



# Economic and Social Council

Distr.: General  
23 August 2019

Original: English

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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Inland Water Transport

##### Sixty-third session

Geneva, 6–8 November 2019

Item 16 of the provisional agenda

##### Programme of work

### **The implementation of the Inland Transport Committee strategy, draft programme of work and biennial evaluation for 2020–2021**

#### **Note by the secretariat**

#### **I. Mandate**

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2018–2019 (ECE/TRANS/2018/21/Add.1) adopted by the Inland Transport Committee (ITC) at its eightieth session (20–23 February 2018) (ECE/TRANS/274, para. 123).
2. At its eighty-first session (19–22 February 2019), ITC (a) adopted its new strategy to 2030 and mandated its subsidiary bodies to review their work in order to align their activities with the newly adopted strategy,<sup>1</sup> (b) adopted resolution No. 265 “Facilitating the Development of Inland Water Transport” and (c) decided to discontinue the preparation of programme documents with a biennial coverage, including evaluation and monitoring, since they would no longer be relevant for the new programme cycle. Therefore, working parties under the ITC purview are no longer required to prepare their programmes of work following a predefined format.
3. Following the mandate from ITC, the Working Party on Inland Water Transport (SC.3) may wish to consider aligning its objectives and activities with the ITC strategy (see parts II to IV of this document). SC.3 may also wish to consider aligning its activities with the decisions of the Ministerial declaration “Inland Navigation in a Global Setting” adopted at the International Conference on Inland Water Transport in Wrocław, Poland, on 18 April 2018 and amend its programme of work accordingly, as requested by ITC resolution No. 265. To this end, the secretariat has prepared an overview of the objectives and current activities of SC.3 and its subsidiary bodies and the proposals on how the work can evolve further to meet the updated requirements of the ITC strategy, the needs of member States as well as the requirements relating to achieving the Sustainable Development Goals.

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<sup>1</sup> ECE/TRANS/288/Add.2, available at [www.unece.org/fileadmin/DAM/trans/doc/2019/itc/ECE-TRANS-288add2e.pdf](http://www.unece.org/fileadmin/DAM/trans/doc/2019/itc/ECE-TRANS-288add2e.pdf).

4. Furthermore, SC.3 may wish to decide to reflect this in its programme of work for the coming period and the evaluation of achievements. For this purpose, the secretariat has prepared a draft programme of work of SC.3 and biennial evaluation for 2020–2021 (see part V of this document). SC.3 may also wish to follow the practice to prepare biennial programmes of work and evaluate its achievements in the future in order to ensure the visibility of its work.

## II. Key elements of the ITC strategy

5. The 2017 Ministerial Resolution on “Embracing the new era for sustainable inland transport and mobility” (ECE/TRANS/2017/2)<sup>2</sup> defined the policy directions for the future work of ITC, as articulated in Decision 1, in principle “enabling the Committee to efficiently address the needs of global inland transport, with special attention to global regulatory governance through the United Nations (UN) transport Conventions and other means, (...) while leaving the organizational structure of the ECE secretariat, as well as the programme-budgeting function and oversight unchanged”. Based on this, the Economic Commission for Europe (ECE) reform review and United Nations General Assembly Resolutions, the vision for ITC is that it is “...the UN platform for inland transport to help efficiently address global and regional needs in inland transport.”

6. To achieve this, ITC shall perform the following key functions:

- Leading change in inland transport
- Developing and administering transport legal instruments
- Increasing accessions and equitable participation, including by non-ECE Member States.

7. The mission for ITC is that it contributes to sustainable inland transport and mobility for achieving the sustainable development goals in the ECE and UN member States through policy dialogue, harmonizing regulatory frameworks, as appropriate, promoting new technologies, assisting in enhancing connectivity and supporting the implementation of legal instruments.

8. The objectives of ITC are:

(a) Strategic: Increased governance – ITC is truly the UN platform with equal participation of all contracting parties to UN legal instruments under its purview to lead the future development of inland transport; - UN transport conventions under its purview are universally accepted and implemented, open for accession/ratification by all UN Member States if feasible, and inclusive of regional good practices; - ITC keeps pace with technological developments in a timely manner; - ITC’s work enhances regional and inter-regional connectivity.

