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Working Party on Inland Water Transport

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Items 12 (a) and (b) of the provisional agenda

Programme of work, biennial evaluation and draft work plan:

Programme of work and biennial evaluation for 2016–2017;

Draft work plan for 2016–2020

Programme of work and biennial evaluation for 2016–2017 and draft work plan for 2016–2020

Note by the secretariat

I. Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.2 of the programme of work 2014–2015 (ECE/TRANS/2014/23) adopted by the Inland Transport Committee on 27 February 2014 (ECE/TRANS/240).
2. In accordance with the decision of the UNECE Inland Transport Committee (ITC) to review its programme of work every two years, the next review being 2016 (ECE/TRANS/200, para. 120), the Working Party on Inland Water Transport (hereafter Working Party or SC.3) is requested to review and adopt its programme of work for 2014–2015 as well as the relevant parameters for its biennial evaluation.
3. The present document contains the programme performance assessment for 2014–2015 (Part I), a draft programme of work for 2016–2017 (Part II), relevant parameters for its biennial evaluation (Part III) and draft work plan for 2016–2020 (Part IV).

II. Programme performance assessment for 2014–2015

A. Expected accomplishment (EA 5)

4. An improved and updated regulatory framework for inland water transport infrastructure and vessels in the UNECE region.

B. Indicators of achievement

1. Promotion of the second edition of the UNECE Blue Book and, on this basis, update the AGN Agreement and other relevant UNECE instruments (IA 5. (a))

5. Performance measures

Baseline 2011: Adoption of the second edition of UNECE Blue Book

Target 2012–2013: Adoption of amendments to the AGN and related UNECE legal instruments on transport infrastructure, such as Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC).

Target 2014–2015: Publication of the third revised edition of AGN (paper and online)

6. Actual performance 2014–2015

(a) Amendments to AGN (ECE/TRANS/SC.3/193/Add.1) entered into force on 7 November 2014 (Depositary Notification C.N.517.2014, TREATIES-XI.D.5) and the third revised edition of AGN (ECE/TRANS/120/Rev.3) was available on the UNECE website in November 2014 at www.unece.org/fileadmin/DAM/trans/doc/2014/sc3wp3/ECE-TRANS-120r3efr.pdf.

(b) Amendments to the Blue Book were adopted by SC.3 at fifty-seventh session in November 2014 as a second addendum to the second revision of the Blue Book (ECE/TRANS/SC.3/144/Rev.2/Add.2) and are available on the UNECE website at www.unece.org/fileadmin/DAM/trans/doc/2015/sc3wp3/ECE-TRANS-SC3-144-Rev2-Add2e.pdf.

(c) UNECE online database of the E Waterway Network was developed and supplemented with information on E ports and is available on the UNECE website at www.unece.org/trans/main/sc3/bluebook_database.html.

(d) Amendments to Resolution No. 49 “Inventory of most important bottlenecks and missing links in the E Waterway Network” were adopted by SC.3 in 2014 as pending (ECE/TRANS/SC.3/2014/3) prior to adopting a final package of amendments to Resolution No. 49.

(e) The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter SC.3/WP.3) at its forty-seventh session approved a proposal on aligning Annexes I and II of the AGTC Protocol with the revised Annexes to AGN (ECE/TRANS/SC.3/WP.3/82, para. 12). This proposal will be discussed at the fifty-ninth session of SC.3 and the fifty-eighth session of the Working Party on Intermodal Transport and Logistics (WP.24) (ECE/TRANS/SC.3/2015/3–ECE/TRANS/WP.24/2015/12).

2. Preparation and adoption of the next revision of CEVNI taking account of information on its application in member States and by River Commissions (IA 5. (b))

7. Performance measures

Baseline 2011: Preparation of a CEVNI Status document, presenting information on its application in member States and by River Commissions and national and regional deviations from CEVNI (Chapter 9)

Target: 2012–2013: Preparation of amendments to CEVNI with the goal to prepare its next substantive revision.

Target 2014–2015: Preparation and adoption of CEVNI 5 and online publication of the code.

8. *Actual performance 2014–2015*

(a) A consolidated amendment proposal to Resolution No. 24 (CEVNI) was adopted by SC.3 in 2014 as Resolution No. 81 (ECE/TRANS/SC.3/197/38).

