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

Fifty-second session

Geneva, 27-29 June 2018

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

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I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter, the Working Party or SC.3/WP.3) held its fifty-third session from 27 to 29 June 2018 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Belarus, Belgium, Bulgaria, Czech Republic, Germany, Netherlands, Poland, Russian Federation and Ukraine.
3. Representatives of the following intergovernmental organization also attended the session: Danube Commission (DC). Delegations of Confederation of European Maritime Technology Societies (CEMT), European Boating Association (EBA) and World Association for Waterborne Transport Infrastructure (PIANC) were present. The delegations of Nonius Engineering Ltd., 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. He welcomed the participants, addressed the tasks of the Working Party in the light of the recent events, in particular, the International Ministerial Conference on inland water transport, and wished the Working Party a successful session.
5. In accordance with the decision of the Working Party at its fifty-second session (ECE/TRANS/SC.3/WP.3/104, para. 7), Mr. I. Ignatov (Bulgaria) chaired the fifty-third session of the Working Party.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/SC.3/WP.3/105, Informal document SC.3/WP.3 No. 13 (2018)

6. The Working Party adopted the provisional agenda with the addition of the following items under agenda item 9, Other business: (a) the European Hull Database; (b) Information about the IVR¹ Congress, 17-18 May 2018 (Strasbourg, France); (c) International Expert Conference on Combined Freight Transport (29 May 2018, Zagreb). The agenda was supplemented with Informal document SC.3/WP.3 No. 13 (2018) so as to take into account Informal documents SC.3/WP.3 Nos. 14 to 22 (2018). All presentations are available at www.unece.org/trans/main/sc3/wp3/wp3doc_2018.html.
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.

¹ International Association for the representation of the mutual interests of the inland shipping and the insurance and for keeping the register of inland vessels in Europe.

III. Outcome of the International Ministerial Conference “Connecting by Inland Navigation” (Wroclaw, Poland, 18-19 April 2018) (agenda item 2)

Document: ECE/TRANS/SC.3/WP.3/2018/8/Rev.1

8. The Working Party took note of the information about the outcome of the International Ministerial Conference “Connecting by Inland Navigation” held in Wroclaw, Poland, on 18-19 April 2018, jointly by the Ministry of Maritime Economy and Inland Navigation of Poland and UNECE. The secretariat thanked the Ministry of Maritime Economy and Inland Navigation of Poland for the excellent organization of the conference.

9. The Working Party welcomed the adoption of the ministerial declaration “Inland Navigation in a Global Setting”. SC.3/WP.3 was informed that the signatories at the conference were: Austria, Belarus, Belgium, China, Croatia, Czech Republic, Luxembourg, Netherlands, Poland, Portugal, Russian Federation, Slovakia, Thailand and Ukraine. The text of the declaration is available in ECE/TRANS/SC.3/WP.3/2018/8/Rev.1. The secretariat informed the session about more countries who had expressed their wish to become signatories. The Chair transmitted to the secretariat the copy of the declaration signed by Bulgaria. SC.3/WP.3 encouraged member States, who had not done so, to become signatories.² The secretariat informed the Working Party about a poster signed at the conference by the participants that supports the declaration; the delegates who wish to join were invited to sign the poster at the sixty-second session of the Working Party on Inland Water Transport (SC.3).

10. The Working Party discussed the follow-up steps to be undertaken by UNECE towards the implementation of the declaration. To this end, SC.3/WP.3 recommended SC.3, at its sixty-second session, to prepare a draft resolution of the Inland Transport Committee in support of the declaration. The secretariat was asked to prepare the draft of the resolution for the session of SC.3 and circulate it among the delegates.

11. As a follow-up of the Conference, the Working Party decided to hold a workshop on digitalization in inland water transport at the sixty-second session of SC.3. Germany mentioned that this topic was connected with cyber security. Other topics for workshops were proposed: (a) environmental impact on inland navigation and prevention of pollution; (b) education standards and professional requirements in inland navigation, and (c) integration of inland water transport in multimodal transport and logistics chains.

IV. Inland waterways infrastructure (agenda item 3)

A. European Agreement on Main Inland Waterways of International Importance

Documents: ECE/TRANS/120/Rev.3, Informal document SC.3/WP.3 No. 22 (2018)

12. The Working Party took note of the ongoing process of introducing the amendments to AGN in accordance with article 13 of AGN. Depositary Notification C.N.56.2018.TREATIES-XI.D.5 was reproduced in Informal document SC.3/WP.3 No. 22 (2018).

