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Working Party on Inland Water Transport

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

Fifty-fifth session
Geneva, 19–21 June 2019

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

Contents

I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter, the Working Party or SC.3/WP.3) held its fifty-fifth session from 19 to 21 June 2019 in Geneva.

2. The session was attended by representatives of the following countries: Belarus, Belgium, Bulgaria, Croatia, Czechia, Finland, Germany, Hungary, Slovakia, Romania, Russian Federation, Switzerland 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 Confederation of European Maritime Technology Societies (CEMT), European Boating Association (EBA), European Association of Internal Combustion Engine Manufacturers (EUROMOT), European Federation of Inland Ports (EFIP), European River-Sea-Transport Union (ERSTU) and European Transport Workers' Federation (ETF) were present. Delegations of Avatar Logistics AB, Free Boating Association, HPC Hamburg Port Consulting GmbH, Inland Waterway Transport Educational Network (EDINNA), Marine Autonomous Systems Regulatory Working Group (MASRWG), Maritime Academy of Harlingen, Pro Danube International, RheinPorts GmbH, Tehag Engineering AG and Russian University of Transport were present at the invitation of the secretariat.

4. The secretariat (Ms. V. Ivanova) opened the session on behalf of Mr. Yuwei Li, Director of the Sustainable Transport Division of the Economic Commission for Europe (ECE).

5. In accordance with the decision of the Working Party at its fifty-fourth session (ECE/TRANS/SC.3/WP.3/108, para. 7), Mr. I. Ignatov (Bulgaria) chaired the fifty-fifth session of the Working Party.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/SC.3/WP.3/109, Informal document SC.3/WP.3 No. 12 (2019)

6. The Working Party adopted the provisional agenda subject to modifications made at the session: agenda item 13 “Other business” was complemented with items: (a) Strategy of the Inland Transport Committee; (b) Second annual Ukrainian Ports Forum 2019; (c) Seventh International Forum on Seafarers’ Education, Training and Crewing, and (d) Tribute to Mr. M. Bühler. It was supplemented with Informal document SC.3/WP.3 No. 12 (2019) to take into account informal documents SC.3/WP.3 Nos. 13 to 22.

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 are available at www.unece.org/trans/main/sc3/wp3/wp3doc_2019.html (tabs “55th session”, “Presentations”).

III. Workshop “Encouraging the realization of a modern fleet, enhancing navigation safety and fostering innovations” (agenda item 2)

Documents: ECE/TRANS/SC.3/WP.3/2019/15, Ministerial declaration “Inland Navigation in a Global Setting”,[1] Informal document No. 21 (2019)

8. Following the decision of the Working Party at its fifty-fourth session (ECE/TRANS/SC.3/WP.3/108, para. 97), the workshop “Encouraging the realization of a

[1] www.unece.org/fileadmin/DAM/trans/doc/2018/sc3/Ministerial-declaration_e.pdf.

modern fleet, enhancing navigation safety and fostering innovations" was held on 19 June 2019. It focused on the ongoing projects aimed at the development of inland waterways, ports and coastal routes, European regulations for greening of the inland fleet, innovative technologies for reducing emissions from onboard engines, promotion of automated shipping and policy areas for a common approach to foster innovations. All presentations and videos are available at www.unece.org/trans/main/sc3/wp3/wp3doc_2019.html (tabs "55th session", "Workshop"). The workshop was opened by the secretariat.

9. Discussion panel 1 "Innovative projects and programmes for inland waterways and coastal routes" was held in the morning. Key speakers were Mr. F. Harder (RheinPorts GmbH), Mr. S. Wiech (HPC Hamburg Port Consulting GmbH), Mr. J. Hasu (Regional Council of North Karelia (Finland)), Mr. J. Lantz (Avatar Logistics AB (Sweden)) and Ms. A.-S. Pauwelyn (De Vlaamse Waterweg nv (Belgium)).

10. Messrs. Harder and Wiech highlighted the RheinPorts Information System (RPIS), the electronic barge traffic system for handling containers that was developed to improve the traffic situation on the Upper Rhine in terms of congestion, environmental pollution and to facilitate the cross-border procedures between Switzerland and the European Union. RPIS had been in use in inland ports and terminals in France, Germany and Switzerland since 2015. An online demonstration of the system showed the interaction between port authorities, terminal and barge operators and customs authorities that ensures planning and a smooth functioning of port operations. The speakers further addressed the role of inland ports in the digitalization of inland waterways, referred to other projects of relevance to RPIS and stressed the need to cooperate and exchange best practices. Currently, a new project "RPIS 4.0" was under way to expand the system to other commodities and integrate it with other transport modes. The speakers concluded with the key takeaways of the project, the lessons learned and factors to ensure success.

11. Germany, Ukraine and ERSTU asked about: (a) data used as the voyage identifier: in the project, geodata and UN LOCODE were used, the RIS index for this purpose could be considered at a later stage in cooperation with International RIS Expert Groups; (b) planning the estimated time of arrival that could be three to four days; and (c) available languages of RPIS: currently in German, French and Dutch.

12. Mr. Hasu began with a video about the Saimaa waterway: the main parameters of the waterway are 770 km long, draught of 4.35 m, open for navigation 300 days a year. He also explained the distribution of the fairway maintenance between Finland and the Russian Federation. Recent and ongoing major infrastructure development projects were: (a) upgrade of the locks, (b) introduction of icebreaker services, (c) new bridges; and (d) re-route of the fairway. He highlighted the structure of freight traffic on the Saimaa as a part of industrial supply chains, the success factors, challenges and planned measures for improvement. Developing the Finish waterways was part of the draft Government Programme for 2019–2023, which is the development plan for inland water transport in Finland, as well as in international projects, such as INFUTURE (with the Russian Federation) and the extension of the EMMA project.

13. Ukraine, the Sava Commission and ERSTU asked about (a) the operation of locks on the Saimaa waterway during the freeze period, (b) prospects for autonomous shipping on Finnish inland waterways, (c) the marking and buoyage system applied on the Saimaa canal which followed international maritime regulations, and (d) the most important outcome of the EMMA project for Finland. Mr. Hasu also informed the Working Party about a pilot project for a smart fairway on Finnish inland waterways which will begin in the autumn of 2019 as a part of EMMA extension project. The project aimed at improving safety in narrow fairways, at reducing the maintenance costs in the long run and at avoiding light pollution from the fairway signals by remotely adjusting the light intensity in buoys and remotely monitoring battery levels.

14. The current situation, prospects and challenges for developing inland navigation in Sweden were highlighted by Mr. Lantz. He presented an overview of Swedish inland waterways – which covered Lake Vänern, the Göta Älv river and Lake Mälaren – the major shipowners and the structure of the fleet operating on Swedish inland waterways. The speaker

continued with the activities of Avatar Logistics AB in the field of inland water transport and logistics, and highlighted ongoing projects: (a) modernization of the fleet engaged in transporting aggregates from Mälaren to Stockholm, (b) a business project on liquid fuels logistics between Gothenburg, Lysekil and Karlstad and (c) construction of a new container port Stockholm Norvik, that entailed the need for extending the classification of inland waterway zones on the coastlines of Göteborg–Brofjorden and in the port of Norvik–Lake Mälaren area. Other challenges for inland navigation, along with higher costs, were the need for promoting inland navigation, developing the regulatory basis and establishing a coordinated development plan for the sector.

