



Economic and Social Council

Distr.: General
14 November 2017

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

Sixty-first session

Geneva, 4-6 October 2017

Report of the Working Party on Inland Water Transport on its sixty-first session

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I. Attendance

1. The Working Party on Inland Water Transport (hereafter, the Working Party or SC.3) held its sixty-first session from 4 to 6 October 2017 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Belarus, Belgium, Bulgaria, Croatia, the Czech Republic, Germany, Poland, the Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.
3. Representatives of the following intergovernmental organizations also attended the session: Danube Commission (DC) and International Sava River Basin Commission (Sava Commission or SC). International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), European Boating Association (EBA) and Confederation of European Maritime Technology Societies (CEMT) were present. The representatives of Inland Waterway Transport Educational Network (EDINNA), Maritieme Academie Harlingen, STC-Nestra B.V., Inland Waterways International and Transmanche Consultants were present at the invitation of the secretariat.
4. Mr. F. Dionori, Chief of Transport Networks and Logistics Section, Sustainable Transport Division of the United Nations Economic Commission for Europe (UNECE) opened the session, welcomed the participants and wished the Working Party a successful session.
5. In accordance with the decision of the Working Party at its sixtieth session (ECE/TRANS/SC.3/203, para. 100), Mr. B. Van Acker (Belgium) chaired the sixty-first session of the Working Party.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/SC.3/204, Informal document SC.3 No. 1 (2017)

6. The Working Party adopted the provisional agenda with additional agenda item 11 (e) - Provisions for vessels with hulls made of plastics. It was supplemented by informal document SC.3 No. 1 (2017) in order to take into account informal documents SC.3 Nos. 2 to 6.
7. In accordance with established practice, the Working Party agreed that under agenda item 15 "Adoption of the report", only the main decisions should appear in the draft that would be prepared by the secretariat for reading at the end of the session. A full report should be prepared by the Chair with the assistance of the secretariat and circulated after the session. The presentations given at the session are available on the UNECE website at www.unece.org/trans/main/sc3/sc32017.html.

III. Activities of United Nations Economic Commission for Europe (UNECE) bodies of interest to the Working Party (agenda item 2)

Documentation: ECE/TRANS/270, ECE/TRANS/WP.15/AC.2/62, ECE/TRANS/WP.15/AC.2/64, ECE/ADN/40, ECE/ADN/42

8. The Working Party took note of the information about the decisions of the UNECE Inland Transport Committee (ITC) taken at its seventy-ninth session (21-24 February 2017) relevant to the activities of SC.3 and side events of the seventieth anniversary of ITC: (a) the Ministerial Meeting "Past and Future of the Inland Transport Committee" and the

adoption of the Ministerial Resolution “Embracing the new era for sustainable inland transport and mobility”;¹ (b) the Global Road Safety Film Festival, the Conference “Ensuring Better Air Quality and Reduced Climate Emissions through Cleaner Used Vehicles”; (c) the High-Level Conference on Inland Water Transport; (d) the workshop on United Nations Inland Transport Conventions and (e) other events. As a follow-up, ITC worked on a new strategy up to 2030 with a view for its adoption in 2018, and had invited all Working Parties to provide their inputs. This work was supported by Germany and the Chair.

9. The Working Party took note of the work of the Safety Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) that had held its thirtieth session (23-27 January 2017) and thirty-first session (28-31 August 2017) and of the ADN Administrative Committee, in particular: (a) the implementation of ADN and the amendments to ADN 2015 and ADN 2017; (b) ongoing work to ensure the harmonization between ADN and the European Standard laying down Technical Requirements for Inland Navigation Vessels (ES-TRIN); (c) the report of the informal working group on liquefied natural gas; and (d) other issues.

10. The Working Party was informed about the activities of the Working Party on Transport Statistics (WP.6): (a) the interactive European Maps of E-Road and E-Rail Census;² (b) the inland transport data collection and online dissemination, including the inland water transport data for 2015;³ (c) the ongoing work on the fifth revision of the Glossary for Transport Statistics and (d) the recent publications on the Inland Transport Statistics and the Road Accident Statistics. Inland waterway experts were invited to provide inputs. The secretariat mentioned that WP.6 still had no mandate to do the E Inland Waterway Census, however, this work could be potentially of interest to the inland waterway sector. In this connection, SC.3 was informed by DC and SC about ongoing work on GIS⁴ applications and considered it desirable to combine efforts for developing an interactive GIS application for the whole European inland waterway network.

11. The Working Party was informed about (a) the outcome of the work by the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes and (b) ongoing work of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs.⁵ SC.3 invited member States and River Commissions to actively participate in the work of this Group which will have its next sessions on 16-17 October 2017 and 29-31 January 2018, and to provide information on:

- national terminologies applied to the construction and/or maintenance of the inland waterway infrastructure;
- national methodologies and/or software used for evaluating the costs for construction and/or maintenance of inland waterway infrastructure objects.

12. The Sava Commission informed the session that it was finalizing a study on the impact of climate change on the Sava river basin. The results of the study will be available on the official website of the Sava Commission by the end of 2017.

¹ Available at www.unece.org/fileadmin/DAM/trans/doc/2017/itc/Final_Resolution_ITC_70_years.pdf.

² Available at www.unece.org/trans/areas-of-work/transport-statistics/statistics-and-data-online/e-roads/traffic-census-map.html.

³ Available at <http://w3.unece.org/PXWeb/en>.

⁴ Geographic Information System.

⁵ Detailed information is available from www.unece.org/trans/main/wp5/wp5_ge_benchmarking_transport_infrastructure_construction_costs.html.

