


Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport
**Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation**
Fifty-seventh session

Geneva, 9 October 2020

**Report of the Working Party on the Standardization
of Technical and Safety Requirements in Inland Navigation
on its fifty-seventh 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-seventh session on 9 October 2020. The session had been postponed from the initially scheduled dates of 24–26 June 2020 due to the COVID-19 pandemic, according to the decision of the Working Party at its informal virtual meeting held on 29 and 30 June 2020. It was held as a hybrid meeting with participation in-person at the Palais des Nations in Geneva and virtual participation through the Interprefy platform with simultaneous interpretation into English, French and Russian.
2. The meeting was attended by representatives of the following countries: Belarus, Belgium, Bulgaria, Croatia, Germany, Romania, Russian Federation, Slovakia and Ukraine.
3. Representatives of the following intergovernmental organizations attended the session: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC), Mosel Commission (MC) and International Sava River Basin Commission (Sava Commission, or SC). Delegations of BIMCO, European Boating Association (EBA), European Transport Workers Federation (ETF) and European River-Sea-Transport Union (ERSTU) were present. Delegations of Rijkswaterstaat (the Netherlands),¹ Free Boating Association, Inland Waterway Transport Educational Network (EDINNA) and Maritime Academy of Harlingen were present at the invitation of the secretariat.
4. In accordance with the decision of the Working Party at its fifty-sixth session, Mr. I. Ignatov (Bulgaria) chaired the session and Mr. A. Afanasiev (Belarus) was the Vice Chair. The Chair opened the session and wished the participants fruitful work.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/SC.3/WP.3/113/Rev.1,
Informal document SC.3/WP.3 No. 26 (2020)

5. The Working Party decided to complement the provisional agenda (ECE/TRANS/SC.3/WP.3/113/Rev.1) with a new agenda item 10 “Election of officers for the fifty-eighth and fifty-ninth sessions of the Working Party” and adopted the modified provisional agenda. It was supplemented with Informal document SC.3/WP.3 No. 26 (2020) so as to take into account Informal documents SC.3/WP.3 Nos. 11 to 25 (2020).

III. Outcome of the informal virtual meeting of the Working Party (29 and 30 June 2020) (agenda item 2)

Documents: Informal documents SC.3/WP.3 Nos. 11, 12 and 25 (2020)

6. The Working Party was informed by the secretariat about the outcome of its informal virtual meeting held on 29 and 30 June 2020 (informal virtual meeting). The meeting had been held virtually in English only without official interpretation as a virtual consultation for business-critical decisions. It had been attended by (a) representatives of Belarus, Belgium, Bulgaria, Croatia, Germany, Russian Federation, Romania, Slovakia and Ukraine; (b) the following intergovernmental organizations: CCNR, DC and MC; (c) European Commission; (d) delegations of Confederation of European Maritime Technology Societies (CEMT), EBA and ERSTU, and (e) delegations of EDINNA and Maritime Academy of Harlingen, present at the invitation of the secretariat. Mr. I. Ignatov (Bulgaria) had chaired the meeting and Mr. A. Afanasiev (Belarus) had been the Vice Chair.

¹ The executive agency of the Ministry of Infrastructure and Water Management of the Netherlands, dedicated to promote safety, mobility and the quality of life (www.rijkswaterstaat.nl).

The participants had adopted the provisional agenda (Informal document SC.3/WP.3 No. 11 (2020)), circulated by the secretariat on 8 June 2020, subject to the following modifications:

- Agenda item 4 (b) had been supplemented with requirements for daily trip vessels up to 24 metres in length and up to 150 passengers
- Agenda item 7 “Other business” had been complemented with the following items:
 - Data collection on benchmarking of transport infrastructure construction costs of waterways and ports
 - Dates of the fifty-seventh session of the Working Party and modifications to the preliminary agenda
- Agenda item 8 had been modified as “Preparation of the list of decisions”.

7. The Working Party was informed by the secretariat about the adoption of the business-critical decisions made at the informal virtual meeting in accordance with the decision of the Executive Committee of the Economic Commission for Europe (EXCOM) on Special Procedures during the COVID-19 period. The list of business-critical decisions agreed at the meeting had been circulated in the three working languages of UNECE to member States and Permanent Representations in Geneva on 3 July 2020 for the final approval under a silence procedure of ten working days, which had concluded without objections. The list of decisions adopted through the silence procedure is available in Informal document SC.3/WP.3 No. 25 (2020).

