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### Inland Transport Committee

#### Working Party on Inland Water Transport

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

##### Fifty-eighth session

Geneva, 17–19 February 2021

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

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## I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (Working Party or SC.3/WP.3) held its fifty-eighth session from 17 to 19 February 2021 in Geneva. It was held as a hybrid meeting with in-person participation at the Palais des Nations in Geneva and virtual participation on the Interprefy platform with simultaneous interpretation into English, French and Russian.
2. The session was attended by representatives of the following countries: Austria, Belarus, Belgium, Bulgaria, Croatia, Germany, Russian Federation, Romania, Slovakia, Switzerland and Ukraine.
3. The European Union was represented. 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, Confederation of European Maritime Technology Societies (CEMT), Environment-People-Law (EPL), European Barge Union (EBU), European Boating Association (EBA), European River-Sea-Transport Union (ERSTU), European Transport Workers' Federation (ETF), World Association for Waterborne Transport Infrastructure (PIANC) and UNCTAD were present. Delegations of European Centre for Medium-Range Weather Forecasts (ECMWF), Federal Institute of Hydrology (Germany), Frankfurt Zoological Society, Free Boating Association, International Environmental Association of River Keepers Eco-TIRAS, Inland Waterway Transport Educational Network (EDINNA), Maritime Academy of Harlingen, National Ecological Centre of Ukraine, Slovenian Environment Agency, Union for the Development of the Moravian-Silesian Region and Upper Silesian Agency for Entrepreneurship and Development Ltd. 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 and wished them successful work.
5. In accordance with the decision of the Working Party at its fifty-seventh session (ECE/TRANS/SC.3/WP.3/114, paras. 45 and 46), Mr. I. Ignatov (Bulgaria) chaired the fifty-eighth session of the Working Party and Mr. A. Afanasiev (Belarus) was the Vice-Chair.

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

*Documents:* ECE/TRANS/SC.3/WP.3/115, Informal document SC.3/WP.3 No. 1 (2021)

6. The Working Party adopted the provisional agenda subject to the following modifications agreed at the session: agenda item 13 "Other business" was complemented with: (a) Forthcoming meeting of the project "Mixed Environment-Transport External Expert Team" (October–November 2021, Ukraine) and (b) Tribute to Mr. W. Haupt. It was supplemented with Informal document SC.3/WP.3 No. 1 (2021) so as to take into account Informal documents SC.3/WP.3 Nos. 2 to 9.
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.

## III. Outcome of the sixty-fourth session of the Working Party on Inland Water Transport (agenda item 2)

*Document:* ECE/TRANS/SC.3/213

8. The Working Party took note of the main decisions taken by the Working Party on Inland Water Transport (SC.3) at its sixty-fourth session (7–9 October 2020): (a) amendments to the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book) and the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (resolution No. 49); (b) amendment No. 4 to the fifth revision of

the European Code for Inland Waterways (CEVNI); (c) amendment No. 2 to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (resolution No. 61, revision 2); (d) the revised list of the reception facilities for transfer of waste generated on board inland navigation vessels; (e) the International Standard for Tracking and Tracing on Inland Waterways (annex to resolution No. 63, revision 2) and (f) the International Standard for Electronic Ship Reporting in Inland Navigation (annex to resolution No. 79, revised).

#### **IV. Workshop “Climate change and the extreme water situation on European waterways and its impact on inland water transport” (agenda item 3)**

*Documents:* Informal documents SC.3/WP.3 Nos. 2 and 9 (2021)

9. Following the decision of the Working Party at its fifty-seventh session (ECE/TRANS/SC.3/WP.3/114, para. 44), the workshop “Climate change and the extreme water situation on European waterways and its impact on inland water transport” was held on 17 February 2021. The purpose of the workshop was to (a) highlight the impact of climate change and associated events on European waterways, ports and the operation of inland fleet, (b) address the data sources and methodologies for climate projections, (c) share experiences in risk assessment methodologies, actions, measures and strategies aimed to cope with climate change impacts on inland navigation, (d) exchange best practices in this field and (e) consider actions that could be undertaken by SC.3 to assist countries in addressing this challenge.

10. The key speakers were: Mr. L. Wyrowski, Sustainable Transport Division (Economic Commission for Europe (ECE)); Mr. S. Vermoote (ECMWF); Mr. N. Kriedel (CCNR); Mr. E. Nilson (Federal Institute of Hydrology (Germany)); Mr. I. Trombitsky (Eco-TIRAS); Ms. R. Asariotis (UNCTAD); Ms. J. Brooke (PIANC) and Ms. A. Sušnik (Slovenian Environment Agency).

11. Mr. Wyrowski, the secretary of the ECE Group of Experts on Climate Change impacts and adaptation for transport networks and nodes (WP.5/GE.3), highlighted the main findings of the Group on trends in climate change and the long-term impact on inland transport modes in the ECE region. For inland waterways, the analysis focused on low river flows from consecutive dry days and flooding from precipitation. The results were presented on regional maps in GIS format. The report “Climate Change Impacts and Adaptation for International Transport Networks”,<sup>1</sup> published in February 2020, identified further tasks for WP.5/GE.3: (a) raise awareness and consider the potential impacts of climate change to transport networks, (b) develop guidelines on integrating climate change considerations in the planning and operational processes of the transport sector, (c) embark on a more comprehensive and complete analysis and (d) develop a database with adaptation measures. A workshop on physical climate change risks in transport planning and operational processes would be held on 26 March 2021.

