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Working Party on Inland Water Transport

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

Fiftieth session

Geneva, 15-17 February 2017

Report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its fiftieth session

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I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter, the Working Party or SC.3/WP.3) held its fiftieth session from 15 to 17 February 2017 in Geneva.
2. The session was attended by representatives of the following countries: Belgium, Bulgaria, Kazakhstan, Lithuania, Poland, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.
3. The European Union (EU) was represented. Representatives of the following intergovernmental organizations also attended the session: Central Commission for the Navigation on the Rhine (CCNR), Danube Commission (DC) and International Sava River Basin Commission (Sava Commission or SC). Delegations of the Eurasian Economic Commission (EEC), European Boating Association and Confederation of European Maritime Technology Societies (CEMT) were present. Representatives of Galati Lower Danube River Administration, Marine Engineering Bureau, the Route from Varangians to Greeks and Russian Yachting Association were present at the invitation of the secretariat.
4. Ms. Eva Molnar, Director of the United Nations Economic Commission for Europe (UNECE) Sustainable Transport Division, opened the session and welcomed the participants. She pointed out that the present session was held on the eve of the seventieth anniversary of the Inland Transport Committee (ITC), presented the weekly programme of the anniversary and invited the participants to take part in it. In particular, she mentioned the ministerial meeting “Past and Future of the UNECE Inland Transport Committee”, the seventy-ninth session of ITC and other high level events, in particular, the High-Level Conference on Inland Water Transport with the participation of countries with navigable waterways, River Commissions and other international organizations. In this context, she stressed the importance of international cooperation for the promotion of inland water transport and the relevant experience at the pan-European level that could be used by other continents.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/SC.3/WP.3/99, Informal document SC.3/WP.3 No. 1 (2017)

5. The Working Party adopted the provisional agenda, as supplemented by informal document SC.3/WP.3 No. 1 (2017) in order to take into account informal documents SC.3/WP.3 Nos. 2 to 4. It was decided to consider the following issues under item 10 “Other business”: (a) High-Level Conference on Inland Water Transport; (b) recent developments in the Good Navigation Status concept; (c) cooperation with the Geographic Information System (GIS) Forum Danube on the subject of the Danube Information Service Conference (DISC).
6. In accordance with established practice, it was agreed that only the main decisions should appear in the draft prepared by the secretariat for reading at the end of the session. A full report would be prepared by the Chair with the assistance of the secretariat, and circulated after the session.

III. Election of officers (agenda item 2)

7. Mr. I. Ignatov (Bulgaria) was re-elected as the Chair for the present session and for the fifty-first session of the Working Party.

IV. Outcome of the sixtieth session of the Working Party on Inland Water Transport (agenda item 3)

Document: ECE/TRANS/SC.3/203

8. The Working Party was informed about the main decisions taken by the Working Party on Inland Water Transport (SC.3) at its sixtieth session (2-4 November 2016): (a) adoption of the new strategy and the Terms of Reference; (b) adoption of the third revision of the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book); (c) adoption of the second revision of Resolution No. 59 as Resolution No. 85; (d) adoption of amendments to Resolution No. 61 as Resolution No. 86; and other issues. The Chair encouraged the participants to continue fruitful work in the framework of the new strategy of SC.3 which was submitted to the seventy-ninth session of ITC for endorsement.

V. Inland waterways infrastructure (agenda item 4)

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

Documents: ECE/TRANS/120/Rev.3, ECE/TRANS/SC.3/WP.3/2017/1

9. The Working Party approved preliminarily the draft amendments to the European Agreement on Main Inland Waterways of International Importance (AGN) on the basis of the draft prepared by the secretariat (ECE/TRANS/SC.3/WP.3/2017/1), subject to the following modifications:

delete the entry “P 50–02 Sankt-Peterburg river port (Neva, 1,385.0 km)³” from Annex II to AGN and *renumber* the entries P 50-03 to P 50-12 accordingly;

replace Kamenskoye by Kamianske.

10. The Working Party asked the secretariat to submit the amended proposal to the sixty-first session of SC.3 for the final adoption.

11. SC.3/WP.3 agreed to organize a workshop dedicated to inland navigation ports of international importance in the context of the ongoing work on preparing a package of amendments to Annex II to AGN at its next session.

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

Document: ECE/TRANS/SC.3/144/Rev.3

12. The Working Party took note of the information by the secretariat about the finalization of the third revised edition of the Blue Book. The final version of the Blue Book included the parameters of the common Hungarian-Slovak section of the Danube, as agreed between Hungary and Slovakia with the support of the Danube Commission, and also contributions from Bosnia and Herzegovina, Germany, Italy, Poland, Switzerland, Ukraine and the Sava Commission. SC.3/WP.3 was informed about the planned dates of the publication of the Blue Book and updating the Blue Book database.

