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Working Party on Inland Water Transport

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

Sixty-third session

Geneva, 3–5 July 2023

Report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its Sixty-Third Session

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I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (the Working Party or SC.3/WP.3) held its sixty-third session from 3 to 5 July 2023 in Geneva.
2. The session was attended by representatives of the following countries: Belarus, Belgium, Czechia, Hungary, Poland, Romania, Russian Federation and Slovakia.
3. The representative of a non-ECE member State also participated: India.
4. The European Commission was represented. Representatives of the following intergovernmental organizations also attended the session: Danube Commission (DC), European Boating Association (EBA), European Transport Workers' Federation (ETF) and International Labour Organization (ILO) were present. Delegations of Free Boating Association, Grimaldi Studio Legale Genova, Inland Water Transport Platform (IWT Platform), Maritime Autonomous Systems Regulatory Working Group of the United Kingdom of Great Britain and Northern Ireland (MASRWG), Seafarers Union of Russia and Women's International Shipping and Trading Association (WISTA International) were present at the invitation of the secretariat.
5. Mr. F. Dionori, Chief of the Transport Networks and Logistics section, opened the session and wished participants a successful work.
6. In accordance with the decision of the Working Party at its sixty-second session (ECE/TRANS/SC.3/WP.3/124, paragraphs 8 and 9), Mr. V. Dabrowski (Czechia) chaired the sixty-third session of the Working Party and Mr. T. Kocoń (Poland) vice-chaired.
7. The Working Party noted with significant dissatisfaction that the session had to start with 45 minutes delay as a result of the long queues and delays in the badging of delegates by UNOG Security. It asked the secretariat to refer this dissatisfaction to the meeting hosts at United Nations Office of Geneva so as to avoid that this situation happens again.

II. Adoption of the Agenda (agenda item 1)

Documents: ECE/TRANS/SC.3/WP.3/125, Informal document SC.3/WP.3 No. 7 (2023)

8. The Working Party adopted the provisional agenda subject to modifications at the session: agenda item 12 "Other Business" was complemented with (a) "Strategy of the Inland Transport Committee on Reducing Greenhouse Gas Emissions in Inland Transport until 2050", (b) "Review of the Mandates of Working Parties of the Inland Transport Committee" and (c) "Study on Key Trends and Developments in Electric Mobility". The agenda was supplemented with Informal document SC.3/WP.3 No. 7 (2023) so as to take into account Informal documents SC.3/WP.3 Nos. 8 to 11 (2023).
9. In accordance with established practice, it was agreed that only the main decisions should appear in the draft prepared by the secretariat for reading at the end of the session. A full report would be prepared by the Chair with the assistance of the secretariat and circulated after the session.

III. Workshop "Addressing Labour Market Challenges and Making the Sector More Attractive" (agenda item 2)

Documents: ECE/TRANS/SC.3/WP.3/2023/12, Informal document SC.3/WP.3 No. 8 (2023)

10. Following the decision of the Working Party on Inland Water Transport (SC.3) at its sixty-sixth session (ECE/TRANS/SC.3/217, paragraph 105), delegations took part in the workshop "Addressing Labour Market Challenges and Making the Sector More Attractive", organized jointly with ETF.

11. The objectives of the workshop were: (a) highlighting the current situation and recent developments in the inland water transport labour market, new jobs and opportunities for the sector; (b) addressing the existing challenges for employees, impact of digitalization and automation on the labour market and education, (c) considering ways to achieve a level playing field, highlighting the role of the human element, improving the attractiveness of the sector, and (d) the role of the Economic Commission for Europe (ECE) in addressing labour market challenges and next steps.

