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Working Party on Inland Water Transport

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

Fifty-ninth session

Geneva, 23–25 June 2021

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

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1–5	3
II. Adoption of the agenda (agenda item 1)	6–7	3
III. Workshop “Building up a solid international regulatory framework aimed at increasing the efficiency and safety of inland water transport” (agenda item 2).....	8–25	4
IV. Inland waterways infrastructure (agenda item 3)	26–30	7
A. European Agreement on Main Inland Waterways of International Importance	26–27	7
B. Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book)	28–29	7
C. Inventory of most important bottlenecks and missing links in the E Waterway Network (resolution No. 49, revision 2).....	30	7
V. Standardization of technical and safety requirements in inland navigation (agenda item 4).....	31–50	8
A. European Code for Inland Waterways (resolution No. 24, revision 5).....	31–39	8
B. Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (resolution No. 61, revision 2).....	40–42	9
C. Prevention of pollution of inland waterways by vessels (resolution No. 21, revised)	43–46	9
D. Modernization and greening of the inland waterway fleet in Europe	47–50	10

VI.	Promotion of River Information Services and other Information and Communication Technologies in inland navigation (agenda item 5).....	51–78	11
A.	Guidelines and Criteria for Vessel Traffic Services on Inland Waterways (annex to resolution No. 58)	51–54	11
B.	Booklet “River Information Services in the region of the United Nations Economic Commission for Europe”	55–57	11
C.	Satellite positioning systems on inland waterways.....	58–76	12
D.	Other activities aimed at promoting the development of River Information Services in Europe	77–78	14
VII.	Mutual recognition of boatmasters’ certificates and harmonization of professional requirements in inland navigation (agenda item 6).....	79–81	14
VIII.	Glossary of terms and definitions related to inland water transport (agenda item 7).....	82	14
IX.	Inland waterway statistics (agenda item 8)	83–85	14
X.	Recreational navigation (agenda item 9).....	86–88	15
XI.	Theme topic for the sixtieth session of the Working Party (agenda item 10).....	89	15
XII.	Other business (agenda item 11)	90–92	15
A.	Elections of officers for the sixtieth and sixty-first sessions of the Working Party	90–91	15
B.	Eleventh International Seminar on Trade and Transport Facilitation “Digital Transformation of Multimodal Transport Using the UN/CEFACT Reference Data Model” (26–28 May 2021, Odessa (Ukraine)).....	92	16
XIII.	Adoption of the report (agenda item 12).....	93–94	16
Annex	Report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its special session on the European Code for Inland Waterways (22 June 2021).....		17

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-ninth session from 23 to 25 June 2021 in Geneva. Held as a hybrid meeting with in-person participation at the Palais des Nations in Geneva and virtual participation on 23 June, official interpretation varied: the afternoon of 24 June was on the Webex platform in English only without official interpretation, the mornings of 24 and 25 June were on the Interpretfy 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, Poland, Republic of Moldova, Romania, Russian Federation, Slovakia, Switzerland 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). The European Commission was represented. Delegations of BIMCO, Confederation of European Maritime Technology Societies (CEMT), European Boating Association (EBA), European River-Sea-Transport Union (ERSTU), European Transport Workers' Federation (ETF), International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and United Nations Office for Outer Space Affairs (UNOOSA) were present. Delegations of Alberding GmbH, Argonav GmbH, Associazione Italiana di Diritto della Navigazione Interna (AIDNI), European Union Agency for the Space Programme (EUSPA), Finnish Geospatial Research Institute of the National Land Survey of Finland, Free Boating Association, Josip Juraj Strossmayer University of Osijek (Croatia), Lower Danube River Administration, (Romania), National Association of Radio Distress-Signalling and Infocommunications (Hungary), Port of Hamburg Marketing Regional Association, Sitronics KT and Technical University of Civil Engineering of Bucharest 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 delegations and wished the participants a 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-ninth session of the Working Party and Mr. A. Afanasiev (Belarus) vice-chaired.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/SC.3/WP.3/117, Informal document SC.3/WP.3 No. 10 (2021)

6. The Working Party adopted the provisional agenda subject to the following modifications agreed at the session: agenda item 11 "Other business" was complemented with (a) Election of officers for the sixtieth and sixty-first sessions of SC.3/WP.3 and (b) Eleventh International Seminar on Trade and Transport Facilitation "Digital Transformation of Multimodal Transport Using the UN/CEFACT¹ Reference Data Model" (26–28 May 2021, Odessa (Ukraine)). Supplementary documents were: Informal document SC.3/WP.3 No. 10 (2021) so as to take into account Informal documents SC.3/WP.3 Nos. 11 to 19 (2021).
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.

¹ The United Nations Centre for Trade Facilitation and Electronic Business.

III. Workshop “Building up a solid international regulatory framework aimed at increasing the efficiency and safety of inland water transport” (agenda item 2)

Document: ECE/TRANS/SC.3/WP.3/2021/12

8. Following the decision of the Working Party at its fifty-eighth session (ECE/TRANS/SC.3/WP.3/116, para. 81), the workshop “Building up a solid international regulatory framework aimed at increasing the efficiency and safety of inland water transport” was held in the morning of 23 June 2021. The workshop aimed to (a) address the efficiency of international conventions relevant to inland navigation under the purview of the Economic Commission for Europe (ECE), (b) consider the need for updating the existing legal instruments, (c) consider potential new legal instruments to further facilitate the growth and use of inland waterways and (d) propose recommendations for the Working Party on Inland Water Transport (SC.3).