12. The provision of reliable data to support resilience to climate change was the theme of the presentation by Mr. Vermoote. He focused on tasks and services provided by the Copernicus Climate Change Service under the operational Earth Observation and Monitoring Programme Copernicus of the European Union, e.g. (a) authoritative information about the past, present and future climate and a set of tools, including a one-stop Climate Data Store, (b) six-month forecasts issued monthly, (c) climate change assessments and climate projections, (d) user-driven and sectorial workflows, applications and assessments for different sectors and (e) transforming data from climate projections into usable information. Indicators for the waterway sector that were mentioned were the hydrological variables of river discharge, soil moisture, snow water equivalent and groundwater recharge. Mr. Vermoote continued with a case study of the Rhine on monitoring and projecting river flow changes and effects on costs of inland waterway transport, and main conclusions for the

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<sup>1</sup> ECE/TRANS/283, available at [https://unece.org/sites/default/files/2021-01/ECE-TRANS-283e\\_web.pdf](https://unece.org/sites/default/files/2021-01/ECE-TRANS-283e_web.pdf).

next decades and after 2050. The case study showed, as was expected, the increasing impact of low water periods on the navigation of the Rhine and the need for adaptation measures.

13. Mr. Kriedel continued with a presentation on the analysis of low water periods on the Rhine, the economic impacts and possible adaptation and mitigation measures. An overview of critical low water periods on the German section of the Rhine since 1820 and the consequences for navigation showed: (a) the decrease in Rhine traffic due to low water, (b) the increasing vulnerability of traffic and (c) the increase in freight rates or transport prices. A severe low water period in the second half of 2018, when the water level was below the minimum value for 107 days led to losses in German industrial production that were estimated at € 4.68 billion, or 0.63 per cent of the total German industry. To address climate change impact, CCNR organized a workshop on 26 November 2019 in Bonn to exchange on measures and solutions between waterway administrations, ports, industry, river commissions and other key players. The report on the workshop was issued in the Reflection Paper “Act now!”,<sup>2</sup> with a matrix of short-, medium- and long-term measures for infrastructure, fleet and logistics, which involved water management, adaptation of the fleet and optimization of supply chains.

14. The presentation of Mr. Nilson focused on the results and application of climate impact research for inland waterway transport in Central Europe. The speaker stressed that climate change affected inland water transport via several impact chains, and highlighted the analysis of climate models on future sectoral impacts from low flow, high flow and icing on the Rhine-Main-Danube waterway. The low flow factor was shown to be the most severe. He continued with the legal aspects of addressing climate change impacts in the planning procedures. The action plan “Low flow Rhine”, adopted by the Federal Ministry of Transport and Digital Infrastructure of Germany in 2019, provided for adaptation measures and covered information systems, transport and logistics, infrastructure and long-term approaches. Some measures have already been considered for future short-term variability and long-term changes in the hydrological and the hydrometeorological boundary conditions of inland water transport, and other measures were under research.

15. Mr. Trombitsky highlighted the main features and the tendencies of climate change and the current economic situation in the Dniester region. In last decades, the Dniester has been affected by (a) an elevation of the mid-annual temperatures, (b) an increase in extreme weather events, particularly, droughts, (c) a high percentage of unsustainable land use, (d) a degradation of tributaries and (e) negative changes in the run-off from the Dniester basin. This, in addition to the adverse effect on the river hydromorphology, would have wider socioeconomic and environmental implications for other sectors. Navigation suffered severely from a lack of proper fairway maintenance and from an industrial-scale extraction of sand and gravel, and navigation was only possible on the Dniester section between Bilhorod-Dnistrovskiy and Bender for barges and pleasure craft. The climate change scenarios, based on the prognosis of precipitation and humidity, have forecasted unfavourable trends for the region.

16. The presentation of Ms. Asariotis addressed the global perspective for maritime transport in terms of climate variability and change impact and the activities of UNCTAD. She highlighted the direct and indirect impacts of climate change on maritime transport infrastructure, operations and services, and emphasized the strategic economic importance of enhanced climate resilience and adaptation for ports and other key transport infrastructure. An analysis of the impacts of extreme sea level and extreme heat events on seaports and the outcome of the UNCTAD project on climate change impacts on coastal transport infrastructure in the Caribbean have shown that all global ports will be affected, with effects worsening as the specific warming level increases. To assess the level of preparedness, UNCTAD launched in 2017 a Port Industry Survey on Climate Change Impacts and Adaptation,<sup>3</sup> which revealed the need for mainstreaming climate change considerations into planning. Ms. Asariotis concluded with some key messages that could be also relevant to inland waterways, including the need for early action in adaptation strategies that would

<sup>2</sup> Available on the CCNR website at [www.ccr-zkr.org/13020151-en.html](http://www.ccr-zkr.org/13020151-en.html).

<sup>3</sup> [https://unctad.org/system/files/official-document/ser-rp-2017d18\\_en.pdf](https://unctad.org/system/files/official-document/ser-rp-2017d18_en.pdf).

require strong legal, regulatory and policy frameworks, and the co-benefits of energy efficiency, renewables and decarbonization.

17. Ms. Brooke began her presentation with the tasks and activities of the PIANC Technical Working Group 178 (PIANC WG 178) under the initiative Navigating a Changing Climate Partnership. The action plan that was developed under this initiative<sup>4</sup> encouraged the key players in waterborne transport infrastructure to reduce greenhouse gas emissions and to act urgently to adapt to the changing climate. The speaker mentioned events and impacts of climate change on inland waterways, including the impact on infrastructure, navigational safety and disruptions to business. She highlighted the key points of the good practice guide “Climate Change Adaptation Planning for Ports and Inland Waterways” prepared by PIANC WG 178, which sets a tiered approach to identifying and assessing possible climate change adaptation measures for waterborne transport infrastructure, and a set of physical, social and institutional measures. Furthermore, Ms. Brooke emphasized the role of monitoring and effective data management for efficient climate change adaptation.

