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Inland Transport Committee

Working Party on Inland Water Transport
**Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation**
Fifty-sixth session

Geneva, 12–14 February 2020

**Report of the Working Party on the Standardization
of Technical and Safety Requirements in Inland Navigation
on its fifty-sixth 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-sixth session from 12 to 14 February 2020 in Geneva.
2. The session was attended by representatives of the following countries: Belarus, Belgium, Bulgaria, Germany, Russian Federation, Romania, Slovakia, Switzerland and Ukraine.
3. Representatives of the following intergovernmental organizations attended the session: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC) and International Sava River Basin Commission (Sava Commission or SC). European Commission was represented. Delegations of European Boating Association (EBA), European River-Sea Transport Union (ERSTU) and European Transport Workers' Federation (ETF) were present. Delegations of Lloyd's Register (LR) and Marine Engineering Bureau were present at the invitation of the secretariat.
4. Mr. F. Dionori, Chief of the Transport Networks and Logistics section, opened the session. He welcomed the participants and mentioned key issues of the session and the current objectives and tasks for the sector. He thanked member States and other key stakeholders for their contributions to the White Paper on the Progress, Accomplishments and Future of Sustainable Inland Water Transport.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/SC.3/WP.3/111, Informal document SC.3/WP.3 No. 1/Rev.1 (2020)

5. The Working Party adopted the provisional agenda subject to modifications at the session:
 - (a) add agenda item 5 (c), Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (resolution No. 49), and
 - (b) complement agenda item 14, "Other business" with:
 - Development of a common database and legal framework for ship inspections for the common Bulgarian-Romanian stretch of the Danube with interface to the national River Information Service.
 - Questionnaires on Benchmarking Transport Infrastructure Construction Costs for Inland Waterways and Ports.

The agenda was supplemented with Informal document SC.3/WP.3 No. 1/Rev.1 (2020) so as to take into account Informal documents SC.3/WP.3 Nos. 2 to 10.

6. 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. Election of officers (agenda item 2)

7. Following the proposal of Ukraine supported by Belarus, Mr. I. Ignatov (Bulgaria) was re-elected as the Chair for this session and for the fifty-seventh session of the Working Party.
8. Following the proposal of the Russian Federation, Mr. A. Afanasiev (Belarus) was elected as the Vice-Chair for this session and for the fifty-seventh session of the Working Party.

IV. Outcome of the sixty-third session of the Working Party on Inland Water Transport (agenda item 3)

Documents: ECE/TRANS/SC.3/210, ECE/TRANS/279

9. The Working Party took note of the main decisions taken by the Working Party on Inland Water Transport (SC.3) at its sixty-third session (6–8 November 2019) as set out in ECE/TRANS/SC.3/210.

10. The Working Party took note of the adoption of the White Paper on the progress, accomplishments and future of sustainable inland water transport by SC.3, which was transmitted to the Inland Transport Committee for final endorsement. Once endorsed, the White Paper will be available in a printed edition and an online version.

V. Workshop on the Sustainable Development Goals and how they can be achieved in inland waterways (agenda item 4)

11. Following the decision of the Working Party at its fifty-fifth session (ECE/TRANS/SC.3/WP.3/110, para. 95), the workshop “Sustainable Development Goals and how they can be achieved in inland waterways” was held on 12 February 2020. The purpose of the workshop was to (a) highlight activities of the United Nations Economic Commission for Europe (ECE) on the Sustainable Development Goals that are relevant to inland water transport, (b) highlight the contribution of member States and other stakeholders in the field of inland water transport to achieving the Goals; (c) raise the awareness of member States on international progress and the existing ECE tools in this sphere and (d) seek synergies with other transport modes and other sectors.

12. The secretariat opened the workshop. The key speakers were: Ms. T. Luige, ECE Statistical Division; Messrs. F. Dionori, L. Wyrowski and M. Dagan, ECE Sustainable Transport Division; Mr. H. Van Honacker, European Commission; Mr. I. Alexander, DC; Ms. H. Plotnykova, ECE Environment Division; Mr. C. Hughes, LR; Ms. V. Oganessian, Ukraine; Ms. L. Jachia and Mr. G. Hamilton, ECE Economic Cooperation and Trade Division. The presentation of ILO was delivered by the secretariat. All presentations are available at www.unece.org/trans/main/sc3/wp3/wp3doc_2020.html, tab “Workshop”.

13. Ms. Luige made a presentation that highlighted the United Nations’ tasks and activities on measuring the progress reached in achieving the 2030 Sustainable Development Agenda where the ECE Statistical Division was engaged: (a) Interagency and Expert Group on Sustainable Development Goal Indicators, (b) Conference of European Statisticians (CES), and (c) support for the implementation of the indicator framework until 2030 and the assistance to countries in setting up an efficient system of Sustainable Development Goals’ statistics. She described the progress in monitoring the Goals at the global level through a list of 232 indicators and mentioned the ongoing review of the indicators in 2020. To facilitate the monitoring process, the UNECE Road Map on Statistics for the Sustainable Development Goals had been endorsed by CES in 2017, and the second edition of the road map was under preparation. Currently, ECE was setting up a regional platform on statistics for the Sustainable Development Goals to be launched in March 2020. The Regional Forum on Sustainable Development to be held on 19 and 20 March 2020 will address further actions to accelerate progress in this area.

14. Mr. Dionori continued with a presentation on the activities of the ECE Sustainable Transport Division in monitoring the core transport-related indicators for the Sustainable Development Goals: 3.6.1, 9.1.2 and 11.2.1, and their relevance for inland water transport. This work was guided by the Working Party on Transport Statistics (WP.6). The speaker focused on the first two indicators and mentioned: (a) the ECE road safety database collected from national official statistics; (b) monitoring the modal split for the three inland transport modes, collated national reporting on Indicator 9.1.2, which also covered additional indicators used by countries, and (c) the draft guidance on how to measure this indicator at the national level, to be considered by WP.6 in June 2020. In order to facilitate measuring the transport-related Goals through the ECE existing data collection, four papers have been

prepared so far.¹ They covered statistics for road safety, buses, tonne-kilometres and the age of the vehicle fleet. The Working Party was invited to provide the feedback for any of the papers and proposals on how to better cover inland water transport.

15. Questions followed on (a) Goal 13 and actions to combat climate change; (b) statistics on the age of inland fleet, and (c) the relation between the qualification of inland water transport staff and indicators of the Sustainable Development Goals. Germany, the Russian Federation, European Commission and the secretariat took part. It was proposed that the secretariat should focus on statistics on the age of inland fleet and the Goals. More detailed information is the ECE White Paper on the Progress, Accomplishment and Future of Sustainable Inland Water Transport.