² On 29 June 2018, Switzerland also became a signatory to the ministerial declaration.

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

Documents: ECE/TRANS/SC.3/144/Rev.3, ECE/TRANS/SC.3/WP.3/2018/11

13. The Working Party preliminarily approved the amendments to the Blue Book transmitted by the Governments of Belgium and Ukraine as proposed in ECE/TRANS/SC.3/WP.3/2018/11. The secretariat was asked to prepare a draft of Addendum 1 to the Blue Book with the amendments approved in 2017-2018 for the adoption of SC.3 at its sixty-second session.

C. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revision 2)

Documents: ECE/TRANS/SC.3/159/Rev.2, ECE/TRANS/SC.3/WP.3/2018/11

14. SC.3/WP.3 preliminarily approved draft amendments to the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network, as contained in ECE/TRANS/SC.3/WP.3/2018/11, paragraph 1.

15. SC.3/WP.3 took note of the slow progress in consultations between the secretariat and the European Commission on mainstreaming Resolution No. 49 with Regulation No. 1315/2013 of the European Union and asked the secretariat to continue efforts.

D. Map of the European Inland Waterway Network (Resolution No. 30)

Document: Informal document SC.3/WP.3 No. 18 (2018)

16. The Working Party took note of the presentation by the secretariat and additional information by Transmanche Consultants about the progress in developing the GIS³ online map of the European Inland Waterway Network (Resolution No. 30) in accordance with the Blue Book data.⁴ Among the challenges were defining the required level of detail, two different sets of the waterway parameters for a number of waterway sections and different approaches for identifying a section start and end points (by the geographical names or river kilometres), etc. Member States were invited to provide their feedback. The GIS tool had certain advantages over a traditional “static” map, however, printing a map from the GIS application would be a challenge for design and legibility depending on the printed scale.

17. Belarus, Belgium and Germany provided comments. Belarus proposed to add the information about locks on the E 40 waterway subject to the modifications contained in Informal document SC.3/WP.3 No. 18 (2018). SC.3/WP.3 discussed functional improvements to the map that could be made and the availability of a version ready for printing. Germany pointed out that the challenges when developing GIS maps were the logical data structure and the cartographic visualization, and mentioned the RIS COMEX project⁵ that would enable the establishment of a logical data set for the waterway network structure.

³ Geographic Information System.

⁴ Available online at http://tiny.cc/agn_map.

⁵ CEF (Connecting Europe Facility) funded multi-beneficiary project aiming at the definition, specification, implementation and sustainable operation of Corridor RIS Services.

18. The Chair thanked Transmanche Consultants and the secretariat for the work done and expressed the hope that it would be finalized by the sixty-second session of SC.3.

V. Standardization of technical and safety requirements in inland navigation (agenda item 4)

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

Documents: ECE/TRANS/SC.3/115/Rev.5 and Amend.1, ECE/TRANS/SC.3/2017/10, ECE/TRANS/SC.3/WP.3/2018/12

19. The Working Party took note of the report of the twenty-seventh meeting of the CEVNI Expert Group held on 13 February 2018 and preliminarily approved the draft amendments to CEVNI in paragraphs 8, 11, 15 and 17 of ECE/TRANS/SC.3/WP.3/2018/12. The Russian Federation agreed with the deletion of Article 4.07, paragraph 4 (n); it commented that sea-going vessels transmitted signals using the electronic positioning fixing device, however, in the context of Article 4.07 this provision could be omitted.

20. The Working Party took note of the information about the outcome of the twenty-eighth meeting of the CEVNI Expert Group held on 26 June 2018: (a) amending Articles 3.14 and 7.07, (b) amending Chapter 10 based on updates to the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI), (c) amending Articles 1.07, 4.07, 7.06, 8.02, Annex 7 and introducing a new annex of categories of vessels based on the Police Regulations for the Navigation of the Rhine (RPNR) and (d) aligning of the Signs and Signals on Inland Waterways (SIGNI) with CEVNI. Belgium complemented this information with some clarifications. SC.3/WP.3 asked the secretariat to prepare a detailed report of the meeting for the sixty-second session of SC.3.

