



# Economic and Social Council

Distr.: General  
29 August 2017

Original: English

## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Inland Water Transport

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

##### Fifty-first session

Geneva, 14-16 June 2017

## Report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its fifty-first session

### Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1-5	3
II. Adoption of the agenda (agenda item 1) .....	6-7	3
III. Inland waterways infrastructure (agenda item 2) .....	8-19	3
A. European Agreement on Main Inland Waterways of International Importance (AGN).....	8-9	3
B. Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book").....	10-14	4
C. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revised).....	15-19	5
IV. Standardization of technical and safety requirements in inland navigation (agenda item 3).....	20-41	5
A. European Code for Inland Waterways (CEVNI) (Resolution No. 24, revision 5)	20-27	5
B. Signs and Signals on Inland Waterways (SIGNI) (Resolution No. 22, revised)	28-32	6
C. Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised).....	33-35	8
D. Modernization and renovation of inland navigation vessels.....	36-37	8

E.	Provisions for berthed floating establishments (floating hotels, floating restaurants and similar structures) .....	38-41	8
V.	Workshop on inland navigation ports of international importance (agenda item 4) .....	42-52	9
VI.	Outcome of the High-Level Conference on Inland Water Transport (22 February 2017, Geneva) and the first meeting of ad hoc group for the preparation of the Global Conference on Inland Water Transport (agenda item 5) .....	53-64	12
A.	Outcome of the High-Level Conference on Inland Water Transport (22 February 2017, Geneva) .....	53-54	12
B.	First meeting of the ad hoc group for the preparation of the Global Conference on Inland Water Transport.....	55-64	12
VII.	Mutual recognition of boatmasters' certificates and professional requirements in inland navigation (agenda item 6) .....	65-67	14
VIII.	Promotion of River Information Services (RIS) as well as other Information and Communication Technologies (ICT) in inland navigation (agenda item 7) .....	68-77	14
A.	Outcome of the RIS Week (8-11 May 2017, Belgrade).....	68-70	15
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) .....	71-72	15
C.	International Standard for Notices to Skippers (Resolution No. 80) .....	73	15
D.	Cooperation with the GIS Forum Danube .....	74-77	15
IX.	Recreational navigation (agenda item 8).....	78-65	16
A.	Activities of the Informal Group of Volunteer Experts on recreational navigation .....	78-79	16
B.	International Certificate for Operators of Pleasure Craft (Resolution No. 40, fourth revision) and the Guidelines to Resolution No. 40 .....	80-84	16
C.	European Recreational Inland Navigation Network (Resolution No. 52, revised).....	85	17
X.	Other business (agenda item 9) .....	86-88	17
A.	Draft strategy of the Inland Transport Committee and road maps for the implementation of the Sustainable Development Goals .....	86	17
B.	Inland waterways infrastructure development and the environment.....	87-88	17
XI.	Adoption of the report (agenda item 10) .....	89	17

## 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 fifty-first session from 14 to 16 June 2017 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Belarus, Belgium, Bulgaria, the Czech Republic, Germany, Hungary, Norway, Poland, the Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.
3. The European Union (EU) was represented. Representatives of the following intergovernmental organizations also attended the session: Danube Commission (DC), International Sava River Basin Commission (Sava Commission or SC). Delegations of European Boating Association, European Federation of Inland Ports (EFIP) and European River-Sea-Transport Union (ERSTU) were present. The representatives of Galati Lower Danube River Administration, Inland Waterway Transport Educational Network (EDINNA) and Maritieme Academie Holland, FONASBA, PO "Route from Varangians to Greeks", STC-Nestra B.V. and the Authority of Szczecin and Świnoujście Seaports (Poland) were present at the invitation of the secretariat.
4. Mr. F. Dionori, Chief of the Transport Networks and Logistics Section, Sustainable Transport Division of the United Nations Economic Commission for Europe (UNECE), opened the session. He welcomed the participants on behalf of Ms. E. Molnar, Director of Sustainable Transport Division, emphasized the importance of inland waterways to the economies of the UNECE region, recalled recent events relevant to the activities of the Working Party on Inland Water Transport (SC.3) and SC.3/WP.3 and wished the session a successful and fruitful meeting guided by the new strategy of SC.3.
5. In accordance with the decision of the Working Party at its fiftieth session (ECE/TRANS/SC.3/WP.3/100, para. 7), Mr. I. Ignatov (Bulgaria) chaired the fifty-first session of the Working Party.

## II. Adoption of the agenda (agenda item 1)

*Documents:* ECE/TRANS/SC.3/WP.3/101, Informal document SC.3/WP.3 No. 5 (2017)

6. The Working Party adopted the provisional agenda with (a) the re-ordering of the consideration of agenda item 5 before item 2, (b) the added informal document SC.3/WP.3 No. 5 (2017) so as to take into account informal documents SC.3/WP.3 Nos. 6 to 18.
7. 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. All presentations made at the session are available on [www.unece.org/trans/main/sc3/wp3/wp3doc\\_2017.html](http://www.unece.org/trans/main/sc3/wp3/wp3doc_2017.html).

