



Economic and Social Council

Distr.: General
31 August 2015

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

Fifty-ninth session

Geneva, 9–11 November 2015

Item 4 (a) of the provisional agenda

Follow-up to the UNECE White Paper on efficient and sustainable inland water transport in Europe

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

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 2014–2015 (ECE/TRANS/2014/23) adopted by the Inland Transport Committee on 27 February 2014.
2. The Inland Transport Committee (hereafter ITC) at its seventy-seventh session reminded the Working Party of its decisions regarding the recommendations in the White Paper on Efficient Inland Water Transport in Europe published in 2011 and requested the Working Party on Inland Water Transport (hereafter SC.3), the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter SC.3/WP.3) and the secretariat to report on the status of implementation of the White Paper recommendations to the seventy-eighth session of the Committee (ECE/TRANS/248, para. 92).
3. The secretariat recalls that the Committee endorsed the White Paper on Efficient and Sustainable Inland Water Transport in Europe at its seventy-third session (ECE/TRANS/221, paras. 59–60) and welcomed the policy recommendations in seven priority areas for coordinated and harmonized work among Governments, River Commissions, industry and other major stakeholders in the years to come.
4. The secretariat further recalls that at its seventy-fourth session, ITC had adopted a consolidated version of the UNECE Road Map for promoting ITS–20 global actions

2012–2020. The integration of Intelligent Transport Systems (ITS) with inland water transport was approved as Action 14 among 20 global actions to promote the use of ITS. The ITC noted a series of UNECE actions in this area, including support of a pan-European dialogue on the implementation and further development of RIS, and encouragement of other uses of ITS for facilitating Inland Water Transport (IWT) operations and inspections of inland navigation vessels.

5. ITC at its seventy-fifth session invited SC.3 to follow up on the implementation of the White Paper on Efficient and Sustainable Inland Water Transport in Europe (ECE/TRANS/236, para. 31).

6. SC.3 may wish to consider the overview of its activities during 2011–2015 in terms of tasks put forward by the White Paper, as prepared by the secretariat. SC.3 may wish to estimate the results and to make conclusions on its further tasks and possible areas needing improvement.

II. Policy Recommendations of the White Paper on Efficient and Sustainable Inland Water Transport in Europe

7. The White Paper on Efficient and Sustainable Inland Water Transport in Europe, which contains strategic policy recommendations for the development of inland water transport at the pan-European level was finalized in 2010, was endorsed by ITC in March 2011 and was issued in July 2011.

8. On the basis of the review on IWT for the period 1996 – 2011 seven priority areas were identified in the White Paper to make IWT in the UNECE region more efficient and sustainable and therefore policy recommendations in these seven priority areas were proposed:

(a) Policy Recommendation No. 1: Make full use of pan-European mechanisms to coordinate the development of the E waterway network (promote the AGN, strengthen monitoring mechanisms and set up expert groups to further coordinate the development of the E waterway network);

(b) Policy Recommendation No. 2: Coordinate and support measures to modernize the inland water fleet at the pan-European level (strengthen the work on pan-European norms on technical requirements for inland water vessels; promote Europe-wide studies on the inland fleet, its modernization and efficiency and continue work on technical prescriptions for river-sea vessels);

(c) Policy Recommendation No. 3: Promote the use of River Information Service (RIS) and other information communication technologies (ICT) (support a pan-European dialogue on the implementation and further development of RIS; support current efforts to set up an international hull data base, and encourage other uses of ICT to facilitate IWT operations);

(d) Policy Recommendation No. 4: Respond effectively to new market requirements (raise awareness of IWT advantages in comparison with and/or in conjunction with other modes of land transport; improve cooperation between IWT, rail and road operators; raise awareness of international agreements on intermodal transport operations; support initiatives to improve the role of IWT in secure intermodal transport chains; and address the issue of inland waterway infrastructure pricing);

(e) Policy Recommendation No. 5: Address the labour market challenge at the pan-European level (support the ongoing work of the European Union (EU) and River Commissions on addressing labour market challenges and strengthening the image of IWT);

continue work on harmonizing requirements for issuing certificates for boatmasters and crew members and on manning requirements for inland vessels; monitor and support the process of opening up the national inland waterways of some UNECE countries);

(f) Policy Recommendation No. 6: Tackle environmental challenges and the carbon footprint (ensure active participation of UNECE member countries in the United Nations Development Account project on the development and implementation of a monitoring and assessment tool for CO₂ emissions in inland transport to facilitate climate change mitigation; maintain a register of pertinent studies and events; support national and regional activities aimed at adapting IWT to the impact of climate change; and manage waste and reduce pollution of inland water vessels); and

(g) Policy Recommendation No. 7: Reinforce the institutional and regulatory framework at pan-European level (identify areas for further coordination, cooperation, transparency and harmonization of rules and regulations for IWT at the pan-European level; promote transparent and standard pan-European rules for inland water navigation, support the establishment of a pan-European legal framework for private law aspects of inland navigation; and monitor and support reforms to improve institutional arrangements in inland navigation).

