


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

Geneva, 12–14 October 2022

**Report of the Working Party on Inland Water Transport  
on its Sixty-Sixth Session**
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## I. Attendance

1. The Working Party on Inland Water Transport (the Working Party or SC.3) held its sixty-sixth session from 12 to 14 October 2022. It was held as a hybrid meeting with in-person participation at the Palais des Nations in Geneva and virtual participation on the Zoom 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, Georgia, Latvia, Hungary, Netherlands, Poland, Romania, Russian Federation, Serbia, Slovakia and Ukraine.
3. Representatives of the following intergovernmental organizations attended the session: Central Commission for the Navigation of the Rhine (CCNR) and International Sava River Basin Commission (Sava Commission or SC). Delegations of BIMCO, European Boating Association (EBA) and European River-Sea-Transport Union (ERSTU), International Chamber of Shipping, International Federation of Freight Forwarders Associations (FIATA), International Union of Marine Insurance (IUMI) were present. Delegations of Centre of Maritime Technologies GmbH (Hamburg, Germany), Confederation of European Maritime Technology Societies (CEMT), Damen (Netherlands), (European Boating Industry, Free Boating Association, Greater Caspian Association (Switzerland), Italian Association of Inland Navigation Law, Khabarovsk State University of Economics and Law, Ocean College of the Zhejiang University (China), Seafarers Union of Russia, Técnicas y Servicios de Ingeniería SL (Spain) and University of applied sciences Upper Austria were present at the invitation of the secretariat.
4. Mr. F. Dionori, Chief of the Transport Networks and Logistics section, opened the session, 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-sixth session of the Working Party and Ms. L. Deraković-Rakas (Croatia) vice-chaired.

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

*Documents:* ECE/TRANS/SC.3/216, Informal document SC.3 No. 1 (2022)

6. The Working Party adopted the provisional agenda (ECE/TRANS/SC.3/216) subject to modifications at the session: agenda item 18 “Other business” was complemented with subparagraphs: (a) “Fifth stage event of the project PLATINA 3”; and (b) “Danube Information Services Conference 2022”. The agenda was supplemented with Informal document SC.3 No. 1 (2022) so as to take into account Informal documents SC.3 Nos. 2 to 7.
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.
8. The Chair informed the participants that, beginning with 2023, sessions of SC.3 and the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) would be held in person in the Palais des Nations, and the hybrid format of sessions would no longer be possible.

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

*Documents:* ECE/TRANS/316 and Add.1–2, ECE/TRANS/WP.15/AC.2/80 and Add.1, ECE/TRANS/WP.15/AC.2/82, ECE/ADN/60, ECE/ADN/63, ECE/TRANS/WP.5/72, ECE/TRANS/WP.6/183, Informal document SC.3 No. 6 (2022)

9. The Working Party took note of the main decisions of the Economic Commission for Europe (ECE) Inland Transport Committee (ITC) taken at its eighty-fourth session (22–25 February 2022) that were relevant to the Working Party, in particular, the Ministerial resolution “Ushering in a decade of delivery for sustainable inland transport and sustainable development” and the adoption of the revised Terms of reference of SC.3.

10. The secretariat informed SC.3 about the letter of the ITC Chair and the Director of the Sustainable Transport Division to the Chair of SC.3 with an invitation to support and contribute to the key decisions of ITC of relevance to SC.3 (Informal document SC.3 No. 6 (2022)). SC.3 took note of the requests of ITC to: (a) integrate the review of COVID-19 recovery efforts and challenges in the work of its subsidiary bodies; (b) prepare a progress report on the activities aimed at the implementation of the ITC Strategy until 2030; and (c) provide contributions to developing the:

- Road Safety Action Plan for the Decade of Action for Road Safety 2021–2030 that was for adoption by ITC at its eighty-fifth session in 2023
- Document on the activities in the field of information and computerization technologies and intelligent transport systems
- ITC paper on climate change mitigation activities and action-oriented options for ITC and its subsidiary bodies.

11. The Working Party agreed to complement the Road Safety Action Plan for 2021–2030 with actions that would promote a modal shift in freight transport from road to inland waterways.

12. SC.3 asked the secretariat to transmit the relevant information for developing other documents mentioned by ITC. It was agreed to keep these items on its agenda and regularly inform ITC about progress.

13. 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-ninth session from 24 to 28 January 2022 (ECE/TRANS/WP.15/AC.2/80 and Add.1), its fortieth session from 22 to 26 August 2022 (ECE/TRANS/WP.15/AC.2/82), and of the ADN Administrative Committee that held its twenty-seventh session on 28 January 2022 (ECE/ADN/60) and its twenty-eighth session on 26 August 2022 (ECE/ADN/63).

