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### Inland Transport Committee

#### Working Party on Inland Water Transport

##### Fifty-ninth session

Geneva, 9–11 November 2015

### Report of the fifty-ninth session of the Working Party on Inland Water Transport

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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-ninth session from 9 to 11 November 2015 in Geneva.
2. Representatives of the following countries participated: Austria, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Germany, Lithuania, Poland, Russian Federation, Slovakia and Switzerland.
3. Representatives of the following intergovernmental organizations also attended the session: the Central Commission for the Navigation on the Rhine (CCNR), the Danube Commission (DC), the Eurasian Economic Commission (EEC), the International Sava River Basin Commission (the Sava Commission or SC). The following non-governmental organization was represented: European Boating Association (EBA). The representatives of the Commission on the Development of the E 40 Waterway of the Dnieper–Vistula Section, the Confederation of European Maritime Technology Societies (CEMT), the Inland Waterway Transport Educational Network (EDINNA), the Russian Chamber of Shipping and Zoi Environment Network were present at the invitation of the secretariat.
4. Ms. Eva Molnar, Director of the UNECE Sustainable Transport Division, opened the fifty-ninth session of the Working Party. She informed the participants about the adoption by the United Nations General Assembly of the 2030 Agenda for Sustainable Development and the Sustainable Development Goals (SDGs), which covered specific targets addressing sustainable mobility and transport. Furthermore, she informed the session of the updated edition of the paper “Transport for Sustainable Development – The case of Inland Transport”, which was prepared by the UNECE secretariat jointly with other United Nations regional commissions. She further informed the session about the next session of the Inland Transport Committee (hereafter, the ITC) to be held 23–26 February 2016 and, in particular, on the policy segment titled “Innovations for Sustainable Transport and Mobility” and the meeting of the Chairs of UNECE Transport Working Parties. She invited the Working Party to start discussion on current challenges and opportunities for SC.3 and the ITC both in the United Nations (such as SDGs), at a pan-European level and possible participation of other Working Parties, in particular, the Working Party on Transport Trends and Economics (WP.5) in this work.

## **II. Adoption of the agenda (agenda item 1)**

*Documentation:* ECE/TRANS/SC.3/200

5. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/200). The Working Party agreed that in agenda item 16 “Adoption of the report”, only the main decisions should appear in the draft to be prepared by the secretariat and read at the end of the session. A full report should be prepared by the Chair with the assistance of the secretariat and circulated after the session.

## **III. Election of officers (agenda item 2)**

6. The Working Party re-elected Mr. Reinhard Vorderwinkler (Austria) as Chair for its fifty-ninth session.

#### **IV. Activities of the United Nations Economic Commission for Europe (UNECE) bodies of interest to the Working Party (agenda item 3)**

*Documentation:* ECE/TRANS/248, ECE/TRANS/WP.15/AC.2/54, ECE/TRANS/WP.15/AC.2/56, ECE/ADN/31, ECE/ADN/33, ECE/TRANS/WP.5/58 and ECE/TRANS/WP.24/135

7. The secretariat informed the Working Party about the decisions of ITC taken at its seventy-seventh session (24–26 February 2015) related to the activities of the Working Party. In particular, ITC noted the finalization of the European Code for Inland Waterways (CEVNI, revision 5) and expressed its support of the activities of SC.3 towards harmonization of pan-European River Information Services (RIS), such as UNECE Resolution No. 48 on Electronic Chart Display and Information System (Inland ECDIS).

8. The Working Party took note of the activities and results of work of the Safety Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) that held its twenty-sixth session (27–30 January 2015) and twenty-seventh session (24–28 August 2015) and of the ADN Administrative Committee, in particular, derogations for vessels using LNG as a fuel, interpretations of the Rules annexed to the AGN Agreement, training of experts and the next package of amendments which was being prepared for entry into force on 1 January 2017.

9. The Working Party was further informed of the activities of the WP.5 relevant to SC.3, in particular, the port hinterland connections observatory prepared by Mediterranean Network (MedNet) programme which is an advanced web-based platform for Port Authorities and stakeholders that disseminates ad hoc knowledge and best practices, facilitates the exchange of views and records port operations related activities and procedures. Furthermore, the secretariat informed the session about a UNECE workshop “Vulnerability of critical transport infrastructure” (Geneva, 8 September 2015) held at the twenty-seventh session of WP.5, where security matters on inland water transport had been discussed. The outcome of the workshop should be a contribution to the Inland Transport Security Forum of ITC. It was suggested that UNECE and especially SC.3 could consider the development of a document concerning the security provisions for inland waterways similar to the International Ship and Port facility Security Code developed by the International Maritime Organization (IMO).