21. The Russian Federation thanked Belgium for the amendment proposal prepared for the meeting of the CEVNI Expert Group on the basis of ECE/TRANS/SC.3/2017/10. It was of the opinion that Article 4.07 of CEVNI required updating, and provided some preliminary comments on amendments to Article 4.07 of CEVNI that could emanate from Article 4.07 of RPNR:

(a) a reference to the Rhine Vessels Inspection Regulations and an obligation for vessels to be equipped with Inland ECDIS devices should not be included in CEVNI (the latter due to economic reasons);

(b) the requirement for an AIS⁶ message to comply with the Vessel Tracking and Tracing Standard for Inland Navigation (VTT Standard) was not applicable to sea-going vessels equipped with AIS devices according to IMO standards, therefore, a note should be added to this provision;

⁶ Automatic Identification System.

(c) a separate annex for the indication of the navigational status, similar to Annex 11 to RPNR, was not needed, as the ITU⁷ Radio Regulations referred to in Article 4.07, paragraph 1, already contained this information.

22. Belgium mentioned that it was the beginning of the work on the amendment proposal and the discussion would be continued. The delegates were encouraged to transmit their comments.

23. Austria provided the following comments:

(a) an inspection certificate in Article 4.07, paragraph 1(b) of RPNR, should be followed by a reference to the respective vessel inspection regulations and, therefore, the reference to RPNR should be replaced by Resolution No. 61 and, possibly, the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN) of the European Committee for drawing up common standards in the field of inland navigation (CESNI);

(b) Inland ECDIS devices mentioned in Article 4.07, paragraph 3(a) of RPNR, should be used in information mode and, therefore, the costs of this equipment would be reduced. However, an obligation for vessels to be equipped with Inland ECDIS devices could not be introduced on all European inland waterways, and the provision should be modified as:

Competent authorities may require on inland waterways for which official Inland ENC⁸s are available, that vessels that are equipped with Inland AIS devices, except ferries, shall also be equipped with Inland ECDIS devices in information mode.

24. The Chair concluded that the discussion should be continued by the CEVNI Expert Group and asked the secretariat to transmit these proposals for its next meeting.

25. Following the recommendation of the CEVNI Expert Group, SC.3/WP.3 decided to include smart shipping on the agenda of the sixty-second session of SC.3.

26. SC.3/WP.3 invited member States to provide information on provisions regulating the prohibition of waste water discharge from vessels into inland waterways in their national legislation for further work on Chapter 10.

27. SC.3/WP.3 took note that the next, twenty-ninth meeting of the CEVNI Expert Group will be held on 2 October 2018, back-to-back with the sixty-second session of SC.3.

28. SC.3/WP.3 asked the secretariat to prepare a consolidated text of the amendments, that had been preliminarily approved at its fifty-second and fifty-third sessions, for final decision at the sixty-second session of SC.3.

29. SC.3/WP.3 took note about the publication "Implementation of the European Code for Inland Waterways (CEVNI), fifth revised edition" (ECE/TRANS/266) which would be available soon in the English language on the UNECE web page (in electronic format only).

⁷ International Telecommunication Union.

⁸ Electronic Navigational Charts.

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

Documents: ECE/TRANS/SC.3/108/Rev.2, ECE/TRANS/SC.3/2017/11/Rev.1, ECE/TRANS/SC.3/2017/12, ECE/TRANS/SC.3/WP.3/2018/3, ECE/TRANS/SC.3/WP.3/2018/4, ECE/TRANS/SC.3/WP.3/2018/13, ECE/TRANS/SC.3/WP.3/2018/14, Informal document SC.3/WP.3 No. 17 (2018)

30. The Working Party took note of the document transmitted by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) (ECE/TRANS/SC.3/WP.3/2018/13).

31. The Working Party approved the proposal for Chapter 8 transmitted by the International Sava River Basin Commission (Sava Commission) (ECE/TRANS/SC.3/WP.3/2018/14).

32. SC.3/WP.3 approved the following amendments to Chapter 5, Table 5.1, the fourth column in ECE/TRANS/SC.3/2017/11/Rev.1 (Informal document SC.3/WP.3 No. 17 (2018)):

(a) For signal 1.c, *delete* the second to fourth paragraphs and *modify* the fifth paragraph

In cases where a single red light is not sufficient to clearly indicate the intended prohibition, the use of two or more red lights is recommended.