12. The secretariat opened the workshop. The key speakers were: Ms. M. Chaffart (ETF), Mr. K. Lezaic (European Commission), Ms. H. Liégeois (Belgium), Mr. A. Mintjes (EDINNA), Ms. H. Schreuders (IWT Platform), Ms. C. Bader (ILO), Ms. J. Rauber (WISTA International), Mr. A. Charnabylec (Republic of Belarus) and Mr. T. Kocoń. Video presentations were delivered by the secretariat (a) on the final event of the PLATINA 3 project at the meeting of the European Committee for Drawing up Standards in the Field of Inland Navigation (CESNI), transmitted by Mr. J. Rusche (Central Commission for the Navigation of the Rhine (CCNR)), and (b) presentation of Mr. J. Gebraad (Waterborne Technology Platform).

13. Ms. Chaffart gave a presentation on the purposes and activities of ETF. She highlighted the ETF vision of the fair transport in Europe, recent events and achievements of ETF and continued with automation, new standards in this field and other current challenges workers in the sector. The speaker stressed the role of the human element and the importance of social sustainability in inland navigation for untapping its potential and mentioned possible solutions to improve the situation.

14. Mr. Lezaic continued with a presentation on the ongoing activities and plans of the European Commission aimed at improving the attractiveness of the sector for the workforce in accordance with the core objectives of the NAIADES III Action Plan 2021–2027. He focused on the initiatives on creating a harmonized regulatory framework of the European Union for (a) on-board digital tools for recording and exchanging information, and (b) crewing requirements for vessels operating on the European Union inland waterways linked to waterways of other European Union countries. Participants were encouraged to provide their feedback to the European Commission on this issue.

15. Ms. Liégeois made a presentation on the new Regulations for the Rhine Navigation Personnel (RPN), adopted by CCNR on 8 November 2022 and became effective from 1 April 2023. She highlighted the objectives of the new RPN aimed at ensuring (a) flexibility of crew regulations, (b) modernised acquisition of qualifications, (c) incorporation of provisions of the European Standard for Qualifications in Inland Navigation (ES-QIN) and (d) enhanced coordination between the competent authorities of the CCNR countries. She continued with the second presentation on developing the draft manning standards by the CESNI temporary working group on crew-related requirements (CESNI/QP/Crew), the state of play and the progress made.

16. Presentation of Mr. Mintjes was dedicated to current situation and challenges for educational and training institutions in the inland water transport sector. They included (a) a delay in the implementation of 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, (b) the shortage of staff, (c) fast technical developments, (d) communication and (e) related issues. The speaker further highlighted possible solutions and the approach of EDINNA in resolving them.

17. In her presentation, Ms. Schreuders informed the participants about the activities of the IWT Platform, established in 2018 by the European Barge Union and the European Skippers Organisation with the purpose of strengthening Inland Navigation in Europe. The speaker focused on programme of work of the Social and Education Committee and provided details about the initiative of building collaborative solutions for addressing the labour shortage launched in September 2022 and other initiatives in the field of branding and recruitment.

18. Ms. C. Bader informed the session about the ILO work on developing the labour standards for inland navigation. She referred to the IMO international conventions for maritime shipping and mentioned the ILO study for new for inland water sector ILO was

working on, some preliminary results and the ILO technical meeting on decent and sustainable work in the inland waterways sector that would be held on 20–24 November 2023 in Geneva.

19. The presentation of Mr. Gebraad was dedicated to the activities of the European Technology Platform for the waterborne sector and, in particular, the Strategic Research and Innovation Agenda for the Waterborne Sector (SRIA) that covered ships, shipping, the blue growth, ports and logistics/ He continued with the collaboration between the European Union and the Waterborne Technology Platform, waterborne transport partnership for zero emission shipping and automation of waterborne assets and operations.

20. Ms. Rauber highlighted in her presentation the situation with female employees in the maritime sector and mentioned the Diversity and Inclusion Toolkit for Shipping developed by the International Chamber of Shipping and WISTA International. The speaker focused on the activities of the WISTA International Diversity Committee and possible action steps to promote the gender quality in the sector and make the sector more attractive for the new generation.

