involved.

D. Cooperation with the RAINWAT Committee

13. The Working Party took note of the information by the secretariat about the possibility of granting observer status to UNECE by the Committee of the Regional Arrangement on the Radiocommunication Service for Inland Waterways (RAINWAT). SC.3/WP.3 invited Governments, River Commissions and other stakeholders to submit proposals about possible contribution from SC.3 and SC.3/WP.3 to the activities of RAINWAT.

IV. Follow-up to the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe: A new strategy proposal (agenda item 3)

Documentation: ECE/TRANS/SC.3/WP.3/2016/2, ECE/TRANS/SC.3/WP.3/2016/10, Informal documents SC.3/WP.3 Nos. 9, 17 and 31 (2016)

14. The Working Party took note of the presentation given by the secretariat on a new strategy proposal of SC.3 (ECE/TRANS/SC.3/WP.3/2016/10). Belarus, the Russian Federation, Serbia and EAEC supported the current proposal for a new strategy and the Terms of Reference (ToR) of SC.3. Germany commented that some items needed further consideration and possibly modification: France and Belgium supported the German view and identified some areas that could be modified. EU also provided preliminary comments on the proposal. CEMT emphasized the importance of the harmonization of technical

standards at a pan-European level and the role of UNECE and expressed support for a high-level conference to be held in 2017. EBA transmitted a statement (Informal document SC.3/WP.3 No. 31 (2016)) supporting the proposed overarching goals and objectives for 2016–2021 insofar as they relate to recreational navigation. The remainder of this section sets out the detailed interventions of member States in chronological order.

15. The Russian Federation expressed the opinion that the proposal for a new strategy and the revised ToR met the current challenges. It noted that as the number of UNECE member States is greater than EU countries and member States of River Commissions, any limitation of the SC.3 ToR would lead to information isolation of non-EU countries. It highlighted the significance of UNECE instruments and recommendations as a legal basis for introducing pan-European provisions by non-EU countries, including their availability in the Russian language. It further noted the importance of the engagement of national experts in the work on UNECE Agreements and Resolutions towards the harmonization process and stressed that the UNECE platform provided an efficient and stable base.

16. EAEC stressed the importance of exchanging best practices and developing cooperation between countries of Western and Eastern Europe on the basis of the UNECE platform, the stability of which has been proven by many years of efficient work. It was, therefore, the best place for discussions on inland water transport. EAEC further noted that its goals and approach were close to those of SC.3, in particular, on the facilitation of access to national inland waterways for vessels flying flags of member States, recreational navigation, and expressed an interest in continuing this work.

17. EU gave preliminary comments: in particular, it noted that in case of potential duplication of activities, there could be a misperception of implications for UNECE — however, duplication may lead to variations between the technical standards at different geographical levels. EU also referred to the streamlining of the technical standards foreseen by NAIADES, and to consider, for the Blue Book, possibly streamlining and aligning the procedures for reporting the data at various levels. It further proposed to consider possible differentiation of bottlenecks with the aim of prioritising them appropriately. EU considered emphasising an improvement on the available inland water transport statistics as a valuable contribution to sustainable transport and economy.

18. Belarus stressed the importance of coordinated development and integration of inland water transport in UNECE member States and the significance of the work of SC.3, and further noted that the goals of the new strategy were in line with Belarus's programme of inland water transport development for 2016–2020.

19. The Working Party took note of comments on particular items of ECE/TRANS/SC.3/WP.3/2016/10 by the participants:

(a) Belgium, France and Germany provided preliminary comments that addressing the Sustainable Development Goals might be considered at a later stage (see para. 6, first and fifth bullets of document ECE/TRANS/SC.3/WP.3/2016/10). Germany mentioned that this also applies to para. 7, activity 6, and para. 10 (c);

(b) para. 7:

- action 3: Belgium and Germany noted that the Group of Experts on Climate Change impacts and adaptation for transport networks and nodes (WP.5/GE.3) already dealt with climatic impacts on international inland transport networks, and asked to clarify the added value of SC.3 activities in this field;
- action 6: Belgium asked to clarify possible budgetary implications on the use and development of the ForFITS tool;

- (c) para. 9:
- subparagraph (a) Germany noted that the activities of SC.3 in the field of recreational navigation had been supported by Germany and CCNR;
 - subparagraph (b) France supported the proposal to avoid the duplication of activities expressed by CCNR (Informal document SC.3/WP.3 No. 9 (2016));
- (d) paras. 13 and 15: Belgium, France and Germany supported the idea to avoid the duplication of activities. France will submit comments on Resolution No. 61;
- (e) Annex, para. 7 (c) of ToR: Belgium expressed doubts on the proposed global outreach of UNECE activities.