(b) For signals A.1b and A.1d, *delete* the whole text;

(c) For signal D.1b, *add* in the beginning

Recommended opening in both directions

(d) For signal D.3b, *replace* “towards the side showing” with “in the direction from the fixed light towards the isophase light”;

(e) For signal E.1b, *replace* the second and third sentences with

In cases where a single green light is not sufficient to clearly indicate the allowed passage, the use of two green lights is recommended.

(f) For signals E.1c and E.1d, *delete* the whole text.

33. SC.3/WP.3 approved the following amendments to Chapter 9 in ECE/TRANS/SC.3/2017/11/Rev.1 (Informal document SC.3/WP.3 No. 17 (2018)):

(a) *Delete* sections 9.1 and 9.3;

(b) *Renumber* section 9.2 as 9.1, *replace* the title with “Suspension of navigation for all vessels” and *add* signs A.1a and A.1d;

(c) *Add* a new section 9.2 “Prohibition of navigation for motorized vessels” containing signs A.12 and A.1g;

(d) *Add* a new section 9.3 “Prohibition to enter or leave a harbour or a tributary waterway”.

34. SC.3/WP.3 finalized and preliminarily approved the draft SIGNI subject to the modifications mentioned above, and asked the secretariat to transmit it to SC.3 for final adoption.

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.3/2015/8, ECE/TRANS/SC.3/WP.3/2017/8, ECE/TRANS/SC.3/WP.3/2017/14, ECE/TRANS/SC.3/WP.3/2017/15, ECE/TRANS/SC.3/WP.3/2017/16, ECE/TRANS/SC.3/WP.3/2018/6, ECE/TRANS/SC.3/WP.3/2018/15, ECE/TRANS/SC.3/WP.3/2018/16

35. SC.3/WP.3 preliminarily approved the draft new section 8 B-4, “Requirements concerning equipment for the treatment of domestic waste water” (ECE/TRANS/SC.3/2015/8 as amended by ECE/TRANS/SC.3/WP.3/2018/5) and the draft Chapter 19B, “Subjects for possible reductions of the technical requirements applicable to craft on inland waterways of zones 3 and 4” (ECE/TRANS/SC.3/WP.3/2018/5) and asked the secretariat to transmit them to SC.3 for the final adoption.

36. SC.3/WP.3 asked the secretariat to finalize the draft new Chapter 8C, “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 to submit it for its next session.

37. SC.3/WP.3 recalled that the proposals for aligning the annex to Resolution No. 61 with ES-TRIN should be transmitted to the Group of Volunteers on Resolution No. 61 for consideration:

- ECE/TRANS/SC.3/WP.3/2017/14 (Chapters 7, 10, 12 and 13)
- ECE/TRANS/SC.3/WP.3/2017/15 and ECE/TRANS/SC.3/WP.3/2018/15 (provisions for navigation and information equipment)
- ECE/TRANS/SC.3/WP.3/2017/16 (provisions for engines)
- ECE/TRANS/SC.3/WP.3/2018/6 (updates to sections 1-2 and 7-7 and Chapters 8A, 9 and 10).

38. SC.3/WP.3 asked the secretariat to transmit draft Chapter 19, “Specific requirements applicable to historic vessels” (ECE/TRANS/SC.3/WP.3/2018/15) to the Group of Volunteers on Resolution No. 61 for consideration and asked the secretariat to contact the Group, to start arrangements for its next meeting.

39. The Working Party asked the secretariat to prepare a consolidated version of Resolution No. 61.

40. SC.3/WP.3 thanked the secretariat for the finalized Russian translation of ES-TRIN edition 2015/1. The secretariat was asked to upload it on the SC.3 web page and to start preparing the Russian translation of ES-TRIN edition 2017.

41. The Working Party took note of the presentation by CEMT about special provisions for passenger daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers. The main concern of CEMT was excessive requirements in Directive 2006/87/EC for small passenger daily trip vessels. In consequence, the construction of such vessels in the European Union after 30 December 2008 was only possible when applying derogations. After Directive (EU) 2016/1629 replaces Directive 2006/87/EC, this challenge will remain an urgent issue, as ES-TRIN, which becomes legally binding under European Union law, contains similar requirements to this vessel type. CEMT presented an amendment proposal to Chapter 15 of Directive 2006/87/EC, which corresponded to Chapter 15 of the annex to Resolution No. 61, concerning provisions for vessels not exceeding 24 metres in length and authorized to carry up to a

maximum of 150 passengers (ECE/TRANS/SC.3/WP.3/2018/16). This proposal could constitute a basis for amendments to Resolution No. 61 and, therefore, CEMT would like to transmit it to the Group of Volunteers on Resolution No. 61 for consideration.