15. In response to questions from the Ukraine, ERSTU and HPC Hamburg Port Consulting GmbH, Avatar Logistics AB provided information on (a) the business model of the project of port Stockholm Norvik; (b) prospects and challenges for transition to inland RIS technologies from the currently applied maritime standards; (c) the share of inland water transport in Sweden and the plans for improving city logistics in Stockholm. It was mentioned that the need for construction materials, waste recycling and other developments of the city infrastructure could potentially facilitate the role of inland water transport in city logistics.

16. The Russian Federation informed the session about ongoing projects of river-sea passenger vessels that were in construction at the shipyards in Astrakhan and Nizhny Novgorod (Russian Federation); the delivery was planned in the third quarter of 2019 and in 2020, respectively. It was a new type of river-sea passenger cruise vessels with a capacity of about 300 passengers, designed according to state-of-the art requirements in terms of passengers' safety and comfort, modern equipment including AIS[2] stations, prevention of pollution and other aspects. They were intended for operation on cruise lines Moscow–Astrakhan, Moscow–Saint-Petersburg with passages on the Ladoga and Onega lakes and Moscow–Rostov-on-Don, including the Volga-Don navigable canal. SC.3/WP.3 was further informed about the ongoing infrastructure development projects according to the Development Strategy of Inland Water Transport of the Russian Federation till 2030.

17. ERSTU informed the session about (a) the CCNR workshop on river-sea transport to be held on 11 September 2019 in Duisburg, Germany (Informal document SC.3/WP.3 No. 21 (2019)) and (b) the preparation of a thematic report on river-sea-transport by CCNR in cooperation with the European Commission and ERSTU. Delegations were invited to take part in the workshop. SC.3/WP.3 agreed with the proposal of ERSTU to include the outcome of the workshop and the overview of the CCNR thematic report on river-sea-transport in the agenda of its fifty-sixth session.

18. Ms. Pauwelyn presented the projects for inland waterways in Flanders (Belgium) which aimed to introduce innovations, improve the competitiveness of the sector and increase modal shift from road to waterways:

(a) Pallet Shuttle Barges project by Blue Line Logistics are new catamaran-type vessels of a 50 m length, intended for transporting cargoes on the deck in pallets, big bags and containers. The advantages, such as a safe short loading and unloading process, smaller size, a reduced crew and lower operational costs made these vessels competitive with road transport;

(b) Project Hull-to-Hull (H2H), started in 2017 with the aim of safe navigation of vessels and objects of close proximity to each other. The hull-to-hull positioning between two vessels or between the shore and the vessel test area is based on Galileo, EGNOS[3] and other positioning methods. In Belgium, tests were being planned by Blue Line Logistics on a remote-controlled vessel, and by the University of Leuven;

(c) Watertruck+ is a modular concept of smaller pushed barge convoys that would increase range, capacity and operational flexibility, and could also apply to networks of small waterways (demonstrated by a video); and

[2] Automatic Identification System.

[3] European Geostationary Navigation Overlay Service.

(d) Unmanned shipping technologies developed by SEAFAR to remotely operate automated inland barges. Tests will begin in September 2019.

19. Discussion panel 2 “Greening of the fleet” followed. Key speakers were Mr. R. Payne (EUROMOT), Mr. B. Franken (Tehag Engineering AG) and Mr. F. Cuenot (ECE secretariat); the presentation of Mr. C. Kreuzinger (Würzburger Hafen GmbH) was delivered by the secretariat.

20. Mr. Payne, the Chair of EUROMOT Marine Working Group, in his presentation detailed the new European regulations for Non-Road Mobile Machinery (NRMM): the new non-road mobile emissions stage V requirements in Regulation (EU) 2016/1628 and its supplementary regulations.[4] Highlights were the key changes to the regulations for auxiliary engines, application of non-road equipment engines, Euro VI truck engines, as well as changes in the categorization of engines that affected the limit values of emissions for stage V. In comparison to other regulations, the speaker provided recommendations for engine manufacturers on measures to be undertaken to comply with stage V requirements. Detailed information was available in the guide that was jointly published by EUROMOT and the European Committee for drawing up Standards in the field of Inland Navigation (CESNI);[5] the speaker provided examples from the guide on newly introduced types of engines and vessels, derogations, replacement engines and the transition scheme for stage V engines.

21. Mr. Franken started with the activities of Tehag Group in the sphere of engine aftertreatment systems for a wide range of applications. He described the principles used for reducing components of harmful emissions from diesel engines: noise, exhaust gaseous pollutants and particulates. The available aftertreatment technologies were considered in detail: (a) the diesel particulate filter (DPF) technology with different regeneration methods and requirements for a proper functioning of the system, and (b) the selective catalytic reduction (SCR) technology for reducing NO_x emissions. Recent examples of the various types of engine aftertreatment systems produced by the Tehag Group on vessels were demonstrated. In conclusion, the speaker pointed out that the selection of technology should be based on the operating conditions, and stressed the importance of a proper maintenance of engines, and the quality of fuel and lubricating oil for ensuring the required degree of treatment of engine emissions.

22. The activities of the World Forum for Harmonization of Vehicle Regulations (WP.29) in air pollution and climate impact from vehicles were presented by Mr. Cuenot. He highlighted (a) the regulatory work that resulted in respective UN Regulations, (b) technologies for reducing harmful emissions from engines of heavy road vehicles, including greenhouse gases (GHG), and (c) relevant policies in place and their impact on inland navigation, based on the comparison of emission test conditions for trucks and inland vessels, and considerations for energy efficiency and CO_2 emissions for NRMM in light of the stage V requirements of the European Union. Conclusions followed on the availability of pollutant emissions control technologies for both on-road applications and inland vessels, the need for raising awareness on real-life CO_2 and energy efficiency of NRMM, and the relevance of this topic in the near future.

23. The presentation of Mr. Kreuzinger began with a brief overview of the activities of Würzburg Supply and Transport GmbH and Group WVV and their progress in shore power supply. It was pointed out that the rapid development of the river cruise business and the increasing energy demand for this vessel type had environmentally impacted the berthing areas by harmful emissions, noise and vibration, and that the solution was using shore power systems by berthed vessels. The presentation described the principle of cold ironing and the main components, the operation of the energy terminal based on powerlock stations used on

[4] Commission Delegated Regulation (EU) 2017/654 of 19 December 2016; Commission Delegated Regulation (EU) 2018/236 of 20 December 2017; Commission Delegated Regulation (EU) 2017/655 of 19 December 2016; Commission Implementing Regulation (EU) 2017/656 of 19 December 2016; Commission Delegated Regulation (EU) 2018/987 of 27 April 2018; Commission Implementing Regulation (EU) 2018/988 of 27 April 2018 and Commission Delegated Regulation (EU) 2018/989 of 18 May 2018.