9. The Working Parties SC.3 and SC.3/WP.3 have been planning their activities, including work programmes and work plans, on the basis of these strategic recommendations.

A. Policy Recommendation No. 1

10. Under Policy Recommendation No. 1 SC.3 and SC.3/WP.3 have performed the following activities:

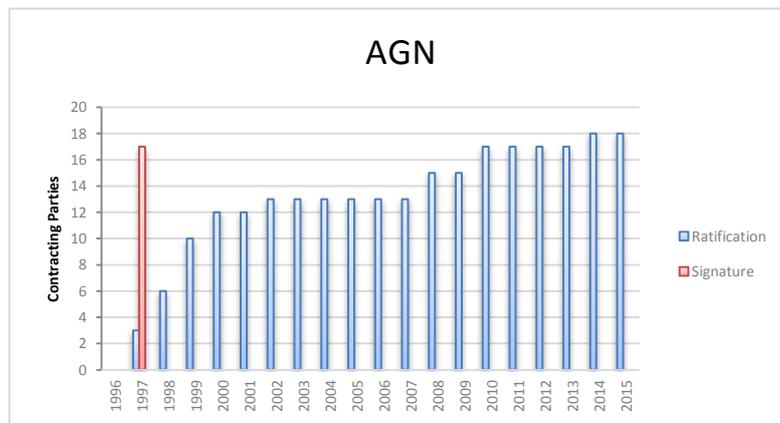
- monitoring of the AGN Agreement, promotion of it and revision with due regard of the actions implemented by the member States;
- monitoring and revision of the Blue Book;
- development of the Blue Book database on the UNECE website;
- revision of Resolution No. 49, “Inventory of most important bottlenecks and missing links in the E Waterway Network”.

The item on the European inland waterway network has been included into the agenda of SC.3 and SC.3/WP.3 sessions.

11. The status of the AGN Agreement is shown in Figure 1.

In 2011, there were 17 Contracting Parties to the AGN Agreement: Austria, Belarus, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Hungary, Italy, Lithuania, Luxembourg, Netherlands, Republic of Moldova, Romania, Russian Federation, Slovakia, Switzerland and Ukraine. On 10 January 2014, Serbia acceded to the Agreement, and the number of Contracting Parties increased to 18.

Figure 1
Status of the European Agreement on Main Inland Waterways of International Importance (AGN)



12. The ongoing work on the revision of AGN jointly with member States and River Commissions resulted in the adoption by SC.3 of the fourth package of amendments in 2012 (ECE/TRANS/SC.3/193/Add.1) which were ratified in 2014. The second revision of the AGN was published in 2012 including the third package of amendments adopted in 2008, and the third revision was published in 2014.

13. The second revised edition of the Inventory of Main Standards and Parameters of the Waterway Network (the Blue Book) was approved by SC.3 at its fifty-fifth session and released in 2012. Since then, updates to the Blue Book were adopted by SC.3:

- in 2013 at the fifty-seventh session of SC.3 (ECE/TRANS/SC.3/195, para. 19) and published as ECE/TRANS/SC.3/144/Rev.2/Add.1;
- in 2014 at the fifty-eighth session of SC.3 (ECE/TRANS/SC.3/197, para. 19) and published in 2015 as ECE/TRANS/SC.3/144/Rev.2/Add.2.

14. The current update to the Blue Book was approved at the forty-seventh session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/94, para. 15) and has been submitted to the fifty-ninth session of SC.3 for adoption (ECE/TRANS/SC.3/2015/4). The next, third, revision of the Blue Book is planned for 2016 on the basis of the adopted updates and proposals of member States and River Commissions.

