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Report of the Working Party on Inland Water Transport on its fifty-fifth session

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I. Attendance

1. The Working Party on Inland Water Transport (SC.3) (hereafter, the Working Party or SC.3) held its fifty-fifth session from 12 to 14 October 2011 in Geneva.
2. Representatives of the following countries participated: Austria, Belgium, Bulgaria, Croatia, Czech Republic, Germany, Lithuania, the Netherlands, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.
3. The representative of the European Union (EU) was also present. Representatives of the following intergovernmental organizations also attended the session: Danube Commission (DC) and International Sava River Basin Commission (Sava Commission). The following non-governmental organization was represented: European Boating Association (EBA). Hungary, the United Kingdom of Great Britain and Northern Ireland, the Central Commission for the Navigation of the Rhine (CCNR) and the Moselle Commission informed the secretariat that they were unable to attend. The representatives of Via Donau and Euromapping were present at the invitation of the secretariat.
4. Mrs. Eva Molnar, Director of the UNECE Transport Division, opened the fifty-fifth session. She congratulated the Working Party on its recent achievements and, notably, the finalization of the White Paper on Efficient and Sustainable Inland Water Transport in Europe. She strongly welcomed the strategic discussions by SC.3 on the follow-up to the paper's policy recommendations. Referring to the recommendation to convene an international conference for countries with vested interest in inland navigation, she invited the delegations to start considering this activity as soon as possible, as organizing such an event would require substantial preparatory work both by the delegations and by the secretariat. The Director also informed SC.3 about the ongoing reform review of UNECE, during which Chairs of all UNECE Working Parties were asked to review the results of the past two years and to rank in priority their current and future activities. She urged the delegations to take an active part in the review process to ensure that the priorities of SC.3 are duly reflected in the final document on the reform review.

II. Chair

5. In accordance with the decision of the fifty-fourth session of SC.3 (ECE/TRANS/SC.3/187, para. 46), Mr. Reinhard Vorderwinkler (Austria) chaired the session.

III. Adoption of the agenda (agenda item 1)

6. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/190). With regard to agenda item 14 "Adoption of the report", the Working Party agreed that, only decisions should appear in the draft to be prepared by the secretariat and read at the end of the session. A final concise report, which would include succinct introductory statements, comments and positions of individual delegations, should be prepared by the Chair with the assistance of the secretariat and circulated after the session.

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

7. The Working Party on was informed about the decisions of seventy-third session of the UNECE Inland Transport Committee (ITC) related to the work of the Working Party. In particular, SC.3 welcomed the endorsement by the ITC of the White Paper on Efficient and Sustainable Inland Water Transport in Europe, prepared by SC.3 (ECE/TRANS/221, para. 59).

8. The Working Party also took note of the round table discussion on “Transport of dangerous goods: global and regional dimensions”, organized during the ITC session (ECE/TRANS/221, annex). Furthermore, SC.3 took note of the work on the UNECE roadmap for intelligent transport systems (ITS) (ECE/TRANS/221, paras. 20–21) and agreed to discuss the roadmap in more details under agenda item 7 (c). Finally, the Working Party took note of the creation by ITC of the Group of Experts on climate change and impacts and adaptation for international transport networks and decided to discuss this development under agenda item 10 (b) together with the status report on the United Nations Development Account project for the development and implementation of a monitoring and assessment tool for CO₂ emissions in inland transport to facilitate climate change mitigation.

9. SC.3 was also informed about the activities and results of work of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

V. Exchange of information on measures aimed at promoting transport by inland waterway (agenda item 3)

10. The Working Party welcomed the information provided by the EU delegation on stakeholder consultations and an impact assessment study, carried out by the European Commission to prepare the follow-up to the 2006–2013 EU NAIADES Action programme. The Working Party was informed that the communication on NAIADES II was expected shortly after the completion of the impact assessment study by the end of 2011. The Working Party asked the secretariat, in cooperation with the delegation of the EU to report on this issue at the next session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (hereafter, SC.3/WP.3) from 15 to 17 February 2012.

