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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

##### Fifty-second session

Geneva, 14-16 February 2018

## Report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its fifty-second session

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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 fifty-second session from 14 to 16 February 2018 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Belgium, Bulgaria, Croatia, Germany, Netherlands, Poland, Russian Federation, Slovakia, Switzerland, Ukraine and United Kingdom of Great Britain and Northern Ireland.
3. The European Union was represented. Representatives of the following intergovernmental organizations also attended the session: Central Commission for the Navigation on the Rhine (CCNR), Danube Commission (DC), Mosel Commission (MC) and International Sava River Basin Commission (Sava Commission, or SC). Delegations of European Boating Association (EBA), European River-Sea-Transport Union (ERSTU), International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), International Association for the representation of the mutual interests of the inland shipping and the insurance and for keeping the register of inland vessels in Europe (IVR) and World Maritime University (WMU) were present. Delegations of Lloyd's Register (LR), Norwegian Forum for Autonomous Ships(NFAS)/SINTEF Ocean, DIMECC and Maritieme Academie Harlingen were present at the invitation of the secretariat.
4. Mr. Li Yuwei, Director of the United Nations Economic Commission for Europe (UNECE) Sustainable Transport Division, opened the session. He welcomed the participants and emphasized the significance of the International Ministerial Conference that would be held jointly by UNECE and the Ministry of Maritime Economy of Poland on 18-19 April 2018 in Wroclaw (Poland). He further mentioned the progress reached in implementing the European Agreement on Main Inland Waterways of International Importance (AGN) and informed the session about the eightieth session of the Inland Transport Committee (ITC) to be held from 20 to 23 February 2018, and, in particular, the Ministerial policy-oriented segment on intermodality. He wished the participants fruitful and successful work.

## II. Adoption of the agenda (agenda item 1)

*Documents:* ECE/TRANS/SC.3/WP.3/103, Informal document SC.3/WP.3 No. 1 (2018)

5. The Working Party adopted the provisional agenda with the following modifications:
  - Add “Electronic Tools in support of Inland Water Transport” as agenda item 6 (d)
  - Add “Posting of workers in the European Union as applied to inland navigation”, “Terminology on Benchmarking Inland Waterways Transport Infrastructure Construction Costs” and “Workshop on inland waterway statistics” to agenda item 11, “Other business”.

The provisional agenda was supplemented by informal document SC.3/WP.3 No. 1 (2018) in order to take into account informal documents SC.3/WP.3 Nos. 2 to 12.

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. Following the proposals of Austria and Slovakia, Mr. I. Ignatov (Bulgaria) was re-elected as the Chair for this session and for the fifty-third session of the Working Party.

### **IV. Outcome of the sixty-first session of the Working Party on Inland Water Transport (agenda item 3)**

*Document:* ECE/TRANS/SC.3/205

8. The Working Party took note of the main decisions taken by the Working Party on Inland Water Transport (SC.3) at its sixty-first session (4–6 October 2017): (a) adoption of amendments to the European Agreement on Main Inland Waterways of International Importance (AGN); (b) adoption of the second revision of the Annex to the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revised) as Resolution No. 87; (c) adoption of amendments to the European Code for Inland Waterways (CEVNI) as Resolution No. 88; (d) adoption of amendments to Resolution No. 40 as Resolution No. 89 and the Guidelines to Resolution No. 40; and other issues.

### **V. Workshop “Autonomous shipping and inland navigation” (agenda item 4)**

*Documents:* ECE/TRANS/SC.3/WP.3/2018/1, Informal documents SC.3/WP.3 Nos. 7 and 9 (2018)

9. The workshop “Autonomous shipping and inland navigation” held on 14 February was organized jointly by De Vlaamse Waterweg nv and UNECE. The workshop considered the existing approaches, the current status and the progress attained in autonomous shipping, and focused on the aspects of automation that could give inland water transport an economic boost and appropriate policy tools.

10. Key speakers were Mr. J. Fanshawe, the Chair of the Marine Autonomous Systems Regulatory Working Group (MASRWG) (the United Kingdom of Great Britain and Northern Ireland), Ms. A.-S. Pauwelyn (De Vlaamse Waterweg nv, Belgium), Mr. F. Guichard (the World Forum for Harmonization of Vehicle Regulations), Mr. F. Zachariae (IALA), Mr. B. Boyer (CCNR), Mr. G. Vromans (LR), Mr. Ø. J. Rødseth (NFAS/SINTEF Ocean), Mr. J. Merenluoto (DIMECC), Mr. J. Boll (Maritieme Academie Harlingen), Mr. T. Fonseca and Mr. M. Baldauf (WMU). The moderator was Mr. J. Fanshawe.