(b) Horizontal: Increased support to the implementation of all Sustainable Development Goals, in particular through: (a) improved traffic safety and urban mobility (Sustainable Development Goals 3 and 11); (b) reduced pollutant and GHG<sup>3</sup> emissions (Sustainable Development Goals 3 and 13); (c) improved industry innovation and infrastructure efficiency and connectivity (Sustainable Development Goal 9); (d) Affordable and clean energy (Sustainable Development Goal 7); (e) decent work and economic growth (Sustainable Development Goal 8); (f) gender equality (Sustainable Development Goal 5) and (g) contributions to global monitoring of progress towards sustainable transport as much as feasible (all relevant Sustainable Development Goals).

9. To achieve these objectives, the action plan as a part of ITC strategy till 2030 provides enhancing the role of ITC as the UN Platform for:

- (a) Inland transport conventions;

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<sup>2</sup> ECE/TRANS/270, annex I.

<sup>3</sup> Greenhouse gas.

- (b) Supporting new technologies and innovations in inland transport;
- (c) Regional, interregional and global inland transport policy dialogue;
- (d) Promoting sustainable regional and interregional inland transport connectivity and mobility.

### III. Objectives and current activities of SC.3 and its subsidiary bodies and aligning them with the Wrocław declaration

10. The objectives of SC.3 and its subsidiary body, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3), are determined in the Terms of Reference, adopted by SC.3 on 4 November 2016 and approved by ITC on 24 February 2017:

- (a) Organize a pan-European policy dialogue on the inland water transport issues;
- (b) Promote a coordinated development of inland waterway infrastructure;
- (c) Address safety and operational requirements in inland navigation;
- (d) Promote integration of inland water transport in multimodal transport chains;
- (e) Prevention of pollution from vessels and resilience to climate changes;
- (f) Contribute to the harmonization of the legal framework for international inland water transport, and
- (g) Undertake other activities related to regional and international cooperation or requested by ITC.

11. The overarching goal and objectives for 2016–2021 are set out in the strategy of SC.3 for 2016–2021 adopted by SC.3 on 4 November 2016 and approved by ITC on 24 February 2017.

12. The Wrocław ministerial declaration “Inland navigation in a global setting” adopted on 18 April 2018 has endorsed the following objectives and actions and invited all countries having a vested interest in inland water transport as well as all parties concerned to develop action plans for their implementation. The ministerial declaration was supported by ITC resolution No.265 which invited all ECE member States to develop national action plans for the implementation of the objectives and strategic actions set out by the Wrocław declaration. The resolution invited member States, River Commissions, international and public organizations and other stakeholders to maintain policy dialogue on good practices and measures relevant to the implementation of the objectives taking advantage of the framework provided by ECE and to proceed with the implementation of the objectives and strategic actions mentioned above.

13. A comparison of the objectives and actions in the SC.3 strategy and the objectives and strategic actions put forward by the Wrocław declaration is given in the table below.

<i>Wrocław declaration</i>	<i>SC.3 strategy</i>
<b>Objectives</b>	<b>Overarching goal</b>
(a) To foster the role of inland water transport as safe, environmentally sound and economically efficient by promoting an appropriate balance among all transport modes and thus using it as a significant contributor to national, regional and international development;	Support the development of resilient IWT infrastructure and services in a sustainable manner while fostering innovation

*Wroclaw declaration**SC.3 strategy*

(b) To address the challenges of sustainable development of mobility, also through inland water transport, by supporting intergovernmental multi-disciplinary cooperation in the field of transport and transport-related issues and by placing due emphasis on the importance of mobilizing resources and aligning financing flows with sustainable development objectives;

(c) To encourage investment in the sector aimed at building and modernizing the inland waterway infrastructure, the fleet and ports as well as fostering innovation and using alternative fuels, to increase the market share of inland water transport and ensuring that it is resilient to climate change;

(d) To take the necessary steps to promote the attractiveness of the sector to the market and transport workers and increasing its competitiveness and to include these issues in national transport strategies and monitor the progress thereof.

<b>Strategic actions to pursue based on these objectives</b>	<b>Objectives and actions</b>
Building up a solid regulatory framework aimed at increasing the efficiency of inland water transport	1. Supporting the building of sustainable inland water transport infrastructure and services
Ensuring the appropriate balance among all transport modes, streamlining cargo flows and promoting the multimodality	3. Integration in multimodal transport chains
Encouraging the realization of a modern fleet and fostering innovations	4. Ensuring a safe mode of transport 5. Prevention of environmental pollution and resilience of inland water transport 6. Fostering innovations
Building the inland waterway infrastructure resilient to climate changes	5. Prevention of environmental pollution and resilience of inland water transport
Promoting the attractiveness of the sector to the market and increasing its competitiveness	2. Development of inland water transport related statistics and analytical capacity 7. Promotion of recreational navigation and water tourism 8. Developing partnerships and increasing the visibility of inland water transport

14. As it can be seen from the table, all clusters of activities set out in the Wroclaw declaration are duly covered with the SC.3 strategy objectives and actions, as the SC.3 strategy has provided the background for developing the text of the declaration.

