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Working Party on Inland Water Transport

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

Sixty-second session

Geneva, 15–17 February 2023

Report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its Sixty-Second Session

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I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (the Working Party or SC.3/WP.3) held its sixty-second session from 15 to 17 February 2023 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Belarus, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Italy, Latvia, Lithuania, Luxembourg, Malta, Montenegro, Netherlands, Poland, Romania, Russian Federation, Slovakia, Spain, Sweden, Ukraine and United States of America.
3. The European Commission was represented. Delegations of European Boating Association (EBA) and International Transport Workers' Federation (ITF) were present. Delegations of Hamburg Vessel Coordination Center GmbH (HVCC), Free Boating Association and Maritime University of Szczecin (Poland) 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. The Working Party agreed that the secretariat would temporarily chair the session for the purpose of the adoption of the agenda (agenda item 1) and the election of officers (agenda item 2) before passing the chairmanship to the newly elected officers.

II. Adoption of the Agenda (agenda item 1)

Documents: ECE/TRANS/SC.3/WP.3/123, Informal document SC.3/WP.3 No. 1 (2023)

6. The Working Party adopted the provisional agenda subject to modifications at the session: agenda item 12 "Recreational navigation" was complemented with (c) "International Certificate (International Card) for Pleasure Craft (Resolution No. 13)", and agenda item 14 "Other Business" was complemented with "Inland Water Transport Week (20–24 March 2023, Brussels)". The agenda was supplemented with Informal document SC.3/WP.3 No. 1 (2023) so as to take into account Informal documents SC.3/WP.3 Nos. 2 to 6 (2023).
7. In accordance with established practice, it was agreed that only the main decisions should appear in the draft prepared by the secretariat for reading at the end of the session. A full report would be prepared by the Chair with the assistance of the secretariat and circulated after the session.

III. Election of Officers (agenda item 2)

8. Mr. V. Dabrowski (Czechia) was elected as the Chair for the sixty-second, sixty-third, sixty-fourth and sixty-fifth sessions of the Working Party.
9. Mr. T. Kocoń (Poland) was elected as the Vice-Chair for the sixty-second, sixty-third, sixty-fourth and sixty-fifth sessions of the Working Party.

IV. Outcome of the Sixty-Sixth Session of the Working Party on Inland Water Transport (agenda item 3)

Document: ECE/TRANS/SC.3/217

10. The Working Party took note of the information of the secretariat about the main decisions of the Working Party on Inland Water Transport (SC.3) taken at its sixty-sixth session: (a) the workshop "Development of Container Transport on Inland Waterways",

(b) the joint SC.3/WP.24¹ 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), (c) approval of amendment No. 5 to the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book), (d) adoption of amendment No. 4 to the annex of resolution No. 61, (e) approval of the Glossary for Inland Water Transport and (f) approval of the draft rules of procedure of SC.3.

11. The Working Party noted that the rules of procedure of SC.3 had been transmitted to the eighty-fifth session of the Inland Transport Committee (ITC) for adoption.

V. Workshop “Information and Computerization Technologies and Intelligent Transport Systems in the Inland Water Transport Sector” (agenda item 4)

Documents: ECE/TRANS/SC.3/WP.3/2023/1,
Informal document SC.3/WP.3 No. 4 (2023)

12. Following the decision of SC.3 at its sixty-sixth session (ECE/TRANS/SC.3/217, paragraph 105), delegations took part in the workshop dedicated to information and computerization technologies (ICT) and intelligent transport systems (ITS) in the inland water transport sector, held on 15 February 2023. The workshop focused on (a) best practices in applying information technology (IT) and ITS on inland waterways, (b) advantages of IT and ITS for the inland water transport sector, (c) key ICT and ITS strategies and technologies relevant to inland water transport and (d) further steps and other relevant issues.

13. The secretariat opened the workshop. The key speakers were: Mr. S. Turf (European Commission), Mr. S. Legusha (Russian Register), Mr. F. Guichard (Economic Commission for Europe (ECE) secretariat), Mr. P. Durajczyk and Ms. N. Drop (Maritime University of Szczecin) and Mr. G. Hirt (HVCC). A video presentation had been transmitted by Mr. P. Bajor (Dunaújváros University of Applied Sciences (Hungary)) and the information on project PLATINA 3, transmitted by Mr. M. Quispel (Expertise and Innovation Centre Barging), was delivered by the secretariat.