18. Ms. Sušnik highlighted, in her presentation, the drought management principles of the Danube region and the main findings of the projects on drought monitoring and risk assessment, in particular, the project “Drought Risk in the Danube Region” (DriDanube) under the INTERREG Danube Transnational programme of the European Union.<sup>5</sup> The speaker provided an overview of the trends in the annual frequency of droughts in Europe since 1950 and recent changes: first of all, consecutive years of drought – 2020 was the third consecutive year of unexpected dry conditions across Europe. The DriDanube project focused primarily on the agricultural sector, though, its outcome could extend to Danube navigation, which was also affected. The main achievements were: (a) Drought Watch, a web-based interactive tool for near-real-time drought monitoring,<sup>6</sup> (b) a network of reporters that provide drought-related information and (c) the Danube Drought Strategy and policy recommendations. She concluded with the impact of climate change on Danube navigation and stressed the need for adaptation measures.

19. Questions followed on possible adaptation measures for the inland fleet of the Rhine and other European rivers and financial support; ERSTU, CCNR, UNCTAD and the Federal Institute of Hydrology took part. CCNR mentioned that industry would require a highly reliable forecast as a solid base for changing the existing business models and modernizing the fleet, as this might have an economic impact on inland shipping. UNCTAD referred to the Climate Action Pathways that have underlined the need to ensure climate resilience for vessels and vehicles. An example of financial support in Germany were the special financial programmes of the Federal Ministry of Transport and Digital Infrastructure and the Federal Ministry for Economic Affairs and Energy.

20. ERSTU highlighted the need for adaptation measures in the sector from the CCNR presentation under the long-term forecasts of extreme water flow in Europe and referred to projects of hybrid tankers and new design vessels for future operation. ERSTU also invited participants to take part in the digital workshop “Greening of Inland Navigation, Short Sea Shipping and River-Sea Shipping” to be held on 24 March 2021 (Informal document SC.3/WP.3 No. 9 (2021)).

21. DC informed the participants about the ongoing work on climate change impact on Danube navigation by the DC Groups of Experts on Hydraulic Engineering and Technical Issues. Analysis of the impact of global warming and the low flow periods over the last fifteen years showed that the most severe years were 2003, 2011, 2015 and, in particular, 2018 with the greatest impact on the Upper and Lower Danube. Navigation was seriously hindered during the summer low water period when the draught on the Upper and Middle Danube was less than two metres. Navigation was entirely stopped for pushed convoys and passenger vessels and led to further restrictions for certain cargo vessels and dangerous goods vessels.

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<sup>4</sup> <http://navclimate.pianc.org>.

<sup>5</sup> [www.interreg-danube.eu/dridanube](http://www.interreg-danube.eu/dridanube).

<sup>6</sup> [www.droughtwatch.eu](http://www.droughtwatch.eu).

22. The presentations were followed by discussions on issues for further consideration, based on the answers to a multiple-choice questionnaire.

23. Forty per cent of respondents considered inland water transport as possibly more vulnerable to climate change impacts compared to other inland transport modes due to its nature, and several respondents were of the opinion that the situation has deteriorated in recent years.

24. Among the climate-related events that had an impact on the sector, respondents mentioned:

- Draught (80 per cent)
- Flooding (71 per cent)
- Extreme heat and windstorm (strong winds) (29 per cent)
- Storm surge (20 per cent)
- Extreme snowfall (15 per cent)
- Sea level rise (12 per cent)
- Ice thaw (10 per cent).

25. The participants highlighted the severe economic damage from low water on the European rivers and emphasized the need for a harmonized approach for urgent adaptation measures and coping strategies.

26. The following associated impacts of climate change events on inland and coastal navigation, the waterway infrastructure and ports were mentioned:

- Low water and low river flow conditions due to drought or reduced water supply (93 per cent)
- River bed or bank erosion (46 per cent)
- Flooding due to precipitation, overwhelmed drainage systems or high groundwater levels (44 per cent)
- Changes in bathymetry or sediment or debris transport (39 per cent)
- High water or overtopping due to precipitation, ice thaw, high tides or storm surges (34 per cent)
- Danger to navigation due to high speed, strength and/or direction of the wind, increased wave height (22 per cent)
- Icing and the increased ice thickness (20 per cent)
- Reduced visibility due to fog, precipitation, etc. (15 per cent)
- High in-channel flow velocities or changes in the sea state (7 per cent)
- Among other impacts were mentioned operational disruptions and the increase of energy needs and costs.

27. In the opinion of respondents, the associated impacts of climate change events affected mostly the operation of the fleet, first of all, due to low water conditions (85 per cent of respondents). Other affected elements were:

- Operation of the permanent waterway structures (dams, weirs, locks) and port structures (quays, berths, breakwaters) (39 per cent)
- Operation of cargo handling equipment and cargo transshipment operations (22 per cent)
- Port storage facilities (12 per cent)
- Energy consumption (12 per cent)
- Traffic due to congestion (10 per cent)