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

Documents: ECE/TRANS/SC.3/159/Rev.1, ECE/TRANS/SC.3/WP.3/2017/2, ECE/TRANS/SC.3/WP.3/2017/3

13. SC.3/WP.3 approved preliminarily the draft amendments to the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revised) as set out in ECE/TRANS/SC.3/WP.3/2017/2 subject to the modification proposed by Slovakia:

in para. 44, *replace height by height under bridges.*

14. SC.3/WP.3 took note of the information about the bottlenecks and inland ports in the TEN-T¹ core network corridors in Regulations (EU) Nos. 1315/2013 and 1316/2013, as reflected in ECE/TRANS/SC.3/WP.3/2017/3, and additional information given by the European Commission. DC was of the opinion that Regulation (EU) No. 1316/2013 could be used as a basis for amending Resolution No. 49 in terms of the definitions and the list of agreed infrastructure projects, however, the comprehensive list of bottlenecks on the Danube was missing. SC.3/WP.3 supported the idea to consider this approach as a basis for possibly mainstreaming Resolution No. 49, and decided to include this item in the agenda of its fifty-first session.

15. SC.3/WP.3 noted the difference between the definitions of the term “bottleneck” used in Resolution No. 49 and Regulation (EU) No. 1315/2013 and the information from DC about the ongoing work on this definition. Following the proposal by Belgium, SC.3/WP.3 decided to start discussion on possible harmonization of the definition of bottlenecks. To this end, SC.3/WP.3 asked the secretariat to prepare a questionnaire for its next session and to circulate it to member States, River Commissions and other interested parties after this session.

VI. Standardization of technical and safety requirements in inland navigation (agenda item 5)

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

Documents: ECE/TRANS/SC.3/115/Rev.5, ECE/TRANS/SC.3/2015/7, ECE/TRANS/SC.3/2016/17, ECE/TRANS/SC.3/2017/4, ECE/TRANS/SC.3/WP.3/96, ECE/TRANS/SC.3/WP.3/2016/14, ECE/TRANS/SC.3/WP.3/2017/4

16. SC.3/WP.3 took note of the answers to the questionnaire on regional and national special requirements submitted by Slovakia (ECE/TRANS/SC.3/WP.3/2017/4) and encouraged other member States to submit the filled-in questionnaire by its fifty-first session.

17. SC.3/WP.3 deemed it desirable to organize the next meeting of the CEVNI Expert Group in June 2017, as far as possible back-to-back with its fifty-first session. The secretariat was asked to make the necessary arrangements.

¹ The Trans-European transport network.

18. SC.3/WP.3 took note of the information submitted by DC and CCNR on ongoing work relevant to CEVNI, in particular, on the provisions for vessels using liquefied natural gas (LNG) as a fuel. DC informed the session about the finalization of work on harmonizing the Basic Provisions relating to Navigation on the Danube (DFND) with CEVNI 5; the draft had been considered by the Working Group on Technical Issues in October 2016 with the purpose of its final adoption in April 2017. A proposal of Austria introducing new provisions for vessels using LNG as a fuel was included in the agenda of the next session of the Working Group on Technical Issues. SC.3/WP.3 was informed by CCNR that amendments to the Rhine Vessel Police Regulations were expected in June 2017, e.g. a new sign for electrical connection to the shore network.

19. SC.3/WP.3 invited member States and River Commissions to submit available text of CEVNI in other languages for uploading onto the SC.3 webpage.

B. Signs and Signals on Inland Waterways (SIGNI) (Resolution No. 22, revised)

Documents: ECE/TRANS/SC.3/108/Rev.2, ECE/TRANS/SC.3/WP.3/2017/5, ECE/TRANS/SC.3/2016/9, Informal document SC.3/WP.3 No. 4 (2017)

20. SC.3/WP.3 took note of the presentation by the secretariat about the proposed new structure of SIGNI. CCNR welcomed the proposal that aimed to eliminate overlaps and duplication with other UNECE documents. DC supported the opinion of CCNR, considered the proposal as a good basis for the revision and proposed assistance in this work. SC.3/WP.3 agreed that the new structure of SIGNI proposed in ECE/TRANS/SC.3/WP.3/2017/5 could be used as a basis for its next revision. The Chair invited member States and other stakeholders to submit their proposals in writing for the next session of SC.3/WP.3.

21. SC.3/WP.3 took note of the information from the Chairs of the Vessel Tracking and Tracing (VTT) and the Inland Electronic Chart Display and Information Systems (Inland ECDIS) Expert Groups as set out in Informal document SC.3/WP.3 No. 4 (2017).