14. In his presentation, Mr. Turf highlighted the initiatives of the European Commission related to digitalization of the sector, aimed to meet the objectives of the European Green Deal and the Sustainable and Smart Mobility Strategy. He emphasized the role of digitalization for the core objectives of the NAIADES III Action Plan² as the key for improving the efficiency and reliability of inland navigation and traffic management, better integrating inland waterway transport in logistics processes and multimodal chains and reducing the administrative burden and costs of regulatory compliance. The speaker focused on actions 25 and 26 under the smart inland waterway transport area, addressed the digitalization challenges in the sector identified in the Digital Inland Waterway Area (DINA) study and the role of the European Commission in tackling them and improving the competitiveness of the sector. Next steps towards digitalization were the development and implementation a digitalization vision for inland water transport.

15. Mr. Legusha made a presentation on the developments in automated navigation in the Russian Federation. He began with a project launched in 2019 under the aegis of MARINET,³ aimed to create technical and legal conditions for the widespread operation of maritime autonomous surface ships (MASS) based on the existing international and national regulations, trials of autonomous navigation systems on maritime ships and inland navigation vessels. He stressed that the Russian Federation was one of the main leaders in the practical implementation of MASS and the first country where MASS could be used for commercial operation. The speaker mentioned the existing legislative framework, practical experience

¹ The Working Party on Intermodal Transport and Logistics.

² See ECE/TRANS/SC.3/2021/1.

³ <https://marinet.org/about/>.

and training programmes for seafarers and provided details on the three-stage road map for the development of automated navigation.⁴ He concluded with challenges for commercial operation of MASS, including safe operation and control, interaction with conventional ships and the ongoing work of IMO in this field and invited interested parties to cooperate.

16. Following the questions of Belarus, Belgium and the European Commission, the Russian Federation provided details on (a) trials of MASS, the automation degree and the number of crew on-board, (b) national regulations for automated navigation and research work on technical requirements for automated inland vessels and (c) trials of automated tugs and pushers on Siberian rivers and some preliminary assessments.

17. The presentation of Mr. Guichard was dedicated to the ongoing work and recent developments of ECE in the field of ITS in 2022–2023, based on the revised ECE Road Map on ITS for 2021–2025, adopted by ITC in February 2021. The Informal Working Group on ITS, established by WP.29⁵ in 2019, held its fourth session in June 2022, dedicated to the review of the implementation of the ECE Road Map, and its fifth special session on vehicle communications in January 2023. The speaker continued with progress of the ITC Working Parties in the field of ITS, automation and digitalization and the outcome of the annual symposium on the Future Networked Car held jointly by the International Telecommunication Union (ITU) and ECE on 22 to 25 March 2022. He further focused on recent developments in road vehicles: (a) automated driving vehicles, in particular, advanced driver assistance systems, (b) artificial intelligence in road vehicles and transport systems, (c) safety of electric vehicles, (d) cybersecurity and other relevant issues.

18. Mr. Durajczyk and Ms. Drop continued with a presentation on the outcome of the studies on the opportunities of using River Information Services (RIS) on inland waterways for improving the efficiency of urban and interurban freight transport in Poland, aimed to improve the role of inland water transport as a viable alternative for transporting cargo within city areas. They described the RIS infrastructure on Polish waterways, their advantages and prospects and functions of the RIS Centre in Szczecin. The case study of transporting goods on the Oder section between Opole and Wrocław in barges with two layers of containers has shown the benefits of the river transport of containers over road transport in terms of cost efficiency, fuel consumption and carbon footprint. At the same time, transport by inland waterway was less favourable in terms of the length of haul, travel time, seasonal nature and vulnerability to weather conditions and water levels. The speakers concluded with the advantages of using RIS for optimizing the vessel loading, the route, use of the waterway and reducing the administrative burden.

19. Questions and discussion followed on (a) extending the role of RIS as an enabler of the modal shift and a connecting tool between inland navigation and other transport modes; (b) new projects and prospects for further deployment of RIS in Poland, and (c) the application of Vessel Traffic Services (VTS), AIS⁶ and satellite-based augmentation systems for increasing the positioning accuracy on Polish waterways. Chechia, European Commission, Maritime University of Szczecin and the secretariat took part.

20. Mr. G. Hirt began his presentation with the main tasks and activities of HVCC: (a) coordination of port calls for large-sized vessels, feeders and barges in the port of Hamburg, rotation planning within the port, departure after handling and the terminal coordination, and (b) as a communication interface between the Hamburg Vessel Traffic Service and the Elbe Pilots. He described the planning and optimization principles of the arrival time in close collaboration and data exchange with other ports and service providers. To facilitate this, HVCC has developed a digital platform based on a tailor-made software to manage the coordination of vessels, which is available for more than 1,000 users within the port. The speaker continued with the road map for the upcoming period and highlighted (a) the ongoing barge projects aimed at improving a digital data exchange with barge operators and other partners, hinterland ports and infrastructure, enhancing the central

⁴ <http://www.a-nav.org>.

⁵ The World Forum for Harmonization of Vehicle Regulations.