11. The Working Party also took note of the activities of River Commissions for Danube, Moselle, Rhine and Sava presented in the report by the secretariat (ECE/TRANS/SC.3/2011/1) and complemented by the interventions of the representatives of the Danube Commission and the Sava Commission. In addition to the activities included in the report, the representative of the Sava Commission highlighted the rehabilitation works on the Sava river, as well as the ongoing work on assessing the impact of climate change on navigation in the Sava river basin. The representative of the Danube Commission reported on the current work preparing a declaration on the impact of climate change on the navigation on the Danube, updating the plan of major works on the Danube and revising the DC recommendations on fairway dimensions. SC.3 thanked the secretariat and River Commissions for the concise report highlighting the main results of the River Commissions' work and areas of existing or possible cooperation, and asked the secretariat to continue providing annual report on the River Commissions' activities.

12. The Working Party also recalled that, for the next session, the secretariat would be submitting its biannual report on the current situation of inland navigation in the ECE region. SC.3 confirmed that the report would focus, as usual, on three major topics, i.e. infrastructure development, transport of goods and general policy issues. Governments and River Commissions were invited to cooperate with secretariat on collecting the relevant information.

VI. Follow-up to the UNECE White Paper on efficient and sustainable inland water transport in Europe (agenda item 4)

13. The Working Party was presented with the official publication of the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe (hereafter, the UNECE White Paper), as endorsed at the seventy-third session of ITC (ECE/TRANS/SC.3/189). SC.3 welcomed the supplement to the White Paper, presenting the situation of inland water transport in the United States of America. SC.3 also thanked the secretariat for the excellent work on the layout and the final format of the publication.

14. In this context, the Working Party exchanged views on the follow-up activities to the White paper and, in particular, on the possible UNECE role in hosting the future European Hull Database. The representative of PLATINA reported on the latest development in the implementation and pilot operation of the European Hull Database. SC.3 noted that the issues related to the possible operation of the database by UNECE had been discussed by SC.3/WP.3 and that, at its thirty-ninth session, SC.3/WP.3 finalized a background note on future cooperation on the European Hull Database. SC. 3 approved the background note, submitted by SC.3/WP.3 in Chapter II of document ECE/TRANS/SC.3/2011/2. SC.3 also acknowledged that there were several candidates for hosting the database and that the final decision on the future operator of the database belonged to the European Commission. Furthermore, the Working Party recalled that, as far as the UNECE was concerned, the decision on UNECE undertaking such a new activity, needed to be taken by the ITC. In the light of these elements, the Working Party asked the secretariat to continue its consultations with the EU delegation on this issue, to forward document ECE/TRANS/SC.3/2011/2 for consideration to the ITC Bureau and, subsequently to ITC and to report on this issue on the next SC.3/WP.3 session.

VII. Inland waterway infrastructure (agenda item 5)

A. European Agreement on Main Inland Waterways of International Importance (AGN)

15. The Working Party took note of the status of the AGN agreement¹ and invited other countries, who have not yet done so, to join the agreement. The Working Party was also informed by the secretariat that in the process of revising the Inventory of main standards and parameters of the E waterway network ("Blue Book") updates to the list of inland waterways and ports of international importance (annexes II and III of the AGN) were

¹ As of 12 October 2011, seventeen countries were part to the AGN Agreement: Austria, Belarus, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Hungary, Italy, Lithuania, Luxembourg, Republic of Moldova, Netherlands, Romania, Russian Federation, Slovakia, Switzerland and Ukraine. The latest information on the status of the agreement is available at: www.unece.org/trans/main/sc3/legalinst_06_TINF_AGN.html.

identified. The Working Party asked the secretariat to submit draft amendments to the AGN for preliminary discussion at the SC.3/WP.3 forty-first session from 20 to 22 June 2012, so that an official proposal could be submitted to the SC.3 fifty-sixth session.

B. Inventory of main standards and parameters of the E waterway network (“Blue Book”)

16. The Working Party considered the draft second edition of Blue Book (ECE/TRANS/SC.3/2011/3), prepared by the secretariat in accordance with the decision of the SC.3 fifty-fourth session (ECE/TRANS/SC.3/187, paras. 15–16). The French and Russian text of the draft inventory were circulated as Informal document No. 4. In preparing the draft the secretariat used primarily information submitted by Governments, relevant international studies, as well as information collected during the preparation of the White Paper and the secretariat's biannual reports on the current situation of inland navigation in the ECE region. To keep the delegations informed of the revision process and stimulate their input, a progress report on the revision was submitted to the SC.3/WP.3 thirty-ninth session.