15. A UNECE web-based application containing data from the Blue Book was launched in 2012. It has been updated on the basis of comments received from member States and is available at www.unece.org/trans/main/sc3/bluebook_database.html, free of charge, in English, French and Russian. The Blue Book database provides navigational characteristics of E waterways, as set out in Table 1 of the Blue Book. Data include present and target values for individual E waterway sections to be achieved through modernization of existing waterways or construction of new inland water links.

16. Resolution No. 49, “Inventory of most important bottlenecks and missing links in the E Waterway Network”, was revised and adopted by SC.3 on the basis of proposals of member States and River Commissions at its fifty-sixth session in 2012 as Resolution No. 74. At its fifty-seventh session SC.3 decided to collect information on updating Resolution No. 49 for 2 – 3 years prior to revising it. Such “pending” amendments were preliminarily approved by SC.3 in 2013 and 2014. A new proposal for updating Resolution No. 49 was approved by SC.3/WP.3 at its forty-seventh session (ECE/TRANS/SC.3/WP.3/94, para. 19).

17. SC.3 and SC.3/WP.3 continue to monitor the progress of infrastructure projects, in particular, the following projects:

- a development project of the Saône-Mosel-Saône-Rhine waterway as a strategic North-South multimodal transport corridor for Europe in order to develop the north-south traffic between the Mediterranean Sea (Spain, Italy, France) and the rest of Europe to be realised in the coming years (at the forty-first session of SC.3/WP.3 in 2012);
- development of the Dnieper–Vistula Section of the E 40 Waterway in order to eliminate a bottleneck and restore navigation along the rivers of Poland, Belarus and Ukraine (at the fifty-ninth session of SC.3 in 2015).

B. Policy Recommendation No. 2

18. Coordination and support measures to modernize the inland water fleet at the pan-European level (Policy Recommendation No. 2) consisted of regular updates to the UNECE Recommendations on harmonized Europe-wide technical requirements for inland navigation vessels (Resolution No. 61, revised) with due regard to the existing requirements in EU, River Commissions and standards of the non-EU member States.

19. Since the adoption of the White Paper, the Group of Volunteer experts on Resolution No. 61 held five meetings: 6–9 September 2011 in Budapest (hosted by the Danube Commission), 23–25 October 2012 in The Hague, 4–6 June 2013 in Zagreb (hosted by the International Sava River Basin Commission), 26–28 February 2014 and 11–13 May 2015 in Geneva (hosted by the UNECE secretariat).

20. Draft proposals prepared by the Group of Volunteers experts were considered by member States and River Commissions and approved by SC.3 as amendments and addenda to Resolution No. 61. The first revision of Resolution No. 61 was adopted in 2010, at the fifty-fourth session of SC.3 and was published in 2011 as ECE/TRANS/SC.3/172/Rev.1. Further amendments included:

- Amendment No.1, 2011 (ECE/TRANS/SC.3/172/Rev.1/Amend.1): revision of terms and definitions used in the Resolution (Section 1-2); a new Chapter 20b on special provisions applicable to river-sea navigation vessels; amendments to Chapters 1, 6, Appendix II;
- Amendment No. 2, 2012 (ECE/TRANS/SC.3/172/Rev.1/Amend.2): a new section 7-3A, “Requirements concerning on-board computers” to Chapter 7, “Wheelhouse”; a new Chapter 17, “Specific requirements applicable to floating equipment”; a new Chapter 18, “Specific requirements applicable to worksite craft”; a new section 20B-8, “Specific requirements applicable to the vessels forming the pushed river-sea navigation convoys”;
- A new set of amendments approved by SC.3 in 2014 (ECE/TRANS/SC.3/WP.3/2014/6 – ECE/TRANS/SC.3/WP.3/2014/8): revision of Chapter 4, “Safety clearance, freeboard and draught marks”; a new Chapter 15A “Specific requirements for passenger sailing vessels”; a new Chapter 22A, “Specific requirements applicable to craft longer than 110 m” and amendments to sections 2–7.3, 10–1.4, 11–4, and Annex 3.

21. The next amendment proposal, including a proposal for the new Section 8B-4 and draft Appendixes 8 and 9 (ECE/TRANS/SC.3/2015/8), a proposal for amending Chapter 23 and Appendix 2 and a proposal for a new Chapter 24 (ECE/TRANS/SC.3/2015/9), is presented at the fifty-ninth session of SC.3 for further consideration.

