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Sixty-third session

Geneva, 6–8 November 2019

Report of the Working Party on Inland Water Transport on its sixty-third session

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I. Attendance

1. The Working Party on Inland Water Transport (hereafter, the Working Party or SC.3) held its sixty-third session from 6 to 8 November 2019 in Geneva.
2. The session was attended by representatives of the following countries: Belarus, Belgium, Bulgaria, Croatia, Czechia, Germany, Hungary, Russian Federation, Serbia, Slovakia and Ukraine.
3. Representatives of the following intergovernmental organizations attended the session: Central Commission for the Navigation of the Rhine (CCNR) and Danube Commission (DC). Delegations of Confederation of European Maritime Technology Societies (CEMT), European Boating Association (EBA), European River-Sea Transport Union (ERSTU), International Rail Transport Committee (CIT) and UNCTAD were present. Delegations of Lake Geneva General Navigation Company (CGN SA), Free Boating Association, Inland Waterway Transport Educational Network (EDINNA), Marine Autonomous Systems Regulatory Working Group (MASRWG), Maritieme Academie Harlingen, Russian University of Transport, Union for the Development of the Moravian-Silesian Region (Czechia), Upper Silesian Agency for Entrepreneurship and Development Ltd. (Poland) and Venice Harbour Master Office and Coast Guard (Italy) were present at the invitation of the secretariat.
4. Mr. F. Dionori, Chief of the Transport Networks and Logistics section, opened the session. He welcomed the participants, highlighted the importance of inland water transport as one of the main elements of the new strategy of the Inland Transport Committee (ITC), its role in the activities of the Sustainable Transport Division for achieving the Sustainable Development Goals and wished the participants a successful session.
5. In accordance with the decision of the Working Party at its sixty-second session (ECE/TRANS/SC.3/207, para. 94), Mr. S. Turf (Belgium) chaired the sixty-third session of the Working Party.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/SC.3/209, Informal document SC.3 No. 1 (2019)/Rev.1

6. The Working Party adopted the provisional agenda (ECE/TRANS/SC.3/209) with the following amendments:
 - (a) modify the title of agenda item No. 11 as “Traffic management of river day-trip vessels and tourist boats in European cities”;
 - (b) complement agenda item 18, “Other business” with (a) Group of Experts on Benchmarking of Transport Infrastructure Costs: construction costs of waterways and ports, (b) Outcome of the Smart Rivers Conference (30 September–3 October 2019, Lyon, France), and (c) Theme topic for the sixty-fourth session of the Working Party.

The agenda was supplemented with Informal document SC.3 No. 1 (2019)/Rev.1 so as to take into account Informal documents SC.3 Nos. 2 to 10 (2019).

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. All presentations are available at www.unece.org/trans/main/sc3/sc32019.html (tab “Presentations”).

III. Activities of United Nations Economic Commission for Europe bodies of interest to the Working Party (agenda item 2)

Documents: ECE/TRANS/288 and Add.1–2, ECE/TRANS/WP.15/AC.2/70 and Corrs. 1–2, ECE/TRANS/WP.15/AC.2/72, ECE/ADN/49, ECE/ADN/51, ECE/TRANS/WP.24/145, ECE/TRANS/WP.5/66, ECE/TRANS/WP.6/177

8. SC.3 took note of the decisions of ITC taken at its eighty-first session (19–22 February 2019): the adoption of the ITC strategy to 2030, the Ministerial resolution on enhancing cooperation, harmonization and integration in the era of transport digitalization and automation, and other decisions of relevance to the activities of SC.3.

9. SC.3 took note of the information about activities and work results of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Safety Committee), that had held its thirty-fourth session from 21 to 25 January 2019 and thirty-fifth session from 26 to 30 August 2019 (ECE/TRANS/WP.15/AC.2/70 and Corrs. 1–2, ECE/TRANS/WP.15/AC.2/72), and of the ADN Administrative Committee (ECE/ADN/49, ECE/ADN/51).

10. The Working Party was informed about the outcome of: (a) the sixty-second session of the Working Party on Intermodal Transport and Logistics (WP.24), held from 30 October to 1 November 2019, in particular, the Forum on Sustainable Transport Connectivity between Europe and Asia and the decision to align the European Agreement on Main Inland Waterways of International Importance (AGN) 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/WP.24/145), (b) the workshops at the thirty-second session of the Working Party on Transport Trends and Economics (WP.5) held from 2 to 4 September 2019 (ECE/TRANS/WP.5/66), and (c) the seventieth session of the Working Party on Transport Statistics (WP.6) held on 12 to 14 June 2019 relevant to SC.3 (ECE/TRANS/WP.6/177).

IV. Current situation and trends in inland water transport (agenda item 3)

A. Revision of the White Paper on efficient and sustainable inland water transport in Europe

Documents: ECE/TRANS/SC.3/189, ECE/TRANS/SC.3/2019/1, ECE/TRANS/SC.3/2019/2, ECE/TRANS/SC.3/2019/3, ECE/TRANS/SC.3/2019/4 and Informal documents SC.3 Nos. 4 and 7 (2019)

11. The Working Party took note of the presentation from the consultant Mr. J.J. Boll (Maritime Academy of Harlingen) about the main contents of the revised White Paper on efficient and sustainable inland water transport in Europe, the comments from Governments and international organizations, collected by the secretariat following the decision of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its fifty-fifth session (ECE/TRANS/SC.3/WP.3/110, para. 78) and the subsequent modifications.

12. SC.3 discussed the summary of comments transmitted by Belgium, Czechia, Russian Federation, DC, Mosel Commission and EBA (Informal document SC.3 No. 7 (2019)). Belgium, Germany, Russian Federation, DC and Maritime Academy of Harlingen participated. SC.3 agreed with the proposed amendments, specifically, additional information on Good Navigation Status (GNS), new projects on automation and smart shipping and a new Policy Recommendation No. 8 “Safety, security and cyber security in inland water transport – Countering internal and external threats to the sector”, as well as updates submitted by member States and some editorial changes.

13. SC.3 preliminarily adopted the draft, subject to modifications agreed at the session. The secretariat was asked to finalize the draft based on the outcome of the discussion and outstanding comments and circulate it to Governments for final approval by 15 November 2019. Member States, river commissions and other stakeholders were asked to confirm their approval to the secretariat by 1 December 2019.

14. The Working Party requested the secretariat to submit the White Paper for consideration and endorsement of the eighty-second session of ITC. On behalf of SC.3, the Chair appreciated the work done by the secretariat and thanked Governments, river commissions and other stakeholders for their contributions to the White Paper.