- Operation of on-board equipment (7 per cent)
  - Road and rail connections in ports (5 per cent)
  - Other elements as mentioned in the “Port Industry Survey on Climate Change Impacts and Adaptation”.
28. Climate projections were in use by 37 per cent of respondents and were in planning for the upcoming period by 32 per cent of respondents.
29. The measures and strategies aimed to cope with climate change impact on inland water transport mentioned by the respondents were:
- Decarbonization of the port and navigation operations, and a reduction of greenhouse gas emissions from vessels (46 per cent)
  - Use of monitoring systems, River Information Services (RIS) and effective data management to inform and support timely climate change action (44 per cent)
  - Improvement of water management and flood risk management (37 per cent)
  - Development and use of risk assessments, contingency plans and warning systems (34 per cent)
  - Adaptation of the fleet, including new vessel design and modernization of the existing vessels (32 per cent)
  - Strengthening the resilience of the existing infrastructure to impacts associated with climate change (24 per cent)
  - Collaboration with energy and water suppliers, onward transport providers and other key players involved in the supply chain (17 per cent)
  - Collaboration with the rail and the road sectors (12 per cent).
30. Among the obstacles to the integration of climate change adaptation measures into the planning and operational processes in the sector were:
- Lack of agreed strategies, regulations and/or recommendations in the sector (54 per cent)
  - Inadequate funding (51 per cent)
  - Lack of coordination with other players engaged in the logistic chain (46 per cent)
  - Lack or insufficiency of corresponding data (44 per cent)
  - Lack of support at the governmental and/or public levels (39 per cent)
  - Lack of risk assessment methodologies (30 per cent)
  - Lack of understanding the relevant problems, mainstreaming of climate change considerations into ordinary operations and planning decision-making were also mentioned.
31. The Working Party recommended that SC.3 could undertake the following activities to assist member States:
- Exchange of best practices and develop recommendations (83 per cent)
  - Develop cross-sectoral cooperation and coordination (68 per cent)
  - Disseminate information on the available tools and programmes (66 per cent)
  - Organize workshops and capacity-building activities (66 per cent)
  - Among other activities were mentioned providing and structuring data in a database for the development of measures to limit the effects of climate change events.
32. The Working Party took note of the information about the workshop “Consideration of physical climate change risks in transport planning and operational processes” that would be held online on 26 March 2021. All participants were invited. The secretariat invited



member States and other participants to complete a questionnaire for the upcoming workshop.

33. EPL expressed concern about the possible environmental impact of restoring the E 40 waterway and the need for a comprehensive environmental assessment of the project.

34. The Chair thanked the speakers on behalf of the Working Party for the valuable contributions to the workshop.

## **V. Inland waterways infrastructure (agenda item 4)**

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

*Document:* ECE/TRANS/120/Rev.4

35. The Working Party took note of the presentation by Mr. F. Serpentier (De Vlaamse Waterweg nv (Belgium)) about the ongoing Seine-Scheldt project in Flanders, as a part of a new connection Seine–Nord Europe (E 05). The project, started in 2018, aimed to build a waterway link between the Seine and the Scheldt basins that complied with class Vb. The speaker provided information on progress in the upgrading to class Vb of the Lys section between the French border and Gent. After the adoption of Commission Implementing Decision (EU) 2019/1118 of 27 June 2019 on the Seine–Scheldt cross-border project which involved Belgium and France, the project in Flanders was extended to the connecting waterways and to creating a network of transshipment terminals. He further provided information on the restoration plan of the Lys and its valley based on an integral approach, and the projects in Wallonia and France under the framework of the Seine-Scheldt project.

36. SC.3/WP.3 welcomed the progress in the project and stressed its importance for implementing the European Agreement on Main Inland Waterways of International Importance (AGN). The secretariat was asked to prepare updates to the relevant SC.3 documents based on the outcome of the project in cooperation with Belgium and France.

37. The Working Party took note of the information by Ukraine about the completion of the road map for implementing the agreements between the Presidents of Belarus and Ukraine reached at the Second Forum of Regions on 4 October 2019, and the Memorandum of Understanding between Belarus and Ukraine on restoring waterway connection and developing river transportation. In 2020, the volume of repair dredging works on Ukrainian waterways exceeded 450,000 m<sup>3</sup> of which are over 350,000 m<sup>3</sup> on the Dnieper and 130,000 m<sup>3</sup> on the Pripyat: (a) dredging works on the Ukrainian section of the Pripyat were to ensure a fairway depth of 1.6 m and (b) repair dredging works on the Kremenchutske and Kamianske reservoirs were to ensure a draught of 3.65 m.

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

*Documents:* ECE/TRANS/SC.3/144/Rev.3 and Amends. 1–3, Informal document SC.3/WP.3 No. 5 (2021)

38. The Working Party took note of the information by the secretariat that amendment No. 3 to the Blue Book was available on the SC.3 web page.

39. CCNR informed the Working Party about the conclusion of the CCNR Committee for Infrastructure and Environment at its spring meeting in 2020 that no strategic bottlenecks could be identified on the Rhine. And so, CCNR proposed to delete the strategic bottleneck on the E 10 waterway from the list of strategic bottlenecks in Germany (Informal document SC.3/WP.3 No. 5 (2021)). SC.3/WP.3 agreed with the proposed amendment. The secretariat was asked to include this proposal in a working document for the fifty-ninth session of SC.3/WP.3.

40. SC.3/WP.3 took note of the presentation by Ms. A. Krawucka (Upper Silesian Agency for Entrepreneurship and Development Ltd.) on the outcome of the transnational project TRANS TRITIA<sup>7</sup> under the INTERREG Central Europe programme that was finalized in November 2020.<sup>8</sup> She addressed the concept, objectives of the project and highlighted the strategic documents and recommendations for implementation of the project outcome: (a) the Regional Multimodal Freight Transport Strategy, (b) the Tritia Transport Model up to 2030 and (c) action plans for alternative modes of transport: three cross-border action plans for Czechia, Poland and Slovakia, the Inland Waterway Action Plan, the Railway Action Plan and the Intermodal Logistic Centres/Terminals Action Plan. For inland waterways, the proposals were: (a) the modernization of the Oder up to Ostrava (Czechia) to class Vb, (b) the construction of the Silesian canal to class Vb, (c) the modernization on the Gliwice Canal to class Va, (d) the construction of a waterway in the Ostrava-Mošnov section and (e) the upgrading of the Váh section up to Žilina (Slovakia). The secretariat was asked to contact the governments of Czechia, Poland and Slovakia for possible modifications to the Blue Book.