22. Preparation of a consolidated version of Resolution No. 61 is planned for the 2016 – 2017 biennium.

C. Policy Recommendation No. 3

23. SC.3 in cooperation with the International Groups of Experts, EU and River Commissions maintains and updates the following resolutions of RIS-related matters:

- Resolution No. 48, “Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS)”;
- Resolution No. 57, “Guidelines and Recommendations for River Information Services”;
- Resolution No. 58, “Guidelines and Criteria for Vessel Traffic Services on Inland Waterways”;
- Resolution No. 63, “International Standard for Tracking and Tracing on Inland Waterways (VTT)”;
- Resolution No. 79, “International Standards For Electronic Ship Reporting In Inland Navigation”;
- Resolution No. 80, “International Standards For Notices To Skippers”;
- Resolution No. 35, “Standardized UNECE Vocabulary for Radio-Connections in Inland Navigation”.

24. For safety reasons and in the interests of pan-European harmonization, UNECE carries out work in this field in cooperation with relevant international organizations, such as the International Navigation Association (PIANC), EU and the Central Commission for Navigation on the Rhine (CCNR). This fact is reflected in Directive 2005/44/EC. In particular, UNECE Resolutions No. 30, “Classification of European Inland Waterways”, No. 35, “Standardized UNECE Vocabulary for Radio-Connections in Inland Navigation” and No. 58, “Guidelines and Criteria for Vessel Traffic Services on Inland Waterways” are referred to in EU documents on RIS (Directive 2005/44/EC, Commission Regulation No. 415/2007 etc.), and revised Resolution No. 48, “Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS)” is now the basis for EU Regulations No 909/2013 on Inland ECDIS.

25. SC.3 adopted the following amendments to these resolutions during 2011 – 2015:

- Revision of Resolution No. 48, “Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS)” with technical appendices (2012 – second revision, 2015 – third revision);
- Revision of Resolution No. 63, “International Standard for Tracking and Tracing on Inland Waterways (VTT)” (2014);
- Revision of Resolution No. 57 (2014), “Guidelines and Recommendations for River Information Services”, Amendment No. 1 to Resolution No. 57, revised (ECE/TRANS/SC.3/2014/10 and ECE/TRANS/SC.3/2015/10) (2015);
- New Resolutions No. 79, “International Standards For Electronic Ship Reporting In Inland Navigation” and No. 80, “International Standards For Notices To Skippers” on the basis of Resolution No. 60, “International Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation” (2014).

26. In 2015, SC.3/WP.3 at its forty-seventh session, supported further investigation of a technical solution for potential use Inland AIS Aid to Navigation (AtoN) on inland

waterways and invited UNECE member States and River Commissions to forward their opinions.

27. Cooperation between UNECE and EU on the European Hull Database is a permanent item of its agenda. In 2011, SC.3 at its fifty-fifth session approved a background note on future cooperation on this matter and recalled that the decision on UNECE undertaking such a new activity needed to be taken by ITC (ECE/TRANS/SC.3/191, para. 14). At its seventy-fourth session, ITC requested the secretariat to continue its consultations with all stakeholders, particularly the European Commission, aimed at further exploring ways in which UNECE could assist in the establishment and operation of the European Hull Database that could include all European inland navigation vessels (ECE/TRANS/224, para. 53). At the fortieth session of SC.3/WP.3 and the fifty-sixth and the fifty-seventh sessions of SC.3 the EU delegation reported on the latest developments in the pilot project of the database. Since then no new information on the project has been made available, however, consultations continued at the meeting between EU and the UNECE secretariat in July 2015.

D. Policy Recommendation No. 4

28. SC.3 progressed in the implementation of Policy Recommendation No.4 by intensifying its cooperation with the UNECE Working Party on Intermodal Transport and Logistics and establishing cooperation with the UNECE Working Party on Transport Trends and Economics. The implementation of Policy Recommendation No.4 (Address the labour market challenge at the pan-European level) consisted in the activities of the International Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation in 2014.

29. At the fifty-fifth session of SC.3 in 2011 it was stressed that in light of Policy Recommendations Nos. 1 and 4, it would be appropriate to consider a joint work/consultations/common expert group with the Working Party on Intermodal Transport and Logistics, WP.24. As a follow-up to the White Paper and in the context of the ongoing revision of the Blue Book, SC.3/WP.3 held a special discussion on strategic development of inland waterway infrastructure during its thirty-ninth session in 2011.