IV. Workshop “Inland Navigation Rules: Implementation of the European Code for Inland Waterways” (agenda item 3)

Documentation: ECE/TRANS/SC.3/115/Rev.5

13. The workshop “Inland Navigation Rules: Implementation of the European Code for Inland Waterways” was held in the afternoon of 4 October. Key speakers were Mr. R. Vorderwinkler (UNECE consultant), Mr. F. Zachariae (IALA), Mr. H. Schindler (DC), Mr. Ž. Milković (SC), Mr. A. Mintjes (EDINNA, Maritieme Academie Harlingen) and Ms. C. Paddison (EBA). All presentations are available on the UNECE website.

14. Mr. R. Vorderwinkler presented a detailed overview of the evolution of CEVNI since the adoption of Resolution No. 4 in 1962, and the implementation of CEVNI 4 and CEVNI 5 by member States and River Commissions; the role of the CEVNI Expert Group was highlighted. He showed that CEVNI 5 represented best practices from the existing traffic regulations and was a living instrument, significant also outside Europe in terms of RIS and electronic navigation charts. A non-binding nature and regional and national deviations were among the factors that impeded the implementation of CEVNI 5. He concluded by addressing the main challenges, opportunities and possible ways of promoting CEVNI, including the status of a potential international agreement.

15. Mr. F. Zachariae addressed the cooperation between IALA and UNECE on harmonizing provisions for buoyage and marking for inland waterways in the Signs and Signals on Inland Waterways (SIGNI) and CEVNI with the IALA Maritime Buoyage System. He described the principles and goals of IALA and highlighted its recent activities and trends, first of all, e-navigation, shore services and connectivity, Vessel Traffic Service (VTS) and autonomous ships. They could bring new opportunities also to inland navigation. He supported CEVNI becoming an international convention.

16. Mr. H. Schindler informed the session about the current status of the Basic Provisions Governing Navigation on the Danube (DFND). The current version of DFND, adopted in 2010, was fully in line with CEVNI 4; the harmonization process with CEVNI 5 was under way since September 2016, and the finalized version of DFND would be submitted for the adoption at the plenary session of DC in December 2017. In addition, this harmonized version would also contain provisions for vessels using LNG as a fuel, definitions of a bunkering vessel, a bunkering installation and a vessel operator, a language for radio communication and other issues.

17. Mr. Ž. Milković confirmed that the Navigation Rules for the Sava River had entered into force on 1 January 2017 and were fully in line with CEVNI 5. He stressed that the Rules, as mandatory, were applied by all SC member States. Additionally, Chapters 11 and 12 had been introduced: Chapter 11 ‘Additional local requirements’, introduced provisions for the sectors difficult for navigation: the mouth of the Sava river, the Upper Sava and the Kupa sections, and Chapter 12 ‘River surveillance’, contained harmonized surveillance rules applied by member States and was the basis for a joint database of vessel inspections.

18. Mr. A. Mintjes addressed the link between CEVNI and navigation safety. The research study on incidents on inland waterways of Central Europe, conducted by Maritime Academie Harlingen (2015), discovered that 208 major incidents on inland waterways in 2014 were mostly due to groundings, collisions, bridge collisions and people falling overboard; 80 per cent of them had been the result of the human factors. He concluded that the main reasons were the lack of a developed safety culture, misunderstanding or misinterpretation of the rules and the lack of a common language. On the latter, he

mentioned Riverspeak that had been developed for this purpose.⁶ He further pointed out that the CEVNI framework had created one of the foundations for the rules of the road in most of Europe, and had been proven to be a working system. He concluded that common and universally applicable rules, such as CEVNI, would, therefore, facilitate navigation safety.

19. Ms. C. Paddison summarized the challenges that recreational boaters experienced, based on the feedback from EBA members: (a) local boaters navigating in countries applying CEVNI were aware of the national and regional rules they had to comply with, but might not be aware of the applicable version of CEVNI and/or where the rules were regional or national deviations being applied; (b) when going abroad, recreational boaters that had learned CEVNI might not be aware of regional or national deviations being applied; (c) signs and signals similar to those used in CEVNI that had different meanings in other navigation rules, could be confusing; (d) coming from the sea, it was often difficult to identify where the regulations changed from the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs) to inland waterways regulations. She further stressed the challenges faced by touring boats, including the impact of language barriers and the variety of regional and local deviations and pointed out that, for these reasons, recreational boaters would welcome that CEVNI function more like COLREGs with fewer (if any) national or regional deviations.

20. The Russian Federation informed the participants that a new draft of the Inland Waterway Navigation Rules, which was currently under consideration, was extensively harmonized with CEVNI.

21. The presentations were followed by a round table that was moderated by Mr. R. Vorderwinkler. The participants agreed on the following key points.

22. The main practical value of unified navigation rules for inland waterways is ensuring harmonized standards for navigation safety. Other values are the unification of vessel documentation and procedures, the contribution to national and regional regulations which prevent accidents on inland waterways, and the common standards for the education and competencies of crews.

23. CEVNI provisions could be introduced into national legislation or into the Regulations of River Commissions:

- by harmonizing national/regional regulations with CEVNI;
- by implementing CEVNI directly by Governmental Decree;
- through the Rules of River Commissions which are harmonized with CEVNI, or
- by implementing some of the provisions into national legislation.

24. In the opinion of the participants, a knowledge of CEVNI can represent a knowledge of the traffic rules in the assessment of the professional competencies of boatmasters at the pan-European level and/or national and regional levels, however, the knowledge of special provisions should also be checked.

25. The majority of respondents agreed that, in order to make CEVNI more viable, it should have the status of an international agreement. Other possibilities that were mentioned were: the dissemination of information about CEVNI at workshops or other

⁶ Rivrespeak (Standard Communication Phrases for Inland Navigation) is available from www.riverspeak.eu.

national and international events, and the update of the CEVNI provisions with due regard to current situations and recent developments.