⁶ Automatic Identification System.

coordination function of HVCC, (b) projects for inland waterways, and (c) activities on reducing emissions from vessels.

21. The topic of the presentation of Mr. Bajor was the strategies and benefits of inland waterway transport digitalization in Hungary. The speaker described the current status of the Hungarian section of the Danube, advantages and challenges for the development of inland water transport and increasing its modal share. One of solutions is synchromodality, which provides opportunities for the sustainability, competitiveness and resilience for the entire supply chains, and entails a new type of the logistics business model based on a wide-scale data sharing, real-time information and digitalization of ports and inland water transport. Mr. Bajor described the Hungarian ITS Strategy for inland water transport, highlighted the outcome of the workshop held in 2022 on increasing the share of rail and inland waterway freight transport in Hungary and provided conclusions on how to facilitate the transition process to the new business model type.

22. The Working Party took note of the information on main findings of the report on vision and roadmap on pathway for automation and on board systems under project PLATINA 3.

23. The Chair thanked the speakers for the excellent presentations.

24. The presentations were followed by questions and topics for further consideration. The participants were invited to respond to a multiple-choice questionnaire.

25. The participants took part in the round table discussions on the various aspects of ICT and ITS. The secretariat gave an overview of the answers to the multiple-choice questionnaire, and the participants exchanged opinions on each of the topics.

26. It was estimated that the existing ICT and ITS applications and technologies satisfied the needs of the inland water transport sector at the level of 60 per cent.

27. The participants continued with the concept, purposes and main elements of ITS for inland waterways. They mentioned that: (a) there was no harmonized definition for ITS, and (b) this should be considered in connection with other transport modes.

28. The Working Party was of the opinion that the key ICT and ITS strategies and technologies relevant to inland water transport were:

- RIS
- “Smart” waterway signs and marking
- AIS
- Automated navigation
- “Smart” infrastructure
- Vessel Traffic Service (VTS)
- Satellite positioning systems.

29. Delegations agreed that the following domains needed an introduction and a development of ITS:

- Traffic management
- Prevention of risk of collision
- Navigation charts
- Depth measurement systems
- Safety and security of vessels, people and cargoes on-board
- Facilitating operations in ports
- Automated vessels
- Reduction of emissions
- Analytics with big data

- Prevention of water pollution
 - Port hinterland connections.
30. Forty per cent of the respondents were of the opinion that ITS on inland waterways had specific features, and 20 per cent considered that they lacked specific features.
31. The Working Party agreed that the main advantages of the use of ICT and ITS on inland waterways were:
- Improvement of traffic management
 - More efficient, secure and safer inland water transport system through the use of information, communications and control technologies
 - Improvement of the travel time
 - Incident management
 - Reduction of the environmental impact of inland water transport.
32. The participants agreed that the barriers for the deployment of ITS and ICT in the sector were:
- A lack of harmonized policies
 - Inadequate funding and investments
 - Administrative barriers
 - An insufficient regulatory basis.
33. The participants considered prospects for the harmonization of policies and the forging of international cooperation in ICT and ITS in the sector, and mentioned that:
- Developments were necessary for efficient and competitive results in inland navigation – in Europe, specifically in cooperation with ECE, river commissions and other stakeholders
 - A harmonized approach was essential to ensure tangible results
 - International data communities were necessary to coordinate traffic and to develop the synchronodal transport concept
 - Harmonization of policies could support the deployment of new technologies.
34. The participants provided examples of recent and ongoing projects and initiatives and of lessons learned.
35. The discussion went to the ICT applications and tools provided by ECE that could be relevant to inland water transport. The secretariat provided additional information about the:
- eTIR International System (TIR Convention)
 - International Transport Infrastructure Observatory
 - Tool on Climate Change Impacts and Adaptation to Transport Networks and Nodes
 - Sustainable Inland Transport Connectivity Indicators (SITCIN indicators)
 - Observatory on border crossing status due to COVID-19
 - ForFITS
 - SafeFITS.
36. The participants discussed recommendations that could be provided for SC.3 and SC.3/WP.3. Belarus mentioned that this topic could be included in the agenda of both Working Parties on a permanent basis and suggested that a resolution of SC.3 could be developed.

VI. Inland Waterways Infrastructure (agenda item 5)

A. European Agreement on Main Inland Waterways of International Importance

Documents: ECE/TRANS/120/Rev.4, ECE/TRANS/SC.3/217

37. The Working Party took note of the information from the secretariat about (a) the status of AGN and (b) the draft ITC resolution “Facilitating the Development of Container Transport on Inland Waterways” on a possible establishing of a joint monitoring by SC.3 and WP.24 of the alignment between AGN and the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Protocol), agreed by both SC.3 and WP.24 and transmitted for the adoption to the eighty-fifth session of ITC.

