



Economic Commission for Europe
Inland Transport Committee
Working Party on Inland Water Transport
Sixty-fifth session

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**Report of the Working Party on Inland Water Transport
 on its sixty-fifth session**
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I. Attendance

1. The Working Party on Inland Water Transport (the Working Party or SC.3) held its sixty-fifth session from 3 to 5 November 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, Czechia, Netherlands, 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) and International Sava River Basin Commission (Sava Commission or SC). The European Commission was represented. Delegations of BIMCO, European Boating Association (EBA), European River-Sea-Transport Union (ERSTU), European Transport Workers' Federation (ETF), World Association for Waterborne Transport Infrastructure (PIANC) and World Health Organization (WHO) were present. Delegations of Aalto University (Finland), AECOM Europe, Alsic NV, Economic Research Institute at Bulgarian Academy of Science, Free Boating Association, Marine Autonomous Systems Regulatory Working Group (MASRWG), Norton Rose Fulbright LLP, Seafarers Union of Russia, University of National and World Economy and Wäertsilä 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 sixty-fourth session (ECE/TRANS/SC.3/213, paragraphs 88 and 89), Mr. S. Turf (Belgium) chaired the sixty-fifth session of the Working Party and Ms. L. Deraković-Rakas (Croatia) vice-chaired.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/SC.3/214, Informal document SC.3 No. 1 (2021)

6. The Working Party adopted the provisional agenda subject to the following modifications agreed at the session: (a) agenda item 5 "European inland waterway network" was complemented with subparagraph (d) "Proposal for a new classification of European inland waterways" and (b) agenda item 17 "Other business" was complemented with subparagraphs (a) "Ongoing projects by the Working Party on Trends and Economics" and (b) "Final Conference "Waterways – Step towards green transition" (30 November–1 December 2021, Kotka (Finland))". The agenda was supplemented with Informal document SC.3 No. 1 (2021) so as to take into account Informal documents SC.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. All presentations would be circulated to delegations after the session.

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

Documentation: ECE/TRANS/304 and Add.1, ECE/TRANS/WP.15/AC.2/76, ECE/TRANS/WP.15/AC.2/78, ECE/ADN/56, ECE/ADN/58, ECE/TRANS/WP.24/149, ECE/TRANS/WP.5/70, ECE/TRANS/WP.6/181

8. The Working Party took note of the main decisions of the Economic Commission for Europe (ECE) Inland Transport Committee (ITC) taken at its eighty-third session

(23–26 February 2021) that are relevant to the Working Party: (a) the High-level Policy Segment “Back to a sustainable future: Achieving resilient connectivity for post-COVID-19 sustained recovery and economic growth” and the endorsement of the ministerial resolution on “Enhancing resilient inland transport connectivity in emergency situations: An urgent call for concerted action”, (b) the implementation of the ITC Strategy until 2030 and (c) cutting-edge areas including autonomous vehicles and transport digitalization.

9. SC.3 took note of information about the recent activities and work results of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) that held its thirty-seventh session from 25 to 29 January 2021 (ECE/TRANS/WP.15/AC.2/76), its thirty-eighth session from 23 to 27 August 2021 (ECE/TRANS/WP.15/AC.2/78), and of the ADN Administrative Committee that held its twenty-fifth session on 29 January 2021 (ECE/ADN/56) and its twenty-sixth session on 27 August 2021 (ECE/ADN/58).

10. SC.3 took note of information about the outcome of the: (a) sixty-fourth session of the Working Party on Intermodal Transport and Logistics (WP.24) held from 20 to 22 October 2021 (ECE/TRANS/WP.24/149), (b) thirty-fourth session of the Working Party on Transport Trends and Economics (WP.5) held from 15 to 17 September 2021 (ECE/TRANS/WP.5/70), in particular, the interregional workshop on Sustainable Inland Transport Connectivity Indicators, the International Transport Infrastructure Observatory, the workshop on green urban transport and the fourth session of the Informal Multidisciplinary Advisory Group on Transport Responses to the COVID-19 Crisis and (c) the sixty-fourth session of the Working Party on Transport Statistics (WP.6) held from 9 to 11 June 2021 (ECE/TRANS/WP.6/181).

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

A. Recent developments and ongoing activities in the inland water transport sector

Documentation: ECE/TRANS/SC.3/2021/1, Informal document SC.3 No. 9 (2021)

11. The Working Party took note of the presentation by Ms. D. Rosca (European Commission) on the action plan “NAIADES III: Future-proofing European inland waterway transport” (ECE/TRANS/SC.3/2021/1). NAIADDES III is a European strategy for a green and environmentally safe inland water transport that builds on the strategic framework of the European Union, including the European Green Deal¹ and the Sustainable and Smart Mobility Strategy². It establishes the Inland Navigation Action Plan for 2021–2027 with the two core objectives: (a) shifting more freight transport to inland waterways and (b) setting the sector on an irreversible path to zero-emissions, underpinned by a paradigm shift towards further digitalization, as well as accompanying measures to support the current and future workforce. Ms. Rosca provided a brief overview of the action areas, action plan measures and the activities planned in the short term.

12. SC.3 took note of the information by ERSTU about (a) the Position Paper of the River-Sea Shipping Committee of the European Barge Union concerning the development of the European River-Sea and the Short Sea Shipping Market (Informal document SC.3 No. 9 (2021)) and the outcome of the twelfth meeting of the Committee and (b) the forty-seventh conference of the ERSTU Executive Committee and the twenty-fifth ERSTU General Assembly held on 22 September 2021 in Berlin.