30. In 2013, at its fifty-seventh session, SC.3 reiterated its intention to cooperate with other Working Parties, to support initiatives aimed at improving the role of inland water transport in secure intermodal chains (ECE/TRANS/SC.3/195, para. 15). SC.3/WP.3 at its forty-first session invited the Working Party on Intermodal Transport and Logistics to revise Annexes I and II of the AGTC Protocol to bring them in line with the revised Annexes to AGN (ECE/TRANS/SC.3/WP.3/82, para. 12). At its forty-seventh session SC.3/WP.3 considered the proposal prepared by the secretariat, and it will be submitted for consideration simultaneously to the fifty-ninth session of SC.3 and fifty-eighth session of the Working Party on Intermodal Transport and Logistics in November 2015 which may result in amendments to the AGTC Protocol.

31. Promotion of development of coastal navigation by SC.3 includes new coastal routes and ports to be added to AGN and technical requirements for vessels capable of performing such voyages. In this field the following were achieved:

- Requirements for river-sea vessels were included in Resolution No. 61, "Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels" as a new Chapter 20B (see para. 20 above) including the classification of coastal waters by zones RS 2.0, 3.0, 3.5, 4.5 and 6.0.
- The secretariat proposes to hold consultations with the Working Party on Transport Trends and Economics and the Working Party on Intermodal Transport and

Logistics in order to prepare a detailed proposal of river-sea routes and ports to be included in AGN and collect proposals of member States, River Commissions, other stakeholders involved in coastal navigation. A proposal for discussion at the fifty-ninth session of SC.3 has been prepared with consultations with the Working Party on Transport Trends and Economics (ECE/TRANS/SC.3/2015/2).

32. Security on inland water transport is included in the agenda of SC.3 on a permanent basis. A proposal for security provisions as a draft of Annex IV to AGN was discussed by SC.3 at its forty-ninth session and, later, reconsidered by SC.3/WP.3 at its forty-second session. SC.3/WP.3 came to the conclusion that the issue of security in European inland navigation was relevant, but expressed its concern with regard to implementation difficulties, should specific provisions be included in the AGN in the proposed form. Following the request of SC.3/WP.3, the secretariat prepared a generic text for possible inclusion in the body of the AGN. After discussion, SC.3 decided to postpone taking a decision on including security provisions in the AGN until a proper risk assessment analysis demonstrates that the risks of security incidents are higher than currently perceived (ECE/TRANS/SC.3/2013/195, para. 13).

E. Policy Recommendation No. 5

33. Recognizing the need for addressing labour market challenges, continuing work on recognition of certificates of boatmasters and crew members as well as harmonizing educational and training standards at the pan-European level, member States supported the idea of establishing an International Expert Group on Mutual Recognition of Boatmasters' Certificates and Harmonization of Professional Requirements in Inland Navigation (IEG). This Group was set up by SC.3 in 2014. The terms of Reference of the IEG include:

- Providing a forum for exchanging information on boatmasters' certificates for the carriage of goods and passengers by inland waterways and professional requirements in inland navigation applicable in the UNECE region;
- Analysis of existing national, regional and international instruments in this field and preparing proposals aimed at further harmonizing mutual recognition and modernization of professional qualifications in inland navigation at the pan-European level on the basis of existing SC.3 resolutions;
- Maintaining a list of stretches of waterways requiring local knowledge;
- preparing harmonised minimum manning requirements for different types of inland navigation vessels;
- description of required competencies for crew members based on new generations of inland navigation vessels and equipment.

34. Member States, River Commissions and other stakeholders have considered progress in the fields of education and training and professional competencies at sessions of SC.3 and SC.3/WP.3. Proposals were made for development of the tables in the Standards of Training and Certification for personnel in Inland Navigation (STCIN) on the basis of experience of non-EU member States, shared experiences in the fields of training, harmonization of professional standards, modern approaches and trends in education process (such as use of simulators).

35. Member States and River Commissions took part in the preparation of the International Labour Organization (ILO) study on working and living conditions in inland navigation in the European region (ILO Working Paper No. 297). SC.3 uses this material as a source of information for the IEG. Furthermore, Governments, River Commissions and

other stakeholders held a discussion on the topic “Making jobs of crew members employed in inland navigation more attractive” at the fifty-eighth session of SC.3 in 2014.

36. Provisions for a minimum crew and professional requirements were included in Resolution No. 61, “Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels”, as Chapter 23. A revision of Chapter 23 is being made on the basis of a proposal submitted by the Danube Commission (Informal document SC.3/WP.3 No. 5 (2013)), a proposal from the Group of Volunteer experts on Resolution No. 61 (ECE/TRANS/SC.3/2015/9, Annex I) and a proposal from the secretariat on Chapter 23 for the forty-sixth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2015/2).