15. SC.3 took note of the information by the secretariat about the preparatory work by the European Commission towards NAIADES III – a new inland waterway transport strategy for Europe 2021–2027, that will come into force after the implementation of NAIADES II in 2020. Priorities for the future action plan will include better integration of inland waterways in urban, port and digital policies, the full use of their potential for transporting goods and passengers and addressing climate change, greening and digitalization. The document will cover ambitions towards 2050 and establish priority action areas for the forthcoming period. For this purpose, a special brainstorm workshop was held in Brussels on 9 September 2019, and the NAIADES II Implementation Expert Group at its fourth meeting, held in Brussels on 17 October 2019, developed the recommendations “An inland waterway transport agenda for Europe 2021–2027” built on the outcome of the workshop.

16. SC.3 took note of the presentation on the activities and ongoing projects of the Directorate for Inland Navigation of the Ministry of the Sea, Transport and Infrastructure of Croatia. The Directorate was working on increasing the role of inland navigation in the national and trans-European transport networks towards a full integration in major international routes and intermodal logistics chains. To achieve this, the work was carried out on implementing policies and enforcing laws and regulations, building up a solid legal framework, developing strategic investment programmes and infrastructure projects with a focus on sustainable development of the sector and enhancing navigation safety and environmental protection. The main goals and priorities, supported by numerous programmes and projects, were: (a) the reconstruction and modernization of inland fleet, (b) modernization of inland ports, (c) lowering the average age of staff in the sector; (d) rehabilitation, regular maintenance of inland waterways and the improvement of navigability of the Danube, Sava, Drava, Kupa and Una rivers; (e) digitalization of the transport system and (f) the development of River Information Services (RIS). The Chair thanked Croatia for the detailed presentation and invited other countries to inform SC.3 about their activities at future sessions.

17. SC.3 took note of the information about the ongoing work and progress in developing inland water transport by Ukraine, supplemented by Belarus. On 3 and 4 October 2019, the Second Forum of Regions of Belarus and Ukraine was held in Zhytomyr (Ukraine), where the Presidents of both countries and ministers of transport, infrastructure and communications took part. The forum included round table discussions on improving navigation and increasing the freight and passenger transportation volumes between Belarus and Ukraine along the Dnieper and Pripyat. As the outcome, the ongoing work on the restoration of the E 40 waterway gained support at the highest level and was boosted by a number of intergovernmental decisions.

18. The Chair thanked the speakers. The secretariat was asked to follow up the projects presented by Belarus, Croatia and Ukraine and prepare amendments to the respective documents of the Economic Commission for Europe (ECE), where necessary.

B. High-level events relevant to European inland water transport

Document: ECE/TRANS/SC.3/2019/5

19. The Working Party took note of the of the outcome of the ministerial conferences by the CCNR member States and the DC member States held in 2018 (ECE/TRANS/SC.3/2019/5): (a) the Ministerial declaration adopted at the sixth congress of

the Central Commission for the Navigation of the Rhine (CCNR) (Mannheim, Germany, 17 October 2018), and (b) Communiqué of the Ministerial conference on the occasion of the seventieth anniversary of the signing of the Belgrade Convention (Belgrade, 29 June 2018). SC.3 thanked the secretariat for the publication of these documents and asked to upload them on the SC.3 web page, especially, the section on subregional standards and agreements, in order to make them available for all member States and other parties concerned.

V. Follow-up of the International Ministerial Conference “Connecting by Inland Navigation” (agenda item 4)

Document: ECE/TRANS/SC.3/2019/6

20. Following the decision of SC.3/WP.3 at its fifty-fifth session to modify the draft recommendations on monitoring the implementation of the Ministerial declaration “Inland Navigation in a Global Setting”, (ECE/TRANS/SC.3/WP.3/110, para. 75), SC.3 considered and adopted the recommendations, as modified by Belgium in ECE/TRANS/SC.3/2019/6, and thanked Belgium for the work done.

21. SC.3 encouraged member States to follow these recommendations and asked the secretariat to provide clarifications to Governments, if needed, and to include the implementation of the recommendations in the agenda of future sessions of SC.3. The secretariat was asked to inform the eighty-second session of ITC about the adopted recommendations.

VI. Workshop “Integration of Inland Water Transport in Multimodal Transport and Logistics Chains” (agenda item 5)

Documents: Informal documents SC.3 Nos. 8 and 10 (2019)

22. Following the decision of the Working Party at its sixty-second session, the workshop “Integration of Inland Water Transport in Multimodal Transport and Logistics Chains” was held in the afternoon of 6 November. The purpose of this workshop was to (a) highlight and summarize initiatives and best practice in this field, (b) consider the views and experiences from other transport modes, (c) develop the viewpoint of the Working Party on the sector’s potential which could facilitate integration and address the advantages and challenges that may arise and (d) define the steps that may be undertaken at the national or international levels.

23. Key speakers were: Mr. N. Kriedel (CCNR), Ms. L. Rodriguez Ortega (UNCTAD), Ms. A. Krawucka (Upper Silesian Agency for Entrepreneurship and Development Ltd.) and Mr. P. Santarius (Union for the Development of the Moravian-Silesian Region), Mr. E. Evtimov (CIT), Mr. M. Apostolov (ECE Trade Division) and Mr. P. Kurenkov (Russian University of Transport). The presentation of Mr. R. Uebachs (Rhenus Maritime Services GmbH) was delivered by the secretariat. All presentations are available at www.unece.org/trans/main/sc3/sc32019.html (tab “Workshop”).

24. The secretariat (Ms. V. Ivanova) opened the workshop. She mentioned the links between the two transport modes and highlighted the importance of integrating inland water transport into multimodal transport and logistics chains, which had been addressed in the Wroclaw ministerial declaration, the Mannheim Declaration, at the Ministerial conference on the occasion of the seventieth anniversary of the Belgrade Convention, the International Expert Conference on Combined Freight Transport held on 29 May 2018 in Zagreb and by other international organizations.

25. Mr. N. Kriedel presented the main findings of the study “The evolution of the modal split share of inland waterway transport in European Union countries, the role of geography, and a case study on a multimodal port project” made by CCNR in 2018.¹ The speaker started with an overview of the present situation of inland water transport performance in countries

¹ www.ccr-zkr.org/files/documents/om/Multimodality_Report_Final_en.pdf.

with the largest share of inland waterways on the Rhine and the Danube and the evolution of the modal split in 2008–2017. The evolution of the modal split of goods was shown for iron ore, sands, stones and gravel that had the largest share, petroleum products, chemicals which benefited from transportation in tankers, and agricultural products. Special attention was paid to container transport on the Rhine and the increasing containerization as a condition for integration of inland water transport into logistics chains. The key importance of the geographical location and infrastructure for the integration process was demonstrated using the seaport hinterland traffic data by rail and inland waterways for Austria, Czechia, Germany and Switzerland. A successful multimodal project in port logistics was shown for the port of Liège (Belgium) which is the third largest inland port in the European Union.

