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Working Party on Inland Water Transport

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

Sixty-fourth session

Geneva, 14–16 February 2024

Report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its Sixty-Fourth 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-fourth session from 14 to 16 February 2024 in Geneva.
2. The session was attended by representatives of the following countries: Belarus, Belgium, Czechia, Poland, Romania, Russian Federation and Slovakia.
3. The European Commission was represented. Delegations of European Boating Association (EBA) and European Transport Workers' Federation (ETF) were present. Delegations of Confederation of European Maritime Technology Societies (CEMT), Free Boating Association and Grimaldi Studio Legale Genova were present at the invitation of the secretariat.
4. Mr. F. Dionori, Chief of the Transport Networks and Logistics section, opened the session. He welcomed the participants and wished them successful work.
5. In accordance with the decision of the Working Party at its sixty-second session (ECE/TRANS/SC.3/WP.3/124, paragraphs 8 and 9), Mr. V. Dabrowski (Czechia) chaired the sixty-fourth session of the Working Party and Mr. T. Kocoń (Poland) vice-chaired.

II. Adoption of the Agenda (agenda item 1)

Documents: ECE/TRANS/SC.3/WP.3/127,
Informal document SC.3/WP.3 No. 1/Rev.1 (2024)

6. The Working Party adopted the provisional agenda subject to modifications made at the session: agenda item 13 "Other Business" was complemented with: (a) theme topic for the sixty-fifth session of the Working Party; (b) Connecting Europe Days (2–5 April 2024, Brussels); and (c) Smart Shipping Conference (16 May 2024, Antwerp (Belgium)). The agenda was supplemented with Informal document SC.3/WP.3 No. 1/Rev.1 (2024) so as to take into account Informal documents SC.3/WP.3 Nos. 2 to 5.
7. In accordance with established practice, it was agreed that only the main decisions should appear in the draft prepared by the secretariat for reading at the end of the session. A full report would be prepared by the Chair with the assistance of the secretariat and circulated after the session.

III. Outcome of the Sixty-Seventh Session of the Working Party on Inland Water Transport (agenda item 2)

Document: ECE/TRANS/SC.3/220

8. The Working Party took note of the information by the secretariat about the main decisions of the Working Party on Inland Water Transport (SC.3) taken at its sixty-seventh session: (a) outcome of the workshop "Climate Change Mitigation Activities in Inland Water Transport"; (b) approval of the fourth revision of the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book); (c) approval of amendment No. 2 to the second revision of the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network; (d) adoption of amendment No. 5 to the annex of resolution No. 61; (e) adoption of resolution No. 106 "Shipborne Barges"; (f) approval of amendments to the annex of resolution No. 21; (g) adoption of the revised annex to resolution No. 58; (h) approval of the second revision of the Guidelines to Resolution No. 40; and (i) approval of the programme of work for 2024–2025.
9. SC.3/WP.3 noted that the proposals for the draft strategy of the Inland Transport Committee (ITC) on reducing greenhouse gas emissions from inland transport and the input for climate change mitigation activities for the 2024 biennial report, as prepared by the Chair of SC.3 with the assistance of the secretariat, had been transmitted to the ITC secretariat.

IV. Workshop “Increasing the Modal Share of Inland Water Transport” (agenda item 3)

Documents: ECE/TRANS/SC.3/WP.3/2024/1,
Informal document SC.3/WP.3 No. 2 (2024)

10. Following the decision of SC.3 at its sixty-seventh session (ECE/TRANS/SC.3/220, paragraph 86) and as it had been agreed by the Chair of SC.3/WP.3 after the session and the secretariat after the session, delegations took part in the workshop on increasing the modal share of inland water transport that took place on 14 February 2024.

11. The objectives of the workshop were: (a) highlighting the ongoing activities aimed at promoting inland water transport, increasing its modal share and integration into multimodal mobility and logistics systems, strategies, programmes and projects in this field; (b) addressing challenges and barriers to a modal shift to inland water transport and ways of overcoming them; and (c) considering actions that could be undertaken by SC.3 to assist countries in addressing this issue.