9. The key speakers were: Messrs. G. Georgiadis, L. Wyrowski and Ms. V. Ivanova (ECE Sustainable Transport Division); Ms. B. Braat (CCNR); Mr. M. Grimaldi (AIDNI); Mr. T. Kocóń (Ministry of Infrastructure of Poland); Ms. B. Činčurak Erceg (Josip Juraj Strossmayer University of Osijek) and Ms. O. Starikova (Ministry of Infrastructure of Ukraine).

10. Mr. Georgiadis opened the workshop with a presentation on the ongoing activities of the Inland Transport Committee (ITC) and perspectives related to the implementation of the ITC Strategy until 2030. He informed the session about the main strategic outcomes of the eighty-third session of ITC (23–26 February 2021), in particular, the endorsement of the ministerial resolution “Enhancing resilient inland transport connectivity in emergency situations: an urgent call for concerted action”, which also covered inland water transport, and highlighted the relevance of the present workshop for the ITC activities in the field of international conventions.

11. An overview of international conventions and agreements relevant to inland water transport within ITC was given by Ms. Ivanova. This included the geographical scope, the dynamics of ratification, acceptance, approval and accession, which was subject to specific features in inland water transport. She mentioned possible ways of increasing the efficiency of the legal instruments as well as their visibility; an example was the ECE GIS application for the E road, E rail and E inland waterway networks. In terms of potential new legal instruments, the European Code for Inland Waterways (CEVNI) and the International Certificate for Operators of Pleasure Craft (resolution No. 40) were mentioned.

12. Mr. Wyrowski provided observations on the solidity and efficiency of some conventions and agreements of relevance to inland water transport. He made a brief analysis and a comparison between 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. Focus was on the role of contracting parties, the updating of the agreements and the discrepancies which could be eliminated, if both instruments were managed jointly by their contracting parties. Among the possibilities for strengthening the international regulatory framework, he mentioned increasing the number of contracting parties among countries with international waterways, an effective implementation of legal provisions at the national level and efficient implementation monitoring tools.

13. Ms. Braat, in her presentation, focused mainly on the Convention on the Navigation of the Rhine (the Mannheim Convention). She highlighted the key elements of the success and durability of the convention: (a) the vision – the fundamental principles for navigation and (b) support mechanisms and tools to ensure effective, clear and uniform implementation. Point (b) is achieved by CCNR, as a centre of expertise and in a close cooperation with the inland navigation industry, through the set of regulations and tools to ensure uniform interpretation of the convention: (a) specialized courts and the CCNR Chamber of Appeal; (b) the principles of interpretation and (c) the right of complaint. Furthermore, the outreach and the updating as a response to current challenges are vitally important for the efficiency

of the convention. Ms. Braat concluded by summarizing the criteria that would ensure the success of international conventions: (a) to meet and duly address real a need of the sector, and avoid duplication with other instruments; (b) to function as a versatile instrument with effective review mechanisms; (c) to benefit from support and guidance of an international organization in terms of implementation and interpretation and (d) to have dedicated experts for its achievement and protection.

14. Mr. Grimaldi focused his presentation on the attachment and forced sale of inland navigation vessels in international uniform law. He highlighted the purpose and scope of the Convention on the Registration of Inland Navigation Vessels, and specifically on Protocol No. 2 concerning Attachment and Forced Sale of Inland Navigation Vessels. The speaker provided a detailed analysis of individual provisions for attachment and forced sale of vessels set out in the Protocol and identified deficiencies. The Convention could benefit from a review that would: (a) introduce uniform rules for wrongful attachment and for entitlement to damages and (b) evaluate the necessity of coordination with the Strasbourg Convention on the Limitation of Liability in Inland Navigation 2012 (CLNI 2012). Here, a comparative analysis of the existing regulations for wrongful attachment and entitlement to damages could be useful.

15. Mr. Kocoń gave a presentation on the development of the regulatory framework for inland waterway transport in Poland and, in particular, the status of implementation of AGN and the Convention on the Measurement of Inland Navigation Vessels, to which Poland acceded in 2017. He described the structure of public policy for inland navigation in Poland: (a) the Strategy for Responsible Development until 2020 (with a 2030 perspective), (b) the Strategy of Sustainable Development of Transport until 2030, (c) the National Masterplan of Inland Navigation by 2030 and (d) the development programmes for the Oder and the Vistula waterways. The National Masterplan of Inland Navigation aimed to restore the conditions for reliable and effective inland waterway transport and specifically targets: (a) the ensuring the Good Navigation Status, (b) the development of the inland water transport market and (c) the establishment of partnerships for inland water transport. Details on the Vistula Waterway and the Oder Waterway development programmes were provided.

16. The main topic of the presentation by Ms. Činčurak Erceg was the lack of harmonized regulations in the sector and its impact on inland navigation in Europe. The speaker addressed the advantages and disadvantages of the sector, and provided an overview of the international institutions and bodies regulating inland navigation in Europe and the existing legal regimes in Europe: (a) international treaties governing navigation on international rivers, (b) international agreements and conventions, (c) directives and regulations of the European Union, (d) rules of the River Commissions and ECE resolutions and (e) national legislation. She gave an overview of the Croatian national legislative framework for inland navigation: the Inland Waterway Navigation and Ports Act, the Strategy for Development of Inland Waterways (2008–2018) and other relevant documents. The speaker emphasized the importance of continued harmonization and unification of rules and regulations, and the establishment of mechanisms for an efficient regulatory framework governing inland waterway transport, and the need of the sector in an international agreement regulating the carriage of passengers and their luggage by inland waterways.