[5] www.euromot.eu/publication-and-events/publications.

the European rivers, plug connections for different types of vessels and the applicable standards. Focus was on the advantages and future prospects of the shore power supply systems. The operation of a WVV energy terminal was demonstrated by video.

24. Projects on modernization and greening of the fleet on the Danube were highlighted in discussion panel 3. Key speakers were Ms. M. Patrichi (Romania), Ms. C. Siot (Pro Danube International) and Mr. I. Gladkykh (Ukraine).

25. Ms. Patrichi presented the activities that modernize the Danube fleet in accordance with the activities of Priority Area 1a – Improving mobility and multimodality on the inland waterways of the European Union Strategy for the Danube Region (EUSDR). This is a priority area that is coordinated by Austria and Romania, and involved key players and stakeholders from 14 countries of the Danube region. Recent projects were: (a) Innovative Danube Vessel[6] – its results demonstrated that energy and cost efficiency of Danube vessels largely depend on the waterway conditions, particularly on the available water depth, so maintenance of good navigation conditions is a priority for the Danube riparian States; (b) PROMINENT – Promoting Innovation in the Inland Waterways Transport Sector[7]; (c) GREEN DANUBE – Integrated transnational policies and practical solutions for an environmentally- friendly Inland Water Transport system in the Danube region[8]; and GRENDEL – Green and efficient Danube fleet[9]. Examples of vessels were a fully electric ferry built in Brăila (Romania) that would be delivered by the end of 2019, and a zero-emission, solar-powered USV[10] for hydrographic survey in Bulgaria. The emphasize of Priority Area 1a coordinators for post-2020, will be further monitoring of innovations in greening and fleet modernization technologies and contributing to a strategy for their implementation in the Danube fleet.

26. Ms. Siot continued with detailed information on the project GRENDEL that would continue to the end of 2020: the activities of Pro Danube International, the background and areas of action for modernizing the Danube fleet, such as use of alternative fuels, reducing air pollutant emissions and the energy consumption, and new concepts of cargo flows, logistics and vessels. Project objectives included (a) preparing vessel operators for modernization by information transfer and discussion of previous European projects, (b) developing fleet investment plans and a harmonized state aid scheme, (c) developing the regulatory framework for the implementation of greening technologies, (d) designing a Danube-wide fleet modernization strategy and (e) integrating inland water transport into logistics systems. The speaker also provided details on the planned state aid scheme, its objectives and timelines, and emphasized the significance of public support for modernizing the Danube fleet.

27. Discussion followed on the participation of countries outside of the European Union in projects funded by the Union and the use of the projects' results. The Ukraine asked for clarification on the conditions of participation. The model state aid scheme as the outcome of the project GRENDEL would be publicly available from Pro Danube International.

28. Recent progress and the expected results of RIS development in Ukraine were presented by Mr. Gladkykh. Ongoing research work was tasked to create a dynamic model of electronic navigation charts (ENCs) that would predict the environmental impact of a vessel in operation. The model had integrated three dynamic models of the sea/river bottom, the surface (water level) and the moving vessel after several years of observation in the Black Sea, and of measurements and modelling with subsequent correction using the scale factor. The speaker described surveys of the water surface and bottom, the mathematical models in use, and introduced the dynamic component in the RIS Index and the encoding of the resulting dynamic model on ENCs. The model could be used for real-time observations by vessel operators, RIS centres, operators of remotely controlled vessels and USVs, for hydrographic surveys and modelling purposes.

[6] www.danube-navigation.eu/uploads/files/Conferences/2014-01-30_IDV_full_report.pdf.
[7] www.prominent-iwt.eu.
[8] www.interreg-danube.eu/approved-projects/green-danube.
[9] www.interreg-danube.eu/approved-projects/grendel.
[10] Unmanned Surface Vessel.

29. Discussion panel 4 addressed a harmonized legal framework and policy areas for fostering innovations. Mss. Pauwelyn and Liégeois presented recent events from the smart shipping programme in Flanders. The test area for smart shipping had already covered the entire Flemish inland waterways, and a procedure for conducting tests had been introduced to ensure navigation safety. De Vlaamse Waterweg nv was preparing the adjustment of the legislation for the testing of smart vessels. Further adjustments through international inland navigation rules have been analysed, including CEVNI, SIGNI, other ECE resolutions, and other international conventions and agreements relevant to inland navigation. Fourteen policy areas were thus identified which cover major elements of CEVNI, crew qualifications, technical requirements, communication, responsibility and liability, the infrastructure, recreational navigation, as well as missing regulations for digital documents, cybersecurity and enforcement. The speakers emphasized the role of international cooperation in tackling these issues, referred to the existing cooperation within the CCNR Working Group on the Police Regulations for the Navigation of the Rhine, CESNI, IALA[11] and PIANC,[12] and invited both ECE Working Parties to develop this cooperation based on the programme of work of SC.3 for 2018–2019. All participants were invited to submit comments to the authors of the presentation and to the secretariat.

30. The Chair thanked Belgium for the work done and mentioned new issues for consideration by SC.3/WP.3 arising from the presentation. The Working Party congratulated Belgium for this timely initiative and supported the proposal. Discussion followed on the impact of automation on the navigation rules, marking of vessels and related issues. Belgium, Germany, Ukraine, the Sava Commission, EBA, MASRWG and the secretariat participated. It was pointed out that:

- At the present stage, visual marking on automated vessels should be kept in accordance with the traffic rules, as it may have an impact to navigation safety. Later, withdrawing the marking might be considered only for special areas intended for fully autonomous vessels with monitoring in the onshore control centre.
- For autonomous shipping, a common principle of the visualization of information that was essential for navigation safety should be applied; this was not yet available and such applications should build on the experience gained in the autonomous navigation and the relevant regulations.
- The existing gaps in the legislation and technical provisions should not prevent the further development of innovations.
- Automation may also have an impact on the rules of the road and the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway and, therefore, these provisions should be also analysed.
- A distinction should be made between remotely controlled and fully autonomous vessels.
- The EBA General Assembly in April 2019 had considered this issue, and concluded that automation should not affect navigation safety. A position statement from recreational boaters would follow.

31. The Working Party took note of the activities on fleet modernization by CCNR and CESNI: (a) guidance on understanding and interpreting the applicable requirements to engines in light of Regulation (EU) 2016/1628 for NRMM and the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN) mentioned earlier by EUROMOT[13]; (b) relevant items in the work programme of CESNI on the requirements for fuel cells, lithium-ion batteries, collection of data on pilot projects, particularly on alternative fuels and automation; (c) a study on financing energy transition for a zero emissions European inland navigation sector that had recently been launched by CCNR, the objective was to end emissions of greenhouse gases and other pollutants by 2050, as set out

[11] International Association of Marine Aids to Navigation and Lighthouse Authorities.
[12] World Association for Waterborne Transport Infrastructure.
[13] www.cesni.eu/wp-content/uploads/2018/11/FAQ_Engines_en.pdf.

in the Mannheim Declaration.[14] Findings from the study will aim to be part of the multi-annual financial framework of the European Union.