¹ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52019DC0640&qid=1635856456244>.

² <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52020DC0789>.

B. Follow-up of the International Ministerial Conference “Connecting by Inland Navigation”

13. SC.3 took note of the information by the secretariat about the implementation of the Wrocław Ministerial Declaration in accordance with on monitoring the implementation of the ministerial declaration adopted by SC.3 at its sixty-third session. This included, in particular: (a) information about national plans for developing the sector adopted by member States that was available in the secretariat; (b) the revision of SC.3 resolutions and the adoption of new documents; (c) thematic workshops and round tables held at sessions of SC.3 and the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3); (d) the development of cross-sectoral links with other Working Parties on topical issues and other relevant activities. The secretariat mentioned that, in order to prepare a more detailed report, data on the key performance indicators set out in the recommendations was needed from member States.

14. SC.3 agreed to consider this as a basis for a report that could be presented at the eighty-fifth annual session of ITC in 2023. SC.3 asked the secretariat to prepare a questionnaire based on the recommendations and invited countries to transmit the necessary information to the secretariat with a view of preparing a working document for its sixty-sixth session.

C. Impact of the COVID-19 pandemic on inland navigation and enhancing resilience to international emergency situations

Documentation: ECE/TRANS/SC.3/2021/2

15. The Working Party took note of the presentation by Mr. R. Pebody (WHO) on the updates on the COVID-19 situation at the global and European levels, the impact on the society as a whole, on the transport sector and the situation in Europe as of the beginning of November 2021. He mentioned the transmission scenarios, the vaccination rates and the distribution of the public health and social measures across the WHO European region. In conclusion, the speaker reminded the meeting of the safety measures to be followed to prevent the transmission of the COVID infection.

16. Mr. R. Janssens, the secretary of WP.5, continued with the outcome of the Informal Multidisciplinary Advisory Group on Transport Responses to COVID-19 that proposed recommendations for possible further action at (a) the international transport regulatory level, (b) the international legal instruments level, including the infrastructure agreements within ITC, and (c) the sectoral and inter-sectoral dialogue levels on pandemic preparedness.

17. The Russian Federation informed the session about the safety measures undertaken to ensure safe operation of sea and river transport under the COVID-19 circumstances in accordance with the temporary recommendations adopted by the Ministry of Transport and agreed with by the Federal Service for Surveillance on Consumer Rights Protection and Human Well-being (Rosпотребнадзор).

18. Following its decision at its sixty-fourth session to assess international conventions and agreements under ECE that were relevant for inland water transport and SC.3 resolutions in terms of preparedness for pandemics and similar situations (ECE/TRANS/SC.3/213, paragraph 17), the Working Party took note of the proposal by the secretariat as contained in ECE/TRANS/SC.3/2021/2: (a) on possible modifications to annex III of the European Agreement on Main Inland Waterways of International Importance (AGN) and (b) resolutions Nos. 21, 24 and 61. The proposal was built on the information from member States and river commissions on the exceptional measures implemented in the sector in response to the COVID-19 pandemic and lessons learned (ECE/TRANS/SC.3/2020/2). SC.3 requested contracting parties to AGN to consider possible modifications to the agreement.

V. Workshop “Cybersecurity in inland water transport” (agenda item 4)

Documentation: ECE/TRANS/SC.3/2021/3

19. Following the decision of the Working Party at its sixty-second session (ECE/TRANS/SC.3/213, paragraph 87), the workshop “Cybersecurity in inland water transport” was held on 3 November 2021. The key speakers were Mr. D. Vermeir (Alsic NV), the Vice-Chair of PIANC Working Group 125 and member of PIANC Task Group 204, Ms. M. Hirtz (CCNR), Mr. V. Bolbot (Aalto University (Finland)), Ms. P. Brunou and Mr. C. Stein (Wärtsilä), Mr. P. Roche (Norton Rose Fulbright LLP Partner), Mr. S. Legusha (Russian Maritime Register of Shipping) and Mr. F. Guichard (World Forum for Harmonization of Vehicle Regulations).

20. Mr. Vermeir opened the workshop with a presentation on the main findings of the Awareness Paper on Cybersecurity in Inland Navigation prepared by PIANC Task Group 204 (2019). He addressed the main elements of River Information Services (RIS) in accordance with the PIANC Guidelines and Recommendations on RIS, edition 2019, as the main targets for cyberthreats on inland waterways and emphasized that ensuring cybersecurity was vital for all functionalities available in inland water transport driven by digitalization. The speaker provided an overview of cyberattack types and cybercrime methods in relation to RIS key technologies, the RIS implementation at the cross border and corridor management level and new developments such as smart shipping. In conclusion, Mr. Vermeir highlighted mitigation measures with a focus on social engineering.

21. The presentation of Ms. Hirtz focused on the CCNR approach in cybersecurity for inland navigation, priorities and ongoing work of CCNR and the tasks of the European Committee for Drawing up Standards in the Field of Inland Navigation (CESNI). CCNR has addressed cybersecurity since the adoption of the Mannheim Ministerial Declaration in 2018. The first international workshop on this topic was held in September 2019 in Bonn under the auspices of CCNR and in partnership with the Federal Ministry of Transport and Digital Infrastructure of Germany and PIANC. Cybersecurity has been included in the work programme of the CCNR Police Regulations Committee and a dedicated working group has been established to enable the exchange of information between CCNR member States and to strengthen the resilience of the Rhine Corridor to cyberthreats. The speaker highlighted the tasks of CESNI on cybersecurity for 2022–2025 and the CCNR key findings and objectives for further work.