17. In her presentation, Ms. Starikova informed the session about the progress of the Ministry of Infrastructure of Ukraine in developing the national regulatory framework for inland water transport and the European integration towards green river logistics by means of the transition to the European standards and active engagement of the sector in international logistics chains and multimodal transport. The Law of Ukraine “On Inland Water Transport”, other recently adopted legislative acts and the draft Strategy for the Development of Inland Water Transport until 2031 establish a set of measures for facilitating international transport, reducing the cost of river logistics and improving the investment climate. The speaker also addressed the progress in implementing AGN, the European Agreement on the International Carriage of Dangerous Goods by Inland Waterways (ADN), the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) and the ongoing work on harmonizing national legislation with CEVNI and the European Code for Signs and Signals on Inland Waterways (SIGNI).

18. The presentations were followed by discussions and issues for further consideration. The participants were invited to respond to a multiple-choice questionnaire.

19. The respondents mentioned the following advantages of acceding to international conventions and agreements:

- Internationally harmonized development of the sector
- Simplified and standardized procedures
- Enhanced mobility and connectivity
- Development of the national legislation
- Enhanced cooperation
- Internationally recognized transit documents and guarantees
- Increased transparency and visibility
- Faster, safer and more reliable transport.

20. The respondents mentioned the following possibilities for improving the existing international regulatory framework:

- Recent developments (digitalization, automation, greening of inland fleet, innovations, etc.)
- Further harmonization with other international regulations, standards, etc.
- Elimination of the existing gaps or contradictions with other regulations
- Prevention of duplication with other mandatory instruments
- Resilience to pandemics and other emergency situations.

21. The respondents mentioned the following obstacles for countries to accede to and to implement international conventions and agreements:

- Contradictions with the national and/or regional legislation
- The advantages of acceding to them are not sufficiently clear
- Lack of information on the accession procedure
- Obstacles during the implementation
- No possibility of amending specific provisions.

22. The respondents mentioned the following ways for improving the efficiency of mandatory instruments under the ECE purview that were relevant for inland water transport:

- Updating and/or revision of particular provisions which no longer serve the purpose of the convention or the existing circumstances
- Increasing visibility and availability of information
- Feedback from contracting parties on the obstacles during the implementation and enforcement
- Development of new legal instruments.

23. The Working Party agreed that the following recommendations could be made to SC.3 to increase the efficiency of international conventions and agreements under ECE that were relevant for inland water transport and the number of contracting parties to them:

- Close cooperation with the River Commissions and European Union on issues of to the accession to and the implementation of the legal instruments
- Build capacity of member States to accede to and implement the ECE legal instruments
- Increase the visibility and accessibility of information on the legal instruments and their advantages

- Analyse where the legal instruments need updating and modernization
- Regular collection of information from contracting parties on the implementation and enforcement, and address this at the sessions
- Hold thematic workshops on particular legal instruments.

24. On behalf of SC.3/WP.3, the Chair thanked the speakers for excellent presentations.

25. Following the proposal by the Chair, SC.3/WP.3 agreed to keep this item in the agenda of the next sessions of both Working Parties and continue discussion at the sixty-fifth session of SC.3.

IV. Inland waterways infrastructure (agenda item 3)

A. European Agreement on Main Inland Waterways of International Importance

Document: ECE/TRANS/120/Rev.4

26. The Working Party took note, with satisfaction, of the information from Belgium about the progress in the preparatory work for acceding to AGN.

27. The secretariat mentioned that updated information about the intention of countries to accede to AGN was not available so far. SC.3/WP.3 encouraged member States that have not yet acceded to AGN, to do so.

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, ECE/TRANS/SC.3/WP.3/2021/13

28. The Working Party preliminarily approved the amendment proposals to the third revised edition of the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book), transmitted by Belgium, Czechia and CCNR (ECE/TRANS/SC.3/WP.3/2021/13). Following the proposal of Slovakia, SC.3/WP.3 decided to add the following footnote to the list of missing links for Slovakia:

Portions of waterways which do not exist at present, but which are included in relevant infrastructure development programmes.

29. SC.3/WP.3 asked the secretariat to transmit the amendment proposals to the Blue Book, preliminarily approved at its fifty-eighth and fifty-ninth sessions, for final approval by SC.3 at its sixty-fifth session.

C. 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.3/2021/13

30. The Working Party preliminarily approved the amendment proposals for the second revised edition of the Inventory of most important bottlenecks and missing links in the E Waterway Network (resolution No. 49, revision 2) to the list of basic bottlenecks for Czechia and the list of strategic bottlenecks for Germany as contained in ECE/TRANS/SC.3/WP.3/2021/13.

V. Standardization of technical and safety requirements in inland navigation (agenda item 4)

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

Documents: ECE/TRANS/SC.3/115/Rev.5 and Amends. 1 to 4, ECE/TRANS/SC.3/WP.3/2021/3, ECE/TRANS/SC.3/WP.3/2021/14, ECE/TRANS/SC.3/WP.3/2021/15 and Informal documents SC.3/WP.3 Nos. 11 and 17 (2021)

31. The Working Party took note of the outcome of its special session on the European Code for Inland Waterways (CEVNI) held on 22 June 2021, back-to-back with its fifty-ninth session, and confirmed the decisions adopted at the special session (see the annex).

32. The Working Party agreed on the next modifications to the draft CEVNI 6 (Informal document SC.3/WP.3 No. 11 (2021)):

- Article 1.22, paragraph 2 (Russian only):

Replace “общественными манифестациями” with “публичными мероприятиями”

- Article 3.25, paragraph 4 (Russian only):

Decline the amendment proposal in the end of the second sentence.