20. A number of delegations mentioned that the proposal was significantly different from the previous version and that Governments needed more time to provide detailed comments. The Working Party agreed to set 31 July 2016 as the deadline for further comments on the proposal. The secretariat was instructed to update the proposal on the basis of the comments received at the session and in subsequent communications submitted by Governments and other stakeholders by 31 July 2016. The secretariat confirmed that an updated version would be prepared and circulated to Governments by the end of the summer with a view to have a finalized document for discussion and agreement at the sixtieth session of SC.3.

V. Harmonization of the pan-European legal framework for inland navigation (agenda item 4)

A. The International Convention on Registration of Inland Navigation Vessels

Documentation: ECE/TRANS/SC.3/2015/15, ECE/TRANS/SC.3/WP.3/2016/7, ECE/TRANS/SC.3/WP.3/2016/11, Informal documents SC.3/WP.3 Nos. 7, 8, 10, 18 and 22 (2016)

21. The Working Party took note of the comments by the Governments of Austria, France, Montenegro, EU and the International Association for the Rhine Ships Register (IVR) presented in ECE/TRANS/SC.3/WP.3/2016/11 and Informal document SC.3/WP.3 No. 22 (2016). The general opinion so far was that Article 3 provided clear and transparent grounds for the registration of inland vessels. EU mentioned that Article 3 of the Convention should not be weakened and encouraged EU member States who had not yet done so to accede to the Convention. SC.3/WP.3 decided to wait for further comments and keep the item on the agenda of sixtieth session of SC.3 in November 2016.

B. Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) and Strasbourg Convention on Limitation of Liability in Inland Navigation (CLNI)

22. The Working Party was informed by the secretariat about the eighth Colloquium held by the International Association for the Rhine Ships Register (IVR) (17–18 March 2016, Bonn, Germany) on the International Conventions on the carriage of goods and passengers and on limitation of liability in inland navigation (CMNI/CLNI) and labour law aspects in inland navigation.

VI. Inland waterway infrastructure (agenda item 5)

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

Documentation: Informal document SC.3/WP.3 No. 25 (2016)

23. The Chair recalled the importance of AGN as a coordinated plan for developing the E waterway network. He recalled that the geographical scope of AGN is now comparable with the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and has 18 Contracting Parties so far – the same number as for ADN, of which 12 are EU countries. The Working Party took note of the information by the secretariat on the progress of Poland in acceding to AGN, and in particular, that the Ministry of Maritime Economy and Inland Navigation of the Republic of Poland continued to prepare all the necessary documents to ratify AGN and would next initiate the procedure on reaching interministerial agreements on AGN. The Working Party welcomed the efforts of Poland in this process. The Working Party further invited those member States who had not yet acceded to AGN, to do so.

24. The Working Party was informed by the secretariat about the Depositary Notification on the proposed amendments to Annexes I and II to the Protocol on Combined Transport on Inland Waterways to the European Protocol on Important International Combined Transport Lines and Related Installations (AGTC) agreed by SC.3 at its fifty-ninth session, and accepted by the Working Party on Intermodal Transport and Logistics on its fifty-eighth session (Informal document SC.3/WP.3 No. 25 (2016)). SC.3/WP.3 noted with satisfaction the success of the joint work with the Working Party on Intermodal Transport and Logistics and asked the secretariat to continue this work on aligning the AGTC Protocol with AGN.

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

Documentation: ECE/TRANS/SC.3/144/Rev.2, ECE/TRANS/SC.3/WP.3/2016/12 and Corr.1, ECE/TRANS/SC.3/WP.3/2016/13, Informal documents SC.3/WP.3 No. 24 and 30 (2016)

25. The Working Party discussed and approved draft amendments to the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”) as presented in ECE/TRANS/SC.3/WP.3/2016/12 and Corr.1 and Informal document SC.3/WP.3 No. 24 (2016) subject to the following changes:

(a) Delete the two last lines of para. 12 and the whole para. 13 from ECE/TRANS/SC.3/WP.3/2016/12;

(b) Hold consultations with Hungary and Slovakia on updating the Danube (E 80) information for the joint Slovak – Hungarian section from Sap (1,810.0 km) to 1,708.2 km which had been submitted by Hungary for the target value of the waterway class (ECE/TRANS/SC.3/WP.3/2016/12, para. 7). It was noted that the target value for the whole Vienna – Bratislava section should be VIc according to the information by DC;

(c) Leave the name “Kurshskiy Zaliv” in the English text of the Blue Book (Informal document SC.3/WP.3 No. 24, the last line) to keep it in line with AGN.