21. Mr. Charnabylec provided an overview of the current situation on inland water transport in Belarus, obstacles and challenges and the way forward. He mentioned the establishment and tasks of the State Administration for Inland Waterways, the need for updating the new framework and activities for improving working conditions of the crew members and making the profession more attractive.

22. The inland water transport labour market was the main topic of the presentation of Mr. Kocoń. He provided statistics about the composition and segments of the transport market, the regulatory framework and mentioned the measures for raising the attractiveness of the sector, improving the skills and promoting of the sector based on the National Masterplan for Inland Navigation by 2030 already realized in certain training centres.

23. The presentations were followed by questions and topics for further consideration. The participants were invited to respond to a multiple-choice questionnaire.

24. On behalf of the Working Party, the Chair thanked the speakers for excellent presentations.

25. The key speeches were followed by the round table discussion based on ECE/TRANS/SC.3/WP.3/2023/12. Delegations were invited to share their experience, best practices and developments in this field, consider possibilities for making the sector more attractive for the qualified staff and consider further steps that could be undertaken by SC.3. The secretariat presented the slides on each of the topics as the background for discussion.

26. The secretariat complemented the information of the key speakers with recent developments in this field: .

27. The topics discussed at the round table were:

- International legal framework in the field of labour and social security
- Measures for ensuring social security and equal rights of crew members
- Digital tools and enforcement
- Minimum labour standards at the international level
- Ways for achieving a level playing field in the sector
- Education and training: new opportunities and challenges, paving the way for a real level playing field
- Automation and digitalization, their impact on the sector, standards for automated navigation
- Equal rights and opportunities for women in inland navigation
- Enhancing the overall attractiveness of the sector
- Role of ECE in addressing labour market challenges in inland water transport.

28. The participants exchanged opinions on each of the topics. The secretariat gave an overview of the answers to the multiple-choice questionnaire.

29. The respondents indicated that the existing regulatory labour framework satisfies the needs of the sector:

- For the whole ECE region – 57 per cent
- At the European Union level – 71 per cent
- At the national/regional level – 73 per cent.

30. The participants stressed the need for improving labour law in the sector. The respondents mentioned the following areas for improvement:

- Elimination of the existing gaps or contradictions with other regulations
- Better harmonization at the international level
- Improved regulations for social security of workers
- Increased public engagement.

31. The following was also mentioned:

- Improved social security as a long-term benefit for all workers in the sector
- Harmonization of the professional training and qualifications of crews at the international level
- Prevention of illegal operations
- Mandatory vocational training.

32. The participants agreed that the existing education and training system for inland water transport could be improved by:

- Developing training courses for automated navigation, information and communication technologies, new vessel types, alternative fuels and other relevant topics
- Wider use of simulators, introducing new and innovative training methods
- Establishing more modern and well-equipped training centres
- More international exchange programmes for students and apprentices
- Ensuring a proper quality assessment for training courses.

33. The participants mentioned the following ways for achieving this:

- The CESNI standards for harmonized practical examinations and simulators
- Improved national standards and training programmes.

34. The respondents mentioned the following advantages and challenges of automation and digitalization for the labour market in the sector:

- Need for a new legislation, norms and standards in this field
- Higher level of skills and competencies of boatmasters
- Ensuring cybersecurity
- Training of apprentices in conditions of reduced manning requirements
- Reducing the administrative burden
- Resolving the problem of the shortage of staff
- Flexibility of norms and standards.

35. The participants stressed the need to develop digital tools for recording and exchanging information on inland crews and vessels. It was mentioned that this work was under way in the European Union. Others mentioned that it was planned over the long term.

Delegations stressed the importance of the necessary regulatory framework, new technologies and other relevant conditions for the successful introduction of digital tools.

36. The participants agreed that there was a need for improving activities aimed at ensuring the equal rights and opportunities for women in inland navigation; this should be done primarily at the international level.