14. SC.3 took note of information about the outcome of the: (a) seventy-third session of the Working Party on Transport Statistics (WP.6) from 15 to 17 June 2022; and (b) thirty-fifth session in Geneva of the Working Party on Transport Trends and Economics from 5 to 7 September 2022, in particular, the interregional workshop on electrification of urban mobility.

15. The Working Party took note of the presentation by the secretariat about the Inland Transport and Trade Connectivity e-learning Platform (LearnITC) and welcomed the launch of the e-learning platform. On behalf of the Working Party, the Chair encouraged delegations to disseminate this information among the interested parties and to provide a feedback to the secretariat.

## **IV. Promotion of the Development of Container Transport on Inland Waterways (agenda item 3)**

### **A. Workshop “Development of Container Transport on Inland Waterways”**

*Document:* Informal document SC.3 No. 3 (2022)

16. Following the decision of SC.3/WP.3 at its sixtieth session, the workshop “Development of Container Transport on Inland Waterways” was held on 12 October 2022, organized jointly by the secretariats of SC.3 and the Working Party on Intermodal Transport and Logistics (WP.24). The workshop focused on the current situation, potential and prospects for the development of container transport on inland waterways in Europe, the Caspian Region and China. The participants were invited to respond to a multiple-choice questionnaire.

17. The Chair opened the workshop and emphasized the relevance of this topic for increasing the modal share of inland water transport and its integration in international multimodal transport logistics chains. The key speakers were: Ms. L. Roux (CCNR), Ms. D. Beil (University of Applied Sciences Upper Austria), Mr. M. Seitnepesov (Greater Caspian Association) and Mr. Xuehao Feng (Ocean College, Zhejiang University).

18. In her presentation, Ms. Roux provided an overview of container transport on European inland waterways and, in particular, on the Rhine. She began with the overall situation in freight transport by inland waterways in 2021 that showed a robust recovery for many segments, however, the transport performance has not reached the pre-pandemic level. The speaker mentioned particular features and trends in European container transport and port-hinterland connections, highlighted the main trends in: (a) inland waterway container transport per country in the European Union in 2007–2021; (b) container transport on the Rhine in 2009–2021 and provided a detailed analysis of factors that resulted in lower volumes in recent years. She continued with some conclusions on the current situation in container transport in Europe and on the Rhine, main factors that affected its operation and mentioned new opportunities for this transport mode in urban areas, as well as its potential for the Danube and for continental transport.

19. Ms. Beil gave a presentation on the prospects and opportunities for containerized transport on the Danube and the project “Innovation-driven Collaborative European Inland Waterways Transport Network” (IW-NET). She mentioned that the Danube was utilized far below its capacity; to improve this, a number of initiatives and projects were under way. The project IW-NET, being realized under the programme Horizon 2020 with the participation of 26 project partners, is aimed to developing a multimodal optimization process across the European Union Transport System, increasing the modal share of inland water transport and reducing emissions from transport. A major part of the project is the Danube Living Lab, focused on: (a) port infrastructure analysis; (b) new barge designs for low water conditions; and (c) visualization tool for bottlenecks. The speaker highlighted the progress made on the Danube, a pilot for containerized transport and provided some conclusions on how to facilitate the development of this transport mode in the Danube region.

20. Mr. Seitnepesov continued with a presentation on prospects for container transport in the Greater Caspian Region. He provided the key facts about the region and focused on the current situation with the insufficient outbound transportation of containers bringing to the accumulation of abandoned containers in the region and related economic and ecological challenges. The Greater Caspian Association and its members were working on possible solutions which included: (a) recovery, repair and reuse of containers; and (b) new multimodal corridors that would connect Central Asia and Eastern Europe to the rest of the world; one of possible solutions could be the development of container transport on the Amu Darya waterway. The speaker mentioned the existing challenges and bottlenecks for the proposed corridors and highlighted the potential of the existing corridors that could be realized for improving this situation, including digitalization.

21. The topic of the presentation of Mr. Xuehao Feng was the sustainable and innovative development of container transport on inland waterways. He highlighted the current situation and trends in inland water transport in China and the increase of the trade volume between China and the European Union in recent years. The speaker continued with foldable containers and their advantages for repositioning of empty containers on inland waterways in conditions of the limited under-bridge clearance and restrictions in locks and shared some results and conclusions of the study made by the Ocean College. He further focused on: (a) the advantages of the bulk cargo containerization on inland waterways, using the experience of Chinese ports; and (b) the challenges and policy suggestions for making this transport mode more efficient, which were applied on Chinese inland waterways, but could also be relevant for Europe and worldwide. The proposals included the “sharing economy” principles, new technologies and the smart logistics network, including small logistics companies and river ports.

22. The presentations were followed by questions on: (a) transformation of supply chains and its impact on inland water transport; (b) the impact of low water levels on container transport on inland waterways and adaptation measures; and (c) prospects for port-hinterland connections and multimodal chains in China. The Chair, CCNR, Ocean College and the secretariat took part.