11. Mr. Fanshawe began with a brief overview of the topics proposed for the workshop and desired outcomes. He described the work being carried out by MASRWG on safety of Maritime Autonomous Surface Ships (MASS), recent developments and advantages and challenges of autonomous shipping. He further outlined the application scope of marine autonomous systems and provided some examples of unmanned vessels, including unmanned underwater vehicles, remotely operated vehicles and unmanned air systems. Among crucial issues, safe operation, responsible ownership, recognized accreditation, training and integration into the maritime domain were mentioned. Recent progress in MASS regulatory basis included the industry codes, codes of conduct and practice, LR regulations for unmanned marine systems, IMO instruments and documents developed by MASRWG and IMO, in particular, the IMO scoping exercise to be adopted by the Maritime Safety Committee in May 2018.

12. Ms. Pauwelyn continued with an overview of the activities and tasks of De Vlaamse Waterweg nv in innovations and autonomous shipping on inland waterways. As the first step in 2015, benefits and impacts of autonomous shipping had been identified; the assessment of the existing regulatory framework held in 2016 had discovered gaps in the regulatory basis for crews, traffic and transport of dangerous goods and proposed possible solutions. The following step was establishing test areas jointly with the Netherlands in the cross border area and the adaptation of the Flemish legislation with a view to enable autonomous shipping on inland waterways by 2020. Other challenges were the need for international technical and safety requirements, social acceptance, cyber security and other issues. In this relation, IVR added that liability, private law and the data protection should be also addressed as crucial aspects.

13. The secretariat of the World Forum for Harmonization of Vehicle Regulations presented the work of UNECE on Intelligent Transport Systems (ITS) and progress reached in the automotive sector. The vision was future convergence of vehicle automation and connectivity. Among existing challenges, the secretariat mentioned the lack of a mass market and experience as well as the need for technical requirements for new products, missing regulatory framework and other issues. The secretariat also highlighted the ongoing work on new legal instruments aimed at addressing higher levels of automation and mentioned the work of the Working Party on Brakes and Running Gear, the subsidiary body of the World Forum related to automatically commanded steering functions and cybersecurity, in particular, the guidelines on cyber security and data protection adopted in March 2017 and the Task Force on Cyber security and Over The Air.

14. Mr. Zachariae highlighted the activities of IALA in autonomous shipping. The e-Navigation concept including on-board navigation systems, shore side vessel traffic information management and ship-to-shore and shore-to-shore communication infrastructure, was a prerequisite for the development of autonomous shipping. IALA was currently working on: (a) Maritime Service Portfolios (MSP), an application containing crucial information for navigation that would be automatically transferred to a ship; (b) resilient Position, Navigation and Timing (PNT) as a response to an increased dependence on automated systems; (c) harmonized standards on data modelling and (d) connectivity for autonomous ships through the Maritime Connectivity Platform (MCP), VHF<sup>1</sup> Data Exchange System (VDES), smart navigation and other projects. He pointed out that creating the necessary infrastructure and shore services would take a long time.

15. Mr. Boyer presented the ongoing activities of CCNR in innovation and digitalization, including automation and autonomous shipping. CCNR was currently working on a definition of automation levels in inland navigation to allow a legal analysis for next stages, develop international regulations and take into account specificities of inland navigation as compared to maritime shipping. Automation levels 1 to 5 have been proposed; Level 0 (No automation) was the basic level. Objectives and follow-up discussions would include establishing a comprehensive international definition of automation levels, creating a basis for future work on autonomous shipping and exploiting synergies with other activities, such as Task Group 204 on cybersecurity in inland navigation of the World Association for Waterborne Transport Infrastructure (PIANC).

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<sup>1</sup> Very High Frequency.

16. Mr. Vromans presented the approach of classification societies and informed the participants about the activities of LR in cyber enabled systems and in ensuring cyber security. He emphasized that the main goal of classification societies in cyber enabled systems was ensuring that new technologies did not introduce key hazards during their implementation. It was pointed out that currently there were no prescriptive rules or international standards for this innovative technology. The activities of LR in cyber enablement were the introduction of new class notations and procedures and guidelines, including the type approval of components with cyber enabled systems. He further mentioned recent progress reached by LR in ensuring cyber security and described projects on ensuring safe operation of autonomous vessels and cyber security where LR was participating.