41. Questions followed on the implementation of the action plans and on the coordination with national strategies. The participants mentioned proposals for joint projects in the Trans Tritia region, aimed to integrate the waterway system into the TEN-T<sup>9</sup> corridors: a waterway connection between the ports of Ostrava and Kędzierzyn-Koźle (Poland), the Silesian canal and others.

42. The Working Party took note of the information by Ukraine on the adoption of amendments to the list of inland waterways classified as navigable in September 2020 for the rivers Desna, Pivdennyi Buh and Danube. Ukraine mentioned that they would be included in the future amendment to the Blue Book.

## **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.1–4, ECE/TRANS/SC.3/2020/4, ECE/TRANS/SC.3/WP.3/2021/1, ECE/TRANS/SC.3/WP.3/2021/2, ECE/TRANS/SC.3/WP.3/2021/3, ECE/TRANS/SC.3/WP.3/2021/4, ECE/TRANS/SC.3/WP.3/2021/5, ECE/TRANS/SC.3/WP.3/2021/6 and Informal documents SC.3/WP.3 Nos. 3, 4 and 6 (2021)

43. The Working Party preliminarily approved the draft amendments to the European Code for Inland Waterways (CEVNI), revision 5, proposed by the CEVNI Expert Group at its thirty-third, thirty-fourth and thirty-fifth meetings (ECE/TRANS/SC.3/2020/4, ECE/TRANS/SC.3/WP.3/2021/1 and ECE/TRANS/SC.3/WP.3/2021/2), except paragraph 3 of article 4.07 (annex II to ECE/TRANS/SC.3/WP.3/2021/2), which would be finalized by the CEVNI Expert Group at its thirty-seventh meeting.

44. SC.3/WP.3 exchanged information about the application of the distress signals in article 3.30, the signs used for the prohibition of boarding (article 3.31 and sketch 66 of annex 3) and the prohibition of smoking or using fires and naked light (article 3.32 and sketch 67 of annex 3) (Informal document SC.3/WP.3 No. 6 (2021)). SC.3/WP.3 confirmed the decision of the CEVNI Expert Group to keep all of them in the forthcoming sixth revision of CEVNI.

45. SC.3/WP.3 discussed the draft proposal for a model waste water log (ECE/TRANS/SC.3/WP.3/2021/3). Delegates said that this could be a useful tool in preventing illegal water discharge into a waterway. The secretariat informed SC.3/WP.3 about the answers of member States to the questionnaire for the present session: (a) seven countries had supported the proposal or had no objections; (b) Belgium and Germany as

<sup>7</sup> See also ECE/TRANS/SC.3/210, para. 28.

<sup>8</sup> [www.interreg-central.eu/Content.Node/TRANS-TRITIA.html](http://www.interreg-central.eu/Content.Node/TRANS-TRITIA.html).

<sup>9</sup> Trans-European Transport Network.

contracting parties to the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI) had mentioned that the waste water log was not applied in CDNI, and had stressed the need for an aligned approach in this respect and (c) DC member States had emphasized the need for the decision of the DC Group of Experts on Ship-Generated Waste. DC informed the session that this issue was on the agenda of the meeting of the Group on 4 March 2021, and mentioned the need for a comprehensive approach to prevent pollution by waste water from vessels, including the availability of onshore infrastructure. SC.3/WP.3 asked the secretariat to keep it informed about feedback from the CDNI and DC secretariats and decided to continue discussion at its fifty-ninth session.

46. SC.3/WP.3 took note of the outcome of the thirty-sixth meeting of the CEVNI Expert Group held on 8 February 2021 (Informal document SC.3/WP.3 No. 3 (2021)) and preliminarily approved the proposed draft amendments to CEVNI.

47. The Working Party took note of the consolidated version of amendments to CEVNI (ECE/TRANS/SC.3/WP.3/2021/5) and agreed that this could be the basis for the sixth revision of CEVNI.

48. SC.3/WP.3 took note of the first draft of the sixth revision of CEVNI in the English language as prepared by the CEVNI Expert Group (Informal document SC.3/WP.3 No. 4 (2021)). SC.3/WP.3 invited member States and river commissions to transmit any comments for the draft to the secretariat by 19 March 2021. The secretariat was asked, in cooperation with the CEVNI Expert Group, to submit the final draft to its fifty-ninth session in the three languages of ECE for preliminary approval.

49. CCNR welcomed the progress on the draft, and proposed that SC.3/WP.3 could consider a simultaneous adoption of the three official language versions of CEVNI, thus avoiding recurring problems of the terminology. CCNR also mentioned that preparing comments to the draft would need a reasonable amount of time, and expressed the desirability of preparing a German language version of the sixth revision of CEVNI, which would be very useful at the European level. The secretariat clarified that this could only be possible if funded by member States.

50. The Working Party took note of: (a) the amendments to the Police Regulations for the Navigation of the Rhine and resolutions related to the COVID-19 crisis adopted by CCNR at its spring session in 2020 and (b) the amendments to the Police Regulations for the Navigation of the Mosel adopted by MC at its plenary session on 26 November 2020 (ECE/TRANS/SC.3/WP.3/2021/6), and decided to revert to this at future sessions. CCNR welcomed the fruitful cooperation with the ECE secretariat and mentioned the common practice of sharing with the secretariat all resolutions adopted at CCNR plenary sessions.

## **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.3/2020/7, ECE/TRANS/SC.3/WP.3/2020/3, ECE/TRANS/SC.3/WP.3/2021/7 and ECE/TRANS/SC.3/WP.3/2021/11

51. The Working Party noted that amendment No. 2 to the annex to resolution No. 61, revision 2, was available on the SC.3 web page.