26. Ms. L. Rodriguez Ortega highlighted the general trends, developments and perspectives in the maritime sector in 2018–2019, based on UNCTAD reviews of maritime transport in 2018 and 2019.² The share of the world merchandise trade carried by sea constantly grew and reached in 2018 over four-fifths by volume, however, growth lost momentum in 2018. She further outlined the major factors that drove uncertainty. The forecast to 2024 showed the continued growth of the maritime trade. Fleet development was characterized by an increasing carrying capacity of gas carriers. The major trends that were reshaping the maritime transport landscape included: (a) regionalization of trade flows and supply chains, (b) a moderated trade growth, (c) a growing role of China in the global maritime trade growth, (d) accelerated environmental sustainability agenda and impact of climate change on transport networks and (e) a larger role of new technologies and services, autonomous ships and e-documents as well as the use of new technologies to improve the transport performance; an example was the UNCTAD database on seaports. The review also highlighted investment trends in container terminal operations for introducing new technologies, automation and improving the intermodal capability.

27. The presentations were followed by questions and discussion on (a) how to increase the modal share of inland water transport, (b) electronic documents, (c) ways to overcome challenges in maritime and inland water transport, in particular, the decrease in the growth rate and overcapacity, and (d) perspectives for cleaner fuels and electrical propulsion to reduce emissions. CCNR, CIT, ERSTU and UNCTAD participated. CCNR expressed the opinion that the good maintenance and upgrading of inland waterways were important to reach stability and growth of the sector's performance. UNCTAD stressed that a response to the demand for increasing operation costs in maritime transport could be a consolidation within the shipping sector and vertical integration among ship operators, ports and shipping companies, along with support from Governments and other mechanisms for the sector.

28. Ms. A. Krawucka began with a general overview of EGTC³ TRITIA, the purpose of which was to support economic development of the four cross-border regions of Czechia, Slovakia and Poland. The project TRANS TRITIA, under the European Union programme INTERREG Central Europe,⁴ aimed to ensure close cooperation between regional and national authorities and key stakeholders for the integrated strategic planning of freight traffic flows in the Tritia region, the optimization of economic efficiency and environmental protection. The project began in 2017 with partners from three countries – the Upper Silesian Agency for Entrepreneurship and Development Ltd. was the lead partner. The output in 2020 would be a regional multimodal freight transport strategy, Tritia transport model, multimodal freight transport cross-border action plans for each country and action plans for inland waterways, railways and intermodal logistic centres and terminals. Mr. P. Santarius continued with the Tritia Inland Waterway Action Plan to 2030,⁵ aimed to improve inland navigation on the Odra river (E 30 waterway) and built on the basis of AGN. Planning of intermodal logistics centres and terminals was based on the analysis of the transport flows by road, rail and inland waterway and will be realized in corresponding action plans. The next steps may entail the addition of the E 30 into the TEN-T transport network and the establishment of an international organization – the Odra Commission to manage navigation

² https://unctad.org/en/PublicationsLibrary/rmt2018_en.pdf and https://unctad.org/en/PublicationsLibrary/rmt2019_en.pdf.

³ The European Grouping for Territorial Cooperation.

⁴ www.interreg-central.eu/Content.Node/TRANS-TRITIA.html.

⁵ www.interreg-central.eu/Content.Node/OT21-Inland-Waterway-Action-Plan.pdf.

on the Odra. In this connection, ERSTU stressed the need for cooperation with other organizations engaged in the development of navigation on the E 30.

29. In his presentation, Mr. E. Evtimov described the activities of CIT on the interaction between rail and inland water transport and the creation of the legal framework for a single contract. After the analysis of international conventions for the various transport modes, CIT launched a new project on a legal interoperability between the regulatory frameworks for inland waterways and railways, which would result in a guideline for rail/inland waterway law, consisting of: (a) the comparative matrix of the Convention concerning International Carriage by Rail (COTIF)/CIM, the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI), the Strasbourg Convention on the Limitation of Liability in Inland Navigation (CLNI) of 2012 and the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, (b) the map of applicable law in Europe and Asia, and (c) the synthesis with the general legal principles applicable to both freight and inland waterway transport of goods. However, this work required political support and close cooperation with international organizations in the sphere of inland water transport, such as CCNR and DC. CIT invited ECE and river commissions to cooperate and organize a workshop to join forces and reach concrete results.

30. The presentation of Mr. M. Apostolov focused on the work of the ECE Trade Division and the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) which specialized in trade facilitation by means of combining information flows using the corridor approach and the optimization of basic transport documents for road, rail, maritime and inland water transport by preparing a standardized data set aligned with the UN/CEFACT Multimodal Transport Reference Data Model. A specific project was launched on the Ukraine-Belarus-Lithuania Corridor (Odessa–Klaipeda). The documents for analysis were the bills of lading for maritime and inland waterway transport, forms according to the Convention on Facilitation of International Maritime Traffic (FAL), eCMR, CIM/SMGS consignment notes, eTIR and TIR carnets as well as customs and business documents. The outcome of this work would ensure a seamless multimodal supply chain and facilitate a Single Window approach. The speaker highlighted the role of legal aspects in data sharing for multimodal transport and the basic principles for information exchange, and also mentioned the ongoing work on other reference data models and invited organizations from different modes of transport to cooperate.

31. SC.3 took note of the press release on the joint position paper “Ports in the European Rail System” by the European Sea Ports Organization and the European Federation of Inland Ports (Informal document SC.3 No. 8 (2019)). CIT stressed the relevance of this document in strengthening port–rail connectivity in the European Union countries.

32. Questions and discussion followed on data protection of the database and on the security of information exchange when applying the Single Window. Germany, CIT and ECE Trade Division participated.