17. The secretariat informed the Working Party that the response rate to the questionnaire on revising the Blue Book was very good, but, nevertheless, information on some countries was still being collected. Moreover, some delegations asked for additional time in order to reflect on the latest information available in the Blue Book. The secretariat also recalled that in accordance with the decision of the SC.3 fifty-fourth session, the section on bottlenecks and missing links in the network of main inland waterways of international importance was updated using the 2009 PLATINA Inventory of bottlenecks and missing links on the European waterway network and not the direct submissions by Governments.

18. Taking into account the report by the secretariat and recalling the intergovernmental character of the Blue Book, which required the approval of its content by Governments, the Working Party:

(a) Invited the delegations to review the updated information on their country with the particular attention to the chapter on bottlenecks and missing links and submit their corrections, if any, to the secretariat by 15 December 2011;

(b) Asked the secretariat to pursue its contacts with the countries who have not submitted the information, so that their reply could be submitted by 15 December 2011;

(c) After 15 December 2011, proceed with finalizing and publishing the inventory, so that the publication can be submitted to the next session of ITC.

19. The Working Party considered the draft updated map of European Inland Waterways, prepared by the secretariat in accordance with the decision of the SC.3 fifty-fourth session (ECE/TRANS/SC.3/187, para. 17). SC.3 discussed the choices regarding the visual display of the information on inland waterway parameters, proposed in Informal document No. 6, and gave some preliminary instructions to the secretariat. In particular, the Working Party agreed that the missing links in the AGN network could be displayed in the map, assuming that their “missing link” status was properly reflected visually and that their inclusion was approved by the competent Governments. The Working Party also noted that while the information contained in the map should be based on the Blue Book, the map should primarily present the class of the waterways and did not need to reproduce all the information contained in the publication, for instance, with respect to the water level. After a preliminary exchange of views on the map, the Working Party invited the delegations to submit their further comments and corrections on the map by 15 December 2011, so that

the secretariat could finalize and print the map, as well as make it available in the electronic format.

C. Strategic development of inland waterway infrastructure

20. With this revision of the UNECE Blue Book and in the context of the proposed programme of work under item 11, the Working Party took note of the special discussion on the strategic development of inland waterway infrastructure held during the thirty-ninth session of SC.3/WP.3 and of the general overview of the SC.3 infrastructure related activities, presented in ECE/TRANS/SC.3/2011/4. The Working Party approved the proposal, contained in paragraph 18 of the document, to focus in the next biennium on maintenance of pan-European instruments on the coordinated development of the E-network of inland waterways and ports. SC.3 also agreed that one of indicators of achievement for 2012–2013 would be promoting the second edition of the Blue Book and updating AGN (and, if needed, other relevant UNECE instruments) based on the information received for the latest revision of the Blue book.

21. Furthermore, SC.3 agreed with the proposal, contained in paragraphs 19–20 of ECE/TRANS/SC.3/2011/4, to consider cooperation with other UNECE Working Parties and, in particular, with the Working Party on Intermodal Transport and Logistics (WP.24), the Working Party on Rail Transport (SC.2) and the Working Party on Transport Trends and Economics (WP.5) on addressing other issues related to infrastructure, such as including river-sea routes in the AGN; acting as a pan-European forum to coordinate the development of the E waterway network; supporting initiatives aimed at improving the role of IWT in secure intermodal transport chains and addressing at the expert and policy levels, the issue of inland waterway infrastructure pricing and its impact on IWT use and competitiveness.

VIII. Mutual recognition of boatmasters' certificates and other issues related to the professional qualifications in the area of inland navigation (agenda item 6)

22. The Working Party took note of the discussions on this item held during the thirty-ninth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/78, paras. 14–18) and of the thematic note by the secretariat (ECE/TRANS/SC.3/2011/5).

23. The Working Party was also informed by the EU delegation about the results of the impact assessment process with respect to revising Directive 96/50/EC of 23 July 1996 on harmonizing the conditions for obtaining national boatmasters' certificates for the carriage of goods and passengers by inland waterway within the Community. The representative of the EU reported that, under the existing requirements for justifying any EU legislative action by an impact assessment study, in order to warrant any future activity in this area it was considered necessary to enlarge the scope of action from the issue of boatmasters' certificates to the more comprehensive issue of the professional requirements applicable to all crew members. He also reported that, in this context, the European Commission was considering the possibility of a joint working group on professional requirements in inland navigation, similar to the existing EU/CCNR joint working group for technical prescriptions for inland vessels. To discuss these issues further, the European Commission was planning to convene a stakeholder conference by the end of 2011 on the issue of professional requirements of inland navigation, to which all member States, River Commissions and UNECE would be invited.