37. Among the possibilities for enhancing the overall attractiveness of the sector were mentioned:

- Legal clarity
- Enhanced capacity for controls
- Human-centred orientation for the future
- Global minimum labour standards for inland water transport
- Promotion of the sector at all levels
- Appropriate staff retention policy
- Joint efforts of the key players.

38. Discussion continued on (a) an international convention on labour law in inland navigation, (b) decent work in the sector, (c) social security of self-employed workers, (d) need for a permanent body for a permanent assessment of skills and competencies and (e) other issues.

39. The participants agreed on the conclusions and recommendations as the outcome of the discussion.

40. The Chair thanked delegations for their contributions to the workshop.

41. Following the proposal of Romania supported by Belarus, SC.3/WP.3 decided to organize an informal working group to address labour market challenges and asked the secretariat to prepare terms of reference for the sixty-seventh session of SC.3.

IV. Inland Waterways Infrastructure (agenda item 3)

A. European Agreement on Main Inland Waterways of International Importance

Documents: ECE/TRANS/120/Rev.4, ECE/TRANS/2023/31, ECE/TRANS/SC.3/217

42. The Working Party took note of the progress in implementing the *European Agreement on Main Inland Waterways of International Importance* (AGN) by countries.

43. The Working Party noted that amendment proposals to annexes I and II of AGN had not been transmitted to the secretariat so far.

44. The Working Party took note of the information by the secretariat on the current state of play of the revision of the Trans-European Transport Network (TEN-T) Regulation.

45. SC.3/WP.3 discussed possible models for joint management and/or monitoring of AGN and the *Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations* to ensure alignment between the two legal instruments.

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.3/2023/3, ECE/TRANS/SC.3/WP.3/2023/13

46. The Working Party took note of the information by the secretariat about the preparation of the fourth revision of the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book).

47. The Working Party agreed with the amendments proposed in ECE/TRANS/SC.3/WP.3/2023/13, subject to modifications made at the session. Poland was asked to check the length of the missing link on the E 40 section from Warsaw to Brest.

48. SC.3/WP.3 took note of the current status of infrastructure projects in Belgium and Czechia.

49. The secretariat was asked to finalize the draft of the Blue Book and send it to delegates by 10 July 2023.

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 and Amend.1

50. SC.3/WP.3 took note of the information of the secretariat about the current status of amendments to resolution No. 49.

51. SC.3/WP.3 asked the secretariat to prepare draft amendment No. 2 to the annex of resolution No. 49 for the sixty-seventh session of SC.3.

V. Standardization of Technical and Safety Requirements in Inland Navigation (agenda item 4)

A. European Code for Inland Waterways (Resolution No. 24, Revision 6)

Documents: ECE/TRANS/SC.3/115/Rev.6, ECE/TRANS/SC.3/217, ECE/TRANS/SC.3/WP.3/2023/4, ECE/TRANS/SC.3/WP.3/2023/14, ECE/TRANS/SC.3/WP.3/2023/15

52. The Working Party considered and preliminarily approved the draft amendments to the European Code for Inland Waterways (CEVNI) proposed by the CEVNI Expert Group at its thirty-eighth meeting held on 13 February 2023 (ECE/TRANS/SC.3/WP.3/2023/14).

53. Following the proposal of Belgium supported by DC, SC.3/WP.3 agreed to include the list of documents required to be on board, as a separate annex to CEVNI.

54. SC.3/WP.3 took note of the amendments to the Police Regulations for the Navigation of the Rhine (RPNR) adopted by CCNR at its autumn session in 2022 (ECE/TRANS/SC.3/WP.3/2023/15).

55. SC.3/WP.3 took note of the items of the preliminary agenda for the thirty-ninth meeting of the CEVNI Expert Group that would be held in July or the first half of August 2023 and provided comments.