33. Mr. P. Kurenkov highlighted the main parameters of Russian inland waterways, the Unified Deepwater Network of the European part of the Russian Federation and the modal split in the freight transportation. He further addressed the potential use of inland waterways for unloading roads, the big European ring and the routes of international freight transport by river-sea vessels. The speaker pointed out that the development of multimodal transport and the creation of trimodal logistics centres were foreseen in the development strategy of inland water transport of the Russian Federation up to 2030, and referred to the trimodal logistics complex of the company Logoprom in Kstovo as an example. An increase was planned for the number of trimodal terminals: up to two in 2020, six in 2024 and nine in 2030. Models of transport organization in the intermodal transport system were further described and conditions necessary for the implementation of synchronomodal transport in the Russian Federation were analysed. The speaker concluded with an overview of international approaches and experiences in developing synchronomodal transport and trimodal logistics centres in Europe.

34. The presentation of Mr. R. Uebachs highlighted the services of Rhenus Logistics: transport, warehouse, transshipment and value-added logistics. Intermodal logistics services include Contargo, the provider of trimodal transport for overseas containers, and Rhenus

Intermodal Systems for container traffic to the Community of Independent States and for exporting containerized goods around the globe from northern Europe. Rhenus Intermodal Systems has its own container fleet, and it links the Russian Federation with North and South America through the Baltic States and with the Far East.

35. On the basis of responses to a multiple-choice questionnaire, SC.3 agreed that the integration of inland water transport in multimodal transport and logistics chains was a priority for the coming years due to the following reasons:

- This would contribute to the role of inland water transport and increase its modal share.
- This reflects the trend in the supply chain towards greater integration and demand-led management.
- Inland water transport should follow the trends and developments in other transport modes in order to maintain and increase its competitiveness.

36. SC.3 agreed that existing and ongoing developments in inland water transport facilitate its integration in multimodal chains, for example: (a) the development of terminals, ports and port infrastructure, (b) the simplification of cross-border procedures and the introduction of electronic vessel traffic systems in ports, (c) the streamlining of document procedures and facilitation of good's movement, (d) the development of container transport and (e) the potential of seaport hinterland traffic.

37. Some advantages of integration were mentioned: (a) improved efficiency of entire transport chains, the quality of services, reduced delivery time, (b) increased flexibility of the entire chain and reduced risk in case of traffic disruption, (c) improved coordination and cooperation between transport modes, as well as (d) reduction of emissions, road congestion, noise and other negative external effects.

38. Major obstacles that impeded the integration process were (a) insufficient interconnection between transport modes, (b) insufficient state and public support and (c) possible disruptions such as low-water level phenomena and strikes.

39. SC.3 was of the opinion that integration may bring a number of challenges for inland water transport, including (a) an increased need for technical innovation for the maintenance and development of infrastructure, (b) the need to improve the operational interface with the other means of transport within the logistic nodes, and (c) resource constraints in terms of funding and personnel.

40. The participants agreed that this process could be stimulated by (a) developing synchro-modality in river ports, (b) introducing State aid schemes aimed at increasing modal shift to inland navigation and rail, supporting inland ports and combined transport, and offering integrated services, (c) improving connections between seaports, inland ports, hinterland hubs, rail and road interconnectivity, (d) building common platforms for standardized data exchange and introducing automated logistical processes for data transfer and (e) eliminating administrative and legislative bottlenecks.

41. One-half of the respondents were already involved in international projects in integration and one-third of the respondents – in national projects. SC.3 agreed that the next steps for the sector could be (a) the deployment of a long-term multimodal strategy and (b) a more efficient use of the regional and cross-border infrastructure.

42. DC informed the session that it was working on a strategy for developing intermodal transport in the Danube region. SC.3 invited DC to inform future sessions about progress.

VII. European inland waterway network (agenda item 6)

A. European Agreement on Main Inland Waterways of International Importance

Documents: ECE/TRANS/120/Rev.4, ECE/TRANS/SC.3/2019/7, Informal document SC.3 No. 6 (2019)

43. The Working Party adopted the road map for ratification, acceptance, approval and accession to the European Agreement on Main Inland Waterways of International Importance (ECE/TRANS/SC.3/2019/7) prepared by the secretariat in accordance with the decision of SC.3/WP.3 at its fifty-fifth session (ECE/TRANS/SC.3/WP.3/110, para. 41). The secretariat was asked to issue a booklet and make it available on the SC.3 website.

44. SC.3 took note of the information by the secretariat, complemented by the Chair, about Commission Implementing Decision (EU) 2019/1118 on the Seine–Scheldt cross-border project on the North Sea–Mediterranean and Atlantic Core Network Corridors, adopted on 27 June 2019 (Informal document SC.3 No. 6 (2019)). SC.3 welcomed the decision and noted that this would significantly contribute to the accomplishment of AGN. The secretariat was asked to monitor the implementation of the project and contact the countries engaged in it for a timely update of the Blue Book.

45. SC.3 took note of the information by the secretariat about the progress in the development of the GNS concept and the GNS subgroup which had been tasked to deliver draft recommendations: (a) for the development of harmonized guidelines/standards for GNS, (b) for inland waterways to meet users' requirements for seamless navigation under a changing climate, taking into account the different characteristics of waterways, and (c) on the future policy for TEN-T in relation to the development of inland waterways.

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

Documents: ECE/TRANS/SC.3/144/Rev.3 and Amend.1, ECE/TRANS/SC.3/WP.3/2019/26

46. The Working Party approved amendment 2 to the third revised edition of the Blue Book, contained in ECE/TRANS/SC.3/WP.3/2019/26, and preliminarily approved by SC.3/WP.3 at its fifty-fifth session (ECE/TRANS/SC.3/WP.3/110, para. 42). Belarus informed the session about the start of operation of the lock Ragodosch, the sixth lock recently modernized on the Belarusian section of the Dniprovsko-Buzkiy Canal, in October 2019. The work was within the framework of the development programme of inland water and maritime transport of the Republic of Belarus and the implementation of AGN. The fully modernized lock corresponds to the class Va requirements; two remaining locks would be modernized by 2021 for which designs have already begun.

47. SC.3 asked Belarus and Ukraine to prepare an amendment proposal for the Blue Book on the new waterway E 40-01.

VIII. Standardization of technical and safety requirements in inland navigation (agenda item 7)

Documents: ECE/TRANS/SC.3/WP.3/108 and ECE/TRANS/SC.3/WP.3/110

48. The Working Party took note of the reports on the fifty-fourth and fifty-fifth sessions of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/108 and ECE/TRANS/SC.3/WP.3/110) and endorsed them.