8. The Working Party regretted that its current meeting suffered from a considerable reduction in allocation of the conference service by the United Nations Office in Geneva versus the previously accepted service level. The Working Party stressed the importance that official intergovernmental deliberations have to the success of intergovernmental processes. To this end, delegates expressed dissatisfaction that the cuts impacted its deliberations. The Working Party emphasized that any such reduction in the future will undermine the timely implementation of its tasks put forward by the Working Party on Inland Water Transport (SC.3). It requested the Chair and the secretariat to share this concern with its parent bodies.

IV. Impact of the COVID-19 outbreak on inland navigation and actions to be undertaken under the framework of the Economic Commission for Europe (agenda item 3)

Document: Informal document SC.3/WP.3 No. 13 (2020)

9. The Working Party recalled the information on exceptional measures for inland navigation in relation to the COVID-19 outbreak provided at the informal virtual meeting and the discussion on the impact of the COVID-19 outbreak on inland navigation:

(a) The detailed information provided by Belarus, Belgium, Croatia, Russian Federation, Slovakia, Ukraine, European Commission, CCNR, DC, MC and ERSTU (Informal document SC.3/WP.3 No. 13 (2020)). The presentations are available at www.unece.org/trans/main/sc3/wp3/wp3doc_2020.html, tab “Virtual informal meeting”.

- (b) The identified critical issues:
- The suspension of passenger traffic and river cruises
 - Reduced cargo volumes transported by inland waterways
 - The impact on cargo operations in ports and the operation of bridges and locks
 - The validity of vessels’ documents, certificates, attestations and other documents of crews
 - The replacement of crew members on board vessels, and
 - Safety and the health protection of the staff.

(c) The measures implemented by member States, CCNR, DC and MC in order to ensure the continuity of transport of goods, prevent a complete stop of navigation and support the fleet operation, in particular:

- Temporary measures for the extension and renewal of ship certificates and certificates of crew members
- Special procedures to facilitate the replacement of crew members in foreign ports, including special certificates for crews of vessels engaged in international voyages
- Joining multilateral agreements of the United Nations Economic Commission for Europe (UNECE) to compensate for the cancellation of refresher training sessions for Dangerous Goods Safety Advisers and ADN² experts
- Procedures for urgent vessel repairs, and
- Individual protective measures for crews and other staff in the sector and urgent actions in case of infection among the crew members.

(d) The documents adopted at the European Union level in order to reinforce public health sectors and mitigate the socio-economic impact of the pandemic:

- the Guidelines for border management measures to protect health and ensure the availability of goods and essential services and the Communication on the implementation of the Green Lanes under the Guidelines for border management measures, adopted on 23 March 2020. Member States had been requested to designate internal border-crossing points of the trans-European transport network (TEN-T) as “green lane” border crossings for land (road and rail), waterborne and air transport, and
- Regulation (EU) 2020/698 of the European Parliament and of the Council of 25 May 2020 laying down specific and temporary measures in view of the COVID-19 outbreak concerning the renewal or extension of certain certificates, licenses and authorizations and the postponement of certain periodic checks and periodic training in certain areas of transport legislation (the so-called Omnibus).

(e) The resolutions adopted by CCNR in relation to the COVID-19 crisis: resolution CCNR 2020-I-2 of 23 March 2020³ and resolution CCNR 2020-I-4 adopted at its plenary session on 4 June 2020⁴, and the activities of the European committee for drawing up standards in the field of inland navigation (CESNI), in particular, the discussion on the urgent need for a coordinated approach to measures for supporting the European inland navigation sector during the COVID-19 crisis held at its meeting on 30 April 2020, and the open letter published on 20 May 2020 with the CESNI recommendations for States in relation to the validity period of certificates, attestations and other inland waterway transport-related documents, vessel inspections and certification.