17. Mr. Rødseth presented an overview of the activities of SINTEF and NFAS in MASS. Autonomous and unmanned ships were distinguished based on the operational area and the distribution of functions between the automation system and the operator and, based on this, categories of autonomy levels and MASS types had been introduced. Among the benefits of autonomous shipping, he mentioned reducing total transport costs, energy efficiency, wider efficiency, safety and greening. The obstacles identified were cyber security, the shore infrastructure, legal, liability and private law aspects. It was pointed out that autonomous shipping would not be limited by fully unmanned ships. He further described the main application areas and projects of autonomous ship projects in Norway. In conclusion, he emphasized the importance of autonomous vessels in shipping, new business models, and stressed the role of international cooperation.

18. Mr. Merenluoto informed the participants about the activities and tasks of the project One Sea-autonomous maritime ecosystem,<sup>2</sup> where DIMECC was one of the key partners. The primary aim was to lead the way towards an operating autonomous maritime ecosystem by 2025 based on the digitalization of the maritime industry. For this purpose, road maps with a timeline towards 2025 had been developed to ensure a smooth transition from remotely operated vessels to fully autonomous vessels; they covered operational and technical aspects, security and safety, regulatory work, traffic control and ethics. He also described the organizational structure, activities of working groups, research and development projects, test areas located in Finland and recent developments. Among key issues, he mentioned intelligent infrastructure, interoperability, safety and security models, interaction between different types of vessels during the transition period, cyber security and the compatibility of sea-going and inland vessels.

19. In his presentation, Mr. Boll identified the challenges that autonomous navigation would bring for educational institutions, in particular, in relation to a new legislation in the European Union for professional qualifications in inland navigation: the legal framework, training and skills required for fully autonomous and partly autonomous vessels. He presented two projects for education in autonomous navigation by the academy: a training vessel "Prinses Maxima" equipped with an autonomous steering device and simulators, and a full-mission inland waterway transport simulator.

20. The presentation of Mr. Fonseca and Mr. Baldauf was dedicated to research work of WMU on MASS. Mr. Baldauf continued discussing distinctions between autonomous and unmanned ships. He mentioned the technological background for MASS, challenges and opportunities of MASS and emphasized the need for updating IMO instruments to cover these vessels types. WMU was currently involved in a project of the International Transport Workers' Federation on autonomous technologies across different transport modes. He presented the ongoing study conducted by WMU focused on the integration of autonomous

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<sup>2</sup> One Sea is a business-driven project with main partners ABB, Cargotec, Ericsson, FinFerries, Finnpiilot Pilotage, Meyer Turku, Rolls-Royce, Tieto and Wärtsilä and other companies.

ships into existing traffic schemes by using “mixed” traffic scenarios and preliminary observations. Further studies would include exploring the impact of weather and environmental conditions, the impact of fatigue, decision-support systems and other aspects.

21. The secretariat presented the papers transmitted by IMO on the decisions of the Maritime Safety Committee at its ninety-eighth session about a regulatory scoping exercise for the use of MASS (Informal document SC.3/WP.3 No. 7 (2018)), about potential analysis of innovative solutions for inland navigation on waterways in the Berlin-Brandenburg region by the Hanseatic Transport Consultancy (Informal document SC.3/WP.3 No. 9 (2018)) and information about the project Roboat from the Amsterdam Institute for Advanced Metropolitan Solutions.

22. Presentations were followed by a number of statements, comments and interventions:

(a) ERSTU stressed the need to make digitalization, autonomous shipping and modernization of the fleet more attractive for investment.

(b) The European Commission was supportive of this research work and informed the participants about the call on autonomous ships aimed at developing integrated automation technologies, with the budget of 10 to 20 million Euro. It also expressed the opinion that this issue should be addressed in an integrated way as an intelligent inland water transport system on a service-based approach, with using RIS as one of integrating elements. Furthermore, in terms of operation and services, the inland waterway sector could use the broad experience from the rail and road sectors. The Digital Inland Navigation Area (DINA) could also provide a platform for the development of autonomous inland shipping.

(c) CCNR pointed out that the regulatory framework of IMO was not applicable to inland navigation and, therefore, it was essential to look for synergies between inland navigation and the maritime sector.

(d) Austria mentioned that, in case of unmanned vessels, autonomous systems were needed to perform all the functions of crew members, such as maintenance, fire-fighting, mooring. Therefore, of benefit would be a solution that included automated helmsman functions.