(b) A paper version of CEVNI 5 in three UNECE working languages was published in September 2015.

(c) Electronic versions of CEVNI 5 are available on the UNECE website:

online version at

www2.unece.org/wiki/pages/viewpage.action;jsessionid=297496B41ABC4621DBFE021E7C8C569D?pageId=25265142;

pdf version which can be downloaded at

www.unece.org/fileadmin/DAM/trans/doc/finaldocs/sc3/ECE-TRANS-SC3-115-Rev.5e_WEB.pdf;

(d) CEVNI status document was published in 2014 for the fifty-eighth session of SC.3 (ECE/TRANS/SC.3/2014/5) and in 2015 for the fifty-ninth session of SC.3 (ECE/TRANS/SC.3/2015/7).

C. Performance assessment

9. SC.3 held two sessions (fifty-eighth session in November 2014 and fifty-ninth session in November 2015) and its subsidiary body – SC.3/WP.3 – held four regular sessions: forty-fourth and forty-fifth sessions in 2014 and forty-sixth and forty-seventh sessions in 2015.

10. The Working Party based its activities on following up of the policy recommendations of the White Paper on Efficient and Sustainable Inland Water Transport in Europe, endorsed by ITC in March 2011. An overview of its activities on the realization of the White Paper recommendations is published in ECE/TRANS/SC.3/2015/1.

11. During this period, SC.3 issued eight official publications: the third revised edition of the European Agreement on Main Inland Waterways of International Importance (AGN); the fifth edition of CEVNI; the second addendum to the second revised edition of the UNECE Inventory of Main Standards and Parameters of the E Waterway Network (the Blue Book); Resolution No. 79, International Standard for Electronic Ship Reporting in Inland Navigation; Resolution No. 80, International Standards for Notices to Skippers; Resolution No. 63, International Standard for Tracking and Tracing on Inland Waterways (VTT); Resolution No.48, Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS) (will be published in November 2015 after its adoption by the fifty-ninth session of SC.3) and Resolution No. 40, the fourth revision.

II. Draft programme of work for 2016–2017

A. Introduction

12. The present document sets out the draft programme of work for 2016–2017 on the Inland Transport Committee’s subprogramme relating to “Inland Water Transport”. The Working Party is invited to consider this programme for adoption at its current session. It

will then be submitted to the Inland Transport Committee (ITC) and the UNECE Executive Committee for formal approval. The Working Party and the ITC will have the opportunity to adjust its programme of work during the course of the biennium, to be reflected in a separate document.

13. 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 2016–2017. The delivery of these outputs/activities is expected to contribute to achieving the expected results.

14. The grouping of activities into clusters is exactly the same as that used by the ITC for the biennial evaluation of its subprogramme performance.

15. The following clusters of activities make up the subprogramme of UNECE on transport (ECE/TRANS/2014/23, para. 9):

<i>Cluster No.</i>	<i>Subprogramme: 02 Transport</i>
1.	Overall coordination (Inland Transport Committee and Bureau)
2.	Transport trends and economics (including Euro-Asian transport links)
3.	Harmonization of vehicle regulations, climate change and intelligent transport systems (ITS)
4.	Rail transport (Trans-European network for rail (TER) Project)
5.	Inland waterway transport
6.	Intermodal transport and logistics
7.	Customs questions affecting Transport
8.	Transport, Health and Environment Pan-European programme (THE PEP)
9.	Transport of dangerous goods (UNECE)
10.	Transport of dangerous goods (ECOSOC)
11.	Globally Harmonized System for the Classification and Labelling of Chemicals (GHS) (ECOSOC)
12.	Transport of perishable foodstuffs
13.	Transport statistics
14.	Road transport and Trans-European north-south motorway (TEM) project
15.	Road traffic safety

16. Furthermore, the outputs/activities listed in this document correspond with the UNECE proposed programme budget for 2016–2017. As necessary, they are complemented by additional items to reflect more recent developments and needs of UNECE member States. For easy reference, such new outputs/activities are clearly indicated as “additional”.

17. 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, advisory services.