## IV. Evolving the activities of SC.3 to align them with the ITC strategy

15. It should be noted that:

(a) the activities of SC.3 are already aligned with the ITC strategy as can be seen in its annual agenda which address all four activities included in the ITC action plan;

(b) the activities foreseen in the ITC strategy are covered in the SC.3 strategy for 2016–2021, the decisions of the Wrocław ministerial declaration which addressed inland water transport at a global scope, and ITC resolution No. 265;

(c) most of the conventions and agreements under the ITC purview which are relevant to inland water transport have been developed taking into account the needs of the ECE member States, given the regional nature of inland waterways and inland water transport. However, the conventions can be relevant in other regions, as they build on general principles and the approach similar to IMO instruments, and UN Member States that have been admitted to the Commission in a consultative capacity in conformity with paragraphs 8 and 11 of the Terms of Reference of the Commission, can accede to the conventions and agreements or use them as a basis for developing and/or harmonizing their regional and/or national regulatory framework. The same can be applied to SC.3 resolutions and, in case of the European Code for Inland Waterways (CEVNI), this has been already achieved in other regions (see publication “Implementation of CEVNI Revision 5” (ECE/TRANS/266));

(d) recent activities of SC.3 aimed at facilitating the implementation of international conventions and resolutions, such as the road map for ratification, acceptance, approval and accession to the European Agreement on Main Inland Waterways of International Importance (ECE/TRANS/SC.3/2019/7) and the road map for acceptance and implementation of resolution No. 40 “International Certificate for Operators of Pleasure Craft” (ECE/TRANS/SC.3/WP.3/2019/11) contribute to the implementation of the ITC action plan.

16. However, SC.3 may consider how the work can evolve further to meet the updated requirements of the ITC strategy, the needs of member States as well as the requirements relating to achieving the Sustainable Development Goals.

### **Enhancing the role of ITC as the UN platform for inland transport conventions**

17. It is proposed that this is done for inland waterways by:

- Continued updating of the European Agreement on Main Inland Waterways of International Importance (AGN) and supporting documents to increase its attractiveness and encourage ratification and further accession. For this purpose, SC.3 may wish to approve a road map for ratification, acceptance, approval and accession to AGN (ECE/TRANS/SC.3/2019/7)
- Continuing efforts to make the conventions under the ITC purview which are relevant to inland navigation more efficient and attractive to other ECE member States as well as UN Member States
- Continued cooperation with the Working Party on Intermodal Transport (WP.24) on updating the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), with a view to facilitate integration of inland water transport in multimodal transport and logistics chains
- Assessment of potential new legal instruments to further facilitate the growth and use of inland waterways, pleasure navigation and tourism and increase the sustainability of transport.

**Enhancing the role of ITC as the UN platform for supporting new technologies and innovations in inland transport**

18. It is proposed that this is done for inland waterways by:
- Continuing the work on innovation that that is currently being undertaken in the framework of SC.3, in particular, promoting automation in inland navigation as a part of the activity of ITC on Intelligent Transport Systems
  - Continuing the work on promoting modernization of inland water transport, digitalization, River Information Services, Vessel Traffic Services and the traffic management on inland waterways
  - The development of new tools to assess the environmental impact and efficiency of inland waterways.

**Enhancing the role of ITC as the UN platform for regional, interregional and global inland transport policy dialogue**

19. It is proposed that this is done for inland waterways by:
- Continued focus on current inland navigation and river-sea shipping related issues within the scope of the SC.3 and SC.3/WP.3 annual workshops
  - Renewed focus on other policy areas related to inland waterways such as the promotion of SC.3 resolutions, prevention of pollution, resilience to climate change, etc.
  - Further promoting exchange of good practices and maintaining a policy dialogue aimed at increasing the efficiency of inland water transport and using still untapped advantages
  - Developing and maintaining the glossary of terms and definitions in inland water transport
  - Addressing gender equality and promoting the empowerment of women in the sector
  - (Co-)Organization of additional workshops, separated from the main SC.3 session, and capacity-building events on key issues of interest to member States.

