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Working Party on Inland Water Transport

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

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Item 8 of the provisional agenda

Automation in inland navigation and smart shipping

Activities of the Central Commission for the Navigation of the Rhine on automation

Transmitted by the Central Commission for the Navigation of the Rhine

In the framework of the forthcoming meeting of the Working Party SC.3/P.3, agenda item 8 on Automation in inland navigation and smart shipping, CCNR would like to highlight the following information.

The pilot projects of automated vessels nourish important hopes in terms of economic benefits with the reduction of operational costs and the creation of new business models and increasing safety by reducing human errors. However, legal, environmental, ethical and social considerations should also be addressed.

With its resolution 2018-II-16, CCNR adopted a first international definition of the various levels of automation in inland navigation. It creates a structured framework for a shared understanding of automated navigation, thereby enabling a sufficiently detailed assessment of the need for well targeted regulatory measures. This definition is available in Dutch, English, French, German on the CCNR website: www.ccr-zkr.org/files/documents/AutomatisationNav/NoteAutomatisation_en.pdf.

The experience gained with the various national and international research and development projects should stimulate more in-depth discussions on levels of automation and would enable the definition to be amended by 2020 if so required.

The above-mentioned resolution also proposes that the European Commission, ECE, the Danube Commission, the Moselle Commission, the International Sava River Basin Commission, the CCNR observer states as well as recognized associations, also use this definition in the context of relevant initiatives or work, in particular of a regulatory nature, thereby contributing to achieving a common understanding.

With the active contribution of the Belgian delegation, CCNR has started an analysis of its regulatory framework and discussion on questions of principles for future amendments in order to allow a proper implementation of automation in the light of safety and sustainability

concerns. This activity started within the CCNR Committee on Police Regulations and will also involve various competent CCNR Committees.