38. The secretariat informed the Working Party that no proposals for amending AGN have been transmitted by the Contracting Parties, and reminded of the editorial amendment proposal made by Croatia at the sixty-sixth session of SC.3 (ECE/TRANS/SC.3/217, paragraph 54). Countries were encouraged to transmit the updates to AGN to the secretariat, if any.

39. SC.3/WP.3 took note of the information of the European Commission on the current state of play of the revision of the Trans-European Transport Network (TEN-T) Regulation: (a) the adoption of the amended legislative proposal by the College of Commissioners on 26 July 2022; (b) the adoption of the common position (general approach) of the Transport Ministers Council on 5 December 2022; (c) the consideration of amendments by the European Parliament, and (d) the planned trilogues between the European Commission, the Council and the European Parliament. The adoption of the revised TEN-T Regulation is expected by the end of 2023. The Chair proposed to continue discussion at the sixty-third session of SC.3/WP.3. The secretariat reminded of the decision of SC.3 to postpone the meeting of the expert group on a new classification of European inland waterways transmitted by the World Association for Waterborne Transport Infrastructure (ECE/TRANS/SC.3/217, paragraphs 59 and 60) and expressed hope that progress in revising TEN-T Regulation would allow to decide on the date of the first meeting of the Group in consultations with the Chair and the European Commission.

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

Documents: ECE/TRANS/SC.3/144/Rev.3, ECE/TRANS/SC.3/WP.3/2023/2, ECE/TRANS/SC.3/WP.3/2023/3

40. The Working Party took note of the information of countries about preparations for the fourth revised edition of the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book), following the decision of SC.3 at its sixty-fifth session.

41. SC.3/WP.3 took note of the consolidated text of amendments 1 to 5 to the Blue Book (ECE/TRANS/SC.3/WP.3/2023/2). The Chair informed the session that the information on Czech waterways was up-to-date, and invited countries to transmit proposals to the secretariat after the session. The secretariat mentioned the updated information on the waterway parameters contained in (a) ECE/TRANS/SC.3/2022/4, as transmitted by Belgium and Croatia, and (b) ECE/TRANS/SC.3/WP.3/2021/6, annex II, according to the decision of the plenary session of the Mosel Commission on 26 November 2020. Belgium mentioned the ongoing infrastructure projects that might entail further updates to the Blue Book; this information would be communicated to the secretariat.

42. Following its decision at its sixty-first session (ECE/TRANS/SC.3/WP.3/122, paragraph 42), the Working Party considered the proposal on complementing the Blue Book with a table containing the list of missing links, prepared by the secretariat (ECE/TRANS/SC.3/WP.3/2023/3). The secretariat mentioned that (a) the list of missing

links contained waterways not included in AGN, and (b) the data for some missing links in Belgium, France, Italy, Poland, Romania and Slovakia might require updating. Belgium and Romania mentioned that additional time was required for a detailed check. The Chair provided comments on the missing link in Czechia. SC.3/WP.3 asked delegations to provide comments to the secretariat for its sixty-third session.

43. The Working Party asked the secretariat to contact member States on the updates to the list of missing links and finalize the proposal for its sixty-third session.

C. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, Revision 2)

Documents: ECE/TRANS/SC.3/159/Rev.2 and Amend.1

44. The Working Party took note of the information by the secretariat that SC.3 at its sixty-sixth session had agreed to include the amendments for the Serbian section of the Danube and the Sava proposed by Serbia in the list of strategic bottlenecks. SC.3/WP.3 noted that no other proposals for amending the annex to resolution No. 49 have been transmitted to the secretariat.

45. SC.3/WP.3 took note of the information by Belarus on progress in eliminating bottlenecks and ongoing projects on the E 40 waterway: (a) upgrading of hydraulic structures on the Dnieper-Bug canal; upgrading of lock Ovzichi to the Class Va requirements will be completed in 2024, and the upgrading of the remaining lock is planned for 2025–2026, and (b) relocation of the river port of Brest outside the urban area.

46. The Working Party encouraged member States to transmit new amendment proposals to resolution No. 49, if any, to the secretariat.

VII. Standardization of Technical and Safety Requirements in Inland Navigation (agenda item 6)

A. European Code for Inland Waterways (Resolution No. 24, Revision 6)

Documents: ECE/TRANS/SC.3/115/Rev.6, ECE/TRANS/SC.3/217, ECE/TRANS/SC.3/WP.3/2022/6, ECE/TRANS/SC.3/WP.3/2022/11, ECE/TRANS/SC.3/2022/6, ECE/TRANS/SC.3/WP.3/2023/4

47. The Working Party took note of the amendment proposals to the European Code for Inland Waterways (CEVNI) for consideration since the adoption of the sixth revision:

- The list of outstanding issues (ECE/TRANS/SC.3/WP.3/2022/6): a model waste water log, language to be used in communication between ship stations and shore stations and the proposal for harmonized types and categories of waste generated as a result of the operation of the vessel
- Possible amendments based on the Police Regulations for the Navigation of the Rhine (RPNR), articles 8.01, 8.02, 8.05–8.08, 8.10 and the amendments adopted in 2022 (ECE/TRANS/SC.3/WP.3/2022/11), and recent amendments to the Police Regulations for the Navigation of the Mosel (ECE/TRANS/SC.3/2022/6).