26. Among the challenges and developments that should be introduced in CEVNI, the following was mentioned:

- provisions for vessels using LNG as a fuel;
- visualization of signs and marks, virtual Aids to Navigation and other RIS⁷ developments;
- IALA provisions that were applicable to inland waterways and coastal waters;
- security provisions; and
- cold ironing.

27. The participants agreed that workshops on the implementation of CEVNI and related issues should be regularly organized by UNECE, in particular, after the adoption of a new revision of CEVNI.

V. Exchange of information on measures aimed at promoting transport by inland waterway (agenda item 4)

Documentation: ECE/TRANS/SC.3/2017/1, ECE/TRANS/SC.3/2017/2, ECE/TRANS/SC.3/2017/17

28. The Working Party took note of the information about (a) the market observations for the year 2016 made by the Central Commission for the Navigation on the Rhine (CCNR); (b) the Ministerial Conference “Promoting Connectivity in the CEI⁸ Region: Bridging the Gap between Europe and Asia” (Minsk, 8-9 June 2017); (c) the Memorandum on the preparation of the proposal for the water corridor Danube-Oder-Elbe that had been signed by the Czech Republic, Poland and Slovakia on 31 January 2017; (d) the twenty-first Oder-Havel Colloquium (3 September 2017, Schwedt (Oder, Germany)) and other developments (ECE/TRANS/SC.3/2017/1). On the basis of the inputs from the European Commission and CCNR (ECE/TRANS/SC.3/2017/17), the secretariat informed SC.3 about the recent developments in the Inland Water Transport Policy in the European Union, the implementation of the TEN-T network⁹ in 2014-2015 as applied to inland waterways and the activities of the European Committee for drawing up Standards in the field of Inland Navigation (CESNI) in 2017. This information was supplemented with interventions by Belarus, the Russian Federation and CEMT.

29. CEMT mentioned that it would be useful to provide information about opportunities and available financial resources for the realization of small-size national projects relevant to inland water transport that were pending. Belarus informed SC.3 about the outcome of the second meeting of the Working Group established under the Memorandum between Belarus and Poland dedicated to the restoration of the E 40 waterway held on 26-27 June in Mikolajki (Poland). The Working Group had discussed the establishment of multimodal structure on section Brest (Mukhavets)-Małaszewicze and the plan of joint actions for the development of the E 40. The engagement of Ukraine in this activity was under consideration. The next meeting will be held in October 2017 in Belarus. The Russian Federation informed SC.3 that the construction of the Bagayevsky and the Nizhegorodsky

⁷ River Information Services.

⁸ The Central European Initiative.

⁹ Trans-European Transport Network.

hydraulic complexes foreseen in the Inland Water Transport Development Strategy until 2030 was at the design stage. The aim of these projects was to eliminate bottlenecks in the Unified Deepwater System of the Russian Federation and promote the inland waterway transport.

30. SC.3 took note of the information about the Good Navigation Status (GNS) concept for the European inland waterways (ECE/TRANS/SC.3/2017/2) and the presentation by Mr. S. Turf (Belgium). He described the scope of the study, the progress of the study consortium in developing the GNS concept and the draft of the good practice guidelines for implementing GNS. He further characterized the proposed model GNS process, including the key characteristics and seven steps of the process, from Step 0 to Step 6. The next steps would include: (a) drafting a possible process and criteria for exemptions (October 2017); (b) assessing the TEN-T network and the road maps for introducing GNS on critical sections (September-November 2017) and (c) preparing the draft report and the final report (November-December 2017). Details were available at www.inlandnavigation.eu/what-we-do/good-navigation-status/.

31. The Working Party welcomed the progress reached in developing the GNS concept and asked the secretariat to keep it informed about future developments. DC informed SC.3 about the oncoming meeting of the Steering Group of the GNS project on 9 October 2017 in Brussels and provided some comments for the documents to be considered at this meeting.

32. SC.3 took note of the movie presented by Croatia about the ongoing project of a multi-purpose Danube-Sava canal (the waterway E 80-10).¹⁰ The construction of this canal, from Vukovar to Samac, 61.4 km long, was envisaged in the Transport Policy Strategy of Croatia with the aim to connect the Croatian navigation routes: the Sava, the Drava and the Danube which was important at the European level in the context of the combined Danube-Adriatic transport corridor as a connection between the Rhine-Main-Danube inland trans-European navigational route and the Adriatic Sea. The canal would be used as a transport connection, for agricultural and drainage purposes, tourism, sports and recreation. It would correspond to class Vb requirements and include the construction of six weir gates, three pump stations, two locks and one syphon.

VI. European inland waterway network (agenda item 5)

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

Documentation: ECE/TRANS/120/Rev.3, ECE/TRANS/SC.3/2017/3, Informal document SC.3 No. 2 (2017)

33. The Working Party took note of the presentation of Mr. A. Afanassiev (Belarus) on the current situation in the inland waterway sector of Belarus and the development plans that entail the extension of the E waterways on the territory of Belarus and Ukraine. Inland waterways in Belarus total about 2,000 km in length, including 1,030 km with guaranteed fairway parameters. The inland fleet consists of 906 inland navigation vessels with a gross tonnage of 120 thousand tons. The length of the E 40 waterway section in the territory of Belarus is 640 km. In recent years, the Government paid considerable attention to the development of the sector. This is duly reflected in the State Development Programme of

¹⁰ The video is available on www.youtube.com/watch?v=WEDe5hmwYuQ&feature=youtu.be

the Transport System of the Republic of Belarus for 2016-2020. Works were underway on the upgrading of hydrotechnical facilities, river regulation and construction of groins on free-flowing waterways; five locks on the Dnieper-Bug Canal have been upgraded according to class Va, and the opening of three upgraded locks was foreseen for 2021. The development of the E 40 waterway was of great importance for Belarus and also for Poland and Ukraine, as the restoration of navigation from the Baltic Sea to the Black Sea can significantly contribute to the economy of the three countries. Belarus actively cooperates with Poland and Ukraine on this issue. A new E 40-01 waterway will connect a port terminal to be built on the Dnieper in Nizhnie Zhary, near the Belarus-Ukrainian border, and the mouth of the river Pripyat. Poland supported the proposal of Belarus to add the new E 40-01 waterway to Annex I of AGN.