10. The Working Party was informed of the activities of the Working Party on Intermodal Transport and Logistics (WP.24), in particular, on the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) and related to the alignment of the Protocol on Combined Transport on Inland Waterways to the AGTC Agreement with the European Agreement on Main Inland Waterways of International Importance (AGN). At its fifty-seventh session, WP.24 asked the secretariat to review how to align the two documents: following this request, the document was prepared and discussed at the forty-seventh session of Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) and would be considered under agenda item 6 for transmission to the fifty-eighth session of WP.24 to be held 30 November–1 December 2015.

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

### **A. Status of implementation of recommendations of the White Paper on efficient and sustainable inland water transport in Europe**

*Documentation:* ECE/TRANS/SC.3/2015/1

11. The Working Party took note of the presentation given by the secretariat on the status of implementation of Policy Recommendations of the White Paper on Efficient and Sustainable Inland Water Transport in Europe and proposals for the next steps of implementation.

12. The Working Party noted the progress made in implementing the White Paper Policy Recommendations. SC.3 approved the report and asked the secretariat to transmit it to the seventy-eighth session of the Inland Transport Committee (Geneva, 23–25 February 2016).

### **B. Current situation and trends in inland water transport in terms of policy recommendations proposed by the White Paper on efficient and sustainable inland water transport in Europe**

*Documentation:* Informal document SC.3 No. 3 (2015)

13. The Working Party took note of the information given by Mr. Benjamin Boyer (CCNR) on the work of the European Committee for drawing up standards in the field of inland navigation (CESNI), established in June 2015 by CCNR, regarding technical requirements for inland navigation vessels and professional qualifications of crews. The CCNR representative informed the session about ongoing work on the European standard laying down technical requirements for inland navigation vessels (ES-TRIN) which provides harmonization between the Rhine Vessel Inspection Regulations and European Directive 2006/87/EC. The current draft ES-TRIN should be submitted to CESNI for adoption at the end of November 2015. The regulatory frameworks of the European Union – for which a new directive is currently being discussed – and of CCNR – the Rhine Vessel Inspection Regulations – should refer to ES-TRIN by 2018.

14. The Working Party took note of the presentation given by Mr. Carmelo Telesca (CEMT) on the overview of the current situation on European inland waterways on the basis of the report made at the meeting “NAV 2015” 24–26 June 2015 in Lecco, Italy, (Informal document SC.3 No. 3 (2015)). The CCNR representative gave clarification on the recognition of the Community Certificates of inland navigation vessels on the Rhine.

15. The Working Party took note of the presentation given by Mr. Maksim Asaul (EEC) on the activities of the Eurasian Economic Union (EEU), inland waterways of EEU member States, EEU transport policy, development of transit and multimodal transport being one of the key points of the EEU macroeconomic policy and infrastructure projects of EEU member States. The Working Party expressed the opinion that cooperation between EEC and SC.3 could contribute to the harmonization of norms and the further development of E waterways network in the context of the AGN Agreement.

16. The Working Party initiated discussions on its new strategy on the basis of a proposal prepared by the secretariat. SC.3 took note of opinions expressed by the delegations of Belgium, Germany, the Russian Federation, CCNR, DC, EDINNA, and SC

concerning the role of SC.3 in terms of the current trends in the inland water transport sector, modern challenges including the 2030 Agenda for Sustainable Development, avoiding duplication of work, harmonization of norms and regulations.

17. The Working Party agreed that the strategy needed to be reviewed once consultation had taken place with member States, River Commissions and other stakeholders and asked the secretariat to update the proposal on the basis of the comments made at the session. In addition, delegates were invited to submit their observations to the secretariat by 15 December 2015. SC.3 asked the secretariat to finalise the proposal and prepare a second draft for discussion at the forty-eighth session of SC.3/WP.3.

18. The Working Party asked the secretariat to prepare a progress report on the revision of its strategy for the seventy-eighth session of ITC with the aim of finalising the document by the sixtieth session of SC.3.

19. The Working Party decided to prepare a proposal on the review of the Policy Recommendations of the White Paper based on the results of the final document.