22. Mr. Bolbot began his presentation with the historical background, modern trends and examples of cyberattacks, specific features of the shipping sector which have made it more vulnerable to cyberthreats, and cyberrisks of autonomous shipping. He analysed the safety risks and the increased cyberattack vectors for inland water transport and summarized possible solutions, including (a) a database for vulnerabilities related to vessel systems and cyberattack types, (b) integration of information on incidents from various stakeholders, (c) effective risk management and risk assessment and (d) resilience management plans. In conclusion, the speaker stressed the importance of cybersecurity for the shipping industry and the need for a dynamic approach to manage cyberrisks.

23. Cybersecurity developments in the shipping industry were highlighted in the presentation of Ms. Brunou and Mr. Stein. They addressed current challenges in managing cybersecurity risks in the maritime sector and referred to the approach of Wärtsilä. Focus was on the security implementation for Operational Technology (OT) and Information Technology (IT) systems, cybersecurity standards and challenges for OT systems and ways to reduce cyberrisks by means of vessel operator roles in accordance with resolution MSC.428(98), technical means and vendor responsibilities. The speakers further addressed specific risks and adaptation of autonomous and remotely operated vessels. In conclusion, they emphasized the need for urgent action through cybersecurity resiliency leveraging public and private partnerships, sharing information and streamlining requirements to accelerate the implementation and the adaptation.

24. Mr. Roche shared legal experience in the field of response, protection and recovery from cyberattacks in the maritime shipping and highlighted some findings of surveys on

cyberincidents on ships in terms of financial losses and other consequences for shipping companies due to lapses in cybersecurity. Among the challenges for shipping companies to resist cyberthreats, was mentioned lack of (a) a harmonized and coordinated approach, (b) attention to cybersecurity issues, (c) communication between decision makers and IT staff and (d) cyberhygiene on ships. He stressed the role of resolution MSC.428(98) in making cybersecurity an essential element of the safety management system of a ship and emphasized that, for the practical realization of cybersecurity provisions, ethical and technical aspects were of equal importance, including the proper emergency procedures and cybersecurity training of crew members.

25. In his presentation, Mr. Legusha addressed current trends in cyberthreats and cyberattacks on sea-going vessels, the consequences and mitigation measures. He mentioned the stakeholders engaged in cybersecurity in the maritime sector and provided details about the activities of IMO in the field of maritime cyber risk management, in particular, resolution MSC.428 (98) “Maritime Cyber Risk Management in Safety Management Systems” which affirmed that an approved safety management system should take into account cyberrisk management in accordance with the International Security Management Code and urged administrations to ensure that cyberrisks are appropriately addressed in safety management systems no later than the first annual verification of a company's Document of Compliance after 1 January 2021. The speaker addressed the existing protection measures for cyberincidents and highlighted the activities of the Russian Maritime Register of Shipping in this field. In conclusion, he mentioned the common problems to be solved in the context of rapid IT development.

26. Cybersecurity in the automotive sector was the topic of the presentation of Mr. Guichard who highlighted progress by the World Forum for Harmonization of Vehicle Regulations (WP.29), provided examples of cyberattacks against road vehicles and focused on new developments in the ECE regulatory framework for cybersecurity in road transport. These included (a) the “Guideline on cyber security and data protection” adopted in 2016, (b) the establishment of the Task Force on Cyber Security and Over-the-Air (OTA) issues in 2016, (c) UN Regulation No. 155, (d) UN Regulation No. 156 and (e) the impact assessment of UN Regulation No. 155. He provided details about the Cybersecurity Management System, the type approval framework and the software updates management system as set out by the UN Regulations.

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

28. Ninety-five per cent of respondents were of the opinion that cybersecurity was relevant for the sector as a whole. The relevance was the same for other transport modes.

29. The majority of respondents considered that the following could be the main “targets” of cyberthreats and cyberattacks:

- Automatic identification system (AIS), Electronic Chart Display and Information System (ECDIS) and other RIS key technologies
- Digitalized documents, services and databases
- Port infrastructure
- RIS operational services
- AIS Aids to Navigation.

30. Among the main threats of cyberattacks in the shipping sector, the majority of respondents mentioned:

- Damage to critical port infrastructure
- Financial loss
- Ship accidents
- Business disruption
- Risk for the safety of people on-board

- Failures and/or damage of on-board equipment and control systems
- Global navigation satellite systems (GNSS) spoofing
- Damage to reputation.

31. Ninety-five per cent of respondents were of the opinion that the international and/or national regulatory framework required further development to ensure a sufficient level of cybersecurity in inland water transport. Furthermore, one-third of the respondents considered that, in addition to the regulatory framework for the maritime sector, regulations for inland water transport should be developed.

32. Respondents mentioned the following challenges and opportunities for cybersecurity in the shipping industry:

- Development of cyberresilience concepts to ensure the continuity of service in inland navigation
- Cybersecurity training
- Development of standardized policies for assessing, containing and mitigating cyberrisks
- Improvement of cyberresilience of equipment and products for the shipping industry
- Developments in the field of hardware and software network security
- Development of autonomous shipping
- Development of cybersecurity in satellite navigation.