## III. Inland waterways infrastructure (agenda item 2)

### 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, Informal documents SC.3/WP.3 Nos. 6 and 16 (2017)

8. SC.3/WP.3 took note of the information by Poland about its accession to AGN (Depositary Notification C.N.133.2017.TREATIES-XI.D.5 reproduced in Informal document SC.3/WP.3 No. 6 (2017)) and noted that Poland had become the nineteenth Contracting Party to the Agreement.

9. The Working Party considered the amendment proposal to AGN submitted by Ukraine as set out in Informal document SC.3/WP.3 No. 16 (2017) followed by explanations by Ukraine and preliminarily approved it. SC.3/WP.3 asked the secretariat to include this amendment in the final draft amendments to AGN for the sixty-first session of SC.3.

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

*Documents:* ECE/TRANS/SC.3/144/Rev.3, Informal documents SC.3/WP.3 Nos. 8 and 17 (2017)

10. SC.3/WP.3 was informed by the secretariat about the upcoming release of the publication of the Blue Book. However, printed versions of the third revised edition were available in the meeting room and the electronic version was already available on the UNECE website.<sup>1</sup>

11. SC.3/WP.3 was informed by the secretariat that the Blue Book database had been updated according to the third revised edition of the Blue Book and would be available on the website when the printed version is released.

12. SC.3/WP.3 preliminarily approved the amendment proposal from Ukraine for the third revised edition of the Blue Book (see Informal document SC.3/WP.3 No. 17 (2017)) and asked the secretariat to include it in the first draft of amendment No. 1.

13. SC.3/WP.3 took note of the information about the current situation and the progress in restoring the E 40 waterway as set out in Informal document SC.3/WP.3 No. 8 (2017). Belarus, Poland and Ukraine supplemented this information. Belarus informed about the outcome of the first meeting of the Working Group established under the Memorandum between Belarus and Poland which had been held on 8-9 December 2016 in Brest (Belarus). The second meeting of the Working Group will be held on 26-27 June in Mikolajki (Poland). He further mentioned that Belarus and Ukraine were working jointly in intergovernmental working groups.

14. Poland continued to express its support of the cooperation between the EU member States and the Eastern Partnership countries in terms of the inland waterway infrastructure development and possible extension of the TEN-T corridors, as it had been mentioned by Poland at the conference “Promoting Connectivity in the CEI<sup>2</sup> Region: Bridging the Gap between Europe and Asia” held on 8-9 June in Minsk. Ukraine expressed its support of the E 40 restoration project and mentioned meetings between Belarus and Ukraine dedicated to related practical issues, in particular, the implementation of RIS services on the Ukrainian and Belarussian sections of the E 40 waterway.

---

<sup>1</sup> Available from [www.unece.org/fileadmin/DAM/trans/doc/2017/sc3wp3/ECE-TRANS-SC3-144-Rev.3e.pdf](http://www.unece.org/fileadmin/DAM/trans/doc/2017/sc3wp3/ECE-TRANS-SC3-144-Rev.3e.pdf).

<sup>2</sup> The Central European Initiative.

### **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.3/2017/9, ECE/TRANS/SC.3/WP.3/2017/10, Informal document SC.3/WP.3 No. 18 (2017)

15. SC.3/WP.3 agreed with the proposal prepared by the secretariat on possible streamlining of Resolution No. 49 with the list of bottlenecks of the TEN-T core network corridors set out in Regulation (EU) No. 1316/2013 (ECE/TRANS/SC.3/WP.3/2017/9).

16. The Working Party agreed to continue this work in cooperation with EU and asked the secretariat to consult with EU and also with a view to establish a harmonized GIS<sup>3</sup> database. EU pointed out that the European coordinators of the TEN-T core network corridors were maintaining a database on these corridors, and this information would be passed over to them.

17. Following its decision to discuss possible harmonization of the definition of bottlenecks, SC.3/WP.3 took note of the overview of the definitions applied in Europe and answers to the questionnaire (ECE/TRANS/SC.3/WP.3/2017/10). SC.3/WP.3 decided that the current definition of bottlenecks and missing links in Resolution No. 49 did not need further discussion, and decided to discontinue further work on this issue.

18. SC.3/WP.3 exchanged the information on the current situation with the existing bottlenecks. Following the proposal by Belarus, the Working Party decided to amend para. 7 of ECE/TRANS/SC.3/WP.3/2017/2 as follows:

*Add a footnote at the end of paragraph 2*

Upgrading of lock No. 3, Ragodosch, was started in 2015, the opening is planned for 2019; upgrading of lock No. 2, Pererub, is planned for 2019-2020; upgrading of lock No. 4, Ovzichi, is planned for 2020-2021.

19. SC.3/WP.3 preliminarily approved the amendment to Resolution No. 49 submitted by Ukraine (Informal document SC.3/WP.3 No. 18 (2017)) and asked the secretariat to add this proposal to the final draft for the adoption by SC.3.