22. In respect to a proposed new Chapter 12, Monitoring of signs and marking by AIS² Aids to Navigation, CCNR mentioned that major work was underway on Application Specific Messages (ASM). SC.3/WP.3 asked the secretariat to start working on a draft new Chapter 12 of SIGNI and to submit the proposal for its next session.

23. In respect of a proposed new Chapter 13, DC shared the experience of the harmonization of local requirements on the Danube with DFND, and mentioned the progress and obstacles in the national legislation of its member States. DC would prepare a proposal for updating CEVNI on the basis of this work.

24. SC.3/WP.3 asked the secretariat to prepare a draft questionnaire for a new Chapter 13 of SIGNI for the consideration at its next session.

C. Workshop on the Rules and Regulations for inland navigation and river-sea vessels

25. The workshop aimed at addressing the present situation and recent developments in the field of technical prescriptions for inland navigation vessels, and identifying needs and

² Automatic Identification System.

challenges for member States, EU and River Commissions. Furthermore, the purpose was to highlight the role of UNECE in creating more efficient regulations in order to improve the navigation safety. The workshop was divided into three sessions. The presentations are available at www.unece.org/trans/main/sc3/wp3/wp3doc_2017.html.

26. Session 1, Vessel Regulations in the European Union and on the Rhine:

(a) EC Directorate-General for Mobility and Transport presented the EU regulations for inland navigation vessels, in particular, Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC. It was pointed out that the Directive aimed to ensure one system of technical regulations applied across EU, better coordination and a harmonized approach with the regulations applicable on the Rhine by using references to the European standard laying down technical requirements for inland navigation vessels (ES-TRIN). EC highlighted the next steps and the time line for the preparation and adoption of a delegated act, by means of which ES-TRIN will be introduced in the EU legislation.

(b) CCNR continued informing the participants about ES-TRIN, the progress of the European committee for drawing up common standards in the field of inland navigation (CESNI) and the relationship between ES-TRIN, the EU legislation and the Rhine Vessel Inspection Regulations (RVIR). The goals and the structure of ES-TRIN were highlighted, where the distinction had been done between technical requirements based on Annex II to EU Directive 2006/87 and RVIR, special provisions for certain categories of vessels, new requirements for vessels using liquefied natural gas (LNG) as a fuel and procedural rules and instructions. CCNR further mentioned the road map for the next editions of the standard. The next version of ES-TRIN would be adopted in 2017 and would include new provisions for fire-fighting systems, cranes, traditional craft, navigation and information equipment, elevating wheelhouses, reference updated references to EN/ISO standards and editorial amendments. Updated editions of ES-TRIN are planned for every two years.

(c) CEMT expressed the views of architects and marine engineers on further development of ES-TRIN. CEMT proposed issues for further consideration: (i) requirements for the construction of vessels made of light alloys and other materials; (ii) special provisions for smaller vessels, including daily trip vessels not exceeding 24 m in length and authorised to carry up to a maximum of 150 passengers. In the opinion of CEMT, it should be necessary to homogenize the ES-TRIN implementing process and minimize derogations for EU member States. CEMT was of the opinion that, in order to facilitate coordination in the application of ES-TRIN, it would be desirable to establish an inland navigation office and an inspection body composed of technical experts from all EU countries with inland navigation.

27. Session 2, Technical standards for vessels in the Danube and the Sava regions:

(a) DC informed the session about the DC activities on the recommendations on technical prescriptions for inland navigation vessels based on UNECE Resolution No. 61, revised, and harmonized with Directive 2006/87/EC. He mentioned the updates adopted by DC in 2011-2016 that were made in line with amendments to Resolution No. 61, including special provisions for sea-going vessels, recreational craft, passenger vessels, provisions for disabled persons, the model of the Inland Vessel Certificate, the safety clearance, freeboard and draught marks. He concluded that, due to this continuous work, the DC Recommendations were fully harmonized with Resolution No. 61.

(b) The Authority for Determination of the Seaworthiness, in Serbia, addressed the current situation in Serbia and new challenges for the sector. The regulatory framework consists of provisions of Directive 2006/87/EU, the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and CEVNI.

Since April 2016, when the Authority had been recognized as an inspection body for berthed floating objects operating mostly on the Sava and the Danube, there was a strong need for special regulations for them. There are more than 250 floating objects connected to the shore intended for commercial use currently under the supervision of the Authority, including floating bars, restaurants, sport clubs, marinas, office buildings, warehouses, and the regulations for inland vessels cannot be applied to them in full scope in respect of fire protection, alarm and detection systems, stability, prevention of water pollution and other requirements. Special rules for floating objects are currently under development and expected in 2017.