(e) IVR (also on behalf of the European Barge Union) emphasized the relevance of this topic. For industry and insurance it was essential to have certainty for future investments in terms of future development, possibilities and the legal framework, while ensuring sufficient focus on ethics. IVR invited participants to take part in the workshop on autonomous sailing on 17 May 2018 in Strasbourg, France, as a part of the IVR Congress.

(f) The Sava Commission stressed that the task of member States, River Commissions and UNECE was to make efforts to develop the legal and regulatory framework as the first step for the realization of this concept by industry. In addition, compatibility between maritime shipping and inland waterways should be taken into account.

(g) SINTEF mentioned that the workshop demonstrated the progress in limited test areas and under special conditions and equipment, therefore it can be assumed that autonomous shipping on inland waterways in the coming years would develop gradually based on specific transport systems, thus giving additional time for developing regulations.

(h) The moderator mentioned that future autonomous shipping systems should be similar, based on existing experience, and that one of key tasks was developing corporate infrastructures in multimodal domains.

23. The subsequent round table was dedicated to digitalization, priorities, advantages and challenges of autonomous shipping on inland waterways and interaction with the maritime sector. The main topics were:

- A common terminology
- Economic benefits
- Making autonomous navigation attractive for investment
- Synergy with the maritime sector
- A more flexible approach in both sectors
- Autonomous shipping and digitalization
- Insurance policies
- Public approval; and
- Ethics.

24. It was pointed out that the approaches used in inland navigation and maritime shipping had much in common, however, differences between them should be taken into account while seeking synergies in technology, cyber security and other aspects.

25. The participants agreed that international cooperation was of major importance for developing this concept, in particular, international regulatory basis.

26. SC.3/WP.3 made preliminary observations based on the answers to the multiple-choice questionnaire distributed by the secretariat at the workshop:

- A majority of respondents considered the concept of autonomous shipping as relevant or becoming relevant in the coming years.
- Among the automation levels relevant for inland waterways, hybrid solutions, short-manned vessels, smart vessels and remotely operated unmanned vessels were chosen.
- Nearly half of the participants were of the opinion that all types of craft are suitable for autonomous operation, while others mentioned particular types (barges in assemblies of craft, ferries, motorized cargo vessels and other types).

27. Among the advantages of autonomous shipping, the respondents mentioned:

- Minimizing the human factor risks
- Improving navigation safety
- Cost savings over time
- Improving operational efficiency and economizing travel time; and
- Reducing environmental impact.

28. The following potential risks and challenges of autonomous shipping were mentioned:

- Lack of the regulatory basis
- Costs for the modernization, equipment, new vessel types, control centres
- Automated technology issues and challenges
- Need for new safety management and safety assessment principles; and
- Need for new qualifications and assessment procedures.

29. It was mentioned that the added value of autonomous shipping at a pan-European level would be a harmonized approach and exchanges of best practices; fostering innovation; making the sector more competitive and attractive; ensuring navigation safety and enhancing mobility.

30. Priorities and next steps for the development of autonomous shipping on inland waterways were: (a) research and development in automated technology; pilot projects and tests; (b) development of the legislative base; (c) dissemination of information; and (d) development of insurance policies.

## **VI. Inland waterways infrastructure (agenda item 5)**

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

*Documents:* ECE/TRANS/120/Rev.3, ECE/TRANS/SC.3/205

31. SC.3/WP.3 was informed by the secretariat that the amendments to AGN adopted by SC.3 at its sixty-first session with a memorandum had been forwarded to the Treaty Section of the United Nations Office of Legal Affairs to have the Depositary Notifications in accordance with article 13 of AGN.

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

*Documents:* ECE/TRANS/SC.3/144/Rev.3, ECE/TRANS/SC.3/WP.3/2018/10

32. SC.3/WP.3 preliminarily approved the amendment proposal by Ukraine (ECE/TRANS/SC.3/WP.3/2018/10) and asked the secretariat to transmit it to SC.3. Belgium informed the session about the ongoing work on an inventory of changes in the inland waterway infrastructure network in the Flemish region.

### **C. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revision 2)**

*Documents:* ECE/TRANS/SC.3/159/Rev.2

33. The Working Party was informed by the secretariat that the second edition of the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network was available on the SC.3 web page.

34. SC.3/WP.3 took note of the information about the ongoing consultations with the European Commission on mainstreaming Resolution No. 49 with Regulation No. 1315/2013 of the European Union and asked the secretariat to continue consultations.

## D. Map of the European Inland Waterway Network (Resolution No. 30)

35. The Working Party was informed by the secretariat about the preparation of the updated map of the European Inland Waterway Network (Resolution No. 30) based on recent versions of AGN and the Blue Book. The Chair proposed to include this item in the agenda of the next session of SC.3/WP.3 and mentioned some aspects that could be also considered: the feedback, usability and practical benefits for shipowners and vessel operators.