48. Following the proposal of Romania, the Working Party asked the CEVNI Expert group to continue work on amendment proposals to CEVNI. The secretariat was asked to prepare a working document based on articles 8.01, 8.02, 8.05–8.08 and 8.10 of RPNR.

49. The Working Party took note of the information of the secretariat about the outcome of the thirty-eighth meeting of the CEVNI Expert Group held online on 13 February 2023: (a) discussion on complementing CEVNI with special provisions aimed at enhancing preparedness for pandemics and similar situations; (b) discussion on introducing of electronic forms of vessel certificates and other documents to CEVNI; (c) amendment of the definition of other special waste in article 10.01, and (d) other amendment proposals. Romania

mentioned the importance of introducing electronic forms of documents for the sector and stressed the need for harmonizing the outcome of this work in Europe. The secretariat was asked to prepare a working document on the outcome of the meeting for the sixty-third session of the Working Party.

50. Following the decision of SC.3 at its sixty-sixth session (ECE/TRANS/SC.3/217, paragraph 68), the Working Party discussed the proposal on provisions to use methanol for the propulsion of inland navigation vessels to the European Standard laying down technical requirements for inland navigation vessels (ES-TRIN), developed by the Temporary working group on technical requirements for fuel cells of the European Committee for drawing up Standards in the field of Inland Navigation (CESNI) (CESNI/PT/FC), that had been transmitted by the Secretary General of the Central Commission for the Navigation of the Rhine (CCNR) (ECE/TRANS/SC.3/WP.3/2023/4). The Chair and delegations provided comments. Belgium informed SC.3/WP.3 about the activities of CCNR and CESNI on alternative fuels and supported the proposal. The Russian Federation stressed the relevance of this document, thanked the authors of the document and supported the proposal which was in line with the ongoing research work and national provisions related to safety requirements for using methanol on-board vessels. Romania stressed the importance of the work done by CESNI/PT/FC and mentioned the need for the relevant modifications of other regulations, in particular, navigation rules, transport of dangerous goods and training of crews.

51. SC.3/WP.3 was of the opinion that introducing provisions for the use of methanol to propel inland navigation vessels was a significant step forward in the development of regulations for inland navigation vessels, however, it required a detailed analysis of any impact on other regulations, in particular, navigation rules. SC.3/WP.3 agreed to transmit this document to the CEVNI Expert Group and to keep this item in the agenda of its future sessions.

52. SC.3/WP.3 asked its delegates who took part in the CESNI/PT/FC, to inform CESNI about the discussion at the present session and ask CESNI to clarify the next steps.

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

Documents: ECE/TRANS/SC.3/172/Rev.2, ECE/TRANS/SC.3/WP.3/2023/5, Informal document SC.3/WP.3 No. 6 (2023)

53. The Working Party noted that amendment No. 4 to the annex of resolution No. 61, adopted by SC.3 at its sixty-sixth session as resolution No. 104 (ECE/TRANS/SC.3/217, paragraph 67), was available on the ECE website.

54. The Working Party took note of the information from the secretariat about the modifications in ES-TRIN, edition 2023/1 (ECE/TRANS/SC.3/WP.3/2023/5) that might be relevant to the annex of resolution No. 61. Romania supported the proposal to introduce amendments to the annex of resolution No. 61 and added that it would be desirable if the secretariat participated in the activities of the CESNI Working Group on Technical Requirements (CESNI/PT).

55. SC.3/WP.3 asked the secretariat to prepare an amendment proposal to the annex of resolution No. 61 based on ECE/TRANS/SC.3/WP.3/2023/5, for its sixty-third session in cooperation with Romania and other interested member States.

56. SC.3/WP.3 was informed by the secretariat about the Council Decision (EU) 2022/1962 of 13 October 2022 “on the position to be taken on behalf of the European Union within the European Committee for drawing up Standards in the field of Inland Navigation and within the Central Commission for the Navigation of the Rhine on the adoption of standards concerning inland navigation vessels and river information services” (Informal document SC.3/WP.3 No. 6 (2023)).

57. Belgium informed the Working Party about the activities of the CESNI Working Group on Information Technologies (CESNI/TI) and the adoption of the European Standard for River Information Services (ES-RIS), edition 2023/1.