32. All panels were followed by discussions and issues for further consideration. The participants responded in a multiple-choice questionnaire[15] that the main reasons for modernizing the inland fleet were:

- Improving environmental performance
- Increasing the cost effectiveness of inland water transport
- Improving the quality of transport services
- Improving the logistical performance of inland navigation
- Compliance with mandatory requirements and up-to-date technical standards which enhance navigation safety
- Integration into logistic supply chains
- Improving the working and living conditions.

33. The respondents were of the opinion that the following would improve the environmental performance of inland water transport:

- Use of renewable energies and alternative fuels
- Reduction of air pollutant emissions
- Reduction of energy and/or fuel consumption
- New types of vessels and retrofitting of existing vessels.

34. Among the measures that would most improve the environmental performance of vessels were the following:

- Exhaust after-treatment systems for onboard engines
- Gas and gas-electric propulsion
- Diesel-electric propulsion.

35. The Working Party noted that successful programmes for fleet modernization needed:

- New financial instruments for improving the environmental performance of inland vessels
- Engagement of all key players for better waterway maintenance and operability of inland waterways
- Development of digitalization, automation and other innovative technologies
- Investment in the development of inland and coastal ports as hubs for regional development strategies and cross-border initiatives
- Upgrading of the skills and qualification of personnel.

36. The participants agreed that the main existing obstacles and challenges were:

- Insufficient investments in the sector, lack of public support schemes for innovation and investment
- Insufficient political awareness about the advantages and needs of the sector
- Reduced transport volumes and the module share of inland water transport.

[14] The Ministerial Declaration signed by the CCNR member States at the sixth International Congress of CCNR “150 years of the Mannheim Act — the driving force behind dynamic inland navigation” held on 17 October 2018 in Mannheim (Germany).

[15] In the questionnaire, the conclusions of the know-how transfer event: Modernization of Danube fleet held on 7 and 8 March 2019 in Vienna by INDanube were used (https://indanube.eu/2019/03/13/know-how-transfer-on-modernisation-of-danube-fleet/).

37. The Working Party agreed that the following measures would facilitate fleet modernization at the transnational and national levels:

- Promotion of green fleet and pilot projects, exchanging best practices
- Dissemination of the benefits of fleet greening
- Development of standards and norms to facilitate the introduction of alternative fuels, modern propulsion systems, other innovations
- Continued work on harmonizing technical requirements for vessels
- More active engagement in the relevant activities of ECE, Expert Groups of the European Commission, River Commissions and CESNI.

38. The participants emphasized the importance of the proper maintenance, rehabilitation, modernization and development of inland waterways infrastructure for the environmental and economic performance of the fleet, in particular, for the Danube region, and that inland water transport should be integrated into intermodal and multimodal transport and logistics chains.

39. The Chair thanked the speakers on behalf of the Working Party for the valuable contributions to the workshop.

IV. Inland waterways infrastructure (agenda item 3)

A. European Agreement on Main Inland Waterways of International Importance

Document: ECE/TRANS/120/Rev.4

40. The Working Party noted that the secretariat had not received any new information on accessions and/or ratifications to the European Agreement on Main Inland Waterways of International Importance (AGN). The secretariat was asked to continue consultations with Germany on possible ratification.

41. The Working Party considered how to facilitate the implementation of AGN and how to increase the number of contracting parties, and asked the secretariat to prepare a draft road map for accession to AGN with all relevant information. Belgium supported the proposal.

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

Documents: ECE/TRANS/SC.3/144/Rev.3 and Amend.1,
ECE/TRANS/SC.3/WP.3/2019/25, ECE/TRANS/SC.3/WP.3/2019/26

42. The Working Party preliminarily approved the amendment proposals to the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book) submitted by Belgium (ECE/TRANS/SC.3/WP.3/2019/26) and asked the secretariat to transmit them to the Working Party for Inland Water Transport (SC.3).

43. Ukraine mentioned that some of the fairway parameters of the Ukrainian section of the E 40 waterway that were indicated in the third revision of the Blue Book did not correspond to the actual values. The Working Party asked the secretariat consult with the Ukraine on the parameters of the Ukrainian section of the E 40 waterway and prepare an amendment, if needed.

44. The Working Party took note of the Policy Paper of the EMMA project "Strengthening Inland Navigation and River-Sea Shipping in Europe and the Baltic Sea Region" (ECE/TRANS/SC.3/WP.3/2019/25). The Sava Commission referred to a recommendation of the Policy Paper to develop a best practice guide for implementing investments on inland waterways jointly with ecological organizations (annex to ECE/TRANS/SC.3/WP.3/2019/25, para. 4.4, the last indent). An example of such a guide

was the Joint Statement "Development of Inland Navigation and Environmental Protection in the Danube River Basin" developed by the Sava and Danube Commissions and the International Commission for the Protection of the Danube River in 2007.[16] Further development in the project PLATINA resulted in the "Manual on Good Practices in Sustainable Waterway Planning".[17]

45. The Chair stressed that the recommendations in the Policy Paper were in line with the Wroclaw Declaration, and invited SC.3/WP.3 to consider follow-up actions relevant to its activities. The Working Party discussed how it could contribute to implementing the tasks proposed in the Policy Paper, and decided to:

(a) support the development of the Action Plan to Boost Inland Navigation in the Baltic Sea Region and its implementation in order to improve the capacity of inland navigation and river-sea shipping;

(b) facilitate the revision and adoption of resolutions relevant to RIS (resolutions Nos. 48, 57, 58, 63, 79 and 80);

(c) continue its activities on promoting automation in inland navigation and other innovative technologies;

(d) consider possible modifications to the Blue Book based on the outcome of the project and its extension and the relevant updates of the inland waterway zones and parameters by the States of the Baltic Sea region;

(e) ask the secretariat to establish contacts with all States of the Baltic Sea region and regularly invite them to sessions of SC.3 and SC.3/WP.3;

(f) ask the secretariat to upload the text of the Policy Paper on the SC.3 web page, especially, the section on subregional standards and agreements, in order to make it available for all member States and other parties concerned.

46. SC.3/WP.3 welcomed the information from Avatar Logistics about the extension of the project EMMA by all interested countries. The work would continue on certain particular issues; Sweden would continue the study on vessels adapted to navigation in ice conditions. ERSTU informed SC.3/WP.3 about the letter of support for the extension of EMMA prepared jointly with other international organizations in inland navigation and the planned meeting with the leading manager of the project to discuss possible contribution of ERSTU for the implementation of the Policy Paper recommendations.

47. SC.3/WP.3 invited the participating countries of the project to keep it informed about the follow-up and the progress in the implementation of the Policy Paper.

C. Map of the European Inland Waterway Network (resolution No. 30)

48. The Working Party took note of the information by the secretariat that the map had been cleared by the United Nations Geospatial Information Section for the publication, subject to editorial modifications, and was available on the SC.3 web page. SC.3/WP.3 thanked the secretariat for the work done. Germany mentioned that the Blue Book database could be used for the RIS COMEX project as the source of the static information. The Chair invited member States to contact the secretariat on future updates of the map.