42. The Working Party decided to collect information from member States and classification societies on this issue and come back to it at one of its sessions.

VI. Promotion of River Information Services and other Information and Communication Technologies in inland navigation (agenda item 5)

A. Guidelines and Recommendations for River Information Services (Resolution No. 57)

Documents: Informal documents SC.3/WP.3 Nos. 14 and 15 (2018)

43. The Working Party took note of the information about the ongoing revision of the PIANC RIS Guidelines (edition 2018) (Informal documents SC.3/WP.3 Nos. 14 and 15 (2018)) and the presentation by Mr. C. Willems, the Chair of PIANC Working Group 125, about this work and other tasks of PIANC Working Group 125. Mr. Willems provided the background information and a brief overview of the evolution of RIS since 1995 up to the present stage of the implementation across the world. He also presented the stages of the RIS life cycle that were reflected in the development of the PIANC RIS Guidelines as well as perspectives until 2030. He explained that PIANC Working Group 125 in 2018 would work on: (a) the status report on RIS implementation and development in 2011-2018; (b) RIS related definitions edition 2, 2018, and (c) PIANC RIS Guidelines edition 4, 2018. He highlighted the prerequisites for updating the PIANC RIS Guidelines 2011 and provided detailed remarks on all modifications introduced in the draft that would be finalized and published by the end of 2018.

44. SC.3/WP.3 emphasized the significance of this revised document when it was finalized and adopted. Ukraine thanked Working Group 125 for the excellent document for RIS which met the current needs of the sector, and proposed issues that could be covered in the draft: (a) education standards for RIS operators and (b) dynamic characteristics of the river topography, forecasting and modelling. The Russian Federation underlined the successful results reached by the Working Group, in particular, tables 2.1, 3.2 and 3.3 of the draft (Informal document SC.3/WP.3 No. 14 (2018)), and stressed the need for updating Resolution No. 57 and Resolution No. 73 based on the new guidelines. Member States were invited to send their comments for the draft to the secretariat by 30 July 2018.

45. Following the proposal of the Russian Federation, SC.3/WP.3 considered it desirable to make the document "Technical report on the status of RIS" prepared by PIANC Working Group 125, together with the annexes, accessible to member States, and asked PIANC to consider making this possible when the document was ready.

46. SC.3/WP.3 noted that the revision of Resolution No. 57 based on the PIANC RIS Guidelines could be started in 2019.

B. Application of Inland Automatic Identification System

47. The Working Party took note of the presentation of the Central Commission for the Navigation of the Rhine (CCNR) by Mr. P. Stuurman, the former Chair of the CCNR Working Group on RIS, about the evaluation of answers to the questionnaire on the

obligation of fitting inland vessels with an Inland AIS device and a chart display system, which had been circulated by CCNR in 2016. The purpose was to evaluate the application of an obligation to have an Inland AIS on board vessels navigating on the Rhine (Article 4.07 of RPNR), valid since 1 December 2014. The survey covered general aspects related to the on-board installation and application of Inland AIS, operational and technical issues, the application of electronic chart display systems, privacy, enforcement and related issues. The evaluation of answers received from more than 1,200 respondents made it possible to formulate the conclusions and recommendations for safety and reliability, technical and other aspects. The general conclusion was that Inland AIS had been accepted and its benefits had been recognized, however, radar and VHF⁹ equipment on board vessels are still essential for operations. The conclusions and recommendations were approved by the CCNR plenary session on 5 June 2018 and are available on the CCNR website.

48. SC.3/WP.3 thanked Mr. Stuurman for the presentation and noted the importance of the work carried out by CCNR and lessons learned based on this analysis for all member States when implementing RIS on their inland waterways.

