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## **Working Party on Inland Water Transport**

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

#### **Forty-eighth session**

Geneva, 17–19 February 2016

Item 5 of the provisional agenda

#### **Follow-up to the UNECE White Paper on efficient and sustainable inland water transport in Europe: Discussion of a new strategy proposal**

## **Proposal for SC.3 activities addressing the Sustainable Development Goals**

### **Note of the secretariat**

Addressing the 2030 Agenda for Sustainable Development and the Sustainable Development Goals (SDGs) set up by United Nations Resolution A/RES/70/1 of 25 September 2015, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) may wish to initiate discussion on a possible contribution of the Working Party on Inland Water Transport (SC.3) in terms of harmonization and standardization of technical and safety requirements in inland navigation as a part of further development of its strategy.

Activities of SC.3 as an element of UNECE activities towards sustainable development as a whole and sustainable transport in particular, could contribute to the following SDGs, entirely or partly. The table below shows current and future activities of SC.3/WP.3 that could contribute to some of SDGs as well as connection between SDGs and the Policy Recommendations of the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe.

Table  
**SDGs and SC.3 contribution**

<i>SDG</i>	<i>The White Paper Policy Recommendations</i>	<i>Activities of SC.3 and SC.3/WP.3</i>
SDG 4, SDG 8, SDG 9, SDG 10	No. 5	Developing recommendations for common education and training standards of crews of inland navigation vessels, a common pan-European approach to assessment of their knowledge and experience, establishing conditions for pan-European recognition of their professional certificates; update UNECE recommendations for conditions of work of crew members; introducing new technologies in the education and assessment process; developing recommendations for education and training of crews working on new vessel types
SDG 7, SDG 9	No. 1, No. 2, No. 3	Technical requirements for vessels: developing requirements for new types of vessels, introducing innovative technologies in the sector, supporting new plans for infrastructure development taking into account new vessel types, updating of CEVNI provisions; promotion of river-sea navigation; promotion of further development of RIS
SDG 9, SDG 11	No. 2, No. 3, No. 7	Development of UNECE recommendations for small and recreational craft, vessels used in ports and harbours, urban, for intra-urban and suburban connections, passenger vessels for daily excursions, updating requirements for prevention of environmental pollution from inland navigation vessels; sharing best practices of member States and other stakeholders at SC.3 and SC.3/WP.3 sessions; continue monitoring of implementation of CEVNI by member States
SDG 8, SDG 9, SDG 10, SDG 11	No. 1, No. 2, No. 4, No. 7	Realization and promotion of the AGN Agreement. Further integration of IWT to safe intermodal chains to ensure up-to-date and equal possibilities for all UNECE member States
SDG 13, SDG 14	No. 6	Continuing elaboration and updating of provisions aimed at prevention of environmental pollution from vessels, including collection and treatment of oil-containing water, transportation and treatment of dangerous goods on inland navigation vessels and E ports, prevention of water pollution by sewage water and garbage from vessels, prevention of air pollution by engine emissions, noise, electromagnetic emission etc.; addressing climate changes and IWT resilience as a possible item of SC.3 activities
SDG 17	All Policy Recommendations	Acting as an inclusive and representative forum for exchange of experiences and best practices and providing guidance on how to address challenges in inland water transport development; conducting and promotion of studies on the situation and trends in inland navigation in order to provide Governments with up-to-date basic information and data concerning the inland water transport mode; continuing work on IWT policy papers on to inform the general public about advantages of transport by inland waterway and issues in its development; arrange a high-level international conference on IWT issues and ensure its follow-up to involve other countries, River Commissions, other stakeholders in cooperation on IWT issues