(f) Activities of UNECE related to the pandemic:

- The Observatory on Border Crossings Status due to COVID-19⁵
- A dedicated web page with information on the relevant short-term transport statistics, arranged by country and topic
- The outcome of the virtual meeting of the Informal Multidisciplinary Advisory Group Meeting on Transport Responses to the COVID-19 crisis held on 9 June 2020.

² The European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways.

³ www.ccr-zkr.org/files/documents/covid19/pre20_18fr_final.pdf.

⁴ www.ccr-zkr.org/files/documents/resolutions/ccr2020-Ifr.pdf.

⁵ wiki.unece.org/display/CTRBSBC/Observatory+on+Border+Crossings+Status+due+to+COVID-19+Home.

10. SC.3/WP.3 recalled the following conclusions made at the informal virtual meeting:
- The COVID-19 outbreak had a severe economic impact on the inland water transport sector as a whole and the smooth operation of transport chains, including the reduction of cargo volumes transported by inland water transport over the March–June 2020 period,⁶ which might result in a reduction of transport activity.
 - The most affected were passenger traffic and the movement of vessel crews, including the replacement of crew members.
 - The renewal of vessel certificates and certificates of crew members was significantly hindered.
 - The sector needed to harmonize the exceptional measures taken by countries in connection with the COVID-19 crisis, in particular, to address legal issues and ensure equal conditions for all players.
 - Among the lessons learned from other inland transport modes were: insufficient coordination between countries and national transport authorities, the need to further collect information and improve coordination and cooperation at the international level.
11. The Working Party further recalled that the meeting had recognized the importance, efficiency and timeliness of the measures undertaken by member States, the European Commission, river commissions and other key actors in response to the COVID-19 outbreak.
12. The Working Party proposed the following recommendations for the consideration by SC.3:
- Make an assessment of the conventions and agreements under the purview of UNECE relevant to inland water transport and UNECE resolutions in terms of preparedness for similar situations and propose modifications where necessary.
 - Prepare information for the Inland Transport Committee on the impact of the COVID-19 outbreak on inland navigation and the measures undertaken in the sector.
 - Continue collecting information on this issue and include this in the agenda of the sixty-fourth session of SC.3.

V. Inland waterways infrastructure (agenda item 4)

A. Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book)

Documents: ECE/TRANS/SC.3/144/Rev.3 and Amends.1–2,
ECE/TRANS/SC.3/WP.3/2020/14

13. The Working Party recalled the information on the draft amendments to the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book), delivered by Croatia and the secretariat at the informal virtual meeting. The draft had been prepared jointly by Croatia, the International Sava River Basin Commission (the Sava Commission) and the secretariat (ECE/TRANS/SC.3/WP.3/2020/14, annex I).

14. SC.3/WP.3 confirmed its decision at the informal virtual meeting to preliminarily approve the draft and asked the secretariat to transmit this to SC.3 for the final adoption.

⁶ Note by the secretariat: as of the end of June 2020.

B. 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, ECE/TRANS/SC.3/WP.3/2020/14

15. The Working Party recalled the information on the draft amendments to the Inventory of most important bottlenecks and missing links in the E Waterway Network (resolution No. 49, revision 2), delivered by the secretariat at the informal virtual meeting. The draft had been prepared jointly by Croatia, the Sava Commission and the secretariat (ECE/TRANS/SC.3/WP.3/2020/14, annex II).

16. SC.3/WP.3 confirmed its decision at the informal virtual meeting to preliminarily approve the draft and asked the secretariat to transmit this to SC.3 for the final adoption.

VI. Standardization of technical and safety requirements in inland navigation (agenda item 5)

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

Documents: ECE/TRANS/SC.3/115/Rev.5 and Amends.1–3, ECE/TRANS/SC.3/WP.3/2020/15, ECE/TRANS/SC.3/WP.3/2020/16, ECE/TRANS/SC.3/WP.3/2020/17, ECE/TRANS/SC.3/WP.3/2020/18 and ECE/TRANS/SC.3/WP.3/2020/19

17. The Working Party recalled the information on the progress made in the revision of the European Code for Inland Waterways (CEVNI), fifth revision, delivered by the secretariat at the informal virtual meeting:

(a) The comparison of CEVNI 5 with the Basic Rules for Navigation on the Danube (DFND) and the Navigation Rules on the Sava River Basin (ECE/TRANS/SC.3/WP.3/2020/15 and ECE/TRANS/SC.3/WP.3/2020/16);

(b) The report of the thirty-second meeting of the CEVNI Expert Group held on 11 February 2020, back-to-back with the fifty-sixth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2020/19).

