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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Inland Water Transport

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Item 11 of the provisional agenda

**BIENNIAL EVALUATION AND PROGRAMME OF WORK FOR 2010-2014**

Note by the secretariat

**I. MANDATE**

1. As mandated by the Commission in 2004 and strengthened by the 2005 UNECE reform, Sectoral Committees are requested to conduct biennial evaluations of their respective subprogrammes (E/ECE/1434/Rev.1). Thus the Inland Transport Committee (ITC) has decided to review its programme of work every two years as should be the case for its subsidiary bodies, the next review being due in February 2010 (ECE/TRANS/200, paragraph 119). This document serves as a basis for discussion and for proposals to be made by the Working Party for transmission to the ITC at its seventy-second session (23-25 February 2010).

**II. BIENNIAL EVALUATIONS**

**A. Objective**

2. Evaluation is an integral part of effective results-based management, together with planning, budgeting and monitoring. It provides a source of crucial information to support the right management choices.

3. UNECE member countries, being committed to the transparency and effectiveness of programme management, agreed at their annual session in 2004 to place more emphasis on

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evaluation as a tool in managing the Commission's work. The Sectoral Committees, such as the Committee on Inland Transport, were therefore requested by the Commission to conduct biennial evaluations of their respective subprogrammes and to take into account the results of these evaluations in determining their work programmes. The 2005 UNECE reform further strengthened this approach (E/ECE/1434/Rev.1).

4. The biennial evaluations by the Sectoral Committees will give the opportunity for UNECE member countries to join forces with the secretariat in reviewing and reaffirming, on a continuous basis, the relevance of the activities and their clusters in view of the subprogrammes' objectives. The results of these evaluations should contribute to an effective programme management at all levels by showing evidence of achieving expected accomplishments, defining future priority areas for action, and providing opportunities for making incremental and timely adjustments. They are also intended to assist in measuring more precisely the impact of activities.

5. Furthermore, these evaluations will bring more information on the effectiveness of different activities or their clusters in obtaining results contributing to the objectives and expected accomplishments of a given subprogramme. It is expected that these evaluations may also lead to conclusions concerning the efficiency of outputs, activities and their clusters and subsequently to recommendations for maximizing benefits by improving the use of existing resources.

6. Finally, the results of the evaluations are expected to constitute, in the future, the necessary arguments in the subsequent phases of programme management, such as defining subprogramme priorities and the related redistribution of resources.

## **B. Procedure**

7. The mandated biennial evaluations have been carried out for the first time in the 2008-2009 biennium. In February 2008, the Inland Transport Committee reviewed and endorsed so-called accomplishment accounts, i.e. for each cluster of activities, an "expected accomplishment" together with related "indicators of achievement" and "performance measures" and noted that in 2010 it would review these accounts and discuss lessons learned and take programmatic measures, if appropriate (ECE/TRANS/200, paragraphs 117-119).

8. In accordance with this decision, the Working Party should review its accomplishment accounts for the biennium 2008-2009 and discuss lessons learned and take programmatic measures, if appropriate. It should also decide whether these accounts are still appropriate for the period 2010-2011 or would need to be modified due to new priorities or modifications of its programme of work. The proposals of the Working Party would be considered by the forthcoming session of the ITC Bureau (30 November – 1 December 2009) and will be transmitted for approval by the ITC at its seventy-second session (23-25 February 2010).

## **C. Review of the 2008-2009 accomplishment account and proposals for 2010-2011**

9. The expected accomplishment endorsed by the ITC for the Working Party during the period 2008-2009 (ITC Informal Document No. 11 dated 14 January 2007) is given below:

- (a) The expected accomplishment: An improved and updated regulatory framework for inland water transport infrastructure and vessels in the UNECE region.