28. Session 3, Towards the Black Sea, the Azov Sea and Caspian routes:

(a) The design experience of a new generation of river-sea vessels for coastal navigation in Europe, was presented by the delegate from the Marine Engineering Bureau. He emphasized the construction of new vessels as a strategically important task for the Russian Federation, given the growing demand for river-sea cargo vessels, current challenges in river-sea fleet, including the decrease of the number of vessels, ageing of the fleet, the need for new vessels with a higher efficiency, reliability and ecological safety and changes in the structure of freight transport. He presented a new concept developed by the Marine Engineering Bureau and used in a number of projects of river-sea tankers, multi-purpose cargo vessels and passenger vessels intended for operation in zones RS 2.0, RS 3.0, RS 3.5 and RS 6.0; a vessel project for zone RS 4.5 was currently under development.³ He also mentioned new projects of tankers and vessels using liquid petroleum gas (LPG) as the main fuel; here, the requirements of the International Maritime Organization were used as the basis.

(b) In his intervention, the delegate from the Kazakhstan Register of Shipping informed the Working Party that the technical safety of navigation in Kazakhstan was ensured by means of mandatory Rules and Regulations for the classification, construction, supervision and surveys of inland and river-sea vessels and the classification of water basins. He stressed the importance of harmonizing the Rules and Regulations in the light of integration processes and the need to avoid the duplication of requirements, and mentioned that the Kazakhstan Register of Shipping was engaged in this work as a member of the International Association of Technical Survey and Classification Institutions. He further mentioned the importance of the harmonization of technical requirements for vessels in the framework of SC.3/WP.3. He pointed out that some of the challenges addressed by other speakers were relevant to the Register, including the application of standards, the maintenance, repair and renovation of vessels, the certification of materials, testing and other issues.

(c) The delegate from the Shipping Register of Ukraine pointed out that the Register currently supervised about 900 inland navigation vessels, 100 river-sea vessels, over 500 sea-going ships and many small craft operating mainly on inland waterways, and that therefore, the Rules and Regulations for the classification, construction, supervision and surveys were maintained for all vessel types. He explained that the procedure of assigning the survey periods for vessels depended on navigation zones, the type and age of vessel, its technical condition and other factors. He also mentioned the requirements for berthed floating establishments. The Rules for inland and river-sea navigation vessels are harmonized with Resolution No. 61, CEVNI, DC Recommendations, Directive 2006/87/EC

³ *Note of the secretariat:* the classification of coastal zones is given in Chapter 20B of Resolution No. 61.

and ADN. In respect of ES-TRIN, the Shipping Register of Ukraine was of the opinion that a unified European standard would be desirable for development of the Rules.

29. SC.3/WP.3 took note of the existing practices of national Rules and Regulations in different member States, including berthed floating objects, river-sea vessels and pleasure craft and exchanged views on the international requirements, provisions for particular types of vessels, the harmonization of requirements for vessels, the classification of inland vessels and related issues.

30. CCNR expressed the opinion that special provisions for berthed floating establishments were challenging for other European countries and it could be, therefore, addressed at an international level within the European framework as international prescriptions, based on the experience of Serbia in developing national provisions.

31. SC mentioned the decision prepared in cooperation with Croatia and Serbia that referred to Annex II to Directive 2006/87/EC. Having referred to the participation in CESNI, he pointed out that it would be desirable to follow ES-TRIN; however, the matter of applying ES-TRIN outside EU had to be addressed, as non EU member States had no voting rights in this cooperation.

32. SC.3/WP.3 made the following preliminary observations on the basis of the answers to the questionnaire⁴ distributed by the secretariat during the workshop:

- further development of the Rules for the construction of vessels with the hull made of light alloys and of plastics was considered the most desirable for the majority of the respondents;
- the Rules for dry cargo vessels, bulkers, tankers, tugs and pushers, passenger vessels, floating equipment, small and recreational craft were applied by the majority of the respondents; the Rules for vessels carrying dangerous goods, floating establishments, sailing vessels, oil platforms and drilling units were applied by one-half of the respondents;
- the majority of the respondents recognized the desirability for further development of the Rules for floating establishments, gas carriers and container vessels at the national level;
- the majority of the respondents recognized the need for further development of the Rules for the certification of materials and equipment for vessels, testing procedures, operating instructions and instructions for surveyors.

33. SC.3/WP.3 further noted that the mandatory classification for all inland vessels was required by one-half of the respondents, while the others required the classification only for particular types of vessels.