16. Mr. Wyrowski began the presentation on adapting transport networks to climate change with the work of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes (WP.5/GE.3) and Goal 13. Based on the existing examples of climate change impacts on the infrastructure and operation of road, rail, waterways and ports, the Group had analysed various scenarios and developed models to predict potential impacts of temperature and precipitation in Europe for up to a 40–50 year period. The output was available as a GIS² online tool³ which could be used as a first step for further analysis. Mr. Dagan demonstrated the GIS application on a sample of the E inland waterway network. Next steps include (a) making data available for the entire ECE region, (b) analysing network and node criticality and (c) increasing the resolution of the images on the map to show a more detailed information. SC.3 and SC.3/WP.3 were invited to cooperate on the collection of the traffic data on E inland waterways and in E ports.

17. Questions followed from the Russian Federation, Ukraine and ERSTU on: (a) the target audience of the GIS application and its availability, (b) the applied methodology and (c) the estimated impact on European rivers for the coming period. The speakers mentioned that the GIS application was publicly available and was used by the International Transport Infrastructure Observatory. The methodology was available in the report “Climate Change Impacts and Adaptation for International Transport Networks” of February 2020.⁴

18. Mr. Van Honacker informed the session about the ongoing activities of the European Commission in implementing the 2030 Sustainable Agenda. The communication “The European Green Deal” adopted by the European Commission on 11 December 2019, aimed to tackle climate and environment-related challenges by: (a) reducing the greenhouse gas (GHG) emissions for 2030 by at least 50 per cent, perhaps 55 per cent from 1990 levels; (b) accelerating the shift to sustainable and smart mobility in the transport sector and giving a boost to multimodal transport; (c) shifting 75 per cent of inland freight from road onto rail and inland waterways, and (d) reducing the air pollution, especially in cities. The recommendations for an “Inland Waterway Transport Agenda for Europe“ (2021–2027) provide for increasing of the modal shift to inland waterways and transitioning to zero-emission inland navigation by 2050 with due attention to workers, fleet, infrastructure and digitalization. Other priorities are: technical provisions for vessels, qualifications of the crew and electronic recognition of vessel logbooks and service record books, RIS⁵ etc. Along with continued financial support of infrastructure development projects through CEF,⁶ attention would be on alternative fuels and innovations under the framework of the CEF Transport Blending Facility and the energy taxation policy. In this connection, CCNR is currently working on a study “Financing the energy transition towards a zero-emission”.

19. Questions followed from Germany, the Russian Federation and ERSTU on (a) perspectives for financing the use of renewable hydrogen fuel; (b) the energy taxation policy, and (c) a possible impact of Brexit on the financial support to fleet greening by the

¹ www.unece.org/trans/areas-of-work/transport-statistics/statistics-and-data-online/sdg-papers.html.

² Geographical Information System.

³ <https://unece.maps.arcgis.com/apps/webappviewer/index.html?id=5ecbe091d4d6417c8f11273762e24972>.

⁴ Available in English at www.unece.org/fileadmin/DAM/trans/doc/2020/wp5/ECE-TRANS-283e.pdf.

⁵ River Information Services.

⁶ Connecting Europe Facility.

European Commission. The speaker mentioned that discussions were ongoing in the European Commission and may require further research.

20. In his presentation, Mr. Alexander highlighted the main activities of DC and the existing instruments applied for achieving the Sustainable Development Goals in the Danube region. He stressed the importance of joining the efforts of DC member States and other key stakeholders to ensure navigation safety by improving the Basic Rules of Navigation on the Danube, and to increase the modal shift of inland water transport. Special attention is given to RIS and up-to-date competence standards for training of skippers. Focus is on (a) technical innovations and greening of the fleet; (b) harmonization of vessel certificates, (c) development of freight and passenger transport, ports and logistics services and promotion of multimodality; (d) safety and security; (e) prevention of pollution, and (f) participation in international institutional cooperation, including ECE resolutions. The basis for the sustainable development of the Danube is the Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection in the Danube River Basin, adopted by DC, SC and the International Commission for the Protection of the Danube River. However, it might require adaptation to address the impact of climate change.

21. The presentation of Ms. Plotnykova focused on activities in the framework of the worldwide Convention on the Protection and Use of Transboundary Watercourses and International Lakes for achieving the Sustainable Development Goals. She referred to the outcome of the reporting exercise on Goal Indicator 6.5.2 for the subject of transboundary cooperation. Monitoring and assessment activities were carried out by the Working Group on Monitoring and Assessment and included (a) the second assessment of transboundary rivers, lakes and groundwaters, of 2011 and (b) the Nexus assessment of the Sava river basin that was finalized in 2016. The speaker invited the delegations to participate in the global workshop on developing transboundary agreements that would be held in Geneva on 1 and 2 April 2020. Activities on preventing transboundary water pollution were guided by the Joint Expert Group on Water and Industrial Accidents. The speaker mentioned the Task Force on Water and Climate, global workshops on climate change adaptation, the global network of pilot basins, projects and international events such as the World Water Day on 22 March 2020 for climate change adaptation in transboundary basins. Furthermore, the Handbook on Transboundary Water Allocation would be developed as guidance for governments and practitioners.

22. Mr. Hughes presented the main findings of LR research on decarbonising the deep sea shipping industry, which was in response to the IMO decision to reduce GHG emissions in international shipping by at least 50 per cent by 2050. To achieve this, zero-emission ships should enter the fleet by 2030; IMO has planned to finalize regulations by 2023. The research covered various types of zero-carbon fuels for the shipping industry. Analysis of the technology, investment and community readiness allowed LR to identify the key factors, challenges and uncertainties and estimate perspectives for a large-scale application of different fuels. Challenges for up-to-date technology were identified: the need for investments, technology developments, bunkering and supply chains, the regulatory basis and on-board safety. Another critical aspect was the fuel energy density, which could affect the cargo-carrying capacity of a ship. Additional costs would be incurred by the fuel price, and would depend on the market price development and competing demand. He continued with the relevance of the study for the inland waterway sector and river-sea shipping. Electricity, hydrogen and hybrid solutions were considered as the most feasible options, on the basis of existing experience. Following a question from the European Commission, the speaker provided clarifications on perspectives for using ammonia in internal combustion engines and fuel cells.