33. Among the respondents, one-half were not engaged in the activity related to cybersecurity, one-third were engaged in this activity in the maritime sector and one-third in the inland water sector.

34. On behalf of SC.3, the Chair thanked the speakers for the excellent presentations.

VI. European inland waterway network (agenda item 5)

A. European Agreement on Main Inland Waterways of International Importance

Documentation: ECE/TRANS/120/Rev.4

35. The Working Party took note of the information from delegates. Chair recalled the discussion on improving the efficiency of international conventions and agreements held at the workshop of the fifty-ninth session of SC.3/WP.3, and proposed to continue addressing possible ways of improving the efficiency of AGN under this topic at the sixty-sixth session of SC.3.

36. The secretariat mentioned that updated information on the intention of countries to accede to AGN was not available so far. SC.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)

Documentation: ECE/TRANS/SC.3/144/Rev.3 and Amends.1–3,
ECE/TRANS/SC.3/2021/4

37. 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) as amendment No. 4, as contained in ECE/TRANS/SC.3/2021/4.

38. SC.3 took note of the information by delegations about the progress in infrastructure development projects. Belarus informed the session about ongoing work on eliminating bottlenecks on the E 40 waterway, in particular, modernization of the navigable locks of the Dnieper-Bug canal. Currently, work was under way on upgrading lock No. 2 Pererub in accordance with the requirements of class Va.

39. SC.3 invited countries to continue transmitting updates to the Blue Book, if any, to the secretariat.

C. Inventory of most important bottlenecks and missing links in the E Waterway Network (resolution No. 49, revision 2)

Documentation: ECE/TRANS/SC.3/159/Rev.2, ECE/TRANS/SC.3/2021/4

40. The Working Party approved the amendment proposals to the second revised edition of resolution No. 49 (ECE/TRANS/SC.3/2021/4).

41. SC.3 asked the secretariat to prepare a consolidated version of the approved amendments to resolution No. 49 and issue them as amendment No. 1.

D. Proposal for a new classification of European inland waterways

42. SC.3 took note of a presentation by the Chair of the PIANC Working Group 179 Mr. I. ten Broeke (Rijkswaterstaat,³ the Netherlands) on the PIANC proposal for a new classification of European inland waterways. He reviewed the classification of waterways in Europe since 1954 and presented the proposal for a revised classification of European waterways made by the PIANC Working Group 179 in 2020. Based on the analysis of the available fleet databases, AGN, the Blue Book and the developments in the inland fleet since 1990, the present classification of 1992 has been updated in due regard of the modern vessel types, their dimensions and tonnage, the underbridge clearance and the development of container transport. Mr. ten Broeke highlighted the main changes introduced into the current classification of 1992.

43. Discussion went to a possible impact of the new classification on the existing waterways. The Russian Federation mentioned that, given the more than 20-year period since the adoption of the present classification, new types of vessels and convoys and other developments in inland navigation, a detailed analysis and updating might be required, and also stressed the relevance of the work of PIANC. Austria and Czechia were in support; Austria mentioned that a possible impact on the European waterways, practical implementation and the target group, and a transitional period for introducing the new classification should be considered in further discussions. Czechia mentioned the importance of this proposal on the plans to improve navigation conditions on the Elbe.

44. The Chair thanked Mr. ten Broeke and members of the PIANC Working Group 179 for the excellent work done. SC.3 asked the secretariat to prepare a working document with the Chair of PIANC Working Group 179 for the sixtieth session of SC.3/WP.3.

45. The Working Party decided to establish an informal expert group to thoroughly examine the PIANC proposal and prepare recommendations for SC.3. The Working Party invited other countries to confirm their participation to the secretariat by 15 December 2021.

VII. Standardization of technical and safety requirements in inland navigation (agenda item 6)

46. SC.3 took note of the report of the Chair of SC.3/WP.3, Mr. I. Ignatov (Bulgaria) on the main outcome of the activities of SC.3/WP.3 in 2021, and endorsed the reports of the

³ The executive agency of the Ministry of Infrastructure and Water Management of the Netherlands, dedicated to promote safety, mobility and the quality of life (at www.rijkswaterstaat.nl).

fifty-eighth and fifty-ninth sessions of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/116 and ECE/TRANS/SC.3/WP.3/118).

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

Documentation: ECE/TRANS/SC.3/115/Rev.5 and Amends.1–4, ECE/TRANS/SC.3/2021/5, ECE/TRANS/SC.3/2021/6 and Informal documents SC.3 Nos. 2 and 4 (2021)

47. SC.3 took note of the presentation of the secretariat with an overview of the amendments introduced to the draft sixth revision of the European Code for Inland Waterways (CEVNI). This information was supplemented by the Russian Federation who emphasized the most important modifications and harmonization of CEVNI with the Basic Rules for the Navigation on the Danube (DFND).

48. The Working Party adopted the sixth revision of CEVNI by resolution No. 102 that would replace the annex to resolution No. 24. SC.3 noted the importance of this new revision of CEVNI as a significant step towards the harmonization of pan-European traffic regulations.

49. SC.3 confirmed its decision of its fifty-third session to maintain the CEVNI Expert Group as a permanent informal expert group and decided to extend the mandate of the CEVNI Expert Group for future work after the adoption of CEVNI 6.