56. The secretariat was asked to issue the amendments to the Police Regulations for the Navigation of the Mosel adopted by the Mosel Commission at its plenary session on 24 May 2023 in Trier (Germany).

57. SC.3/WP.3 exchanged opinions on:

- (a) The model waste water log (article 10.06 and annex 12 of CEVNI);
- (b) The language to be used in communications between ship stations and shore stations;
- (c) The possible modifications to CEVNI stemming from articles 8.01, 8.02, 8.05–8.08 and 8.10 of RPNR; and

(d) The proposal for harmonized types and categories of waste generated as a result of the operation of the vessel.

58. DC informed the session about the adoption of the sixth edition of the “Basic Rules for Navigation on the Danube” at its ninety-ninth session.

B. Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, Revision 2)

Documents: ECE/TRANS/SC.3/115/Rev.6, ECE/TRANS/SC.3/217, ECE/TRANS/SC.3/WP.3/2023/4, ECE/TRANS/SC.3/WP.3/2023/14, ECE/TRANS/SC.3/WP.3/2023/15

59. SC.3/WP.3 took note of the information from the secretariat on the draft amendment proposal to the annex of resolution No. 61, revision 2, as set out in ECE/TRANS/SC.3/WP.3/2023/17.

60. Romania informed the session that the 2023 edition of the “European Standard laying down Technical Requirements for Inland Navigation vessels” (ES-TRIN) would become mandatory for member States of the European Union on 1 January 2024, following the adoption of the delegated act of the European Commission. Romania was of the opinion that a detailed comparative analysis of the annex of resolution No. 61 and ES-TRIN, edition 2023 was necessary to ensure the harmonization of these documents. It mentioned that participation of the secretariat in future meetings of CESNI and possibly CESNI/PT would help to continue the work of harmonization. The secretariat was asked to investigate a possibility of conducting such a study.

C. Ship-Borne Barges (Resolution No. 15)

Documents: TRANS/SC.3/131, ECE/TRANS/SC.3/WP.3/2023/6

61. The Working Party continued discussion on possible updating of resolution No. 15. It agreed to:

- Recommend SC.3 to confirm the status of resolution No. 15 as valid
- Update its provisions in terms of the applied terminology, where necessary
- Consider possible harmonization with the Convention on the Registration of Inland Navigation Vessels.

62. SC.3/WP.3 asked the secretariat to investigate this issue and prepare the draft proposal on updating resolution No. 15 for the sixty-seventh session of SC.3.

D. Prevention of Pollution of Inland Waterways by Vessels (Resolution No. 21, Revision 2)

Documents: ECE/TRANS/SC.3/179/Rev.1 and Add.1, ECE/TRANS/SC.3/WP.3/2023/17, ECE/TRANS/SC.3/WP.3/2023/18

63. The Working Party took note of the modifications to the list of reception facilities for transfer of waste generated on-board vessels as contained in ECE/TRANS/SC.3/WP.3/2023/17 and asked the secretariat to transmit them to the sixty-seventh session of SC.3.

64. SC.3/WP.3 took note of resolutions adopted by the Conference of Contracting Parties to the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI) in 2021 and 2022 of relevance to the Working Party. The secretariat was asked to prepare possible amendments to the relevant SC.3 resolutions.

65. SC.3/WP.3 took note of the information from the secretariat about progress in ISO/TC 8/SC 2¹ of the International Organization for Standardization in developing the draft standard “Management and handling of shipboard waste on inland vessels”.

VI. Proposal for a New Classification of European Inland Waterways (agenda item 5)

Document: ECE/TRANS/SC.3/WP.3/2022/4

66. The Working Party took note of the information from the secretariat about the current situation of the proposal and decided to postpone the meeting of the expert group until the revision of the TEN-T Regulation is finalized.