23. Ms. Oganessian gave a presentation on the main trends, activities and prospects for sustainable development in Ukrainian inland waterways. She provided main facts about the navigable part of the inland waterway network – 2,714 km long, 10 ports, 40 terminals and a total annual cargo-handling capacity around 50 million tonnes. Since 1990, transport volumes had significantly decreased, and the speaker highlighted the overall objectives and tasks aimed at improving this at the national level. The major projects and plans were: (a) the Action Plan for the restoration of navigation on the Dnieper and Pivdennyi Buh; (b) the

Dnieper river market study by the European Investment Bank; (c) the European Union project “Assistance for the Dnipro transport development”; (d) the E-40 restoration project “From the Black Sea to the Baltic Sea”; and (e) the Action Plan for restoration of navigation on the Dniester. The speaker further addressed future perspectives for developing Ukrainian ports on the Danube and the reconstruction of the deep-water Danube-Black Sea route. Among international perspectives for inland waterways, were: cooperation with DC, the European Union, ECE and other key players; development of trade and transportation by water with Belarus and Poland; implementation of the European Union directives and participation in projects funded by the European Union. The European Commission also mentioned a study to evaluate all market access regulations in force, that would be launched in 2020.

24. On behalf of ILO, the secretariat delivered a presentation on the report “Recruitment and retention of seafarers and the promotion of opportunities for women seafarers” by the International Labour Office⁷ and the outcome of the ILO sectoral meeting held in Geneva from 25 February to 1 March 2019. The report focused on the current situation in the maritime sector, impacts and challenges for recruiting and retaining seafarers, including women seafarers. It was mentioned, in particular, that women were seriously under-represented in the seafaring profession. The tripartite sectoral meeting of representatives from governments, shipowners and seafarer organizations discussed the main findings of the report and adopted the conclusions on measures to attract young people to seafaring, to retain experienced seafarers and to ensure diversity and opportunities for all, including women and groups vulnerable to discrimination. The meeting furthermore proposed recommendations for future action by all key partners involved.

25. Ms. Jachia, the secretary of the Working Party on Regulatory Cooperation and Standardization Policies, in her presentation addressed the role of standards for sustainable development and described the project on “Standards for the Sustainable Development Goals” that aimed to raise awareness of the standards and promote their use by policy makers and regulators. The three main deliverables were: (a) a database of standards, (b) a collection of case studies on how standards have been used by local and national authorities for sustainable development, and (c) high-level events. The database currently contained about 1,000 standards of ECE and partner organizations and covered Goals 6, 7, 11 and 13. It was available on the ECE “Portal on Standards for the Sustainable Development Goals” at <https://standards4sdgs.unece.org>. High-level events included the conference “Standards for the Sustainable Development Goals” on 26 September 2018 and the signing of the Declaration on Gender Responsive Standards on 14 May 2019. The declaration seeks to support national and international standardization bodies to develop gender equality action plans and has been signed by 65 organizations worldwide.

26. The presentation by Mr. Hamilton, the Chief of Cooperation and Partnerships Section, highlighted a need for a new, “People-first” approach to public-private partnerships (PPPs) for achieving the Sustainable Development Goals, in particular, Goal 17. This approach should focus on people’s interests and become a mobilizing tool for investment in infrastructure and public sector. He addressed the advantages of this approach and the desirable outcomes: (a) increasing access to essential services and reducing social inequality; (b) enhancing resilience and responsibility towards environmental sustainability; (c) improving economic effectiveness and fiscal sustainability; (d) promoting replicability and the development of projects, including those in the transport sector, and (e) engaging all stakeholders in the projects. ECE tools were the Guiding Principles for People-first PPPs; sectoral standards on PPPs for the transport sector, renewable energy, waste to energy, water and sanitation, as well as cross-sectoral standards and tools. Mr. Hamilton stressed the role of resilience to counter modern risks and challenges, the need to integrate resiliency into infrastructure projects and PPPs and highlighted the ECE activities aimed at mainstreaming resiliency into people-first PPPs.

27. The secretariat provided updated information on (a) the UNDA project on Sustainable Transport Connectivity “Implementation of transport-related Sustainable Development Goals in selected landlocked and transit bridging countries” and (b) the outcome of the CCNR

⁷ www.ilo.org/wcmsp5/groups/public/---ed_dialogue/---sector/documents/meetingdocument/wcms_664163.pdf.

workshop on low water and its impact on Rhine navigation held on 26 November 2019 in Bonn (Germany).

28. The presentations were followed by discussion on issues for further consideration. The participants were invited to respond a multiple-choice questionnaire.

29. Two thirds of respondents were engaged in developing and or/implementing special strategies and/or action plans for the implementation of Goals on inland water transport; one third was also engaged in this activity at the international level. This activity is often a part of other national strategies, such as the National Inland Waterway Transport masterplan, or international strategies and/or programmes of the European Union, such as GRENDEL, NAIADES and other projects.

30. In the opinion of respondents, the following were the most relevant for their work:

- Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation;
- Goal 8: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all;
- Goal 13: Take urgent action to combat climate change and its impacts;
- Goal 6: Ensure availability and sustainable management of water and sanitation for all;
- Goal 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development;
- Goal 17: Strengthen the means of implementation and revitalize the global partnership for sustainable development;
- Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all;
- Goal 5: Achieve gender equality and empower all women and girls.

31. One third of respondents were engaged in the monitoring process for Goal 9 in IWT using indicator 9.1.2, and a few – also indicator 9.4.1. For some respondents, it was planned for the future. According to a quarter of the respondents, the purpose was collecting their own statistics.

32. The following activities and measures were priorities for realizing Goal 9:

- Modernization and greening of the fleet, reducing CO₂ emissions; automation and digitalization – two thirds of the answers.
- Infrastructure development projects; programmes to increase passenger and freight volumes and the modal share of inland water transport; development of inland ports; programmes and strategies for integration of inland waterways in multimodal chains – one half.
- Development of port–hinterland connections – one third.

33. One third of respondents were engaged in national and international projects and programmes on modernization and greening of the fleet, reducing harmful emissions from engines: GRENDEL and other projects, including those financed under Horizon 2020. One third answered that it was planned for the forthcoming period.

34. One third of the respondents took part in international and national projects on preventing pollution from vessels and cooperation on the protection of transboundary waters, and some had expectations for the forthcoming period.

35. The delegates mentioned the importance of adapting inland water transport to climate change impacts, however, for one half replied that it was planned for the future and only a few mentioned activities in the framework of infrastructure projects on the Danube.