12. The secretariat made a presentation on recent developments and projects aiming at increasing the modal shift to inland water transport from other transport modes. It recalled the actions proposed by Policy Recommendation No. 3 of the *White Paper on the Progress, Accomplishments and Future of Sustainable Inland Water Transport* and decisions of the Ministerial declaration “Inland Navigation in a Global Setting”, where transport ministers had endorsed fostering the role of inland water transport as safe, environmentally sound and economically efficient by promoting an appropriate balance among all transport modes as one of the main objectives.

13. The secretariat mentioned the activities of the European Union: (a) revision of Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods (Combined Transport Directive) between Member States; and (b) project PLATINA 3, funded by the European Union, aimed at targeted coordination and support of activities promoting inland waterway transport in Europe and, in particular, developing the synchromodality concept.

14. The following projects, funded by the European Union, aimed at optimizing logistics systems, increasing the modal share of inland water transport, introducing innovative vessels, technologies and digitalization were mentioned: (a) Resilient Multimodal Freight Transport Network (ReMuNet);¹ (b) Novel inland waterway transport concepts for moving freight effectively (NOVIMOVE);² (c) Innovation-driven Collaborative European Inland Waterways Transport Network” (IW-NET);³ and (d) Resilience-centric Smart, Green, Networked European Union Inland Waterways (ReNEW).⁴

15. The secretariat continued with activities of the World Association for Waterborne Transport Infrastructure (PIANC) in the field of multimodal logistics and inland waterways, in particular, the report “Best Practices in Planning and Management of Multimodal Logistics Platforms along Inland Waterways” prepared by InCom⁵ Working Group 216 “Best Practices in Planning Inland Waterways Multimodal Platforms” and published in December 2023.

16. A video presentation transmitted by Ms. S. Rogerson, Research Institutes of Sweden AB (RISE), was delivered by the secretariat. It was dedicated to a case study by RISE on a potential for increasing the modal shift from road and rail transport to inland waterways in Sweden by launching a container shuttle between the port of Gothenburg and inland ports and lessons learned. The study highlighted barriers and actions needed to improve the situation, such as: (a) cooperation among the key actors involved to realize a modal shift to inland water transport, including authorities, ports, shipping operators, cargo owners and freight forwarders; (b) support from authorities and their active role in simplifying

¹ <https://remunet-project.eu>.

² <https://novimove.eu>.

³ <https://www.iw-net.eu>.

⁴ <https://renew-waterways.eu>.

⁵ Inland Navigation Commission.

regulations and minimizing disincentives to increase the modal share of inland water transport; (c) adapting port charges to make them competitive with land transport modes; (d) more active engagement of ports; and (e) sufficient volumes of goods transported by inland waterways to ensure regular services. The speaker mentioned other initiatives for increasing the use of waterways by the Swedish Transport Administration. She stressed the role of inland water transport as a competitive alternative to road transport and highlighted the need to restore confidence in inland shipping, raising awareness of its benefits among the stakeholders, boosting demand by targeting information at cargo owners and upgrading of waterways where needed for increasing its modal share.

17. Delegations highlighted the ongoing projects in this field. Belgium informed the Working Party about projects in Flanders related to multimodality with the policy objective to improve the quality of intermodal supply to and from the Flemish seaports. The project of consolidation hub and Barge Express was completed in 2018–2023 as a part of the consolidation hub programme for ensuring a more reliable and efficient inland container barge handling in seaports and improving inland water transport to the Rhine hinterland. The objectives were to reduce waiting times for barges in the port of Antwerp and reduce the risk of structural saturation of small container barges in the port. Another programme on Barge Express is under way from 2022 to 2025, aimed to promote container barge transport at maritime terminals in the medium term.