18. The relevant indicators of achievement, together with baseline and target data, against which performance will be measured, are presented below presented in Part III of this document.

B. Objective and strategy

19. The objective of the UNECE subprogramme of transport is to facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable development.

20. The responsibility for this subprogramme is vested in the Sustainable Transport Division.

C. Outputs/activities to be delivered in the 2016–2017 biennium

21. Outputs/activities to be delivered in the 2016–2017 biennium are as follows:

Subprogramme: 02 Transport

Cluster 5: Inland waterway transport

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
1. Organize a pan-European policy dialogue on the inland water transport (IWT) issues;	An improved and updated regulatory framework for inland water transport infrastructure and vessels in the UNECE region.
2. Promote a coordinated development of inland waterway infrastructure;	
3. Address safety and operational requirements in inland navigation;	
4. Carry out other measures, aimed to facilitate the use of IWT, as recommended by the 2011 UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe (ECE/TRANS/SC.3/189);	
5. Undertake other activities related to regional and international cooperation or requested by the UNECE Inland Transport Committee.	

Main actions by the 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 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.

2. Outputs/activities

(a) Meetings and related parliamentary documentation

5.1 Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (forty-eighth and forty-ninth sessions in 2016 and fiftieth and fifty-first sessions in 2017) (4 sessions) (20 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), Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61), Guidelines for Waterway Signs and Markings (Resolution No. 59), technical papers on mutual recognition of boatmasters' certificates and inland navigation qualifications, Recommendations on electronic chart display and information system for inland navigation (Inland ECDIS) (Resolution No. 48) and other SC.3 resolutions on technical and safety requirements; other related documents on newly mandated issues.

5.2 Working Party on Inland Water Transport (sixtieth session in 2016 and sixty-first session in 2017) (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 draft programme of work and work plan, documents on the status and proposed amendments to the AGN agreement; amendment proposals to SC.3 resolutions on technical and safety requirements in inland navigation; reports on the status of implementation of SC.3 resolutions and international agreements on inland navigation matters; studies of IWT issues in the UNECE region and overview of River Commissions' activities; documents on legal aspects of IWT operations; other related documents on newly mandated issues.

(b) Publications and other information material

5.3 Maintenance of a web-based inventory of UNECE resolutions and publications in IWT issues;

5.4 Publication of the revised edition of the Blue Book;

5.5 Publication relating to the revision of the White Paper;

5.6 Preparation of a consolidated version of Resolution No. 61 and preparation of publication of the second revision of Resolution No. 61;

5.7 Publication of revised editions of other relevant UNECE resolutions, amended by SC.3;

5.8 Maintenance and further development of an online database of the E waterway network.

(c) Technical cooperation

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

III. Biennial evaluation

14. 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 2014, this approach was approved by the Inland Transport Committee as part of the performance planning for evaluation of the biennium 2014–2015 (ECE/TRANS/2014/24).

15. The Working Party may wish to review the 2014–2015 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 2016–2017.

Biennial Assessment

Review of performance measures for 2014–2015 and establishment of targets for 2016–2017

<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 UNECE region	<p>IA 5. (a) Promotion of the second edition of the UNECE Blue Book and, on this basis, updating of the AGN Agreement and other relevant UNECE instruments</p> <p><i>Performance measures:</i></p> <p>Baseline 2011: Adoption of the second edition of UNECE Blue Book</p> <p>Target 2012–2013: Adoption of amendments to the AGN and related UNECE legal instruments on transport infrastructure, such as Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)</p> <p>Target 2014–2015: Publication of the third revised edition of AGN (paper and online)</p>	<p>(a) Second revised edition of the Blue Book was published in November 2012. An online database on the E Waterway online Network, based on data in the Blue Book was made operational.</p> <p>(b) Amendments to the AGN pursuant to the revised edition of the Blue Book were adopted by SC.3 in 2012. 3 Depository Notifications were issued on 8 January, 15 July and 7 August 2013.</p> <p>(c) Amendments to Resolution No. 49 “Inventory of most important bottlenecks and missing links in the E Waterway Network” were adopted by SC.3 in 2012 and revised Resolution No. 49 was published.</p> <p>(d) UNECE Working Party on Intermodal Transport and Logistics (WP.24) was invited to revise annexes I and II of the Protocol to AGTC to bring them in line with the revised AGN.</p> <p>(e) Amendments to AGN entered into force on 7 November 2014, and the third revised edition of AGN was available on the UNECE website in November 2014.</p> <p>(f) Second addendum to the second revision of the Blue Book is available on the UNECE website.</p>