- Article 9.09, *add* a new paragraph 2

2. With respect to article 8.02, paragraph 1, the competent authorities may require that boatmasters of day-trip vessels report their presence on the indicated radiotelephone channel prior to entering the sectors, traffic control posts, traffic centres and locks indicated by the competent authority by the sign B.11 (annex 7).

- Article 10.01

Replace “отходы от очистки” with “шлам очистных установок”, “хозяйственный мусор” with “бытовой мусор” (Russian only).

33. Following the question from Austria about the amendment proposal for the waste water log in article 10.06 and annex 12 as contained in ECE/TRANS/SC.3/WP.3/2021/3, the secretariat referred to the decision of SC.3/WP.3 at its fifty-eighth session (ECE/TRANS/SC.3/WP.3/116, para. 45) to wait for feedback from DC and from the secretariat of the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI). The secretariat further informed SC.3/WP.3 that it had presented information on this proposal at the meeting of the DC experts meeting on ship-generated waste, held on 4 March 2021, and at the meeting of the CDNI Working Group held on 6 and 7 April 2021. Austria agreed that it was too early to adopt this proposal at the present session and stressed that those amendments were crucial for preventing an illegal discharge of waste water generated on board inland vessels into the waterway.

34. Russian Federation emphasized the efficient work of the CEVNI Expert Group from 2017 to 2021 preparing CEVNI 6. It mentioned numerous editorial modifications introduced in CEVNI that have significantly improved the draft and expressed hope that the revised text would be helpful for the work of DC on the Basic Rules for the Navigation on the Danube (DFND).

35. Following the proposal of the Russian Federation, SC.3/WP.3 preliminarily approved the draft CEVNI 6, subject to the agreed modifications and asked the secretariat to transmit this to the sixty-fifth session of SC.3 for the final adoption.

36. SC.3/WP.3 asked CCNR to transmit further editorial comments to the French text of the draft CEVNI 6, if any, to the secretariat by 30 July 2021, in order to include them to the final draft to be submitted to SC.3 at its sixty-fifth session.

37 SC.3/WP.3 took note of the information by DC on establishing the special drafting group for preparing the work of the 2022 edition of DFND.

38. SC.3/WP.3 took note of the amendments to the Police Regulations for the Navigation of the Rhine and to the Police Regulations for the Navigation of the Mosel, transmitted by CCNR and MC (ECE/TRANS/SC.3/WP.3/2021/15 and Informal document SC.3/WP.3 No. 17 (2021)) and decided to come back to this after the adoption of the sixth revision of CEVNI.

39. SC.3/WP.3 took note of the information by the secretariat and DC about the ongoing discussion on the amendment proposals on the waste water log that were ongoing in DC. The secretariat was asked to continue information about feedback from the CDNI and DC secretariats and decided to continue discussion at its future 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.3/2020/3, ECE/TRANS/SC.3/WP.3/2020/7, ECE/TRANS/SC.3/WP.3/2021/16 and ECE/TRANS/SC.3/WP.3/2021/17

40. The Working Party took note of the amendment proposals to the annex to resolution No. 61, prepared by the secretariat based on provisions of the European Standard laying down technical requirements for inland navigation vessels (ES-TRIN), edition 2021 (ECE/TRANS/SC.3/WP.3/2021/16) following the decision at its fifty-eighth session (ECE/TRANS/SC.3/WP.3/116, para. 55). The draft contained amendment proposals to chapter 4 “Safety clearance, freeboard and draught marks”, chapter 8 “Engine design”, chapter 9 “Electrical installations”, chapter 10 “Equipment”, chapter 12 “Crew accommodation” and annex 10 “Supplementary provisions applicable to craft operating on fuels with a flashpoint equal to or lower than 55°C”. It was mentioned, in particular, that the following paragraphs required the decision of SC.3/WP.3 for the references to the European standards and articles of ES-TRIN in the draft: 9-2.6.11, 9-2.6.13 and 2.8.9 of appendix 10.

41. The Working Party took note of the additional proposal for a new draft chapter “Special provisions applicable to electric vessel propulsion” to the annex to resolution No. 61, transmitted by the Russian Federation (ECE/TRANS/SC.3/WP.3/2021/17).

42. SC.3/WP.3 decided to continue discussion of the draft amendments at its sixtieth session. The secretariat was asked to continue work on aligning the provisions of the annex to resolution No. 61 with ES-TRIN and national regulations of member States.

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

43. The Working Party noted that updates to the list of reception facilities for transfer of waste generated on-board vessels had not been transmitted to the secretariat since its fifty-eighth session and asked the secretariat to continue collecting updated information.

44. SC.3/WP.3 noted that comments had not been received by the secretariat on the proposal on the additional categorization of waste generated on-board inland navigation vessels (ECE/TRANS/SC.3/WP.3/2020/29) and decided to continue discussion at its next sessions.

45. The Working Party took note of the information by DC about the outcome of the meeting of the DC experts on ship-generated waste, held online on 4 March 2021. The meeting had: (a) decided to continue work on updating the DC Recommendations on the collection of waste from vessels on the Danube, (b) supported the work of the DC secretariat

to further update the information on the available infrastructure for the collection and disposal of waste generated on-board vessels navigating on the Danube and (c) decided to collect information from the DC countries in relation to the proposal for introducing the waste water log based on a questionnaire.