24. The Working Party welcomed the information provided by the delegation of the EU and emphasized the need for a timely exchange of information on the planned EU action on boatmasters' certificates and manning requirements, as some discussions in member States, SC.3 and in River Commissions had to be suspended awaiting the European Commission's decision on revising Directive 96/50/EC. SC.3 asked the delegation of the EU to inform the secretariat of any development in this area, so that this information could be disseminated to member States and River Commissions.

25. After an exchange of opinions based on the secretariat's note, the Working Party acknowledged that in the context of a high degree of harmonization between the EU, UNECE and River Commissions' minimum requirements for the issuances of boatmasters' certificates, the additional issue to be addressed was modernization of the professional requirements in inland navigation. The Working Party also took note of the invitation by the Danube and Sava River Commissions to organize an inclusive pan-European dialogue on such a modernization process. In this context and taking into account the recommendation by SC.3/WP.3, SC.3 invited the delegations and, in particular the delegations of the European Union and River Commissions, to consider practical modalities for cooperating on modernization of professional requirements in inland navigation. The Working Party also approved the SC.3/WP.3 intention to discuss this issue at its fortieth session.

IX. Standardization of technical and safety requirements in inland navigation (agenda item 7)

26. The Working Party took note of the reports on the thirty-eighth session and the thirty-ninth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/76 and ECE/TRANS/SC.3/WP.3/78).

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

27. The Working Party welcomed the draft roadmap for future work on CEVNI, finalized by the SC.3/WP.3 thirty-ninth session (ECE/TRANS/SC.3/2011/6). The representative of the Netherlands confirmed his support of the roadmap but expressed his concern that the references to the work on the German text of CEVNI in the draft seemed to indicate that German would become the fourth official language of CEVNI. He considered that such a development raised some serious legal concerns, as the German was not one of the UNECE official languages. The Working Party agreed that, while the German text of CEVNI would be an excellent practical tool for facilitating the implementation of the code, German could not become an official language for the document. The representative of the Danube Commission welcomed the draft roadmap, but proposed to reconsider the date for the next revision of the code, given that the fourth revised edition of CEVNI had just been introduced in some member States and River Commissions. The representative of Belgium referred to the ongoing work in the CCNR on comparing the fourth revised edition of CEVNI and the Rhine Police regulations and informed SC.3 that the CCNR planned to submit the results of this work, together with the amendment proposals to CEVNI, in the course of the year 2012. The Working Party agreed that in light of the ongoing work on implementing the fourth revised edition of CEVNI by member States and River Commissions, as well as the discussions on the new amendment proposals, such as the revision of Chapter 10, the next revision of the code should be planned for 2013, at the earliest. The Working Party, therefore, adopted the roadmap for future work on CEVNI, as contained in ECE/TRANS/SC.3/2011/6, subject to the following modifications:

(a) In paragraph 27 and other relevant sections of document ECE/TRANS/SC.3/2011/6, where appropriate: Correct the date for the next revision of CEVNI to October 2013, at the earliest;

(b) Modify the references to the work on the German text of CEVNI as to avoid the possible interpretation that with revision five German would become the fourth official language for CEVNI.

28. The Working Party agreed that the roadmap on future work on CEVNI should be used as the main reference and mandate document for its future CEVNI related activities and asked the secretariat to publish the final text of the roadmap as annex to the report of the fifty-fifth session. In line with the approved roadmap, SC.3 adopted the proposed schedule of the future work on CEVNI, i.e. preparation during the next biennium (2012–2013) of the fifth revision of CEVNI, taking into account the information of the application of CEVNI by member States and River commissions and the existing national and regional deviations from CEVNI.

29. Furthermore, in accordance with the decision of its fifty-third session to monitor the use of CEVNI (ECE/TRANS/SC.3/183, para. 13), the Working Party took note of the second edition of CEVNI status document, which contained current information on the implementation of CEVNI in member States and River Commissions (ECE/TRANS/SC.3/2011/7). The Working Party welcomed the progress made by member States and River Commissions in introducing the fourth revised edition of CEVNI and in identifying national and regional special requirements deviating from the CEVNI provisions. SC.3 also invited Governments and River Commissions, who have not yet done so, to complete the questionnaire and transmit their responses to the secretariat as soon as possible.