23. On behalf of both SC.3 and WP.24, the Chair thanked the speakers for excellent presentations and invited them to take part in future sessions of SC.3.

## **B. Round table on facilitating the alignment between the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations and the European Agreement on Main Inland Waterways of International Importance**

*Documents:* ECE/TRANS/SC.3/2022/1-ECE/TRANS/WP.24/2022/14,  
ECE/TRANS/SC.3/2022/2-ECE/TRANS/WP.24/2022/15,  
ECE/TRANS/SC.3/2022/3-ECE/TRANS/WP.24/2022/16

24. Following the request of WP.24 at its sixty-fourth session and supported by SC.3/WP.3 at its sixtieth and sixty-first sessions, delegations took part in the joint SC.3/WP.24 round table on facilitating the alignment between the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Protocol) and the European Agreement on Main Inland Waterways of International Importance (AGN). The Chair of WP.24, Ms. J. Elsinger (Austria) was the moderator. She opened the round table, explained the background and the purpose of the discussion and presented the working documents prepared by the secretariat. The secretariat presented the slides on each of the topics as the background for discussion.

25. The topics discussed at the round table were:

- The potential of combined transport on inland waterways
- Best practices and lessons learned
- Legal framework: barriers to accession and implementation
- Effective use of the monitoring instruments
- Alignment of the two legal instruments.

26. The Chair of SC.3 presented an overview of the workshop conclusions and summarized the strengths, weaknesses, opportunities and threats identified for container transport on inland waterways mentioned by the workshop speakers.

27. The participants exchanged opinions on each of the topics. The secretariat gave an overview of the answers to the multiple-choice questionnaire, also taking into account the outcome of the workshop.

28. The respondents indicated that the potential of inland waterways for container transport has been attained on European waterways with a score of 55 per cent.
29. On the potential of inland waterways and certain coastal routes to better support container transport on the Euro-Asian transport links:
- One half of the respondents considered that there was potential for certain inland waterways, which should be used in the future, and 40 per cent were of the opinion that there could be potential for that, and that this issue required further investigation.
  - Forty per cent considered that there was untapped potential for certain coastal routes, which should be used in the future.
30. Forty-three per cent of the respondents mentioned that container transport on waterways in their country was used for both domestic and transit purposes, 36 per cent mentioned that it was not used at all or its share was insignificant. Thirty-three per cent of the respondents were of the opinion that this mode of transportation was likely to expand further in the coming years.
31. Among the advantages of container transport on inland waterways, the following was indicated:
- Bigger traffic capacity by 61 per cent of the respondents
  - Lower costs by one half of the respondents
  - Low carbon emissions by 46 per cent
  - Safe carriage of goods by 36 per cent.
32. Among the challenges for container transport on inland waterways, the following was indicated:
- Insufficient infrastructure for handling containers in ports by 61 per cent of the respondents
  - Low water levels on inland waterways by one half of the respondents
  - Low rate of containerization, seasonal nature of inland water transport and insufficient number of specialized vessels for carriage of containers by 40 per cent
  - Lack of centralized management on certain transport corridors by 36 per cent.
33. One half of the respondents were of the opinion that prospects were probable for increasing the share of container transport on waterways, including river-sea shipping in the midterm.
34. Among the conditions that might be required for developing container transport on inland waterways and coastal routes, the following was indicated:
- Increasing the number of container terminals by 57 per cent of the respondents
  - Incentivization scheme for shippers and freight forwarders to better use inland waterways for combined transport by 54 per cent
  - Development and construction of new barge designs by one half of the respondents
  - Additional economic support measures to reduce the costs of combined transport operations by 46 per cent
  - Mutually beneficial collaboration with other transport modes by 43 per cent
  - Regular container lines by 32 per cent.
35. The participants also mentioned that the development of container transport on inland waterways could be facilitated by: (a) investments in infrastructure, upgrading the regulatory basis and the water management; and (b) increased cooperation between all actors along the container supply chain.
36. At least one half of the respondents agreed that best practices could be: (a) comprehensive multimodal strategies that include container transport on inland waterways; (b) strengthening the position of ports as multimodal hubs; and (c) optimization

of the logistic chain between ports. Additionally were mentioned meridional multimodal transportation along the river-sea routes with access to the Northern Sea Route and the role of enhanced cooperation between the key players, including the awareness building, enhanced planning and consolidation in the form of hubs and cooperation between inland barge operators to optimize the vessel capacity.

37. At least one-third of the respondents agreed that lessons learned could include: (a) contribution of container transport on inland waterways to increasing the resilience of the supply chain in case of rail/road transport disruptions; (b) the development of inland water transport as a precondition for expansion of container traffic on inland waterways; and (c) the need for adaptation of inland water transport to climate change as an urgent task for seamless combined transport. Additionally, it was mentioned that inland waterways had no alternative for transportation of special oversize cargoes.