46. The Working Party took note of the information by the secretariat about the ongoing work on developing a new standard on the management and handling of shipboard waste on inland navigation vessels by the ISO Technical Committee 8 “Ships and marine technology” to which ECE had been invited to take part. SC.3/WP.3 welcomed the participation of the secretariat in this work, stressed the desirability of incorporating provisions of the relevant SC.3 resolutions in the draft and asked the secretariat to keep it informed on the progress in this work.

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

Documents: Informal documents SC.3/WP.3 Nos. 14, 16 and 19 (2021)

47. Following the decision at its fifty-eighth session, the Working Party continued exchanging information about the recent achievements, and the ongoing projects and events for modernizing and greening of the inland waterway fleet. It took note of the presentation by Mr. S. Breitenbach (Port of Hamburg Marketing Regional Association) about the main outcome of the EMMA² Extension Project (August 2019–June 2021), aimed at enhancing inland navigation in the Baltic Sea Region by supporting digitalization in inland waterway transport and implementing new logistic concepts (Informal document SC.3/WP.3 No. 14 (2021)). The main projects under this framework were: (a) the pilot project Smart Fairway in Saimaa Region (Finland), (b) the project on developing the River Information Services (RIS) functionalities using the map-based web application ELIAS in Germany with the support of Poland, (c) an automatic indication system for safe under-bridge clearance on the Oder River (Poland) and (d) the implementation of new logistic concepts in Lithuania, Poland and Sweden. SC.3/WP.3 decided to include this topic in the agenda of the upcoming sixty-fifth session of SC.3 and asked the secretariat to prepare a working document.

48. SC.3/WP.3 took note of the information by the European Commission on the adoption of the Communication from the Commission “NAIADES III: Boosting future-proof European inland waterway transport” on 24 June 2021. The Working Party welcomed the adoption of NAIANES III and emphasized the significance of this document for the development of the sustainable and green inland water transport.

49. SC.3/WP.3 took note of the information by Mr. W. Hebenstreit (ERSTU) about the outcome of the digital workshop “Greening of Inland Navigation, Short Sea Shipping and River-Sea Shipping” (24 March 2021) dedicated to facilitating a transition to alternative fuels and technologies (Informal document SC.3/WP.3 No. 19 (2021)).

50. SC.3/WP.3 took note of the information by the secretariat about the Hybrid Event 2021 “Inland Waterway Transport key to deliver the European Green Deal and Contribute to the Sustainable and Smart Mobility Strategy” held by the European Barge Union on 21 June 2021 in Brussels (Informal document SC.3/WP.3 No. 16 (2021)).

² Enhancing freight mobility and logistics in the Baltic Sea Region by strengthening inland waterway and river sea transport and promoting new international shipping services.

VI. Promotion of River Information Services and other Information and Communication Technologies in inland navigation (agenda item 5)

A. Guidelines and Criteria for Vessel Traffic Services on Inland Waterways (annex to resolution No. 58)

Documents: TRANS/SC.3/166 and Corr.1, ECE/TRANS/SC.3/WP.3/2021/18

51. The Working Party took note of the information by Mr. T. Southall (IALA) on the revision of the IALA Recommendation 0120 (V-120) “Vessel Traffic Services in Inland Waters”. This was a part of the IALA work on revising recommendations and guidelines in Vessel Traffic Services (VTS) to bring them in line with the new IMO resolution, that would be adopted by the IMO Assembly in December 2021, and which would replace IMO Resolution A.857(20). IALA thanked the experts from the delegations of the Russian Federation and Ukraine, and the secretariat for their contribution to this work. IALA welcomed the continued cooperation between the two organizations and stressed the benefits of aligning ECE documents with the future IALA recommendation for safety of vessels operating in cross-border areas where both maritime and inland navigation regimes apply.

52. The Russian Federation, Ukraine and the secretariat provided additional information about this work, the harmonization of the terminology between the draft IALA recommendation and ECE documents, and thanked IALA for the excellent cooperation.

53. The Chair emphasized the importance of the cooperation between IALA and ECE for the activities of SC.3 and SC.3/WP.3 and expressed hope that this would further develop in the future.

54. SC.3/WP.3 decided to begin the revision of resolution No. 58 after the new IALA recommendation was adopted and encouraged the Russian Federation, Ukraine and the secretariat to further take part in the ongoing work of IALA.

B. Booklet “River Information Services in the region of the United Nations Economic Commission for Europe”

Documents: ECE/TRANS/SC.3/WP.3/2021/19,
Informal document SC.3/WP.3 No. 13 (2021)

55. SC.3/WP.3 discussed the draft booklet “River Information Services in the region of the United Nations Economic Commission for Europe” (ECE/TRANS/SC.3/WP.3/2021/19), prepared by the secretariat following the decision of the Working Party at its fifty-eighth session (ECE/TRANS/SC.3/WP.3/116, para. 68). The draft was prepared in cooperation with the Russian Federation and Ukraine.

56. SC.3/WP.3 agreed with the comments to the draft transmitted by Bulgaria, Romania and Russian Federation (Informal document SC.3/WP.3 No. 13 (2021)). Following the proposal of Austria and Russian Federation, SC.3/WP.3 decided to add in ECE/TRANS/SC.3/WP.3/2021/19, figure II, in 2019, the entry:

International RIS Expert Groups are reorganized into CESNI/TI³ temporary working groups.

57. SC.3/WP.3 preliminarily approved the draft. The secretariat was asked to transmit the amended draft to SC.3 for final approval with a view to issue after approval.

³ Working group on information technologies of the European committee for drawing up standards in the field of inland navigation.