A. European Code for Inland Waterways (resolution No. 24, revision 5)

Documents: ECE/TRANS/SC.3/115/Rev.5 and Amends.1–2, ECE/TRANS/SC.3/2019/8, ECE/TRANS/SC.3/2019/9 and ECE/TRANS/SC.3/WP.3/2019/15

49. The Working Party approved the draft amendments to CEVNI proposed by the CEVNI Expert Group at its twenty-ninth meeting on 2 October 2018, at the special session held on 7 and 8 February 2019, and preliminarily approved by SC.3/WP.3 at its fifty-fourth and fifty-fifth sessions (ECE/TRANS/SC.3/2019/8, annex I). The secretariat was asked to issue them as amendment 3 to CEVNI 5. SC.3 took note of the report of the thirtieth meeting of the CEVNI Expert Group held on 18 June 2019 (ECE/TRANS/SC.3/2019/8, annex II).

50. The Working Party was informed by the secretariat about the outcome of the thirty-first meeting of the CEVNI Expert Group held on 5 November 2019, back-to-back with its sixty-third session. SC.3 took note of the detailed information by the Russian Federation about the discussion and the decisions taken by the CEVNI Expert Group, and asked the Group to continue working on issues that had not been finalized, at its next meeting. SC.3 agreed with the proposal by the Russian Federation to rename article 4.07 of CEVNI as “Inland Automatic Identification System (AIS) and Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS)”. Germany stressed the importance of harmonizing CEVNI with other European regulations and its updating based on recent technological developments. The Chair invited Germany to take part in the work on updating CEVNI. SC.3 noted that the secretariat, as requested by the CEVNI Working Group, had consolidated the approved amendments to CEVNI. The secretariat was requested to include the latest amendments and upload these on the SC.3 website.

51. SC.3 asked the secretariat to issue the full report of the meeting as a working document for the fifty-sixth session of SC.3/WP.3. The Working Party noted that the next, thirty-second meeting of the Group was planned in the afternoon of 11 February 2020, back-to-back with the fifty-sixth session of SC.3/WP.3.

52. SC.3 supported the decision of the CEVNI Expert Group to collect information on the use of the three-tone signal by vessels navigating by radar in reduced visibility on their inland waterways, and in the navigation rules of member States. Delegations were requested to contact their Governments about providing this information for the secretariat.

53. SC.3 supported the decision of the CEVNI Expert Group to compare CEVNI 5 with the Basic Rules of Navigation on the Danube (DFND) and the Navigation Rules in the Sava River Basin for the sixth revision of CEVNI, and asked the secretariat to begin this work in cooperation with DC and SC.

54. The Working Party was informed about the preparatory work for the sixth revision of CEVNI. SC.3 decided to finalize this work in 2020–2021 with a view to adoption in 2021 and to publish CEVNI, revision 6 in 2021 in the three languages as paper copies and in electronic format.

B. Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (resolution No. 61, revision 2)

Documents: ECE/TRANS/SC.3/172/Rev.2, ECE/TRANS/SC.3/2019/10, ECE/TRANS/SC.3/WP.3/2019/18

55. The Working Party adopted the amendments to the annex to resolution No. 61, revision 2, preliminarily approved by SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/108, para. 64, and ECE/TRANS/SC.3/WP.3/110, paras. 57 and 58): (a) chapter 8C, “Special provisions applicable to craft equipped with propulsion or auxiliary systems operating on fuels with a flashpoint equal to or lower than 55°C”, (b) chapter 10A, “Ramps and ramp equipment”, (c) modifications to appendix 1 and (d) appendix 10, “Supplementary provisions applicable to craft operating on fuels with a flashpoint equal to or lower than 55°C” as its resolution No. 93 (ECE/TRANS/SC.3/2019/10).

56. The Working Party took note of the presentation by Mr. C. Telesca (CEMT) on the ongoing work to amend the European Standard laying down Technical Requirements for Inland Navigation Vessels (ES-TRIN) with specific requirements for passenger daily trip vessels not exceeding 24 m in length and authorized to carry up to a maximum of 150 passengers. The proposal by CEMT had been considered at the meeting of the CESNI Working Group in 2019 and the decision was made to continue this work with a view to developing more general regulations for all types of smaller vessels, particularly those which could not fully comply with the European regulations. The discussion would continue at the next meeting of the CESNI Working Group in April 2020. As requested by CEMT, SC.3 asked the secretariat to continue collecting information from member States about the provisions for these smaller vessels in their national regulations and decided to keep this item in the agenda of future sessions of SC.3 and SC.3/WP.3. CEMT was invited to provide modifications to the draft in ECE/TRANS/SC.3/WP.3/2019/18, if any, for further consideration by SC.3/WP.3.

57. SC.3 noted the information by the secretariat about the preparation of the Russian translation of ES-TRIN, edition 2019, that would be finalized by the fifty-seventh session of SC.3/WP.3.

C. Prevention of pollution of inland waterways by vessels (resolution No. 21, revised)

Documents: ECE/TRANS/SC.3/179, TRANS/SC.3/150 and Add.1–3, ECE/TRANS/SC.3/2019/11 and ECE/TRANS/SC.3/WP.3/2019/19

58. The Working Party adopted the amended annex to resolution No. 21, preliminarily approved by SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/110, para. 64) by its resolution No. 94 as contained in ECE/TRANS/SC.3/2019/11.

59. SC.3 asked the secretariat to continue updating the list of reception facilities for the transfer of waste generated on board of ships on European inland waterways (TRANS/SC.3/150 and Add.1–3), based on the proposal of Romania that had been preliminarily approved by SC.3/WP.3 at its fifty-fifth session (ECE/TRANS/SC.3/WP.3/110, para. 65). Adoption of the revised list was expected in 2020.

IX. Automation in inland navigation (agenda item 8)

Documents: ECE/TRANS/SC.3/2019/12, ECE/TRANS/SC.3/2019/13, ECE/TRANS/SC.3/WP.3/2019/20

60. A discussion panel on automation in inland navigation was held in the morning of 7 November 2019. The moderator was Mr. J. Fanshawe, the Chair of MASRWG (the United Kingdom of Great Britain and Northern Ireland).

61. The Chair delivered a presentation about the tasks and activities of the Working Group 210 “Smart Shipping on Inland Waterways” of the World Association for Waterborne Transport Infrastructure (PIANC). The Working Group 210 had been established in January 2019 and brought together parties from countries of Europe, North America and Asia. The focus was on smart shipping in inland waterways, and the developments from the perspective of infrastructure providers and traffic managers of inland waterways to stimulate and maximize the deployment of smart shipping. The main outcome would be a final report for the waterway authorities as end users, and a digital library.