52. The Working Party continued discussion on a new draft chapter “Special Provisions Applicable to Electric Vessel Propulsion” to the annex of resolution No. 61, based on the European Standard laying down Technical Requirements for Inland Navigation vessels (ESTRIN), and the proposals transmitted by DC (ECE/TRANS/SC.3/2020/7 and ECE/TRANS/SC.3/WP.3/2020/3). The Russian Federation provided comments and mentioned that a detailed proposal had been transmitted to the secretariat for consideration at the fifty-ninth session of SC.3/WP.3. CCNR informed the session that the DC proposal had been presented to the Working Group on technical requirements of the European Committee for Drawing up Standards in the Field of Inland Navigation (CESNI) (CESNI/PT)

in November 2020; CESNI/PT had insisted on the need for justification of the proposed amendments to better understand the objectives and the problems, and will continue to examine the proposal at its next meeting scheduled for March 2021.

53. SC.3/WP.3 took note of the provided comments and decided to continue discussion at its next session.

54. SC.3/WP.3 took note of the provisions of ES-TRIN edition 2021 that could be used for further harmonization with the annex to resolution No. 61 (ECE/TRANS/SC.3/WP.3/2021/7). CCNR welcomed the efforts on aligning the annex to resolution No. 61 with ES-TRIN edition 2021 and the translation of ES-TRIN into Russian by the secretariat, and recalled that ES-TRIN was binding for member States of CCNR and the European Union. CCNR further informed the session about some key topics on the agenda of the meeting of CESNI/PT in March 2021: (a) the revision of the transitional provisions for the existing vessels, (b) waste water collection and disposal facilities, (b) a new model of inland navigation vessel certificate, (c) the study on the role of the human factor in accidents in inland navigation and (d) the preparation of the 2021–2023 work programme. Ukraine expressed its support for the continued work on harmonizing the annex to resolution No. 61 with ES-TRIN and the DC recommendations, and its relevance for extending the scope of technical provisions for vessels in the pan-European context.

55. DC mentioned the desirability of aligning modifications as proposed in ECE/TRANS/SC.3/WP.3/2021/7 with the annex to resolution No. 61: the provisions for accumulators with section 9-2.6 and for portable fire extinguishers – with chapter 3A, and noted that the proposal required further consideration. SC.3/WP.3 asked the secretariat to prepare an amendment proposal to the annex to resolution No. 61 based on ECE/TRANS/SC.3/WP.3/2021/7 and invited DC to take part.

56. SC.3/WP.3 preliminarily approved the amendments to the list of inland waterways of Belarus contained in appendix 1 of the annex to resolution No. 61, revision 2, transmitted by Belarus (ECE/TRANS/SC.3/WP.3/2021/11), and encouraged other member States to transmit updates on the list of their inland waterways divided geographically into zones 1, 2 and 3, if any.

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

*Documents:* ECE/TRANS/SC.3/179/Rev.1 and Add.1, ECE/TRANS/SC.3/WP.3/2020/29

57. The Working Party was informed by the secretariat that the list of reception facilities for transfer of waste generated on-board vessels, adopted by SC.3 at its sixty-fourth session as resolution No. 98, is available on the SC.3 website.

58. SC.3/WP.3 took note of the proposal by Croatia to complement the list of reception facilities on the Danube with the reception facility in the port of Vukovar, km 1,333.1 on the right bank, for oily and domestic waste water, available on request. The secretariat was asked to include this in the draft amendment for the sixty-fifth session of SC.3.

59. SC.3/WP.3 took note of the information by: (a) DC about the recently updated list of the reception facilities on the Danube, which was available on the DC website and (b) Ukraine about the reception facilities in seaports located on Ukrainian inland waterways. The list of reception facilities is available on the website of the Ukrainian Sea Ports Authority.

60. SC.3/WP.3 was informed by the secretariat about the feedback from governments to the proposal on the additional categorization of waste generated on-board inland navigation vessels (ECE/TRANS/SC.3/WP.3/2020/29). Ukraine stressed the importance of avoiding divergent interpretation of the terminology used in mandatory instruments and other international regulations, such as MARPOL and CEVNI, as far as possible. The Chair mentioned that additional feedback might be received from the upcoming meeting of the DC Group of Experts on Ship-Generated Waste. SC.3/WP.3 decided to come back to this at future sessions.

## D. Modernization and greening of the inland waterway fleet in Europe

*Document:* ECE/TRANS/SC.3/WP.3/2021/8

61. The Working Party took note of the outcome of the project GRENDDEL – Green and efficient Danube fleet<sup>10</sup> and the proposed strategies and recommendations for fleet modernization, presented at the final event organized by the GRENDDEL consortium on 29 October 2020, which had been transmitted by Pro Danube International (ECE/TRANS/SC.3/WP.3/2021/8). DC who had managed the work related to technologies and innovations in the field of ecology and energy efficiency through interaction with its member States, informed the session about further actions needed for implementing the proposed strategy in line with the main objectives of DC. They included specific measures and targeted national programmes aimed to ensure environmental safety and to increase the competitiveness of Danube navigation. DC stressed that – under current constraints such as the ageing fleet, low freight rates and, therefore, limited investment opportunities for shipping companies – support from the governments of DC member States would be critical for an efficient fleet modernization.