38. Thirty-six per cent of the respondents were of the opinion that the existing international legal basis was sufficient for developing container transport on inland waterways. Furthermore, the basis satisfied 60 per cent of the needs of the sector, and 29 per cent of the respondents estimated that 80 per cent of the needs were satisfied. The average score was 62 per cent.

39. The respondents shared their opinion on what could be done to improve the international legal basis to better support container transport on inland waterways.

40. Among the barriers for accession to the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) were mentioned:

- The country had not acceded to AGTC by 29 per cent of the respondents
- The additional administrative burden by 29 per cent of the respondents
- The lack of information about the agreement, its purpose and advantages, and insufficient coordination among authorities and institutions at the national and local levels by 25 per cent
- The difficulties in revising the national legislation and the lack of separation of competencies among agencies by 21 per cent.

41. In relation to national plans for the development of combined transport on inland waterways:

- Thirty-two per cent of the respondents mentioned that such a plan has been adopted as a separate document
- Twenty-nine per cent mentioned that this could be feasible, however it was not foreseen in the forthcoming period
- Twenty-five per cent mentioned that such a plan has been included in the national policy measures to promote intermodal transport.

42. Twenty-five per cent of the respondents mentioned that in their countries, the development of combined transport assets was monitored for combined transport and/or containerized transport as a whole, without focus on inland waterways.

43. The participants complemented the responses to the multiple-choice questionnaire with the relevant experience at the national level.

44. The participants considered it desirable to ensure alignment between the two legal instruments. They agreed that the best way to ensure alignment between the legal instruments could be a joint management or monitoring by SC.3 and WP.24.

45. The participants recommended WP.24 to apply the road map for acceding to the Protocol on Combined Transport on Inland Waterways (ECE/TRANS/SC.3/2022/3-ECE/TRANS/WP.24/2022/16).

46. The participants recommended both Working Parties to agree on the draft ITC resolution "Facilitating the Development of Container Transport on Inland Waterways" (ECE/TRANS/SC.3/2022/2-ECE/TRANS/WP.24/2022/15) in order to transmit the draft to



the upcoming eighty-fifth session of ITC for adoption. In case of any modifications to the draft, they could be agreed by both Working Parties by correspondence within the two weeks after the sixty-fifth session of WP.24 that would take place from 17 to 21 October 2022.

47. SC.3 agreed to the draft without comments.

## **V. Current situation and trends in inland water transport (agenda item 4)**

### **A. Follow-up of the International Ministerial Conference “Connecting by Inland Navigation”**

*Documents:* ECE/TRANS/SC.3/2022/4, ECE/TRANS/SC.3/2022/5

48. The Working Party took note of the information transmitted by the Governments of Belarus, Belgium, Croatia and Slovakia on progress in implementing the Wroclaw Ministerial declaration as presented in ECE/TRANS/SC.3/2022/4 and ECE/TRANS/SC.3/2022/5. Belgium complemented this information with updates related to smart shipping projects, pilot tests on the Rhine, pilot tests for vessels carrying dangerous goods and technical regulations. SC.3 thanked delegations for the detailed answers to the questionnaire. The secretariat was asked to prepare information for ITC.

49. SC.3 encouraged other countries to transmit the answers to the questionnaire on the implementation of the Wroclaw Ministerial declaration to the secretariat.

50. SC.3 encouraged countries to continue efforts on implementing the Wroclaw Ministerial declaration.

### **B. Recent developments and ongoing activities in the inland water transport sector**

51. The Working Party took note of the information about the current situation, trends and ongoing projects in inland navigation, presented by the secretariat: (a) the ongoing discussions in the sector on the alignment between the European Green Deal, the Sustainable and Smart Mobility Strategy of the European Union and the “Fit for 55” package; and (b) the approval of the first 41 Important Projects of Common European Interest (IPCEI) on Hydrogen. They will cover a wide part of the hydrogen technology value chain, including hydrogen generation, fuel cells, storage, transportation and distribution of hydrogen, and end-user applications in the mobility sector.

## **VI. European inland waterway network (agenda item 5)**

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

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

52. The Working Party exchanged information about: (a) possible amendments to AGN; and (b) progress in acceding to and implementing the agreement. The secretariat informed SC.3 that it had not received any amendments to AGN so far.

53. The secretariat mentioned that the Contracting Parties to the AGTC Protocol which had not yet acceded to AGN, could potentially be interested in doing so. SC.3 asked the secretariat to investigate this issue. On behalf of SC.3, the Chair encouraged countries to accede to AGN or ratify it, if they have not yet done so. The Chair reminded the Contracting Parties to AGN of the procedure of introducing amendments to AGN and encouraged them to timely submit the updates, if any, in order to keep the Agreement up-to-date.