18. SC.3/WP.3 recalled the information at the informal virtual meeting about the outcome of the thirty-third meeting of the CEVNI Expert Group held virtually on 23 June 2020, and asked the secretariat to highlight this in a detailed report for the sixty-fourth session of SC.3:

- The ongoing work on amendment proposals to articles 1.10, 9.02 and chapter 10 of CEVNI, in particular, a modification to article 10.06 and a proposal for a new annex 12 “Model Waste Water Log” aimed at preventing the illegal discharge of domestic waste water and sludge from on-board sewage plants.
- The revision of article 4.07, the clarifications by the Russian Federation on the revised text agreed at the meeting and the planned revision of articles 4.05 and 4.06.
- The continued discussion of the comparison of CEVNI with the Police Regulations for the Navigation of the Rhine (RPNR), DFND and the Navigation Rules on the Sava River Basin and the relevant amendment proposals to CEVNI.
- The date of its next meeting to be in the beginning of October 2020.

19. The Working Party confirmed its decisions taken at the informal virtual meeting: (a) to preliminarily approve the draft amendments to CEVNI as contained in ECE/TRANS/SC.3/WP.3/2020/19 and (b) to bring the Russian text of article 1.07 of CEVNI, paragraph 2, in line with the English and French texts, following the decision of the CEVNI Expert Group at its thirty-third meeting. The secretariat was asked to transmit the amendments to SC.3 for the final adoption.

20. The Working Party took note of the proposal by DC made at the informal virtual meeting to include the Waste Water Log in the existing Used Oil Log required by article 10.06 of CEVNI and decided to transmit this to the CEVNI Expert Group for consideration.

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 and Amend.1, ECE/TRANS/SC.3/WP.3/2020/3, ECE/TRANS/SC.3/WP.3/2020/25 and Informal document SC.3/WP.3 No. 24 (2020)

21. The Working Party recalled the discussion at the informal virtual meeting on the draft modifications to the annex to resolution No. 61 related to the additional provisions for electronic equipment and the automatic device for the reduction of the engine speed (ECE/TRANS/SC.3/WP.3/2020/25). The draft had been prepared by Romania in accordance with the decision of SC.3/WP.3 at its fifty-sixth session (ECE/TRANS/SC.3/WP.3/112, paras. 54–55) with the purpose to harmonize the annex to resolution No. 61 with the European Standard laying down Technical Requirements for Inland Navigation Vessels (ES-TRIN), edition 2019/1.

22. SC.3/WP.3 confirmed its decision to preliminary approve the amendment proposal (ECE/TRANS/SC.3/WP.3/2020/25) and asked the secretariat to transmit them to SC.3 for the final adoption. The participants thanked Romania for the excellent work done.

23. The Working Party recalled the discussion on the proposal by DC on new amendments to draft chapter XX, “Special provisions applicable to electric vessel propulsion” made at the informal virtual meeting, which was based on chapter 11 of ES-TRIN (Informal document SC.3/WP.3 No. 24 (2020)):

- The clarifications by DC on the purpose and scope of the proposal and the invitation for delegations to share the experience on the practical application of the ES-TRIN provisions for this vessel type, in case vessels with electric propulsion installations were already in operation
- The proposal of Romania, supported by Belgium, to consider this issue at the next session of the Working Party, given a significant amount of the proposed modifications.

24. SC.3/WP.3 asked the secretariat to prepare a working document with a detailed amendment proposal for the sixty-fourth session of SC.3 in cooperation with DC.

25. SC.3/WP.3 took note of the information by the secretariat about the finalization of the translation of ES-TRIN edition 2019/1 in the Russian language⁷ and thanked the secretariat for the work done.