36. Among the activities aimed to ensure equal rights, or to promote opportunities for men and women in the sector and promoting opportunities for women, one third mentioned

that their work included improving the working and living conditions of crews, special education and training programmes, and the collection of statistics.

37. Among the relevant ECE tools and recommendations on implementing the Goals, ECE recommendations on assisting countries to monitor Goal indicators (in particular, tonne-kilometres) and sustainable development reviews were mentioned by one third of the respondents.

38. In order to ensure tangible results in the framework of ECE and to facilitate the participation of member States and other keyholders in ECE activities related to the 2030 Agenda for Sustainable Development, preferable ways were:

- (a) Disseminating information on the available tools and programmes;
- (b) Exchanging best practices;
- (c) Developing cross-sectoral cooperation and coordination, and
- (d) Organizing capacity-building activities.

39. The Chair thanked the speakers on behalf of the Working Party for the valuable contributions to the workshop.

VI. Inland waterways infrastructure (agenda item 5)

A. European Agreement on Main Inland Waterways of International Importance

Documents: ECE/TRANS/120/Rev.4

40. The Working Party was informed by the secretariat that no updated information on the implementation of the European Agreement on Main Inland Waterways of International Importance (AGN) was available so far.

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

Documents: ECE/TRANS/SC.3/144/Rev.3 and Amends.1–2

41. The Working Party took note of the information by the secretariat that amendment 2 to the Blue Book was available on the SC.3 web page.

42. The Working Party was informed by the secretariat that no updates to the Blue Book were available so far. SC.3/WP.3 invited member States to report on the current progress in inland waterway infrastructure development projects at its fifty-seventh 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, Informal document SC.3/WP.3 No. 4 (2020)

43. The Working Party took note of the information on critical sectors of the Croatian sections of the Danube, the Sava and the Drava rivers, as transmitted by Croatia in Informal document SC.3/WP.3 No. 4 (2020). The secretariat was asked to prepare an amendment proposal to the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network in consultations with Croatia, DC and SC for its fifty-seventh session, on the basis of the transmitted information.

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

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

Documents: ECE/TRANS/SC.3/115/Rev.5 and Amends.1–3, ECE/TRANS/SC.3/2019/8, ECE/TRANS/SC.3/WP.3/2019/15, ECE/TRANS/SC.3/WP.3/2020/1 and ECE/TRANS/SC.3/WP.3/2020/2

44. SC.3/WP.3 considered and preliminarily approved the draft amendments to the European Code for Inland Waterways (CEVNI) proposed by the CEVNI Expert Group at its thirtieth and thirty-first meetings, held on 18 June 2019 and 5 November 2019 (ECE/TRANS/SC.3/2019/8 and ECE/TRANS/SC.3/WP.3/2020/1). The secretariat was asked to transmit the amendments to SC.3 for final adoption.

45. The Working Party noted that amendment 3 to CEVNI revision 5, that had been approved by SC.3 at its sixty-third session, was available on the SC.3 website.

46. SC.3/WP.3 took note of the information by the secretariat, supplemented by the Russian Federation, about the outcome of the thirty-second meeting of the CEVNI Expert Group held on 11 February 2020, back-to-back with the fifty-sixth session of SC.3/WP.3. The agenda of the meeting included: (a) amendment proposals to articles 1.10, 1.11 and 9.02; (b) updating of annex 9 based on the newly introduced model of used-oil log in annex 2 to the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI); (c) an amendment proposal to article 10.06 and a draft of a new annex 12 “Model Waste Water Log” for the aim to prevent an illegal discharge of domestic waste water and sludge from on-board sewage plants; (d) amendment proposal to annex 3; (e) an amendment proposal to article 4.07; (f) a comparison of the updated consolidated version of the Police Regulations for the Navigation of the Rhine (RPNR) and CEVNI; (g) the application of the three-tone signal for vessels navigating by radar in reduced visibility and the frequency of sound signals prescribed by CEVNI and (h) a draft road map for the sixth revision of CEVNI. The secretariat was asked to prepare a detailed report as a working document for the fifty-seventh session of SC.3/WP.3.

47. The Russian Federation provided detailed explanations of the proposed amendments to article 4.07, which aimed to cover modern technologies and harmonize the text with RPNR.

48. Discussion followed on the application of the three-tone signal by vessels navigating by radar in reduced visibility and the frequency of sound signals. Romania, Russian Federation, DC and the secretariat participated. DC supported the proposal to delete the provision for three-tone signal from CEVNI in the future revisions. The Working Party took note of the recommendation of the CEVNI Expert Group to consider possibly deleting the three-tone signal from CEVNI as an outdated provision, and asked the secretariat to prepare a working document in consultation with DC and SC for its next session.

49. The Working Party took note of the comparison of CEVNI and RPNR that had been prepared by the secretariat in ECE/TRANS/SC.3/WP.3/2020/2. Romania mentioned that differences between the navigation rules applied in Europe should be reduced to a minimum, as it was essential for navigation safety.

50. SC.3/WP.3 approved the road map for the sixth revision of CEVNI, as proposed by the CEVNI Expert Group, with aim to have the revised document adopted by SC.3 in 2021.

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

Documents: ECE/TRANS/SC.3/172/Rev.2 and Amend.1, ECE/TRANS/SC.3/WP.3/2019/18, ECE/TRANS/SC.3/WP.3/2020/3 and ECE/TRANS/SC.3/WP.3/2020/4

51. The Working Party noted that amendment No. 1 to the annex to resolution No. 61, revision 2, adopted by SC.3, was available on the SC.3 web page.

52. Belarus informed the session about the updated classification of national waterways and the amendment proposals to the annex of resolution No. 61, appendix 1 “List of European inland waterways divided geographically into zones 1, 2 and 3” submitted in ECE/TRANS/SC.3/WP.3/2020/4. SC.3/WP.3 preliminarily approved the proposal and asked the secretariat to transmit it to SC.3 for final adoption.

53. The Working Party considered the draft of a new chapter on special provisions for electrical propulsion systems and other amendment proposals to the annex to resolution No. 61, as contained in ECE/TRANS/SC.3/WP.3/2020/3.

54. Romania stressed the need for harmonizing the annex of resolution No. 61 with the European Standard laying down Technical Requirements for Inland Navigation Vessels (ES-TRIN) and proposed to add provisions for the control system in the wheelhouse from article 11.05 of ES-TRIN to the draft new chapter XX, “Special provisions applicable to electric vessel propulsion” in the annex to ECE/TRANS/SC.3/WP.3/2020/3.