62. SC.3 discussed the terms and definitions on automation in inland navigation and smart shipping in ECE/TRANS/SC.3/2019/13 and ECE/TRANS/SC.3/WP.3/2019/20. Germany proposed to add ship-to-ship communication in the terminology on smart shipping for the purpose of preventing collisions. ERSTU considered it desirable to extend the definition to sea-going vessels to make it also applicable for maritime shipping. The moderator informed the session about the ongoing work of IMO and the International Organization for Standardization (ISO) on the terminology for autonomous ships, and recommended consideration of ISO 23860 and other ISO definitions for unmanned ships and remote control

centres. The Russian Federation supported the terminology and proposed to add provisions for the test area for smart shipping in order to facilitate the work of the supervision and certification bodies. Belgium and Germany reminded SC.3 about the ongoing work and the round table discussions held by CCNR on updating and extending the definitions of automation levels. The secretariat emphasized that the terminology should be “synchronized” with other transport modes. The discussion continued on the physical on-board presence of the boatmaster on an automated vessel and possible ways of improving the definitions. Comments were provided by Belgium, Germany, Russian Federation and DC. In summary, the moderator proposed to distinguish between remote control, remote monitoring and remote supervision as a possible solution. The secretariat was asked to prepare a working document on an overview of the existing terms and definitions for consideration by SC.3/WP.3.

63. SC.3 discussed the priorities of work on creating a normative and legislative base for automated navigation and smart shipping. Belgium, Germany, Russian Federation, DC and the moderator took part: (a) the technology was already ahead, as were tests of unmanned vessels, (b) the responsibility of vessel operators was a key criteria; (c) the regulations should follow technological progress and were also important, and (d) due to the specific nature of inland waterways, fully unmanned vessels required more time before the start of commercial operation than automated vessels. The moderator concluded that the technological and regulatory backgrounds were closely linked, and therefore both directions should be coordinated and synchronized based on close cooperation and obtaining knowledge from and awareness by all parties. EBA informed the session about the position statement on autonomous shipping applied to recreational craft that had been agreed on by the EBA General Assembly.

64. The Working Party considered and adopted the resolution “Enhancing international cooperation to support the development of smart shipping on inland waterways” (ECE/TRANS/SC.3/2019/12, annex I) as its resolution No. 95, subject to modifications proposed by Belgium, Russian Federation, DC and the moderator and agreed at the session. SC.3 further discussed the draft road map for the international cooperation that aimed to promote and develop smart shipping on inland waterways (ECE/TRANS/SC.3/2019/12, annex II); following the proposal of the Russian Federation, SC.3 agreed to modify the title of Action 4 as digitalization and approved the road map. The secretariat was asked to prepare a brief document about current SC.3 activities in the field of inland navigation automation for the eighty-second session of ITC.

65. The Working Party considered the proposal on harmonizing the legal framework and policy areas for fostering innovations in inland navigation prepared by Belgium (ECE/TRANS/SC.3/2019/13). Belgium provided clarifications and invited all delegations to participate in this work. The moderator mentioned the detailed and comprehensive information prepared by Belgium and supported the document. The Russian Federation asked the secretariat to circulate the proposal to Governments in all working languages in order to have additional time for consideration. SC.3 supported the proposal and encouraged member States to support and continue this work and submit their proposals to complement the document.

66. SC.3 took note of the information by the secretariat about the outcome of the workshop on cybersecurity in inland navigation, held in Bonn (Germany) on 5 September 2019 under the auspices of CCNR and in partnership with the Federal Ministry of Transport and Digital Infrastructure of Germany and PIANC. The objectives were to raise cybersecurity awareness, discuss and develop concepts of cyber resilience to ensure the continuity of service in inland navigation and to find a common understanding on how to minimize the risks that impact the reliability of the inland navigation digital environment. The key presentations demonstrated the need to address the complexity of challenges in cybersecurity in order to succeed in the digital transition. ERSTU asked the secretariat to discuss with CCNR a possibility to make the presentations available for member States.

67. SC.3 decided to include smart shipping in the agenda of the fifty-seventh session of SC.3/WP.3. Furthermore, SC.3 confirmed the decision of SC.3/WP.3 to continue exchanging information on this issue by means of a questionnaire and asked the secretariat to collect information for the fifty-seventh session of SC.3/WP.3.

68. The Chair thanked the moderator for the successful discussion and invited him to take part in future sessions.

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

A. Recommendation on electronic chart display and information system for inland navigation (resolution No. 48, revision 3)

Documents: ECE/TRANS/SC.3/156/Rev.3, ECE/TRANS/SC.3/2019/14 and Informal documents SC.3 No. 2 (2019) and SC.3/WP.3 No. 15 (2019)

69. Mr. W. Haupt, the Chair of the International ECDIS Expert Group (Germany) recalled the work on edition 2.4 of the Inland ECDIS Standard since 2011, the adoption by the fifty-ninth session of SC.3 of resolution No. 84 and further amendments. He informed the session that the International ECDIS Expert Group had considered the proposals by the Russian Federation in Informal document SC.3/WP.3 No. 15 (2019). The Group had accepted the proposals for section 4 and agreed that figures 1 to 4 in section 4B should be supplemented with AIS, but decided to postpone this issue to its next meeting. The Russian Federation presented the updated proposal for section 4B and invited the International ECDIS Expert Group to continue work on updating the figures.

70. The Working Party adopted the revised annex to resolution No. 48, containing the Recommendation on electronic chart display and information system for inland navigation, which had been preliminarily approved by SC.3/WP.3 at its fifty-fifth session (ECE/TRANS/SC.3/WP.3/110, para. 79) as its resolution No. 96.

71. SC.3 thanked Mr. Haupt for the excellent work.

72. SC.3 took note of the presentation by the Chair of the International ECDIS Expert Group on the work of the Inland ECDIS Harmonization Group on the International Inland ECDIS standard, the purpose of further evolution of the standard, its implementation at the global, European and national levels and the international organizations engaged in this. He informed the session that the Inland ECDIS Harmonization Group had decided to start working on the next version of the standard and this work would also be organized in the framework of the CESNI Working Group on Information Technologies according to the working programme for 2019–2021. The intention was to ensure the regular updating of the standard. The speaker responded to a question from ERSTU by providing details about the applicability of the standard to short sea shipping.