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

Documents: ECE/TRANS/SC.3/179/Rev.1, TRANS/SC.3/150 and Addenda 1–3, ECE/TRANS/SC.3/WP.3/2019/3, ECE/TRANS/SC.3/WP.3/2020/27, ECE/TRANS/SC.3/WP.3/2020/28, ECE/TRANS/SC.3/WP.3/2020/29

26. The Working Party recalled the information by the secretariat at the informal virtual meeting on the progress made in updating the appendix to resolution No. 21 “Reception facilities for the transfer of waste generated on board ships on European inland waterways” on the basis of the data provided by member States, the national competent authorities responsible for the collection of waste from ships, the DC secretariat, the secretariat of the

⁷ www.unece.org/fileadmin/DAM/trans/main/sc3/publications/ES-TRIN_2019_ru.pdf.

Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI), port authorities and other relevant organizations (ECE/TRANS/SC.3/WP.3/2020/27 and ECE/TRANS/SC.3/WP.3/2020/28).

27. SC.3/WP.3 asked the secretariat to finalize the draft for the adoption at the sixty-fourth session of SC.3 and decided to keep in the draft the existing term “reception facilities”. DC thanked the secretariat for the work done and mentioned the list of reception facilities on the Danube adopted by DC in March 2020 and the efforts being made by the DC secretariat for harmonizing the list with the draft prepared by UNECE to the maximum possible extent.

28. The Working Party recalled the presentation by the secretariat at the informal virtual meeting on the additional categorization of waste generated on board inland navigation vessels as set out in ECE/TRANS/SC.3/WP.3/2020/29. The proposal had been jointly prepared by the secretariats of UNECE, DC and CDNI and via donau, following the decision of SC.3/WP.3 at its fifty-sixth session on collecting information with a view to establish a harmonized system of pictograms for the types of waste generated during the operation of a vessel (ECE/TRANS/SC.3/WP.3/112, para. 57) and had been finalized at the meeting of the four parties held virtually on 19 May 2020. As there was no uniform classification of the types of waste generated on board vessels which were subject to separate collection and disposal, the proposal aimed to harmonize the classification used in chapter 10 of CEVNI with (a) CDNI, (b) the Recommendations on the organization of the collection of waste from vessels navigating on the Danube, 2011, (c) paragraph 2.4.3 of the 2017 Guidelines for the Implementation of MARPOL⁸ Annex V (Resolution MEPC.295(71), adopted on 7 July 2017) and (d) the legislation of member States, in particular, the ship waste management in Austria according to the Federal Act on Sustainable Waste Management (Waste Management Act)⁹ and the waste types and categories used by CN Danube Maritime Ports Administration SA Galati, Romania.

29. The participants had no principal objections to the proposal. DC informed the meeting that this proposal would be considered at the meeting of the DC Expert Group on Ship-Generated Waste in March 2021. SC.3/WP.3 invited member States and river commissions to provide their comments to the proposal and decided to wait for comments from Contracting Parties to CDNI and DC member States.

VII. Provisions for passenger daily trip vessels (agenda item 6)

Documents: ECE/TRANS/SC.3/210, ECE/TRANS/SC.3/WP.3/112, ECE/TRANS/SC.3/WP.3/2019/18

30. The Working Party recalled the discussion on technical provisions for daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers held at the informal virtual meeting:

(a) The information by CEMT about the current situation with daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers;

(b) Comments by Romania, Russian Federation, Ukraine and DC on the draft provisions for the vessel type as contained in ECE/TRANS/SC.3/WP.3/2019/18:

- The draft required a detailed analysis with a focus on the adequate safety level
- The maximum number of 150 people on board, life-saving appliances and other issues mentioned during the discussion required additional clarifications
- These provisions could be drafted as a separate document and not a part of the annex to resolution No. 61; for this purpose, DC had proposed to consider the existing UNECE resolutions relevant to this vessel type;

⁸ The International Convention for the Prevention of Pollution from Ships.

⁹ www.ris.bka.gv.at/GeltendeFassung.wxe?Abfrage=Bundesnormen&Gesetzesnummer=20002086.

(c) The detailed comments for the draft prepared by Ukraine and transmitted to the secretariat;

(d) The ongoing work by the dedicated CESNI Working Group CESNI/PT/Pax with the aim to develop technical prescriptions for vessels; it was a challenging task, as these vessels were covered by several regulations at the European Union level and the regulations of classification societies; in this relation, Romania had mentioned that the above comments by Ukraine would be also of interest by CESNI/PT/Pax, and

(e) The information by the Russian Federation about the finalization of work on provisions for small craft having a length up to 20 metres and authorized to carry up to 12 people, to be included in the rules of the Russian River Register.