26. The Working Party was informed by the secretariat about the progress of the third revision of the Blue Book and took note of the presentation by the secretariat on the recent amendments introduced in the draft and next steps. SC.3/WP.3 took note of the second draft

as presented in Informal document SC.3/WP.3 No. 30 (2016). SC.3/WP.3 recalled that the deadline for the submission of final updates is the end of July 2016 and encouraged Governments to submit updates to the secretariat no later than this date. The updated version will provide the basis for the publication of the third revised edition of the Blue Book which will be prepared in the second half of 2016. Belgium confirmed that the updated information on bottlenecks and missing links would be finalized in consultation with the secretariat by the end of July 2016.

27. The Working Party took note of the information from Belarus on the progress in the development of the E 40 international waterway on the Dnieper-Vistula Section, which supplemented the document ECE/TRANS/SC.3/WP.3/2016/13. SC.3/WP.3 welcomed the Resolution adopted by the International Conference and the third session of the Commission on the Development of the Waterway, held on 16 December 2015 in Lublin, Poland and decided to consider it in its future activities.

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

28. The Working Party noted that no further amendments to Resolution No. 49 had been submitted to the secretariat, and asked the secretariat to prepare draft amendments to Resolution No. 49 for its fiftieth session in February 2017 on the basis of the third revision of the Blue Book.

VII. Standardization of technical and safety requirements in inland navigation (agenda item 6)

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

Documentation: ECE/TRANS/SC.3/115/Rev.5, ECE/TRANS/SC.3/2015/19, ECE/TRANS/SC.3/WP.3/2016/14, Informal document SC.3 No. 2 (2015), Informal documents SC.3/WP.3 Nos. 21 and 29 (2016)

29. The Working Party took note of the proposal of CCNR on new articles for CEVNI on the basis of the recently introduced provisions to the Rhine Vessels Inspection Regulations (RVBR) for vessels using liquefied natural gas (LNG) as fuel, the unobstructed view in front of the bow of the vessel for vessels carrying containers and a LNG bunker checklist (ECE/TRANS/SC.3/WP.3/2016/14 and Informal document SC.3/WP.3 No. 21 (2016)), following those issued in ECE/TRANS/SC.3/2015/19 and Informal document SC.3 No. 2 (2015). The Russian Federation supported the proposal of introducing provisions for this type of vessels in CEVNI, as LNG was a new advantageous alternative fuel for vessel power units. The Chair noted that other aspects would be covered as soon as the number of such vessels increased and began to operate in river basins outside the Rhine. It would include bunkering stations, supply facilities and necessary infrastructure, and as soon as EU standards cover this vessel type, the Working Party would begin discussions, probably in the context of Resolution No. 61 and other documents. DC recognized the importance of regulations for vessels using LNG as fuel in its future work, when such vessels start to consider accessing the Danube basin. However, it agreed to participate in this work as provisions for this vessel type should be prepared in advance. SC.3/WP.3 took note of the proposal for new articles

and asked the secretariat to continue consultations with CCNR on the draft amendments to CEVNI.

30. The Working Party finalised the proposal to amend para. 2 of Article 6.35, “Water skiing and similar activities” (ECE/TRANS/SC.3/WP.3/96, para. 31) proposed by SC at the forty-eighth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2016/5) as follows:

The boatmaster of the towing vessel shall be accompanied by a person responsible for supervising the towing arrangement, the skier and/or persons on other towed water sport equipment and competent for that purpose.

It was agreed to submit the updated proposal set out in ECE/TRANS/SC.3/WP.3/2016/5 to the CEVNI Expert Group.

31. The Working Party took note of the progress of DC in preparing the German text of the revised “Basic provisions governing navigation on the Danube”, and further noted that possible starting dates for the German text of CEVNI could be determined after the meeting of the DC Technical Expert Group in November 2016 at the earliest, as the German text of revised “Basic provisions governing navigation on the Danube” should be approved by DC member States. SC.3/WP.3 expressed its gratitude to Slovakia for its consent to transmit the Slovak text of CEVNI to the secretariat and encouraged other member States to do the same.