## **IV. Standardization of technical and safety requirements in inland navigation (agenda item 3)**

### **A. European Code for Inland Waterways (CEVNI) (Resolution No. 24, revision 5)**

*Documents:* ECE/TRANS/SC.3/115/Rev.5, ECE/TRANS/SC.3/2015/7, ECE/TRANS/SC.3/2016/7, ECE/TRANS/SC.3/2016/17, ECE/TRANS/SC.3/WP.3/2016/5/Rev.1, ECE/TRANS/SC.3/WP.3/2016/14, ECE/TRANS/SC.3/WP.3/2017/4, ECE/TRANS/SC.3/WP.3/2017/11, ECE/TRANS/SC.3/WP.3/2017/22, Informal documents SC.3/WP.3 Nos. 11, 13 and 15 (2017)

---

<sup>3</sup> Geographic Information System.

20. The Working Party was informed about the outcome of the twenty-fifth meeting of the CEVNI Expert Group on 13 June 2017 (see ECE/TRANS/SC.3/2017/7). The twenty-sixth meeting of the Group will take place on 3 October 2017 in Geneva back-to-back with the sixty-first session of SC.3.

21. SC.3/WP.3 asked the secretariat to issue a working document with draft amendments to CEVNI on the basis of the text that had been agreed upon by the CEVNI Expert Group.

22. Following the proposal of Austria, SC.3/WP.3 deemed it necessary to start working on amendments to CEVNI for vessels using Liquefied Natural Gas (LNG) as a fuel, and invited member States to prepare an amendment proposal.

23. SC.3/WP.3 asked the secretariat to prepare working documents on the basis of the communications of the Central Commission for the Navigation on the Rhine (CCNR) and of the Mosel Commission:

(a) a new annex “LNG bunkering checklist” to CEVNI based on the Standard for a LNG Bunker Checklist;

(b) an amendment proposal on the provisions for an unobstructed view; and

(c) amendments to Article 7.06, Annex 7, Articles 1.01, 1.10, 4.05, 4.07, 12.01 and Annex 12 of the Police Regulations for the Navigation on the Rhine, and Articles 1.01 and 9.05 of the Police Regulations for the Navigation on the Mosel.

24. SC.3/WP.3 approved the online questionnaire on signals of fixed lights and the marking of the passage permitted on the clear side at reduced speed by day, as prepared by the secretariat and invited member States to complete it.<sup>4</sup>

25. SC.3/WP.3 took note of the answers to the Questionnaire on Regional and National Special Requirements transmitted by Belarus, the Russian Federation and the Sava Commission (see ECE/TRANS/SC.3/WP.3/2017/11, ECE/TRANS/SC.3/WP.3/2017/22 and Informal documents SC.3/WP.3 Nos. 11, 13 and 15 (2017)), and confirmed the CEVNI Expert Group’s intention to update Chapter 9.

26. SC.3/WP.3 was informed by Ukraine about ongoing work on harmonizing the national regulations with CEVNI 5.

27. SC.3/WP.3 noted with satisfaction that the Ukrainian language version of CEVNI had been transmitted by Ukraine and was available on the SC.3 webpage. Member States and River Commissions were invited to also submit other language versions of CEVNI for uploading onto the SC.3 webpage.

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

*Documents:* ECE/TRANS/SC.3/115/Rev.5, ECE/TRANS/SC.3/108/Rev.2, ECE/TRANS/SC.3/169/Rev.2, ECE/TRANS/SC.3/WP.3/2017/5, ECE/TRANS/SC.3/WP.3/2017/12, ECE/TRANS/SC.3/WP.3/2017/13, Informal document SC.3/WP.3 No. 10 (2017)

28. SC.3/WP.3 took note of the presentations about the implementation of Aids to Navigation (AtoNs) on inland waterways:

---

<sup>4</sup> [www.surveymonkey.com/r/cevni\\_signi\\_lights](http://www.surveymonkey.com/r/cevni_signi_lights).

(a) Mr. W. Haupt, the Chair of Inland ECDIS International Expert Group, Germany, informed the Working Party about the activities of the Common VTT and Inland ECDIS Working Group on the AtoN concept, pointed out principal distinctions between the principles of real and virtual AtoNs and summarized the progress reached by the Group in (i) extending tables in AIS Message 21 and (ii) the compatibility between Inland (CEVNI) and Maritime (IALA<sup>5</sup>) standards. In terms of practical implementation, a pilot project had been launched on the river Elbe, the Elbe-Weser corridor of the RIS COMEX programme, to be realized by the end of 2020;

(b) Mr. E. Brodsky, the Russian Federation, informed the Working Party about the pilot implementation of the virtual AtoN AIS technology on Lake Ladoga and the Volga-Baltic Waterway. The results received so far had shown advantages of virtual AtoNs such as (i) higher reliability and operability in all-weather conditions, (ii) lower costs, (iii) easier installation and maintenance; however, this issue should be further investigated to achieve reliable results.

29. SC.3/WP.3 exchanged opinions about challenges related to the implementation of AtoNs. Ukraine informed the Working Party about the experience of using virtual AtoN technology on the Dnieper and the Danube. Serbia spoke about launching a project on the implementation of AtoN AIS equipment on the Serbian section of the Danube. SC.3/WP.3 agreed that the preconditions for the application of this technology were: (a) a mandatory requirement of fitting vessels with Inland ECDIS equipment; CCNR had introduced this requirement in 2015 and some other member States (Ukraine, in particular) had partially implemented this requirement for particular vessel types; (b) the necessary qualification of skippers and (c) continuing work on the Presentation Library for Inland ECDIS. SC.3/WP.3 expressed its concern about pleasure craft in relation to virtual AtoNs as they were not obliged to be equipped with AIS and Inland ECDIS equipment, and proposed possible measures to ensure their safety; Germany was planning to develop a dedicated web map service combined with Inland ECDIS for that purpose.