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

### A. European Code for Inland Waterways (CEVNI) (Resolution No. 24, revision 5)

*Documents:* ECE/TRANS/SC.3/115/Rev.5 and Amend.1, ECE/TRANS/SC.3/2017/7, ECE/TRANS/SC.3/2017/10, ECE/TRANS/SC.3/WP.3/2018/2, ECE/TRANS/2018/15, Informal document SC.3/WP.3 No. 6 (2018)

36. The Working Party was informed by the secretariat that Resolution No. 88 was available on the SC.3 web page (ECE/TRANS/SC.3/115/Rev.5/Amend.1).

37. SC.3/WP.3 approved the draft amendments to CEVNI:

(a) *Modify* paragraph 2 of Article 6.31, “Sound signals when stationary”:

2. The provisions of paragraph 1 above shall not apply to vessels in a pushed convoy other than the pusher. In the case of a side-by-side formation, they shall apply only to one vessel in the formation. In the case of a towed convoy, they shall apply only to the towing vessel ~~and the last vessel in the convoy.~~

(b) In Article 7.08, paragraphs 1 and 2, *replace* “vessels” by “vessels and convoys”;

(c) *Modify* the pictogram of C.5 as shown in paragraph 16 of ECE/TRANS/SC.3/WP.3/2018/2 and the description of C.5 in Annex 7 as below:

C.5 The channel lies at a distance from the ~~right (left)~~ bank **where the sign is installed**; the figure shown on the sign indicates the distance in metres, measured from the sign, to which vessels should keep.

38. The Working Party took note of the decisions of the twenty-seventh meeting of the CEVNI Expert Group held on 13 February 2018. The secretariat informed SC.3/WP.3 that the full report of the meeting would be issued as a working document for the fifty-third session of SC.3/WP.3.

39. The Working Party took note that the next, twenty-eighth meeting of the CEVNI Expert Group was scheduled for 26 June 2018, back-to-back with the fifty-third session of SC.3/WP.3.

40. SC.3/WP.3 took note of the information by CCNR about recent amendments to the Police Regulations for the Navigation of the Rhine on the boatmaster, the requirement to be connected to an onshore power supply point for some special berthing areas and the consideration of the European Standard laying down Technical Requirements for Inland Navigation vessels.

## **B. Signs and Signals on Inland Waterways (SIGNI) (Resolution No. 22, revision 2)**

*Documents:* ECE/TRANS/SC.3/108/Rev.2, ECE/TRANS/SC.3/2017/11 and Rev.1, ECE/TRANS/SC.3/2017/12, ECE/TRANS/SC.3/WP.3/2018/3, ECE/TRANS/SC.3/WP.3/2018/4

41. The Working Party discussed and preliminarily approved the draft Chapter 14 “Regional and national special requirements” (ECE/TRANS/SC.3/WP.3/2018/3) subject to amendments proposed at the session.

42. The Working Party considered and preliminarily approved amendments to Annex 1 “Rhythmic lights” based on IALA Recommendation No. E-110 “Rhythmic characters of lights on aids to navigation” (ECE/TRANS/SC.3/WP.3/2018/4) subject to modification of Table 2, paragraph 3.1, the last column, proposed by Austria:

A single-flashing red light may indicate:

- right-hand side of the fairway;
- channel near the right bank.

A single-flashing green light may indicate:

- left-hand side of the fairway;
- channel near the left bank.

A single-flashing yellow light may indicate:

- a special mark;
- a cross-over mark.

43. Following the proposal submitted by IALA, SC.3/WP.3 decided to consider IALA Guideline “Selection of rhythmic characters and synchronization of lights for aids to navigation (G1116, December 2016)” as a basis for possible amendments to SIGNI, at its next session.

44. The Working Party took note of the decision of the CEVNI Expert Group at its twenty-seventh meeting concerning a new draft of SIGNI and asked the Group to prepare a proposal for consideration by SC.3/WP.3.