55. SC.3/WP.3 preliminarily approved the amendment proposals in part A, sections I and III, of ECE/TRANS/SC.3/WP.3/2020/3 and asked the secretariat in consultations with Romania and other interested member States to finalize the amendment proposal in part A, section II for its fifty-seventh session.

C. Prevention of pollution of inland waterways by vessels (resolution No. 21, revised)

Documents: ECE/TRANS/SC.3/179/Rev.1, TRANS/SC.3/150, ECE/TRANS/SC.3/WP.3/2019/3 and Informal documents SC.3/WP.3 Nos. 5 and 6 (2020)

56. The Working Party took note of the proposal by the secretariat to introduce a commonly agreed system of symbols for the kinds of wastes generated during the operation of a vessel – as an example, the system developed in the framework of project WANDA and applied on the Danube was shown (Informal document SC.3/WP.3 No. 5 (2020)).

57. The Working Party agreed with this proposal in principle, as the system of symbols could make the appendices more informative and could be used for visualizing the map of European inland waterways. Belgium and Romania stressed that the system should be harmonized with other international regimes for waste management on inland waterways, in particular, CDNI. The secretariat was asked to contact the CDNI secretariat and other key stakeholders and prepare a proposal for its fifty-seventh session.

58. The Working Party took note of the information on reception facilities for the transfer of waste generated on board vessels transmitted by Croatia (Informal document SC.3/WP.3 No. 6 (2020)) and invited other countries to transmit the updated information on reception facilities to the secretariat for its next session.

VIII. Provisions for passenger daily trip vessels (agenda item 7)

Documents: ECE/TRANS/SC.3/172/Rev.2 and Amend.1, ECE/TRANS/SC.3/210, ECE/TRANS/SC.3/WP.3/2019/18

59. The Working Party noted the information of Romania about the ongoing work of the European committee for drawing up standards in the field of inland navigation (CESNI). Temporary working group on technical requirements for passenger vessels (CESNI/PT/Pax). The secretariat was asked to keep SC.3/WP.3 informed about future progress.

60. SC.3/WP.3 took note of the conclusions of the panel discussion on the existing traffic management systems of river day-trip vessels and tourist boats in European cities, held at the sixty-third session of SC.3, supplemented by the Russian Federation: (a) in different countries, tourist traffic on water in the urban areas was regulated by numerous rules and regulations; (b) in some regions, both maritime and inland navigation regulations applied;

(c) for this vessel type, the rules for “normal” vessels could be excessive and may require derogations; (d) different management principles applied in ports and berthing facilities; (e) the priority was to ensure high quality services for passengers; and (f) it was necessary to exchange best practice in order to collect more information. The secretariat informed the Working Party on the interest of the Flemish Passenger Shipping Federation (VFP) in this activity and asked the secretariat to invite the representatives of VFP to its fifty-seventh session.

61. The Chair summarized the outcome of discussions. SC.3/WP.3 asked the secretariat to include this item in the agenda of its fifty-seventh session.

62. The secretariat informed SC.3/WP.3 about the conference “Convention on Inland Navigation” to be held by the Italian Association of Naval Architects (ATENA) on 13 March 2020 in Sarnico (Italy) and, on behalf of ATENA, invited the delegates to take part.

IX. River-sea transport in Europe (agenda item 8)

Documents: ECE/TRANS/SC.3/WP.3/2020/5, ECE/TRANS/SC.3/WP.3/2020/6, Informal documents SC.3/WP.3 Nos. 2, 7, 9 and 10 (2020)

63. Following the decision at its fifty-fifth session (ECE/TRANS/SC.3/WP.3/110, para. 17), the Working Party held round table discussions on river-sea transport in Europe in the morning of 13 February. The moderator, Mr. W. Hebenstreit (ERSTU), opened the round table. The core document was the thematic report “River-sea transport in Europe” that had been prepared by CCNR in partnership with the European Commission, ERSTU, River-Sea Shipping Committee of European Barge Union (EBU), DC, European Skippers Organization (ESO) and 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 (IVR). The report was published in January 2020 on the CCNR website⁸ in English, French, German and Dutch (see Informal document SC.3/WP.3 No. 10 (2020)) and was presented at the session. The key speakers were Mr. N. Kriedel and Ms. L. Roux (CCNR), Mr. A. Egorov (Marine Engineering Bureau), Mr. K. Soldatov (Russian Federation), Mr. I. Gladkykh (Ukraine), Ms. E. Lavrentyeva (Russian Federation) and the moderator. All presentations are available at www.unece.org/trans/main/sc3/wp3/wp3doc_2020.html, tab “Presentations”.

64. Mr. Kriedel and Ms. Roux made a presentation on the main findings of the CCNR report. The data on river-sea freight transport were analysed separately for two cases: (a) by sea-going ships navigating on inland waterways and (b) by inland vessels at sea. The scope covered countries both within and outside the European Union: Belgium, Finland, France, Germany, Netherlands, Romania, Russian Federation, Sweden, Ukraine and United Kingdom of Great Britain and Northern Ireland. The largest transport volumes were observed in the following countries (in decreasing order): by sea-going ships – the United Kingdom of Great Britain and Northern Ireland and the Russian Federation, and by inland waterways – the Netherlands, Belgium, Germany and the Russian Federation. The speakers further highlighted the outcome of country-by-country analysis, including the structure of transportation and the fleet, main types of goods and trading partners, key waterways, river-sea routes and ports of loading and unloading, as well as the evolution, market potential and forecasts for this transport mode. The speakers concluded that developing cooperation with river-sea companies, statistics agencies and other key players and harmonizing the approach in terms of the terminology and statistics collection would facilitate this work.

65. In his presentation, Mr. Egorov gave an analysis of river-sea transport in the post-Soviet Union countries. The merchant river-sea fleet consisted mainly of dry-cargo and combined vessels, oil tankers and sea-going vessels with the deadweight up to 8000 tonnes (coasters), which were intended for river-sea navigation and operation in restricted sea areas. He described the main river and sea routes and ports where the fleet was operating, the traffic volumes and structure of transported cargoes. He further focused on the (a) optimal parameters of vessels in terms of size and loading capacity; (b) high-demand types and classes of river-sea vessels, first of all, type “Volgo-Don max”; (c) existing vessel types and

⁸ <https://inland-navigation-market.org/?lang=en#nav-rapport-thematique>.

classes; (d) write-off and scrapping of vessels, and (e) trends and the prognosis on the composition of the fleet up to 2030, based on research by Marine Engineering Bureau. The speaker continued with a summary of river-sea cargo vessels built in 2000–2019 and presented various examples of new generation vessel series, designed by Marine Engineering Bureau. These consisted of oil and oil product tankers and barges, combined open-deck vessel/tankers for dry cargoes and oil products, vessels for the transportation of oversized and heavy cargoes and grain, pusher tugs, and recently launched lines of cruise passenger vessels. Mentioned among the new concepts and innovations were: a “superfull” hull, elongated holds (over 30 m) and use of liquefied natural gas as a fuel. He concluded with the main challenges and perspectives for the river-sea fleet.

