Transport Trends and Challenges in the inland waterways sector

Thirty-first session of the UNECE Working Party on Transport Trends and Economics (WP.5)

3-5 September 2018
Wrocław, Poland, 18-19 April 2018

- Organized jointly by UNECE and the Ministry of Maritime Economy and Inland Navigation of Poland
- More than 400 participants from 24 countries
- European Commission, River Commissions, international associations and organizations, basin authorities and other key players
- Ministerial plenary session and six thematic panel discussions
- Signing the Ministerial Declaration and a poster
Ministerial Declaration “Inland Navigation in a Global Setting”

- Signed already by 17 UN member States
- Open for signature
- Main objectives till 2023:
  
  To foster the role of inland water transport as safe, environmentally sound and economically efficient
  
  To address the challenges of sustainable development of mobility, also through inland water transport, by supporting intergovernmental multi-disciplinary cooperation in the field of transport
  
  To encourage investment in the sector aimed at building and modernizing the inland waterway infrastructure, the fleet and ports as well as fostering innovation and using alternative fuels
  
  To promote the attractiveness of the sector to the market and transport workers and increasing its competitiveness
Ministerial Declaration “Inland Navigation in a Global Setting”

Main areas for strategic actions:

- Building up a solid regulatory framework
- Ensuring the appropriate balance among transport modes, promoting the multimodality
- Encouraging the realization of a modern fleet and fostering innovations
- Building the inland waterway infrastructure resilient to climate changes
- Promoting the attractiveness and competitiveness of the IWW sector
DEVELOPMENT OF IWT INFRASTRUCTURE AND AGN

• European Agreement on Main Inland Waterways of International Importance (AGN), of 19 January 1996: **19 Contracting Parties**
• Recent amendments adopted at the sixty-first session of SC.3
• A new waterway **E-40-01**
SMART AND AUTONOMOUS SHIPPING

• Benefits and challenges
• Automation, cybersecurity, data exchange and other issues
• Developments and projects in the maritime and inland sectors:
  IMO, MASRWG, IALA, DIMECC, NFAS/SINTEF Ocean, AAWA, One Sea Autonomous Maritime Ecosystem,
  CCNR, MUNIN, Lloyd’s Register, IFAS etc.
• National experience: Flanders (Belgium), Netherlands, Finland, Norway
• Workshop organized jointly by UNECE and De Vlaamse Waterweg nv at the fifty-second session of SC.3/WP.3
• Further steps
NEW TYPES OF INLAND NAVIGATION VESSELS

Provisions for vessels using LNG as a fuel

- CESNI and CCNR
  - European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN)
  - CCNR Regulations

- UNECE
  - Amendments to the European Code for Inland Waterways (CEVNI)
  - Draft amendments to the Annex to Resolution No. 61
  - Amendments to ADN
Electronic tools for IWT (European Union projects):

- Digital Single Market strategy
- eGovernment action plan 2016-2020
- Digital Inland Waterway Area (DINA)
- Digital Multimodal Nodes (DMN)
- European Vessel Hull Database

A workshop will be held in October 2018
• RIS COMEX project
• Revision of the PIANC RIS Guidelines
• CCNR Questionnaire on the obligation of fitting inland vessels with an Inland AIS device and a chart display system
• Revised Inland ECDIS Standard (IES), VTT, ERI and NtS standards
• RIS implementation and AIS AtoN monitoring on inland waterways of East European countries
• Next steps: revision of UNECE Resolutions Nos. 48, 57, 58, 63, 79 and 80

Ongoing work of the European Commission, CESNI and CCNR on professional qualifications

Need for:
- education and training standards for new vessel types;
- training programmes for RIS operators
Thank you for your attention!

Website: www.unece.org/trans/main/sc3/sc3.html