30. SC.3/WP.3 approved the draft Chapter 12 (ECE/TRANS/SC.3/WP.3/2017/12), subject to the modifications proposed at the session:

(a) *modify* para.12.1-1, second sentence

A special type of AIS station (AtoN AIS) fitted to an AtoN provides a reliable identification and visualization of the AtoN on board.

(b) *modify* para. 12.2-2

Synthetic AIS Aids to Navigation is where the AtoN message is transmitted from a remote AIS station for an AtoN that does physically exist.

(c) *replace* in 12.2 Aids to navigation *by* Aids to Navigation.

31. SC.3/WP.3 approved the questionnaire to a new Chapter 13 of a draft third revision of SIGNI and asked the secretariat to circulate it after the session.

32. SC.3/WP.3 took note of the draft proposal for the third revision of SIGNI (Informal document SC.3/WP.3 No. 10 (2017)) and the presentation by the secretariat. The Working Party asked the secretariat to prepare a final version amended according to the proposals of the CEVNI Expert Group at its twenty-fifth meeting and with Chapter 12 for the sixty-first

---

<sup>5</sup> International Association of Marine Aids to Navigation and Lighthouse Authorities.

session of SC.3 and invited member States and River Commissions to send their comments for the draft, if any.

**C. 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.3/2017/14, ECE/TRANS/SC.3/WP.3/2017/15, ECE/TRANS/SC.3/WP.3/2017/16, Informal document SC.3/WP.3 No. 7 (2017)

33. SC.3/WP.3 took note of the information by the secretariat about the proposal on aligning Chapters 7, 10, 12 and 13, provisions for the navigation and information equipment and provisions for engines of the Annex to Resolution No. 61, revised, with the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN) (ECE/TRANS/SC.3/WP.3/2017/14, ECE/TRANS/SC.3/WP.3/2017/15 and ECE/TRANS/SC.3/WP.3/2017/16) and asked the secretariat to transmit them to the Group of Volunteers of Resolution No. 61.

34. SC.3/WP.3 took note of the information by the secretariat that the tenth meeting of the Group of Volunteers will be held on 2 and 3 October 2017 in Geneva back-to-back with the sixty-first session of SC.3. SC.3/WP.3 encouraged member States and River Commissions to take part in the meeting.

35. SC.3/WP.3 took note of the translation of Parts I and II of ES-TRIN Edition 2015/1 in the Russian language prepared by the secretariat (Informal document SC.3/WP.3 No. 7 (2017)). The Working Party thanked the secretariat for this work and requested the finalization of the translation of Parts III, IV and Annexes I-VIII to the extent possible for the sixty-first session of SC.3.

**D. Modernization and renovation of inland navigation vessels**

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

36. SC.3/WP.3 took note of the presentation by the secretariat on modernization of inland navigation vessels and river-sea vessels with an overview of different approaches to the modernization, retrofitting and renovation of vessels in the UNECE region, and decided that it could be a basis for the working document for the sixty-first session of SC.3.

37. The Working Party invited member States to submit the missing information on this issue to the secretariat to be able to finalize the document.

**E. Provisions for berthed floating establishments (floating hotels, floating restaurants and similar structures)**

38. SC.3/WP.3 took note of the information by member States about their national regulations for berthed floating establishments. Ukraine started by informing the Working Party about special prescriptions for this vessel type. In Ukraine, berthed floating establishments are considered as berthed vessels and they have to be assigned a class by the classification society and, as such, should have the Classification Certificate and other relevant certificates. Requirements for berthed vessels are included in the Rules for the Classification of Inland Navigation Vessels. Depending on the location and operating conditions of a vessel, derogations may be granted for the anchor equipment, life-saving



appliances, emergency supply, radio- and navigation equipment provided that adequate safety measures are ensured. Special provisions relate to the means to recover persons from the water, a floating line along the outside perimeter of the hull, means of connection to the shore (gangways), electrical equipment, structural fire protection and fire-fighting equipment, as well as special requirements for public spaces, special equipment and individual life-saving appliances subject to the purpose of the vessel and the number of people on board.

39. The Russian Federation informed the Working Party about recent amendments in its legislation and the introduction of the term “floating object” applied to non-motorized floating establishments other than vessels and not engaged in the transport process, and explained their registration procedure. The special Rules for the Classification and Surveys of Floating Objects currently adopted by Russian River Register may grant derogations for floating objects in terms of surveys, life-saving appliances and other elements of their equipment and supply.

40. Serbia informed the Working Party about ongoing work on the technical rules for berthed floating objects and floating structures on inland waterways of Serbia. It was expected to finalize and adopt the Rules by the end of 2017. Member States were invited to transmit their inputs to the Authority for the Determination of Seaworthiness of Serbia.