34. SC.3/WP.3 also noted that one-half of the respondents preferred a combination of two approaches for the structure of the Rules and regulations: the traditional structure and the modular approach. One-third of the respondents supported the modular structure, and the rest preferred to keep the traditional structure.

35. All respondents confirmed the desirability of harmonized prescriptions for vessels: one-half of them considered that the Rules should be fully harmonized, while the others supported the harmonization of requirements in terms of the hull strength, stability and

⁴ Available at www.surveymonkey.com/r/K2DNYV9.

subdivision, prevention of water pollution, freeboard and safety distance, the steering system, machinery and equipment including the electrical equipment.

36. SC.3/WP.3 invited other member States to fill in the questionnaire. The secretariat was asked to prepare a detailed overview of the answers.

37. Belgium expressed the opinion that it would be useful to continue addressing the issue of Rules and Regulations for vessels applied in different basins at the next sessions of the Working Parties. The Chair supported this point of view and proposed that SC.3/WP.3 follow this when planning future activities.

38. SC.3/WP.3 decided to continue the discussion on technical prescriptions for berthed floating establishments (floating hotels, floating restaurants, landing stages and similar structures) at its next session.

39. SC.3/WP.3 decided that the results of this survey should be considered when planning future activities of the Group of Volunteers on Resolution No. 61.

D. Renovation of inland navigation vessels

Document: ECE/TRANS/SC.3/WP.3/2017/6

40. SC.3/WP.3 took note of the presentation by Marine Engineering Bureau about the conversion of river-sea vessels. In this presentation, the delegate referred to the experience of conversion of vessels in the Russian Federation and Ukraine. Given the ageing of the fleet and the lack of efficient financial stimulation of the new shipbuilding, appropriate technical solutions had been studied which aimed at extending the service life of vessels while ensuring their reliability and safety: (a) renovation; (b) modernization and (c) conversion of vessels, including the construction of vessels using elements of vessels that had been already in service (donor vessels). As a result, a vessel should fully comply with international and national requirements, the reliability for the whole new lifetime should be ensured and state-of-the-art calculation methods and technologies should be used. Examples of such projects were given in the presentation.

41. SC.3/WP.3 took note of the information about the renovation procedure of inland navigation vessels applied in the Russian Federation as reproduced in ECE/TRANS/SC.3/WP.3/2017/6 and additional information by the Russian Federation about the renovation and modernization of inland navigation vessels. In particular, the Russian Federation mentioned that the construction of vessels using elements of donor vessels had been applied as a temporary measure as a response to a difficult economic situation in the sector which allowed the Russian shipowners to extend the service life of vessels for a limited period without affecting safety. It had been accomplished in individual project for each vessel; a new date of construction had been assigned. The total number of vessels that had undergone the renovation procedure in 2002-2013 is 439, while the number of vessels constructed using elements of donor vessels is 89. In 2013 the latter procedure had been cancelled as it contravened the Technical Regulation on Safety of Inland Navigation Vessels. It was mentioned that the renovation procedure was basically not used any longer. The Russian Federation asked to include this item in the agenda of the next session of SC.3/WP.3.

42. SC pointed out that ageing of vessels was challenging for countries of the Sava basin and, therefore, it supported the proposal of the Russian Federation to present more detailed information on this issue. SC asked the Russian Federation to make available the information about the respective regulations.

43. SC.3/WP.3 took note of the information by Ukraine about the existing renovation procedure applied to inland navigation vessels. The Shipping Register of Ukraine had

developed the Regulations on renovation of inland and river-sea navigation vessels, which were updated in 2015. The renovation procedure may apply to a vessel in whole or to some of its elements, and comprises levels R1 and R2. The main parameters of a vessel and its class remain unchanged; if a shipowner wants to change the class or the area of operation of the vessel, a reclassification project should be developed and approved by a classification society. The renovation is carried out under the supervision of the classification society, and, after it is completed, the Renovation Certificate is issued. He pointed out that the advantages for shipowners include a higher safety of renovated vessels compared to vessels of the same age, an extension of the lifetime, an increased period between surveys and a lesser scope of the flaw detection during surveys. As estimated by the Register, about 60 per cent of vessels in operation in Ukraine have reached 30 years or more, and thus, the potential for applying this procedure.

44. To address the question of CCNR, Ukraine replied that only a small number of vessels had been renovated. In order to ensure the ecological safety, he stressed that in the process of renovation a vessel should be modernized in order to comply with the standards for the prevention of air pollution in force.

45. SC.3/WP.3 noted that the modernization of vessels was relevant to some member States. It pointed out that this issue depends on the fiscal policy of a government and should, therefore, be addressed in the economic context. It was noted that there were different approaches in the UNECE region addressing this issue, in particular:

- introduction of transitional provisions;
- modernization of vessels;
- renovation of vessels.