### **C. High-level international conference on inland navigation**

20. The Working Party continued the exchange of views on the preparation and organization of a high-level international conference as requested by ITC (ECE/TRANS/236, para. 31). The Chair mentioned that since the fifty-eighth session of SC.3, no new proposals on this matter had been received. The Working Party agreed that the following themes could be added to the key topics discussed at its fifty-eighth session: integration of inland water transport into intermodal corridors, possible ways of strengthening the position of inland water transport at a global level, the need for the harmonization of standards (including safety, environment and technical aspects) to ensure smooth coordination of inland water transport activities across countries, technology development and innovations, climate changes and its impact on inland water transport.

## **VI. Discussion on the theme “Project of development for the E 40 Waterway” (agenda item 5)**

*Documentation:* Informal document SC.3 No. 3 (2015)

21. The Working Party took note of the presentation given by Mr. Andrei Rekes (the Commission on the Development of the E 40 Waterway) on the progress in implementing the project on restoration of the Dnieper–Vistula Section of the E 40 Waterway located in Poland, Belarus and Ukraine in order to allow navigation throughout its entire length. He stressed that the main task of the project was aimed at increasing the economic attractiveness and transport accessibility of the border regions of Poland, Belarus and Ukraine. It was mentioned that the restoration project included three phases, in particular, the technical and economic feasibility study, planning and construction. The feasibility study determined three possible realistic scenarios of restoration of the waterway and the final decision should be announced at the final conference in Lublin (Poland), 15–16 December 2015. It was further mentioned that the Belarus section of the waterway was fully open for navigation and used for freight transportations. The Working Party took note of the information on the progress in eliminating bottlenecks on and modernizing of the Dnieper-Bug Canal section according to Class Va and information about studying the possibility to build hydrotechnical infrastructure for flow regulation at the Pripjat section. SC.3 also took note of remarks given by the representative of Zoi Environment Network concerning hydrological and environmental aspects of the project. SC.3 asked the Commission to keep it informed about further progress in this project.

## VII. European inland waterway network (agenda item 6)

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

*Documentation:* ECE/TRANS/SC.3/WP.3/94, ECE/TRANS/SC.3/2015/2, ECE/TRANS/SC.3/2015/3-ECE/TRANS/WP.24/2015/12

22. The Working Party adopted as pending the following amendments to Annex II “List of inland navigation ports of international importance” to the AGN proposed by the Russian Federation:

*delete* P 50–02–02 Moskva Western Port (Kanal imeni Moskvyy, 46.0 km);

*add* P 50–01–02 Agidel (Belaya, 1 786.3 km).

23. The Chair reminded the Working Group that ITC had adopted the plan of action for the implementation of decisions taken by the pan-European Conference on Inland Water Transport (Rotterdam, 5–6 September 2001) as annex II to its Resolution No. 250 which included actions to prepare proposals on the development of concrete river-sea routes in the context of the AGN Agreement. The Chair further reminded that the secretariat had prepared an overview of the decisions and conclusions made by SC.3 and SC.3/WP.3 on this issue in 2002–2008. The Working Party supported the proposal of Belgium to verify and complete the information on river-sea routes included in the AGN Agreement and asked Governments to submit the missing information on coastal routes relevant to inland navigation for inclusion in the AGN Agreement and the Blue Book.

24. The Working Party decided to continue cooperation on this matter with UNECE Working Parties on Transport Trends and Economics (WP.5) and on Intermodal Transport and Logistics (WP.24) and asked the secretariat to contact the secretariats of WP.5 and WP.24.

25. The Working Party agreed that the proposal on aligning the AGTC Protocol and AGN (ECE/TRANS/SC.3/2015/3-ECE/TRANS/WP.24/2015/12) could be a basis for further work on aligning the AGTC Protocol and AGN. It asked the secretariat to transmit the document to WP.24 for further consideration.

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

*Documentation:* ECE/TRANS/SC.3/144/Rev.2 and Adds.1–2, ECE/TRANS/SC.3/2015/4

26. The Working Party adopted the amendments to the Blue Book proposed in ECE/TRANS/SC.3/2015/4.

27. With a view of planned third revision of the Blue Book in 2016–2017, the Working Party invited Governments to submit their proposals on further amendments to the Blue Book to the forty-eighth session of SC.3/WP.3.

28. The Working Party took note of the secretariat’s information on further progress in the development of the Blue Book database.



