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Working Party on Inland Water Transport

Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

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Item 3 of the provisional agenda

Follow-up to the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe: A new strategy proposal

Revision proposal for the strategy of the Working Party on Inland Water Transport and its Terms of Reference

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 2016–2017 (ECE/TRANS/2016/28/Add.1) adopted by the Inland Transport Committee (ITC) at its seventy-eighth session on 26 February 2016.
2. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter SC.3/WP.3) at its forty-eighth session decided to continue discussion of future strategy for the Working Party on Inland Water Transport (hereafter the Working Party, or SC.3) and asked the secretariat to prepare a revision of the document for its forty-ninth session (ECE/TRANS/SC.3/WP.3/96, para. 14).
3. A summary of this work was submitted to the seventy-eighth session of ITC for consideration (ECE/TRANS/2016/21). ITC recognized the need for a strategic review and update of the role and Terms of Reference (ToR) of SC.3 and asked SC.3 to submit its recommended new strategy and ToR possibly at the next ITC session in February 2017 (ECE/TRANS/254, para. 110).
4. On the basis of reactions from member States and other stakeholders as well as recommendations of ITC the secretariat prepared a draft of the revised strategy and draft amendments to ToR of SC.3. The recommended strategy is limited to the period from now

until 2021 given the period covered by the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe (the White Paper) and the next revision of the ToR in 2021. This however does not fully fulfil the need for a longer-term strategy that should be named “IWT Vision 2030” and that is expected to evolve from the strategic review of ITC in 2016–2017.

II. Inland Water Transport strategy 2016–2021

5. The activities of the Working Party are focused on a pan-European network of inland waterways of international importance with a sustainable and resilient infrastructure and services as an integrated part of inland transport networks and markets. The goal is to support economic development, with a focus on affordable and equitable access for all UNECE member States possessing navigable inland waterways. The activities encourage cost-efficient and safe services with a minimal impact on the environment, integrated with other transportation modes and focusing on the development of quality infrastructure that is resilient to climate change. It is important that national transport strategies support these aims and capitalise on the comparative advantages of inland water transport (IWT). These key building blocks are set out in the figure below.

Integrated pan-European IWT infrastructure and services



Overarching goals and objectives for 2016–2021

6. The overarching goal is to support the development of resilient IWT infrastructure and services in a sustainable manner whilst fostering innovation. The period 2016–2021 would include the following objectives:

- consolidating efforts and involving all UNECE member States when addressing modern challenges and building a platform for the implementation of the Sustainable Development Goals (SDGs);
- coordinating measures for further integration of IWT in multimodal transport chains;
- developing and maintaining efficient legal mechanisms aimed at ensuring equal and transparent conditions for all players;
- cooperation with new players on the European market as well as players from other regions of the world, fostering innovations in the sector;
- support the development of IWT related statistics and analytical capacity in light of the 2030 Sustainable Development Agenda;

- synergic capabilities with maritime and land transport, on the one side, and water-related activities, on the other side;
- fostering River Information Services (RIS) and other Information and Communication Technologies (ICT) in inland navigation in all UNECE member States;
- developing partnerships and increasing the visibility of IWT.

Necessary actions to reach the above goals

7. The following actions are proposed to reach the above goals:

1. *Building sustainable IWT infrastructure and services*

- Continue work on the pan-European policy dialogue on the IWT issues
- Coordination of measures, policies and building an international platform for the promotion of IWT
- Increasing the efficiency of international, legally binding, instruments and conventions
- Further promotion of the European Agreement on Main Inland Waterways of International Importance (AGN), the Inventory of Main Standards and Parameters of the E-Waterway Network (Blue Book), in particular, infrastructure projects aimed at the implementation of AGN

2. *Integration in multimodal transport chains*

- Detailed elaboration of coastal routes in AGN, hinterland connections of seaports
- Further work on aligning the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (the AGTC Protocol) with AGN in cooperation with the Working Party on Intermodal Transport and Logistics
- Contribution to the development of Euro-Asian Transport Links (EATL) in cooperation with the Working Party on Transport Trends and Economics and the EATL expert group
- Exchange of best practices across member States, international organizations and other stakeholders