C. Satellite positioning systems on inland waterways

58. Following the decision taken at its fifty-eighth session (ECE/TRANS/SC.3/WP.3/116, para. 82), the Working Party held a discussion on the augmentation systems for navigation satellite positioning systems and their application on inland waterways.

59. Key speakers were: Ms. Sh. Gadimova (UNOOSA), Mr. M. Hoppe (German Federal Waterways and Shipping Administration), Mr. M. Lopez Martinez (EUSPA), Mr. E. Brodsky (Volga-Baltic Waterway Administration (Russian Federation)), Messrs. M. Bhuiyan and S. Thombre (Finnish Geospatial Research Institute of the National Land Survey of Finland), Mr. T. Horváth (Alberding GmbH), Mr. M. Sandler (Argonav GmbH) and Messrs. R. Soare (Lower Danube River Administration, Romania) and T. Rus (Technical University of Civil Engineering of Bucharest).

60. Ms. Gadimova provided an overview of the activities and tasks of the International Committee on Global Navigation Satellite Systems (GNSS) (ICG), the ICG Providers' Forum and the working groups on the various aspects of GNSS operation, implementation, development, capacity-building and monitoring, the recent activities and publications.

61. The presentation of Mr. Hoppe was dedicated to Positioning, Navigation and Timing (PNT) technologies and solutions on-board inland vessels. He highlighted: (a) the current status of using PNT in shipping applications, (b) the requirements for PNT data provision, (c) recent developments, new applications and ongoing projects and (d) the way forward. As the Vice-Chair of the IALA Working Group on radio navigation matters, Mr. Hoppe informed the session about the recent progress by IMO and IALA in this field.

62. Satellite-Based Augmentation Systems (SBAS) for GNSS applied in Europe were the topic of the presentation by Mr. Lopez. He highlighted the services provided by Galileo and the European Geostationary Navigation Overlay Service (EGNOS) and focused on the application, advantages and opportunities of European SBAS on inland waterways. He further presented the advantages of the new Galileo High Accuracy Service for Precise Point Positioning corrections.

63. Mr. Brodsky gave a presentation on the ongoing work to ensure high-precision navigation by using GNSS augmentation systems on Russian inland waterways, the use of differential GNSS (DGNSS) IALA beacons as land-based augmentation systems and opportunities for the use of SBAS for improving the position accuracy. In 2021, two SBAS were available in the Russian Federation – the System of Differential Correction and Monitoring (SDCM) which was being tested and EGNOS.

64. The presentation of Messrs. Bhuiyan and Thombre was dedicated to GNSS for maritime navigation in Finnish waterways and the recent progress of the Finnish Geospatial Research Institute: (a) operational requirements for maritime localization and target detection, (b) state of the art performance using GNSS and augmentation techniques in the Gulf of Bothnia, the Baltic Sea and the test campaign of EGNOS in Finland, (c) recent research projects of the Institute, (d) recommendations for the PNT robustness and resilience and (e) the Finnish National Reference Network (FinnRef) and GNSS–Finland Service.

65. In his presentation, Mr. Horváth highlighted some of the inland waterway navigation solutions by Alberding GmbH for inland waterway service providers in the field of (a) DGNSS infrastructure solutions, (b) provision of RIS via AIS,⁴ (c) PNT; (d) high accuracy positioning and heading systems and (e) special applications. He further provided details on specific PNT applications on inland waterways and some projects of using high accuracy positioning systems for skipper assistance systems and for autonomous navigation.

66. Mr. Sandler addressed in his presentation the actual trends for satellite navigation in inland navigation: GNSS compass, the integrity of GNSS measurements and high precision GNSS. He provided examples of recent projects of using GNSS for bridge collision warning,

⁴ Automatic Identification System.

locking and ferry service, highlighted the navigation system RADARpilot720° produced by Argonav GmbH and stressed the benefits of advanced satellite navigation.

67. Messrs. Rus and Soare presented technical solutions for improving the geodetical support for the Lower Danube River Administration and enhancing the data quality for geodetical transformation. This is essential for better navigation and environmental conditions on the Lower Danube, and the unification of data with other Danube river administrations. Mr. Rus focused on the realization of the satellite geodetic infrastructure along the Danube and other relevant projects, then summarized the outcome and the areas of application of the Danube geodetic infrastructure for inland navigation.

68. The presentations were followed by discussions and issues for further consideration. The participants were invited to respond to a multiple-choice questionnaire.

69. Respondents mentioned that the most widely used GNSS for navigation purpose on inland waterways in their countries were GPS, GLONASS and the combined use of several GNSS.

70. To increase the positioning accuracy, respondents mentioned that the following land-based and local area augmentation systems were used on inland waterways:

- DGNSS via AIS technology
- DGNSS Beacons in accordance with the IALA standard.

71. Respondents mentioned the following possible scenarios for the use of land-based DGNSS to improve the positioning accuracy of satellite positioning systems on inland waterways:

- They will be used for a long period in combination with other advanced technologies (47 per cent of respondents)
- They will be improved and effectively used in the future (35 per cent)
- They will be gradually replaced with other emerging technologies (35 per cent).

72. Among SBAS on inland waterways for increasing the positioning accuracy, 47 per cent of respondents indicated EGNOS, while 35 per cent mentioned that SBAS were not in use.

73. The respondents mentioned that the prospects for using satellite systems for improving the positioning accuracy on inland waterways will be developed and effectively used in the future (41 per cent of respondents) and they will be used for the long term in combination with terrestrial DGNSS and other advanced technologies (47 per cent).