30. The Working Party approved as pending amendments to CEVNI (to be formally adopted by the next revision of the Code) the new amendment proposals presented in Section II of ECE/TRANS/SC.3/2011/8, subject to the following corrections:

(a) Add the new amendment proposal to modify the last sentence of paragraph 5 of Article 1.10 to read:

The ship's certificate and measurement certificate shall be kept by the **operator** of the barge.

(b) Delete the proposal on amending Article 6.04 contained in paragraph 11, given that the delegation of Belgium had asked for more time to prepare an alternative proposal which would clarify the application of articles 6.04 and 6.05 to the waterways for which "downstream" and "upstream" are not defined.

31. The Working Party was informed that, in accordance with the decision of the SC.3 fifty-third session (ECE/TRANS/SC.3/183, para. 13), the CEVNI Expert Group, composed of River Commissions and interested Governments, continued its work on monitoring the implementation of CEVNI by Governments and River Commissions and examining future amendment proposals to the code with the goal to prepare advanced proposals and advice to SC.3/WP.3. The CEVNI Expert Group held four meetings since the last SC.3 session: one meeting back-to-back with the CCNR Plenary in December 2010, two meetings back-to-back with the SC.3/WP.3 sessions and one meeting back-to-back with the SC.3 fifty-fifth session. The Working Party expressed its appreciation to River Commissions and member States for taking an active part in the group. SC.3 noted, however, that some River Commissions were not always able to participate in the meetings and emphasized that without continuous and tangible input from the River Commissions and interested member States, this efficient and flexible coordination and consultation mechanism would not be able to function effectively. The Working Party strongly encouraged the River Commissions and interested delegations to continue their cooperation under the auspices of

the CEVNI Expert Group and asked the secretariats of UNECE and River Commissions to explore all the possibilities for synergy and back-to-back meetings.

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

32. The Working Party welcomed the publication of the first revised edition of Resolution No. 61 on Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (hereafter, Resolution No. 61) (ECE/TRANS/SC.3/172/Rev.1).

33. The Working Party was informed by the representative of the Russian Federation that the Group of Volunteer experts on Resolution No. 61 (hereafter, Group of Volunteers), composed of interested Governments and River Commissions, resumed its work and held three meetings since the last SC.3 session (7–9 December 2010 in Moscow, 18–20 April 2011 in Brussels and 6–9 September 2011 in Budapest). The next meeting is planned for January 2012. SC.3 noted that the group was highly instrumental in preparing the amendment proposals to Resolution No. 61, under the general guidance and final approval of SC.3/WP.3. The Working Party expressed its appreciation to the Governments and River Commissions which took part in the work of the group and strongly encouraged other delegations to take part in its meetings.

34. The Working Party considered the draft resolution on amendments to Resolution No. 61 as contained in ECE/TRANS/SC.3/2011/9 and Add.1–2. The Working Party discussed the comments on the draft amendments to Section 1-2 of Resolution No. 61, presented by Ukraine in Informal document No. 3, as well as the response to these comments, provided by the Russian Federation in consultations with other members of the Group of Volunteers in Informal document No. 5. The Working Party agreed to amend its proposal on definition of “craft” in accordance with the proposal by Ukraine, noting that this correction only applied to the Russian text. Regarding the remaining comments and proposals by Ukraine, SC.3 agreed that they deserved further consideration and discussion both by the Group of Volunteers and by SC.3/WP.3 and invited Ukraine to take an active part in such discussions. Following the intervention of Slovakia, SC.3 also agreed that in the future both the CEVNI Expert group and the Group of Volunteers should consider harmonizing the definitions used in CEVNI and in Resolution No. 61, if appropriate and bearing in mind the differences in the goal and the scope of the two documents. The Working Party, however, considered that the important and efficient work on the amendments to the definitions used in Resolution No. 61 should already be reflected in the amendments to the Resolution.

35. The Working Party, therefore, adopted Resolution No. 72 on Additions and amendments to Resolution No. 61, based on the text contained in ECE/TRANS/SC.3/2011/9 and Add.1–2, subject to the following corrections and conditions:

(a) Correct the Russian text of Definition No. 1 (“craft”) in ECE/TRANS/SC.3/2011/9/Add.1 to read:

«Плавучее средство – судно или плавучее оборудование»;

(b) If the delegation of Ukraine confirms by 4 November 2011, that it cannot agree to the proposed definitions 5, 6, 7, 49 and 132 and the approach proposed by the Russian Federation with respect to the definitions of “small craft” and “recreational craft”, in the final text of Resolution No. 72 for these definitions substitute the text currently

contained in Resolution No. 61 and forward the proposals on these definitions for further discussions to SC.3/WP.3.