3. *Prevention of environmental pollution and resilience to climate changes*

- Continue discussion on the prevention of environmental pollution from vessels and waste management including revision of relevant SC.3 documents
- Detection of hot spots and planning measures aimed at minimising the impact on inland navigation
- Addressing inland waterways' resilience to climate change

4. *Ensuring a safe and secure mode of transport*

- Continue work on the European Code for Inland Waterways (CEVNI) provisions, waterway signs and marking, technical prescriptions for vessels
- Addressing professional requirements and recognition of certificates, monitoring the progress in this field

- Discussions on security provisions aimed at enhancing inland transport security following the decision of ITC
5. *Fostering innovations*
 - Promotion of RIS and other relevant information technology
 - Addressing new ship technologies, updating UNECE documents with due regard to new vessel types
 6. *Development of IWT related statistics and analytical capacity in light of the 2030 Sustainable Development Agenda*
 - Cooperation with the Working Party on Transport Statistics on IWT statistics and data collection, as well as contributing to UN-wide activities on the SDGs and reporting against the SDG targets
 - Use of the ForFITS tool on assessing CO₂ emission scenarios with a specific focus on IWT
 - Further development and strengthening of the ForFITS tool by updating information on technological and traffic developments in IWT
 7. *Promotion of recreational navigation and water tourism*
 - Assessment of options relating to the development of an international legal framework for recreational navigation and water tourism
 - Maintaining the database on models of the International Certificate for Operator of Pleasure Craft (ICC)
 - Updating maps for recreational navigation
 - Ensure the availability of information on relevant UNECE documents
 8. *Developing partnerships and increasing the visibility of IWT*
 - Cooperation and regular exchange of information with River Commissions, the European Commission (EU) and other stakeholders to avoid duplication of activities
 - Enhancing cooperation in specific topics with EU, River Commissions and other stakeholders to arrive at synergies
 - Increasing the visibility of IWT by means of international events, in particular, the international high-level conference to be held in 2017.

III. Overview of proposals

8. As per the UNECE Guidelines for the establishment and functioning of Working Parties within UNECE as approved by the UNECE Executive Committee at its fourth meeting on 14 July 2006 (ECE/EX/1), ToR for Working Parties need to be reviewed every 5 years. This review has been driven by the need to update these ToR but also by the need for a new strategy for the Working Party in line with the recent changes in the regulatory and institutional framework of European inland navigation. In particular, these changes have been exemplified by the establishment of the European committee for drawing up common standards in the field of inland navigation of the European Union (CESNI) and the development of standards ES-TRIN, a new level of interaction between the EU and River Commissions and between River Commissions themselves based on cooperation agreements and memoranda.

9. In order to carry out this revision, the Working Party initiated the activities mentioned in paragraphs 2 and 3 of this document. Following the proposal prepared by the secretariat and disseminated before the fifty-ninth session of SC.3 and comments received from member States and other stakeholders during the sessions of SC.3 in November 2015, SC.3/WP.3 in February 2016, ITC in February 2016 and through written responses the following general statements were made:

(a) The importance of SC.3 continuing its activities as a forum bringing together countries of Eastern and Western Europe, addressing modern challenges and in particular in relation to those member States outside the EU and SC.3 activities towards the harmonization of technical prescriptions for inland navigation vessels was stressed by the Russian Federation, Bulgaria, the Danube Commission, the Eurasian Economic Union and the Association of Shipowners and Marine Industry Entrepreneurs of Kazakhstan; the activities of SC.3 addressing recreational navigation were supported by the European Boating Association;

(b) The proposal to avoid the duplication of activities was expressed by the Central Commission for the Navigation on the Rhine, supported by the Governments of Belgium and Germany.

10. SC.3 decided that the following should be considered in the new strategy and ToR:

(a) avoid overlap in the activities of European institutions working in the IWT sector;

(b) focus on topics where real added value can be created for the pan-European region;

(c) meet modern challenges and address SDGs;

(d) develop cross-sectoral cooperation between SC.3 and other ITC subsidiary bodies of relevant to inland waterways and water transport;

(e) strengthen the role of SC.3 as a gateway for technical assistance and exchange of best practices, information on IWT developments and technology by extending the geographical scope of international cooperation;

(f) update the visibility of the work of SC.3;

(g) address all the above-mentioned items at a high level international conference of countries with navigable inland waterways in 2017 as part of the implementation of the White Paper recommendations (ECE/TRANS/2016/20).