46. SC.3/WP.3 expressed its interest in continuing the discussion at its next session with a view of possibly elaborating recommendations for UNECE member States. The secretariat was asked to prepare an information paper for SC.3 about this issue. Belgium proposed, in this context, to address possible measures to encourage skippers to modernize their vessels and introduce innovations.

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

Documents: ECE/TRANS/SC.3/172/Rev.1 and Amends.1-4, ECE/TRANS/SC.3/WP.3/2017/7, ECE/TRANS/SC.3/WP.3/2017/8, Informal document SC.3/WP.3 No. 2 (2017)

47. SC.3/WP.3 took note of the results of comparison between the structure of Resolution No. 61 and ES-TRIN standard set out in ECE/TRANS/SC.3/WP.3/2017/7 and asked the secretariat to continue work on harmonizing provisions of Resolution No. 61 with the following articles and chapters of ES-TRIN standard: Articles 7.02, 7.06.3, 8.06, 8.07, Chapter 9, Articles 13.01.11 to 13.01.14, 13.02.3(b), 13.04, 13.05, 13.06, 14.12, 15.05, Chapter 16, Articles 19.01.5 and 6, Annexes 5 and 6.

48. In the context of the discussions held at the workshop, the Russian Federation drew the attention of SC.3/WP.3 to the inadmissibility of introducing direct links and references to EU legal instruments and, in particular, ES-TRIN in UNECE documents.

49. SC.3/WP.3 took note of the proposal for a new Chapter X on special provisions applicable to craft equipped with propulsion or auxiliary systems operating on fuels with a flashpoint equal to or lower than 55° C and a new Appendix on supplementary provisions

applicable to craft operating on fuels with a flashpoint equal to or lower than 55° C (ECE/TRANS/SC.3/WP.3/2017/8) and decided to transmit them to the Group of Volunteers on Resolution No. 61 for their consideration.

50. SC.3/WP.3 took note of the information by DC about discussions held at the session of the DC Working Group of Technical Issues on 18-21 October 2016 on the harmonization of the DC Recommendations with Directive (EU) 2016/1629 and ES-TRIN. Given that seven DC member States are EU countries, it had been proposed to consider the adoption of ES-TRIN as the DC Recommendations with the purpose to unify technical prescriptions for vessels and issue the unified Vessel Certificate. The DC secretariat had been instructed to continue work on the harmonization of the DC Recommendations with ES-TRIN and was currently working on this issue. In this respect, CCNR stressed the difference between the mandatory nature of legally binding documents for EU countries and the recommendatory status of the DC provisions and, therefore, it would be necessary to distinguish between this in order to have a clear and transparent analysis.

51. SC.3/WP.3 took note of the information that the next meeting of the Group of Volunteers on Resolution No. 61 could possibly be held in October or November 2017. Member States, River Commissions and other stakeholders were invited to take part in the meeting.

VII. Mutual recognition of boatmasters' certificates and professional requirements in inland navigation (agenda item 6)

52. SC.3/WP.3 took note of the presentation transmitted by EDINNA and given by the secretariat about current status of Directive 96/50, the results of the impact assessment of its revision and the results of its study of accidents on inland water transport in Europe made by EDINNA in support of the second impact assessment. The basic conclusions of the study included, in particular, the need for a developed safety culture, creating a harmonized register of incidents and accidents, and other issues.

53. SC.3/WP.3 was informed by DC about the ongoing work on collecting information about stoppages of navigation on the Danube sections since 2010 and their reasons, including repair works, accidents, weather and ice conditions, etc. For this purpose, a questionnaire had been elaborated by the DC Working Group on Technical Issues in 2016 and circulated among member States. It is planned to include a synthesis of this information in the Danube Handbook and annual reports.

54. SC.3/WP.3 took note of the information by CCNR about the ongoing work of the CESNI working groups in the field of the competence standards and medical standards:

(a) The temporary working group on competence standards had developed the first draft of competence standards according to key competence requirements, and agreed upon these at the meeting held on 1 February 2017. The next step will be the development of a standard for practical exams. The temporary working group on simulator standards started examining technical requirements for simulators in January 2017. It will continue its work by visiting vessel handling simulators all over Europe.

(b) The temporary working group on medical standards has developed criteria for general fitness, hearing and vision and agreed on a first draft of medical fitness criteria at the meeting held on 31 January 2017. The medical criteria and the list of restrictions and mitigation measures are based on the Guidelines on the medical examinations of seafarers published by ILO and IMO in 2013. All medical criteria applicable for coastal service

under the ILO/IMO Guidelines have been reviewed and adopted for service on board vessels operating on inland waterways.

