



Economic and Social Council

Distr.: General
16 April 2019

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

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

Fifty-fourth session

Geneva, 13–15 February 2019

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

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I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (Working Party or SC.3/WP.3) held its fifty-fourth session from 13 to 15 February 2019 in Geneva.
2. The session was attended by representatives of the following countries: Belarus, Belgium, Bulgaria, Germany, Hungary, Slovakia, Switzerland, Poland, Russian Federation and Ukraine.
3. The European Union was represented. Representatives of the following intergovernmental organizations also attended the session: Central Commission for the Navigation of the Rhine (CCNR) and Danube Commission (DC). Delegations of Confederation of European Maritime Technology Societies (CEMT), European Boating Association (EBA), European Federation of Inland Ports (EFIP), European River-Sea-Transport Union (ERSTU), International Labour Organization (ILO), International Transport Workers' Federation (ITF) and World Maritime University (WMU) were present. Delegations of Admiral Makarov State University of Maritime and Inland Shipping, International Inland ECDIS¹ Expert Group, Inland Waterway Transport Educational Network (EDINNA), Maritime Academy of Harlingen, Maritime University of Szczecin, Port of Hamburg Marketing and Seafarers' Union of Russia were present at the invitation of the secretariat.
4. Mr. F. Dionori, Chief of Transport Networks and Logistics Section, Sustainable Transport Division of the Economic Commission for Europe (ECE), opened the session. He welcomed the participants, highlighted the key points of the upcoming eighty-first session of the Inland Transport Committee (ITC) to be held from 19 to 22 February 2019, in particular, the adoption of the new strategy and the role of inland water transport in this context, and wished the participants a successful work.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/SC.3/WP.3/107, Informal document SC.3/WP.3 No. 1 (2019)

5. The Working Party adopted the provisional agenda subject to modifications proposed at the session: agenda item 15 "Other business" was complemented with items: (a) Preparation of a report on the development of river-sea shipping in Europe; (b) Survey on the impact assessment concerning policy options for digital tools for inland waterway transport; (c) Outcome of the round table "Mobility on the Danube" (18 December 2018, Kyiv); and (d) European inland waterway transport platform. It was supplemented with Informal document SC.3/WP.3 No. 1 (2019) so as to take into account Informal documents SC.3/WP.3 Nos. 2 to 11.
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 Belgium supported by Belarus, Mr. I. Ignatov (Bulgaria) was re-elected as the Chair for this session and for the fifty-fifth session of the Working Party.

¹ Electronic Chart Display and Information System for Inland Navigation.

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

Document: ECE/TRANS/SC.3/207

8. The Working Party took note of the main decisions taken by the Working Party on Inland Water Transport (SC.3) at its sixty-second session (3–5 October 2018) which adopted the following documents: (a) addendum 1 to the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book); (b) the European Code for Signs and Signals on Inland Waterways (SIGNI) as resolution No. 90; (c) amendment No. 2 to the European Code for Inland Waterways (CEVNI); (d) the second revision of resolution No. 61 as resolution No. 91; (e) the second revision of resolution No. 52 as resolution No. 92 and other issues.

V. Mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (agenda item 4)

A. Workshop "Education standards and professional requirements in inland navigation"

9. The workshop "Education standards and professional requirements in inland navigation" held on 13 February 2019, was organized jointly by EDINNA and ECE. The workshop focused on the current situation in the professional sphere of inland navigation, the legislative framework, standards and challenges for workers, programmes and tools for education and training and related issues. Two discussion panels and a round-table discussion were moderated by Mr. A. Mintjes (EDINNA) who gave the introductory speech on the origins and tasks of EDINNA, its activities in the field of training and certification standards in inland navigation and the challenges that its members were facing. All presentations and videos are available at www.unece.org/trans/main/sc3/wp3/wp3doc_2019.html (tag "Workshop").

10. Discussion panel 1 "Professional qualifications in the inland water transport sector" was held in the morning. Key speakers were Ms. C. Rousseau (European Commission), Mr. J. Rusche (CCNR), Mr. Y. Sukhorukov (ITF, Seafarers' Union of Russia), Mr. T. Fonseca (WMU) and Mr. I. Matics (DC).