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

*Documentation:* ECE/TRANS/SC.3/159/Rev.1, ECE/TRANS/SC.3/WP.3/94

29. The Working Party adopted the following amendment to Resolution No. 49, as approved by SC.3/WP.3 at its forty-seventh session (ECE/TRANS/SC.3/WP.3/94, para. 19):

*Replace footnote 7 by*

*To eliminate the insufficient draught, design works were started in 2014 to build a low-head hydraulic complex in the area of Bolshoye Kozino, the start-up is planned for 2021.*

### **D. Guidelines for Waterway Signs and Marking (Resolution No. 59, revised)**

*Documentation:* ECE/TRANS/SC.3/169/Rev.1, ECE/TRANS/SC.3/2015/5

30. The Working Party was informed by Mr. Horst Schindler, the representative of the Danube Commission, about the revision of the Instruction on the Mode of Installation of Waterway Signs and Marking on the Danube, in particular, on substantial changes to its Annexes, and its adoption by the eighty-fourth session of the Danube Commission on 9 June 2015. SC.3 took note of the revised text of this document as reproduced in ECE/TRANS/SC.3/2015/5 and agreed that it could be used as the basis for the next revision of Resolution No. 59.

31. The Working Party asked the secretariat to prepare an amendment proposal to Resolution No. 59 on the basis of the Instruction on the Mode of Installation of Waterway Signs and Marking on the Danube and the fifth edition of the European Code for Inland Waterways (CEVNI) for the next session of SC.3/WP.3. The Working Party was informed by Mr. Zeljko Milkovic, the representative of the Sava Commission, about ongoing work on updating the Regulations of the Sava Commission with due regard to the document of the Danube Commission. He mentioned that the Regulations of the Sava Commission had been already aligned with the fifth edition of the European Code for Inland Waterways in terms of newly introduced waterway signs.

## **VIII. Mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (agenda item 7)**

### **A. Work plan of the Informal Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (IEG)**

*Documentation:* ECE/TRANS/SC.3/2015/6

32. The Chair reminded delegates that since the time of its establishment, IEG had limited its activities mostly to the exchange of information rather than other activities foreseen in its Work Plan, awaiting the information on the situation with the EU legal instruments concerning recognition and modernization of professional qualifications in inland navigation. The representative of DC expressed the same concern regarding lack of progress in DC work on qualifications and crews due to the same reason. The Chair further

mentioned the similarity of certain provisions of Directive 96/50/EC and Resolution No. 31, and expressed the opinion that further work on updating Resolution No. 31 could only be effective if based on the decisions taken on Directive 96/50/EC. The representative of CCNR gave additional information about the foreseen outcome of the work as a EU framework directive, on the one hand, and a technical standard which this directive would refer to, on the other hand. In this connection CESNI would continue work on the tables of Standards of Training and Certification in Inland Navigation (STCIN) developed by the EU/CCNR Expert Group on professional qualifications and training standards in inland navigation on the PLATINA platform. Therefore, he invited member States and international organizations to participate in this work. IEG decided to postpone the discussion of amendments to its Work Plan until more concrete information on the actual situation concerning the follow-up of Directive 96/50/EC was available.

## **B. Fifth meeting of IEG**

33. IEG exchanged information on education and professional knowledge requirements of crew members of vessels using liquefied natural gas (LNG) for propulsion, on navigation training simulators and local knowledge requirements. The representative of CCNR drew the attention of the Working Party to document ECE/TRANS/SC.3/2015/19 on the recognition of boatmaster's certificates and radar certificate, as well as the recognition of third State logbooks as moving towards mutual recognition between different systems of professional qualifications and certification and better interoperability of them.

34. IEG decided to postpone the discussion of other issues including ECE/TRANS/SC.3/2015/6 until more concrete information on the actual situation concerning the follow-up of Directive 96/50/EC was available. In the interim SC.3 invited Governments to submit their proposals on the activities of IEG.

35. The Working Party approved the decision of IEG. It noted that IEG would hold its sixth meeting in parallel with the forty-eighth session of SC.3/WP.3. It suggested that the provisional agenda be the same as the agenda of the fifth meeting of IEG.

## **IX. Standardization of technical and safety requirements in inland navigation (agenda item 8)**

*Documentation:* ECE/TRANS/SC.3/WP.3/92, ECE/TRANS/SC.3/WP.3/94 and Corr.1

36. The Working Party took note of the reports on the forty-sixth and forty-seventh sessions of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/92, ECE/TRANS/SC.3/WP.3/94 and Corr.1) and endorsed them.

### **A. European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised)**

*Documentation:* ECE/TRANS/SC.3/115/Rev.5, ECE/TRANS/SC.3/2015/7, Informal document SC.3 No. 2 (2015)

37. The Working Party took note of the information on the publication of the paper and online versions of the fifth edition of CEVNI (CEVNI 5) (ECE/TRANS/SC.3/115/Rev.5). The Working Party also took note of a presentation of the secretariat on the possibilities offered by the online application of CEVNI and a database of pictograms of signs contained in CEVNI to be used by member States. This database could be made available upon request.