50. Austria recalled the amendment proposal for introducing provisions for the waste water log in article 10.06 and annex 12 of CEVNI, transmitted to the fifty-eighth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2021/3), that would improve prevention of water pollution and would entail neither additional costs for new equipment on-board nor a new document for this purpose. DC informed the session about (a) the outcome of the meeting of the Working Group on Technical Matters, held from 12 to 15 October 2021, (b) information collected from the DC member States, and also mentioned that the majority of DC States were in favour of the proposal. The secretariat was asked to keep SC.3 informed about the outcome of the discussion on this proposal in DC and on the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI).

51. The Working Party took note of the amendments to the Police Regulations for the Navigation of the Mosel (RPNM) adopted by the Mosel Commission in May 2021 (ECE/TRANS/SC.3/2021/6) and asked the CEVNI Expert Group to consider this document in its future work on harmonizing CEVNI with RPNM.

52. SC.3 took note of the information transmitted by the secretariat of CDNI on the resolutions adopted by the Conference of the Contracting Parties to CDNI on 22 June 2021 (Informal document SC.3 No. 4 (2021)), and asked the CEVNI Expert Group to consider this document in its future work on chapter 10 of CEVNI.

53. SC.3 took note of the information by Belarus on the navigation rules applied on its waterways; currently, the navigation rules adopted by Decree No. 60 of the Ministry of Transport and Communications of Belarus of 25 October 2005, and the work on updating them, which took into account CEVNI.

54. DC informed the session about the preparatory work of the temporary group on updating DFND and harmonization with CEVNI, and progress since June 2021. The final report of the group was expected in April 2022 for submission to the next meeting of the Working Group on Technical Matters.

55. SC.3 decided to update the document on the implementation of CEVNI by member States and river commissions and asked the secretariat to prepare a draft questionnaire for this purpose for the sixtieth session of SC.3/WP.3.

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

Documentation: ECE/TRANS/SC.3/172/Rev.2 and Amends.1 and 2, ECE/TRANS/SC.3/2021/7, ECE/TRANS/SC.3/WP.3/2021/11

56. The Working Party adopted amendment No. 3 to appendix 1 of the annex to resolution No. 61, revision 2, preliminarily approved by SC.3/WP.3 at its fifty-eighth session (ECE/TRANS/SC.3/WP.3/116, paragraph 56), as resolution No. 103.

57. SC.3 took note of the decision of SC.3/WP.3 to continue discussion of the draft amendments to chapters 4, 8–10, 12, a new draft chapter “Special provisions applicable to electric vessel propulsion” and appendix 10 of the annex to resolution No. 61, and asked SC.3/WP.3 to continue this work.

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

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

58. SC.3 approved amendment 1 to the list of reception facilities for transfer of waste from vessels (ECE/TRANS/SC.3/179/Rev.1/Add.1), following the decision of SC.3/WP.3 at its fifty-eighth session.

59. SC.3 took note of the information by delegations about the progress and the current activities aimed at preventing pollution of inland waterways from vessels.

60. SC.3 took note of the upcoming meeting of the Working Group TC8/SC2/WG4 of the International Organization for Standardization on 18 November 2021 to which the secretariat had been invited to take part.

VIII. Automation in inland navigation (agenda item 7)

Documentation: ECE/TRANS/2021/15, ECE/TRANS/SC.3/211, ECE/TRANS/SC.3/2020/13

61. SC.3 continued discussing automation in inland navigation, that had begun at its sixty-fourth session. Moderated by Mr. J. Fanshawe, the Chair of MASRWG, discussions covered the ongoing projects and activities in automation in inland navigation and the definitions applied in this field.

62. Mr. ten Broeke, in his capacity as Chair of the CCNR Small Navigation (RN) Committee, informed the session about the tasks of the Committee in the field of autonomous navigation, which aimed to integrate autonomous and smart shipping into the CCNR regulations for the long-term. The Committee was mandated to address all automation-related matters, examine requests for authorizing pilot projects and prepare draft decisions enabling temporary derogations from the provisions of CCNR regulations at the Rhine corridor level.

63. Belgium informed the participants about the activities of the CCNR group of volunteers which was working on the revision of the CCNR definitions of automation levels in order to update them for communication purposes and create a framework for future development of the CCNR regulations; the outcome was expected by the end of 2022. Belgium further provided updates on the pilot projects on autonomous and smart shipping by De Vlaamse Waterweg nv: (a) joint projects with Seafar in Flanders that engaged pilot tests of unmanned and crew-reduced vessels controlled from the shore control centre in Antwerp; (b) updates on project AUTOSHIP (Autonomous Shipping Initiative for European Waters), and (c) tests of the autonomous vessel *Marine Litter Hunter*, a part of a pilot waste collecting

installation by Dredging, Environmental and Marine Engineering NV (DEME), that were ongoing on the Scheldt.

64. The Russian Federation informed the session about the research work of the Russian River Register for 2022 to develop provisions for autonomous (unmanned) vessels based on the Governmental Decree No. 534-r of 29 March 2018 on the adoption of the road map to improve legislation and eliminate administrative barriers, and ensure implementation of the National Technology Initiative and guide MARINET,⁴ the Merchant Shipping Code of the Russian Federation, the International Convention for the Safety of Life at Sea, the Inland Water Transport Code and best practice of classification societies.

65. SC.3 continued discussing the terms and definitions for automation and smart shipping (ECE/TRANS/SC.3/2020/13). Following the proposal of Belgium, SC.3 agreed to postpone further discussion until the outcome of the CCNR work. The moderator mentioned that it would be desirable to have a document with the preliminary results of the CCNR work for the sixty-sixth session of SC.3.