Addressing points of potential duplication

11. Focusing on paragraphs 9 (b) and 10 (a), from the range of areas covered by ToR of SC.3 the work of CESNI, mentioned above, was seen as potential duplication of two areas of work historically undertaken at a pan-European level by SC.3:

- harmonization of technical requirements for inland navigation vessels; and
- professional requirements in inland navigation.

It should be noted, however, that the scope of activities of SC.3 goes well beyond these two issues; member States stressed that it is a forum bringing together countries of Eastern and Western Europe for the discussion of modern challenges at a pan-European level and in particular in relation to those member States outside EU. Its activities include:

- harmonization of the pan-European legal framework for inland navigation, in particular, international conventions and agreements relevant to IWT;

- maintaining CEVNI and the Guidelines for Waterway Signs and Marking;
- promotion of the implementation of AGN;
- RIS and other ICT in inland navigation;
- development of recreational navigation; and
- other issues.

12. Regarding the harmonization of technical requirements for inland navigation vessels, one of key tasks in the agenda of SC.3 since 1960, it should be noted that the full benefit of Resolution No. 61 still needs to be realised and work is ongoing in this area. The new standard ES-TRIN adopted by CESNI in December 2015 is undoubtedly a major achievement for the development of the regulatory basis of the EU and the CCNR. However, it is not clear how it can be addressed to meet the different capacities and technological environments of all UNECE member States in terms of technical requirements for inland navigation vessels operating in various navigation zones while ensuring the minimum level of the navigation safety. Furthermore, it is not clear on what basis and to what extent non-EU Member States will apply EN standards that are not binding for them. While non-EU countries are granted observer status within CESNI, this does not guarantee them the ability to participate in the decision making process.

13. Here, the approach used in Resolution No. 61 remains relevant and fundamental for the development of inland waterways in the pan-European Environment, allowing all UNECE member States the ability to actively contribute to the decision making process. This was stated by a number of member States and other stakeholders at the forty-eighth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/96, para. 13). As a result, it is difficult to see how activities in this area could be reconsidered and/or substituted by activities of another body with a more limited geographical coverage.

14. It is important to note that the coordination of these activities and exchange of best practices between various international organisations could be improved and member States are encouraged to suggest ways on how to improve this further.

15. Activities focusing on professional qualifications of the crew of inland navigation vessels are the second area of concern for potential overlap of the work among international institutions. In this regard, it should be noted that the International Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (IEG) was established by the decision of SC.3 at its fifty-sixth session (ECE/TRANS/SC.3/193, para. 26) and its work plan was adopted by SC.3. At its fifth meeting held during the fifty-ninth session of SC.3 it was decided to postpone the discussion until more concrete information on the actual situation concerning the follow-up of Directive 96/50/EC is made available. Although continued support for this activity was shown, given what has been set out in this paragraph, it may be appropriate for SC.3 to pause further activities in this field for the period of validity of the new ToR. This subject remains of fundamental importance to all UNECE member States however, in the coming years, activities in this area would be limited to the monitoring of the progress reached by other European institutions and exchange of best practices, unless member States decide otherwise.

Other activities of SC.3

16. Respondents showed continued support for the role of the Working Party in relation to the management of international Conventions and Agreements under its purview. Support was shown for activities aimed at improving the efficiency of, the modernization and review of, as well as implementation of, the International Conventions in force. An evident example is the European Agreement concerning the International Carriage of

Dangerous Goods by Inland Waterways (ADN) which is perhaps the most successful international agreement in the IWT sector. However, AGN currently has 18 Contracting Parties – the same number as for ADN – 12 of which are EU member States. UNECE Member States have reiterated the significance of AGN, as proved by the continual increase in the number of Contracting Parties. As a result, maintaining the Blue Book needs to continue as a key activity.