34. The Working Party considered the draft amendments to AGN (ECE/TRANS/SC.3/2017/3). The Russian Federation objected to para. 21, as it required the preliminary agreement between Lithuania and the Russian Federation as the parties concerned. The Contracting Parties to the AGN Agreement present at the session (Austria, Belarus, Bulgaria, Croatia, the Czech Republic, Poland, the Russian Federation, Serbia, Slovakia, Switzerland and Ukraine) adopted the remaining amendments by consensus. The secretariat was requested to transmit the amendment proposals to the Secretary-General of the United Nations for the required depositary action.

35. SC.3 approved the proposal of Ukraine on updating the map of the European Inland Waterway Network based on the amendment to AGN proposed by Belarus (Informal document SC.3 No. 2 (2017)) and asked the secretariat to update the map on the basis of the adopted amendments.

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

Documentation: ECE/TRANS/SC.3/144/Rev.3, ECE/TRANS/SC.3/2017/4

36. SC.3 was informed that the third revised edition of the Blue Book had been published in three working languages and was available in the meeting room.

37. SC.3 approved the amendment proposal to the Blue Book as contained in ECE/TRANS/SC.3/2017/4.

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

Documentation: ECE/TRANS/SC.3/159/Rev.1, ECE/TRANS/SC.3/2017/5, ECE/TRANS/SC.3/WP.3/2017/9

38. The Working Party considered the consolidated draft of the second revision of the Annex to the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revised) (ECE/TRANS/SC.3/2017/5) and adopted it as Resolution No. 87.

39. The Working Party was informed by the secretariat about ongoing consultations with the European Commission and the European coordinators of the TEN-T core network corridors on streamlining Resolution No. 49. The aim was to include the list of bottlenecks of the TEN-T core network corridors set out in Regulation (EU) No. 1316/2013 and to establish a harmonized GIS database. SC.3 supported this work and asked the secretariat to continue it with a view to preparing a concrete proposal.

VII. Standardization of technical and safety requirements in inland navigation (agenda item 6)

Documentation: ECE/TRANS/SC.3/WP.3/100 and ECE/TRANS/SC.3/WP.3/102

40. The Working Party took note of the reports on the fiftieth and fifty-first sessions of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/100 and ECE/TRANS/SC.3/WP.3/102) and endorsed them.

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

Documentation: ECE/TRANS/SC.3/115/Rev.5, ECE/TRANS/SC.3/2017/7, ECE/TRANS/SC.3/2017/8, ECE/TRANS/SC.3/2017/9, ECE/TRANS/SC.3/2017/10

41. The Working Party took note of the decisions of the twenty-sixth meeting of the CEVNI Expert Group held on 3 October 2017, in particular:

- to amend Article 6.31, paragraph 2, Article 7.08, paragraphs 1 and 2, Article 10.06, paragraph 1, and the description of sign C.4 (Annex 7);
- to reject the proposal on introducing signals of fixed lights and the marking of the passage permitted on the clear side at reduced speed by day from SIGNI (Resolution No. 22, revision 2) while deleting them in SIGNI, and to think about a possible mechanism for maintaining CEVNI and SIGNI harmonized in the future;
- to include provisions for vessels using Liquefied Natural Gas (LNG) as a fuel prepared by Austria (ECE/TRANS/SC.3/2017/8) subject to the proposed modification.

The secretariat informed SC.3 that the full report of the meeting would be issued as a working document for the fifty-second session of SC.3/WP.3.

42. SC.3 adopted the draft amendments to CEVNI proposed by the CEVNI Expert Group at its twenty-fifth meeting (ECE/TRANS/SC.3/2017/7, paras. 10, 14 (a) and 17). IALA supported the proposal of the amendment in para. 17 and emphasized the importance of the work on harmonizing CEVNI and SIGNI with the IALA Maritime Buoyage System for navigators.

43. The Working Party replaced “used” by “consumed” in the amendment to Article 7.08, paragraph 5 (a) (ECE/TRANS/SC.3/2017/8) and adopted amendments to CEVNI for vessels using Liquefied Natural Gas (LNG) as a fuel. The amendments in paras. 42 and 43 were adopted as Resolution No. 88.

44. SC.3 approved the decisions of the CEVNI Expert Group:

- not to introduce a new annex on a LNG bunkering checklist in CEVNI. The Chair mentioned, however, that the CCNR Standard for the LNG bunkering checklist (ECE/TRANS/SC.3/2017/9) could be used as a good example for member States when developing their national documents;
- to prepare a draft amendment proposal for CEVNI based on recent updates to the Police Regulations for the Navigation of the Rhine and the Police Regulations for the Navigation of the Mosel (ECE/TRANS/SC.3/2017/10).

45. The Working Party took note that the next, twenty-seventh meeting of the CEVNI Expert Group was planned for 13 February 2018, back-to-back with the fifty-second session of SC.3/WP.3.