74. The respondents mentioned that the equipment of GNSS receivers providing a high-precision positioning mode on vessels:

- Had not yet been fitted on all vessels, but it was planned for the long term (35 per cent of respondents)
- Had been fitted on vessels where the equipment was required by navigation conditions (18 per cent)
- Had not been fitted on vessels (18 per cent).

Some respondents provided additional information on this issue.

75. Forty-seven per cent of respondents were of the opinion that the use of Internet for increasing the positioning accuracy on inland waterways would be developed based on land-based network providers, and 18 per cent considered that such systems would be used only in case no other technologies are available.

76. The Chair thanked the speakers for their excellent presentations. The Working Party decided to continue discussion at its future sessions and asked the secretariat to prepare a working document for this purpose.

D. Other activities aimed at promoting the development of River Information Services in Europe

77. The Working Party took note of the information by the secretariat about the adoption of the European Standard for River Information Services by the European committee for drawing up standards in the field of inland navigation (CESNI) in April 2021 (ES-RIS, edition 2021/1).

78. The Working Party took note of the information about the AIS AtoN⁵ workshop, held by the Federal Ministry of Transport and Digital Infrastructure of Germany on 28 April 2021, provided by the secretariat and complemented by the Russian Federation.

VII. Mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (agenda item 6)

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

79. The Working Party noted the ongoing work by the secretariat on preparing amendment proposals to resolution No. 31, based on the comparative analysis of Directive (EU) 2017/2397 and the European Standard for Qualifications in Inland Navigation (ES-QIN) and asked the secretariat to finalize the proposal for the consideration at its sixtieth session.

80. The Chair noted that, in addition to the provisions of Directive (EU) 2017/2397 of 12 December 2017 on the recognition of professional qualifications in inland navigation and ES-QIN, the Standards for basic safety training for deckhands adopted by CESNI should be taken into account in the revision of resolution No. 31.

81. The Working Party decided to hold a round-table discussion on this issue at the sixtieth session of SC.3/WP.3 and asked the secretariat to send invitations to the European Commission, CESNI and other interested parties.

VIII. Glossary of terms and definitions related to inland water transport (agenda item 7)

Documents: ECE/TRANS/SC.3/2020/14, ECE/TRANS/SC.3/2020/15, ECE/TRANS/SC.3/2020/16, Informal document SC.3/WP.3 No. 18 (2021)

82. The Working Party took note of the progress in developing the glossary of terms and definitions related to inland water transport. Following the proposal by Croatia (Informal document SC.3/WP.3 No. 18 (2021)), SC.3/WP.3 asked the secretariat to include, in the draft, the definition of a public mooring place:

Public mooring place: an arranged and equipped place on the waterway, along the shore or next to a floating object that enables vessels to stay outside the fairway to meet the required compliance with resting times of crew members; in case of emergencies and accidents; for the execution of small-scale repairs; for crew changes.

IX. Inland waterway statistics (agenda item 8)

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

83. 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 progress of the proposal for an E-waterway census. He recalled the discussions held by SC.3 and WP.6 on mapping transport volumes carried by the E waterway network and demonstrated available visualization options

⁵ Aids to Navigation.

based on the Eurostat data for inland waterways and some river-sea routes. Mapping of origin-destination lines onto the real network based on the data of the Blue Book was in progress. Based on the responses of member States on further work on the proposal for the sixty-fourth session of SC.3, the results could be further improved and issued in an informal document. For this purpose, member States were invited to answer the following questions:

- Was the German application Travis made with open source software?
- Is there a simple dataset available in non-Eurostat countries that could be used for testing?
- What should be the focus of further work?

84. Romania mentioned that the source of data for Romanian waterways was Eurostat and proposed to analyse traffic volumes in combination with industrial and economic data.

85. The Working Party thanked Mr. Blackburn for the presentation and asked the secretariat to continue this work.

X. Recreational navigation (agenda item 9)

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

86. The Working Party took note of the information by the secretariat about: (a) the specimen of the International Certificate for Operators of Pleasure Craft (ICC) transmitted by Ukraine and (b) the updated online database of ICC specimens maintained by ECE.

87. SC.3/WP.3 asked the secretariat to contact Poland in order to check the information on the issuance of ICC by Poland contained in annex IV to resolution No. 40 and to prepare an amendment, if necessary.

88. The Working Party noted that the next meeting of the Informal Working Group on Recreational Navigation had been postponed to the second half of August – September 2021.

XI. Theme topic for the sixtieth session of the Working Party (agenda item 10)

89. The Working Party decided that the theme topic for its sixtieth session will be prevention of pollution from inland waterway vessels.

XII. Other business (agenda item 11)

A. Elections of officers for the sixtieth and sixty-first sessions of the Working Party

90. As proposed by Romania with the support of Belarus, Russian Federation and Ukraine, Mr. I. Ignatov (Bulgaria) was re-elected as the Chair for the sixtieth and sixty-first sessions of the Working Party.

91. As proposed by the Russian Federation, Mr. A. Afanasiev (Belarus) was re-elected as the Vice-Chair for the sixtieth and sixty-first sessions of the Working Party.

**B. Eleventh International Seminar on Trade and Transport Facilitation
“Digital Transformation of Multimodal Transport Using the
UN/CEFACT Reference Data Model” (26–28 May 2021, Odessa
(Ukraine))**

92. The Working Party took note of the information by the secretariat about the seminar on “Digital Transformation of Multimodal Transport Using the UN/CEFACT Reference Data Model”.