41. SC.3/WP.3 emphasized the importance of this issue and decided to keep this item in the agenda of the sixty-first session of SC.3. The Working Party invited the Russian Federation, Ukraine and other member States to submit the information about the existing technical regulations and legislative framework for berthed floating establishments to the secretariat in order to prepare an information document.

## **V. Workshop on inland navigation ports of international importance (agenda item 4)**

*Document:* ECE/TRANS/SC.3/WP.3/2017/17

42. The workshop “Inland waterways and ports: Bridges to intermodality” was held in the afternoon 14 June. Key speakers were the European Commission (EC), EFIP, FONASBA and the Authority of Szczecin and Świnoujście Seaports. The presentations are available on [www.unece.org/trans/main/sc3/wp3/wp3doc\\_2017.html](http://www.unece.org/trans/main/sc3/wp3/wp3doc_2017.html) (tag “Workshop”).

43. Ms. D. Rosca, Head of Ports and Inland Navigation Unit of the EC Directorate-General for Mobility and Transport, presented the EU actions and views in terms of NAIADES II and the strategy for maritime ports. Priorities in the EU policy were: (a) promotion of the inland navigation sector in the context of the trans-European transport network and the Connecting Europe Facility (CEF); (b) the establishment of the regulatory framework; (c) promotion of innovation. EC paid particular attention to sea and inland ports and considered a well-dimensioned network of core ports with inland waterway access and facilities to be a pre-condition for increasing the inland water transport modal share.

44. In the opinion of EU, challenges and opportunities were: (a) appropriate funding and investment models for the infrastructure development; (b) the digitalization and new business models and operational practices based on the digital technologies; (c) simplifying the administrative procedures in ports possibly using the experience of National Single

Windows in the maritime sector; (d) addressing the environmental challenge through innovations as in Horizon 2020,<sup>6</sup> CIVITAS PORTIS<sup>7</sup> and other projects and programmes. Ms. D. Rosca stressed the relevance of this activity by UNECE and, in particular, of the future Global Conference on Inland Water Transport in the context of the Intermodality Year 2018 declared by EC, and emphasized the need for joining efforts of all stakeholders at all levels for the development of the sector.

45. Mr. A. Van Den Bosch, Director of EFIP, introduced the activities of EFIP and the challenges in developing the integrated intermodality. In his opinion, the major challenge for inland ports was supporting the quality and environmental standards while increasing the freight shift to water transport. He also mentioned a need for innovation and digitalization, adaptation to new market requirements, greening, port-city relationships and introducing new standards. He outlined future trends, using the example of the Rhine basin: changes in the freight structure, a decrease in container traffic, shifting from the industry to services, recycling, advanced near-shore logistics and other concepts. He further pointed out that adaptation and the evolving concept of logistics were of prime concern for the sector to respond to new market requirements and required not only a freight shift, but also a “mental” shift. To maximize the benefits for the sector, the adaptation should include: (a) bundling cargo; (b) digitalization of logistics, and (c) transshipment costs. To achieve this, the sector needed:

- innovative ideas and concepts and actors ready to implement them,
- the strategic approach enabling port development,
- appropriate land-use planning,
- the availability of high quality infrastructure and intermodal connections, and
- active engagement with potential customers.

46. EFIP emphasized the key role of ports as multimodal hubs and gateways to the hinterland and, as such, bringing the actors together along the transport chain. In this context, he stressed the role of inland water transport, as 60 per cent of inland water transport was maritime-related and the sector had shown significant growth between 1993 and 2015. In this respect, EFIP supported the activities of UNECE for the development of inland waterways having still untapped potential.

47. Mr. B. Szalma, Executive Vice-President of FONASBA, delivered the point of view of ports and navigation on the Danube. He pointed out that the efficiency of operation of ports as a part of the logistic chain depended on the reliability of the chain in whole, and emphasized that the decrease in cargo transportation observed in 2016 as compared to 2015 affected shipping companies and the market as a whole. He expressed the opinion that the critical issue in the Danube supply chain was the lack of financial resources which were needed for the fairway maintenance at the section from Straubing (Germany) to the Black Sea Channel. This had resulted in long waiting times, stoppages, extra costs for unloading of vessels and accidents as well as a significant impact on shipowners. He underlined that, in order to improve the situation, the minimal fairway depth of at least 2.50 m should be ensured during at least 330 days per year in conformity with AGN, and this lack could not be compensated by fleet innovation. While mentioning the activities planned for waterway

---

<sup>6</sup> A EU Research and Innovation programme available for the period from 2014 to 2020.

<sup>7</sup> A EU-funded four-year project that will test innovative and sustainable urban mobility solutions in five European port cities.

infrastructure rehabilitation and maintenance on the Danube, he highlighted the need for immediate action and encouraged the participants to do so.

48. Ms. A. Szreder-Piernicka, Commercial Director of Szczecin and Świnoujście Seaports Authority, Poland, informed the participants about the national policy aimed at the development of inland waterways, including (a) the establishment of the Ministry of Maritime Economy and Inland Navigation of Poland in 2015, (b) the adoption of the strategy for the development of inland waterways in 2016, and (c) the accession of Poland to AGN in 2017. The strategy is targeted to increase the modal share from 0.4 per cent in 2017 up to 30 per cent by 2030 and 50 per cent to by 2050 and includes:

- revitalizing the Oder Waterway (E 30),
- restoring the navigability of the Vistula River from Warsaw to Gdańsk (E 40),
- connecting the Oder, the Notec, the Vistula and the Bug rivers (E 70 and E 40), and
- constructing the Silesian Canal connecting the Vistula with the Oder.