18. Belgium continued with information about the activities of the Central Commission for the Navigation of the Rhine (CCNR) related to support of the modal shift and intermodality. In line with the Mannheim Declaration⁶ CCNR addresses challenges for inland water transport: (a) the impact of low water; (b) the energy transition; (c) further integration in digital and multimodal logistic chains; and (d) the staff shortage and training. The speaker provided examples of the recent activities of CCNR in this field. The third edition of the reflection paper “Act now!” on low water and effects on the Rhine navigation, published in 2023 based on the outcome of the CCNR workshops held in 2019 and 2023, has proposed a package of complementary measures including digital tools, infrastructure, adaptation of vessels and actions at the level of shippers and logistics actors. In terms of further integration in digital logistics chains, CCNR has adopted several decisions supporting digitalization, introduction of documents in the electronic format and the development of River Information Services (RIS). Furthermore, CCNR is committed to act as a platform for exchange of best practice among its member States and inland navigation stakeholders on subjects such as logistics chains linking seaports and the hinterland.

19. The European Commission provided details about the Combined Transport Directive, mentioned projects funded by the European Union that were intended for finding appropriate solutions to promote the modal shift to inland waterways. A new project AUTOFLEX is a research project to facilitate the transition to climate-friendly, flexible and resilient transportation by new inland cargo vessels on small waterways in Belgium and the Netherlands. The European Commission will also continue work on measures for determining the quantity of emissions from inland navigation.

20. Romania mentioned the ongoing discussions in relevant working groups of the European Committee for Drawing up Standards in the Field of Inland Navigation and the Working Group on Technical Matters of the Danube Commission that addressed various problems related to vessel types and technical prescriptions, crews, waterways and modernization of the fleet. It highlighted the barriers for increasing the modal shift on European rivers: (a) difference between cargo transport systems on the Rhine with a high rate of containerization and on the Danube that engaged a big share of bulk cargoes; (b) infrastructure in ports for transshipment of goods from inland waterways to road and rail transport, sometimes insufficient and not harmonized between the Rhine and the Danube; (c) the impact of low water periods on the efficiency of inland water transport; and (d) reducing emissions from the sector. In conclusion, Romania emphasized the need to harmonize the existing transport systems and infrastructure across Europe, develop new types

⁶ See ECE/TRANS/SC.3/2019/5, annex I.

of vessels and facilitate the transition to alternative fuels. The European Commission and the secretariat provided comments.

21. The Russian Federation informed the Working Party about the ongoing activities in this field based on the Transport Strategy of the Russian Federation until 2030 with a Forecast to 2035, adopted by Government Decree No. 3363 of 27 November 2021. It is planned to give priority to the development of inland waterways as an efficient, energy efficient, environmentally friendly and safe mode of transport, in particular: (a) the development of a modern infrastructure system, first of all, on sections of the Unified Deep Water System of European Russia with heavy freight traffic; (b) the elimination of bottlenecks; (c) construction of new vessels and development of ports and port infrastructure, in particular, upgrading of hydraulic structures and transshipment facilities; (d) increasing the navigation periods in the southern regions; (e) the development of inland waterways in Siberia to ensure transport access to the Arctic zone of the Russian Federation; and (f) the development of incentive mechanisms including subsidies and grants for the construction of new passenger seagoing ships, inland and river-sea navigation vessels including those using alternative fuels.

22. The presentations and speeches were followed by the round table discussion based on ECE/TRANS/SC.3/WP.3/2024/1. Delegations were invited to discuss main challenges and strategies and consider further steps that could be undertaken by SC.3 and SC.3/WP.3.

23. SC.3/WP.3 agreed that the implementation of international legal instruments under the auspices of the Economic Commission for Europe (ECE) of relevance for inland water transport were the key for increasing its modal share and invited member States who have not yet acceded to them, to do so.

24. Discussion went to the potential of the sector for integrating inland water transport into multimodal transport and logistics chains, and to challenges and barriers to a shift to inland water transport and ways of overcoming them. The Chair highlighted the following core elements:

- Personnel
- Infrastructure
- Fleet
- Ports and port-hinterland connections
- Greening of the fleet
- Innovations, automation and digitalization
- Containerization
- Regulatory traffic measures.