XIII. Adoption of the report (agenda item 12)

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

94. Following the special procedures to take decisions at formal meetings with remote participation adopted by EXCOM on 5 October 2020, 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, 1 July 2021 at 6 p.m. (CET) and concluded without objections. The decisions of the above meeting are thus considered adopted. Related information is available on the ECE website under <https://unece.org/silence-procedure>.

Annex

Report of the of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its special session on the European Code for Inland Waterways (22 June 2021)

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 special session on the European Code for Inland Waterways (CEVNI) on 22 June 2021 in Geneva. The hybrid meeting was held with in-person participation at the Palais des Nations in Geneva and virtual participation on the Webex platform in English only without official interpretation.
2. The session was attended by representatives of the following countries: Austria, Belarus, Belgium, Bulgaria, Czechia, Romania, Russian Federation, Slovakia and Ukraine.
3. Representatives of the following intergovernmental organizations attended the session: Mosel Commission (MC) and International Sava River Basin Commission (Sava Commission or SC). Delegations of BIMCO, European Boating Association (EBA) and European River-Sea-Transport Union (ERSTU) were present.
4. Mr. F. Dionori, Chief of the Transport Networks and Logistics section, opened the session and highlighted the importance of this meeting for the finalization of the draft sixth revision of the European Code for Inland Waterways (CEVNI).
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 special session of the Working Party and Mr. A. Afanasiev (Belarus) was the Vice-Chair.

II. Adoption of the agenda (agenda item 1)

Document: Informal document SC.3/WP.3 No. 12 (2021)

6. The Working Party adopted the agenda on the basis of the provisional agenda. (Informal document SC.3/WP.3 No. 12 (2021)).
7. 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. Preparation of the sixth revision of the European Code for Inland Waterways (agenda item 2)

Documents: ECE/TRANS/SC.3/115 and Adds. 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.3/2021/14 and Informal document SC.3/WP.3 No. 11 (2021)

8. The Working Party took note of the information from the secretariat about the outcome of the thirty-seventh meeting of the CEVNI Expert Group held virtually on 13 April 2021 (ECE/TRANS/SC.3/WP.3/2021/14, annex II). The Russian Federation highlighted the importance of the work of the CEVNI Expert Group on preparing the draft CEVNI 6, recalled the main amendments introduced in the draft and encouraged the participants to finalize the draft with a view to preliminary adoption at the fifty-ninth session of SC.3/WP.3.

9. The Working Party considered draft CEVNI 6 in detail, in English, French and Russian (Informal document SC.3/WP.3 No. 11 (2021)), based on the presentation by the secretariat, which included:

- The amendments proposed by the CEVNI Expert Group at its thirty-sixth and thirty-seventh meetings (ECE/TRANS/SC.3/WP.3/2021/14)
- Editorial modifications to the French text based on the Police Regulations for the Navigation of the Rhine
- Editorial modifications to the Russian text based on the Basic Rules of Navigation on the Danube (DFND) and the navigation rules of member States
- Editorial modifications proposed by the Danube Commission (DC)
- Modifications aimed to better align the three language versions of CEVNI and other editorial modifications proposed by the secretariat.

10. Belarus, Bulgaria, Russian Federation, Ukraine, MC and SC took part in the discussion. SC.3/WP.3 agreed with the modifications proposed by the CEVNI Expert Group at its thirty-seventh meeting and proposals made at the session, in particular:

- Article 1.11, paragraph 1, *replace* updated copy of the navigation regulations *with* a copy of the navigation regulations in force
- Paragraphs 2 and 3 of article 3.14, the last sentence, *after* the stern of the vessel, *add* with the lowest cone placed.

11. The Working Party did not agree with the proposed modifications (Informal document SC.3/WP.3 No. 11 (2021)):

- Capitalization of the title “ship’s certificate” (Russian only)
- Amendment proposals to article 6.35, the title and paragraph 1 (Russian only)
- Modifications of the term “oily water” in article 10.01, paragraphs (e) and (g) (in Russian only).

12. The Working Party took note of the comments by delegations on article 1.22, paragraph 2, article 3.25, paragraph 4, and article 8.02, paragraph 1 (e) (deletion of the reporting requirement for day-trip vessels). The secretariat was asked to prepare amendment proposals in cooperation with member States for consideration at the fifty-ninth session of the Working Party.

13. The Working Party took note of the comment by Austria to include in article 10.06 and annex 12 of draft CEVNI 6, provisions for the waste water log as contained in ECE/TRANS/SC.3/WP.3/2021/3. The secretariat was asked to provide clarifications at the fifty-ninth session of SC.3/WP.3.

14. The Working Party took note of the proposals by Ukraine: (a) to check the definition of the sailing craft in article 1.01, part I, definition 9; (b) to clarify the term “vessels with too large a draught” in article 1.22, paragraph 2; (c) to check the title of article 3.25 in relation to the marking of sunken vessels (in Russian only) and (d) to modify the title of article 6.35 so as to introduce a general term for the towed sport equipment and revise the article to cover other types of sport equipment. The Russian Federation provided comments to the proposals under (b), (c) and (d) above. SC.3/WP.3 decided to come back to the proposals after the adoption of CEVNI 6.

15. The Working Party was of the opinion that the draft was ready for preliminary approval at its fifty-ninth session, subject to the agreed modifications.

16. The Chair thanked the CEVNI Expert Group for the excellent work.

IV. Other business (agenda item 3)

17. There were no proposals under this agenda item.

V. Preparation of the list of decisions (agenda item 4)

18. In line with established practice and in accordance with the decision of ITC (ECE/TRANS/156, para. 6), the Working Party prepared the list of decisions taken at its special session.