C. Updating the United Nations Economic Commission for Europe Resolutions of relevance to River Information Services

49. The Working Party took note of the presentation on the current status of the revised Inland ECDIS Standard by Mr. W. Haupt, the Chair of the Inland ECDIS Expert Group (Germany). He highlighted the activities of the Inland ECDIS Harmonization Group (IEHG) and presented an overview of the RIS standardization process of Inland ECDIS Standard (IES) 2.4 by the European Commission using the “Better Regulation” approach.¹⁰ Following the public consultation on the Better regulation portal of the European Commission, the IES standard was accepted by a qualified majority of member States and forwarded for translation into official languages of the European Union. The implementation period of the standard by member States was 30 months. The next task of IEHG was preparing a proposal for revising UNECE Resolution No. 48.

50. Austria mentioned that the European Commission had currently adopted the English version of the Inland ECDIS standard and was working on other language versions. The revision of Resolution No. 48 could be started when the official French text from the European Commission was available.

51. The Working Party took note of the presentation on updates of the International Standard for Tracking and Tracing on Inland Waterways (VTT) by Mr. S. Bober, the Chair of VTT Expert Group (Germany). Three versions of the VTT standard were currently available: (a) Commission Regulation (EC) No. 415/2007 of 13 March 2007, as amended by Commission Implementing Regulation (EU) No. 689/2012 of 27 July 2012; (b) (UNECE Resolution No. 63, and (c) CCNR VTT standards — VTT standard edition 1.2 and Test Standard for Inland AIS Edition 2.0. He highlighted the purpose of the revision of the VTT standard and modifications, in particular, updates for AIS mobile stations, AIS Class B stations and Inland AIS Aids to Navigation (AtoN) and updating Appendix C. He briefly described the impact of the revised standard and next steps at the levels of the European Commission, CESNI and CCNR. The revised VTT standard should follow the

⁹ Very High Frequency.

¹⁰ More information can be found on https://ec.europa.eu/commission/priorities/democratic-change/better-regulation_en.

Better regulation procedures and then would be adopted by the European Commission, translated into official languages of the European Union and published in autumn 2018.

52. SC.3/WP.3 took note of the joint presentation of the Chairs of the Joint VTT and Inland ECDIS Group about the ongoing project on the implementation of AIS AtoN in the Elbe-Weser corridor in the framework of the RIS COMEX project. The objective was to demonstrate technical possibilities offered by AIS AtoN and Inland ECDIS and test them in different location-based reference applications, including marking of the fairway transition from one bank to another, danger zones (ferries, lift bridges), warnings of limited air draught, visualization of AIS application specific messages (ASM), etc. The results would allow them to evaluate the impact of AIS AtoN on navigation safety and provide a baseline for the future application of real and virtual AtoNs based on economic, technical and operational issues.

53. The Working Party was briefly informed about the outcome of RIS Week in Rotterdam (Netherlands) held from 11 to 15 June 2018. The next RIS Week will be held from 3 to 7 December 2018 in Vienna.

54. SC.3/WP.3 took note of the presentation of the Russian Federation about the status of RIS implementation and the ongoing work on monitoring AIS AtoN on inland waterways. The basis for implementing RIS standards in the Russian Federation was the UNECE resolutions. The rates of RIS implementation and development, mainly for Fairway Information Service (FIS) and Traffic Management (TM) were different for the European, Siberian and Far East parts. The following progress has been reached since 2011:

- The total length of inland waterways covered by ENC's has been doubled and reached 22,000 kilometres in the European part and 39,000 kilometres in the Asian part. Inland ENC's were produced according to Standard S-57 edition 3.1 and national regulations
- The number of AIS shore-based stations in the European part has been doubled, however, the AIS shore network in Siberia and Far East was still missing
- The number of DGNSS¹¹ reference stations with an efficient range of 250 kilometres has been increased and covered most of the territory.

The ongoing projects on testing the position accuracy of real AIS AtoN installed on the Volga-Baltic waterway and virtual AIS AtoNs installed on Ladoga and preliminary observations were presented.

55. SC.3/WP.3 took note of the presentation of Ukraine who highlighted the ongoing work, challenges and perspectives for the development of RIS on its inland waterways. The work on implementing RIS on the Ukrainian waterways was started in the beginning of the 2000s, and since 2011 RIS of Ukraine (UkrRIS) was a subsidiary of the branch "Delta-pilot" of the State enterprise "Ukrainian Seaports Authority". The following was mentioned: (a) the system of RIS stations was functioning on the Ukrainian section of the Danube; (b) the Dnieper had been fully covered with VTS¹² stations, and the next step was implementing RIS on the Ukrainian section of the E 40 waterway; (c) the system of base AIS stations was operational on the Black Sea, and (d) vessels carrying dangerous goods and passenger vessels were obliged to have AIS transponders. Vessels fitted with AIS

¹¹ Differential Global Navigation Satellite System.