49. Ukraine asked the secretariat to check the information related to the Ukrainian section of the E 40 waterway indicated on the map. The secretariat was asked to consult with Ukraine and prepare an amendment, if necessary.

[16] www.savacommission.org/dms/docs/dokumenti/documents_publications/publications/other_publications/development_of_inland_navigation_and_environmental_protection_in_the_danube_river_basin.pdf, available also as ECE/TRANS/SC.3/2008/17.

[17] www.icpdr.org/main/sites/default/files/Platina_IWT%20Planning%20Manual.FINAL.Aug10.c.pdf.

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

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

Documents: ECE/TRANS/SC.3/115/Rev.5 and Amends.1–2, ECE/TRANS/SC.3/WP.3/2019/13, ECE/TRANS/SC.3/WP.3/2019/14, ECE/TRANS/SC.3/WP.3/2019/15, Informal document SC.3/WP.3 No. 22 (2019)

50. The Working Party took note of the outcome of the special session of the CEVNI Expert Group held on 7 and 8 February 2019 in Strasbourg (France), that had been hosted by CCNR and consisted of the joint meeting with the CCNR Working Group on Police Regulations, and of the joint meeting with the secretariat of the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI). Furthermore, CCNR mentioned the good cooperation between the secretariats of ECE and of CCNR and CDNI, in particular, when working on modifications to chapter 10 of CEVNI to harmonize it with CDNI. SC.3/WP.3 preliminarily approved the draft amendments to CEVNI proposed by the CEVNI Expert Group as contained in the appendices to annexes I and II of ECE/TRANS/SC.3/WP.3/2019/13. The secretariat was asked to transmit them to SC.3.

51. The Working Party took note of the information by the secretariat about the outcome of the thirtieth meeting of the CEVNI Expert Group held on 18 June 2019. The secretariat was asked to prepare a detailed report as a working document for the sixty-third session of SC.3. SC.3/WP.3 also noted that the next, thirty-first meeting of the Expert Group will be held on 5 November 2019, back-to-back with the sixty-third session of SC.3.

52. SC.3/WP.3 took note of the amendments to the Police Regulations for the Navigation of the Rhine (RPNR) adopted by CCNR in 2018 at its autumn session (ECE/TRANS/SC.3/WP.3/2019/14). SC.3/WP.3 was informed about the decisions of the Mosel Commission at its plenary session on 23 May 2019 (Informal document SC.3/WP.3 No. 22 (2019)) and asked the secretariat to issue them as a working document for the sixty-third session of SC.3. CCNR informed the session that the recent amendments to RPNR, adopted by CCNR in 2019 at its spring session, would be transmitted to the secretariat in due course.

53. SC.3/WP.3 took note of the comparison of chapters 1–4 of CEVNI, revision 5, including amendments 1 and 2, and chapters 1–4 of RPNR as of 1 December 2018, prepared by the secretariat (ECE/TRANS/SC.3/WP.3/2019/15). SC.3/WP.3 asked the secretariat to transmit this to the CEVNI Expert Group and to continue comparing CEVNI and RPNR, in cooperation with CCNR. CCNR thanked the secretariat for this work and added their feedback would be submitted for the sixty-third session of SC.3.

54. The secretariat informed SC.3/WP.3 that the publication of the European Code for Signs and Signals on Inland Waterways (SIGNI) adopted by resolution No. 90 was available on the website, and the paper edition will follow soon.

55. The secretariat was asked to prepare a consolidated version of the amendments to CEVNI, revision 5, adopted by SC.3 in 2016–2018 to facilitate the work of the CEVNI Expert Group.

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.3/2019/4, ECE/TRANS/SC.3/WP.3/2019/16, ECE/TRANS/SC.3/WP.3/2019/17 and ECE/TRANS/SC.3/WP.3/2019/18

56. SC.3/WP.3 took note of the presentation by the Russian Federation on the comparative analysis of Directive (EU) 2016/1629, ES-TRIN and the annex to resolution

No. 61 with a view to harmonizing the Rules of Russian River Register with the Directive of the European Union. Results of the analysis were demonstrated for the chapters on the hull structure and strength, stability and subdivision, fire protection, anchor equipment, life-saving appliances, electrical and navigation equipment and prevention of pollution from vessels. It was concluded that: (a) ES-TRIN contained more detailed provisions than resolution No. 61 and covered also instructions for the installation of the equipment, tests, models of certificates, transitional provisions, the enforcement of European directives and international standards, (b) provisions of resolution No. 61 and ES-TRIN were likely to converge, with the prevalence of the ES-TRIN requirements, however, differences between the two documents would not allow simultaneous application, and (c) the provisions of the ES-TRIN standard were often less detailed than the Rules of the River Register and other classification societies, thus, when designing and building vessels, the rules of a classification society should be applied in addition to ES-TRIN.

57. The Working Party took note of the amendment proposal to the annex to resolution No. 61 on provisions for the ramp arrangements of inland navigation vessels (ECE/TRANS/SC.3/WP.3/2019/16), supplemented with clarifications by the Russian Federation. SC.3/WP.3 preliminarily approved the proposal and decided to include it in the annex as a separate chapter, following a proposal from CCNR. The secretariat was asked to transmit the finalized proposal to SC.3 for the final adoption.

58. SC.3/WP.3 preliminarily approved the draft chapter 8C, “Special provisions applicable to craft equipped with propulsion or auxiliary systems operating on fuels with a flashpoint equal to or lower than 55°C” (ECE/TRANS/SC.3/WP.3/2019/4) and asked the secretariat to transmit it to SC.3 for the final adoption.

59. SC.3/WP.3 took note of the proposal by the secretariat on aligning the annex to resolution No. 61 with the European Standard laying down technical requirements for inland navigation vessels (ES-TRIN), edition 2017 (ECE/TRANS/SC.3/WP.3/2019/17).

60. SC.3/WP.3 thanked the secretariat for finalizing the Russian translation of the 2017 edition of ES-TRIN[18], and asked the secretariat to start preparing the translation of the 2019 edition. CCNR thanked the secretariat for the work and informed the session about the various language versions of the 2017 edition provided by the European Commission, available on the CESNI website at www.cesni.eu/en/technical-requirements, which contained also a link to the Russian translation by ECE.

61. SC.3/WP.3 took note of the presentation by CEMT on a draft chapter 15B to the annex to resolution No. 61 on specific requirements to passenger daily trip vessels not exceeding 24 m in length and authorized to carry up to a maximum of 150 passengers, based on ECE/TRANS/SC.3/WP.3/2019/18. CEMT provided clarifications on the scope, nature and purpose of the proposed draft and informed the session about the ongoing work of CESNI on this issue with a view of possible modifications to ES-TRIN.