66. The Chair informed the participants about (a) the preparation of the fifth revised edition of the Conduct Principles and Code of Practice of Maritime Autonomous Ship Systems Industry of the United Kingdom of Great Britain and Northern Ireland which would be available online by the end of November 2021,⁵ and (b) the sixth MASRWG conference held online on 20 January 2021 and the seventh MASRWG conference held on 18 and 19 January 2022.

67. SC.3 took note of the information by the secretariat on endorsing the updated Road Map on Intelligent Transport Systems (ITS) by ITC at its eighty-third session as set out in ECE/TRANS/2021/15.

68. On behalf of SC.3, the Chair thanked Mr. Fanshawe and invited him to take part in future sessions of SC.3.

69. The secretariat informed SC.3 about the study on human-machine interface in relation to accidents in inland navigation by Intergo, commissioned by the European Inland Water Transport Platform with the involvement of the International Association for the representation of the mutual interests of the inland shipping and the insurance and for keeping the register of inland vessels in Europe (IVR) and the Ministry of Infrastructure and Water Management of the Netherlands.⁶

IX. Circular economy in inland water transport (agenda item 8)

Documentation: ECE/TRANS/SC.3/2021/8

70. Following the decision at its sixty-fourth session (ECE/TRANS/SC.3/213, paragraph 32), the Working Party continued discussion on circular economy principles of relevance for inland water transport. SC.3 took note of the document on various aspects of circular economy relevant for inland navigation prepared by the secretariat in cooperation with the World Maritime University (ECE/TRANS/SC.3/2021/8).

71. SC.3 took note of the presentation by Mr. R. Spencer (AECOM) on the approach and the framework for integrating the concepts, design, delivery and operations of a circular economy into IWT infrastructure. The speaker mentioned the increasing role of coordination between infrastructure organizations to share construction resources across sectors and markets, and highlighted the activities of AECOM infrastructure forums on tackling circular economy challenges and sharing best practice for infrastructure owners and operators in the United Kingdom. They were: (a) the Major Infrastructure–Resources Optimization Group

⁴ Working Group under the National Technology Initiative that supports the development of high technologies for the maritime sector.

⁵ www.maritimeuk.org/media-centre/news/news-maritime-uk-launches-version-5-its-industry-code-practice-maritime-autonomous-ship-systems.

⁶ www.ebu-uenf.org/wp-content/uploads/Press_Release_Report_phase_2a_Human-machine_interface_and_wheelhouse_design.pdf.

(MI-ROG), which has inspired and facilitated workflows on asset life cycle, carbon performance, circular economy strategy, critical materials availability, materials exchange and sustainable procurement and (b) the Scottish Infrastructure Circular Economy Forum (SICEF). In conclusion, Mr. Spencer provided examples of infrastructure case studies and circular business models in the country.

72. SC.3 took note of the presentation by Mr. S. Nozharov (University of National and World Economy) and Ms. P. Koralova Nozharova (Economic Research Institute at Bulgarian Academy of Science) on the circular economy as an opportunity for developing inland water transport, in a case study on the Danube. The speakers highlighted (a) specific elements of the circular economy concept as applied to inland water transport, (b) possibilities for integrating of the circular economy principles into inland water transport and (c) current trends on the Danube that could facilitate the integration process as the basis for this integration, including green freight transport corridors, the eco-design of vessels and inland ports. Conclusions were made on possible actions for facilitating this process for the Danube fleet.

73. Discussion followed. Ms. Koralova Nozharova commented on the links between specific elements of a circular economy to ECE resolutions. She mentioned that the existing SC.3 resolutions, in particular, resolution No. 21, did not respond to the scientific view of the circular economy concept. In order to facilitate the introduction of circular economy principles in the sector, the following activities could be relevant:

- Proper management of the waste generation on board vessels: the development of an appropriate classification of waste with due regard of direct re-use and re-design of waste components that could be recycled; separate collection of waste subject to recycling.
- Planning and organizing of navigation so as to prevent or minimize waste generation by minimizing the use of waste-generating products and resources; an example is using green energy for navigation purposes thus reducing the operation of accumulator batteries.
- Sharing resources during navigation as an element of the sharing economy by means of a digital platform for trading (hiring) of shared resources in the field of navigation. Any resource (asset), which is not fully loaded, or is not used till the end of its life, could be traded through sharing and this activity could be made more attractive rather than buying brand new resource (assets). As far as such activities are possible, their large-scale expansion must be encouraged to the maximum possible extent.
- Green ports: support the green port initiative and encourage vessels to dock at such ports, for example, by introducing preferences for docking of vessels owned by shipping companies which strictly adhere to the corporate social responsibility standards.

74. SC.3 decided to keep circular economy in the agenda of its future sessions. On behalf of SC.3, the Chair thanked the speakers for the excellent presentations and invited them to take part in discussion at future sessions of the Working Party.

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

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

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

75. The Working Party took note of the information by the Russian Federation on finalizing the review of Recommendation R0120 (V-120) of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), the new IALA Guideline

“Vessel Traffic Services in Inland Waters”, the main differences of the guideline from the recommendation and the input made by SC.3 experts, in particular, the addition of a number of terms and definitions from CEVNI. The guideline was approved at the fifty-first session of the IALA Vessel Traffic Services (VTS) Committee held from 16 September to 7 October 2021. The secretariat supplemented the information.