*Biennial Assessment**Review of performance measures for 2014–2015 and establishment of targets for 2016–2017*

<i>Cluster</i>	<i>Expected Accomplishments</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
			<p>(g) UNECE online database of the E Waterway Network was developed and supplemented with information on E ports.</p> <p>(h) Amendments to Resolution No. 49 were adopted by SC.3 in 2014.</p>
		<p>Target 2016–2017: Adoption of amendments to the second revision of the Blue Book and preparation of the third revision of the Blue Book</p> <p>IA 5. (b) Preparation and adoption of the next revision of CEVNI taking account of information on its application in member States and by River Commissions.</p> <p><i>Performance measures:</i> Baseline 2011: Preparation of a CEVNI status document, presenting information on the application of CEVNI in member States and by River Commissions and national and regional deviations from CEVNI (chapter 9).</p> <p>Target 2012–2013: Preparation of amendments to CEVNI with the goal to prepare its next substantive revision.</p> <p>Target 2014–2015: Preparation and adoption of CEVNI 5 and online publication of the code (completed).</p> <p>IA 5. (c) Preparation of the third edition of the White Paper on Efficient and Sustainable Inland Water Transport in Europe (2020)</p>	<p>(a) Package of amendment proposals to CEVNI was adopted by SC.3 in 2012.</p> <p>(b) Package of amendment proposals to CEVNI was adopted by SC.3 in 2013.</p> <p>(c) Latest annual CEVNI status document was adopted by SC.3 in 2013.</p> <p>(d) CEVNI 5 was adopted by SC.3 in 2014 as Resolution No. 81.</p> <p>(e) A paper version of CEVNI 5 in three working languages was published in September 2015.</p> <p>(f) Online version and pdf version of CEVNI 5 were available on the UNECE website in June 2015.</p> <p>(g) Current CEVNI status document is published in 2015 for the fifty-ninth session of SC.3 (ECE/TRANS/SC.3/2015/7).</p>

*Biennial Assessment**Review of performance measures for 2014–2015 and establishment of targets for 2016–2017*

<i>Cluster</i>	<i>Expected Accomplishments</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
		<p>Performance measures:</p> <p>Baseline 2011: Adoption of the second edition of the White Paper on Efficient and Sustainable Inland Water Transport in Europe</p> <p>Target 2016–2017: Preparation of a status document relating to the White Paper</p> <p>IA 5. (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>Performance measures:</p> <p>Baseline 2015: Revision 1 of Resolution No. 61 was adopted in 2011, Amendment 1 – in 2011, Amendment 2 – in 2012</p> <p>Target 2016–2017: Preparation of a consolidated version of Resolution No. 61 and preparation for its second revision</p>	The White Paper was published in 2011.

IV. Draft work plan for 2016–2020

Programme activity 02.5: Inland Waterway Transport

A. Inland waterway infrastructure

Priority: 1

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

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

1. Continuing activities

(a) Monitoring the implementation of AGN and consideration of possible amendments to it. **Priority: 2**

Output expected:

(i) Preparation of action plans on elimination of concrete bottlenecks and completion of missing links on particular E waterways crossing the territory of more than one State Party to AGN and preparation of proposals on the development of concrete river-sea routes in the context of the AGN (as called for in Resolution No. 252 of the Inland Transport Committee of 20 February 2003).

(ii) Updating the lists of ports and waterways of international importance in annexes I and II of the agreement.

(b) Revision and promotion of the Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book") in order to enable Governments to monitor the progress in the implementation of the AGN. *Priority: 1*

Output expected: Preparing every five years a revised version of the Blue Book. Next revised version is scheduled to be published in 2016.