58. Delegations exchanged opinions about the procedure of application of ES-TRIN, edition 2023/1 and ES-RIS, edition 2023/1. The Chair, Romania and the European Commission took part.

C. Ship-Borne Barges (Resolution No. 15)

Documents: TRANS/SC.3/131, ECE/TRANS/SC.3/WP.3/2023/6

59. The Working Party took note of the information by the secretariat on the evolution of the fleet of shipborne barges on European inland waterways, the current situation with transportation in shipborne barges in the merchant shipping, the current status of resolution No. 15 and possible next steps, based on ECE/TRANS/SC.3/WP.3/2023/6. The European Commission informed SC.3/WP.3 that vessels of this type were not registered in the European Hull Database, as they were not required to have a European Union certificate.

60. SC.3/WP.3 decided to continue discussion on resolution No. 15 at its sixty-third session.

D. 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, ECE/TRANS/SC.3/WP.3/2023/7

61. The Working Party took note of the amendment proposal to resolution No. 21, prepared by the secretariat based on the revised Recommendations on organizing the collection of waste from vessels navigating on the Danube, following the decision of SC.3/WP.3 at its sixty-first session (ECE/TRANS/SC.3/WP.3/122, paragraph 58), and Article 9.03 of the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI) as contained in ECE/TRANS/SC.3/WP.3/2023/7.

62. Belarus proposed to replace the term “oily and greasy waste” with “oil containing waste” in the Russian language version. Following the proposal of the secretariat, SC.3/WP.3 agreed to come back to this issue at future sessions. The European Commission provided comments on the term “other waste” and proposed to consider future harmonizing of the resolution with the revised TEN-T Regulation.

63. SC.3/WP.3 preliminarily approved the proposed amendments subject to the comments made at the session and asked the secretariat to transmit them to SC.3 for adoption.

64. Belgium informed the Working Party about amendments to CDNI and developments in 2022: (a) in Part A “Collection, deposit and reception of oily and greasy waste generated from the operation of the vessel”: amendments related to the disposal charge, digitalization of the electronic payment system and the waste disposal registration system and the definition of bilge water; (b) amendments to the unloading certificate for liquid cargoes in Part B “Collection, deposit and reception of cargo-related waste”, and (c) modifications in Appendix III to the Implementing Regulation. On 25 August 2022, Belgium ratified the amendments to CDNI related to the treatment of gaseous residues and France and Switzerland were planning to ratify this in 2023.

65. The Working Party asked the secretariat to prepare a working document with amendment proposals to the relevant SC.3 resolutions for its sixty-third session, based on the developments to CDNI.

66. SC.3/WP.3 took note the information of the secretariat about progress in ISO/TC 8/SC 2⁷ of the International Organization for Standardization in developing the draft standard “Shipboard waste on inland navigation vessels”, Part 1 “On board management and handling” and Part 2 “Arrangement and management of port waste reception facilities”.

67. The Chair noted that no updates to the list of reception facilities for transfer of waste from vessels (appendix to the annex to resolution No. 21, revision 2) were available and invited countries to transmit them, if any, to the secretariat.

VIII. Automation in Inland Navigation and Smart Shipping (agenda item 7)

Document: ECE/TRANS/SC.3/WP.3/2023/8

68. The Working Party took note of the presentation by Mr. S. Turf (European Commission) on the study with pilots on the European Union Space Data for automated vessels on European inland waterways that would be soon launched by the European Commission. The general objective of the study is to contribute to the NAIADES III activities for the development, demonstration and deployment of holistic, smart and automated shipping concepts. Among the activities envisaged in the project were (a) identifying the user requirements, operations and positioning performance needs for operation of automated vessels, (b) analysis of the technical and regulatory barriers for automated vessels, industry value chains and new business models, (c) developing a prototype of on-board equipment that uses Galileo differentiators and a Copernicus safety case for inland waterways and other activities.

69. SC.3/WP.3 took note of the information by Belgium on the ongoing work of CCNR in the field of automation, in particular, the adoption of an updated definition of automation levels in inland navigation. Belgium proposed to include automated navigation in the agenda of the CEVNI Expert Group and proposed topics: (a) to harmonize CEVNI with the relevant provisions of the police regulations of the river commissions and (b) to continue the analysis of gaps in the ECE regulatory framework, e.g. CEVNI, that hamper the development of automated navigation based on ECE/TRANS/SC.3/2019/13.

70. The Working Party took note of the updated information by the secretariat on the international regulatory framework in automated navigation (ECE/TRANS/SC.3/WP.3/2023/8).

71. SC.3/WP.3 supported the proposal of Belgium and asked the secretariat to update ECE/TRANS/SC.3/2019/13 in cooperation with Belgium for its sixty-third session.