76. SC.3 confirmed the decision of SC.3/WP.3 at its fifty-ninth session, to begin revising resolution No. 58 after the adoption of the IALA recommendation, and asked the secretariat to coordinate this work with IALA.

B. Other resolutions of the Economic Commission for Europe of relevance to River Information Services

77. The Working Party took note of the information by Belarus on the preparations for the RIS deployment on Belarussian inland waterways, guided by the State Administration of Water Transport, which included the ongoing digitization of the information related to inland waterways of the Belarus, infrastructure elements and navigation equipment and other relevant activities.

78. SC.3 encouraged member States to apply ECE resolutions related to RIS, if they have not yet done so.

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

Documentation: ECE/TRANS/SC.3/2021/14

79. The Working Party took note of (a) the information from the secretariat on the finalization of the booklet and (b) the comments from the Russian Federation on the purpose and scope of the booklet.

80. SC.3 approved the booklet and asked the secretariat to issue it by the end of 2021.

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

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

81. The Working Party took note of the information from the secretariat about the recent developments in this field: (a) the ongoing work of the European Commission and the Commission Expert Group on social issues in inland navigation on the draft delegated Regulation to be adopted on the basis of article 32 of Directive (EU) 2017/2397, aimed at inserting the relevant reference to CESNI standards in annex IV of the Directive; (b) the final report on the national legislative frameworks on manning requirements in the European Union prepared by CCNR and (c) the publication of the studies by the European Commission on improving work-life balance and fighting gender stereotypes in transport: (i) Good staff scheduling and rostering practices in transport⁷ and (ii) Educational toolkits to help fight gender stereotypes.⁸

82. SC.3 asked the secretariat to continue the work on revising resolution No. 31.

⁷ https://transport.ec.europa.eu/transport-themes/social-issues/women-transport/attractiveness-transport-sector/study-good-staff-scheduling-and-rostering-practices-transport_en.

⁸ https://transport.ec.europa.eu/transport-themes/social-issues/women-transport/attractiveness-transport-sector/educational-toolkits-help-fight-gender-stereotypes_en.

XII. Glossary of terms and definitions related to inland water transport (agenda item 11)

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

83. The Working Party took note of the information from the secretariat about the ongoing work on the glossary, in particular, updating of some terms and definitions based on the recently adopted standards and SC.3 resolutions. SC.3 supported the proposal of the secretariat to hold two online meetings of the correspondence group before the sixtieth session of SC.3/WP.3 and asked the correspondence group to agree on the meeting dates.

84. Following the proposal of the Russian Federation, SC.3 asked the secretariat to continue the work and prepare a working document for the consideration of SC.3/WP.3 at its sixtieth session.

XIII. Recreational navigation (agenda item 12)

A. International Certificate for Operators of Pleasure Craft (resolution No. 40, revision 4)

Documentation: ECE/TRANS/SC.3/147/Rev.4 and Amends. 1 and 2

85. The Working Party took note of the request of Croatia on (a) clarifications on the recognition of the International Certificate for Operators of Pleasure Craft (ICC) issued to boaters who were not citizens or residents of Croatia or another issuing State and (b) the desirability to harmonize the requirements for medical examinations for applicants, additional to those covered by resolution No. 40. Croatia expressed concern about the commercial nature of the problems related to non-recognition of ICC; these issues could be considered by SC.3/WP.3 with the purpose to regulate minimum criteria that would improve the identified deficiencies. EBA provided comments on the relevant provisions of resolution No. 40. The secretariat was asked to investigate this request in detail in cooperation with Croatia and EBA for the sixtieth session of SC.3/WP.3.

86. The Working Party took note of the information from the secretariat on (a) updates to annex IV of resolution No. 40, revision 4, (b) new entry to the ECE online database of ICC specimens transmitted by the Lithuanian Transport Safety Administration and (c) the application of ICC by Poland. Due to recent changes in the authorities responsible for recreational navigation, the current situation with the issuance of ICC was not clear, and SC.3 decided, for the time being, to modify annex IV to resolution No. 40 accordingly and asked the secretariat to contact Poland on a possibility of acceptance of resolution No. 40 in accordance with the procedure described in the road map for the acceptance and implementation of resolution No. 40.

87. The Working Party took note of recent inquiries from recreational boaters received by the secretariat in relation to issuing ICC on the basis of the national licences, the recognition of ICC and related issues.

88. The Working Party noted that European Parliament resolution of 14 September 2021 towards future-proof inland waterway transport in Europe (2021/2015(INI)),⁹ paragraph 58, had called on the European Union member States to endorse ICC by adopting resolution No. 40. This would allow the cross-border recognition of licences and facilitate recreational navigation in Europe. SC.3 encouraged member States that were still applying resolution No. 14, to apply only resolution No. 40.

⁹ www.europarl.europa.eu/doceo/document/TA-9-2021-0367_EN.html.

B. Activities of the Informal Working Group on Recreational Navigation

89. SC.3 took note of the information from the secretariat, complemented by EBA, about the outcome of the sixth meeting of the Informal Working Group on Recreational Navigation that was held online on 2 November 2021, back-to-back with the sixty-fifth session of SC.3. Among the agenda items were: (a) the impact of the COVID-19 outbreak on the recreational navigation sector and lessons learned, (b) progress reached in developing the ECE catalogue of questions for testing recreational boaters' knowledge of CEVNI and (c) the application of resolution No. 40. The secretariat was asked to prepare a working document on the meeting outcome for the sixtieth session of SC.3/WP.3.