B. Signs and Signals on Inland Waterways (SIGNI) (Resolution No. 22, revision 2)

Documentation: ECE/TRANS/SC.3/108/Rev.2, ECE/TRANS/SC.3/2017/11, ECE/TRANS/SC.3/2017/12

46. SC.3 discussed the draft third revision of SIGNI (ECE/TRANS/SC.3/2017/11). It decided to: (a) delete fixed lights A.9c, A.9d, E.1e and E.1f; (b) delete the marking of the passage permitted on the clear side at reduced speed by day (Figure. 3.13, the last line); (c) renumber Chapter 3A as Chapter 4; and (d) renumber Chapters 4-13 accordingly. DC mentioned that there were other discrepancies with CEVNI for light signals.

47. The Russian Federation proposed to postpone further consideration and adoption of the revised SIGNI for the next session of SC.3 in order to have time for more detailed consideration on other items and proposed that member States submit their official positions on the draft. SC.3 agreed and decided to transmit the draft to the CEVNI Expert Group for consideration, following the proposal of DC.

48. SC.3 took note of the information on national and regional special provisions for signs and signals on the inland waterways that differ from SIGNI, on the basis of the questionnaire circulated by the secretariat (ECE/TRANS/SC.3/2017/12). It decided that this could be a basis for a chapter on national and regional special requirements and asked the secretariat to prepare the first draft. The Chair invited member States and River Commissions, who had not yet submitted answers to the questionnaire, to do so.

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

Documentation: ECE/TRANS/SC.3/172/Rev.1 and Amends.1-3, ECE/TRANS/SC.3/2017/13, ECE/TRANS/SC.3/2017/14, ECE/TRANS/SC.3/2017/15, ECE/TRANS/SC.3/WP.3/2017/8, Informal document SC.3 No. 3 (2017), Informal document SC.3/WP.3 No. 7 (2017)

49. Based on the results of the workshop on technical prescriptions for vessels held at the fiftieth session of SC.3/WP.3 and answers to the questionnaire (ECE/TRANS/SC.3/2017/13), the Working Party noted the following in the development and application of the Rules and Regulations for inland navigation vessels:

- the Rules and Regulations were applied by member States and River Commissions the most often for hulls made of steel and light alloys;
- the regulations for hulls made of plastics and reinforced concrete needed further development;
- the Rules and Regulations were applied for such vessel types as tankers, vessels for the carriage of dangerous goods, tugs and pushers, passenger vessels, floating equipment;
- for certain member States, there was a need for further development of the Rules and Regulations for oil platforms and drilling units, traditional craft, floating objects and berthed vessels, vessels over 110 m in length, gas carriers and sailing vessels;
- for many member States, improvement was needed, first of all, for the operating instructions and the instructions for surveyors, the Rules for surveys of vessels in operation, and the Rules for repair and modernization of vessels;

- restrictions for the operation of older vessels were applied by some countries for particular vessel types.
50. SC.3 noted the following in the classification and the supervision:
- member States applied different approaches for mandatory classification of inland vessels; for most countries, it is required only for particular vessel types;
 - competent authorities for assigning and confirming the class are national authorized classification bodies and classification societies recognized by the Administration.
51. SC.3 took note of the information by the secretariat about the outcome of the tenth meeting of the Group of Volunteers (Geneva, 2-3 October 2017). The Group: (a) had finalized Chapter 19B 'Specific requirements applicable to craft navigating on zone 4', and amendments to para. 8B-4.2.2; (b) had exchanged opinions on the draft of Chapter 24 'Transitional and the final provisions'; (c) had proposed to delete paragraphs 2-7.1.5 and 2-7.1.6; (d) had started discussing the draft Chapter 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 (ECE/TRANS/SC.3/WP.3/2017/8). The Group had thanked Mr. W. Zondag, the Chair, for his highly professional and competent chairmanship in the Groups of Volunteers on Resolutions Nos. 17 and 61 since 1997 and wished him a long and happy retirement.
52. SC.3 noted that the eleventh meeting of the Group was planned for the spring of 2018. Member States and River Commissions were invited to take part.
53. SC.3 took note of the proposals for harmonizing the technical prescriptions for inland vessels in Resolution No. 61 with ES-TRIN, as set out in ECE/TRANS/SC.3/2017/14 and ECE/TRANS/SC.3/2017/15. It decided not to include a chapter on transitional provisions in Resolution No. 61.
54. SC.3 decided to number the draft Chapter 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 (ECE/TRANS/SC.3/WP.3/2017/8) as Chapter 8C.
55. SC.3 took note of the translation of Parts III and IV of ES-TRIN Edition 2015/1 in the Russian language prepared by the secretariat (Informal document SC.3 No. 3 (2017)). The Russian Federation informed SC.3 about ongoing work on the comparative analysis of ES-TRIN Edition 2015 (Informal document SC.3/WP.3 No. 7 (2017)), Resolution No. 61 and the national regulations, and supported the work of the secretariat. The Working Party asked the secretariat to finalize this work.
56. SC.3 took note of the presentation on the classification of port and harbour vessels given by Mr. I. Gulyaev (the Russian Federation). This group included tugs and pushers, bunkering vessels, floating cranes, icebreakers and other vessels that operated in protected port water basins and, as such, were allowed certain derogations from the operation requirements imposed by the class assigned. The secretariat was asked, in consultation with the Russian Federation, to prepare a summary of the presentation for the next session of SC.3/WP.3.