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

*Documents:* ECE/TRANS/SC.3/144/Rev.3 and Amends.1–4, ECE/TRANS/SC.3/WP.3/2022/20 and Corr.1

54. SC.3 took note of the proposal by Croatia to amend the entry “E 80-08 Drava” in annex I of the Blue Book as follows: “From the mouth (the confluence with the Danube) to Nemetin Port, Osijek”. The secretariat mentioned that the proposed modification could also be relevant for AGN.

55. The Working Party approved the amendment to the third revised edition of the Blue Book, preliminarily approved by SC.3/WP.3 at its sixty-first session and complemented with the proposal of Croatia, as amendment 5.

56. SC.3 took note of the information about progress made in inland waterway infrastructure development projects in Belarus, Belgium, Croatia and Slovakia (ECE/TRANS/SC.3/2022/4) delivered by the secretariat and complemented by Belgium on the upgrading works on the Albert Canal to be finished in 2023.

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

*Document:* ECE/TRANS/SC.3/159/Rev.2

57. SC.3 took note of the amendments in the list of strategic bottlenecks for the Serbian section of the Danube and the Sava proposed by Serbia:

- Danube (E 80)
  - Low height under the railway bridge at Bogojevo, *replace* 8.15 m *with* 8.80 m
  - *Delete* the bottleneck at Novi Sad (low height under the temporary road/railway bridge)
- Sava (E 80-12), *replace* from its mouth *with* from km 81.

58. SC.3 agreed to include these modifications to the next amendment to the annex of resolution No. 49 and the fourth revision of the Blue Book.

## **VII. Proposal for a New Classification of European Inland Waterways (agenda item 6)**

*Document:* ECE/TRANS/SC.3/WP.3/2022/4

59. The Chair informed the Working Party about the current situation of the proposal for a new classification of European inland waterways transmitted by the World Association for Waterborne Transport Infrastructure, and in particular, the open questions that needed to be resolved before the expert group could begin considering the proposal.

60. SC.3 agreed to postpone the meeting of the expert group until the first half of 2023 and asked the secretariat to make the necessary arrangements for the meeting.

## **VIII. Standardization of technical and safety requirements in inland navigation (agenda item 7)**

61. 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 endorsed the reports of the sixtieth and sixty-first sessions of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/120 and ECE/TRANS/SC.3/WP.3/122).

## **A. European Code for Inland Waterways (resolution No. 24, revision 6)**

*Documents:* ECE/TRANS/SC.3/115/Rev.6, ECE/TRANS/SC.3/2022/6, ECE/TRANS/SC.3/WP.3/2022/5, Informal document SC.3 No. 4 (2022)

62. The Working Party approved the draft questionnaire on updating the document on the application of the European Code for Inland Waterways, revision 6 that had been preliminarily approved by SC.3/WP.3 at its sixtieth session (ECE/TRANS/SC.3/WP.3/120, paragraph 53). The secretariat was asked to send the questionnaire and collect the information from member States and river commissions, beginning in 2023.

63. The Working Party took note of the CEVNI 6 poster in the three languages that had been prepared by Serbia and the additional information provided by Serbia. On behalf of SC.3, the Chair thanked Serbia for the excellent work and its support of the activities of the Working Party in disseminating information about CEVNI 6.

64. SC.3 took note of the recent amendments to the Police Regulations for the Navigation of the Mosel, transmitted by the Mosel Commission (ECE/TRANS/SC.3/2022/6) and decided to have this information transmitted to the CEVNI Expert Group.

65. SC.3 decided that the thirty-eighth meeting of the CEVNI Expert Group would be held back-to-back with the sixty-second session of SC.3/WP.3 in February 2023.

66. Belgium informed SC.3 about development of regulations for automated navigation on inland waterways. The Working Party welcomed the proposal of Belgium for this item on the agenda of the CEVNI Expert Group and invited Belgium to transmit the proposal for sixty-second session of SC.3/WP.3.

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

*Documents:* ECE/TRANS/SC.3/172/Rev.2 and Amends.1–3, ECE/TRANS/SC.3/2022/7, Informal document SC.3 No. 7 (2022)

67. The Working Party adopted the amendments to the annex of resolution No. 61, revision 2, that were preliminarily approved by SC.3/WP.3 at its sixty-first session, as resolution No. 104 (ECE/TRANS/SC.3/2022/7).

68. The Working Party took note of the communication transmitted to the secretariat by the European Committee for Drawing up Standards in the Field of Inland Navigation (CESNI) on provisions for the storage of methanol, introduced in the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN). These provisions could be the basis for developing the navigation rules on the use of alternative fuels. SC.3 asked the secretariat to prepare a working document for the sixty-second session of SC.3/WP.3.