Indicators of achievement:

- (i) Further development of Resolution No. 61, “Recommendations on Harmonized Europe-wide Technical requirements for Inland navigation vessels”, by initiating work on specific requirements for sea-going vessels and for recreational craft;
- (ii) Adoption of a White Paper on Trends in and Development of Inland Navigation.

10. The Working Party may wish to evaluate the progress on the expected accomplishment for 2008-2009 and consider adopting new indicators of achievements as follows:

- (a) The expected accomplishment: An improved and updated regulatory framework for inland water transport infrastructure and vessels in the UNECE region.

Indicators of achievement:

- (i) Harmonization of technical requirements for inland vessels in the UNECE region under the framework of Resolution No. 61, “Recommendations on Harmonized Europe-wide Technical requirements for Inland navigation vessels”;
- (ii) Implementation of the fourth revision of the European Code for Inland Navigation (CEVNI).

### **III. PROGRAMME OF WORK**

11. At its sixty-eight session in February 2006, the Inland Transport Committee adopted its programme of work for the period 2006-2010 (ECE/TRANS/166/Add.1). The Committee recalled that its subsidiary bodies needed to examine their programmes of work every two years, noting the possibility for them to modify the programmes of work annually if there was a need to do so (ECE/TRANS/162, para. 125).

12. At its sixty-ninth session in February 2007, ITC made changes to its programme of work based on the list of transport priorities identified in the Work Plan of the UNECE Reform (ECE/TRANS/192, paras. 6-7). The Committee also adopted Resolution No. 258 on “Supporting Further Development of Inland Water Transport” where it requested the Working Party on Inland Water Transport to proceed with carrying out of the Action Plan for the implementation of the decisions taken by the Bucharest pan-European Conference on Inland Water Transport and to amend its Programme of Work for the period 2007-2011 accordingly (ECE/TRANS/192, para. 82 and Annex II).

13. At its fifty-first session in October 2007 the Working Party adopted its programme of work for 2007-2011, taking into account Resolution No. 258 of ITC, as well as the 2006 secretariat

discussion paper on possible follow-up by SC.3 to the Bucharest Conference (ECE/TRANS/SC.3/2006/11/Add.1) (ECE/TRANS/SC.3/178, para. 34).

14. The Working Party may wish to review and adopt its programme of work for the next period (2010-2014) prepared by the secretariat on the basis of the progress of work since 2007 and results of the follow-up activities to Resolution No. 258 (ECE/TRANS/SC.3/2009/1). The additions to the original programme of work are highlighted in bold and the text to be deleted is highlighted in strike-through.

### **DRAFT PROGRAMME OF WORK 2010-2014**

#### A. Inland waterway infrastructure

Priority: 1

Description: Development of a coherent navigable waterway network in Europe.

Work to be undertaken: The Working Party on Inland Water Transport will carry out the following activities:

#### Continuing activities

- (a) Monitoring the implementation of AGN Agreement and consideration of possible amendments to it.

#### Output expected:

- (i) Preparation of action plans on elimination of concrete bottlenecks and completion of missing links on particular E waterways crossing the territory of more than one State Party to AGN and preparation of proposals on the development of concrete river-sea routes in the context of the AGN Agreement (as called for in resolution No. 252 of the Inland Transport Committee of 20 February 2003). Priority: 2
- (ii) Updating the lists of ports and waterways of international importance in annexes I and II of the agreement. Priority: 2
- (b) Revision of the Inventory of Main Standards and Parameters of the E Waterway Network ("blue book") in order to enable Governments to monitor the progress in the implementation of the AGN Agreement.

Output expected: Preparing every five years a revised version of the blue book. **Next revised version is scheduled to be published in 2011.** Priority: 1

- (a) Updating maps of European inland waterways in order to avail Governments with up-to-date data concerning inland waterway infrastructure in Europe

Output expected: Publication every five years of the update of the Map of European Inland Waterways. **Next revised version is scheduled to be published in 2011.** Priority: 2

Activities of a limited duration

None.