25. On “personnel”, discussion was on: (a) the lack of personnel in the sector; (b) the growing need for higher competencies; (c) the encouragement of new staff by possibly beginning their careers with lower competencies and improvement at a later stage; (d) an investigation on possibly shortening navigation times; and (e) impact of automation. Belgium, Czechia, Romania and the European Commission participated. The Chair stressed the importance of education for transport professionals to increase their knowledge and skills, of raising awareness of the benefits of inland water transport and of promoting its role. Following the proposal of the Chair, SC.3/WP.3 encouraged member States to send comments on the role of education and training to the secretariat for its sixty-fifth session.

26. The Working Party stressed the need for adequate and maintained infrastructure for improving the efficiency of inland water transport and increasing its modal share. Belarus, Czechia, Poland and Romania informed the session about the elimination of bottlenecks, the modernization of waterways and hydraulic structures and the existing challenges in this field. The Chair stressed that solutions in this field should target communication with appropriate bodies concerned with environmental protection.

27. Participants mentioned modernization of the fleet, new vessel types and alternative fuels as ways to overcome the existing barriers, adaptation of the fleet to low water conditions and climate change and provided updated information about their projects and activities.

28. Discussion continued on the importance of ports as multimodal hubs and port-hinterland connectivity. Delegations provided information on the current situation and ongoing projects. The secretariat mentioned the role of river-sea vessels in developing connections between ports and hinterland.

29. SC.3/WP.3 stressed the role of containerization for increasing the modal share of this transport mode and recalled resolution No. 269 of ITC “Facilitating the Development of Container Transport on Inland Waterways”. The secretariat mentioned the outcome of the workshop “Development of Container Transport on Inland Waterways” held at the sixty-fifth session of SC.3, organized jointly by SC.3 and the Working Party on Intermodal Transport and Logistics. Following the proposal of the Chair, SC.3/WP.3 invited member States to send comments to the secretariat for its sixty-fifth session.

30. Discussion continued on regulatory traffic measures and RIS, the introduction of the EURIS platform⁷ and amendments to Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community.

31. SC.3/WP.3 agreed on actions for recommendation to SC.3 that would assist countries to address this issue, in particular, continue exchanging best practices, disseminating information on the available programmes and strategies and organize capacity building activities.

32. The Chair thanked the participants for their contributions and fruitful discussions. SC.3/WP.3 agreed to keep this item in its agenda.

V. Inland Transport Committee Strategy on Reducing Greenhouse Gas Emissions from Inland Transport (agenda item 4)

Document: ECE/TRANS/SC.3/WP.3/2024/2

33. The Working Party took note of the presentation by Mr. Dionori on developing the ITC draft strategy on reducing greenhouse gas emissions from inland transport. He highlighted the key elements of the strategy and the climate action plan. The draft has been developed in consultation with member States and included proposals of ITC Working Parties. The adoption of the strategy was expected at the forthcoming eighty-sixth session of ITC (20–23 February 2024).

34. Questions followed from the European Commission and CEMT on: (a) coordination of ITC subsidiary bodies when developing the draft strategy; and (b) practical ways for ensuring the realization of the strategy. The secretariat provided clarifications.

35. SC.3/WP.3 discussed the proposal on monitoring the implementation of the future ITC strategy by member States (ECE/TRANS/SC.3/WP.3/2024/2). Romania and the European Commission provided comments to the scope of information to be requested on: (a) pilot projects, their scope of application and applicability by other countries, in order to identify those that could be standardized to be applied in the future at the regional and pan-European levels; and (b) vessels using alternative fuels, as the list of alternative fuels was not exhaustive and could be complemented in the near future. Romania further provided comments on a smart inland waterway infrastructure and mentioned the necessary preconditions for establishing for automated vessels that should include technical prescriptions for automated vessels, crews, communication and police regulations. The Working Party agreed to delete “smart inland waterway infrastructure” from paragraph 11,

⁷ <https://www.eurisportal.eu>.

second bullet, of ECE/TRANS/SC.3/WP.3/2024/2, and add this as a new bullet to paragraph 10.