90. SC.3 encouraged member States to actively participate in the activities of the informal Working Group and to take part in the next meeting that will be held online in the beginning of March 2022.

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

A. Status of international conventions and agreements affecting inland navigation

Documentation: ECE/TRANS/SC.3/2021/9, ECE/TRANS/SC.3/2021/10

91. The Working Party took note of the information on the current status of legal instruments relevant to inland navigation as presented in ECE/TRANS/SC.3/2021/9. Governments were invited to keep the secretariat informed about any rectifications or additions to this document.

92. The Working Party encouraged governments to accede to United Nations conventions and agreements of relevance to inland navigation, if they have not yet done so.

93. The Working Party took note of the overview of responses to the survey on building up a solid international regulatory framework aimed at increasing the efficiency and safety of inland water transport, that was distributed at the workshop of the fifty-ninth session of SC.3/WP.3 (ECE/TRANS/SC.3/2021/10). SC.3 agreed that the results could be used for the follow-up activities of SC.3 and decided to continue discussion at its sixty-sixth session.

B. Application of resolutions of the Economic Commission for Europe on inland navigation

Documentation: ECE/TRANS/SC.3/2021/11, Informal document SC.3 No. 8 (2021)

94. The Working Party took note of the updated information on the application of ECE resolutions on inland navigation transmitted by Belarus (Informal document SC.3 No. 8 (2021)).

95. SC.3 discussed possible ways to improve the monitoring of the application of resolutions and their efficiency and invited delegations to provide their proposals to the secretariat by the sixtieth session of SC.3/WP.3.

XV. Programme of work and the Terms of Reference of the Working Party on Inland Water Transport (agenda item 14)

A. Programme of work and biennial evaluation for 2022–2023

Documentation: ECE/TRANS/SC.3/2021/12

96. The Working Party reviewed and adopted its programme of work for 2022–2023 and the relevant parameters for its biennial evaluation as set out in ECE/TRANS/SC.3/2021/12. The secretariat was asked to submit the adopted programme of work to ITC.

B. Review of the Terms of Reference of the Working Party on Inland Water Transport

Documentation: ECE/TRANS/SC.3/2021/13

97. The Working Party reviewed and approved its revised terms of reference (ECE/TRANS/SC.3/2021/13) and asked the secretariat to submit this to ITC for adoption.

XVI. Theme topic for the sixty-sixth session of the Working Party (agenda item 15)

98. Following the proposal of the Russian Federation complemented by the Chair, SC.3 decided that the theme topic for its sixty-sixth session would be innovative materials, equipment and technologies in inland water transport.

XVII. Tentative list of meetings for 2022 (agenda item 16)

99. The Working Party approved the tentative list of meetings for the year 2022:

16–18 February 2022	SC.3/WP.3 (sixtieth session);
29 June–1 July 2022	SC.3/WP.3 (sixty-first session);
12–14 October 2022	SC.3 (sixty-sixth session).

XVIII. Other business (agenda item 17)

A. Ongoing projects by the Working Party on Trends and Economics

100. The Working Party was informed by Mr. Janssens, the secretary of WP.5, about (a) the International Transport Infrastructure Observatory, (b) the project on the Sustainable Inland Transport Connectivity Indicators (SITCIN) and (c) the current activities of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs.

101. SC.3/WP.3 took note of progress in developing the International Transport Infrastructure Observatory, which offers a GIS-based platform operating as a virtual marketplace to attract financing for national, regional, and interregional transport infrastructure projects, including inland waterways. ECE member States and multilateral development banks operating in the ECE region have been invited to start using the Observatory in a test phase before launch in the autumn of 2021.

102. SC.3/WP.3 took note of the progress in developing a set of 215 SITCIN for rail, road, inland waterway and intermodal transport which have been developed in the framework of the UNDA project. These indicators provide a tool for countries to assess their degree of external connectivity in terms of transport, logistics, interoperability, border crossing and trade processes. SC.3 was invited to consider using these indicators for self-assessment of the performance of their transport and logistics systems and their interoperability with those

in neighbouring countries. An online SITCIN user platform and an e-learning course would be available by the end of 2021 in the three official languages.

103. Countries were invited to transmit answers to the questionnaires on benchmarking infrastructure construction costs for inland waterways and ports by mid-February 2022, if they had not done so. This would add value and expand the geographical coverage of the final report to be submitted by the Group of Experts on Benchmarking Transport Infrastructure Construction Costs for WP.5 at its thirty-fifth session.

B. Final Conference “Waterways – Step towards green transition” (30 November–1 December 2021, Kotka (Finland))

104. The Working Party was informed by the secretariat about the final conference as part of the project Future Potential of Inland Waterways (Infuture) that would end in January 2022. The conference programme would consist of four modules: (a) Towards green transition; (b) Potential and opportunities of inland waterways today; (c) Best practices and smart solutions and (d) Future visions on inland waterways.

XIX. Adoption of the report (agenda item 18)

105. In line with established practice and in accordance with the decision of ITC (ECE/TRANS/156, paragraph 6), the Working Party adopted the decisions taken at its sixty-fifth session on the basis of a draft prepared by the Chair with the assistance of the secretariat.

106. 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, 18 November 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>.