D. Provisions for berthed vessels and floating objects (floating hotels, floating restaurants and similar structures)

Documentation: ECE/TRANS/SC.3/2017/16

57. SC.3 took note of national provisions for berthed vessels and floating objects (ECE/TRANS/SC.3/2017/16) and additional information from the Russian Federation and

Ukraine. SC.3 considered this issue as relevant for its activities and decided to keep this item in the agenda. Serbia informed the participants that the draft regulation was still under consideration.

E. Modernization and renovation of inland navigation vessels

Documentation: ECE/TRANS/SC.3/2017/6

58. The secretariat recalled the decision of SC.3/WP.3 at its fiftieth session to keep this item in the agenda and to prepare an overview on this issue (ECE/TRANS/SC.3/WP.3/102, para. 36). SC.3 was informed by the secretariat about the progress in preparing this document.

VIII. Second meeting of the ad hoc group for the preparation of the Global Conference on Inland Water Transport (agenda item 7)

Documentation: ECE/TRANS/SC.3/WP.3/102, ECE/TRANS/SC.3/WP.3/2017/19, Informal documents SC.3 Nos. 5 and 6 (2017)

59. The Working Party took note of the information by the secretariat about ongoing activities for the preparation of the Conference on: (a) a “zero” draft of the Ministerial Declaration (earlier referred to as a draft final act), (b) the Host Country Agreement, (c) a draft “navigation chart” (Informal document SC.3 No. 6 (2017)) and (d) a draft agenda.

60. SC.3 took note of the draft Ministerial Declaration amended in accordance with the proposals of Austria and Switzerland (Informal document SC.3 No. 5 (2017)). Belgium, the Russian Federation, DC, SC and EDINNA delivered their proposals.

61. EDINNA proposed to give more importance in the agenda of the Conference to the human aspect on inland waterway transport. This proposal was supported by Belgium.

62. The Russian Federation provided comments to Informal document SC.3 No. 5 (2017):

(a) the scope of the Conference: it proposed that Working Party agree on the scope of the Conference and modify the draft accordingly;

(b) the harmonization of standards for inland vessels (Strategic Action 12 and para. 1, Section “Implementation”): it stressed that only ITC was duly authorized to develop harmonized rules and standards for inland waterway transport for the entire ECE region;

(c) the modernization of the inland fleet: it expressed the opinion that there was no need for developing a unified European standard to be applied in the framework of the ECE region;

(d) Section “Implementation”: the role of regional integration organizations in the implementation of international agreements and maintaining the policy dialogue was not clear; it was of the opinion that the key role should belong to member States, including governmental executive bodies, enterprises, associations and academia;

(e) it proposed to move Strategic Action 14 to the Section “Building inland waterway infrastructure that is resilient to climate change”;

(f) Strategic Action 16: it proposed to replace “River Commissions” by “initiatives by Governments” and asked the secretariat to provide clarifications about the initiatives on the fairway rehabilitation plans;

(g) it proposed to add a paragraph dedicated to the unification of documents on freight and passenger transportation statistics into the draft.

63. SC proposed that: (a) in the Preamble, subparagraph (f), modify the text as “the unification of technical and safety standards”, and (b) in Strategic Action No. 5, replace “alternative” by “complementary”, to keep it in line with the amendment introduced in the Preamble, subparagraph (c). SC was against the proposal to delete a reference to River Commissions in Strategic Action 16, as proposed in para. 62 (f).

64. DC proposed to delete Strategic action No. 25.

65. Belgium proposed to add in the Preamble, subparagraph (f), the digitalization of inland water transport.

66. SC.3 asked member States and other stakeholders to send written proposals and amendments to the secretariat by 31 October 2017 in order to prepare the first draft.

67. Mr. H. De Leijer (STC-Nestra B.V.) provided information about ongoing work on the Global knowledge centre on inland water transport based on the initiative by the World Bank.

68. SC.3 took note of the information by Poland about the progress in preparatory work for the Conference: (a) to be held in Wroclaw (Poland) on 18-19 April 2018; (b) the host country preparations: the agreement, the tender documentation, consultations with stakeholders; and (c) other necessary steps. The host country and the secretariat agreed to hold a preparatory meeting in Wroclaw in November. Member States and other stakeholders were invited to provide inputs for the Conference and related issues to the organizers — the Ministry of Maritime Economy and Inland Navigation of Poland.

69. The secretariat proposed that, from the various terms that had been used to date, to identify the Conference as “International” going forward. The Working Party agreed.

70. Following the proposal of the Russian Federation, the secretariat was asked to circulate the first draft, the draft agenda and the “navigation chart” to member States once the documents were ready for official reactions of Governments. The inputs and nominations of speakers for various sessions will be represented together in official invitation letter. Member States and other stakeholders were invited to send their requests in advance.

71. The secretariat was asked to upload the information about the Conference on the UNECE website until the website for the event was finalized.

72. SC.3 decided to hold the next meeting of the ad hoc group at the fifty-second session of SC.3/WP.3.

IX. Mutual recognition of boatmasters’ certificates and professional requirements in inland navigation (agenda item 8)

73. The Working Party took note of the presentation delivered by Mr. A. Mintjes (EDINNA) about new directive on the recognition of professional qualifications in inland

navigation and related issues:¹¹ (a) the main objectives; (b) the competence-based approach, including mandatory training programmes, practical examinations and the assessment of competence; (c) the transposition of the directive into national legislation of European Union member States and the recognition of licenses; (d) the evaluation of the directive; and (e) next steps. He mentioned that the directive would keep a reference to CEVNI and to CESNI standards on competence, medical fitness and simulators. The adoption of the directive was foreseen for the end of November 2017, and of the delegated and implementing acts by November 2019; the entire system should be operational by November 2021 and the exchange of former certificates should be completed before 2031.