62. Ms. T. Hacksteiner (EBU) gave a presentation on the actions needed for greening of inland water transport in Europe and for delivering the European Green Deal. She began with the impact of COVID-19 on the sector and possible recovery actions, in particular, strong support for the recovery plan of the European Union and measures for facilitating innovations, green technologies, use of alternative fuels and digitalization. She further focused on the road map towards greening the sector, the Inland Water Transport Greening Fund and the European Recovery and Resilience Package. Ms. Hacksteiner called upon ECE, the European Union, river commissions and involved member States to support this innovation and greening goal of inland water transport in Europe, and referred to the brochure “Inland Waterway Transport: Rivers of opportunity to deliver” of the European Inland Water Transport Platform.<sup>11</sup> CEMT expressed support of the proposal of EBU and stressed the need for financial support to foster modernization of the inland fleet, which was of particular importance for smaller passenger vessels.

63. SC.3/WP.3 took note of the information provided by the delegations:

(a) Measures to support greening of the fleet in Belgium: financial support for greening the fleet, sustainability and alternative energy sources and a planned study on possibilities for converting the fleet to alternative fuels;

(b) The activities of CCNR in accordance with the Mannheim Ministerial Declaration of 2018: the publication of intermediate results of the study “Financing of energy transition towards a zero-emission European inland navigation sector”;<sup>12</sup> final results will be published in June 2021. CCNR was also preparing a road map on the reduction of emissions in inland navigation, which would include transition pathways of the European inland navigation fleet towards 2050;

(c) Information on the Sustainable and Smart Mobility Strategy of the European Union delivered by the secretariat.

<sup>10</sup> [www.interreg-danube.eu/approved-projects/grendel](http://www.interreg-danube.eu/approved-projects/grendel).

<sup>11</sup> [www.ebu-uenf.org/wp-content/uploads/IWT-2633-Publication-European-IWT-Platform\\_FIN.pdf](http://www.ebu-uenf.org/wp-content/uploads/IWT-2633-Publication-European-IWT-Platform_FIN.pdf).

<sup>12</sup> [www.ccr-zkr.org/12080000-en.html](http://www.ccr-zkr.org/12080000-en.html).

## **VII. Promotion of River Information Services and other Information and Communication Technologies in inland navigation (agenda item 6)**

### **A. Guidelines and Recommendations for River Information Services (annex to resolution No. 57, revised)**

*Documents:* ECE/TRANS/SC.3/165/Rev.1 and Amend.1,  
ECE/TRANS/SC.3/WP.3/2021/9

64. The Working Party took note of the presentation by Mr. P. Creemers, the Chair of the PIANC Working Group 125, about the activities of PIANC to further develop RIS. He highlighted the milestones and main achievements in the development of RIS, the ongoing activities, future tasks and the evolution of the PIANC RIS Guidelines. The presentation further focused on the key points of edition 4 of the Guidelines, adopted in 2019, main differences with the previous edition, the worldwide approach of standards for RIS technical services and considerations on mid-term RIS-related developments. Mr. Creemers further presented the proposed approach for the fifth edition of the Guidelines which was planned for 2022, and confirmed that the essential developments in the fourth edition would be maintained in the draft fifth edition. He informed the Working Party about the decision of the European Commission and CCNR to postpone the revision of the respective regulations until the fifth edition of the Guidelines, and invited SC.3/WP.3 to consider the same approach for updating resolution No. 57.

65. Discussion followed on the harmonization of resolution No. 57 with the PIANC RIS Guidelines. The Russian Federation and Ukraine supported the PIANC proposal; Ukraine added that SC.3/WP.3 should take into account edition 4 of the Guidelines in its activities while cooperating with PIANC on the future revision of resolution No. 57, and stressed the need for complementing both documents with provisions for the education and training of RIS operators. SC.3/WP.3 decided to wait for the adoption of the PIANC RIS Guidelines edition 5. On behalf of SC.3/WP.3, the Chair thanked Mr. Creemers for the presentation.

### **B. Status of other resolutions of the Economic Commission for Europe of relevance to River Information Services**

66. SC.3/WP.3 noted that resolution No. 58, adopted in 2004 based on the Recommendation “Vessel Traffic Services in Inland Waters” of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) might require updating based on the 2013 revision of the IALA document. Discussion followed: Belgium, the Russian Federation and Ukraine took part. Following the proposal by Belgium, SC.3/WP.3 decided to postpone discussion on this issue to its fifty-ninth session and invited the Russian Federation and Ukraine to transmit their comments to the secretariat in order to prepare a working document. The secretariat was asked to transmit an invitation to IALA to take part in the discussion.

### **C. Other activities aimed at promoting the development of River Information Services in Europe**

67. The Working Party took note of the information by CCNR about the outcome of the second CESNI RIS Week held online from 23 to 27 November 2020: the general meeting information, meetings of four temporary working groups of the CESNI Working group on information technologies (CESNI/TI) and the ongoing work on updating RIS standards. A new programme of work of the temporary working groups will be included in the agenda of the next CESNI RIS Week scheduled for June 2021. The information was supplemented by Ukraine.

68. Following the proposal by the Russian Federation supported by Ukraine, SC.3/WP.3 decided to prepare a booklet that aims to promote the development of RIS, as a printed and

electronic publication in three languages, and asked the secretariat to prepare a draft for consideration and preliminary approval at its fifty-ninth session in cooperation with interested parties.

## **VIII. Mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (agenda item 7)**

*Documents:* ECE/TRANS/SC.3/184, ECE/TRANS/SC.3/WP.3/2021/10

69. The Working Party took note of a comparison of articles in the annex to resolution No. 31 with Directive (EU) 2017/2397 of 12 December 2017 and with the European Standard for Qualifications in Inland Navigation (ES-QIN), prepared by the secretariat (ECE/TRANS/SC.3/WP.3/2021/10), and agreed that this could be used as the basis for updating provisions of the annex to resolution No. 31.