69. SC.3 took note of the information about the edition of ES-TRIN 2023 adopted on 13 October 2022. The new version of the standard would enter into force from 1 January 2024. The Working Party asked the secretariat to continue work on harmonizing the annex to resolution No. 61 with ES-TRIN.

## **C. Prevention of pollution of inland waterways by vessels (resolution No. 21, revision 2)**

*Documents:* ECE/TRANS/SC.3/179/Rev.1 and Add.1, ECE/TRANS/SC.3/2022/8

70. SC.3 took note of the revised Recommendations on organizing the collection of waste from vessels navigating on the Danube, adopted at the ninety-seventh session of the Danube Commission on 15 June 2022 (ECE/TRANS/SC.3/2022/8). SC.3 noted that the revised Recommendations included the Model Waste Water Log, proposed by the CEVNI Expert Group at its thirty-third meeting that had been transmitted to SC.3/WP.3

(ECE/TRANS/SC.3/WP.3/2021/3). SC.3 asked SC.3/WP.3 to continue working on this issue with a purpose of including this as a new annex to CEVNI.

71. SC.3 was informed by the secretariat that updates were not available to the list of reception facilities for transfer of waste from vessels (appendix to the annex of resolution No. 21, revision 2).

## **IX. Innovative materials, equipment and technologies in inland water transport (agenda item 8)**

72. Following its decision at its sixty-fifth session (ECE/TRANS/SC.3/215, paragraph 98), SC.3 took part in the discussion on innovative materials, equipment and technologies in inland water transport. The key speakers were Mr. M. Krause (Centre of Maritime Technologies GmbH), Mr. D. Galochkin (Russian Classification Society), Messrs. A. Alvarez Castro and C. García Pariente (Técnicas y Servicios de Ingeniería SL) and Mr. J. Kalis (Damen, the Netherlands).

73. Mr. Krause gave a presentation on the main outcomes of the project RAMSSES (Realization and Demonstration of Advanced Material Solutions for Sustainable and Efficient Ships). The project aims to improve the service life of ships while reducing their environmental footprint by means of innovative materials and structures to lighten and improve the mechanical performance of the strategic structural areas of ships. The speaker presented two demonstrator cases of modular lightweight systems and ship components made of composite materials using alternative fibre architectures, novel joining solutions, scaling up infusion technology and other up-to-date technologies. They were intended for a wide range of ships, such as passenger vessels, Ro-Ro ships, electrical ferries, pleasure craft, multipurpose vessels and other types. He highlighted the advantages of composite materials for the ship construction and operation, lessons learned and recommendations for further work, including the ongoing dialogue with IMO.

74. Use of innovative materials, equipment and technologies for the construction vessels intended for Russian inland waterways was the topic of the presentation made by Mr. Galochkin. He stressed the role of the Russian Classification Society began with using polymer and composite materials in the hull construction; an example was a catamaran passenger vessel with the hull made of composite material. The speaker further highlighted: (a) research projects of the Saint Petersburg State Marine Technical University on additive technologies for high-precision complex-shaped ship elements; and (b) pilot tests of day trip river vessels using liquefied natural gas and hydrogen fuel cell power installations. He concluded with the tasks for a classification society in promoting innovative approaches, improving the regulatory basis and supporting technical progress in the sector.

75. The presentation of Messrs. Alvarez Castro and García Pariente was dedicated to the outcome of the project FIBRESHIP (Engineering, Production and Life Cycle Management for the Complete Construction of Large Length Fibre Based Ships). The purpose of the project is investigating the feasibility of using composite technology for the design and construction of commercial vessels over 50 m in length and developing new business opportunities. The project focused on light weight commercial vessels, passenger vessels, pleasure craft and special vessels. The speakers highlighted the main outcomes and conclusions of the project on: (a) selecting the optimal materials for marine application; (b) new approach for fire division rating; (c) development of performance criteria and new inspection methods; and (d) need for adaptation of shipyards for the construction of large scale vessels.

76. In his presentation, Mr. Kalis addressed digital technologies in shipbuilding and highlighted the outcome of the project NAVAIS (New Advanced Value-Added Innovative Ships). The project aims to develop a platform-based product families and product lines for ships with a low environmental impact and a modular ship architecture to enable product configuration and engineered information re-use. The project focuses on ferries for passengers and vehicles and multi-use workboats. The speaker highlighted the platform development strategies, function and system architecture principles, the modularity principles and the regulatory approval, demonstrated the application of the project results in

inland shipping for designing a workboat and concluded with prospects for the commercial use.

77. Questions and discussion followed on the prospects for using innovative technologies in inland navigation and developing the regulatory basis for their commercial application. The Chair, Centre of Maritime Technologies GmbH, Damen and the secretariat took part.