66. Mr. Soldatov continued with a presentation on the river-sea vessels on Russian inland waterways and in coastal areas. He showed the operation zones, in particular, in the north-west region and the East Arctic, and described the types of river-sea vessels built according to the Russian River Register Rules. Currently, there were 595 vessels of class M-SP, 853 vessels of class M-PR and 346 vessels of class O-PR under the Russian River Register supervision.⁹ The speaker further provided an overview of vessel series with the Russian River Register class newly built or under construction on Russian shipyards in the last ten years. Examples were: (a) pusher-barge convoy for dry bulk cargoes, projects 81 and 82; (b) combined open-deck vessel/tanker for oil products and dry bulk cargoes, project RST 54; (c) chemical tankers, projects RST 25 and RST 27, and (d) multipurpose dry-cargo vessels of type “Volgo-Don max”, projects RSD 44 and RSD 59.

67. Mr. Gladkykh provided the list of navigable Ukrainian inland waterways and the design dimensions of sea connection routes: the Danube-Black Sea route and the Bug-Dnieper estuary canal. The entire inland waterway network was already covered by RIS, and work was ongoing to ensure radio communication on the E 40 waterway up to the border with Belarus by 2021. In 2019, the total number of vessel entries on river-sea routes reached 3394, and the total volume of the transported cargoes was 5,763.6 thousand t, including: grain – 3,323.6 thousand t, metal products – 1,529.2 thousand t, oil products – 37.24 thousand t, building materials and other goods – 873.6 thousand t. More detailed data on freight transport were available in the national RIS database. The construction of river-sea vessels was planned in the future. Finally, he informed the session about the education and training of crews by the Odessa Maritime Academy and mentioned challenges related to the applicability of maritime qualification certificates on inland waterways.

68. The presentation of Ms. Lavrentyeva was dedicated to the education and training standards for crew members of river-sea vessels in the Russian Federation. The total number of river-sea vessels registered by both the Russian Maritime Register of Shipping and the Russian River Register amounted to more than 2500, and the construction of about 500 vessels was planned. Data on river-sea transportation was included in the statistics on the total volume of freight by inland water transport; the cross-border traffic was performed exclusively by river-sea vessels with a modal share of 27 per cent. The speaker further stressed the need for an up-to-date system of professional competences of the staff and described the crew structure on river-sea vessels and qualification requirements for river-sea ship crew members, which had specific features due to operation both on inland waterways and at sea, including international voyages. Therefore, the training system mainstreamed international and national legal frameworks and engaged both certification systems. She highlighted the qualification system, training standards and the certification system for river-sea ship crews.

69. In conclusion, the moderator delivered a presentation on the future of river-sea transport in Europe, ERSTU activities and the strategy for developing river-sea shipping. He summarized the main findings in the presentations and mentioned the workshop on river-sea transport held on 11 September 2019 in Duisburg, Germany,¹⁰ as a milestone for preparing the CCNR report. He further highlighted the synthesis of advantages and vulnerabilities of this transport mode in the SWOT analysis, made by the EBU River-Sea Shipping Committee,

⁹ *Note by the secretariat:* classification principles and classes of river-sea vessels are given in the Russian River Register Rules at www.rivreg.ru.

¹⁰ Materials of the workshop are available on the CCNR website at www.ccr-zkr.org/13020153-en.html.

which could be used as a starting point for further action to strengthen the position of river-sea transport in the shipping sector and supply chains, and mentioned other challenges to address. The key documents and activities of ERSTU and its partners for achieving this were: (a) ERSTU “Strategy 2020 plus”; (b) Position paper of the EBU River-Sea Shipping Committee concerning the development of the European River-Sea and Short Sea Shipping Market (Informal document SC.3/WP.3 No. 9 (2020)); (c) Policy paper of project EMMA “Strengthening Inland Navigation and River-Sea Shipping in Europe and the Baltic Sea Region”;¹¹ (d) cooperation in the framework of the European inland water transport platform; (e) national strategic documents, such as the strategy of development of inland water transport in the Russian Federation up to 2030, and (f) development programmes for river-sea fleet.

70. Key topics for discussion were:

- Current status and the role of river-sea transport in national and international transportation
- Technical standards and regulatory framework for river-sea transport
- Problems and challenges for river-sea fleet
- Greening of the fleet
- Availability of river-sea transport statistics and ways of improvement
- Professional education
- How to facilitate the development of this transport mode.

71. The Working Party mentioned that, in addition to common strong points of water transport, river-sea transport was advantageous due to the lack of trans-shipment costs in sea ports, time and cost savings and quality benefits.

72. SC.3/WP.3 agreed that the existing challenges for this transport mode were:

- Lack of a harmonized terminology and different methodologies for identifying river-sea transport on a national basis
- No centralized data reporting; data were mainly collected directly from national statistical offices, other national statistical sources and stakeholders
- Different methodologies for data collection on maritime and inland water transport databases
- Lack of the necessary information about the availability, status and developments of river-sea fleet in member States
- Lack of harmonized requirements for inland vessels to navigate at sea
- “Moral” and physical ageing of vessels
- Variety of geographical and navigation conditions for river-sea shipping in European countries and the impact of climate change
- Existing bottlenecks on inland waterways for this vessel type and low water levels
- Competition with other types of transport, in particular, rail transport
- Need for special education and training programmes for crew members of this vessel type in some countries.

73. It was mentioned that the development prospects for river-sea transport included:

- Construction of the most cost-effective vessel types
- Greening of the fleet, construction of vessels using liquefied natural gas as a fuel and the necessary onshore infrastructure, exchanging best practices of using alternative fuels

¹¹ Available as ECE/TRANS/SC.3/WP.3/2019/25.

- Construction of river-sea pusher tugs, barges for operation on rapid transshipment complexes
- Development of river-sea cruises and construction of river-sea cruise passenger vessels which can operate both on “major” river routes and on sea routes.