¹² Vessel Traffic Service.

transponders had been tested on the Danube and the test results were highlighted. The following were listed as current challenges and tasks of UkrRIS:

- Transmitting data on the dynamics of the river bed topography that may have an impact on navigation safety. A trial project of developing a dynamic model and 3D visualization on Inland ENC's in information mode was under way
- A need for a training programme for RIS operators. Standards of competence for RIS operators had been developed, and an education and training programme was brought to the attention of the delegates as an example. SC.3/WP.3 was invited to provide a feedback.

56. In respect to educational and training standards for skippers that covered also RIS operators, Germany mentioned the work by CESNI and a draft document that would be adopted in August 2018. Ukraine was invited to contribute to this document.

57. The Working Party took note of the presentation by Nonius Engineering Ltd. (the Russian Federation). It was mentioned that new automation equipment contributed to the optimization of managing processes on Russian inland waterways. The equipment produced included positioning and production monitoring systems for dredgers, geodesic data software, monitoring software for ship systems and river AtoN equipment and software. Operational and technical characteristics of AtoN monitoring and remote control equipment were described and its operation was demonstrated.

58. Germany informed the participants about the ongoing work of the Inland ECDIS Expert Group on a new set of symbols for visualization of AtoN on Inland ENC's that was based on IHO standard S-100. This would be a new standard for Inland and maritime ECDIS; the latter will become operational by 2022.

59. SC.3/WP.3 was informed by the secretariat about the Danube Information Services Conference (DISC'18) that will be held in Bratislava on 12-13 December 2018 on the topic "Infrastructure, systems and services towards good navigation".

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

60. The Working Party took note of the information by the secretariat about:

(a) Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC; and

(b) the ongoing work of the European Commission, CESNI and CCNR on professional qualifications, in particular, the ongoing revision of the Regulations for Rhine navigation personnel (RPN) in order to prepare the integration of CESNI standards and update this document in line with Directive (EU) 2017/2397.

61. Concerning technical provisions for convoys, Ukraine informed SC.3/WP.3 about the opinion of the DC Working Group on Technical Issues that convoys with a length over 240 m should be considered as a separate group. A more detailed proposal could be prepared by Ukraine for next sessions of the Working Party.

62. Belgium proposed that the Working Party assess the impact that Directive (EU) 2017/2397 can have, if member States follow its recommendations. Bulgaria mentioned that it would be desirable to know the opinion of DC and the Sava Commission on its application.

VIII. Terms and definitions related to inland water transport (agenda item 7)

Documents: ECE/TRANS/WP.5/GE.4/2018/3, ECE/TRANS/WP.5/GE.4/2018/4, Informal documents SC.3/WP.3 Nos. 19 and 20 (2018)

63. The Working Party discussed the terminology on benchmarking inland water transport infrastructure construction costs, prepared by the Group of Experts on Benchmarking Transport Infrastructure Construction Costs (ECE/TRANS/WP.5/GE.4/2018/3 and ECE/TRANS/WP.5/GE.4/2018/4). The Chair of the Group of Experts Mr. A. Maciejewski (TEM¹³ Project Manager, Poland) informed the session about the activities of the group on collecting data for benchmarking infrastructure construction costs for roads, rails, inland water transport, ports and intermodal terminals and next steps. After the terminology was prepared, the next stage was preparing a questionnaire for member States.

64. The Working Party considered the comments of the secretariat and the proposals from Belarus and Ukraine (Informal documents SC.3/WP.3 Nos. 19 and 20 (2018)) who also provided comments at the session. Other member States were invited to provide their comments, if any. SC.3 asked the secretariat to modify the list of terms and definitions based on the outcome of the discussion and issue it as a joint working document of SC.3 and the Working Party on Transport Trends and Economics (WP.5) for the sixty-second session of SC.3.