78. On behalf of the Working Party, the Chair thanked the speakers for excellent presentations.

## **X. Glossary of terms and definitions related to inland water transport (agenda item 9)**

*Documents:* ECE/TRANS/SC.3/2022/9, Informal documents SC.3 Nos. 2 and 5 (2022)

79. SC.3 was informed by the secretariat about progress in finalizing the draft glossary of terms and definitions related to inland water transport, preliminarily approved by SC.3/WP.3 at its sixty-first session: (a) the contents, the introduction and the list of abbreviations as contained in ECE/TRANS/SC.3/2022/9; (b) the consolidated draft modified according to the decisions of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/122, paragraphs 75 to 80) as contained in Informal documents SC.3 Nos. 2 and 5 (2022); and (c) the numbering of the terms.

80. The Working Party agreed with the proposals of the secretariat. It approved the glossary and asked the secretariat to publish it.

## **XI. Promotion of River Information Services as well as other Information and Communication Technologies in inland navigation (agenda item 10)**

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

*Documents:* ECE/TRANS/SC.3/165/Rev.1 and Amend.1, ECE/TRANS/SC.3/WP.3/2022/13

81. The Working Party confirmed the decision of SC.3/WP.3 at its sixty-first session to agree with the structure of the annex to resolution No. 58 and with the definitions related to Inland Vessel Traffic Services (ECE/TRANS/SC.3/WP.3/122, paragraph 67). The Russian Federation commented on the draft and asked the secretariat to follow the proposal for amending the structure of the draft as proposed at the sixty-first session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/122, paragraph 66) in the future work on the draft.

82. SC.3 asked the secretariat to prepare the draft proposal for the revision of the annex for the sixty-second session of SC.3/WP.3.

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

*Documents:* ECE/TRANS/SC.3/156/Rev.4, ECE/TRANS/SC.3/176/Rev.2, ECE/TRANS/SC.3/198/Rev.1, ECE/TRANS/SC.3/199/Rev.1 and Amend.1, ECE/TRANS/SC.3/WP.3/2022/14

83. The secretariat recalled the discussion at the sixtieth and sixty-first sessions of SC.3/WP.3 on possible activities aimed at keeping resolutions of relevance to River Information Services (RIS) as live instruments (ECE/TRANS/SC.3/WP.3/120, paragraph 72 and ECE/TRANS/SC.3/WP.3/122, paragraph 69).

84. SC.3 asked the secretariat to: (a) continue work on aligning resolutions of relevance to RIS with the European Standard on River Information Services (ES-RIS); (b) continue

aligning ES-RIS and the European Code for Signs and Signals on Inland Waterways (resolution No. 90); and (c) possibly prepare a document for the sessions of SC.3/WP.3 in 2023.

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

85. SC.3 took note of the information by Czechia on progress in the deployment of RIS.

86. SC.3 took note of the information about the edition of ES-RIS 2023 adopted on 13 October 2022. The new version of the standard would enter into force from 1 January 2024.

87. SC.3 took note of the information by the secretariat on: (a) CESNI RIS Week that would be held online from 22 to 25 November 2022 in Strasbourg (France); and (b) the User Consultation Platform organized by the European Union Agency for the Space Programme in the framework of the 2022 European Space Week which took place in Prague from 3 to 6 October 2022 in a hybrid format which included a session “Maritime, Inland Waterways, Fisheries and Aquaculture”.

## **XII. Mutual recognition of boatmasters’ certificates and harmonization of professional requirements in inland navigation (agenda item 11)**

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

88. The Working Party took note of the information by the secretariat about ongoing activities in the European Union and CESNI in this field, in particular, on: (a) the social dialogue aimed to increase the attractiveness of the sector for workers on the future manning regulation of the European Union, preparation of the Fitness Check and Work package 3 “Jobs and skills” of PLATINA 3; and (b) the online seminar on the outcomes of the project “Competence Based Education and Training for Inland Navigation” (COMPETING).

89. SC.3 thanked the secretariat for the updates and asked the secretariat to continue work on updating provisions of the annex to resolution No. 31 based on the standards for qualifications in inland navigation of the European Standard for Qualification in Inland Navigation (ES-QIN) and national regulations of member States.

## **XIII. Inland waterway statistics (agenda item 12)**

90. The Working Party took note of the presentation of Mr. A. Blackburn, secretary of WP.6, on progress in developing an E waterway census, in particular, in visualizing the waterway transport volumes. Questions and discussion followed.

91. Delegations were invited to provide information to the secretariat on: (a) barriers for increasing inland water transport volumes; and (b) the data missing in the Eurostat statistics for extending the map to cover the entire ECE region.

## **XIV. Recreational navigation (agenda item 13)**

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

*Documents:* ECE/TRANS/SC.3/147/Rev.4, ECE/TRANS/SC.3/2022/10

92. SC.3 took note of the updates to annex IV of resolution No. 40 (ECE/TRANS/SC.3/2022/10) and asked the secretariat to include this information in the annex.