38. The Working Party took note of the information submitted by CCNR on amendments introduced in Articles 7.03, 4.07, 12.01 and on a new Annex 12 to the Police Regulations for the Navigation on the Rhine in Informal document SC.3 No. 2 (2015).

39. The Working Party took note of the information of the Danube Commission, in reference to CEVNI 5, on the ongoing work on harmonization of basic provisions for the navigation on the Danube.

40. The Working Party took note of the information of the Sava Commission on finalizing the translation of CEVNI 5 into the Sava Commission working languages and the on beginning its implementation in early 2016. Furthermore, it took note of the possible improvements that the Sava Commission could propose to CEVNI 5. It asked the Sava Commission to prepare a proposal for consideration of SC.3/WP.3. The secretariat proposed that the Sava Commission consider the possibility of transmitting their languages versions of CEVNI 5 to UNECE for uploading on the UNECE website.

41. The Working Party deemed it desirable to start work on the German text of CEVNI 5, if the Danube Commission could assist in providing translation of the changes introduced to CEVNI 4 into German. The secretariat mentioned that they could not provide the translation itself as German was not one of its official languages.

42. The Working Party took note of updates to the CEVNI Status document and encouraged Governments and River Commissions to implement the fifth edition of CEVNI. SC.3 approved the draft questionnaire on regional and national special requirements (ECE/TRANS/SC.3/2015/7) and asked the secretariat to circulate it among member States and River Commissions.

43. The Working Party decided that the dates of the next meeting of the CEVNI Expert Group would be decided by SC.3/WP.3, depending on the number of amendment proposals for CEVNI 5 that would have been submitted by its forty-eighth session.

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

*Documentation:* ECE/TRANS/SC.3/172/Rev.1 and Amends.1–2, ECE/TRANS/SC.3/2015/8, ECE/TRANS/SC.3/2015/9, ECE/TRANS/SC.3/2015/19, Informal document SC.3/WP.3 No. 10 (2015)

44. The Working Party took note of the information on the outcome of the ninth meeting of the Group of Volunteers on Resolution No. 61 held in Geneva 11–13 May 2015 (Informal document SC.3/WP.3 No. 10 (2015)) and was invited to start discussion on the proposal for further amendments to Annex to Resolution No. 61, revised, as submitted by the Group of Volunteers: the new Section 8B-4, draft Appendices 8 and 9 (ECE/TRANS/SC.3/2015/8), proposal for amending Chapter 23 and Appendix 2 and proposal for a new Chapter 24 (ECE/TRANS/SC.3/2015/9).

45. The Working Party took note of the agenda of the tenth meeting of the Group of Volunteers on Resolution No. 61 which is planned for May 2016 that included, in particular, a proposal for Chapter 19B, “Special requirements applicable to craft navigating on zone 4”, and the preparation of a consolidated version of Resolution No. 61.

46. The Working Party asked the secretariat to issue Amendment 3 to Resolution No. 61 on the basis of amendments already adopted by SC.3.

47. The Working Party took note of the information on recent developments of CCNR (ECE/TRANS/SC.3/2015/19). A presentation was given by the representative of CCNR on

the work on the regulatory framework allowing the introduction of liquefied natural gas (LNG) in European inland navigation, in particular, for the design and equipment of vessels, operation of vessels, and training of crews. Specific amendments of the Police Regulations for the Navigation of the Rhine (entry into force – 1 December 2015), of the Regulations for Rhine Navigation Personnel (entry into force – 1 July 2016) and of the Rhine Vessel Inspection Regulations (entry into force is planned for 1 December 2016) were identified in the presentation. Technical requirements for the use of LNG as fuel have also been included in the draft ES-TRIN standard to be adopted by the CESNI Committee. The Chair congratulated CCNR on this achievement which was a vital contribution to the development of inland navigation in terms of a new fuel which would facilitate the reduction of the carbon footprint of inland navigation. The CCNR representative further gave clarifications on surveys of vessels using LNG and explanations on the forthcoming EU regulation regarding the emission limits of the engines.