B. Harmonization of requirements concerning international inland waterway transport including inland water transport safety and facilitation of its operations Priority: 1

Description:

- (a) Exchange of views on selected aspects of new and improved techniques in inland water transport, their economic importance and appropriate applications; standardization of ship's papers and consideration of relevant legal provisions with a view to their harmonization aimed at facilitating and promoting international water transport in Europe.
- (b) Standardization of technical requirements for inland navigation vessels with a view to ensuring the high level of safety of navigation throughout the European network of inland waterways and the reciprocal recognition on this basis of ship's certificates.
- (c) Harmonization of safety requirements for inland navigation in Europe with a view to ensuring homogeneous and internationally acceptable standards of safety of navigation throughout the European network of inland waterways.

Work to be undertaken: The Working Party, using when necessary the expertise of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation, will continue its work on the following questions:

Continuing activities

- (a) Consideration of the possibility and need for amending existing UNECE legal instruments and recommendations with provisions aimed at enhancing transport security

Output expected: Possible adoption of relevant draft amendments to AGN Agreement, CEVNI and/or Recommendations on Harmonized Europe-wide technical requirements for Inland navigation vessels (Resolution No.61). Priority: 2

- (b) Preparation and circulation of studies on the situation and trends in inland navigation in order to provide Governments with up-to-date basic information and data concerning inland water transport mode.

Output expected:

- (i) Regular publishing (once every ten years) of “*White Paper on Trends in and Development of Inland Navigation and its Infrastructure*” to inform general public about advantages of transport by inland waterway and issues in its development. Priority: 1  
**Next revised version is scheduled to be published in 2009;**
- (ii) Drafting a summary on recent developments in the field of inland navigation in member Governments once every two years. Priority: 2  
**Next summary is scheduled to be published in 2010;**
- (iii) Consideration of the possibility to elaborate a comprehensive strategic policy for inland navigation, extending beyond the EC and covering also such countries as Belarus, Croatia, Kazakhstan, Republic of Moldova, Russian Federation, Serbia and Ukraine; Priority: 2
- (iv) Consideration of the questions of financing of inland waterway development. Certain basic aspects of possible distribution of cost among beneficiaries as well as the main economic indicators for such infrastructure development could become a subject of a White Paper on financing the infrastructure of inland waterway transport. Priority: 3
- (c) Application and updating of Recommendations on Harmonized Europe-wide technical requirements for Inland navigation vessels (Resolution No. 61) in order to ensure a high level of safety of navigation.

Output expected:

- (i) Updating Recommendations on Harmonized Europe-wide technical requirements for Inland navigation vessels (Resolution No.61) with due regard, in particular, to the provisions in force within the European Union and River commissions. Priority: 1
- (ii) Further development of Resolution No.61, including, in particular, consideration of a possibility and modality for the elaboration of specific unified technical requirements for sea-river vessels, ~~sea-going ships and recreational craft.~~ Priority: 1

- (d) Assisting Governments in facilitating the free movement of crew members across Europe.

Output expected:

- (iii) ~~Revision of the~~ **Promoting harmonized pan-European standards on the issuance of boatmasters' certificates on the basis of the revised** Recommendations on Minimum Manning Requirements for the Issuance of Boatmasters' Licenses **certificates** in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (annex to resolution No. 31) ~~and their harmonization on a Pan-European level~~ with due regard, in particular, to the provisions in force within the European Union and river commissions (2010); Priority: 1
- (iv) Elaboration of a harmonized procedure for consideration of applications for recognition of ship's certificates and boatmasters' licenses with the aim of ensuring a general and non-discriminatory approach to this consideration; Priority: 1
- (v) Consideration of the possibility of a development of an all-European uniform Riverfarers' identity Document taking **into account the relevant activities of River Commissions**; Priority: 2
- (vi) Rationalisation and unification to the extent possible and, in cooperation with River Commissions, of the requirements on checking the knowledge by boatmasters of specific stretches of inland waterways and their skill in coning vessels on those stretches. Consideration, with the participation of shipping companies, of the harmonization of crew members' job profiles; Priority: 2
- (vii) Consideration, jointly with river commissions, of the establishment of a European network aiming at the facilitation of exchanges on national educational programmes and vocational training in inland navigation. Priority: 3
- (e) Application and updating of the European Code for Inland Waterways (CEVNI) and the provisions concerning Signs and Signals on Inland Waterways (SIGNI) to ensure a high level of safety in international traffic.