C. Guidelines and Recommendations for River Information Services (Resolution No. 57)

36. The Working Party considered the draft revised Resolution No. 57, presented in ECE/TRANS/SC.3/2011/10 and discussed the proposal by the Russian Federation to maintain the former table 4.9 in the resolution. SC.3 was informed of the position of the Chair of the PIANC Working Group 125, who prepared the revised PIANC Guidelines. In his correspondence with the secretariat, the Chair advised not to maintain the table referring to the results of the in-depth discussions on this issue within the Working Group. SC.3 also noted that maintaining table 4.9 would mean a divergence between the text of the resolution and the PIANC Guidelines and, therefore, between the resolution and the possible future instruments of River Commissions and the EU, which would be based on the revised PIANC Guidelines. At the same time, SC.3 acknowledged that table 4.9 was considered to be useful by some of the UNECE member States. In the light of these considerations, the Working Party decided to keep the table but to move it to a new annex in the revised Resolution, thus achieving the harmonization between the body of the resolution and the revised PIANC Guidelines. SC.3, therefore, approved the amendments to Resolution No. 57, “Guidelines and Recommendations for River Information Services”, as proposed in ECE/TRANS/SC.3/2011/10, subject to moving the former table 4.9 into a new annex III to Resolution No. 57. The resolution with the final text of the revised guidelines and recommendations for River Information Services will be published by the secretariat as Resolution No. 73 of SC.3 (ECE/TRANS/SC.3/165/Rev.1).

37. The Working Party expressed its appreciation to PIANC and, in particular, to the Chair of the PIANC Working Group 125 for its expertise and support in preparing the revision of Resolution No. 57.

38. In this context, SC.3 was informed about the work on the UNECE Road Map on Intelligent Transport Systems (ITS).² The Working Party welcomed Action No. 14 on “Integrating with inland water transport”, which reproduced the relevant policy recommendations of the UNECE White Paper, i.e. Policy Recommendation No. 3 which calls on Governments, river navigation commissions, international organizations and the inland navigation industry to “promote the use of River Information Service and other information communication technologies (ICT)”.

D. Other issues under consideration by SC.3/WP.3

39. The Working Party took note of the other issues currently under consideration by SC.3/WP.3, including:

- (a) Revision of Resolution No. 59, “Guidelines for Waterway Signs and Markings”;
- (b) Revision of Resolution No. 48, “Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS)”;

² The text of the presentation on the UNECE’s role to promote Intelligent Transport Systems is available at: www.unece.org/trans/main/sc3/sc3/sc32011.html.

(c) Further development of Resolution No. 61 with respect to minimum technical requirements for computers installed on vessels and other issues;

(d) Work on pan-European Rules on General Average in Inland Navigation.

40. With respect to Resolution No. 59, the Sava Commission reported that it would submit the advanced proposal on the revised resolution for the fortieth session of SC.3/WP.3 and would use this opportunity to present a web-based application for river bank marking, developed by the Commission.

X. Harmonization of the legal framework for international inland water transport (agenda item 8)

A. Status of international conventions and agreements on inland navigation issues

41. The Working Party took note of information on the current status of legal instruments on inland navigation questions, adopted both within and outside UNECE, as well as the progress in a number of their Contracting Parties since the Bucharest pan-European Conference on Inland Water Transport Conference in 2006 (ECE/TRANS/SC.3/2011/11). The Working Party was informed that since the publication of the report, the Czech Republic had ratified the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

B. Application of UNECE resolutions relating to inland navigation

42. The Working Party took note of the situation regarding the application by Governments of its resolutions (ECE/TRANS/SC.3/2011/12). SC.3 was informed that since the publication of the report a communication was received about the acceptance by Belgium of Resolution No. 40. The Czech Republic also reported that it was continuously implementing Resolution Nos. 48, 57, 58, 60, 61 and 63.

C. Exchange of information on local knowledge requirements in UNECE countries

43. The Working Party was informed that no additional information had been received by the secretariat since the publication of the last report on the local knowledge requirements existing in UNECE member States (ECE/TRANS/SC.3/2010/12). SC.3 invited the delegations to submit their updates, if any, to the fifty-sixth session of the Working Party.