17. SC.3 has, for its entire history, been a forum for the exchange of experience and best practices and a place where guidance on how to address challenges in IWT can be shared. Participants of discussions expressed their continued support for this activity as fundamental for the effective development of IWT and considered activities beyond the UNECE in this area as potentially being a benefit to member States.

18. Stakeholders and member States have stated that the promotion of recreational navigation continues to be important in the activities of SC.3. The application of Resolution No. 40 and the recognition of ICC by a growing number of countries are warranted. Furthermore, member States may wish to consider the further development of activities in this area with the possibility of the resolution evolving into a Convention.

19. UNECE activities relating to the harmonization and implementation of RIS standards complement and complete the work on technical requirements for inland navigation. The Working Party has covered aspects of RIS for over 15 years in its agenda. Member States may wish to consider that UNECE resolutions relevant to RIS issues provide an instrument for the promotion of RIS at a pan-European level, they are referred to in EU Directives, and sessions of SC.3 and SC.3/WP.3 provide the ideal forum for their updating in an efficient and flexible manner. Appropriate coordination of activities would be necessary with the other key players in this area including the RIS International Expert Groups, the EU and the CCNR.

20. Following previous decisions of ITC and its subsidiary bodies aimed at ensuring cross-sectoral activities, SC.3 will continue to ensure that its activities are carried out in full consideration of the role of inland navigation in the wider inland transport environment. Although inland navigation has a small market share compared to other modes of transport, it remains an important link in the supply chain and therefore needs to be considered in an integrated transport framework. As such, cooperation with other Working Parties will continue with the aim of ensuring that the overall regulatory, policy and analytical efficiency of transport is carried out in a coordinated manner. This is particularly important in relation to resilience of IWT to climate changes, development of Euro-Asian transport links and intermodal transport to name just three. All these activities need to continue to be considered in the context of the implementation of the SDGs.

IV. Revision of the Terms of Reference and next steps

21. Following up the decisions of SC.3 and SC.3/WP.3, and in line with the above described strategy the respective amendments of the ToR of SC.3 are proposed in the table below together with brief explanations.

<i>Paragraph</i>	<i>Proposed amendments</i>	<i>Notes</i>
1 (c)	Regularly update the strategy and publish policy papers (white papers, inventories of obstacles, etc.) on IWT to inform ensure sustainability of IWT about the general public advantages of transport by inland waterway and issues in its development, enhance the visibility and availability of UNECE documents relevant to IWT	See paragraphs 9 and 10 (f) of this document

<i>Paragraph</i>	<i>Proposed amendments</i>	<i>Notes</i>
1 (d)	Coordinate measures to promote the development of IWT in member States aimed at the implementation of Sustainable Development Goals (SDGs) and contribute to reporting against the SDG targets by focusing on IWT-related statistics	See paragraph 10 (c) of this document and a draft of IWT strategy 2016–2021
2 (b)	Maintain the Inventory of Main Standards and Parameters of the E Waterway Network (UNECE "the Blue Book"), the database of E Waterway Network (the Blue Book database) and other relevant SC.3 resolutions and maps which provides regularly updated information on standards and parameters of E waterways and ports in Europe	Addressing a new activity of SC.3 since 2014; recommended by paragraph 16 of this document
2 (c)	Prepare action plans on eliminating concrete bottlenecks and completing missing links on particular E waterways crossing the territory of more than one State Party to AGN and preparing proposals on the development of concrete river-sea routes in the context of the AGN	The deleted text is transferred to a new paragraph 4 "Promote integration of IWT in multimodal transport chains" of ToR
2 (d)	Provide a forum for ad hoc committees, expert groups or round tables to further coordinate and monitor the development of the E waterway network	See paragraph 10 (a) of this document
3 (a)	Organize exchanges of views on selected aspects of new and improved techniques in inland water transport and safety- and security-related issues relevant to IWT with a view to their harmonization with the aim of facilitating and promoting international water transport in Europe	Added on the basis of ITC recommendations (ECE/TRANS/208, para. 91) and a draft of IWT strategy 2016–2021
3 (b)	Harmonize and maintain safety requirements the rules for inland navigation in Europe with a view to ensuring homogeneous and internationally acceptable standards of navigation safety throughout the European network of inland waterways	See paragraph 10 (a, b) of this document
3 (d)	Harmonize technical requirements on the prevention of pollution by inland vessels; Coordinate and support measures to modernize inland water fleet at the pan-European level	Transferred to a new paragraph 5 "Prevention of pollution from vessels and resilience to climate changes" of ToR; the new text is transferred here from paragraph 4 (a) of ToR
3 (e)	Keep member States informed on developments in Address the issues of mutual recognition of boatmasters' certificates and other issues related to the professional qualifications in the area of inland navigation	See paragraph 10 (a, b) of this document
3 (f) (new)	Promote the use of River Information Services and other information communication technologies, the harmonization of radiocommunication services for E Waterway Network	See a draft of IWT strategy 2016–2021 and paragraph 19 of this document; the text is transferred from paragraph 4 (b) of ToR
3 (g) (former f)	Promote the use development and safety of recreational navigation, water tourism and related issues, maintain the database of models of the International Certificate for Operator of Pleasure Craft (ICC)	See paragraph 18 of this document
4 (former)	Carry out other measures, aimed to facilitate the use of IWT, as recommended by the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe (ECE/TRANS/SC.3/189)	The text is transferred in paragraph 7 (b); subparagraphs are transferred to other paragraphs or deleted as requested by paragraph 10 (a) of this document