Output expected:

- (i) ~~Adoption of amendments to CEVNI concerning, in particular, high-speed vessels and navigation in reduced visibility;~~ **Promoting the fourth revised edition of CEVNI as a basis for the harmonized navigation rules in the UNECE region in close cooperation with River Commissions**; Priority: 1

- (ii) Publication of a revised SIGNI; Priority: 1
- (iii) Helping Governments and river commissions to identify and reduce, if possible, the difference between the CEVNI rules and the national/regional legislation. Priority: 1
- (f) Elaboration of requirements for the prevention of pollution from vessels with a view to protecting the environment from pollution, noise and vibration originating from shipping.

Output expected:

- (i) ~~Amendment of~~ **Promoting the revised** resolution No. 21 on Prevention of Water Pollution by Inland Navigation Vessels and consideration of measures aimed at prevention of air pollution from inland navigation vessels; Priority: 1
- (ii) Regular revision, in cooperation with EC and river commissions, the environmental standards taking into account the technological progress and the ever-increasing demand for the protection of the environment. Priority: 2
- (g) Promotion of implementation of existing UNECE Conventions pertaining to inland navigation and assessment of the legal instruments concerned in order to consider updating those, which have become obsolete.

Output expected:

- (i) Discussing the question of practical implementation by member Governments of the provisions of the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) and its impact on national legislation; Priority: 2
- (ii) Revision and updating of the 1965 Convention on the Registration of Inland Navigation Vessels; Priority: 2
- (iii) Initiating the consideration of the findings and recommendations of the Group of Volunteers on legislative obstacles, as reflected in TRANS/SC.3/2005/1 with a view to simplifying national legislation of member countries. Priority: 3
- (h) Application and maintenance, in close cooperation with competent international groups of experts, of resolutions on common principles and technical requirements for a Pan-European River Information Service.

Output expected: Maintenance of texts and technical annexes of the following Resolutions: Priority: 2



- (i) No. 48 - Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS);
- (ii) No. 57 - Guidelines and Recommendations for River Information Services;
- (iii) No. 60 - International standards for notices to skippers and for electronic ship reporting in inland navigation;
- (iv) No. 63 - International Standards for Tracking and Tracing in Inland Waterways.

Activities of a limited duration

- (i) Following the developments relating to the possible accession of Central and Eastern European countries to the CLNI Convention of 1988 with a view to deciding whether this may ensure the establishment in Europe of a unique regime of liability of owners of inland navigation vessels. ~~(2007)~~. Priority: 3
- (j) Consideration of upgrading the status of resolutions Nos. 61 (Recommendations on Harmonized Europe-wide technical requirements for Inland navigation vessels), 24 (European Code for Inland Waterways) and 31 (Recommendations on boatmasters' licences) including their possible conversion into binding instruments with a view to providing, inter alia, for reciprocal recognition by its Parties of ship's certificates and crew members' licences issued on their basis. ~~(2006)~~.

Output expected: Presentation of amendments to the annex to resolution No. 61, and to CEVNI in such a way that they could become a part of a binding instrument. Priority: 2

- (k) Assisting Governments and river commissions in facilitating transport of disabled people.

- (l) Output expected: ~~Possible~~ Revision of Resolution No. 25, which contains Guidelines for Passenger Vessels also suited for carrying Disabled Persons. Priority: 2

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