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

*Documents:* ECE/TRANS/SC.3/172/Rev.1 and Amends.1-4, ECE/TRANS/SC.3/2015/8, ECE/TRANS/SC.3/2015/9, ECE/TRANS/SC.3/WP.3/2017/8, ECE/TRANS/SC.3/2017/14, ECE/TRANS/SC.3/2017/15, ECE/TRANS/SC.3/WP.3/2017/14, ECE/TRANS/SC.3/WP.3/2017/15, ECE/TRANS/SC.3/WP.3/2017/16, ECE/TRANS/SC.3/WP.3/2018/5, ECE/TRANS/SC.3/WP.3/2018/6, ECE/TRANS/SC.3/WP.3/2018/7, Informal document SC.3 No. 3 (2017), Informal document SC.3/WP.3 No. 7 (2017), Informal document SC.3/WP.3 No. 2 (2018)

45. The Working Party took note of the report of the tenth meeting of the Group of Volunteers on Resolution No. 61 (2-3 October 2017, Geneva) (ECE/TRANS/SC.3/WP.3/2018/5).

46. The Working Party decided to come back to the amendment proposals to Resolution No. 61 (ECE/TRANS/SC.3/2015/8, ECE/TRANS/SC.3/2015/9 and ECE/TRANS/SC.3/WP.3/2018/5), the proposals for harmonizing the technical prescriptions for inland vessels in Resolution No. 61 with the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN) (ECE/TRANS/SC.3/WP.3/2017/8, ECE/TRANS/SC.3/WP.3/2017/14, ECE/TRANS/SC.3/WP.3/2017/15, ECE/TRANS/SC.3/WP.3/2017/16, ECE/TRANS/SC.3/WP.3/2018/6) at its next session.

47. SC.3/WP.3 took note of the finalization of the Russian language text of ES-TRIN Edition 2015 by the secretariat and asked the secretariat to consolidate the texts.

48. The Working Party took note of the information about provisions for port and harbour vessels transmitted by the Russian Federation in ECE/TRANS/SC.3/WP.3/2018/7 and additional information by the Russian Federation.

49. SC.3/WP.3 was informed by DC about the decisions taken at its eighty-ninth session (13 December 2017, Budapest), that were relevant to the technical prescriptions for inland vessels.

#### **D. Electronic Tools in support of Inland Water Transport**

50. The Working Party took note of the presentation by Mr. F. Andritsos (Joint Research Centre of the European Commission) about initiatives of the European Commission on future introduction of electronic tools for inland water transport. The role of the Joint Research Centre in the regulatory process for inland water transport was the scientific and technical support of the Directorate-General for Mobility and Transport, on the database provided in Directive 2017/2397/EU and providing options for an electronic system in support of inland water transport. This work was based on the Digital Single Market strategy, the eGovernment action plan and the DINA concept. In particular, he described: (a) the architecture, main building blocks and operating principles of the central database which were currently under development, (b) procedure of exchange with national registries of member States and interaction with national authorities and (c) the virtual vessel concept. He concluded with further tasks and challenges, including legal aspects, privacy and data protection, future-proof design and other issues.

51. SC.3/WP.3 thanked Mr. Andritsos for the presentation and asked the secretariat to keep it informed of any further developments by the European Commission in electronic databases for inland water transport and related issues.

### **VIII. Third meeting of the ad hoc group for the preparation of the Global Conference on Inland Water Transport (agenda item 7)**

*Documents:* ECE/TRANS/SC.3/WP.3/2017/19, ECE/TRANS/SC.3/WP.3/2018/8, Informal documents SC.3/WP.3 Nos. 2-4, 8, 10, 11 and 12 (2018)

52. The Working Party discussed and finalized a draft of the Ministerial Declaration on the basis of comments from Austria, Belgium, Germany, Netherlands, Poland, Russian Federation, Ukraine, the Sava Commission and ERSTU (ECE/TRANS/SC.3/WP.3/2018/8, Informal documents SC.3/WP.3 Nos. 8, 10, 11 and 12 (2018)).

53. SC.3/WP.3 agreed to introduce the following changes:

- *add* a title “Inland Navigation in a Global Setting” and *move* the subtitle “Preamble” after the first paragraph;