X. Promotion of River Information Services (RIS) as well as other Information and Communication Technologies (ICT) in inland navigation (agenda item 9)

A. Recommendation on Electronic Chart Display and Information System for Inland Navigation (Resolution No. 48), International Standard for Tracking and Tracing on Inland Waterways (Resolution No. 63), International Standard for Electronic Ship Reporting in Inland Navigation (Resolution No. 79) and International Standard for Notices to Skippers (Resolution No. 80)

Documentation: ECE/TRANS/SC.3/156/Rev.3, ECE/TRANS/SC.3/176/Rev.1, ECE/TRANS/SC.3/198, ECE/TRANS/SC.3/199

74. SC.3 was informed by the Chair about the current situation with the updating the European Union directive on RIS, which has not been finalized yet. It noted that the work on updating Resolutions Nos. 48, 63, 79 and 80 would be continued after the relevant European Commission regulation was agreed upon.

75. The Russian Federation informed the participants about the ongoing work on the implementation of Electronic Chart Display and Information Systems (ECDIS) on inland waterways, in particular, in introducing technical, operational and safety requirements for ECDIS in the Rules of the Russian River Register in April 2017. The Russian Federation also and supported the work of UNECE on updating Resolutions Nos. 48, 63, 79 and 80.

B. Cooperation with the GIS Forum Danube

Documentation: ECE/TRANS/SC.3/WP.3/102, ECE/TRANS/SC.3/WP.3/2017/20

76. The Working Party approved the decision of SC.3/WP.3 to include the Danube Information Service Conference (DISC) in the agenda of SC.3 as a permanent item and asked the secretariat to add this item to the agenda of its sixty-second session. SC.3 noted that DISC 2017 will be held on 5-6 December in Ruse (Bulgaria).

¹¹ This presentation had been prepared by EC for the meeting of the CESNI Working Group on Professional Qualifications on 7 September 2017 in Brussels.

XI. Harmonization of the pan-European legal framework for inland navigation (agenda item 10)

A. Status of international conventions and agreements affecting inland navigation

Documentation: ECE/TRANS/SC.3/2017/18

77. The Working Party took note of the updated document on the status of international legal instruments affecting inland navigation prepared by the secretariat (ECE/TRANS/SC.3/2017/18). It invited Governments to keep the secretariat informed about any rectifications or additions to this document.

78. The Working Party invited UNECE member Governments to accede to the legal instruments of relevance to inland navigation, if they had not yet done so.

B. Application of UNECE Resolutions relating to inland navigation

Documentation: ECE/TRANS/SC.3/2017/19

79. The Working Party took note of the status of UNECE Resolutions and their application on the basis of document ECE/TRANS/SC.3/2017/19 and invited Governments to accept the resolutions if they had not yet done so. Bulgaria asked the secretariat to check endnotes 103 and 104 in ECE/TRANS/SC.3/2017/19 (the Russian text) and to amend them, if necessary.

80. Following the proposal of EBA, 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 Governments to apply only Resolution No. 40 and referred this issue to SC.3/WP.3 for further action as appropriate.

XII. Recreational navigation (agenda item 11)

A. Activities of the Informal Working Group on recreational navigation

Documentation: ECE/TRANS/SC.3/2017/20, Informal document SC.3 No. 4 (2017).

81. SC.3 adopted the Terms of Reference of the Informal Working Group on recreational navigation (ECE/TRANS/SC.3/2017/20), following the proposal of the Russian Federation.

82. SC.3 took note of the information on the outcome of the first meeting of the Informal Working Group held on 2 and 3 August 2017 in Geneva (Informal document SC.3 No. 4 (2017)). The following issues had been addressed: (a) education and training of recreational boaters; (b) assistance in developing CEVNI tests to those Governments which have not implemented CEVNI or do not have navigable inland waterways; (c) the terms and limitations imposed by Governments when issuing ICC, including restrictions on the size or type of boat; (d) the revision of the Guidelines to Resolution No. 40; (e) the promotion of recreational navigation and water tourism in member States and, in this connection, possible ways of checking the validity of ICCs; and (f) the inquiries on Resolution No. 40. The Group had asked EBA to finalize the text of

ECE/TRANS/SC.3/2017/22, paras. 21 and 22, in conjunction with the secretariat. The Group had asked the secretariat to check, whether the RD¹² class waterways could accommodate boats with a beam of 4.5 m, in a view of a possible updating of Resolution No. 52. The Group had asked the secretariat to bring its proposals (b) and (c) to the attention of SC.3.

83. SC.3 took note that the next meeting of the Group will be held in February 2018, possibly back-to-back with the fifty-second session of SC.3/WP.3. The agenda will include, among other issues, a draft questionnaire to collect information on the education and training, possible ways of checking the validity of ICCs, and inquiries about Resolution No. 40. SC.3 invited member States and other stakeholders to take part in the next meeting of the Group.

B. National legal acts governing navigation of recreational craft

Documentation: ECE/TRANS/SC.3/2015/16

84. SC.3 noted that there were no updates on the list of national legal acts governing the navigation of recreational craft on national waterways (ECE/TRANS/SC.3/2015/16). SC.3 invited Governments to submit this information to the secretariat, if they have not yet done so.

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

Documentation: ECE/TRANS/SC.3/147/Rev.4, ECE/TRANS/SC.3/2017/21, ECE/TRANS/SC.3/2017/22

85. The Working Party adopted the amendment to Annex IV of Resolution No. 40, fourth revision (ECE/TRANS/SC.3/2017/21), as Resolution No. 89.

86. SC.3 was informed by DC about ongoing work on a list of specific regulations for recreational navigation in the Danube countries, and decided to add a reference to this information to the Guidelines to Resolution No. 40 and provide a link on the ICC database webpage. This proposal was supported by Slovakia and EBA who emphasized the importance of this information for recreational boaters. Belgium informed SC.3 about ongoing review of the legislation for recreational navigation, to be finalized by the beginning of 2018.