36. SC.3/WP.3 invited member States to transmit further comments, if any, to the secretariat who would update the draft, if necessary, for its sixty-fifth session.

37. Belgium informed the Working Party about the initiative Flemish Green Deal Inland Shipping that involved various stakeholders from the sector. It included milestones set for greening Flemish inland shipping by 2026, 2030, and ultimately 2050 and covered four thematic working domains: (a) technological solutions; (b) financial solutions; (c) policy support; and (d) implementation.

VI. European Inland Waterway Network (agenda item 5)

A. European Agreement on Main Inland Waterways of International Importance

Document: ECE/TRANS/120/Rev.4

38. The Working Party noted the information on countries progress in implementing the European Agreement on Main Inland Waterways of International Importance (AGN) from delegations. The Chair informed SC.3/WP.3 that the works on the Elbe-Danube Connection have been stopped. Poland informed the session about the adoption of the Transport Plan for Inland Navigation in Poland by the Council of Ministers in November 2023, which referred to the AGN standards.

39. The secretariat informed SC.3/WP.3 that it had not received any amendment proposals to AGN so far.

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

Documents: ECE/TRANS/SC.3/144/Rev.4, ECE/TRANS/SC.3/WP.3/2024/3

40. SC.3/WP.3 was informed by the secretariat about the release of the fourth revised edition of the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book).

41. The Working Party noted the final comments from governments included in the fourth revised edition of the Blue Book (ECE/TRANS/SC.3/WP.3/2024/3). SC.3/WP.3 took note of the updated information on the national sections of the E waterway network from Belarus and Russian Federation. Belgium informed the session about progress in eliminating the bottleneck on the Albert Canal and mentioned that updates to the Blue book would be provided for the sixty-fifth session of SC.3/WP.3.

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

42. SC.3/WP.3 noted that amendment No. 2 to the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network, approved by SC.3 at its sixty-seventh session, was available on the ECE website.

43. SC.3/WP.3 invited countries to transmit new amendment proposals to the Inventory, 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/WP.3/2024/4

44. The Working Party noted the proposed date in the middle of March 2024 for the thirty-ninth meeting of the Expert Group on the European Code for Inland Waterways (CEVNI).

45. SC.3/WP.3 requested the secretariat to begin collecting information on the application of CEVNI revision 6 for updating the CEVNI status document, and to include this item in the agenda of its sixty-fifth session. Belgium informed the session about the process of adapting the police regulations in Flanders to CEVNI 6 and introducing amendments in the context of automated navigation.

46. The Working Party discussed amendment proposals to CEVNI revision 6 as set out in ECE/TRANS/SC.3/WP.3/2024/4. Belarus, Belgium and EBA provided comments.

47. SC.3/WP.3 preliminarily approved the amendments to: (a) article 1.03, paragraph 4, and article 10.08, paragraph 1; and (b) article 3.02 subject to the modification proposed by Belarus: in paragraph 4, replace “range of about 1,000 m” with “range of at least 1,000 m”. Following the proposal of EBA, SC.3/WP.3 asked the secretariat to check whether small and pleasure craft are excluded from the scope of article 3.02, paragraph 2, and modify the text if necessary.

48. Belarus and Poland informed the session about their national provisions related to the discharge of domestic wastewater into the waterway. Delegations were invited to transmit information about their national provisions relevant to the amendment proposals for articles 10.04 and 10.05, to the secretariat by its sixty-fifth session. SC.3/WP.3 asked member States that were contracting parties to the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways about their experiences in applying the electronic unloading certificate.

49. SC.3/WP.3 was informed about recent amendments to the Police Regulations for the Navigation of the Rhine and the Police Regulations for the Navigation of the Mosel transmitted by the river commissions. The secretariat was asked to issue them as working documents for its sixty-fifth session.