VIII. Promotion of River Information Services (RIS) as well as other Information and Communication Technologies (ICT) in inland navigation (agenda item 7)

A. Outcome of the RIS Week

55. SC.3/WP.3 took note of the information by the secretariat about the outcome of RIS Week held in Hasselt (Belgium) from 21 to 25 November 2016, the outcome of the RIS Common Issues Meeting, meetings of the Notices to Skippers (NtS), Electronic Reporting International (ERI), Inland ECDIS, VTT Expert Groups, the Joint VTT-Inland ECDIS Expert Group the progress reached and activities of Expert Group 156 of the World Association for Waterborne Transport Infrastructure (PIANC).

56. SC.3/WP.3 took note of the information by Belgium about the RIS Corridor Management Execution (RIS COMEX) project launched in January 2017. RIS COMEX is a CEF⁵ funded multi-beneficiary project aiming to define, specify, implement and sustain operation of cross-border RIS of TEN-T core network corridors based on an operational exchange of RIS data.

57. SC.3/WP.3 was informed that the next RIS Week will be held from 8 to 12 May 2017 in Belgrade and that the secretariat had been invited to take part in it. SC.3/WP.3 agreed that Mr. Barthold Van Acker, the Chair of SC.3, could provide the information at the RIS week about the relevant activities of SC.3 in his current capacity as the elected Chair of SC.3.

B. Recommendations on electronic chart display and information system for inland navigation (Inland ECDIS) (Resolution No. 48), the International Standard for Tracking and Tracing on Inland Waterways (VTT) (Resolution No. 63) and the International Standard for Electronic Ship Reporting in Inland Navigation (Resolution No. 79)

Documents: ECE/TRANS/SC.3/156/Rev.3, ECE/TRANS/SC.3/176/Rev.1, ECE/TRANS/SC.3/198, ECE/TRANS/SC.3/WP.3/2016/17, Informal document SC.3/WP.3 No. 4 (2017)

58. SC.3/WP.3 took note of the ongoing process of the revision of Inland ECDIS, VTT and ERI standards and asked the secretariat to maintain contacts with the Chairs of the Expert Groups in order to prepare draft amendments to the UNECE resolutions in due time.

59. SC.3/WP.3 took note of the ongoing work by the Joint VTT an Inland ECDIS Working Group on preparing amendments for the two standards VTT and Inland ECDIS with the aim to standardise the use of Automatic Identification System (AIS) Aids to Navigation (AtoN) on inland waterways (Informal document SC.3/WP.3 No. 4(2017)). In

⁵ Connecting Europe Facility.

this regard, CCNR informed SC.3/WP.3 that it was currently investigating the safety aspects of the Application Specific Messages (ASM).

C. International Standard for Notices to Skippers (Resolution No. 80)

Documents: ECE/TRANS/SC.3/199, ECE/TRANS/SC.3/WP.3/2016/6/Rev.1

60. SC.3/WP.3 was informed by the secretariat the (NtS Expert Group had approved new amendments to the NtS standard and had planned to submit it to EC in January 2017. The secretariat was asked to prepare a draft amendment to Resolution No. 80 in consultations with the Chair of the NtS Expert Group once the final decision on the amendments to the standard was taken.

IX. Recreational navigation (agenda item 8)

A. Activities of the Informal Group of Volunteer Experts on recreational navigation

Document: Informal document SC.3/WP.3 No. 3 (2017)

61. SC.3/WP.3 took note of the information provided by the secretariat about the ongoing work on establishing the list of participants of the Informal Group of Volunteer Experts on recreational navigation and its agenda.

62. SC.3/WP.3 was informed by the Russian Yachting Association about the proposal on the requirements for the education and training of pleasure craft operators as set out in Informal document SC.3/WP.3 No. 3 (2017) which would be considered by the Informal Group of Volunteer Experts on recreational navigation. This proposal should be complementary to Resolution No. 40 and the existing standards in the field of recreational navigation.

63. SC.3/WP.3 held a discussion on this proposal. Lithuania and Ukraine were of the opinion that the requirements for the education and training of pleasure craft operators should be established by the member State. The Working Party agreed that the document was not intended for consideration at the present session of SC.3/WP.3 and needed further discussion by the Informal Group of Experts, and agreed to wait for the results of its work.

B. International Certificate for Operators of Pleasure Craft (Resolution No. 40, fourth revision) and the Guidelines to Resolution No. 40

Document: ECE/TRANS/SC.3/147/Rev.4

64. SC.3/WP.3 was informed by the secretariat about the preparation of draft amendments to the Guidelines to Resolution No. 40 based on the outcome of the workshop on recreational navigation held at the sixtieth session of SC.3. The finalised proposal will be submitted to the next session of SC.3WP.3.