**Enhancing the role of ITC as the UN platform for promoting sustainable regional and interregional inland transport connectivity and mobility**

20. It is proposed that this is done for inland waterways by:
- Continued work on the coordinated development of inland waterway infrastructure in the ECE region and beyond, through coastal routes
  - Continued work on harmonizing technical prescriptions for vessels, professional requirements and training standards in the ECE region
  - Continuing efforts on the development of an E waterway census, in cooperation with the Working Party on Transport Statistics
  - Continuing efforts to facilitate mobility of crews and free movement of cargoes and passengers on inland waterways.
21. Other relevant activities for member States are contained in the recommendations for monitoring the implementation of the Wrocław declaration (ECE/TRANS/SC.3/2019/6).
22. In addition to this, other activities as per the current Terms of Reference and agenda should continue as important to the achieving the goals of increasing the importance of inland water transport.

## **V. Programme performance assessment for 2018–2019, draft programme of work and biennial evaluation for 2020–2021**

### **A. Performance assessment for 2018–2019**

23. In 2018–2019, SC.3 held two sessions: sixty-second session in October 2018 and sixty-third session in November 2019, and SC.3/WP.3 held four regular sessions: fifty-second and fifty-third sessions in 2018, and fifty-fourth and fifty-fifth sessions in 2019. Thematic workshops held at the sessions were:

- Autonomous shipping and inland navigation (14 February 2018)
- Digitalization in inland water transport (4 October 2018)
- Education standards and professional requirements in inland navigation (13 February 2019)
- Encouraging the realization of a modern fleet, enhancing navigation safety and fostering innovations (19 June 2019) and
- Integration of Inland Water Transport in Multimodal Transport and Logistics Chains (6 November 2019).

24. In 2018, SC.3 and SC.3/WP.3 coordinated the preparation of the International Ministerial Conference “Connecting by Inland Navigation”, held on 18 and 19 April 2018, organized jointly by the Ministry of Maritime Economy and Inland Navigation of Poland and UNECE, in particular, the final text of the Ministerial declaration “Inland navigation in a global setting” adopted on 18 April.

25. The Working Party based its activities on the policy recommendations of the White Paper on Efficient and Sustainable Inland water Transport in Europe (2011); the SC.3 strategy for 2016–2021, the revised Terms of Reference adopted in November 2016 and endorsed by ITC in February 2017, as well as the Wrocław ministerial declaration and ITC resolution No. 265.

26. During this period, SC.3 issued four official publications: (a) Implementation of CEVNI Revision 5 (ECE/TRANS/266); (b) the revised Guidelines to resolution No. 40, International Certificate for Operators of Pleasure Craft (ECE/TRANS/NONE/2018/5), (c) the European Code for Signs and Signals on Inland Waterways (SIGNI) (ECE/TRANS/SC.3/208) and (d) the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (resolution No. 61, revision 2). Furthermore, the following publications are available online: (a) the fourth revision of AGN, (b) the map of the European Inland Waterway Network, (c) the map of the European Recreational Inland Navigation Network (AGNP), adopted by resolution No. 92, (d) amendment 1 to the Blue Book and (e) amendments 1 and 2 to CEVNI. Updated versions of resolutions Nos. 21, 48 and 80 will be published on the website after the adoption by the sixty-third session of SC.3.

27. In 2019, SC.3 considered and adopted the revised White Paper for Efficient and Sustainable Inland Water Transport in Europe.

28. SC.3 continued maintaining and updating the Blue Book online database and the database of specimens of the International Certificate for Operator of Pleasure Craft.

### **B. Draft programme of work for 2020–2021**

29. The draft programme of work applies a results-based approach. It comprises, for each cluster of activities, an expected accomplishment and a list of outputs/activities proposed to be carried out in 2020–2021. The delivery of these outputs/activities is expected to contribute to achieving the expected results.

30. The outputs/activities have been listed under the cluster of activities to which they belong according to the following main categories: (a) meetings and related parliamentary

documentation; (b) publications and other information material; and (c) technical cooperation, including seminars, workshops, training sessions and advisory services.

31. The objective of the programme of work is to contribute to the overarching objective of the ECE subprogramme on transport to improve sustainable inland transport with a view to making it safe, clean and competitive, both for freight and personal mobility.