62. CCNR thanked CEMT for the work done and provided details about the discussion of this issue by the CESNI Temporary Working Group on passenger vessels (CESNI/PT/Pax) at its meeting held on 2 and 3 April 2019 in Pettenasco (Italy). The Working Group had recognized the need for modifying ES-TRIN for small daily excursion passenger vessels and had mentioned derogations for newly built vessels operating in limited areas, by some member States. It had decided to make an inventory of national provisions for newly built vessels of this type and their operation areas in order to identify similar national prescriptions as a basis for a harmonized European standard. Challenges were identified : (a) the applicability of design projects of such vessels within the European Union in terms of safety, (b) passenger capacity and (c) proofing the need for derogations of the stability requirements to ensure a harmonized approach. The upcoming meeting in September 2019 would continue the discussion with a view to introducing these provisions in ES-TRIN.

63. The Russian Federation informed the session about specific provisions applied to small craft up to 20 m in length and having up to 12 people onboard, and proposed to continue considering the proposal of CEMT in depth, based on national provisions. The Chair was in

[18] Available at www.unece.org/fileadmin/DAM/trans/main/sc3/publications/ES-TRIN_2017_ru_full.pdf.

support and proposed to collect information on national prescriptions of the member States that applied resolution No. 61. Ukraine, as such a country of application, was of the opinion that such a chapter would be useful; however, given the ongoing work on harmonizing the resolution with ES-TRIN, this should be in conjunction with the decisions of CESNI to facilitate this work. Finally, SC.3/WP.3 decided to wait for comments from member States, river commissions and CESNI and continue discussion at its next session.

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

Documents: ECE/TRANS/SC.3/179, TRANS/SC.3/150, ECE/TRANS/SC.3/WP.3/2019/3 and ECE/TRANS/SC.3/WP.3/2019/19

64. The Working Party preliminarily approved the amended draft of the annex to resolution No. 21 (ECE/TRANS/SC.3/WP.3/2019/19), prepared by the secretariat in consultation with Romania, the Danube Commission and the Sava Commission, following the decision of SC.3 (ECE/TRANS/SC.3/207, para. 42). Romania supported the proposal. The secretariat was asked to transmit it to SC.3 for the final adoption.

65. SC.3/WP.3 preliminarily approved the proposal on updating the appendix to resolution No. 21, "Reception facilities for the transfer of waste generated on board ships on European inland waterways" (ECE/TRANS/SC.3/WP.3/2019/3) with an update on the reception facilities in Romania and the pictograms for differentiating the types of wastes. The secretariat was asked to collect information from other member States and prepare a draft to update the appendix.

VI. Automation in inland navigation and smart shipping (agenda item 5)

Documents: ECE/TRANS/2019/15, ECE/TRANS/SC.3/WP.3/2019/20

66. A discussion on automation in inland navigation and smart shipping was held in the afternoon of 20 June 2019. The moderator was Mr. J. Fanshawe, the Chair of MASRWG (the United Kingdom of Great Britain and Northern Ireland).

67. The Working Party took note of the presentation by Mr. G. Georgiadis, the secretary of ITC, about the highlights and outcomes of the high-level policy segment on "Automation in Transport" (19 February 2019, during the eighty-first session of ITC), and the adoption of the ministerial resolution "Enhancing Cooperation, Harmonization and Integration in the Era of Transport Digitalization and Automation", which covered all inland transport modes.[19] The moderator emphasized the key issues addressed in the resolution, and referred to the ongoing work in all transport modes towards harmonization, multimodality and the overall reduction of air pollutant emissions and greening, which should be addressed in a global setting; a recent example was launching hydrogen-powered trains. He continued with the pace of technochange in relation to digitalization and Intelligent Transport Systems (ITS), its impact on the regulatory basis and how to deal with it.

68. EDINNA and the Maritime Academy of Harlingen informed the session about the retrofitting of a training vessel "Emeli" with an innovative propulsion system consisting of a diesel engine, fuel cell and lithium-ion batteries, and mentioned the obstacles for certification of fuel cells in maritime transport. CCNR mentioned other hydrogen- and LNG-fuelled vessels operating in Europe, the authorization procedures applied in France and Germany, and the procedure for introducing modifications in the technical requirements applied by CESNI. The moderator stressed the role of exchanging information and lessons learned for the regulatory staff.

[19] ECE/TRANS/288, annex I, available at www.unece.org/fileadmin/DAM/trans/doc/2019/itc/ECE-TRANS-288e.pdf.

69. EFIP and ERSTU highlighted the inland water transport programmes in Germany: (a) a study on hydrogen and other alternative fuels in inland navigation, launched by the Ministry of Transport and Digital Infrastructure, and (b) the adoption of the Inland Waterway Transport Masterplan on 14 May 2019. SC.3/WP.3 invited Germany to provide more detailed information about the masterplan at the sixty-third session of SC.3.

70. The Working Party took note of the proposals on its possible follow-up actions in automation (ECE/TRANS/SC.3/WP.3/2019/20). The moderator mentioned the ongoing discussion in ISO on the terms and definitions for Maritime Autonomous Surface Ships (MASS). CCNR pointed out that the definitions of automation levels would be updated in 2020–2021. SC.3/WP.3 decided to (a) prepare an SC.3 resolution to support automation in inland navigation and (b) continue exchanging information on this issue by means of a questionnaire for the upcoming session of SC.3. The secretariat was asked to draft a resolution and collect information for the upcoming SC.3 session.

71. SC.3/WP.3 considered a proposal to prepare a road map for international cooperation on the promotion and development of autonomous shipping. The road map would aim to integrate automation in inland navigation in the ITS activities of ITC. Belgium, Germany, Ukraine, EFIP, ETF and EDINNA proposed to complement the road map with education and training, manning requirements and liability, and particularly the latter, in detail. Belgium proposed to invite IVR[20] to the upcoming session of SC.3. Ukraine referred to the research work of the Odessa Maritime Academy and to the training course for RIS operators. Issues that were mentioned were: (a) a transition period needed for the industry; (b) the need for developing European standards; such work was ongoing in CESNI; (c) an impact of automation on the activities of International RIS Expert Groups; and (d) the positive effect of automation on the deficiency of professional staff in the sector. The secretariat was asked to prepare a draft for the sixty-third session of SC.3, subject to proposed modifications.

72. SC.3/WP.3 discussed the opportunities for automated navigation based on the presentation of Belgium at the workshop on 19 June 2019. ETF stressed that digitalization of the crew and vessels' documents would entail significant additional costs. EDINNA, ERSTU and the moderator provided existing examples of cargoes suitable for transportation on autonomous vessels, particularly in urban areas: containers, construction materials and food supply to restaurants. Belgium was invited to prepare a document for the sixty-third session of SC.3, based on the presentation.

73. The moderator gave a presentation on the regulatory update and trends in automation in maritime shipping: (a) a continuous growth of autonomy, new systems and concepts, benefits identified for conventional ships and increased focus on remotely monitored vessels; (b) the regulatory work by IMO on definitions, reviewing standards and updating the IMO Regulatory Scoping Exercise for MASS, (c) the Codes of Conduct and Practice for MASS of the United Kingdom of Great Britain and Northern Ireland, published respectively in 2016 and 2018 (version 2.0) (www.maritimeuk.org/media-centre/publications). Version 3.0 would be available in November 2019. The key task was to ensure that all vessels would operate within the existing regulatory frameworks and standards; focus should be on the responsibility of the industry and the role of the human element to ensure safety and security of autonomous shipping.