87. Following the proposal of Austria, SC.3 considered it necessary to retain all types of ICC specimens, which had been issued by all authorized bodies of countries that apply Resolution No. 40, in the ICC database. The secretariat was asked to contact Governments for a complete list of organizations authorized by them for issuing ICCs and ICC specimens issued by these bodies.

88. The Working Party adopted the revised Guidelines to Resolution No. 40 (ECE/TRANS/SC.3/2017/22) with the following amendments:

modify paras. 21 and 22

¹² A waterway class according to Annex I to Resolution No. 52 'European Recreational Inland Navigation Network', revised (ECE/TRANS/SC.3/164/Rev.1).

21. Residents and nationals of:

- any North American country; or
- any country that is not a UNECE member State; or
- any country that has not implemented Resolution No. 40,

can obtain an ICC from a Government which has implemented Resolution No. 40, as mentioned in paragraph 13 above, or an Approved Body appointed by that implementing Government provided that the implementing Government is willing to issue ICCs to such individuals or that Approved Body is authorised by its implementing Government to do so (as appropriate);

22. In order to obtain an ICC, such individuals should (as applicable):

- obtain the national qualification of the implementing Government and then present that qualification to the implementing Government or an Approved Body appointed by it in order to obtain an ICC (Resolution No. 40, Annex I, Part I, paragraph 1); or
- undertake an examination specified by the implementing Government or an Approved Body appointed by it (Resolution No. 40, Annex I, Part I, paragraph 2).

The individual must follow the procedures and meet the issuance criteria set by the implementing Government, its Competent Authority and the Approved Body.

89. Ukraine informed SC.3 about the ongoing process of the harmonization of its national legislative framework with Resolution No. 40.

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

Documentation: ECE/TRANS/SC.3/2017/23

90. The Working Party adopted the amendment to the map of the European Recreational Inland Navigation Network (AGNP) (Annex II to Resolution No. 52, revised) (ECE/TRANS/SC.3/2017/23).

E. Provisions for vessels with hulls made of plastics

91. SC.3 took note of the presentation by Mr. I. Gulyaev (the Russian Federation) about the classification of vessels with hulls made of plastics, glass-fibre reinforced plastic and composite materials, applicable to small craft (up to 20 m in length) and recreational craft. He pointed out that in the Russian Federation there were about 2.5 million recreational boats for private use, that had been registered and supervised by the State Inspectorate for Small Craft, and about 7,500 vessels for commercial use that were subject to classification and supervision by the Russian River Register under the Ministry of Transport. In recent years, modern non-metallic materials (polymers, glass-fibre reinforced plastic, carbon fibre-reinforced plastic and other composite materials) were becoming increasingly used for the construction of small craft hulls. Thus, the Russian River Register had issued the Guidelines for the Classification and Surveys of Small Craft in 2016, with a section dedicated to the design, construction, classification and supervision of hulls made of plastics. For the classification purposes of boats built abroad, the Guidelines took into

account the series of ISO standards for small craft, Directive 2013/53/EU and Technical Regulation of the Customs Union No. TR TS 026/2012, and the document provided a flexible approach for the re-classification of craft when changed its purpose from private to commercial use and vice versa.

XIII. Programme of work, biennial evaluation and draft work plan (agenda item 12)

Documentation: ECE/TRANS/SC.3/2017/24

92. In accordance with the decision of ITC to review its programme of work every two years (ECE/TRANS/200, para. 120), the Working Party reviewed and adopted its programme of work for 2018-2019 based on the new strategy adopted at its sixtieth session and endorsed by ITC at its seventy-ninth session in February 2017. Furthermore, SC.3 adopted the relevant parameters allowing for its biennial evaluation based on the draft programme of work and biennial evaluation for 2018-2019 as contained in ECE/TRANS/SC.3/2017/24.

93. The Working Party requested the secretariat to submit the adopted programme of work to ITC for adoption.

XIV. Tentative list of meetings for 2018 (agenda item 13)

94. The Working Party approved the following tentative list of meetings for 2018:

14-16 February 2018	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (fifty-second session);
27-29 June 2018	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (fifty-third session);
3-5 October 2018	Working Party on Inland Water Transport (sixty-second session).

XV. Other business (agenda item 14)

A. Workshop at the fifty-second session of SC.3/WP.3

95. Following the proposal of the Chair supported by Belgium, IALA, EDINNA and Maritieme Academie Harlingen, SC.3 decided to organize a workshop on autonomous vessels at the fifty-second session of SC.3/WP.3.

B. World Canals Conference in 2017

96. SC.3 took note of the information about the 2017 World Canals Conference (WCC)¹³ held on 24-28 September 2017 in Syracuse, New York (United States of America) by Mr. D. Edwards-May, Inland Waterways International and Transmanche Consultants. It had focused on the Erie Canal. Built in 1825, the canal had been upgraded in 1875 and

¹³ More information about the World Canals Conference is available on the website of Inland Waterways International <http://inlandwaterwaysinternational.org>.

reconstructed in 1918 as the New York State Barge Canal. Today's Erie Canal is similar to the European class IV dimensions. In recent years, freight transportation had increased with 350,000 tons projected for 2017. The management of the canal had recently been transferred to the New York Power Authority, who had announced a call for proposals on the future development of the Erie Canal, with a fund \$ 2.5 million. The next WCC will be held in Athlone (Ireland) in 2018 and in Yangzhou (China) in 2019.

XVI. Adoption of the report (agenda item 15)

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