VII. River-Sea Transport in Europe (agenda item 6)

Documents: ECE/TRANS/SC.3/WP.3/112, ECE/TRANS/SC.3/WP.3/2023/19

67. The Working Party took note of the information from Mr. M. Grimaldi (Grimaldi Studio Legale Genova) about the regulatory framework of professional qualifications and certificates of crew members in river-sea transport in Europe. Chapter 20 B of the annex of resolution No. 61 did not cover all necessary provisions for river-sea vessels. In particular, no provisions were available for professional certificates of the crew and their mutual recognition. The speaker stressed that the lack of such provisions harmonized at the pan-European level leads to implications for crews and shipowners of river-sea vessels, as crew members are obliged to have professional qualifications for both inland waterways and the sea. , As possible activities that could be undertaken by SC.3 to improve the situation, he proposed: (a) consider establishing unified training and certification principles for crews for river-sea navigation based on a survey of disciplines included in the training programmes of countries, and (b) check whether countries apply the definitions of “protected waters”, “sheltered waters” and “waters closely adjacent to sheltered waters” in their national legislation, as the personnel of river-sea vessels operating exclusively in those waters, is not subject to the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), (c) extend the scope of the existing resolutions or develop a new resolution in support of river-sea navigation that would facilitate harmonizing professional qualifications and certification of crews.

68. SC.3/WP.3 took note of the information on the existing regulatory framework, technical provisions for river-sea vessels and vessel papers (ECE/TRANS/SC.3/WP.3/2023/19).

69. Discussion continued on the types of river-sea vessels, navigation zones, vessel certificates, the applicable regulations and related issues. Belgium, Romania, Russian Federation, DC, Grimaldi Studio Legale Genova, MASRWG and the secretariat took part. Romania stressed that in the future clarifications would be necessary on technical prescriptions for vessels, crew regulations and navigation rules for river-sea transport.70. Belgium informed the session about recent developments in the national legal framework for estuary ships that allowed international voyages of estuary ships between Belgian ports and ports of other Benelux countries on the basis of bilateral agreements.

70. Romania was of the opinion that vessels of this type should be classified either as inland navigation vessels and have a certificate in accordance with the inland navigation regulations, or as sea-going ships and have certificates in accordance with the IMO regulations. It considered that a river-sea vessel could only be engaged in domestic voyages and, in this respect, follow the national legislation; SC.3 could develop a separate resolution aimed at harmonizing provisions at the pan-European level, however, it was unlikely that certificates issued on its basis would be recognized abroad.

¹ www.iso.org/committee/45816.html.

71. Russian Federation informed the participants about the international and national legislation applied to crews of river-sea vessels and the regulatory framework for this type of vessels.

72. DC mentioned that, when speaking about river-sea navigation, a distinction should be made between coastal navigation at sea and estuary navigation.

73. Grimaldi Studio Legale Genova stressed that a simplified legal framework was essential for developing of river-sea transport for restricted navigation zones; this could be a subject of a new resolution.

74. SC.3/WP.3 recommended that SC.3 prepare a resolution to support the development of river-sea transport in Europe and asked the secretariat to prepare a working document for the sixty-seventh session of SC.3.

VIII. Automation in Inland Navigation and Smart Shipping (agenda item 7)

Documents: ECE/TRANS/SC.3/WP.3/2023/15, ECE/TRANS/SC.3/WP.3/2023/20

75. Following its decision at its sixty-second session (ECE/TRANS/SC.3/WP.3/124, paragraphs 69 and 71), the Working Party continued discussion on provisions for automated navigation on inland waterways. Mr. J. Fanshawe (MASRWG) moderated the discussion.

76. The moderator provided updates on the ongoing work of IMO in the field of automated navigation, mentioned the ongoing work on the regulatory basis for automated navigation on inland waterways by De Vlaamse Waterweg nv (Belgium) and CCNR. Belgium presented the updated international definitions on automation levels in inland navigation of CCNR, edition 2022 as contained in ECE/TRANS/SC.3/WP.3/2023/15 and mentioned the methodology used.