74. The Chair thanked the moderator for the successful discussion panel and invited him to take part in future sessions.

[20] International Association for the representation of the mutual interests of the inland shipping and the insurance and for keeping the register of inland vessels in Europe.

VII. Follow-up of the International Ministerial Conference "Connecting by Inland Navigation" (agenda item 6)

A. Monitoring the implementation of the decisions of the Wroclaw Conference

Document: ECE/TRANS/SC.3/WP.3/2019/21

75. SC.3/WP.3 took note of the presentation by the secretariat on a proposal to monitor the implementation of the decisions of the Wroclaw Conference by member States, on the basis of ECE/TRANS/SC.3/WP.3/2019/21. Following the proposal of Belgium, SC.3/WP.3 asked the secretariat, in consultation with Belgium and other interested member States, to modify the draft for consideration and adoption by SC.3 at its sixty-third session.

76. SC.3/WP.3 took note of the presentation by Mr. R. Janssens, ECE secretariat, on the Sustainable Inland Transport Connectivity Indicators Project, aimed at providing a tool for member States to assess the external connectivity and facilitate reporting on the implementation of the Sustainable Development Goals. Belgium, ERSTU and ETF provided comments: (a) the overall objective was a final set of indicators that would be available for any country for a self-assessment; (b) the market observations made by CCNR could be relevant for inland water transport indicators, and (c) these should also cover social sustainability, including training, certification and working conditions of the crews. Member States and river commissions were invited to provide feedback on the project, if any, to the secretariat by 1 August 2019.

B. Revision of the White Paper on efficient and sustainable inland water transport in Europe

Document: ECE/TRANS/SC.3/189

77. The Working Party was informed by the secretariat about the ongoing revision of the White Paper on efficient and sustainable inland water transport in Europe, following its decision at its fifty-fourth session (ECE/TRANS/SC.3/WP.3/108, para. 42), in view of its adoption and publication in 2020. SC.3/WP.3 took note of the presentation from the consultant Mr. J.J. Boll (Maritime Academy of Harlingen) on the structure and main topics of the revised draft of the White Paper.

78. SC.3/WP.3 asked the secretariat to send the draft, when it is finalized, to member States, river commissions and other stakeholders for comments, and submit the updated document to the sixty-third session of SC.3 for consideration and adoption. Belgium, Ukraine and ERSTU provided comments. SC.3/WP.3 asked the secretariat to circulate the draft in the English language by the end of July, if available, and the other language versions when they are available, and to allocate sufficient time for in-depth discussion on this item in the preliminary agenda of the sixty-third session of SC.3.

VIII. Promotion of River Information Services and other Information and Communication Technologies in inland navigation (agenda item 7)

A. Recommendation on electronic chart display and information system for inland navigation (resolution No. 48, revision 3)

Documents: ECE/TRANS/SC.3/156/Rev.3, ECE/TRANS/SC.3/WP.3/2019/7, ECE/TRANS/SC.3/WP.3/2019/12, ECE/TRANS/SC.3/WP.3/2019/22 and Informal documents SC.3/WP.3 Nos. 11 and 15 (2019)

79. Mr. W. Haupt, the Chair of the International Inland ECDIS Expert Group (Germany) informed the session about the decisions of the Group on the proposal of the Russian

Federation for amending Part D (Informal documents SC.3/WP.3 Nos. 11 and 15 (2019)): the proposed modifications to sections 1 and 4 had been accepted, while amendments to figures 1–4 in section 4B would be addressed by the Group when working on edition 2.5 of the Inland ECDIS standard to make them more generic. SC.3/WP.3 thanked Mr. Haupt for the work done, preliminarily approved the draft revised annex to resolution No. 48 as set out in ECE/TRANS/SC.3/WP.3/2019/7, ECE/TRANS/SC.3/WP.3/2019/12, ECE/TRANS/SC.3/WP.3/2019/22 and Informal documents SC.3/WP.3 Nos. 2, 11 and 15 (2019), subject to the modifications agreed by the International Inland ECDIS Expert Group. The secretariat was asked to finalize it and transmit to SC.3 for final adoption.

80. The Working Party took note of the presentation by Mr. Haupt about future aspects of Inland ECDIS, the outcome of the RIS Week held from 4 to 6 June 2019 in Galati (Romania) and the newly established CESNI Expert Group on Information Technology (CESNI/TI). During the meeting in Galati, the Expert Group had considered its future work programme, and had reviewed the contents and prospects for Inland ECDIS standard. Plans were to (a) continue harmonizing the standard with CEVNI and IALA provisions, while keeping it applicable for specific river conditions; (b) extend the standard to onboard applications for autonomous navigation; (c) integrate dynamic data, (d) develop an Inland ECDIS Test Standard for the type approval, and (e) harmonize the standard with the Maritime ECDIS Standard (S-101). Following questions from the Ukraine, the speaker provided clarifications about the mathematical models used in the RIS COMEX project and about the organization of future work in the CESNI framework, including the participation of countries for which CESNI standards were not mandatory.

B. International Standard for Notices to Skippers in Inland Navigation (resolution No. 80)

Documents: ECE/TRANS/SC.3/199, ECE/TRANS/SC.3/WP.3/2019/23, Informal documents SC.3/WP.3 Nos. 16–20 (2019)

81. SC.3/WP.3 considered the draft, revised annex to resolution No. 80, “International Standard for Notices to Skippers in Inland Navigation” (ECE/TRANS/SC.3/WP.3/2019/23 and Informal documents SC.3/WP.3 Nos. 16–20 (2019)), supplemented by information from the secretariat. The Working Party thanked Mr. C. Plasil, the Chair of the International NtS Expert Group, for the excellent work.

82. Ukraine proposed to add information on dynamic data forecasts to the draft and was invited to prepare a detailed proposal with a view to discussing this with the Chair of the International NtS Expert Group. The Working Party would be informed about the outcome and decide as appropriate. SC.3/WP.3 preliminarily approved the draft and asked the secretariat to finalize it and transmit to SC.3 for final adoption.

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

Documents: ECE/TRANS/SC.3/176/Rev.1, Informal document SC.3/WP.3 No. 14 (2019)

83. The Working Party took note of the presentation by Mr. S. Bober, the Chair of the International VTT[21] Expert Group (Germany) about the new version of the International Standard for Vessel Tracking and Tracing on Inland Waterways and Commission Implementing Regulation (EU) 2019/838 of 20 February 2019 (Informal document SC.3/WP.3 No. 14 (2019)). The speaker started with updates of the regulatory framework for VTT systems of the European Commission, CCNR and ECE, and addressed the purpose of updating the VTT standard and the approach used. Major modifications included provisions for Inland AIS mobile stations, Inland AIS AtoNs[22] and related issues. He further mentioned

[21] Vessel Tracking and Tracing.

[22] Aid to Navigation.

the impact on other European documents related to AIS and highlighted recent developments on Inland AIS application specific messages (ASM) and their visualization and next steps.