32. The responsibility for the ECE subprogramme on transport is vested in the Sustainable Transport Division.

### C. Outputs/activities to be delivered in the 2020–2021 biennium

33. Outputs/activities to be delivered in the 2020–2021 biennium are as follows:

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
1. Organize a pan-European policy dialogue on the <b>sustainable inland water transport (IWT) issues</b>	An improved and updated regulatory framework for inland water transport infrastructure and vessels in the ECE region, <b>monitoring and updating of relevant legal instruments, as well as enhanced cooperation of ECE countries in addressing them.</b>
2. Promote a coordinated development of inland waterway infrastructure <b>and the implementation of international conventions and agreements</b>	
3. Address safety and operational requirements in inland navigation, <b>promote innovations and modernization of inland fleet and river-sea shipping</b>	
4. <b>Promote integration of inland water transport in multimodal transport chains</b>	
5. <b>Prevention of pollution from vessels and resilience of inland water transport to climate changes</b>	
6. <b>Contribute to the harmonization of the legal framework for international inland water transport</b>	
7. <b>Promote the attractiveness of the sector to the market and increasing its competitiveness, promote recreational navigation</b>	
8. Undertake other activities related to regional and international cooperation or requested by the UNECE Inland Transport Committee	

Main actions by the Sustainable Transport Division:

- Provide secretariat services to the Working Party on Inland Water Transport (SC.3), the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) and their **informal expert groups of experts**
- Maintain an inventory of UNECE resolutions on inland water transport issues
- Prepare regular technical and ad hoc policy publications
- Represent UNECE in the relevant meetings of the European Union, River Commissions and other relevant bodies



## Outputs/activities

### 34. Meetings and related parliamentary documentation

(a) Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (fifty-sixth and fifty-seventh sessions in 2020 and fifty-eighth and fifty-ninth sessions in 2021) (4 sessions, 24 meetings).

*Documentation:*

Agendas and reports of the sessions of the Working Party (8); a set of other documents on mandated issues including, but not limited to, amendment proposals to the European Code for Inland Waterways (CEVNI), the European Code for Signs and Signals on Inland Waterways (SIGNI) (Resolution No. 90), Prevention of pollution of inland waterways by vessels (resolution No. 21, revision 2), the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61), the glossary of terms and definitions in inland water transport, resolutions on River Information Services, automation in inland navigation, and other SC.3 resolutions on technical and safety requirements and other related documents on newly mandated issues;

(b) Working Party on Inland Water Transport (sixty-fourth session in 2020 and sixty-fifth session in 2021) (two sessions, 12 meetings).

*Documentation:*

Agendas and reports of the annual sessions of the Working Party (4); a set of other documents on mandated issues including, but not limited to, the strategy of the Working Party, the draft programme of work and biennial evaluation (in the format prescribed by any updated ITC decision), documents on the status and amendments to AGN, the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book), resolution No. 49; SC.3 resolutions and amendments to them on technical and safety requirements in inland navigation, prevention of pollution from vessels, fostering innovations and modernization of vessels, the glossary of terms and definitions in inland water transport, issues related to inland water transport statistics, recreational navigation; reports on the status of implementation of international agreements on inland navigation matters and SC.3 resolutions; studies of inland water transport issues in the ECE region and overview of River Commissions' activities; documents on legal aspects of inland water transport operations; maps of inland waterways and other related documents on newly mandated issues.

### 35. Publications and other information material:

(a) Maintenance of a web-based inventory of UNECE resolutions and documents in inland water transport issues;

(b) Publication of CEVNI, sixth revision;

(c) Publication of the glossary of terms and definitions in inland water transport;

(d) Online versions of revised editions of other relevant UNECE resolutions, revised or amended by SC.3;

(e) Maintenance and further development of the online database of the E waterway network (the Blue Book database);

(f) Maintenance and updating of the online database of specimens of the International Certificate for Operators of Pleasure Craft.

### 36. Technical cooperation

(a) Support for technical cooperation and capacity-building to assist countries and River Commissions in establishing homogeneous and internationally acceptable standards of navigation safety throughout the European network of inland waterways;

(b) Workshops on main trends and challenges in the sector (4).

## D. Biennial evaluation

37. On the basis of decisions taken at its fifty-seventh session in October 2011 (ECE/TRANS/SC.3/195, para. 51), the activities of the Working Party are measured, as part of the biennial evaluation, against one expected accomplishment, two indicators of achievement and corresponding actual performance measures. In February 2016, this approach was approved by ITC as part of the performance planning for evaluation of the biennium 2018–2019 (ECE/TRANS/2016/29).

38. The Working Party may wish to review the 2018–2019 parameters (expected accomplishments, indicators of achievement, actual performance measures) as provided below with a view to either maintaining them or establishing new ones for the biennium 2020–2021.