<i>Paragraph</i>	<i>Proposed amendments</i>	<i>Notes</i>
4 (new)	Promote integration of IWT in multimodal transport chains	See a draft of IWT strategy 2016–2021
4 (a)	Prepare proposals on the development of river-sea routes in the context of AGN	The text is transferred from paragraph 2 (c) of ToR
4 (b)	Continue work on aligning the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (the AGTC Protocol) with AGN, contribute to the development of Eurasian transport links	See a draft of IWT strategy 2016–2021 and decisions of SC.3 and SC.3/WP.3 regarding the alignment of the two documents; see also paragraphs 10 (d) and 20 of this document
4 (c)	Provide a representative forum for exchange of experiences and best practices and providing guidance on how to promote integration of IWT in multimodal transport chains	See a draft of IWT strategy 2016–2021
5 (new)	Prevention of pollution from vessels and resilience of IWT to climate changes	See a draft of IWT strategy 2016–2021 and decisions of SC.3 regarding environmental issues, for instance, ECE/TRANS/SC.3/181, paras. 47–50; see also ECE/TRANS/238
5 (a)	Harmonize technical requirements on the prevention of pollution by inland vessels	Transferred here from paragraph 3 (d) of ToR
5 (b)	Assist member States in tackling environmental challenges and the IWT carbon footprint, facilitate the development of the ForFITS tool with a specific focus on IWT	Transferred here from paragraph 4 (e) of ToR; see a draft of IWT strategy 2016–2021 and paragraph 20 of this document
5 (c)	Provide a representative forum for exchange of information and best practices on the implication of climate changes on IWT and assist member States in their activities aimed at enhancing the resilience of IWT to climate changes	See ECE/TRANS/238
5	Renumbered as 6	
6 (a) (former 5 (a))	Promote the implementation of existing UNECE Conventions pertaining to inland navigation and assessment of the legal instruments concerned and discuss measures how to make them more efficient	See a draft of IWT strategy 2016–2021 and paragraph 16 of this document
Former 5 (b)	Deleted	See paragraph 10 (a, b) of this document
Former 5 (c)	Renumbered as 6 (b)	
6	Renumbered as 7	
7 (b)	Carry out other measures, aimed to facilitate the use of IWT, as recommended by the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe (ECE/TRANS/SC.3/189)	Transferred here from paragraph 4 of ToR
7 (c)	Establish working contacts with river commissions and basin administrations at a global level to exchange best practices, stimulate joint efforts when addressing global challenges and encourage wider harmonization	See a draft of IWT strategy 2016–2021 and paragraph 10 (e) of this document
Former 6 (b)	Renumbered as 7 (d)	

<i>Paragraph</i>	<i>Proposed amendments</i>	<i>Notes</i>
Former 6 (c)	Renumbered as 7 (e)	

22. SC.3/WP.3 may wish to discuss the draft ToR of SC.3 updated on the basis of these proposals and provide guidance with the aim of finalising them at the next session of SC.3 in November 2016 and possible adoption at the ITC session in February 2017.