49. Special attention was paid to the port of Szczecin-Świnoujście as a universal port complex included in the Baltic-Adriatic corridor of the TEN-T network and connected to hinterland via the Oder. Access is planned to be improved by ensuring target depths of 17.0 m in Świnoujście and 15.5 m in Szczecin. The share of cargo transshipments had changed between 1991 and 2016: from 71 to 40 per cent for dry bulk cargo, from 22 to 49 per cent for general cargo and from 7 to 11 per cent of liquid cargo. The total volume of cargo transshipments in 2016 was 24.1 million tons; it is planned to increase it up to 42 million tons by 2027 provided that class IV of the waterway is ensured. The port also plans to build a container terminal in Świnoujście and to increase movements from 100,000 TEU<sup>8</sup> to 1,500,000 TEU. The opportunities for inland water transport and the necessary actions for this investment had been determined following a survey in 2015; the survey had highlighted the significance of inland waterways as an essential element for the port in terms of the development of hinterland connections and reducing congestion.

50. SC.3/WP.3 took note of the reports, thanked the speakers and discussed the challenges mentioned in the presentations and items for further consideration for SC.3 and SC.3/WP.3. The Russian Federation expressed its concern about the impact of climate change on navigation that resulted in (a) the decline of the wind-wave regime in coastal regions that affected river-sea vessels and (b) insufficient fairway depths observed on the Unified Deep Water System of the Russian Federation. It mentioned that research activities could be initiated on this issue at the UNECE level with the engagement of the business sector and of academia. ERSTU emphasized that infrastructure projects were long-term and required thorough preparation in terms of technical component and human resources; they should be considered by target groups to ensure tangible results. ERSTU further proposed to address changes in the structure of cargoes on inland waterways at the future Global Conference. The Czech Republic thanked Poland for the attention paid to the development of the Oder and called on the participants to support the realization of the Elbe-Oder-Danube connection in future. FONASBA supported the opinion of the Russian Federation and stressed the need for ensuring continuous inland navigation for the shipping industry. Germany mentioned the competition between different sectors using water resources that had a negative impact on the performance of inland water transport.

---

<sup>8</sup> Twenty-foot equivalent unit.

SC informed the participants about the recently signed agreement on the rehabilitation of 30 critical sections of the Sava, the first would be the Novi Grad section.

51. The following topics were mentioned for further consideration:

- the need for immediate action to ensure required navigation conditions on main navigable rivers and addressing climate change,
- to continue efforts aimed at ensuring high-quality infrastructure and the development of inland waterways of international importance in accordance with AGN as an essential element of transport supply chains, while paying attention to good intermodal connections,
- reducing congestion and addressing environmental challenge by increasing modal shift to inland water transport,
- promoting innovations and the digitalization of the sector,
- responding to new market requirements,
- addressing the engagement of the private sector, and other relevant issues.

52. SC.3/WP.3 proposed to include the topic of addressing climate change, new market requirements and other relevant issues in the agenda of the future Global Conference on Inland Water Transport.

## **VI. Outcome of the High-Level Conference on Inland Water Transport (22 February 2017, Geneva) and the first meeting of ad hoc group for the preparation of the Global Conference on Inland Water Transport (agenda item 5)**

### **A. Outcome of the High-Level Conference on Inland Water Transport (22 February 2017, Geneva)**

*Documents:* ECE/TRANS/SC.3/WP.3/2017/18

53. SC.3/WP.3 took note of the information from the secretariat about the outcome of the High-Level Conference held on 22 February 2017 on the occasion of the seventieth anniversary of ITC with the purpose of addressing the main challenges and opportunities for the development of inland navigation at the global level, highlighting the initiatives aiming to improve the role of inland water transport, exchanging best practice, promoting the intermodality of inland water transport operations and responding effectively to new market requirements. (ECE/TRANS/SC.3/WP.3/2017/18) and emphasized the relevance of the highlighted issues.

54. Following the proposal by the Chair, SC.3/WP.3 recommended SC.3 to take note of the outcome as guidance for further work. SC.3/WP.3 asked the secretariat to include the relevant items into the agenda of future sessions of SC.3 and SC.3/WP.3 in order to develop recommendations and take appropriate actions.

### **B. First meeting of the ad hoc group for the preparation of the Global Conference on Inland Water Transport**

*Documents:* ECE/TRANS/SC.3/WP.3/2017/19, Informal document SC.3/WP.3 No. 9 (2017)

55. SC.3/WP.3 took note of the information by the secretariat about the decisions of the Preparatory Meeting of Experts for the Global Conference on Inland Water Transport (22 February 2017, Geneva) as set out in ECE/TRANS/SC.3/WP.3/2017/19.

56. Following the decision of the Preparatory Meeting of Experts, SC.3/WP.3 decided to establish an ad hoc group for the preparation of the Global Conference on Inland Water Transport.