37. Significant progress in the recognition of boatmasters’ certificates has been achieved in the recreational navigation sector, where UNECE Resolution No. 40, “International Certificate for Operators of Pleasure Craft”, is recognized by member States applying this Resolution. It has also been recognised outside the UNECE region by South Africa. The resolution was revised and re-issued in 2011 (the first revision), 2012 (the second revision), 2013 (the third revision) and in 2014 (the current, the fourth revision) (ECE/TRANS/SC.3/147/Rev.4).

38. In order to facilitate an understanding of the resolution by the operators of pleasure craft, Guidelines on the implementation of Resolution No. 40 were approved at the forty-fourth session of SC.3/WP.3, adopted by SC.3 and are available on the UNECE website. Recognizing the importance of Resolution No. 40 for recreational navigation in Europe and beyond, SC.3 started at its fortieth session in 2012 discussion on possibly upgrading its status to a binding instrument.

39. Other UNECE resolutions dealing with the issuance and recognition of certificates of operators of pleasure craft and the promotion of recreational navigation in the UNECE region are:

- Resolution No. 13, “International Certificate (international card) for Pleasure Craft” (TRANS/SC.3/118 and TRANS/SC.3/131);
- Resolution No.14, “International Certificate (international card) concerning the Competence of Pleasure-Craft Operators” (TRANS/SC.3/96 and TRANS/SC.3/131);
- Resolution No. 41, “Small Craft Used Exclusively for Pleasure Navigation” (TRANS/SC.3/148), and
- Resolution No. 52, “European Recreational Inland Navigation Network” (ECE/TRANS/SC.3/164/Rev.1), revised by SC.3 at its fifty-sixth session in 2012.

40. SC.3/WP.3 at its forty-first session in 2012 noted the progress in opening of inland waterways for recreational craft by the Russian Federation.

F. Policy Recommendation No. 6

41. SC.3, in tackling environmental challenges and the carbon footprint of inland water transport, revised and updated relevant provisions of the European Code for Inland Waterways (CEVNI). A revision of Chapter 10, “Prevention of pollution of water and disposal of waste occurring on board vessels” and a new Annex 11, “Safety checklist for bunkering fuel” were included in the fifth revised edition of CEVNI, adopted in 2014.

42. SC.3 experts and member States, furthermore, contributed to the relevant UNECE studies, such as the UNECE Discussion Paper “Diesel engine exhausts: Myths and Realities” which was finalised in 2014.

43. New text of section 8-4B, “Requirements concerning equipment for the treatment of domestic waste water” of Resolution No. 61, “Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels”, has been prepared by the Group of Volunteer experts on Resolution No. 61 on the basis of Chapter 14a of Directive 2006/87/EC and submitted to the fifty-ninth session of SC.3 (ECE/TRANS/SC.3/2015/8) (see para. 21 above). The proposal contains purification standards for on-board sewage treatment plants, test procedures and type approval certificates for this equipment.

44. Conclusions and recommendations of SC.3 contributed to the development of a model called “For Future Inland Transport Systems” (ForFITS). This modelling tool can assist users in the selection of the most appropriate and effective measure to reduce transport CO₂ emissions. It projects transport activity, energy use and CO₂ emissions in different scenarios and various policy interventions. The model can be applied at the local and regional levels, although it is optimised for national applications. The model is able to consider a large number of policies such as shift from private vehicles to public transport modes, fuel taxation schemes, road pricing, subsidies for cleaner vehicles and introduction of biofuels, public transport vessels and personal boats concerning passenger mobility, as well as inland navigation, short sea shipping and maritime regarding freight transport.

G. Policy Recommendation No. 7

45. Intensive work on the revision of the European Code for Inland Waterways (CEVNI) – the pan-European rules of the road for inland navigation – was carried out by the CEVNI Expert Group from 2007 until 2014, jointly with member States and all River Commissions. A package of amendment proposals to CEVNI was adopted by SC.3 in 2013.