93. SC.3 took note of the information by Croatia on the bylaw “Rulebook on the crew of vessels and floating objects of inland navigation” effective from 6 October 2022. The bylaw contains updated provisions for the issuance of the International Certificate for Operators of Pleasure Craft (ICC): ICC will be issued at the request of a person who has passed the prescribed exam in the Republic of Croatia and obtained a Certificate of Competence as a boat operator, on the condition that the applicant: (a) meets the prescribed health conditions in terms of vision and hearing; and (b) has passed a practical exam as set out in the bylaw.

94. SC.3 took note of the information by the secretariat about the e-learning course “International Certificate of Competence for Operators of Pleasure Craft”.

## **B. Activities of the Informal Working Group on Recreational Navigation**

*Document:* ECE/TRANS/SC.3/2022/11

95. The Working Party took note of the information by the secretariat about the outcome of the seventh meeting of the Informal Working Group on Recreational Navigation, held online on 10 October 2022.

96. SC.3 was invited to consider the draft second revision of the Guidelines to resolution No. 40, finalized by the Informal Working Group on Recreational Navigation (ECE/TRANS/SC.3/2022/11) based on the inquiries from recreational boaters received by the secretariat in 2020 and 2021 and aligned with the terminology used in resolution No. 40. Belgium commented on the draft. SC.3 invited Belgium to transmit the comments to the secretariat and to revert to the draft at its next session.

## **XV. Harmonization of the pan-European legal framework for inland navigation (agenda item 14)**

### **A. Status of international conventions and agreements affecting inland navigation**

*Document:* ECE/TRANS/SC.3/2022/12

97. 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.3/2022/12. Governments were invited to keep the secretariat informed about any rectifications or additions to this document.

98. 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.

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

*Document:* ECE/TRANS/SC.3/2022/13

99. SC.3 took note of the updated list of ECE resolutions on inland navigation as contained in ECE/TRANS/SC.3/2022/13 and considered the proposal of the secretariat on improving the monitoring of the application of resolutions and their efficiency, following the decision of SC.3 at its sixty-fifth session (ECE/TRANS/SC.3/215, paragraph 95). SC.3 agreed with the proposed additional criteria for monitoring the application of SC.3 resolutions (ECE/TRANS/SC.3/2022/13).

100. SC.3 encouraged countries that did not yet apply SC.3 resolutions, to do so.

## **XVI. Rules of Procedure of the Working Party on Inland Water Transport (agenda item 15)**

*Document:* ECE/TRANS/SC.3/2022/14

101. SC.3 took note of the information by the secretariat on the endorsement by the Economic and Social Council of the revised ITC Terms of Reference on 16 February 2022 (E/RES/2022/2) and the entry into force of the ITC Rules of Procedure as contained in ECE/TRANS/294, annex III. The Chair recalled the request of ITC at its eighty-second session to its subsidiary bodies to inform it about their plans to align their Rules of Procedure to those of ITC.

102. The secretariat presented the draft rules of procedure of SC.3 (ECE/TRANS/SC.3/2022/14), prepared to help SC.3 consider the applicability of the ITC Rules of Procedure to its sessions.

103. SC.3 agreed with the draft rules of procedure (ECE/TRANS/SC.3/2022/14) and recommended the draft for adoption by ITC.

## **XVII. Theme topic for the sixty-seventh session of the Working Party (agenda item 16)**

104. SC.3 decided that the theme topic of its sixty-seventh session would be climate change mitigation activities in inland water transport.

105. SC.3 agreed: (a) to move the topic “Addressing Labour Market Challenges and Making the Sector More Attractive” to the sixty-third session of SC.3/WP.3; (b) that the theme topic for the sixty-second session of SC.3/WP.3 would be information and computerization technologies and intelligent transport systems.

## **XVIII. Tentative list of meetings for 2023 (agenda item 17)**

106. The Working Party approved the following tentative list of meetings for the year 2023:

15–17 February 2023	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (sixty-second session)
3–5 July 2023	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (sixty-third session)
11–13 October 2023	Working Party on Inland Water Transport (sixty-seventh session).

## **XIX. Other business (agenda item 18)**

### **A. Fifth stage event of the project PLATINA 3**

107. SC.3 was informed by the secretariat about the fifth stage event of the project PLATINA 3 (Platform for the Implementation of the NAIADES III Action Plan) that would take place on 19 and 20 October 2022 in Budapest, hosted by the Danube Commission.

### **B. Danube Information Services Conference 2022**

108. SC.3 was informed by the secretariat about the Danube Information Services Conference (DISC) 2022 that would take place on 14 and 15 December 2022 in Bucharest.



**XX. Adoption of the report (agenda item 19)**

109. 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-sixth session on the basis of a draft prepared by the Chair with the assistance of the secretariat.

110. 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 27 October 2022 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>.

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