## **X. Promotion of River Information Services (RIS) as well as other Information and Communication Technologies (ICT) in inland navigation (agenda item 9)**

### **A. Guidelines and Recommendations for River Information Services (Resolution No. 57)**

*Documentation:* ECE/TRANS/SC.3/165/Rev.1, ECE/TRANS/SC.3/2015/10

48. The Working Party adopted as pending the amendment to Resolution No. 57 approved by SC.3/WP.3 at its forty-seventh session (ECE/TRANS/SC.3/WP.3/94, para. 44) (ECE/TRANS/SC.3/2015/10). SC.3 asked the secretariat to issue the amendments to Resolution No. 57, adopted to date, as Amendment No. 1.

### **B. International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63)**

*Documentation:* ECE/TRANS/SC.3/176/Rev.1, ECE/TRANS/SC.3/2015/11

49. The Working Party adopted as pending the amendment to Resolution No. 63 approved by SC.3/WP.3 at its forty-seventh session (ECE/TRANS/SC.3/2015/11) which was approved by SC.3/WP.3 at its forty-seventh session (ECE/TRANS/SC.3/WP.3/94, para. 48).

### **C. Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS) (Resolution No. 48)**

*Documentation:* ECE/TRANS/SC.3/156/Rev.2, ECE/TRANS/SC.3/2015/12

50. The Working Party adopted the third revision of Resolution No. 48 (ECE/TRANS/SC.3/2015/12) as prepared by the secretariat on the basis of the amendments proposed by the Inland ECDIS Expert Group which were approved by SC.3/WP.3 at its forty-seventh session (ECE/TRANS/SC.3/WP.3/94, paras. 49–50) as a new Resolution No. 84. SC.3 approved updated Technical Appendices to Resolution No. 48. The Chair recalled that the technical appendices to Resolution No. 48 were available in English only. He further stressed that this Resolution would be referred to in EU legislation.

## **D. AIS Aid to Navigation (AtoN) in inland waterways**

*Documentation:* ECE/TRANS/SC.3/WP.3/94

51. Following the invitation of the forty-seventh session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/94, para. 53), the Working Party exchanged opinions on using AIS Aid to Navigation (AtoN) in inland waterways, on further investigation of a technical solution for Inland AIS AtoN and its potential use in inland navigation, and invited UNECE member States and River Commissions, who had not done so, to forward their opinions. Ms. Carol Paddison, the representative of EBA, informed the Working Party that EBA was finalising a position statement on AIS Aids to Navigation, which will be made available on the EBA website, [www.eba.eu.com](http://www.eba.eu.com), by the end of November 2015. SC.3 decided to continue monitoring progress in this field and to keep this item in its agenda.

52. The Working Party was informed about the proposal of Mr. Alexander Schwarz, Chair of the Committee RAINWAT, to establish correspondence or cooperation between UNECE and the Committee RAINWAT. He and the secretariat would meet to discuss this proposal. The Working Party discussed the current situation and noted some organizational changes in RAINWAT. SC.3 expressed its intention to continue cooperation with the Committee RAINWAT and instructed the secretariat accordingly.

53. The Chair stressed the significance of SC.3 activities in the field of resolutions relevant to RIS and the importance of these resolutions in the pan-European environment and encouraged the Working Parties to continue efforts on maintaining them up-to-date.

## **XI. Harmonization of the pan-European legal framework for inland navigation (agenda item 10)**

### **A. Status of international conventions and agreements affecting inland navigation**

*Documentation:* ECE/TRANS/SC.3//2015/13

54. The Working Party took note of the updated document on the status of international legal instruments affecting inland navigation prepared by the secretariat (ECE/TRANS/SC.3/2015/13). It invited Governments to keep the secretariat informed of any changes to this document.

55. The Working Party invited UNECE member Governments to accede to the legal instruments of relevance to inland navigation, if they had not yet done so.

### **B. Application of UNECE Resolutions relating to inland navigation**

*Documentation:* ECE/TRANS/SC.3//2015/14

56. The Working Party took note of the status of UNECE Resolutions and their application on the basis of document ECE/TRANS/SC.3/2015/14 and invited Governments to implement the resolutions if they had not yet done so.

57. The Working Party recalled that the International Certificate (international card) for Pleasure Craft (Resolution No. 14) had been superseded by the International Certificate for Operators of Pleasure Craft (Resolution No. 40) and encouraged Governments to apply

only Resolution No. 40 and referred this issue to SC.3/WP.3 for further action as appropriate.