Annex

Working Party on Inland Water Transport (SC.3)

Revision proposal for the Terms of Reference (ToR)

I. Mandate

1. The guidelines for the establishment and functioning of Working Parties within UNECE stipulate that each Working Party prepares its terms of reference which must be adopted by its parent Sectoral Committee (ECE/EX/1, para. 3 (a)).
2. These terms of reference are based on the SC.3 **Work plan for 2016–2020** ~~programme of work for 2010–2014~~ and the main expected accomplishment and indicators of achievement for ~~2010–2011~~ **2016–2017**, as adopted by the fifty-~~third~~ **ninth** session of the Working Party ~~in October 2009~~ **November 2015** (ECE/TRANS/SC.3/483~~201~~, para. 346~~9~~) and approved by the Inland Transport Committee (ITC) at its seventy-~~second~~ **eight** session in February ~~2010–2016~~ (ECE/TRANS/2010/8 **2016/31** and ~~Corr.1~~).

II. Terms of reference (ToR) of the Working Party on Inland Water Transport (SC.3)

3. The Working Party on Inland Water Transport (SC.3) and its subsidiary body, i.e. the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3), act within the framework of the policies of the United Nations and the Economic Commission for Europe (hereafter UNECE) under the general supervision of the ITC and in conformity with the Terms of Reference of UNECE (E/ECE/778/Rev.4).
4. SC.3 will operate in accordance with the UNECE Guidelines for the establishment and functioning of Working Parties within UNECE as approved by the UNECE Executive Committee at its fourth meeting on 14 July 2006 (ECE/EX/1). These guidelines refer to its status and characteristics, including the review of its mandate and extension every 5 years, its membership and officers, its methods of work and its secretariat provided by the UNECE **Sustainable** Transport Division.
5. In line with the objective of the UNECE transport subprogramme 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 transport, SC.3, assisted, where appropriate by SC.3/WP.3, will carry out the following activities:
 1. *Organize a pan-European policy dialogue on the inland water transport (IWT) issues*
 - (a) Provide an inclusive and representative forum for exchange of experiences and best practices and providing guidance on how to address challenges in inland water transport (IWT) development;
 - (b) Prepare studies on the situation and trends in inland navigation in order to provide governments with up-to-date basic information and data concerning the inland water transport mode;

(c) Regularly **update the strategy and** publish policy papers (white papers, inventories of obstacles, etc.) on IWT to ~~inform the general public~~ **ensure sustainability of IWT about advantages of transport by inland waterway and issues in its development, enhance the visibility and availability of UNECE documents relevant to IWT;**

(d) **Coordinate measures to promote the development of IWT in member States aimed at the implementation of Sustainable Development Goals (SDGs) and contribute to reporting against the SDG targets by focusing on IWT-related statistics.**

2. *Promote a coordinated development of inland waterway infrastructure*

(a) Monitor the implementation of the European Agreement on Main Inland Waterways of International Importance (AGN), adopt amendments to the lists of inland waterways and ports and their parameters, as contained in the annexes to ~~the~~ AGN, and elaborate proposals on further development of the agreement;

(b) Maintain the Inventory of Main Standards and Parameters of the E Waterway Network (~~UNECE "the Blue Book"~~), **the database of E Waterway Network (the Blue Book database)** and other relevant SC.3 resolutions and maps which provides regularly updated information on standards and parameters of E waterways and ports in Europe;

(c) Prepare action plans on eliminating concrete bottlenecks and completing missing links on particular E waterways crossing the territory of more than one State Party to AGN ~~and preparing proposals on the development of concrete river-sea routes in the context of the AGN;~~

(d) Provide a forum for ad hoc committees, expert groups or round tables to further coordinate **and monitor** the development of the E waterway network.