77. Discussion went on the definitions for autonomous and automated shipping: (a) application of the CCNR definitions of automation levels edition 2022 at the ECE level; (b) alignment with the terminology in the maritime sector, (c) definitions of terms other than automation levels. Belgium, Romania, DC, EBA, the moderator and the secretariat took part. The moderator mentioned that remote monitoring was also relevant for the definitions. Delegations mentioned the desirability of applying the definitions in SC.3 documents to ensure a consistency of terminology.

78. Discussion continued on possible ways to introduce provisions for automated navigation in ECE documents. Belgium, Romania, DC, EBA and the secretariat took part. SC.3/WP.3 was of the opinion that these provisions should be for Europe-wide application.

79. Discussion continued to the competent authorities for authorization of pilot projects in automated navigation. Romania presented the methodology for the authorization procedure in light of the legislation of the European Union, CCNR regulations and ADN.

80. SC.3/WP.3 took note of the policy areas for developing regulations for automated navigation presented by the secretariat (ECE/TRANS/SC.3/WP.3/2023/20). SC.3/WP.3 agreed that all of them were of equal importance and should be considered when evaluating CEVNI articles in terms of gaps, challenges and bottlenecks that hamper the development of automated navigation.

81. SC.3/WP.3 continued discussion on the impact of automation on the labour market in inland water transport. Delegations provided comments.

82. SC.3/WP.3 was informed by the secretariat about the publication of the "Good Practice Guide: Cybersecurity in Inland Navigation", prepared by CESNI in partnership with the European Federation of Inland Ports.

83. The Chair thanked Mr. Fanshawe for his excellent moderation and valuable contributions to the discussion.

IX. Promotion of River Information Services and Other Information and Communication Technologies in Inland Navigation (agenda item 8)

A. Guidelines and Criteria for Vessel Traffic Services on Inland Waterways (Resolution No. 58)

Documents: ECE/TRANS/SC.3/165/Rev.1 and Amend.1, ECE/TRANS/SC.3/WP.3/2023/9

84. Following a decision at its sixty-second session (ECE/TRANS/SC.3/WP.3/124, paragraphs 73 and 74), the Working Party continued discussion on the draft revision of the *Guidelines and Criteria for Vessel Traffic Services on Inland Waterways* (annex to resolution No. 58). SC.3/WP.3 preliminarily approved the draft subject to the following modifications:

(a) complement section 3.2 with the responsibilities of the VTS provider as set out in IMO Resolution A.1158(32); and

(b) exclude section 5.10 “Accreditation, Competency, Certification and Revalidation”.

85. SC.3/WP.3 asked delegations to provide their final comments, if any, to the secretariat by the end of August 2023.

86. The secretariat was asked to transmit the draft to the sixty-seventh session of SC.3 for final adoption.

87. SC.3/WP.3 mentioned the importance of cooperation with CESNI/TI on this topic in the future.

B. Other Resolutions of the Economic Commission for Europe

Documents: ECE/TRANS/SC.3/156/Rev.4, ECE/TRANS/SC.3/176/Rev.2, ECE/TRANS/SC.3/198/Rev.1, ECE/TRANS/SC.3/199/Rev.1, ECE/TRANS/SC.3/WP.3/2023/10

88. The Working Party continued discussion on harmonizing resolutions of relevance to River Information Services (RIS) with the European Standard for River Information Services (ES-RIS) and decided to submit this issue to the sixty-seventh session of SC.3.

C. Other Activities

89. SC.3/WP.3 took note of the information by the secretariat about the CESNI RIS Week, held from 27 to 30 June 2023 in Szczecin (Poland).

X. Terms and Definitions in Inland Water Transport (agenda item 9)

Documents: ECE/TRANS/SC.3/218, ECE/TRANS/SC.3/WP.3/2023/11

90. The Working Party took note of the information by the secretariat about a need for possible revision of the term VI.C.04 “Certified safe type electrical equipment” in the Russian language in the *Glossary for Inland Water Transport*. The Russian Federation provided comments.