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, ECE/TRANS/SC.3/WP.3/2024/5

50. The Working Party continued discussion on aligning the annex of resolution No. 61 with the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN). Romania informed the session about the publication of ES-TRIN edition 2023 that entered into force on 1 January 2024. Belgium transmitted information from CCNR about the preparation of ES-TRIN edition 2025 which is foreseen for the next year and will include several new topics such as the storage and use of methanol, provisions for elevating wheelhouses, firefighting systems and others. CEMT mentioned problems for smaller passenger vessels that still were not resolved in ES-TRIN and had an impact on the sector and proposed to continue addressing the respective proposal as a separate agenda item at future sessions of the Working Party.

51. SC.3/WP.3 agreed to prepare an amendment proposal to the annex of resolution No. 61, based on ECE/TRANS/SC.3/WP.3/2024/5, and asked the secretariat to prepare the draft for its sixty-fifth session in cooperation with interested member States.

Romania reminded about a desirability to make a detailed comparison of the annex to resolution No. 61 and ES-TRIN.

52. SC.3/WP.3 noted that addendum No. 5 to the annex of resolution No. 61, revision 2, adopted by SC.3 at its sixty-seventh session, was available on the ECE website. Romania and the European Commission informed the Working Party that the Commission Delegated Regulation (EU) 2023/2477 of 30 August 2023, amending Directive (EU) 2016/1629 of the European Parliament and of the Council on the classification of Union inland waterways and the minimum technical requirements applicable to craft had come into force. SC.3/WP.3 asked the secretariat to finalize the amendment to appendix 1 of the annex of resolution No. 61 with updates to the list of European inland waterways, divided geographically into zones 1, 2 and 3.

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

53. SC.3/WP.3 noted that addendum No. 2 to the annex to resolution No. 21, revision 2, approved by SC.3 at its sixty-seventh session, was available on the ECE website.

54. SC.3/WP.3 noted recent updates on the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways from Belgium.

55. The Working Party invited countries to transmit updated information on reception facilities for transferring waste generated on-board vessels on their inland waterways, if any, to the secretariat.

56. The Working Party took note of the information from the secretariat about progress in ISO/TC 8/SC 2⁸ of the International Organization for Standardization in developing the draft standard “Management and handling of shipboard waste on inland vessels” from its meeting in Stockholm on 13 and 14 November 2023.

VIII. River-Sea Transport in Europe (agenda item 7)

Document: ECE/TRANS/SC.3/WP.3/2024/6

57. Following the decision of SC.3 at its sixty-seventh session to collect information from member States on river-sea transport (ECE/TRANS/SC.3/220, paragraphs 52 and 53), the Working Party began discussion on the draft questionnaire prepared by the secretariat in ECE/TRANS/SC.3/WP.3/2024/6.

58. Discussion went on the purpose of collecting information and developing a resolution in support of river-sea transport, the difference between the draft questionnaire and the CCNR thematic report “River-Sea Transport in Europe” published in January 2020, types of vessels engaged in river-sea transport and navigation zones. Belgium mentioned that the duplication of work made by CCNR should be avoided. Romania referred to the existing practice of admitting seagoing ships to enter inland waterways of the European Union, developing national rules for zones 1 and 2 and mentioned that there was no need for developing a separate SC.3 resolution with harmonized technical prescriptions for this vessel type. Poland mentioned that seagoing ships were mostly registered in the maritime register and this information would not be available for the inland navigation authorities. Grimaldi Studio Legale Genova stressed the importance of the questionnaire for collecting information on the application by countries of the definitions of protected waters, sheltered waters and waters closely adjacent to sheltered waters in accordance with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention)

⁸ www.iso.org/committee/45816.html.

and mentioned that the questionnaire would concern all member States both within and outside the European Union.