IX. Promotion of River Information Services and Other Information and Communication Technologies in Inland Navigation (agenda item 8)

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

Documents: ECE/TRANS/SC.3/165/Rev.1 and Amend.1, ECE/TRANS/SC.3/WP.3/2022/12, ECE/TRANS/SC.3/WP.3/2022/13, ECE/TRANS/SC.3/WP.3/2023/9

72. Following the decision of SC.3 at its sixty-sixth session to prepare the draft proposal for the revision of the annex of resolution No. 58 for the sixty-second session of SC.3/WP.3 (ECE/TRANS/SC.3/217, paragraphs 81 and 82), the Working Party took note of the draft as contained in ECE/TRANS/SC.3/WP.3/2023/9 and additional clarifications by the secretariat. The draft was based on IMO Resolution A.1158(32) “Guidelines for Vessel Traffic

⁷ www.iso.org/committee/45816.html.

Services”, Guideline G1166 “Vessel Traffic Services in Inland Waters” of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and IALA VTS Manual.

73. The Chair invited the Working Party to continue discussion of the draft and consider (a) complementing section 3.2 with the responsibilities of the VTS provider as set out in IMO Resolution A.1158(32), and (b) excluding section 5.10 “Accreditation, Competency, Certification and Revalidation” from the draft.

74. SC.3/WP.3 asked delegations to consult with national bodies responsible for VTS and to transmit their comments on the draft for the sixty-third session of SC.3/WP.3.

B. Other Resolutions of the Economic Commission for Europe

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, ECE/TRANS/SC.3/WP.3/2023/10

75. The Working Party exchanged opinions on further work on harmonizing RIS resolutions with ES-RIS based on ECE/TRANS/SC.3/WP.3/2023/10.

76. The Working Party took note of the information by the secretariat about the ongoing work on harmonizing provisions of resolution No. 48 with ES-RIS, edition 2023/1.

77. The Chair invited the delegations to submit proposals on how to organize further work on harmonizing RIS resolutions with ES-RIS in the most efficient way and proposed to continue discussion at the sixty-third session of the Working Party.

C. Other Activities

78. The Working Party took note of the presentation by Mr. S. Turf (European Commission) on the current state of play of the revision of Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonized River Information Services (RIS) on inland waterways in the Community: (a) the evaluation results; (b) publication of Staff Working Document SWD(2021)50 on 25 February 2021; (c) the impact assessment study and issues that required improvement and (d) the timeline and currently envisaged measures.

79. The Working Party took note of the presentation by Mr. F. Shishlakov (Volgo-Baltic Waterway Administration (Russian Federation)) on progress in deploying the remote data transmission system for electronic maps that included shore mobile access stations installed on the Neva and the Volgo-Baltic Waterway in 2021–2022 to ensure the reliable coverage area. The on-board tests of the system allowed to make preliminary conclusions on the equipment needed on-board to ensure the successful downloading of corrections.

80. The Working Party was informed by the secretariat about the outcome of the Danube Information Services Conference 2022 held on 14 and 15 December 2022 in Bucharest.

X. Mutual Recognition of Boatmasters’ Certificates and Harmonization of Professional Requirements in Inland Navigation (agenda item 9)

Document: Informal document SC.3/WP.3 No. 5 (2023)

81. The Working Party took note of the information by the secretariat on recent developments in this field:

- Adoption of the new Regulations for Rhine Navigation Personnel by CCNR which come into force on 1 April 2023
- Legislative initiatives in the area of jobs and skills for inland waterway transport of the European Commission

- A technical meeting on decent and sustainable work in the inland waterways sector to be held by ILO in autumn 2023.

82. The Chair complemented this information with progress in transposing Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation in the national legislation of Czechia.

83. The Working Party took note of the information by the European Commission on crewing rules and digital tools for recording information on crew and vessels on inland water transport (Informal document SC.3/WP.3 No. 5 (2023)) in accordance with the NAIADES III Action plan, Flagship 7 “Smart and flexible crewing rules”. Currently, preparations are under way for the impact assessment support study to be launched in the first quarter of 2023 and followed by the impact assessment support study in the second half of 2023. The respective proposal of the European Commission, expected in the first quarter of 2025, will incorporate standards for the crewing requirements developed by CESNI.

84. SC.3/WP.3 was informed by the secretariat about preparations for the workshop “Addressing Labour Market Challenges and Making the Sector More Attractive” that would be held at the sixty-third session of SC.3/WP.3.

XI. Inland Waterway Statistics (agenda item 10)

85. The Working Party took note of the information by the secretariat about the tools developed by the secretariat of WP.6⁸ and available on the ECE website: (a) an E waterway census,⁹ allowing visualisation of an official statistics dataset related to the main flows of goods on European waterways, and (b) an interactive map visualizing freight volumes on European inland waterways.¹⁰

86. SC.3/WP.3 invited delegations of countries outside the European Union to provide the data that is missing in the ECE statistics to allow extension of the map to cover the entire ECE region.