70. Discussion followed: Belgium, Ukraine and the Sava Commission supported the proposal to align resolution No. 31 with Directive (EU) 2017/2397 and informed the session about updating their regulatory framework in accordance with the legislation of the European Union. Ukraine informed the session about the adoption of the Law of Ukraine "On Inland Water Transport" on 3 December 2020, which provided a legal basis for the implementation of European legislation in this field and, in particular, the recognition of qualification certificates in accordance with Directive 2017/2397 on Ukrainian inland waterways.

71. The Chair stressed the relevance of harmonizing resolution No. 31 with the Directive for facilitating the recognition of crew certificates in Europe. The secretariat was asked to begin preparing the proposal for revision of resolution No. 31 in cooperation with member States for its fifty-ninth session.

## **IX. Glossary of terms and definitions related to inland water transport (agenda item 8)**

*Documents:* ECE/TRANS/SC.3/2020/14, ECE/TRANS/SC.3/2020/15, ECE/TRANS/SC.3/2020/16

72. The Working Party took note of the information by the secretariat on the progress in preparing the glossary, the proposals submitted by member States, the invitations sent to the relevant international organizations and the consultations held with the Chair of the PIANC Working Group 125.

73. SC.3/WP.3 asked the secretariat to include this item in the agenda of its fifty-ninth session and to continue discussion.

## **X. Inland waterway statistics (agenda item 9)**

*Documents:* Informal document SC.3/WP.3 No. 7 (2021)

74. The Working Party took note of the information from member States transmitted to the secretariat on the proposal for an E waterway census, made by the secretariat at the sixty-fourth session of SC.3 (ECE/TRANS/SC.3/213, paras. 90 and 91), as contained in Informal document SC.3/WP.3 No. 7 (2021). Additional clarifications were provided by the secretariat.

75. SC.3/WP.3 asked the secretariat to continue this work with due regard for the comments by member States and to keep it informed about the progress reached.

## **XI. Digitalization of documents accompanying goods transported by inland waterway (agenda item 10)**

76. The Working Party took note of the presentation by Mr. D. Roff, Transport and Logistics Domain Coordinator, the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT), about ongoing work under the United Nations Development Account coronavirus (COVID-19) response project “Transport and Trade Connectivity in the Age of Pandemics”. The speaker informed the session about the progress in developing a model of the electronic river bill of lading, based on the UN/CEFACT reference data models and semantically interoperable with connected modes of transport. The model was based on the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) and the samples of transport documents provided by member States, following the decision of SC.3 at its sixty-fourth session (ECE/TRANS/SC.3/213, para. 94).

77. Mr. D. Iakymenkov, ECE consultant, continued with a presentation about the standardized dataset alignment to international standards and data models, documents implementation prototypes and the practical application in a pilot project on the Black Sea–Baltic Sea transport corridor in Ukraine. He highlighted the outcome of Phase 2 of the project. The model of inland bill of lading, developed for the E 40 waterway, was based on maritime transport documents. Phase 3 would include the harmonization of the models of transport documents with UN/CEFACT reference data models and would be extended to the Dnieper and the Danube. The speaker mentioned that the model transport document that was in accordance with CMNI, had great potential for a wider application on Ukrainian inland waterways.

78. Questions followed on the practical application of electronic documents, challenges that were revealed during the pilot project, and possible solutions. The Chair thanked the speakers for detailed presentations. SC.3/WP.3 took note of the progress in developing electronic data exchange for inland water transport.

## **XII. Recreational navigation (agenda item 11)**

*Document:* ECE/TRANS/SC.3/147/Rev.4

79. The Working Party took note of the information by the secretariat about a new entry in the online database of specimens of the International Certificate for Operators of Pleasure Craft transmitted by the Netherlands.

80. SC.3/WP.3 took note of the information by the secretariat that the sixth meeting of the Informal Working Group on Recreational Navigation would take part in the first half of 2021, subject to agreement by the members of the Group.

## **XIII. Theme topic for the fifty-ninth session of the Working Party (agenda item 12)**

81. The Working Party decided that the theme topic for its fifty-ninth session would be the regulatory framework to increase the efficiency and safety of inland water transport. SC.3/WP.3 also agreed with the proposal of ERSTU to include the modernization and greening of the inland waterway fleet in Europe in the agenda of its next session.

82. Following the proposals by the Russian Federation and Ukraine, SC.3/WP.3 asked the secretariat to include the topics “Increasing the Accuracy of Satellite Positioning Systems on Inland Waterways” and “Education Standards for RIS Operators” in the agenda of its future sessions under the agenda item on RIS.



## **XIV. Other business (agenda item 13)**

### **A. Forthcoming meeting of the project “Mixed Environment-Transport External Expert Team” (October–November 2021, Ukraine)**

83. The Working Party took note of the information by Ukraine about the project “Mixed Environment-Transport External Expert Team” (METEET) and the forthcoming meeting. The METEET project is an international platform for the Danube countries aimed to assist the competent authorities in developing and implementing an integrated approach to infrastructure projects in inland navigation. The meeting will be organized as a training workshop as both an in-person seminar and an online training webinar. The concept and agenda of the meeting will be drafted by June 2021.

### **B. Tribute to Mr. W. Haupt**

84. The Working Party thanked Mr. Wieland Haupt, the Chair of the International Inland ECDIS<sup>13</sup> Expert Group, for his highly professional and dedicated contribution to the work of SC.3 and of SC.3/WP.3 and wished him a long and happy retirement.

## **XV. Adoption of the report (agenda item 14)**

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

86. 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 the silence procedure of 72 hours by the participating delegations of the session. The silence procedure closed on Thursday, 4 March 2021 at 6.00 p.m. (CET) and concluded without objection. The decisions of the above meeting are thus considered adopted. Related information is available on the ECE website under <https://unece.org/silence-procedure>.

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<sup>13</sup> Electronic Chart Display and Information System.