59. SC.3/WP.3 agreed to introduce the following modifications in ECE/TRANS/SC.3/WP.3/2024/6:

- Paragraph 5 (e), first and second bullets, *replace* “sea” and “inland waterways” with “seagoing ships” and “inland navigation vessels”
- Paragraph 6 (g), third bullet, *replace* the existing text with “river-sea vessels”
- Paragraph 8 (n), *after* “in relation to” *add* “maritime”
- Paragraph 8 (p), *after* “operating in” *add* “maritime”
- Paragraph 10 *complement with* a new subparagraph on the application of the definition of sheltered waters and of waters closely adjacent to sheltered waters for the specific purposes of STCW Convention.

60. SC.3/WP.3 invited member States to transmit further comments, if any, to the secretariat after the session for the preparation of the revised draft for its sixty-fifth session.

IX. Automation in Inland Navigation and Smart Shipping (agenda item 8)

Documents: ECE/TRANS/SC.3/211, Informal document SC.3/WP.3 No. 3 (2024)

61. The Working Party began discussion of the draft road map “Forging international cooperation towards an international legislative basis for automation in inland navigation” for 2025–2028 based on the annex to resolution No. 95 (Informal document SC.3/WP.3 No. 3 (2024)). Belgium, Romania and the European Commission provided comments. Romania stressed the need for clarification of the term “responsibility” in automation and remote operation in inland navigation.

62. SC.3/WP.3 asked the secretariat to finalize the draft based on the proposed modifications and to issue a working document for its sixty-fifth session.

63. SC.3/WP.3 took note of the information about progress in automation and remote operation of seagoing ships and inland navigation vessels and education of staff from Belarus, Belgium and Russian Federation. Belgium also transmitted the information on progress of CCNR in the field of the regulatory basis that allowed derogations from all CCNR regulations to allow the ongoing pilot projects on the Rhine. The international definitions of navigation automation levels edition 2022 are used by pilot projects in the international institutions.

64. Romania noted that the establishment of an expert group would be desirable to coordinate all aspects of automation in inland navigation, including inland water transport, transport of dangerous goods and other relevant issues. The secretariat agreed to explore possibilities of such a collaboration with the secretariats of the respective Working Parties, if relevant, and inform SC.3/WP.3 about the results.

65. Following the proposal of Belgium, the Working Party asked the secretariat to prepare an overview of the active informal expert groups subsidiary to SC.3 and include this topic in the preliminary agenda of the sixty-eighth session of SC.3.

X. Promotion of River Information Services and Other Information and Communication Technologies in Inland Navigation (agenda item 9)

A. Resolution No. 57 “Guidelines and Recommendations for River Information Services”

Documents: ECE/TRANS/SC.3/165/Rev.1 and Amend.1

66. The Working Party took note of the information about the adoption of the PIANC Guidelines and Recommendations for RIS edition 2023 by the World Association for Waterborne Transport Infrastructure, transmitted by Mr. P. Creemers, the Chair of PIANC InCom Working Group 246.

67. SC.3/WP.3 asked the secretariat to send an invitation to the Chair of PIANC InCom Working Group 246 to take part in its sixty-fifth session.

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.3/166/Rev.1

68. SC.3/WP.3 noted that resolution No. 58, revised, adopted by SC.3 at its sixty-seventh session, was available on the ECE website. SC.3/WP.3 asked the secretariat to include Vessel Traffic Services on inland waterways in the preliminary agenda of the sixty-eighth session of SC.3 as the theme topic for round table discussions under the agenda item on RIS.

C. Other Activities

69. The Working Party took note of the information by the European Commission on the current status of the proposal for a Directive of the European Parliament and of the Council amending the Directive 2005/44/EC on harmonized river information services (RIS) on inland waterways in the Community.

70. SC.3/WP.3 took note of the information by the secretariat about the outcome of the Danube Information Services Conference 2023 held on 5 and 6 December 2023 in Budapest.

71. SC.3/WP.3 took note of the information on progress in RIS development from delegations.

XI. Mutual Recognition of Boatmasters’ Certificates and Harmonization of Professional Requirements in Inland Navigation (agenda item 10)

72. The Working Party noted progress in the establishment and the activities of the informal working group on issues related to labour market challenges. ETF provided comments. Poland expressed an interest in participating in the activities of the informal group.