31. SC.3/WP.3 recognized the need for continuing work on the provisions for this vessel type. CEMT was invited to provide additional clarifications on the issues mentioned above. Following the proposals by Belgium and CEMT at the informal virtual meeting, SC.3/WP.3 invited member States to provide statistical data on the fleet of this vessel type, used for commercial purpose, based on the detailed list that could be prepared by CEMT.

32. SC.3/WP.3 asked the secretariat (a) to summarize the comments made at the informal virtual meeting and send them to member States and classification societies and (b) to prepare a working document and include this item in the agenda of the sixty-fourth session of SC.3.

VIII. Promotion of River Information Services and other Information and Communication Technologies in inland navigation (agenda item 7)

A. International Standard for Tracking and Tracing on Inland Waterways (annex to resolution No. 63, revised)

Documents: ECE/TRANS/SC.3/176/Rev.1, ECE/TRANS/SC.3/WP.3/2020/7, ECE/TRANS/SC.3/WP.3/2020/8, ECE/TRANS/SC.3/WP.3/2020/21/Rev.1, ECE/TRANS/SC.3/WP.3/2020/22 and Informal document SC.3/WP.3 No. 14 (2019)

33. The Working Party recalled the discussion on the amendment proposals to the revised draft of the annex to resolution No. 63 at the informal virtual meeting:

(a) Clarifications by the Russian Federation on the modifications to the revised draft prepared jointly with the Chair of the CESNI Temporary Working Group for Vessel Tracking and Tracing (CESNI/TI/VTT) and the secretariat, as contained in ECE/TRANS/SC.3/WP.3/2020/21/Rev.1, aimed to extend its application scope to maritime AIS¹⁰ and AIS classes A and B and harmonize the standard with article 4.07 of CEVNI and Recommendation ITU-R M.1371-5;

(b) Additional comments of Mr. S. Bober, the Chair of CESNI/TI/VTT, on the agreed approach used in this work, which had ensured the continued harmonization of the revised standard with Commission Implementing Regulation (EU) 2019/838 of 20 February 2019 on technical specifications for vessel tracking and tracing systems and repealing Regulation (EC) No. 415/2007 and thus make it applicable for all member States;

(c) Support of the modified proposal expressed by Ukraine.

34. SC.3/WP.3 confirmed its decision to preliminarily approve the amendment proposal to the revised draft of the annex to resolution No. 63 (ECE/TRANS/SC.3/WP.3/2020/21/Rev.1) and the updated appendices to the annex to resolution No. 63 (ECE/TRANS/SC.3/WP.3/2020/22).

35. DC noted that the revised standard would be taken into account in the ongoing work on updating DFND.

¹⁰ Automatic Identification System.

36. SC.3/WP.3 asked the secretariat to prepare the consolidated draft of the revised annex to resolution No. 63 and transmit it to SC.3 for the final adoption at its sixty-fourth session.

B. International Standard for Electronic Ship Reporting in Inland Navigation (annex to resolution No. 79)

Documents: ECE/TRANS/SC.3/198, ECE/TRANS/SC.3/WP.3/2020/23 and Informal document SC.3 No. 5 (2019)

37. The Working Party recalled the information by the secretariat on the draft of the revised International Standard for Electronic Ship Reporting (ERI) in Inland Navigation (annex to resolution No. 79) as proposed in ECE/TRANS/SC.3/WP.3/2020/23, which was based on the Commission Implementing Regulation (EU) 2019/1744 of 17 September 2019 on technical specifications for electronic ship reporting in inland navigation, prepared in accordance with the decision of SC.3/WP.3 at its fifty-sixth session (ECE/TRANS/SC.3/WP.3/112, para. 83).

38. The Working Party further recalled the comments of Belgium, Germany and the Russian Federation made at the informal virtual meeting about (a) the need for additional time for a detailed consideration of the draft and (b) the desirability to keep chapter I “Purpose and scope” of the existing annex to resolution No. 79 in the revised document, subject to possible modifications.