57. As it had been agreed by the Preparatory Meeting of Experts, the secretariat was asked to send invitations to other River Commissions, EU, basin development organizations, other United Nations Regional Commissions and agencies, and other stakeholders to take part in the activities of the ad hoc group.

58. The ad hoc group took note of the information by Poland about its intention to host the Conference in Wroclaw (Poland) in April 2018, and welcomed this intention. Poland emphasized the importance of this conference in the light of its accession to AGN, for the implementation of its national plans for the revitalization of inland waterways and mentioned the arrangements already planned as well as other preparatory work for the conference that would be organized in collaboration with the secretariat. The group asked the secretariat to inform the participants about the exact date of the Conference as soon as possible.

59. Austria, Belgium, Germany, Poland, the Russian Federation, Ukraine, ERSTU and STC-Nestra B.V. participated:

- Belgium and Ukraine supported the Global Conference and confirmed their participation in the ad hoc group,
- the Russian Federation supported the Global Conference, but indicated that some issues such as the technical prescriptions should be addressed at the regional level rather than as a global instrument, if there was no need to apply them universally, and this should be considered while preparing the working document for the Conference,
- Austria, Belgium, Ukraine, ERSTU and STC-Nestra B.V. proposed the following topics for the Conference agenda: intermodal transport, good and smart logistics, the modernization of fleets for inland navigation and river-sea shipping, the worldwide application of the electronic chart display and the Inland ECDIS information system for inland navigation (Resolution No. 48), and other practical issues,
- Belarus, Poland and Ukraine stressed the importance of developing waterway links between these member States and joint projects related to the inland waterway infrastructure and multimodal transport. Poland also stressed the importance of the Eastern partnership programme to support the links and the participation of EU,
- Austria and Belgium pointed out a need to address the practical issues of organization, including the deadlines.

60. STC-Nestra B.V. proposed to address, in the background paper, best practices of the development and operation of IWT worldwide, in the regulatory framework and operational aspects, such as reutilizing river basins and waterways by making use of adaptive river basin management, dedicated public-private partnership investments, etc. It further pointed out that the Sustainable Development Goals could be addressed in terms of incentive policies of the waterway authorities and national governmental policies aimed at stimulating the sustainability of inland water transport by energy-efficient and environment-friendly solutions: cold ironing principles, improved vessel design, low-draught vessels, barge standardization programmes, integration of alternative fuels,

reducing polluting emissions and the carbon footprint and fleet retrofitting and so on. STC-Nestra B.V. expressed its willingness to contribute to this process.

61. The ad hoc group considered the background paper for the Conference (Informal document SC.3/WP.3 No. 9 (2017)) and agreed to use it as the basis for the final document. The secretariat was asked to finalize it.

62. The secretariat was asked to prepare a “zero” draft on the ministerial resolution with due regard to the discussions held at the session, and to circulate the draft, following the established practice.

63. Germany and ERSTU raised a question about the time schedule. The ad hoc group decided that a “navigation chart” or road map was necessary for preparing the work of the Conference.

64. The ad hoc group expressed the opinion that the next meeting could be organized virtually, e.g. a video conference. The secretariat will inform the group about the available options. The members of the ad hoc group will decide on the date of the next meeting in writing.

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

65. SC.3/WP.3 took note of the presentation by EDINNA about recent developments in the field of professional qualifications in inland navigation, progress in the revision of Directive 96/50/EC. and related issues. A draft version of the Directive had been finalized but was still under discussion between EC, the European Parliament and the European Council, in particular, the mandatory implementation of columns 3 and 4 of the competence tables, and then it would be submitted to the European Parliament. EDINNA further informed about the outcome of the meeting of CESNI working group on competence standards held on 11 May 2017 in the DC premises in Budapest. Among other projects EDINNA members mentioned: (a) Danube Skills as a part of the Interreg Danube Transnational Programme; (b) Erasmus+ aimed at the development of competency standards for crews and related issues, collection of best practices in competency-based education, (c) a project planned for the support of activities of educational institutions and a quality assurance system to ensure a high common level of training in Europe; (d) PROMINENT on the development of the Electronic Service Record Book (eSRB) and Electronic Logbook.

66. SC.3/WP.3 discussed the existing practices and national education systems, competency standards and the application of the Standard Inland Communication Phrases (Riverspeak) on European inland waterways.

67. Recalling the discussion on the training and qualification of skippers for using AIS and Inland ECDIS equipment under agenda item 3(b), SC.3/WP.3 pointed out that it would be desirable to develop education guidelines for RIS operators.

## **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 (8-11 May 2017, Belgrade)**

68. SC.3/WP.3 took note of the information by Mr. B. Van Acker, the Chair of SC.3, on the outcome of the RIS Week in Belgrade held on 8-11 May 2017, and the presentation delivered by him at the Common Issues Meeting about the relevant activities of SC.3. The presentation is available on the UNECE website. SC.3/WP.3 thanked the Chair of SC.3 for his input.

69. SC.3/WP.3 took note of the information by Mr. W. Haupt, the Chair of Inland ECDIS Expert Group (Germany), about the outcome of the meeting of Inland ECDIS Expert Group during the RIS Week, the RIS Corridor Management Execution (RIS COMEX) project and related issues, and the ongoing work by the Joint VTT and Inland ECDIS Working Group on the VTT and Inland ECDIS standards.

