Digitalization in Inland Water Transport

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Working Party on Inland Water Transport

Scope of activities

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- UN legal instruments relevant to IWT
- IWW infrastructure, navigation rules
- Harmonizing standards and norms
- Promoting River Information Services
- Maps and databases
Ministerial Declaration “Inland Navigation in a Global Setting”
International Conference “Connecting by Inland Navigation”
18-19 April 2018 in Wroclaw (Poland)

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- Signed already by 18 UN member States
- Open for signature
- Main objectives till 2023 and strategic actions to pursue based on these objectives
  
  **Strategic action 3:**
  Encouraging the realization of a modern fleet and fostering innovations

Ministers recognize that the development of digital technologies and data exchange, River Information Services, Vessel Traffic Services and the traffic management on inland waterways, the digitalization and other opportunities given by new technologies is a significant step forward to a sustainable and efficient transport mode and invite countries and international organizations to promote its cross-border harmonized development.
<table>
<thead>
<tr>
<th>Year</th>
<th>Convention/Protocol</th>
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<tbody>
<tr>
<td>1960</td>
<td>Unification of Certain Rules Concerning Collision in Inland Navigation</td>
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<tr>
<td>1965</td>
<td>Registration of Inland Navigation Vessels</td>
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<td>1966</td>
<td>Measurement of Inland Navigation Vessels</td>
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<tr>
<td>1973</td>
<td>CLN Convention</td>
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<tr>
<td>1976</td>
<td>CVN Convention</td>
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<tr>
<td>1978</td>
<td>Protocol to CLN Convention</td>
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<td>1978</td>
<td>Protocol to CVN Convention</td>
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<tr>
<td>1996</td>
<td>AGN Agreement</td>
</tr>
<tr>
<td>1997</td>
<td>Protocol to AGTC Agreement</td>
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<tr>
<td>2000</td>
<td>ADN Agreement</td>
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</tbody>
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Certificate of Registration
Register of inland vessels
Measurement certificate

Dangerous goods transport document

Should be kept on board!
Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI)

Contracting Parties: 16
Belgium, Bulgaria, Croatia, Czech Republic, France, Germany, Hungary, Luxembourg, Moldova, Netherlands, Romania, Russian Federation, Serbia, Slovakia, Switzerland, Ukraine

- “Contract of carriage” means any contract, of any kind, whereby a carrier undertakes against payment of freight to carry goods by inland waterway.
- “Transport document” means a document which evidences a contract of carriage and the taking over or loading of goods by a carrier, made out in the form of a bill of lading or consignment note or of any other document used in trade.
Digitalization: scope
Specific features of IWT

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Digitalization

- Computerization of transport documents
- Information management
- Electronic tools and databases
- RIS and corridor management
- Harmonizing and enhancing navigation systems
- Automation
Main topics:

- Policy initiatives and digital tools
- Computerization of work and transport documents, streamlining document procedures and data harmonization
- Development of digitalization and RIS technologies
- Application of common standards, platforms and systems
- Safety
- Data security
- Social aspects of digitalization, education and training standards
Digital initiatives and projects relevant to IWT

by the European Commission

- NAIADES II
- Digital Inland Waterway Area (DINA)
- Digital Multimodal Nodes (DMN)
- Directive 2017/2397/EU on the recognition of professional qualifications in inland navigation
- Envisaged electronic tools (eIWT)
- Digital Transport and Logistics Forum
Digital initiatives and projects in IWT
PIANC, RIS, eNavigation and other issues

- RIS Corridor Management Execution
- International RIS Expert Groups
- Danube: Projects DANTE, DAVID, RIS electronic reporting
- Baltic region: project EMMA
- Progress reached by member States
- Project TASCS
• Improving administrative procedures and processes
• Streamlining of document procedures
• Facilitation of the movement of goods
• Increasing the efficiency of logistics and management of cargo flows
• Facilitating integration with other transport modes and promoting multimodality
• Promoting innovations
• Cost savings over time
Digitalization
Risks and challenges for IWT

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- Cyber security
- New qualifications, education programmes and assessment procedures
- Social impacts
- Liability issues
- Additional costs
- Lack of the necessary regulatory basis
- Human resources and insufficient knowledge of the personnel
### Synergy with other transport sectors

<table>
<thead>
<tr>
<th>Benefits at the pan-European level</th>
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<tbody>
<tr>
<td>Eliminating administrative and legislative bottlenecks</td>
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<td>Exchanging best practice</td>
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<td>More reliable and accessible data</td>
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<tr>
<td>Promoting multimodality and free movement of goods</td>
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<td>Establishing common education standards</td>
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<td>Ensuring navigational safety</td>
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<th>Developing a common information and exchange system</th>
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<td>Single window and reporting formalities in ports</td>
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<td>Electronic consignment notes</td>
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<td>Possibly - digital tachographs and checklists for combined traffic</td>
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Thank you!

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UNECE
19 February 2019, Geneva