3. *Address safety and operational requirements in inland navigation*

(a) Organize exchanges of views on selected aspects of new and improved techniques in ~~inland water transport~~ **IWT and other safety- and security-related issues relevant to IWT** with a view to their harmonization with the aim of facilitating and promoting international water transport in Europe;

(b) Harmonize ~~and maintain safety requirements~~ **the rules** for inland navigation in Europe with a view to ensuring homogeneous and internationally acceptable standards of navigation safety throughout the European network of inland waterways;

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

(d) ~~Harmonize technical requirements on the prevention of pollution by inland vessels;~~ **Coordinate and support measures to modernize inland water fleet at the pan-European level;**

(e) **Keep member States informed on developments in** ~~Address the issues of~~ mutual recognition of boatmasters' certificates and other issues related to the professional qualifications in the area of inland navigation;

(f) **Promote the use of River Information Services and other information communication technologies, the harmonization of radiocommunication services for E Waterway Network;**

(~~g~~) Promote the use and safety of recreational navigation **and related issues, maintain the database of models of ICC.**

4. ~~Carry out other measures, aimed to facilitate the use of IWT, as recommended by the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe (ECE/TRANS/SC.3/189):~~
- ~~—— (a) Coordinate and support measures to modernize inland water fleet at the pan-European level;~~
 - ~~—— (b) Promote the use of River Information Services and other information communication technologies;~~
 - ~~—— (c) Assist member States in responding effectively to new market requirements;~~
 - ~~—— (d) Assist member States in addressing the labour market shortages at the pan-European level;~~
 - ~~—— (e) Assist member States in tackling environmental challenges and the IWT carbon footprint;~~
 - ~~—— (f) Assist member States in reinforcing the institutional and regulatory framework of IWT at the pan-European level.~~
4. **Promote integration of IWT in multimodal transport chains**
- (a) **Prepare proposals on the development of river-sea routes in the context of AGN;**
 - (b) **Continue work on aligning the AGTC Protocol with AGN, contribute to the development of Eurasian transport links;**
 - (c) **Provide a representative forum for exchange of experiences and best practices and providing guidance on how to promote integration of IWT in multimodal transport chains.**
5. **Prevention of pollution from vessels and resilience to climate changes**
- (a) **Harmonize technical requirements on the prevention of pollution by inland vessels;**
 - (b) **Assist member States in tackling environmental challenges and the IWT carbon footprint, facilitate the development of the ForFITS tool with a specific focus on IWT;**
 - (c) **Provide a representative forum for exchange of information and best practices on the implication of climate changes on IWT and assist member States in their activities aimed at enhancing the resilience of IWT to climate changes.**
56. **Harmonize the legal framework for international IWT**
- (a) **Promote the implementation of existing UNECE Conventions pertaining to inland navigation and assessment of the legal instruments concerned and discuss measures how to make them more efficient;**
 - ~~—— (b) Consider upgrading the status of Resolutions Nos. 61 (Recommendations on Harmonized Europe wide technical requirements for Inland navigation vessels), 24 (European Code for Inland Waterways) and 31 (Recommendations on boatmasters' certificates) including their possible conversion into binding instruments with a view to providing, inter alia, for reciprocal recognition by its Parties of ship's certificates and crew members' certificates issued on their basis;~~
 - (eb) **Undertake other activities aimed at further harmonizing and simplifying the international legal framework for inland water transport IWT operations.**

67. *Undertake other activities related to regional and international cooperation or requested by the UNECE Inland Transport Committee*

(a) Cooperate with the European Commission, River Commissions, intergovernmental and non-governmental organizations and other United Nations regional commissions and organizations or bodies of the United Nations system;

(b) Carry out other measures, aimed to facilitate the use of IWT, as recommended by the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe (ECE/TRANS/SC.3/189);

(c) Establish working contacts with river commissions and basin administrations at a global level to exchange best practices, stimulate joint efforts when addressing global challenges and encourage wider harmonization;

(d) Collaborate closely with other subsidiary bodies of ITC and other UNECE bodies on matters of common interest;

(e) Support ITC in addressing cross-sectorial issues, such as inland transport and security and inland transport and environment.