B. International Standard for Notices to Skippers in Inland Navigation (resolution No. 80)

Documents: ECE/TRANS/SC.3/199, ECE/TRANS/SC.3/2019/15, ECE/TRANS/SC.3/2019/16, ECE/TRANS/SC.3/2019/17, Informal document SC.3 No. 3 (2019)

73. The Working Party considered the revised annex to resolution No. 80, containing the International Standard for Notices to Skippers in Inland Navigation, which had been preliminarily approved by SC.3/WP.3 at its fifty-fifth session (ECE/TRANS/SC.3/WP.3/110, paras. 81–82). Following the proposal of the Russian Federation, SC.3 adopted it as its resolution No. 97.

74. SC.3 thanked Mr. C. Plasil, the Chair of the International Notices to Skippers Expert Group (Austria) for the excellent work.

C. Other resolutions of the Economic Commission for Europe of relevance to River Information Services and cooperation with other international organizations

75. The Working Party took note about the information of the Russian Federation on the reports adopted by PIANC and asked the secretariat to begin revising resolution No. 57. The secretariat informed SC.3 about the decision of PIANC to make its reports available for ECE member States and the proposal to develop cooperation with ECE. Governments could contact the secretariat for copies of the PIANC reports. ERSTU welcomed the decision of PIANC.

76. SC.3 took note of the information about (a) the Support Study for the Evaluation of the RIS Directive by the European Commission, (b) the next RIS Week to be held from 25 to 29 November 2019 in Liege (Belgium) and (c) the Danube Information Services Conference – DISC’19 to be held in Timisoara (Romania) on 17 and 18 December 2019 on the topic of “Innovative Solutions for a good navigation status – INNOways4WW” and encouraged all stakeholders to take part.

77. The Working Party took note of the information of Ukraine on developing RIS on Ukrainian waterways, and on cooperation in the project with the European Commission on technical assistance for transport development of the Dnieper to support reforms in inland water transport. This led to convergence of European and Ukrainian legislation. Experts of the European Union had visited the the main RIS centre in Odessa in July 2019 and discussed further activities for the development of RIS of the Dnieper and Danube.

XI. Mutual recognition of boatmasters’ certificates and harmonization of professional requirements in inland navigation (agenda item 10)

78. The Working Party took note of the information by the secretariat about the adoption of the delegated act supplementing Directive (EU) 2017/2397 of the European Parliament and of the Council concerning the standards on competences and the corresponding knowledge and skills, on 2 August 2019, and the state of play of other delegating and implementing acts under this directive.

79. SC.3 asked the secretariat to start revision of resolution No. 31. SC.3 asked member States, which were not the European Union countries, to inform the secretariat about their bilateral and/or multilateral agreements with European Union member States on mutual recognition of boatmaster and crew certificates.

80. SC.3 asked the secretariat to include this item in the fifty-sixth session of SC.3/WP.3 and to prepare a working document based on the European Standard for Qualification in Inland Navigation (ES-QIN).

XII. Traffic management of river day-trip vessels and tourist boats in European cities (agenda item 11)

81. Following the decision at its sixty-second session (ECE/TRANS/SC.3/207, para. 95), in the morning of 8 November 2019 SC.3 had a panel discussion on the existing traffic management systems of river day-trip vessels and tourist boats in European cities. Focus was on: (a) organization of the traffic management system for day-trip vessels and tourist boats, (b) the legal basis, (c) responsible authorities, (d) traffic regulation, (e) radio communication and reporting and other relevant issues. The key speakers were Messrs. P. Jordan and C. Beck, CGN SA (Switzerland), Mr. S. Nuccio, Venice Harbour Master Office and Coast Guard (Italy) and Mr. E. Brodsky (Russian Federation).

82. Mr. P. Jordan gave an overview of the structure and activities of CGN SA which operates on the Swiss/French lake Geneva. Services consist of public transport, touristic activities, traditional steam fleet “Belle Epoque” and a shipyard for construction and

maintenance of vessels. He mentioned the legal framework, the composition of the fleet and the current challenges for the company. Mr. C. Beck continued with the traffic management regulations which are defined by: (a) on the Swiss territory – the national legislation on inland navigation, public transport regulations by the Federal Transport Office (FTO), which include the construction, labour and training and passenger transportation rules, and requirements of canton authorities, (b) on the French side – the French legislation, and (c) the navigation rules on lake Geneva, which are determined by the bilateral agreement. The traffic is regulated by CGN operators. For radio communication, there are no specific channels except channel 16 which is the only authorized international channel on the lake, and a channel for rescue services. CGN SA is in charge of the safety of its own shore infrastructure, and those of the cantons or towns. FTO is the inspection body. The company itself assesses the safe navigation conditions and, when needed, imposes restrictions related to weather, water level and currents which may occur on the lake.

83. In his presentation, Mr. S. Nuccio shared the experiences of competent authorities in the Venice lagoon: the maritime and the port authorities of Venice, the interregional superintendancy for public works of the transport and infrastructure administration, the Venetian and other municipalities. Traffic control includes VTS,⁶ shore-based pilot services and a system for inland channels which is being developed. Navigation rules include the Navigation Code and regulations and ordonnances of the Master Harbour Office, the Code of Pleasure Craft Navigation, the regulation for coordination of local navigation and the ordonnances of the interregional superintendancy; specific rules for daily-trip vessels are not applied. The canal marking corresponds to CEVNI and IALA,⁷ depending on the nature of waterways. The speaker further described the legislative framework for navigation in port canals and for passenger transport, types of maritime and river daily-trip passenger vessels, the electronic system of complex traffic management and ongoing work on the traffic monitoring system.

84. Mr. E. Brodsky described the traffic of daily-trip passenger vessels and pleasure craft on the canals of Saint Petersburg (Russian Federation) which is characterised by high traffic density during the tourist seasons, particularly in the city centre. This has impacted on the safety of passengers and navigation. Another risk, which is often neglected by operators of small passenger vessels, is bascule bridges that are opened during the night for large ships. An efficient traffic management system for this vessel type could improve the existing situation, and the waterway administration was collecting information from other European cities. The speaker highlighted the conclusions of the administration and the questions that remained, and thanked the other speakers for the provided information on traffic management.

85. Questions and discussion followed on the various aspects related to the traffic management systems, navigation signs and signals, responsible authorities, traffic regulation rules for this vessel type, radio communication, AIS and communication with boatmasters. Belgium, Germany, Russian Federation, DC, CGN SA, Venice Harbour Master Office and Coast Guard and the secretariat participated.

86. The Chair thanked the speakers for their excellent presentations and valuable contribution to the session.

87. The Working Party was of the opinion that this issue was relevant to its activities and decided to combine it with the technical prescriptions for smaller passenger vessels up to 24 m in length as a separate item on its agenda.

⁶ Vessel Traffic Services.