32. The Working Party encouraged 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).

33. The Working Party took note of the final poster on inland waterway signs and signals of the fifth revised edition of CEVNI prepared by the Serbian Directorate for Inland Waterways (PLOVPUT) in collaboration with the secretariat in English, French and Russian. SC.3/WP.3 appreciated the high-quality and comprehensive document prepared by PLOVPUT and asked Serbia to submit the poster in Serbian for upload onto the UNECE website. The Chair invited Governments to promote this poster, thus facilitating the implementation of CEVNI. SC.3/WP.3 asked the secretariat to agree with PLOVPUT on appropriate ways to make the poster available for member States, in addition to the UNECE website, in order to increase the visibility of work done by UNECE.

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

Documentation: ECE/TRANS/SC.3/169/Rev.1, ECE/TRANS/SC.3/2015/5, ECE/TRANS/SC.3/WP.3/2016/4, ECE/TRANS/SC.3/WP.3/2016/15

34. The Working Party discussed the draft proposal of the second revision of Resolution No. 59 and agreed to introduce the following changes in addition to those proposed by the secretariat in ECE/TRANS/SC.3/WP.3/2016/15:

- revise paras. 1.7, 3.7, 3.8, 3.9, 3.14, 4.2.1.7, 4.2.1.8, Chapter 5 on the basis of ECE/TRANS/SC.3/2015/5;
- update Appendix 7 to Resolution No. 61 on the basis of ECE/TRANS/SC.3/2015/5 and to duplicate it as an Appendix to Resolution No. 59;
- add other appendices similar to Annex 1 (“Minimal dimensions of the signs from Annexes 7 and 8 to DFND”), Annexes 3 to 5 of ECE/TRANS/SC.3/2015/5;
- replace “cross-channel fairway signs” by “cross-over marks” according to CEVNI in section 4.2.1;

- replace “light floating signs” by “floating signs with lights” in para. 4.2.2.1;
- keep “technical characteristics” in para. 6.2;
- amend para. 6.5: “Since the radar reflector improves safety, ...”;
- delete para. 6.3 unless River Commissions would provide sufficient reasons for leaving it in the text for the sixtieth session of SC.3; in the latter case, para. 6.3 should be replaced by the text from ECE/TRANS/SC.3/2015/5 and words “objectives and” should be deleted.

35. The Working Party asked SC to help the secretariat in updating the pictures in Chapter 4 of ECE/TRANS/SC.3/WP.3/2016/15 to bring the images of waterway signs and signals in line with the fifth edition of CEVNI.

36. The Working Party invited member States and River Commissions to submit proposals for amending the draft, if any, by the end of July 2016. SC.3/WP.3 approved the draft subject to the changes above and asked the secretariat to finalize it and submit to SC.3 for final adoption.

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

Documentation: ECE/TRANS/SC.3/172/Rev.1 and Amends.1–3, 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 took note of the information from the Russian Federation on its amendment proposal to Resolution No. 61 that introduces provisions for people with reduced mobility. SC.3/WP.3 asked the secretariat to issue it as a working document for the sixtieth session of SC.3.

38. The Working Party was informed by the secretariat that, according to consultations with the Secretariat of ISO Technical Committee 147 “Water quality”, the standard EN 1484 (1997) is equivalent to standard ISO 8245:1999 and thus the latter can replace EN 1484 (1997) or be referred to in paragraph 8B–4.2.2 of ECE/TRANS/SC.3/2015/8.

39. The Working Party was informed by the secretariat about the status of the next meeting of the Group of Volunteers.

40. The Working Party recommended that SC.3 consider the preparation of the consolidated version of Resolution No. 61 on the basis of the adopted amendments.

VIII. **Inland water transport and security (agenda item 7)**

Documentation: ECE/TRANS/SC.3/WP.3/96

41. The Working Party was informed by the secretariat about the outcome of the Transport Security Forum held on 17 June 2016 in Geneva which had been jointly organized by the UNECE Sustainable Transport Division and the Organization for Security and Cooperation in Europe (OSCE). The forum focused on securing the Global Supply Chain. The main discussions focused on the risks in the inland transport sector such as terrorism, theft, illegal border crossing, cyber threats and innovative technologies for securing the transport system. It was stressed that security is a key pillar for sustainable transport systems and, therefore, a more effective and risk-based approach should be introduced for all inland transport modes. Discussions highlighted the importance of collaborating with the private

sector in addressing security in inland transport. The presentations are available on the UNECE website at www.unece.org/trans/events/2016/wp5/securing_global_transport_chains.html.