XI. Inland Waterway Statistics (agenda item 10)

91. The Working Party was informed by the secretariat that the E waterway census was available at <https://unece.org/transport/transport-statistics/e-iww-census-visualising-inland-water-volumes> and https://w3.unece.org/Stories/2023/01/inland_waterway_freight.

92. SC.3/WP.3 invited delegations to transmit any data on transport volumes missing in the Eurostat statistics for extension of the E waterway census to cover the entire ECE region.

93. Romania informed the session about the collection of inland water transport statistics by CCNR and DC and proposed to the secretariat to contact them on the data on transport volumes missing in the E waterway census.

XII. Recreational Navigation (agenda item 11)

A. International Certificate for Operators of Pleasure Craft (Resolution No. 40, Revision 4)

Documents: ECE/TRANS/SC.3/147/Rev.4 and Amends.1–3, Informal document SC.3/WP.3 No. 9 (2023)

94. The Working Party took note of the specimen of the International Certificate for Operators of Pleasure Craft (ICC) transmitted by the Republic of Belarus (Informal document SC.3/WP.3 No. 9 (2023)). The secretariat was asked to upload this onto the ECE online database of ICC specimens.

B. Activities of the Informal Working Group on Recreational Navigation

Documents: ECE/TRANS/SC.3/WP.3/2023/21, Informal document SC.3/WP.3 No. 10 (2023)

95. The Working Party took note of the revised draft second revision of the *Guidelines to Resolution No. 40* agreed by Belgium and EBA.

96. The Working Party took note of the proposal by Hungary for modifying the draft. SC.3/WP.3 exchanged opinions and asked the secretariat in cooperation with Hungary and EBA to finalize the draft and send it to the member States.

97. SC.3/WP.3 preliminarily approved the draft subject to modifications and asked the secretariat to transmit it to the sixty-seventh session of SC.3 for final approval.

C. International Certificate (International Card) for Pleasure Craft (Resolution No. 13)

Documents: TRANS/SC.3/131, Informal document SC.3/WP.3 No. 11 (2023)

98. SC.3/WP.3 took note of information transmitted by member States on the status and application of resolution No. 13 (Informal document SC.3/WP.3 No. 11 (2023)) and additional information by EBA.

99. SC.3/WP.3 noted that resolution No. 13 has been applied by a number of countries and implemented in national legislation. SC.3/WP.3 agreed that the resolution might require updating and asked the secretariat to prepare a proposal for the sixty-seventh session of SC.3.

XIII. Other Business (agenda item 12)

A. Strategy of the Inland Transport Committee on Reducing Greenhouse Gas Emissions in Inland Transport until 2050

100. SC.3/WP.3 took note of the presentation by the secretariat on developing the ITC Strategy on reducing greenhouse gas emissions in inland transport until 2050.

101. SC.3/WP.3 noted that all ITC Working Parties were invited to provide their inputs for the draft strategy and the ITC biennial report on climate change and inland transport.

B. Review of the Mandates of Working Parties of the Inland Transport Committee

102. SC.3/WP.3 took note of the information by the secretariat about the ongoing review of mandates of the ITC Working Parties and the proposed timeline.

C. Study on Key Trends and Developments in Electric Mobility

103. SC.3/WP.3 took note of the information by the secretariat about the preparation by the Working Party on Transport Trends and Economics (WP.5) on trends and developments in electric vehicles and their charging infrastructure. The draft has been complemented with information on developments for inland vessels with electric propulsion and recommendations for the inland water transport sector. Delegations were invited to transmit to the secretariat their contributions, if any.

XIV. Adoption of the Report (agenda item 13)

104. In accordance with established practice, the Working Party adopted the decisions taken at its sixty-third session based on a draft prepared by the secretariat.