74. SC.3/WP.3 highlighted the importance of the report as the first observatory of the river-sea transport sector, highly appreciated the work done by CCNR in cooperation with the partners and stressed the desirability of continuing this work with the purpose of preparing the updated report in two or three years to cover the whole ECE region. The moderator thanked the secretariat for preparing the Russian translation of the report (Informal document SC.3/WP.3 No. 2 (2020)).

75. Questions and discussion followed. Romania, Russian Federation and ERSTU took part. Romania stressed the importance of developing harmonized prescriptions for river-sea vessels at the international level. The Russian Federation mentioned the work already done by ECE and proposed to continue this work at the ECE level.

76. SC.3/WP.3 stressed the need for harmonized statistics for this transport mode and invited WP.6 to consider ways of improvement of collecting statistics for river-sea transport.

77. The moderator thanked the speakers for their contributions to the round table discussion and emphasized the need to join the efforts of member States and other key stakeholders towards the harmonization of the regulatory basis for river-sea shipping.

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

A. International Standard for Tracking and Tracing on Inland Waterways (annex to resolution No. 63, revised)

Documents: ECE/TRANS/SC.3/176/Rev.1, ECE/TRANS/SC.3/WP.3/2020/7, ECE/TRANS/SC.3/WP.3/2020/8 and Informal document SC.3/WP.3 No. 14 (2019)

78. The Working Party took note of the presentation by Mr. S. Bober, the Chair of the International Vessel Tracking and Tracing (VTT) Expert Group, about the modifications introduced in the annex to resolution No. 63 and the planned further updating of the VTT standard. He mentioned the updated version of the International Standard for Tracking and Tracing on Inland Waterways published by the Commission Implementing Regulation (EU) 2019/838 of 20 February 2019, which would come into force on 13 June 2020, and its impact on the relevant documents of CCNR, CESNI, the European Union and ECE. The speaker further highlighted the approach used in the revision process, modifications introduced in the standard and the next steps to be done.

79. Discussion followed. The Russian Federation highlighted the importance of the revised standard and provided detailed comments on documents ECE/TRANS/SC.3/WP.3/2020/7 and ECE/TRANS/SC.3/WP.3/2020/8:

(a) in the annex to ECE/TRANS/SC.3/WP.3/2020/7:

- paragraph 1.1, delete the third indent
- paragraph 1.4, reduce or delete the list of information to be provided by VTT
- paragraphs 2.2.2 and 2.3.1.2, replace the indicated reporting intervals of the dynamic ship information with references to table 3.1
- paragraph 3.3.7, delete the last indent;

(b) in annex II to ECE/TRANS/SC.3/WP.3/2020/8, add a paragraph on the visualization of AIS AtoNs on electronic navigation charts and a reference to the annex of resolution No. 48.

80. The Chair of the International VTT Expert Group commented on the proposal: he particularly mentioned the importance of the cybersecurity issue, and therefore, the standard could refer to documents and standards of ECE and other international bodies on security of information systems. The Working Party invited the Russian Federation, the Chair of the Expert Group and other stakeholders to finalize the draft for its fifty-seventh session.

81. Ukraine proposed to add provisions on the legal framework on virtual AIS AtoN. SC.3/WP.3 decided to include this issue in the agenda of its fifty-seventh session and to possibly consider this in relation with automated shipping.

82. The Working Party preliminarily approved other modifications introduced to the annex of resolution No. 63 and thanked the Chair of the International VTT Expert Group for the excellent work. The secretariat was asked to finalize the work on new appendices for the revised annex to resolution No. 63 for consideration at its fifty-seventh session, with a view for future adoption by SC.3.

B. International Standard for Electronic Ship Reporting in Inland Navigation (annex to resolution No. 79)

Documents: ECE/TRANS/SC.3/198, Informal document SC.3 No. 5 (2019)

83. The Working Party decided to begin revision of the annex to resolution No. 79, “International Standard for Electronic Ship Reporting in Inland Navigation”, and asked the secretariat to prepare a proposal for its fifty-seventh session.

C. Other resolutions of the Economic Commission for Europe of relevance to River Information Services

Documents: ECE/TRANS/SC.3/165/Rev.1 and Amend.1, ECE/TRANS/SC.3/156/Rev.4, ECE/TRANS/SC.3/199/Rev.1

84. SC.3/WP.3 was informed by the secretariat that the fourth revision of resolution No. 48, “Recommendation on electronic chart display and information system for inland navigation” (ECE/TRANS/SC.3/156/Rev.4) and the revised resolution No. 80, “International Standard for Notices to Skippers in Inland Navigation” (ECE/TRANS/SC.3/199/Rev.1) were available on the SC.3 web page.

85. The Working Party asked the secretariat to clarify the current situation with the adoption of the Guidelines for River Information Services of the World Association for Waterborne Transport Infrastructure (PIANC) by the European Commission, and to consider possibly begin revising resolution No. 57 in 2021. The work on updating could start at the fifty-eighth session of SC.3/WP.3.

D. Danube Information Services Conference

86. Ukraine provided information about the outcome of the Danube Information Services Conference – DISC’19 held in Timisoara (Romania) on 17 and 18 December 2019, the progress in developing RIS on its national waterways and the current challenges for the development of RIS in the Danubian region. The conference presentations are available at <http://gisforumdanube.org/disc19>.

XI. Mutual recognition of boatmasters’ certificates and harmonization of professional requirements in inland navigation (agenda item 10)

Documents: ECE/TRANS/SC.3/184, ECE/TRANS/SC.3/WP.3/108, ECE/TRANS/SC.3/WP.3/2020/9, ECE/TRANS/SC.3/WP.3/2020/10,

ECE/TRANS/SC.3/WP.3/2020/11, ECE/TRANS/SC.3/WP.3/2020/12 and ECE/TRANS/SC.3/WP.3/2020/13, Informal document SC.3/WP.3 No. 8/Rev.1 (2020)

87. The Working Party took note of the presentation by Ukraine on an innovative distance learning method for training of vessel operators using simulators, based on a business simulation game principle. The method allows online steering of a vessel on the master simulator located at the instructor station in the training centre by using the existing route planning information from the RIS centre and adjusting the movement of the vessel. The master simulator could be simultaneously used by several users, with a possibility of direct communication between them in real time, and allows variation of the complexity of tasks. In addition to navigation tasks, the application scope also covered vessel chartering, freight operations, insurance, port state control inspections, safety management, crew recruitment and other tasks and could be used for advanced vocational training of RIS operators. This approach allows interaction between stakeholders from the various fields in the shipping sector. The operation of the training module had been successfully tested in the Odessa Maritime Academy and would be further improved. Answering the question on the target audience by the Russian Federation, the speaker mentioned that the simulation business game was intended primarily for students, however, its scope could be widened.