<i>Biennial Assessment</i>			
<i>Review of performance measures for 2018–2019 and establishment of targets for 2020–2021</i>			
<i>Cluster</i>	<i>Expected Accomplishments</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
5. Inland waterway transport	EA 5. An improved and updated regulatory framework for inland water transport infrastructure and vessels in the ECE region	<del>IA 5.</del> (a) Promotion of the third edition of the <del>UNECE</del> Blue Book <del>and, on this basis</del> , updating of the AGN Agreement and other relevant UNECE instruments	
		<i>Performance measures:</i>	
		Baseline 2016–2017: Adoption of amendments to the second revision of the Blue Book and preparation of the third revision of the Blue Book	(a) Third revised edition of the Blue Book was adopted in November 2016 and released in July 2017. (b) The Blue Book online database was updated simultaneously with the release of the Blue Book publication.
		Baseline 2018–2019: Adoption of amendments to AGN, preparation of amendment 1 to the Blue Book	(a) <b>Amendments to AGN came into force on 6 November 2018.</b> (b) <b>The AGN map was updated and issued in 2019.</b> (c) <b>Amendment 1 to the Blue Book was adopted by SC.3 in October 2018.</b>
		<b>Target 2020–2021: Preparation and adoption of amendment 2 to the Blue Book; updating of the Blue Book database</b>	
		(b) Preparation and adoption of the next revision of CEVNI taking account of information on its application in member States and by River Commissions.	
		<i>Performance measures:</i>	
		Baseline 2014–2015: Preparation and adoption of CEVNI 5 and online publication of the code	

*Biennial Assessment  
Review of performance measures for 2018–2019 and establishment of targets for 2020–2021*

<i>Cluster</i>	<i>Expected Accomplishments</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
		(completed).	
		<p><b>Target 2020–2021: Preparation and adoption of CEVNI revision 6</b></p> <p>(c) Preparation of the third edition of the White Paper on Efficient and Sustainable Inland Water Transport in Europe (2020)</p> <p><i>Performance measures:</i></p> <p>Baseline 2016–2017: Preparation of a status document relating to the White Paper</p> <p>Baseline 2018–2019: Starting the revision of the White Paper and preparation for its next edition</p>	<p>(a) The White Paper status document was submitted to ITC in February 2016.</p> <p>(b) The SC.3 strategy for 2016–2021 was adopted in 2016.</p> <p>(c) The High-Level Conference on Inland Water Transport was held in February 2017.</p> <p>(d) Preparatory work for the Global Conference was started by SC.3 in 2017.</p> <p>(a) <b>Ministerial Conference “Connecting by Inland Navigation” was held on 18 and 19 April 2018 and the Ministerial declaration was adopted on 18 April.</b></p> <p>(b) <b>ITC Resolution No. 265 was adopted in February 2018.</b></p> <p>(c) <b>Recommendations for member States on monitoring the implementation of the Wroclaw Declaration were approved by SC.3 in November 2019.</b></p> <p>(d) <b>Draft of the revised White Paper was considered by SC.3 in November 2019.</b></p>
		<p><b>Target 2020–2021: Implementation of the revised White Paper</b></p> <p>(d) Preparation and adoption of the next revision of Resolution No. 61, Recommendations on Harmonized Europe-wide technical requirements for Inland navigation vessels</p> <p><i>Performance measures:</i></p> <p>Baseline 2016–2017: Preparation of a consolidated version</p>	<p>(a) Amendment No. 3 was issued in 2016.</p>

*Biennial Assessment  
Review of performance measures for 2018–2019 and establishment of targets for 2020–2021*

<i>Cluster</i>	<i>Expected Accomplishments</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
		of <del>R</del> resolution No. 61 and preparation for its second revision	<p>(b) Amendment No. 4 was adopted by SC.3 in November 2017 and issued in 2017.</p> <p>(c) New amendment proposals were submitted to SC.3 and SC.3/WP.3 to be included in the consolidated version in 2017.</p> <p>(d) SC.3 started work on the consolidated version of Resolution No. 61 in 2017 with due consideration of new developments.</p>
		<p>Baseline 2018–2019: Finalization of the consolidated version of <del>R</del>resolution No. 61 for the final adoption</p> <p><b>Target 2020–2021: Preparation and adoption of amendments to the annex to resolution No. 61, revision 2</b></p>	<p><b>Revision 2 was adopted by SC.3 in October 2018 and issued as a publication in 2019</b></p>