IX. Recreational navigation (agenda item 8)

A. 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 and Amend.1

65. The Working Party was informed by the secretariat that no updates to Annex IV to Resolution No. 40, revision 4, had been received so far. SC.3/WP.3 took note of the statement by EBA about the importance of Annex IV to Resolution No. 40 and encouraged member States that were still applying Resolution No. 14, to apply only Resolution No. 40. Member States were also encouraged to provide and/or update information on the requirements for evidence of competence for recreational boaters of foreign flag vessels and limitations on the type and/or size of vessels which the International Certificate for Operators of Pleasure Craft would be valid for.

66. SC.3/WP.3 was informed by the secretariat about the publication of the revised Guidelines to Resolution No. 40, adopted at the sixty-first session of SC.3, in three languages, that was available on the UNECE website and would soon be released as a booklet. EBA welcomed the publication of the revised guidelines and emphasized its value for recreational boaters.

¹³ Trans-European Motorways.

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

Documents: ECE/TRANS/SC.3/164/Rev.1, Informal document SC.3/WP.3 No. 21 (2018)

67. The Working Party preliminarily approved the amendment to the map of the European Recreational Inland Navigation Network (AGNP), transmitted by Belgium (Informal document SC.3/WP.3 No. 21 (2018)) and asked the secretariat to introduce this modification to the updated map.

X. Other business (agenda item 9)

A. Workshop held by the Working Party on Transport Statistics

68. The Working Party took note of the presentation by the secretary of the Working Party on Transport Statistics (WP.6). Inland waterway statistics collected by WP.6 cover vessel information, traffic and transport measurements and are available on the UNECE website.¹⁴ The workshop on data quality in inland waterway statistics was held by WP.6 on 12 June 2018, at its sixty-ninth session. The main topics covered were: different methods for collecting statistical data, inland water transport monitoring activities in member States, recent challenges and ways of improving inland waterway statistics. Presentations were given by Canada, Poland, Netherlands and Russian Federation, together with CCNR, DC and Eurostat. The added value of using AIS for statistics production was emphasized. Other main messages were difficulties with cargo identification, counting of foreign vessels on national waterways and improving freight statistics. The next workshop in 2019 may be dedicated to intermodal transport and thus continue these discussions. SC.3/WP.3 was invited to consider possible cooperation of SC.3 with WP.6 on an E-Inland Waterway census, similar to the E-Road and E-Rail censuses that collected traffic information and allowed mapping of traffic volumes. The E-Inland Waterway census could complement them, allowing for better identification of potential for cross-modal freight switching.

69. Belgium and Germany supported this idea, as this could contribute to the modal shift from other inland transport modes and provide data on cargoes transported by inland waterways. Germany mentioned that electronic freight documentation in the European Union could be a reliable source data for data collection. Ukraine referred to the experience of DC on collecting this data. Bulgaria pointed out that for data processing a common format of submitting data should be used by different countries. SC.3/WP.3 considered this topic as relevant for its activities and asked the secretariat to prepare a more detailed proposal, as a working document for the sixty-second session of SC.3.

B. European Hull Database

70. The Working Party took note of the ongoing work of the European Commission on the draft Commission Delegated Regulation on the European Hull Database. SC.3/WP.3 asked the secretariat to invite the European Commission to the sixty-second session of SC.3 for possible consultations.

¹⁴ www.unece.org/trans/main/wp6/wp6.html.

C. Information about the IVR Congress, 2018

71. The Working Party was informed by the secretariat about the IVR Congress 2018 that had been held on 17-18 May in Strasbourg (France) under the auspices of CCNR. The annual IVR congress was dedicated to the 150th Anniversary of the Mannheim Act. The congress hosted more than 225 participants from 14 countries. At the congress, France announced the start of the ratification procedure of the Strasbourg Convention on the limitation of liability in inland navigation (CLNI 2012). The workshop dealt with the topics “Autonomous sailing” and “150 years of the Mannheim Act”.

D. International Expert Conference on Combined Freight Transport (29 May 2018, Zagreb)

72. SC.3/WP.3 was informed by the secretariat about the International Expert Conference on Combined Freight Transport (29 May 2018, Zagreb), organized by the Ministry of the Sea, Transport and Infrastructure of Croatia. The overview of the existing situation of combined freight transport was presented by the European Commission, UNECE and the South-East Europe Transport Observatory. One of the main topics at the conference was intermodality in the Danube and Sava river basins. DC and the Sava Commission shared their experience, challenges and perspectives for the development of this transport mode.

XI. Adoption of the report (agenda item 10)

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