- *replace* “inland waterway transport” *with* “inland water transport”, “governments” *with* “countries” in the whole text;
  - *introduce* some editorial amendments.
54. SC.3/WP.3 agreed to modify the preamble as follows:
- in the first paragraph, after “the Sustainable Development Goals” *add* “as defined in the new 2030 Agenda for Sustainable Development adopted at the United Nations Sustainable Development Summit on 25 September 2015, which are”;
  - in the fourth paragraph, *replace* “including its intrinsic economies of scale, safety” *with* “especially its safety level”;
  - in the fifth paragraph, *replace* “in particular, for landlocked regions” *with* “including landlocked developing countries”;
  - *modify* the seventh and eighth paragraphs;
  - in the twelfth paragraph, *delete* “for all key players of the sector” and *replace* “aspect” *with* “aspects, logistics, attractiveness”;
  - in the thirteenth paragraph, *replace* “international organizations” *with* “all parties concerned”;
55. SC.3/WP.3 agreed to modify subparagraphs (a) to (c) of the part dedicated to the objectives and actions, following the outcome of the discussion.
56. SC.3/WP.3 agreed to modify “Strategic actions to pursue based on these objectives” as follows:
- *modify* paragraphs 1 and 2 *as follows*
    1. Ministers suggest to countries lacking a sufficient regulatory framework for inland water transport to use and consider acceding to the United Nations international conventions relevant to inland water transport;
    2. Ministers point out the importance of bilateral and multilateral treaties and agreements for the development of international transport and cross-border systems;
  - *delete* paragraphs 3, 17, 23, 4 (the first sentence);
  - *modify* paragraphs 4-7, 11-13, 15, 16, 20, 22-23 and 26, following the outcome of the discussion;
  - *put* the second part of paragraph 8 as a separate strategic action and *modify*

Ministers welcome efforts aiming to ensure that the main inland waterways of international importance are fully integrated into international transport networks in order to facilitate access to financial resources of international financial institutions for their development.
  - *modify* paragraph 19, the first sentence, *as follows*

Ministers recognize the need for a level playing field across the transport modalities;
  - *modify* paragraph 22 *as follows*:

Ministers will undertake reasonable measures to ensure that crew certificates and vessel documents are recognized, with the aim of improving mobility of vessels and crews;

- *add* a new paragraph after paragraph 24 *as follows*:

Ministers ask to increase the role of freight and passenger transport as well as recreational navigation on inland waterways for social and economic development, enhancing the international cooperation;

- in paragraph 25, *replace* “aegis” with “patronage”.

57. The Working Party asked the secretariat to circulate the finalized draft by 1 March 2018, and to accept only minor editorial amendments after this date.

58. The Working Party took note of the information by Poland about the venue, logistic, website and related matters of the International Conference on Inland Water Transport (18-19 April 2018, Wrocław (Poland)).

59. SC.3/WP.3 was informed by the secretariat about the preparations for the signing of the declaration, the invitations to countries and other stakeholders, the programme of the conference and related issues.

60. Following the proposal of the Russian Federation, SC.3/WP.3 asked the secretariat and the host country to continue preparations and to make the details available at the earliest convenience.

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

61. The Working Party was informed by the secretariat about the adoption of Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC.

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

### **A. Outcome of the RIS Week (20-24 November 2017, Bratislava)**

62. The Working Party took note of the information by the Chair on the Common Issues Meeting and the meetings of the International Expert Groups at the RIS Week. The RIS Week was hosted by the Waterborne Transport Development Agency (ARVD) and the Ministry of Transport and Construction of the Slovak Republic, co-organized by the RIS Week Support team of viadonau. The next RIS week will be held from 11 to 15 June 2018 in Rotterdam (Netherlands).

## **B. Updating UNECE Resolutions of relevance to RIS**

*Documents:* ECE/TRANS/SC.3/156/Rev.3, ECE/TRANS/SC.3/176/Rev.1, ECE/TRANS/SC.3/198, ECE/TRANS/SC.3/199, ECE/TRANS/SC.3/WP.3/2016/6/Rev.1

### **Notices to Skippers (NtS) and Inland ECDIS standards**

63. The new versions of NtS and Inland ECDIS standards that were prepared by the International RIS Expert Groups were on the Better Regulation portal of the European Commission for public consultation, and would be submitted to the Inland Waterway Transport Committee (26 February 2018, Brussels).

### **Vessel Tracking and Tracing (VTT) and Inland AIS standards**

64. The European Commission was revising the VTT standard, then holding public consultation on the Better Regulation portal of the Commission.

### **Electronic Reporting International (ERI)**

65. The ERI Expert Group would provide additional input for the revised ERI standard to the European Commission. The standard would then follow a procedure similar to other RIS standards.

## **C. Cooperation with the GIS Forum Danube**

66. The Working Party took note of the information by the secretariat about its participation in the Danube Information Services Conference — DISC-17 (5-6 December 2017, Ruse (Bulgaria)) and the outcome of the conference.