84. The Chair of the International VTT Expert Group gave a presentation on the tasks, structure and functioning of CESNI/TI, which would integrate the four International RIS Expert Groups as temporary working groups, each tasked to work on specific issues. The Chairs of the temporary working groups will report to CESNI/TI, who will decide on the next steps. This would impact on the engagement of other international organizations, including ECE, in the approval of RIS standards. The temporary working groups planned to start work on 1 January 2020 and continue till the end of the CESNI/TI work programme in 2021. Experts who wish to participate in the temporary working groups were invited to inform the secretariat or the Chairs of International RIS Expert Groups. The last RIS Week would be held in Liège (Belgium) from 25 to 29 November 2019. The Chair thanked Mr. Bober for the detailed explanations and expressed the hope that, in future, the Chairs of VTT and Inland ECDIS Expert Groups will continue to provide support for the activities of SC.3 and SC.3/WP.3.

85. SC.3/WP.3 asked the secretariat to prepare a draft revision of resolution No. 63 in cooperation with the Chair of the International VTT Expert Group, based on the new version of the International Standard for Tracking and Tracing on Inland Waterways, for its next session.

IX. Mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (agenda item 8)

Documents: ECE/TRANS/SC.3/184, ECE/TRANS/SC.3/2009/6

86. The Working Party took note of the information from the secretariat about the preliminary consultations with the European Commission and CESNI on how to optimize the distribution of work on professional qualifications between the European Commission, CESNI and ECE – with a view to revise resolution No. 31, local knowledge requirements and other issues – and asked the secretariat to continue consultations. Ukraine mentioned that it needed additional time for adapting its regulatory framework, and asked that the recognition of certificates also be addressed during the consultations.

X. Terms and definitions in inland water transport (agenda item 9)

Document: ECE/TRANS/SC.3/WP.3/2019/24

87. The Working Party: (a) approved the proposal of the Russian Federation on the terminology used for benchmarking the construction costs of inland waterway infrastructure (ECE/TRANS/SC.3/WP.3/2019/24), (b) asked the secretariat to transmit it to the Group of Experts on Benchmarking Transport Infrastructure Construction Costs and (c) approved its use in the future glossary of terms and definitions in inland water transport.

XI. Inland waterway statistics (agenda item 10)

Document: ECE/TRANS/SC.3/2018/14

88. The Working Party took note of the presentation from Mr. A. Blackburn, the secretary of the Working Party on Transport Statistics (WP.6), about the ongoing work on an E-inland waterway census. He demonstrated examples of a modal split data analysis for three inland transport modes for the Netherlands, based on the data from the ECE transport statistics database, and the map on combining the freight data on the E-Rail Census. At its seventieth session held from 12 to 14 June 2019, WP.6 had decided to keep the E-inland waterway census on its agenda and had agreed that (a) the idea of an E-inland waterway census would continue to be explored, but more work on concepts is needed, and (b) the work on the data

collection that was already done should not be repeated and the existing statistics collected by Eurostat could already be visualized.

89. Discussion followed on (a) engagement of shipowners in submitting statistical data on the transport of goods outside the European Union, and (b) cooperation with the International Transport Forum, Eurostat and river commissions on collecting inland water transport statistics. Belgium, Ukraine, ERSTU and the secretariat participated. SC.3/WP.3 thanked the secretariat for the work done, approved the results and asked that this work continue.

XII. Recreational navigation (agenda item 11)

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

Documents: ECE/TRANS/SC.3/147/Rev.4 and Amend.1

90. The Working Party was informed by the secretariat about available updates to annex IV of resolution No. 40, revision 4, and new entries in the online database of specimens of the International Certificate for Operators of Pleasure Craft transmitted by Lithuania and South Africa. SC.3/WP.3 was also informed about the interest in international regulations for small and pleasure craft from Georgia, Kazakhstan and Kyrgyzstan.

91. The secretariat was asked to prepare amendments to annex IV of resolution No. 40 for the upcoming session of SC.3. Member States were invited to provide updates to annex IV of resolution No. 40, if any. EBA supported and encouraged countries to keep this information updated. Member States were also asked to provide the contact information for authorities responsible for ICC to facilitate this work.

B. Activities of the Informal Working Group on Recreational Navigation

92. SC.3/WP.3 was informed by the secretariat, complemented by EBA, about the progress thus far of the Informal Working Group on Recreational Navigation and the outcome of its fourth meeting, held on 17 and 18 June 2019, back-to-back with the fifty-fifth session, in particular, on the ongoing work on modules for testing knowledge of CEVNI. SC.3/WP.3 noted that the next meeting of the Group was planned back-to-back with its fifty-sixth session, and invited member States to take part.

93. EBA informed SC.3/WP.3 about the ongoing work on revising previsions relevant to recreational craft in ES-TRIN (chapter 26), and its intention to prepare a proposal for updating the annex to resolution No. 61. SC.3/WP.3 welcomed this proposal.

C. Education and training for operators of pleasure craft

Document: ECE/TRANS/SC.3/WP.3/2019/11

94. The Working Party was informed about the response to the questionnaire on education and training for operators of pleasure craft that had been submitted by 30 countries. The questionnaire had been approved at its fifty-fourth session. A general overview of the answers had been transmitted to the Informal Working Group on Recreational Navigation for further action.

XIII. Theme topic for the fifty-sixth session of the Working Party (agenda item 12)

95. SC.3/WP.3 decided that the theme topic for its next session would be “Sustainable Development Goals and how they can be achieved in inland waterways”.

XIV. Other business (agenda item 13)

A. Strategy of the Inland Transport Committee

96. SC.3/WP.3 took note of the presentation by Mr. Georgiadis on the new strategy of ITC adopted at its eighty-first session, follow-up tasks for all transport Working Parties and the adoption of resolution No. 265 "Facilitating the Development of Inland Water Transport" on 22 February 2019[23]. He also highlighted other decisions of ITC that were relevant to the activities of Working Parties, in particular, to move from a biennial programme of work and evaluation to annual budget plans.

B. Second annual Ukrainian Ports Forum 2019

97. SC.3/WP.3 took note of the information by the Ukraine about the key topics and the outcome of the second annual Ukrainian Ports Forum 2019, and the round table on the port security (30 and 31 May 2019, Odessa (Ukraine)) that were organized by the Ukrainian Sea Ports Authority.

C. Seventh International Forum on Seafarers' Education, Training and Crewing

98. SC.3/WP.3 took note of the information by Ukraine about the seventh international Forum held on 7 June 2019 in Odessa that was dedicated to the seventy-fifth anniversary of the National University "Odessa Maritime Academy".

D. Tribute to Mr. M. Bühler

99. The Working Party thanked Mr. Max Bühler (Switzerland) for his highly professional and dedicated contribution to the work of SC.3 and of SC.3/WP.3 over decades and wished him a long and happy retirement.

XV. Adoption of the report (agenda item 14)

100. In accordance with established practice, the Working Party adopted the decisions taken at its fifty-fifth session on the basis of a draft prepared by the secretariat.

[23] www.unece.org/fileadmin/DAM/trans/doc/2019/sc3/ITC_resolution_No._265.pdf.