(c) Updating maps of European inland waterways in order to avail Governments with up-to-date data concerning inland waterway infrastructure in Europe. *Priority: 2*

Output expected: ~~Publication every five years of the~~ Update of the Map of European Inland Waterways. Next ~~revised version~~ **revision** is scheduled to be published in ~~2016~~ **2018–2019 biennium**.

2. Activities of a limited duration

None.

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

Description:

(a) Exchange of views on selected aspects of new and improved techniques in inland water transport, their economic importance and appropriate applications; standardization of ship's papers and consideration of relevant legal provisions with a view to their harmonization aimed at facilitating and promoting international water transport in Europe.

(b) Standardization of technical requirements for inland navigation vessels with a view to ensuring the high level of safety of navigation throughout the European network of inland waterways and the reciprocal recognition on this basis of ship's certificates.

(c) Harmonization of safety requirements for inland navigation in Europe with a view to ensuring homogeneous and internationally acceptable standards of safety of navigation throughout the European network of inland waterways.

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

1. Continuing activities

(a) Consideration of the possibility and need for amending existing UNECE legal instruments and recommendations with provisions aimed at enhancing safety and performance of inland water transport. *Priority: 2*

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

(b) Preparation and circulation of studies on the situation and trends in inland navigation in order to provide Governments with up-to-date basic information and data concerning inland water transport mode. *Priority: 2*

Output expected:

- (i) Regular publishing of a White Paper on inland navigation to inform general public about advantages of transport by inland waterway and issues in its development. **Preparation of a status document on the White Paper in the next biennium;**
 - (ii) Drafting a summary on recent developments in the field of inland navigation in member Governments once every two years. Next summary is scheduled to be published in ~~2014~~ **2016**;
 - (iii) Consideration of the possibility to elaborate a comprehensive strategic policy for inland navigation, extending beyond the EC and covering also such countries as Belarus, Kazakhstan, Republic of Moldova, Russian Federation, Serbia and Ukraine;
 - (iv) Consideration of the questions of financing of inland waterway development (basic aspects of possible distribution of cost among beneficiaries as well as the main economic indicators for such infrastructure development).
- (c) Monitoring the application and updating of Recommendations on Harmonized Europe-wide technical requirements for Inland navigation vessels (Resolution No. 61) in order to ensure a high level of safety of navigation. *Priority: 1*

Output expected:

- (i) Updating Resolution No. 61 with due regard, in particular, to the provisions in force within the European Union and River Commissions.
- (ii) Promotion of Chapter 20 B of Resolution No. 61 on technical prescriptions for river-sea navigation vessels as a practical instrument, effectively applied by member States in promoting inland water and intermodal transport.
- (d) Assisting Governments in facilitating the free movement of crew members across Europe. *Priority: 2*

Output expected:

- (i) Promoting harmonized pan-European standards on the issuance of boatmasters' certificates on the basis of the revised Recommendations on Minimum Manning Requirements for the Issuance of Boatmasters' certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (~~annex to~~ Resolution No. 31) with due regard, in particular, to the provisions in force within the European Union and River Commissions;
- (ii) Addressing the need for modernization of the professional requirements in inland navigation and considering practical modalities for cooperation between SC.3, the European Union, River Commissions and other stakeholders in this area.
- (iii) ~~Elaboration of a harmonized procedure for consideration of applications for recognition of ship's certificates and boatmasters' licences with the aim of ensuring a general and non-discriminatory approach to this consideration;~~ **Prepare proposals aimed at further harmonizing mutual recognition and modernization of professional qualifications in inland navigation at the pan-European level;**
- (iv) ~~Consideration of the possibility of developing an all-European uniform Riverfarers' identity Document taking into account the relevant activities of River Commissions;~~ **Harmonizing minimum manning requirements for each type of vessel, and provide a description of required competencies for crew members based on new generations of inland navigation vessels and equipment;**

(v) Rationalization and unification to the extent possible and, in cooperation with River Commissions, of the requirements on checking the knowledge by boatmasters of specific stretches of inland waterways and their skill in coning vessels on those stretches. ~~Consideration, with the participation of shipping companies, of the harmonization of crew members' job profiles;~~

(vi) Consideration, jointly with River Commissions, of the establishment of a European network aiming at the facilitation of exchanges on national educational programmes and vocational training in inland navigation.