XII. Terms and Definitions in Inland Water Transport (agenda item 11)

Documents: ECE/TRANS/SC.3/218, ECE/TRANS/SC.3/WP.3/2023/11

87. The Working Party was informed by the secretariat about the release of the Glossary for Inland Water Transport (ECE/TRANS/SC.3/218), approved at the sixty-sixth session of SC.3 (ECE/TRANS/SC.3/217, paragraph 80), as online and paper versions.

88. On behalf of the Working Party, the Chair thanked the secretariat for the work done and invited delegations to provide feedback on the Glossary to the secretariat.

89. The Working Party took note of the list of outstanding proposals for the Glossary that (a) required further consideration, (b) were used by the Group of Experts on Benchmarking of Transport Infrastructure Construction Costs and in the Police Regulations of the river commissions, and (c) were proposed at the sixty-sixth session of SC.3 (ECE/TRANS/SC.3/WP.3/2023/11). SC.3/WP.3 agreed to consider the proposals with a view to including them in the next edition of the Glossary.

⁸ The Working Party on Transport Statistics.

⁹ <https://unece.org/transport/transport-statistics/e-iww-census-visualising-inland-water-volumes>.

¹⁰ https://w3.unece.org/Stories/2023/01/inland_waterway_freight.

XIII. Recreational Navigation (agenda item 12)

A. International Certificate for Operators of Pleasure Craft (Resolution No. 40, Revision 4)

Documents: ECE/TRANS/SC.3/147/Rev.4 and Amends.1–3, Informal document SC.3/WP.3 No. 2 (2023)

90. The Working Party took note of the information by the secretariat about updates to annex IV of resolution No. 40, revision 4, available on the ECE website.

91. The Working Party took note of a new specimen of the International Certificate for Operators of Pleasure Craft (ICC), issued by Germany from 16 January 2023 onwards. The specimen has been uploaded in the ECE online database of ICC specimens.

B. Activities of the Informal Working Group on Recreational Navigation

Documents: ECE/TRANS/SC.3/2022/11, Informal document SC.3/WP.3 No. 3 (2023)

92. The Working Party took note of the comments by Belgium to the draft second revision of the Guidelines to resolution No. 40 (Informal document SC.3/WP.3 No. 3 (2023)), prepared by the Informal Working Group on Recreational Navigation at its seventh meeting held on 10 October 2022, in relation to a possible extension of the application scope of resolution No. 40 that might emanate from the revised text. EBA clarified the purpose of the proposed modifications and proposed possible editorial modifications to avoid misinterpretation.

93. SC.3/WP.3 invited Belgium and EBA in cooperation with the secretariat to finalize the draft for its sixty-third session.

C. International Certificate (International Card) for Pleasure Craft (Resolution No. 13)

Document: TRANS/SC.3/131

94. SC.3/WP.3 took note of the presentation by the Chair on the practical application of resolution No. 13. Czechia experienced difficulties with the recognition of pleasure craft certificates issued abroad, as it was not possible to determine whether the craft complied with the national legislation. He mentioned open questions on (a) the legal basis for the recognition of certificates, (b) bilateral and/or multilateral agreements between countries on this issue, (c) uniform rules in the field of technical requirements applicable to recreational craft and technical inspections and asked delegations to share their experience.

95. Discussion went on to problems with the recognition of certificates for pleasure craft. The Chair, Belgium, EBA and the secretariat took part. EBA referred to the maritime practice, provided examples of problems with the recognition of the International Certificate for Pleasure Craft (ICP), issued by some sailing associations, and mentioned the importance of the permission to fly the flag of the country in which the certificate has been issued, for sailing abroad. The secretariat provided the list of countries that applied resolution No. 13 as of October 2019.

96. SC.3/WP.3 asked the secretariat to collect information from countries on agreements on this issue and to collect practical information about the application of the resolution.

XIV. Other Business (agenda item 13)

Inland Water Transport Week (20–24 March 2023, Brussels)

97. SC.3/WP.3 was informed by the secretariat about the upcoming Inland Water Transport Week (20–24 March 2023, Brussels and online):

- 20 and 21 March: projects related to the greening of the sector, resilience to climate change and automation
- 22 March: outcome of the project “Masterplan Digitalization of Inland Waterways” (DIWA)¹¹
- 23 and 24 March: final event of project PLATINA 3.¹²

98. Delegations were invited to take part in the Inland Water Transport Week events.

XV. Adoption of the Report (agenda item 14)

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

¹¹ masterplandiwa.eu.

¹² platina3.eu.