42. The Working Party took note of the main topics of the safety and security workshop held at the forty-eighth session and topics for further consideration, as recalled by the secretariat, the outcome of which is available in the annex to ECE/TRANS/SC.3/WP.3/96.

43. The Working Party took note of the information by Mr. Peter Caky (DC) on the current activities of DC on navigation security. He mentioned that DC at its eighty-third session had adopted the Recommendations on the Security of Navigation on the Danube. A group of experts will be organized for a regular exchange of information on security issues between authorized competent bodies of member States and its first session is planned in February 2017. He further informed SC.3/WP.3 that DC was developing a draft document on a pan-European navigation security system in cooperation with EU, on the basis of these Recommendations and expressed the hope that UNECE would contribute to this work.

44. The Working Party asked the secretariat to keep it informed about other events on transport security organized by UNECE.

IX. Mutual recognition of boatmasters' certificates and professional requirements in inland navigation (agenda item 8)

Documentation: ECE/TRANS/SC.3/WP.3/2016/16

45. The Working Party took note of the information by the Chair about the results of the impact assessment of the EU proposal for a Directive on the recognition of professional qualifications in inland navigation and repealing Council Directive 91/672/EEC and Council Directive 96/50/EC and further steps (ECE/TRANS/SC.3/WP.3/2016/16).

46. SC.3/WP.3 was informed by DC on the DC documents issued on this subject which were currently in force, in particular, the Recommendations on professional training of vessel crews, the Recommendations on requirements for issuance of boatmasters' licenses for inland waterway vessels on the Danube, revised Chapter 23 of the Recommendations on technical requirements for inland waterway vessels to be adopted after finalization of the impact assessment of the EU proposal. SC.3/WP.3 was further informed about DC activities in developing the legal documents of EU for professional qualifications in inland navigation.

X. Recreational navigation (agenda item 9)

Documentation: ECE/TRANS/SC.3/WP.3/2016/18, Informal documents SC.3/WP.3 Nos. 23 and 28 (2016)

A. Promotion of recreational navigation

47. The Working Party took note of the presentation by Mr. Baurzhan Bekeshev (EAEC) on the establishment of a single market of services in the leasing or rental of pleasure craft without an operator. He stressed that one of the overarching goals of the Eurasian Economic Union was the creation of a single market of services in member States, and specifically for a number of sectors of services including leasing or rental of pleasure craft without an operator. EAEC invited UNECE to exchange best international practices of regulating leasing or rental services for pleasure craft without an operator in order to determine the

optimal regulation model in this sector. SC.3/WP.3 noted also the information in ECE/TRANS/SC.3/WP.3/2016/18.

48. EBA welcomed the developments in EAEC and expressed their willingness to assist EAEC on this work and in bringing together the knowledge of the yacht charter market in Europe and best practices for qualifications of bareboat charterers and skippers in terms of Resolution No. 40. EBA further informed the Working Party about the current situation on this issue and, in particular, the work of the International Organization for Standardization (ISO), the Working Group 11 of ISO Technical Committee 228 “Tourism and related services”, on an ISO standard to deal with service levels and safety when chartering a bareboat which should be finalised in the next two years.

49. The secretariat read the note of the Russian Yachting Association on the possible development of SC.3/WP.3 activities addressing recreational navigation, and specifically, pleasure craft chartering and routes for recreational navigation, among others.

50. The Working Party took note of the presentation on water tourism transmitted by the Association of agro and green tourism “DNIPRO” and the group of companies “Mountain Club”, highlighting the possibilities of water tourism using the example of E 40 and E 70 tourist routes, different types of craft, floating structures and infrastructure objects for water tourism, ways of promoting water tourism at the international level and possible cooperation with UNECE.

51. CEMT expressed the opinion that there was the need for developing a regulatory framework for the infrastructure of recreational navigation and water tourism, including floating equipment, as there was no unified approach in the European legislation and standards.

52. Germany noted that the tasks for supporting recreational navigation and water tourism should be clearly distinguished: infrastructure such as locks, weirs, mooring places are under the responsibility of the administration while hotels, planning tours, etc. should be addressed by the private sector on the basis of available infrastructure.

53. The Working Party asked member States and other stakeholders to share their experiences and practices in pleasure craft leasing or rental, including leasing or rental without operator, and current problems and challenges for shipowners, vessel operators, crews and passengers of pleasure craft.