XI. Recreational navigation (agenda item 9)

44. The Working Party took note of the acceptance of Resolution No. 40 by Belgium (Informal document No. 1), Norway (ECE/TRANS/SC.3/2011/13, annex) and South Africa (ECE/TRANS/SC.3/2011/13, annex). The Working Party welcomed this development, noting that Resolution No. 40 was a unique international document facilitating the recognition of the certificates for operating pleasure craft in and now beyond Europe.

45. In accordance with the proposal contained in paragraph 3 of ECE/TRANS/SC.3/2011/13, information communicated by Belgium in Informal document No. 1 and

information communicated to the secretariat by Government of Ireland, the Working Party agreed to update Annex IV of Resolution No. 40 as follows:

(a) Add information on the acceptance of the resolution by Norway as of 1 May 2011, indicating that the Norwegian Maritime Directorate is the competent authority for authorizing and issuing ICC to Norwegian citizens and residents who satisfy the requirements of Annex I to the resolution;

(b) Add information on the acceptance of the resolution by Belgium indicating that the General Directorate for Maritime Transport of the Public federal service on Mobility and Transport was competent for issuing ICC;

(c) Add information on the acceptance of the resolution by South Africa, indicating that South African Sailing is the competent national authority for authorizing and issuing the ICCs to citizens and residents of South Africa and citizens of countries which are not member of the UNECE, who satisfy the requirements of Annex I to the resolution;

(d) Correct information on the acceptance of Resolution No. 40 by Finland (not applied);

(e) Indicate the approved body(ies) for issuing of ICC's in Croatia (Annex 4, Column 4) as follows:

Croatian portmaster offices (Lučka Kapetanija Sisak, Lučka Kapetanija Slavonski Brod, Lučka Kapetanija Osijek and Lučka Kapetanija Vukovar);

(f) Indicate the following bodies as issuing ICC in Ireland:

The Irish Sailing Association (ISA), International Yacht Training, formerly known as International Yachtmaster Training and the Irish Waterski and Wakeboard Federation (IWWF).

46. The Working Party asked the secretariat to reissue Resolution No. 40 with an updated Annex IV.

47. Furthermore, noting the importance of further facilitating and ensuring safety of recreational navigation, the Working Party approved the proposals to resume the work on a schematic map of the waterways used for recreational navigation and to elaborate an informative document on the implementation of Resolution No. 40 (ECE/TRANS/SC.3/2011/13, paras. 5–10) of. The Working Party also took note of EBA's proposal to consider raising the legal status of the resolution in the context of its increasing importance and acceptance by countries, including the countries beyond the ECE region. To that effect, SC.3 decided to:

(a) Ask SC.3/WP.3 to dedicate part of its forty-first session to the issue of informative document on the implementation of Resolution No. 40 and the schematic map of the waterways used for recreational navigation;

(b) Invite the delegations to cooperate with the secretariat on collecting the necessary information for the informative document and the schematic map;

(c) Ask the secretariat to study the possibility for changing the legal status of Resolution No. 40 in the light of its increased acceptance by the countries.

XII. Inland water transport and cross-sectoral issues (agenda item 10)

A. Inland water transport and security

48. The Working Party was informed of the OSCE-UNECE Inland Transport Security Discussion Forum, which will take place in Vienna on 12 and 13 December 2011 and which will also address the issue of inland waterways security.

B. Inland water transport and environment

49. The Working Party took note of the creation by ITC of the Group of Experts on climate change and impacts and adaptation for international transport networks, the scope of its work and overall objectives.³ The Working Party invited the delegations to take an active part in the Group of Experts and/or submit relevant studies and programmes related to climate change and inland navigation.

50. The Working Party also took note on the status report on the United Nations Development Account project for the development and implementation of a monitoring and assessment tool for CO₂ emissions in inland transport to facilitate climate change mitigation.⁴