### **C. Overview of the International Convention on Registration of Inland Navigation Vessels**

*Documentation:* ECE/TRANS/SC.3//2015/15

58. The Working Party took note of the information provided by the secretariat on the overview of the International Convention on Registration of Inland Navigation Vessels (ECE/TRANS/SC.3//2015/15) and exchanged opinions on its possible updating and how to facilitate its efficiency on the basis of the document ECE/TRANS/SC.3/2015/15.

59. The Working Party took note of the information of the delegation of Croatia on requests of foreign ship-owners to register their vessels in the registry of Croatia in order to carry out commercial operations which would contradict provisions of the International Convention on Registration of Inland Navigation Vessels, to which Croatia is a Contracting Party. SC.3 took note of the request of Croatia on possible modification of Article 3 of the Convention in order to allow registration of vessels not complying with its provisions. SC.3 also took note of clarifications given by the Sava Commission. Croatia was asked to submit a concrete proposal on the modification.

60. Meanwhile, the Working Party asked CCNR and DC to provide their comments on possible modification of Article 3 of the Convention which would possibly have implications on their regulatory frameworks.

61. The Working Party exchanged opinions and stressed that the matter of introducing amendments to the Convention was relevant to the application of the international law rather than to the scope of activities of SC.3 and, therefore, this issue should be further addressed to international law experts.

62. The Working Party further asked the secretariat to consult with Contracting Parties on how they apply the Convention and how to improve and/or to modify it in order to make it an effective and viable instrument meeting the actual needs.

## **XII. Recreational navigation (agenda item 11)**

### **A. National legal acts governing navigation of recreational craft**

*Documentation:* ECE/TRANS/SC.3/2015/16 and Corr.1, Informal document SC.3 No. 4 (2015) and Informal document SC.3 No. 5 (2015)

63. The Working Party took note of the updated information from member States on national legal acts governing navigation of recreational craft on national waterways and on where these acts could be found (ECE/TRANS/SC.3/2015/16 and Corr.1). SC.3 also took note of the information submitted by the Governments of Ukraine and Serbia on the application of Resolution No. 40. It invited Governments to submit this information to the secretariat, if they had not yet done so.

## **B. International Certificate for Operators of Pleasure Craft (Resolution No. 40, revised)**

*Documentation:* ECE/TRANS/SC.3/WP.3/94

64. The Working Party adopted the amendments to Annex IV to Resolution No. 40 proposed by Slovakia (ECE/TRANS/SC.3/WP.3/94, para. 55).

65. The Working Party decided to keep a database of models of ICC issued by national authorities in accordance with Resolution No. 40. It asked the secretariat to establish such a database and invited member States to submit information to the secretariat following the initiative of Serbia.

## **XIII. Programme of work, biennial evaluation and draft work plan (agenda item 12)**

### **A. Programme of work and biennial evaluation for 2016–2017**

*Documentation:* ECE/TRANS/SC.3/2015/17

66. In accordance with the decision of ITC to review its programme of work every two years (ECE/TRANS/200, para. 120), the Working Party adopted its programme of work for 2016–2017 and set the relevant parameters allowing for its biennial evaluation based on the draft programme of work and biennial evaluation for 2016–2017 as contained in ECE/TRANS/SC.3/2015/17. In this connection the delegation of CEMT proposed to consider the harmonization of regulations from the programme of work, as the aim of the international conference discussed under agenda item 4 (c).

67. The Working Party evaluated its activities for 2014–2015 against expected accomplishment, two indicators of achievement and corresponding actual performance measures and set targets for 2016–2017.

68. The Working Party requested the secretariat to publish the programme of work and biennial evaluation for 2016–2017 in the annex to the report and to submit it to ITC for adoption.

### **B. Work plan for 2016–2020**

*Documentation:* ECE/TRANS/SC.3/2015/17

69. The Working Party reviewed and adopted its traditional 4-year work plan for 2016–2020 (ECE/TRANS/SC.3/2015/17). The Working Party requested the secretariat to issue it in the annex to the report and to submit it to ITC for adoption.

## **XIV. Tentative list of meetings for 2016 (agenda item 13)**

70. The Working Party approved the following tentative list of meetings for the year 2016:

17–19 February 2016	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (forty-eighth session);
22–24 June 2016	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (forty-ninth session);

## **XV. Theme topic for the next SC.3 session (agenda item 14)**

71. The Working Party decided to dedicate the theme topic of its sixtieth session to the main achievements over the sixty years of its existence and asked the secretariat to prepare an overview of its activities. SC.3 invited the participants to make contributions on the history and outcome of the 60 years of activity of SC.3 and its subsidiary bodies for the sixtieth session.