(e) Monitoring the application and updating of the European Code for Inland Waterways (CEVNI) and the provisions concerning Signs and Signals on Inland Waterways (SIGNI) to ensure a high-level of safety in international traffic. *Priority: 1*

Output expected:

(i) Promoting **the introduction of the fifth** ~~fourth~~ revised edition of CEVNI as a basis for harmonized navigation rules in the UNECE region in close cooperation with River Commissions and ~~preparing the next revision~~ **collecting information on the CEVNI status and a list of national and regional deviations from CEVNI for updating Chapter 9** of CEVNI and ~~the preparation of the next revision of the Code;~~

(ii) Promoting the second revised edition of SIGNI;

(iii) Assisting Governments and River Commissions to identify and reduce, if possible, the difference between the CEVNI rules and the national/regional legislation.

(f) Elaboration of requirements for the prevention of pollution from vessels with a view to protecting the environment from pollution, noise and vibration originating from shipping. *Priority: 2*

Output expected:

(i) Promoting the revised Resolution No. 21 on the Prevention of Pollution by Inland Navigation Vessels; and consideration of measures aimed at preventing air pollution by inland navigation vessels;

(ii) ~~Regular revision, in cooperation with EC and River Commissions, the environmental standards taking into account the technological progress and the ever-increasing demand for the protection of the environment.~~ **Adoption of a new section 8-4B of Resolution No. 61 introducing new requirements concerning equipment for treatment of domestic waste water;**

(g) Promotion of implementation of existing UNECE Conventions pertaining to inland navigation and assessment of the legal instruments concerned in order to consider updating those, which have become obsolete. *Priority: 3*

Output expected:

(i) Discussing the question of practical implementation by member Governments of the provisions of the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) and its impact on national legislation;

(ii) Revision and updating of the 1965 Convention on the Registration of Inland Navigation Vessels;

(iii) Initiating the consideration of the findings and recommendations of the Group of Volunteers on legislative obstacles, as reflected in TRANS/SC.3/2005/1 with a view to make recommendations on simplifying national legislation of member countries.

(h) **Monitoring the** application and maintenance, in close cooperation with competent international groups of experts, of resolutions on common principles and technical requirements for a Pan-European River Information Services. *Priority: 2*

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

- (i) No. 48 — Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS);
- (ii) No. 57 — Guidelines and Recommendations for River Information Services;
- (iii) No. ~~60~~ **79** — International Standards for Notices to Skippers **and No. 80 – International Standards** for Electronic Ship Reporting in Inland Navigation;
- (iv) No. 63 — International Standards for Tracking and Tracing ~~in~~ **on** Inland Waterways.

2. Activities of a limited duration

(i) Collecting information from member States on—undertake a detailed analysis of application of International Conventions in member States as well as consultations with the EC, river commissions, European institutions engaged in vessels registration and legal matters in order to understand the workings of the Convention and to identify where, if any, improvements could be made to it. Member States are invited to consider whether this would be an appropriate approach going forward and how this should be implemented.

(ii) Following a more detailed intelligence gathering exercise where information would be provided to the Working Party, the Contracting Parties to the Convention are invited to consider whether an update of the Convention is required. ~~—Following the developments relating to the possible accession of Central and Eastern European countries to the Strasbourg Convention on the Limitation of Liability in Inland Navigation (CLNI) of 1988 with a view to deciding whether this may ensure the establishment in Europe of a unique regime of liability of owners of inland navigation vessels.~~ *Priority: 3*

(ji) Consideration of upgrading the status of Resolutions Nos. 61 (Recommendations on Harmonized Europe-wide technical requirements for Inland navigation vessels), 24 (European Code for Inland Waterways) and 31 (Recommendations on boatmasters' licences) including their possible conversion into binding instruments with a view to providing, inter alia, for reciprocal recognition by its Parties of ship's certificates and crew members' licences issued on their basis. *Priority: 23*

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

(kj) Assisting Governments and River Commissions in facilitating transport of disabled people. *Priority: 2*

Output expected: Promotion of the revised Resolution No. ~~25~~ **69** on Guidelines for Passenger Vessels also suited for carrying Persons with Reduced Mobility.