⁷ International Association of Marine Aids to Navigation and Lighthouse Authorities.

XIII. Recreational navigation (agenda item 12)

A. International Certificate for Operators of Pleasure Craft (resolution No. 40, revision 4) and the Guidelines to Resolution No. 40

Documents: ECE/TRANS/SC.3/147/Rev.4 and Amend.1, ECE/TRANS/SC.3/2019/18, Informal document SC.3 No. 9 (2019)

88. The Working Party adopted an amendment to annex IV of resolution No. 40, revision 4, as amendment 2 (ECE/TRANS/SC.3/2019/18) and asked the secretariat to make a consolidated version of already adopted amendments to resolution No. 40.

89. The Working Party noted that more specimens of the International Certificate for Operators of Pleasure Craft had been transmitted to the secretariat and were available in the UNECE database, namely, by Ireland, Lithuania and South Africa. SC.3 thanked Croatia who transmitted the ICC specimen to the secretariat by the present session (Informal document SC.3 No. 9 (2019)).

90. SC.3 encouraged member States that were still applying resolution No. 14, to apply only resolution No. 40.

B. National legal acts governing navigation of recreational craft

91. SC.3 noted that no updates to the available information have been submitted to the secretariat so far.

XIV. Harmonization of the pan-European legal framework for inland navigation (agenda item 13)

A. Status of international conventions and agreements affecting inland navigation

Document: ECE/TRANS/SC.3/2019/19

92. The Working Party took note of the information on the current status of legal instruments relevant to inland navigation, as well as the progress in the number of contracting parties since the Bucharest Pan-European Conference on Inland Water Transport of 2006 presented in ECE/TRANS/SC.3/2018/11. It invited governments to keep the secretariat informed about any rectifications or additions to this document.

93. The Working Party encouraged Governments to accede to United Nations conventions of relevance to inland navigation, if they have not yet done so.

B. Application of UNECE resolutions on inland navigation

Document: ECE/TRANS/SC.3/2019/20

94. The Working Party took note of the status of ECE resolutions and their application on the basis of ECE/TRANS/SC.3/2019/20 and invited governments to accept the resolutions, if they had not yet done so.

XV. E-inland waterway statistics (agenda item 14)

Document: ECE/TRANS/SC.3/2018/14

95. The Working Party took note of the presentation by Mr. A. Blackburn, the secretary of the Working Party on Transport Statistics (WP.6) on the discussions at the seventieth

session of the E-inland waterway census. and the monitoring of the implementation of the modal split and additional indicators inland waterway-specific monitoring indicators.

96. SC.3 asked the secretariat to continue working on the E-inland waterway census and agreed with the proposal to visualize the inland water traffic on the basis of the existing Eurostat data and the Blue Book database and However, given that the data for some ECE member countries were missing in the Eurostat database, SC.3 asked these countries to explore what data could be relevant.

XVI. Terms and definitions related to inland water transport (agenda item 15)

Documents: ECE/TRANS/SC.3/2018/15-ECE/TRANS/WP.5/2018/5, ECE/TRANS/SC.3/WP.3/2019/8, ECE/TRANS/SC.3/WP.3/2019/24

97. The Working Party took note of the information by the secretariat on the progress made in preparing the glossary of terminology on inland water transport. SC.3 asked the secretariat to include in the correspondence group for the glossary, in addition to member States, river commissions and other relevant international organizations.

98. SC.3 asked the secretariat to prepare the draft for consideration at the fifty-seventh session of SC.3/WP.3 and to accomplish this work in 2020–2021 with a view of its adoption in 2021. Belgium and Russian Federation mentioned the immense scope of the work, the desirability of this document for the Working Party and additional sources of information. SC.3 asked the secretariat to include the glossary in the plan of publications for 2021 in the three languages, both as paper copies and in the electronic format.

XVII. Programme of work (agenda item 16)

Document: ECE/TRANS/SC.3/2019/21

A. Programme of work and biennial evaluation for 2020–2021

99. SC.3 agreed to maintain the biennial programme of work and the 4-year plan for the future, as proposed by the secretariat in ECE/TRANS/SC.3/2019/21. The Working Party reviewed and adopted its programme of work for 2020–2021 and the relevant parameters allowing for its biennial evaluation. The secretariat was asked to submit the adopted programme of work to ITC.

B. Implementation of the Inland Transport Committee Strategy

100. The Working Party considered the proposals for aligning its activities with the newly adopted strategy of ITC and agreed to include them in its programme of work for 2020–2021, as proposed in ECE/TRANS/SC.3/2019/21.

XVIII. Tentative list of meetings for 2020 (agenda item 17)

101. The Working Party approved the following tentative list of meetings for 2020:

12–14 February 2020	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (fifty-sixth session);
24–26 June 2020	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (fifty-seventh session);
7–9 October 2020	Working Party on Inland Water Transport (sixty-fourth session).

XIX. Other business (agenda item 18)

A. Group of Experts on Benchmarking of Transport Infrastructure Costs: construction costs of waterways and ports

102. SC.3 took note of the presentation by Mr. R. Janssens, the secretary of the Expert Group of Experts on Benchmarking of Transport Infrastructure Construction Costs (GE.4) about the progress made by the Group of Experts in collecting and analysing data for benchmarking inland transport construction costs.

103. SC.3 decided to (a) provide feedback on the draft questionnaires for inland waterways and ports as prepared by the Group of Experts, by 20 December 2019, for submission and the final adoption by the tenth meeting of GE.4 on 30 and 31 January 2020; (b) provide information on the models, methodologies, tools and good practices used for evaluating, calculating and analysing construction costs of inland waterways and ports the tenth meeting of GE.4.

B. Outcome of the Smart Rivers Conference (Lyon, France, 30 September – 3 October 2019)

104. The Chair informed SC.3 about the outcome of the Smart Rivers Conference (Lyon, France, 30 September–3 October 2019). The conference brought together more than 300 professionals from the inland navigation sector across the world. The presentations and special sessions were designed to share the practices and experiences of managers of waterways or river ports, transport operators, engineering companies on various urgent topics, in particular, on innovative infrastructure, smart inland waterway transport and smart technologies, e-navigation and cybersecurity, climate change, environmental and energy transition and multimodality. Special sessions were dedicated to African rivers, the future of large rivers and young professionals. The next Smart Rivers Conference would be held in October 2021 in China.

C. Theme topic for the sixty-fourth session of the Working Party

105. SC.3 decided that the theme topic for its next session will be cybersecurity in inland water transport.

XX. Adoption of the report (agenda item 19)

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