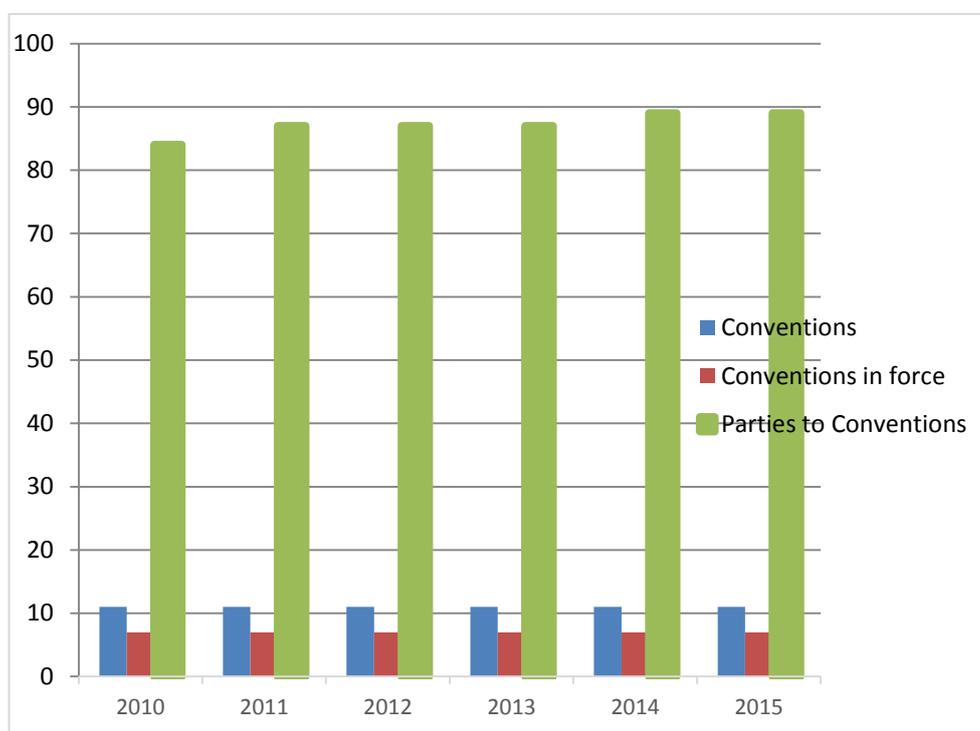
46. The fifth edition of the Code was adopted at the fifty-eighth session of SC.3, thus increasing the transparency and the degree of harmonization of inland navigation rules in the UNECE region and reinforcing the institutional and regulatory framework at a pan-European level. In this new edition of CEVNI, best practices from the existing traffic regulations of the River Commissions and UNECE member States have been included. In particular, this revision updates several articles on small craft, signs and signals, traffic rules, radiotelephony, Inland Automatic Identification System (AIS) and prevention of water pollution.

47. CEVNI 5 is available on the UNECE website and it can be downloaded in PDF format for free at www.unece.org/trans/main/sc3/sc3res.html and/or consulted online at <http://tiny.cc/23ipzx>.

48. SC.3 continues to monitor the implementation of CEVNI. A current CEVNI status document prepared on the basis of information submitted by the Governments and a proposal for the updating of a questionnaire of its implementation were issued in 2015 for the fifty-ninth session of SC.3 (ECE/TRANS/SC.3/2015/7).

49. SC.3 regularly considers the status of International Conventions and agreements affecting inland navigation and application of SC.3 resolutions and the secretariat updates the status documents. The current information is issued in ECE/TRANS/SC.3/2015/13 and ECE/TRANS/SC.3/2015/14 respectively. The status of International Conventions for the period 2011–2015 is shown on Figure 2.

Figure 2
Number of International Conventions affecting Inland Navigation and Contracting Parties to them



50. Particular attention from member States was given to the application of the Convention on the Measurement of Inland Navigation Vessels at the forty-third session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2013/13) and the Convention on the Registration of Inland Navigation Vessels to be discussed at the fifty-ninth session of SC.3 (ECE/TRANS/SC.3/WP.3/2015/15).

51. SC.3/WP.3 supported a proposal from Serbia to prepare a UNECE Resolution on pan-European Rules on General Average in 2013.

H. International conference on inland water transport issues

52. In close cooperation with member States, River Commissions and other stakeholders SC.3 began the preparation and organization of a high level international conference for all countries with an interest in inland navigation to be held in 2016 as requested by ITC (ECE/TRANS/236, para. 31). The follow-up to the conference and the realization of post-2015 agenda tasks will contribute to the further implementation of Policy Recommendations of the White Paper by SC.3 and SC.3/WP.3.