70. SC.3/WP.3 took note of the information by the Chair of SC.3 about the RIS workshop organized by CCNR that will take place on 17 November 2017 in Strasbourg (France). The secretariat informed the Working Party that CCNR had invited UNECE to take part in the workshop.

### **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

71. SC.3/WP.3 took note of the ongoing process of the revision of Inland ECDIS, VTT and ERI standards.

72. SC.3/WP.3 asked the secretariat to maintain contacts with the Chairs of the respective International Expert Groups in order to prepare draft amendments to the UNECE resolutions in due time.

### **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

73. SC.3/WP.3 was informed about the current situation with the draft updates to the international NtS standard and decided to wait for the outcome of consultations with EC on this issue.

### **D. Cooperation with the GIS Forum Danube**

*Document:* ECE/TRANS/SC.3/WP.3/2017/20

74. SC.3/WP.3 took note of the presentation by the technical secretariat of the GIS Forum Danube (the Galati Lower Danube River Administration) and of the information about the activities of the GIS Forum Danube which was complementary to ECE/TRANS/SC.3/WP.3/2017/20.

75. SC.3/WP.3 considered that GIS and the activities the GIS Forum Danube were relevant to the Terms of Reference of SC.3 and should be addressed at sessions of both Working Parties.

76. SC.3/WP.3 exchanged opinions on possible ways of cooperation between the GIS Forum Danube and UNECE, as proposed in ECE/TRANS/SC.3/WP.3/2017/20. Option D (including this item in the agenda of SC.3 and/or SC.3/WP.3 as a permanent item) was chosen as the appropriate manner for initiating this cooperation and would not entail additional costs for the secretariat.

77. SC.3/WP.3 was informed by the secretariat about the ongoing work of UNECE on the GIS application for all inland transport modes.

## **IX. Recreational navigation (agenda item 8)**

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

78. SC.3/WP.3 was informed that the first meeting of the Informal Working Group on Recreational Navigation will be held in Geneva on 2 and 3 August 2017. The Working Party took note of the items included in the preliminary agenda of the meeting and the draft list of participants.

79. SC.3/WP.3 took note of the information by PO "Route from Varangians to Greeks" about its current activities in the field of recreational navigation in Ukraine.

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

*Documents:* ECE/TRANS/SC.3/147/Rev.4, ECE/TRANS/SC.3/WP.3/2017/21, Informal document SC.3/WP.3 No. 14 (2017)

80. SC.3/WP.3 approved the amendment to Annex IV of Resolution No. 40 (Informal document SC.3/WP.3 No. 14 (2017)). Member States were invited to submit updates to Annex IV to the secretariat, if any.

81. The Working Party asked Governments who were applying Resolution No. 40 without informing UNECE, to submit the relevant information and the models of the International Certificate for Operators of Pleasure Craft (ICC) to the secretariat.

82. SC.3/WP.3 approved the proposal for updating the Guidelines to Resolution No. 40 (ECE/TRANS/SC.3/WP.3/2017/21) and asked the secretariat to prepare a consolidated draft of revised guidelines for adoption at the sixty-first session of SC.3.

83. The Working Party recalled that the International Certificate (international card) for Pleasure Craft (Resolution No. 14) had been superseded by the International Certificate for Operators of Pleasure Craft (Resolution No. 40), and encouraged the Governments that were still applying Resolution No. 14 or both resolutions, to apply only Resolution No. 40.



84. SC.3/WP.3 took note of the progress reached in the development of the online database of ICC models and invited member States who had not yet transmitted their national ICC models to the secretariat to do so.

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

*Documents:* ECE/TRANS/SC.3/164/Rev.1, Informal document SC.3/WP.3 No. 12 (2017)

85. SC.3/WP.3 preliminarily approved the amendment to the map of the European Recreational Inland Navigation Network (AGNP) (Annex II to Resolution No. 52, revised) submitted by the Czech Republic (Informal document SC.3/WP.3 No. 12 (2017)). Member States were invited to submit proposals for amending AGNP, if necessary.

**X. Other business (agenda item 9)**

**A. Draft strategy of the Inland Transport Committee and road maps for the implementation of the Sustainable Development Goals**

*Documents:* ECE/TRANS/2017/R.1

86. SC.3/WP.3 was informed about the outcome of the seventy-ninth session of ITC and the decisions taken in respect of inland water transport, in particular, on the endorsement of the SC.3 strategy and the Terms of Reference. SC.3/WP.3 asked the secretariat to complement the Programme of Work and Biennial Evaluation 2016-2017 with additional information on the performance assessment, the lessons learned and the areas that needed improvement.

**B. Inland waterways infrastructure development and the environment**

87. SC.3/WP.3 was informed by the secretariat about the progress of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes and the Group of Experts on Benchmarking Transport Infrastructure Construction Costs.

88. SC.3/WP.3 was informed by the secretariat about the Conference “Navigating a Changing Climate” held in Brussels on 27 and 28 March 2017.

**XI. Adoption of the report (agenda item 10)**

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

---