54. The Working Party decided to hold a workshop dedicated to recreational navigation and water tourism during the sixtieth session of SC.3, in continuation of the topics discussed under this agenda item and asked the secretariat to make the necessary preparations.

B. International Certificate for Operators of Pleasure Craft (Resolution No. 40)

55. The Working Party took note of the information submitted by Switzerland on national authorities issuing the International Certificate for Operators of Pleasure Craft (ICC) (Informal document SC.3/WP.3 No. 23 (2016)) and asked the secretariat to prepare the amendment to Resolution No. 40 for the sixtieth session of SC.3. SC.3/WP.3 also took note of the information on the application of Resolution No. 40 transmitted by the Government of Belarus (Informal document SC.3/WP.3 No. 28 (2016)).

56. The Working Party took note of the information by the secretariat on developing a database of ICC models. viadonau transmitted to the secretariat the ICC model issued by Austria. EBA transmitted the ICC model issued in the United Kingdom by the Royal Yachting Association.

XI. Inland waterways infrastructure development and the environment (agenda item 10)

Documentation: ECE/TRANS/SC.3/181, ECE/TRANS/SC.3/2008/17/Add.1, Informal document SC.3/WP.3 No. 20 (2016)

57. It was recalled that SC.3, at its fifty-second session, had considered a draft resolution on an integrated planned approach, planning principles and criteria for river engineering, as a follow-up to the 2006 Bucharest Pan-European Conference on Inland Water Transport on establishing procedures for a structured dialogue on environmental issues concerning inland waterway infrastructure projects (ECE/TRANS/SC.3/181, paras. 47–50). The Working Party took note of the overview of UNECE activities in environmental challenges of relevance to inland water transport and its resilience to climate change impact (Informal document SC.3/WP.3 No. 20 (2016)).

58. The Working Party took note of the information on the work of WP.5/GE.3 presented by the secretariat. It was noted that at the current tasks of WP.5/GE.3 were the identification of hot spots in the ECE region, selection of potential hazards of climate change impacts to the infrastructure, analysis of potential economic, social and environmental consequences and the adaptation options. A questionnaire on critical infrastructure for all transport networks and nodes was circulated to member States. The results will be discussed at the next meeting to be held 7–8 July 2016 and the information on inland water transport will be available for the Working Party.

59. The Working Party took note of the information by EU on a TEN-T geographical database providing detailed information on the nodes which was currently under revision and would be available by the end of 2016. This database contains open data and could be beneficial to UNECE in the work on climate change impacts and adaptation for transport networks and nodes. SC.3/WP.3 was further informed by the Sava Commission about the current SC projects on adaptation to climate changes in the Sava River basin. DC informed SC.3/WP.3 about follow-up meetings held annually since the signature of the Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection in the Danube River Basin by DC, the International Commission for the Protection of the Danube River (ICPDR) and SC in 2007. SC.3/WP.3 was invited to take part in the next follow-up meeting, to be organized by DC on 15–16 September 2016, where some new initiatives would be discussed, in particular, setting up a pool of experts for infrastructure projects. DC asked that the questionnaire prepared by WP.5/GE.3 be sent to River Commissions.

60. The Working Party took note of the information on the activities of the secretariat of the ECE Convention on the Protection and Use of Transboundary Watercourses and International Lakes on adaptation to climate changes on transboundary adaptation strategies which addressed possible impacts on inland water transport where relevant. The secretariat noted that adaptation strategies could be drafted in future for the transport sector, including inland water transport. The secretariat further stressed that participation of all riparian countries was important for the implementation of adaptation strategies. The secretariat invited the participants to take part in the sixth Workshop on Water and Climate Change Adaptation in Transboundary Basins (13–14 September 2016, Geneva) and the coming eighth meeting of the Task Force on Water and Climate (15 September 2016, Geneva). Zoï Environment Network supported the proposal of the secretariat on strengthening the analysis and work on the interface between inland water transport and the environment.

61. The secretariat was requested to continue discussions with these groups and seek areas of common work and synergy that would benefit SC.3/WP.3 and other Working Parties. SC.3/WP.3 asked member States to assist WP.5/GE.3 by responding to the questionnaire on environment and climate change in inland waterways.

XII. Other business (agenda item 11)

62. The Working Party was informed by the secretariat about the progress in organizing the international conference on inland water transport in 2016–2017.

63. The Working Party asked member States, River Commissions and other stakeholders to submit documents and photos on activities of SC.3 to secretariat for preparations of the sixtieth session of SC.3.

XIII. Adoption of the report (agenda item 12)

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