# **XI. Recreational navigation (agenda item 10)**

## **A. Activities of the Informal Working Group on recreational navigation**

67. SC.3/WP.3 took note of the information about the outcome of the second meeting of the Informal Working Group on recreational navigation (12-13 February 2018, Geneva). The meeting was attended by the representatives of the Finnish Transport Safety Agency (Trafi), the Norwegian Maritime Authority, the State Inspectorate of Small Craft (the Ministry of the Russian Federation for Civil Defence, Emergencies and Elimination of Consequences of Natural Disasters of the Russian Federation), the Association of Small Craft and Boating Sport of Ukraine, EBA and the International Sailing Schools Association (ISSA).

68. SC.3/WP.3 took note of the decisions of the Group:

- To prepare questionnaires with the purpose of identifying common themes which could, in turn, identify best practice
- To develop a UNECE database of questions, for use by administrations, as an aid when considering how to test for knowledge of CEVNI and, ultimately, for developing their own tests.

69. EBA pointed out that, in its opinion, the Group had had a productive meeting and a useful exchange of views on a wide range of subjects, and welcomed the opportunity to participate in the Group. It emphasized that wider participation in the Group would be welcomed and, in particular, the Group would benefit from the participation of delegates

from national administrations, their competent authorities or their authorized bodies, as this would broaden the scope of the discussions and the breadth of information that can be shared.

70. The Working Party noted that the next meeting of the Group was scheduled for October 2018 in Geneva, possibly back-to-back with the sixty-second session of SC.3.

## **B. International Certificate for Operators of Pleasure Craft (Resolution No. 40, fourth revision) and the Guidelines to Resolution No. 40**

*Documents:* ECE/TRANS/SC.3/147/Rev.4 and Amend.1

71. The Working Party was informed about the adoption of amendments to Resolution No. 40, revision 4, at the sixty-first session of SC.3 as Resolution No. 89, which were available on the SC.3 web page (ECE/TRANS/SC.3/205, para. 85).

72. SC.3/WP.3 noted that the revised Guidelines to Resolution No. 40, adopted at the sixty-first session of SC.3 (ECE/TRANS/SC.3/205, para. 88), will be issued as a UNECE publication in three languages. EBA commended this document to the delegates, since misinformation about the ICC was a significant challenge in the recreational boating sector. EBA encouraged a wider distribution of the information in the document.

## **C. European Recreational Inland Navigation Network (Resolution No. 52, revised)**

*Documents:* ECE/TRANS/SC.3/164/Rev.1, ECE/TRANS/SC.3/WP.3/2018/9

73. The Working Party considered the amendment proposal to Annex I, “Specific recreational navigation classes” and Annex II, “Map of the European Recreational Inland Navigation Network (AGNP)” to Resolution No. 52, revised. Slovakia requested the secretariat to remove the missing Váh-Oder Link (E 81) from Annex II and leave this area unchanged as in Annex II to Resolution No. 52, Revision 1. The other amendments were preliminarily approved.

## **XII. Other business (agenda item 11)**

### **A. Conference “Future of the Odra river”**

74. The Working Party took note of the information by the secretariat, Poland and ERSTU about the conference “Future of the Odra river” (16 November 2017, Wrocław, Poland) and the memorandum signed by the participants.

### **B. Posting of workers in the European Union as applied to inland navigation**

75. The Working Party took note of the information by Poland about the posting of workers in the European Union according to Directive 96/71/EC of the European Parliament and of the Council of 16 December 1996 concerning the posting of workers in the framework of the provision of services. The participants were invited to share, if available, their analysis of possible implications of this directive for inland navigation and, in particular, the private sector.

76. The Working Party took note of the enquiry by Poland about the posting of workers in the European Union in accordance with the proposal for a Directive of the European Union and of the Council amending Directive 96/71/EC of the European Parliament and of the Council of 16 December 1996 concerning the posting of workers in the framework of the provision of services. The participants were invited to share, if available, their analysis of possible impact of the directive for the IWT sector.

### **C. Terminology on Benchmarking Inland Waterways Transport Infrastructure Construction Costs**

77. The Working Party was informed by the secretariat about the activities of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs. At its fifth session held on 30 and 31 January 2018, the Group considered a document on terminologies used in the ECE region for estimating construction costs of inland waterways and invited SC.3/WP.3 to provide comments to this document. SC.3/WP.3 decided to include this item in the agenda of its fifty-third session.

### **D. Workshop on inland waterway statistics**

78. The Working Party was informed by the secretariat about a workshop to be held by the Working Party on Transport Statistics (WP.6) (12-14 June 2018) provisionally dedicated to inland waterway statistics. The delegates were invited to participate and to submit proposals for discussion. ERSTU proposed to consider statistic on river-sea vessels as one of the topics for the workshop.

## **XIII. Adoption of the report (agenda item 12)**

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

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