## **XVI. Other business (agenda item 15)**

### **A. Information on the activities of the Working Party on Transport Statistics (WP.6)**

72. The Working Party took note of the presentation of the secretariat on the activities of WP.6, its tasks, methodologies, main indicators and, in particular, data relevant to inland water transport: on navigable inland waterways, self-propelled vessels (by year of construction and carrying capacity), dumb and pushed vessels (by carrying capacity), tugs and pushers (by year of construction) and good transport on national territory of member States, main publications and online database available on the UNECE website at <http://w3.unece.org/PXWeb/en>. The Working Party appealed to Governments for their national statistical institutions to provide the necessary data on a regular basis.

### **B. Workshop on safety and security issues in inland navigation**

73. The Working Party took note of the information on the activities of the UNECE Sustainable Transport Division aimed at enhancing inland transport security and the invitation to organize a debate in the context of SC.3 on major safety and security (and their interrelationship) issues for the Governments in inland navigation. The Chair stressed that the Working Party was dealing with navigation safety rather than security issues and asked delegations to inform their Governments about the workshop, as this topic would involve not only inland water transport experts but also other institutions. The representative of DC expressed the opinion that SC.3 would need an extended pool of experts to deal with security matters. He informed the Working Party that DC had developed Recommendations on security in terms of crew and vessels. DC was currently working on establishing a network of experts on this topic, but it required more time to get any results of their work.

74. SC.3 agreed to organize an inland navigation security workshop in conjunction with the forty-eighth session of SC.3/WP.3 according to the proposal of the Sustainable Transport Division provided that a sufficient number of presentations would be foreseen and asked the secretariat to make the necessary preparations.

### **C. Prevention of Water Pollution due to Industrial Accidents on Inland Waterways**

75. The Working Party took note of the presentation given by the secretariat of the International Convention on the Transboundary Effects of Industrial Accidents on the UNECE activities in the field of prevention of water pollution due to industrial accidents on inland waterways, including the International Convention on the Transboundary Effects of



Industrial Accidents, the Convention on the Protection and Use of Transboundary Watercourses and International Lakes (Water Convention) aimed at protection and ensuring the quantity, quality and sustainable use of transboundary water resources, as well as activities that might be of interest to SC.3. Main goals of the Convention on the Transboundary Effects of Industrial Accidents were protection of human health and the environment against industrial accidents, prevention of major accidents, preparedness to major accidents, response to major accidents and active international cooperation between the Contracting Parties, before, during and after an industrial accident. It was further mentioned that the Convention did not apply to transport activities with the exception of emergency response to such accidents and transport on the site of the hazardous activity. The Working Party was informed of recent publications that could be relevant to the sphere of activities of SC.3: the Guidelines and Good Industry Practices for Pipelines and the Safety Guidelines and Good Industry Practices for Oil Terminals which were available on the UNECE website at [www.unece.org/env/teia](http://www.unece.org/env/teia).

#### **D. Communication between member States and the secretariat**

76. The Working Party discussed possible ways of improving communication between member States and the secretariat and stressed the importance of more regular working contacts between Governments, in particular, focal points and the secretariat.

#### **E. World Canals Conference-2015**

77. The Working Party took note of the information on the World Canals Conference held in Ghent (Belgium) 7–10 September 2015 and, in particular, on the realization of the Seine-Scheldt project submitted by the Waterwegen en Zeekanaal NV. It was mentioned that this European waterway project aimed to create a large-gauge waterway link between the Seine and Scheldt basins in order to eliminate a bottleneck for inland navigation in the multimodal European North Sea – Mediterranean corridor. In the Flanders region, the project was already well underway and focused mainly on the so-called Lys axis, forming the direct link between the French border and the city of Ghent. It was also planned to upgrade the surrounding waterways and the connections with the other Flemish region maritime ports. Furthermore, a river restoration programme was foreseen for the river Lys and its valley.

#### **F. Elections of officers for the sixtieth session of SC.3**

78. The Working Party elected Mr. Jaroslav Bimka (Czech Republic) as Chair of its sixtieth session.

#### **G. Tribute to Mr. Reinhard Vorderwinkler**

79. The Working Party was informed that Mr. Reinhard Vorderwinkler, the Chair of the Working Party since 2009, would retire in December 2015. The Working Party thanked Mr. Reinhard Vorderwinkler for his highly professional and competent chairmanship, his dedicated contribution to the work of SC.3 and its subsidiary bodies and wished him a long and happy retirement.

## **XVII. Adoption of the report (agenda item 16)**

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

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