XIII. Programme of work, biennial evaluation and terms of reference (agenda item 11)

51. The Working Party evaluated its performance in the last biennium on the basis of the main expected accomplishments and indicators of achievement for 2010–2011, adopted by the fifty-third session of the Working Party in October 2009 (ECE/TRANS/SC.3/183, para. 31) and approved by the ITC at its seventy-second session. Referring to paragraph 15 of ECE/TRANS/SC.3/2011/14, which summarized the results of the work of SC.3 during the biennium, the Working Party noted a very satisfactory progress on the two indicators of achievements, i.e. adoption of amendments to Resolution No. 61 in the light of the latest amendments to the EU Directive 2006/87/EC and monitoring the implementation of the fourth revised edition of CEVNI. The Working Party also noted that, in addition to these two activities, SC.3, assisted by SC.3/WP.3, finalized in 2011 the White Paper on Efficient and Sustainable Inland Water Transport in Europe, which contained strategic policy recommendations for the development of inland water transport at the pan-European level. Furthermore, during the biennium, SC.3 prepared the revision of the UNECE Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”) and achieved tangible progress in its work on technical and safety requirements for inland navigation, such as the special technical requirements for river-sea navigation vessels and the revised Resolution No. 57 on Guidelines for River Information Services.

³ The text of the presentation on the UNECE Group of Experts on Climate Change impacts and adaptation for international transport networks is available at: www.unece.org/trans/main/sc3/sc3/sc32011.html.

⁴ The text of the presentation on the UNDA project on CO₂ emissions in inland transport for Future Inland Transport Systems (ForFITS) is available at: www.unece.org/trans/main/sc3/sc3/sc32011.html.

52. In accordance with the decision of the ITC to review its programme of work every two years and taking into account the decisions on the indicators of achievement for 2012–2013 made under agenda items 5 (c) and 7 (a), the Working Party adopted its mandatory programme of work and biennial evaluation for 2012–2013, as set out in ECE/TRANS/SC.3/2011/14.

53. The Working Party also approved the 4-year work plan for 2012–2016, proposed in ECE/TRANS/SC.3/2011/15, subject to the following modifications:

(a) Include in section B, paragraph 1, subsection (d), the planned joint work on modernizing professional requirements in inland navigation, in accordance with the decision under item 6;

(b) In section B, paragraph 1, subsection (f), point (i) in the title of the revised Resolution No. 21 for “prevention of water pollution” substitute “prevention of pollution”.

54. The Working Party also adopted its terms of reference, based on the draft presented in ECE/TRANS/SC.3/2011/16 with the following corrections:

(a) In paragraph 2, subsection (b) in the Russian text for «Заниматься» substitute «Регулярно обновлять»;

(b) In paragraph 3 after subsection (c) insert a new paragraph as follows (and renumber the following sub-sections):

(d) Harmonize technical requirements on the prevention of pollution by inland vessels;

(c) After paragraph 4 include a new paragraph as follows:

5. Harmonize the legal framework for international inland water transport

(a) 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;

(b) 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' certificates) 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' certificates issued on their basis;

(c) Undertaking other activities aimed at further harmonizing and simplifying the international legal framework for inland water transport operations.

55. The Working Party asked the secretariat to publish the final text of the mandatory programme of work and biennial evaluation for 2012–2013, 4-year work plan for 2012–2016 and the SC.3 terms of reference as annexes to the report of the fifty-fifth session, so that they could be forwarded for decision to the ITC seventy-fourth session.

XIV. Tentative list of meetings for 2012 (agenda item 12)

56. The Working Party approved the following tentative list of meetings of SC.3 and SC.3/WP.3 for the year 2012:

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|---------------------|---|
| 15–17 February 2012 | Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (fortieth session); |
| 20–22 June 2012 | Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (forty-first session); |
| 10–12 October 2012 | Working Party on Inland Water Transport (fifty-sixth session). |

57. In accordance with the decision of the SC.3 fifty-third session to hold the meetings of the CEVNI Expert Group back-to-back with the sessions of SC.3 and SC.3/WP.3, the Working Party agreed on the following preliminary dates for the meetings of the group:

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|------------------|---|
| 14 February 2012 | sixteenth meeting of the CEVNI Expert Group |
| 19 June 2012 | seventeenth meeting of the CEVNI Expert Group |
| 9 October 2012 | eighteenth meeting of the CEVNI Expert Group |

XV. Other business (agenda item 13)

58. The Working Party welcomed the publication of the revised Resolution No. 22 on Signals and Signs on Inland Waterways (ECE/TRANS/SC.3/108/Rev.2) as well as the finalization of the poster on “CEVNI: Waterway signs and marking”, prepared by the Republic in Serbia in cooperation with the secretariat.⁵

XVI. Adoption of the report (agenda item 14)

59. 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.

⁵ All publications by SC.3 are available in English, French and Russian on the SC.3 webpage: www.unece.org/trans/main/sc3/sc3res.html.