39. SC.3/WP.3 confirmed its decision to include this item in the preliminary agenda on the sixty-fourth session of SC.3.

40. The Working Party recalled the information by Ukraine about the outcome of the assessment of the current status of RIS in Ukraine and, in particular, on the Dnieper by the expert team of the European Union, headed by Mr. C. Willems, and its appreciation of the efficient cooperation, professionalism, and the excellent work done by the expert team.

IX. Terms and definitions related to inland water transport (agenda item 8)

Document: Informal documents SC.3/WP.3 Nos. 14 to 23 (2020)

41. The Working Party recalled the discussion on the “zero” draft of the glossary of terms and definitions related to inland water transport (Informal documents SC.3/WP.3 Nos. 14 to 23 (2020)), prepared in accordance with the decision of SC.3 at its sixty-third session (ECE/TRANS/SC.3/210, para. 98), which included part I “General terms”, part III “Waterways infrastructure”, part IV “Transportation of goods and passengers, transport documents”, part V “Waterway signs and marking”, part VI “Navigation rules”, part VII “Vessel and equipment”, part VIII “Navigation by Radar; River Information Services”, part XI “Prevention of pollution from vessels”, part XII “Hydrography, meteorology and cartography” and part XIV “Inland waterways statistics”:

(a) Clarifications by the secretariat on the approach used and the sources of information;

(b) The proposal of Germany to complement the draft with the terms and definitions from the Guidelines and Recommendations for River Information Services, Edition 4, adopted by Inland Navigation Committee of the World Association for Waterborne Transport Infrastructure (PIANC) in 2019.

42. The Working Party supported the proposal of the Russian Federation made at the informal virtual meeting to (a) follow the structure of the glossary agreed at the fifty-fourth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/108, para. 84), (b) complement the glossary with the index of terms in English, French and Russian, (c) check the compliance of terms and definitions with the internationally agreed regulatory framework and technical standards and, in case there are no internationally accepted terms – with national standards of member States, and (d) complement the glossary with definitions of certain terms adopted in national

standards of member States in case they are different from those accepted at the international level.

43. The Working Party encouraged other countries to take part in the activities of the correspondence group and asked the secretariat to send invitations to the European Commission, River Commissions, International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), PIANC, World Meteorological Organization, International Hydrographic Organization and other international organizations proposed at the meeting, as well as the Languages Service Division of Conference Management of the United Nations Office at Geneva to take part.

X. Theme topic for the fifty-eighth session of the Working Party (agenda item 9)

44. Following the proposal of ERSTU supported by Belgium, the Working Party decided that the theme topic for its fifty-eighth session would be “Climate change and the extreme water situation on European waterways and its impact on inland water transport”.

XI. Election of officers for the fifty-eighth and fifty-ninth sessions of the Working Party (agenda item 10)

45. Following the proposal of Belgium, supported by Croatia and the Russian Federation, Mr. I. Ignatov (Bulgaria) was re-elected as the Chair for the fifty-eighth and the fifty-ninth sessions of the Working Party.

46. Following the proposal of the Russian Federation, Mr. A. Afanasiev (Belarus) was re-elected as the Vice-Chair for the fifty-eighth and the fifty-ninth sessions of the Working Party.

XII. Adoption of the report (agenda item 11)

47. Mr. F. Dionori, Chief of the Transport Networks and Logistics section, informed the delegations of the formalities to be followed during the session, including the special procedures to take decisions in formal meetings with remote participation, adopted by the Executive Committee of the Economic Commission for Europe (EXCOM) on 5 October 2020.

48. In accordance with established practice, the Working Party adopted the decisions taken at its fifty-seventh session based on a draft prepared by the secretariat.

49. Following the special procedures to take decisions in formal meetings with remote participation adopted by EXCOM on 5 October 2020 (ECE/EX/2020/L.12), the decisions made at the session were circulated through all Geneva Permanent Representations for approval by silence procedure of 72 hours by the participating delegations of the session. The silence procedure closed on Thursday, 5 November 2020 at 18:00 (CET) and concluded without objections. The decisions of the above meeting are thus considered adopted. Related information is available on the ECE website under www.unece.org/info/about-unece/executive-committee-excom/silence-procedure.html.