88. The Working Party exchanged views on the applicability of the standards of competence in the European Standard for Qualification in Inland Navigation (ES-QIN) for countries outside CESNI, based on ECE/TRANS/SC.3/WP.3/2020/9–ECE/TRANS/SC.3/WP.3/2020/13 in connection with the revision of resolution No. 31. Romania, the Russian Federation and Ukraine took part and supported the need for updating resolution No. 31. Romania emphasized the importance of harmonizing it with ES-QIN which would increase the mobility of crews throughout Europe. The Russian Federation and Ukraine commented on (a) harmonizing the resolution with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers and (b) the need for standards of competence for RIS operators, and proposed consideration of how to organize the work on revising resolution No. 31. They were invited to submit detailed proposals for a working document to be considered at the fifty-seventh session of the Working Party.

89. The Chair informed the session about the entry into force of Commission Delegated Directive (EU) 2020/12 of 2 August 2019 supplementing Directive (EU) 2017/2397 of the European Parliament and of the Council on the standards for competences and corresponding knowledge and skills, for the practical examinations, for the approval of simulators and for medical fitness (Informal document SC.3/WP.3 No. 8/Rev.1 (2020)).

90. The Working Party took note of the information by DC about the ongoing work in the field of professional requirements on the Danube: (a) evaluation results of the conformity of the DC Recommendations on boatmasters' licenses with Council Directive 96/50/EC, (b) applicability of the directive in DC countries outside the European Union, (c) collection of information from DC member States on the training of vessel operators, and (d) next steps. The information was supplemented by Ukraine.

91. The Working Party invited countries and other stakeholders to submit proposals for the revision of resolution No. 31 on the contents, key issues to be addressed and the timeline.

92. SC.3/WP.3 asked the secretariat to continue work on proposals for revision of resolution No. 31 and to cover the standards for medical fitness.

XII. Recreational navigation (agenda item 11)

A. International Certificate for Operators of Pleasure Craft (resolution No. 40, fourth revision)

Documents: ECE/TRANS/SC.3/147/Rev.4 and Amends.1–2

93. The Working Party supported the proposal of the secretariat to prepare a consolidated version of resolution No. 40 and to upload it on the SC.3 web page.

94. The Working Party was informed by the secretariat about new entries to the online database of specimens of the International Certificate for Operators of Pleasure Craft. SC.3/WP.3 supported the proposal of the Informal Working Group on Recreational Navigation to bring the database in line with the list of countries that apply resolution No. 40 and asked the secretariat to proceed.

B. Activities of the Informal Working Group on Recreational Navigation

95. SC.3/WP.3 took note of the information by the secretariat about the outcome of the fifth meeting of the Informal Working Group on Recreational Navigation held on 10 and 11 February 2020 in Geneva.

96. SC.3/WP.3 supported the activities of the Group on developing the catalogue of questions for testing knowledge of CEVNI for recreational boaters and stressed the importance of this work. Ukraine thanked the Group and, in particular, EBA for the work on developing the catalogue of questions.

97. The Working Party invited Governments to take an active part in the activities of the Group and to participate in its sixth meeting, which was preliminarily planned for 5 and 6 October 2020, back-to-back with the sixty-fourth session of SC.3.

XIII. Theme topic for the fifty-seventh session of the Working Party (agenda item 12)

98. SC.3/WP.3 decided that the theme topic for its next session would be the circular economy in inland water transport.

XIV. Other business (agenda item 13)

A. Development of a common database and legal framework for ship inspections for the common Bulgarian-Romanian stretch of the Danube river with interface to the national River Information Service

Document: Informal document SC.3/WP.3 No. 3(2020)

99. The Working Party took note of the presentation by Mr. P. Kirov, Chief Secretary of the Executive Agency “Maritime Administration of Bulgaria” about the project “Development of common database and legal framework for ships inspections for the common Bulgarian-Romanian stretch of the Danube river with interface to the national River Information Service” (DANRiSS). The project was realized under the INTERREG programme in May 2017–January 2020 with the participation of the Maritime Administration of Bulgaria as lead partner and the Romanian Naval Authority which aimed to increase coordination between the two institutions in the river supervision regime. The speaker addressed the identified challenges and provided details on the core project activities and achievements. The main outcomes were: (a) the agreement on inland waterway vessels inspections on the common Bulgarian-Romanian stretch of the Danube river, open to other Danubian states; (b) specific rules for navigation in the common Bulgarian-Romanian stretch of the Danube river; (c) the integrated system for ship inspections; and (d) risk assessment methodology for river supervision inspections.

100. Questions and discussion followed on (a) the electronic system for cargo escorting; (b) cargo inspections; (c) reduction of the administrative burden; (d) the impact on vessel operators; and (e) the possible impact on third countries and the international regulations applied on the Danube. Romania, the Russian Federation, Ukraine and DC participated. Ukraine expressed interest in the results of the project. The speaker provided additional information and mentioned that the agreement aimed to improve the synchronization of ship inspection regimes and did not affect international agreements on the Danube; it was open to other Danubian countries. The Russian Federation proposed to address this issue in detail at

the DC level, as it might have an impact on other DC member States. DC welcomed the outcome of the project. Bulgaria agreed with the proposal by DC to provide details for the next meeting of the DC Working Group on Technical Issues; this information will be also submitted to the European Commission and CESNI with a view of possibly extending the project results to other European waterways.

101. On behalf of SC.3/WP.3, the Chair thanked Mr. Kirov for the presentation and the delivered additional information.

B. Questionnaires on Benchmarking Transport Infrastructure Construction Costs for Inland Waterways and Ports

102. The Working Party took note of the presentation and additional information from the secretariat on the progress in finalizing the Questionnaires on Benchmarking Transport Infrastructure Construction Costs for Inland Waterways and Ports by the Group of Experts on Benchmarking of Transport Infrastructure Construction Costs (WP.5/GE.4) and the outcome of the tenth meeting of the Group of Experts held on 30 and 31 January 2020.

103. SC.3/WP.3 discussed the draft questionnaires and asked member states to provide additional comments by 15 March 2020 with the purpose to finalize them. The secretariat was asked to upload the drafts on the SC.3 web page to make them available for experts.

XV. Adoption of the report (agenda item 14)

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