73. SC.3/WP.3 was informed by the secretariat about the outcome of the Technical meeting on decent and sustainable work in the inland waterways sector held by the International Labour Organization (Geneva, 20–24 November 2023).

XII. Inland Waterway Statistics (agenda item 11)

Document: Informal document SC.3/WP.3 No. 5 (2024)

74. The Working Party took note of the presentation of Ms. F. Achmadi, secretary of the Working Party on Transport Statistics (WP.6), on progress in developing an E waterway census and a proposal on the scope of information to be collected for the next census planned for 2025. Questions and discussion followed.

75. Delegations were invited to provide comments on the table for collecting information for the E waterway census (Informal document SC.3/WP.3 No. 5 (2024)) to the secretariat by the sixty-fifth session of the Working Party, including proposals on the content, format and the scope of the requested information and additional data elements that should be included.

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. 4 (2024)

76. The Working Party noted that new updates or specimens of the International Certificate for Operators of Pleasure Craft (ICC) have not been transmitted to the secretariat since the sixty-seventh session of SC.3.

77. SC.3/WP.3 took note of requests from recreational boaters received by the secretariat. EBA provided comments. It was mentioned that the problems flagged in the requests could be considered when discussing revision of resolution No. 40.

78. SC.3/WP.3 discussed the draft questionnaire for collecting information towards possibly reviewing resolution No. 40 (Informal document SC.3/WP.3 No. 4 (2024)), intended for administrations. SC.3/WP.3 agreed with the proposals of EBA: (a) to replace “national waterways” with “national waters”; (b) to deal with questions related to the issuance of ICC to nationals and residence separately; (c) to rephrase the question on the efficiency of resolution No. 40; and (d) to possibly modify the proposed answers to the question on the need for revising resolution No. 40. Discussion went on the prevention of forgery of ICC. The European Commission, EBA and the secretariat provided comments. The secretariat was asked to finalize the draft based on the comments made at the session and send it to the competent authorities authorizing ICC and to the approved bodies issuing ICC.

79. Poland supported the draft in general and mentioned that the Ministry of Infrastructure would be glad to transmit it to the Ministry of Tourism who is responsible for supervising the issuing of certificates for recreational navigation.

80. Following the proposal of EBA, SC.3/WP.3 decided to prepare another questionnaire for recreational boaters and asked the secretariat to prepare a draft in cooperation with EBA and interested delegations by the end of February.

B. Activities of the Informal Working Group on Recreational Navigation

81. The Working Party was informed by the secretariat about the progress thus far of the group and the preliminary dates of its next online meeting in April–May 2024.

XIV. Other Business (agenda item 13)

A. Theme Topic for the Sixty-Fifth Session of the Working Party

82. SC.3/WP.3 decided that the theme topic for its sixty-fifth session would be Towards a smart and sustainable inland water transport.

B. Connecting Europe Days (2–5 April 2024, Brussels)

83. SC.3/WP.3 took note of the information about Connecting Europe Days, the European mobility flagship event that will be held on 2–5 April 2024 in Brussels.⁹

C. Smart Shipping Conference (16 May 2024, Antwerp (Belgium))

84. The secretariat provided information on the Smart Shipping Conference that will be organized by the Flemish Ministry of Mobility and Public Works in the context of the Belgian Presidency of the Council of the European Union 2024.¹⁰

XV. Adoption of the Report (agenda item 14)

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

⁹ https://transport.ec.europa.eu/connectingeuropedays_en#:~:text=Join%20us%20for%20Connecting%20Europe,the%20SQUARE%20in%20Brussels%2C%20Belgium.

¹⁰ [https://belgian-presidency.consilium.europa.eu/en/events/conference-on-smart-shipping/.](https://belgian-presidency.consilium.europa.eu/en/events/conference-on-smart-shipping/)