C. European Recreational Inland Navigation Network (Resolution No. 52)

Document: Informal document SC.3 No. 12 (2016)

65. It was recalled that an amendment proposal to the map of the European Recreational Inland Navigation Network (Resolution No. 52) on updating the Dnieper section for sailing

craft had been submitted by the Route from Varangians to Greeks to SC.3 at its sixtieth session as set out in Informal document SC.3 No. 12 (2016). SC.3/WP.3 asked Ukraine to consider the proposal and to inform the Working Party about its decision.

X. Inland waterways infrastructure development and the environment (agenda item 9)

66. SC.3/WP.3 was informed by the secretariat about the progress reached by the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes. The participants were informed that the twelfth session of the Group (Geneva, 27 and 28 March 2017).⁶ The delegations were invited to take part in the session and present the relevant activities.

67. SC.3/WP.3 took note of the information by SC about the study “Water and Climate Change Adaptation Plan for the Sava River Basin”.⁷ The document contains the analysis of the climate change impacts on the water sector and proposes measures for adaptive management actions for the most important water subsectors in the Sava river basin.

68. SC.3/WP.3 was informed by CCNR about the report “Possibilities for reducing fuel consumption and greenhouse gas emissions from inland navigation” that had been published in 2012.⁸ According to its strategic orientations, CCNR intended to update this report and to direct its efforts towards defining long-term objectives, as well as a concerted approach to reducing fuel consumption and greenhouse gas emissions.

XI. Other business (agenda item 10)

A. High-Level Conference on Inland Water Transport

69. SC.3/WP.3 was informed by the secretariat about the High-Level Conference on Inland Water Transport to be held on 22 February on the occasion of the seventieth anniversary of the Inland Transport Committee and the preparatory expert meeting for the Global Conference on Inland Water Transport planned for the last quarter of 2017. The Chair stressed the significance of the achievements reached by SC.3 and SC.3/WP.3 at the pan-European and the national levels in the light of the coming Conference, in particular, international conventions and agreements relevant to inland water transport and resolutions of SC.3 as representing interest also for countries outside Europe.

70. SC.3/W.3 noted that the information about these events had been issued by the European River Sea Transport Union (ERSTU) in Newsletter No. 1 of January 2017.

⁶ www.unece.org/trans/main/wp5/wp5_ge3_12.html.

⁷ www.savacommission.org/project_detail/18/1,
www.unece.org/fileadmin/DAM/env/Water_Convention_Sava_River_Workshop/17.section_9_jasna_plavscic_sava_hydrologic_model.pdf.

⁸ <http://ccr-zkr.org/13020220-en.html>.

B. Recent developments in the Good Navigation Status concept

71. SC.3/WP.3 took note of the information by EC about the ongoing work on the Good Navigation Status (GNS) and recent developments in this field. EC reminded the Working Party about the GNS concept set out by Regulation (EU) 1315/2013 and the time frame for its achievement. To this end, EC had launched a project that should be finalized in December 2017. One of the main tasks was to develop the definition of GNS. In 2016, the work had focused on workshops and discussions at different levels; the outcome and the progress reached will be considered at the meeting with stakeholders planned for late spring 2017.

72. SC.3/WP.3 asked EC to keep it informed about further progress in the development and implementation of GNS.

C. Cooperation with the Geographic Information System (GIS) Forum Danube on the subject of the Danube Information Service Conference (DISC)

73. SC.3/WP.3 took note of the presentation by the technical secretariat of the GIS Forum Danube (Galati Lower Danube River Administration) about its activities and, in particular, the Danube Information Service Conference (DISC). Founded in 1997, the GIS Forum Danube has members from all Danube riparian States and the Russian Federation and observers from the Czech Republic, DC and SC. Its purpose is to monitor existing GIS data, provide RIS data through the web portal at <http://d4d-portal.info/> and related issues. One of the current tasks is creating a transnational platform for waterway management including GIS data, electronic navigation charts and necessary resources for the fairway management. DISC, held annually, aims to provide the latest information about RIS implementation, projects related to RIS and waterway maintenance and discussions with the industry on how to improve the quality of services. The GIS Forum Danube asked SC.3/WP.3 to consider the possibility of taking patronage of DISC; the letter will be sent to the secretariat.

74. Following the decision of SC.3, SC.3/WP.3 asked the secretariat to investigate the possibilities for the cooperation with the GIS Forum Danube in regard of the involvement of UNECE in DISC, including the resource implications of any support, in consultations with the secretariat of the GIS Forum Danube.

XII. Adoption of the report (agenda item 11)

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