11. Ms. Rousseau presented an overview of Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation² and other recent developments in professional qualifications at the European Union level. She highlighted the main aspects of the directive and related issues: (a) the application scope; (b) the competence-based approach; (c) criteria for specific waterway stretches; (d) delegated and implementing acts; (e) technical standards of the European Committee for Drawing up Standards in the Field of Inland Navigation (CESNI) which will complement the Directive; (f) approval of models for certificates of qualification, service record books, logbooks and practical examination certificates; and (g) related databases to be maintained by the European Commission. Next would be the adoption of delegated and implementing acts by January 2020 and the transposition of the Directive into the national law by January 2022. The Commission Expert Group on Social Issues in Inland Navigation that was set up in 2017, is currently focused on preparing the delegated act for the database referred to in the Directive and on the initiative on e-tools. In conclusion, she stressed the importance of cooperation with CCNR, participation of other River Commissions and other stakeholders in this work and pointed out that technical standards as such were available for international organizations and other interested parties.

² <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32017L2397&from=EN>.

12. Mr. Rusche continued with general information about CESNI and provided details about the tasks of the CESNI Working Group on Professional Qualifications that included updating the legal framework for professional competences in inland navigation, implementing the competence-based approach and developing technical standards that should be applicable on all inland waterways of the European Union and the Rhine, and could be referred to by other countries or international organisations. The European Standard for Qualification in Inland Navigation (ES-QIN)³ adopted by CESNI in 2018, included: (a) standards for competences with a detailed list of knowledge and skills; (b) standards for practical examinations; (c) standards for simulators; and (d) standards for medical fitness. The Working Group was currently working on uniform models for certificates of qualification, service record books and logbooks. The working programme of CESNI for 2019–2021 included completing and updating ES-QIN, accompanying the quality implementation of the competence-based approach and starting work on manning requirements built on the findings of the study “Towards A Sustainable Crewing System” (TASCS). He invited all stakeholders to take part.

13. Discussion followed on: (a) the terminology of law enforcement; (b) access to information and data protection; (c) facilitating communication on-board vessels; and (d) requirements for the qualification of masters and crew members of river-sea vessels. Germany, Russian Federation, Ukraine, European Commission, CCNR and ERSTU participated. Germany pointed out that the introduction of the CESNI standards would simplify procedures and regulations. It was mentioned that:

- In the field of River Information Services (RIS), the term “law enforcement” had been replaced with “law compliance”;
- The availability, processing and protection of information on certificates of qualification, service record books and logbooks are duly considered in the architecture of the crew database of the European Commission; as complementary work to the delegated act, the Commission expert group on social issues in inland navigation will be consulted and will advise the Commission for the development of the technical specifications of the future database and its interfaces with the national registers;
- The competence tables for boatmasters authorized to sail on inland waterways with a maritime character have been developed. Directive (EU) 2017/2397 addresses also sea-going ships operating on inland waterways allowing boatmasters to carry a certificate of competency for masters issued in accordance with the tables followed the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW);
- Standardized communication phrases would facilitate communication; CESNI will develop a set of standardized phrases at the operational and management levels based on the existing handbooks and applications;
- A common language for vessel-to-vessel communication is of particular importance for navigation safety. EDINNA considered English to be the basic common language for inland waterways, however, the Regional Arrangement on the Radiocommunication Service for Inland Waterways (RAINWAT) had not established any preferred language for this purpose. Discussion on the basic language was ongoing in DC as of particular importance for DC member States.

14. Activities and tasks of ITF and of the European Transport Workers’ Federation (ETF) in the field of inland water transport were addressed by Mr. Sukhorukov who highlighted the project TASCS that had been finalized by the social partners in 2018. The purpose was to develop new manning requirements for inland navigation vessels on European inland waterways. Based on an assessment of the tasks, the time occupancy and the workload of crew members on-board and a number of qualified staff required during navigation, a manning tool had been proposed for calculating the time required for

³ www.cesni.eu.

individual tasks, thus allowing the determination of the manning requirements and qualifications needed for a given voyage on a task-based approach. Furthermore, this tool will allow an estimation of the efficiency of innovations, automation and organizational changes. On behalf of the Seafarers' Union of Russia, the speaker described the regulatory framework for the qualifications and certification for crew members on inland waterways of the Russian Federation, in particular, the Certification procedure for crew members of inland navigation vessels that was approved by Order No. 87 of the Ministry of Transport of the Russian Federation on 12 March 2018.

15. Mr. Fonseca presented the main findings of the study "Transport 2040: Automation, Technology, Employment — the Future of Work"⁴ published by WMU in January 2019. The research analysed trends and developments in maritime and waterborne transport, road, rail transport and aviation up to 2040 with a special emphasis on jobs and employment and proposed forecasts on developing automation and its impact on labour force demand, changes on the transport volumes and the modal shift between the various transport modes. The analysis built on four clusters of technology trends: (a) automation; (b) new interfaces; (c) changes in maintenance; and (d) new services created due to new technologies. The study also covered country profiles to assess the technological readiness of countries and case studies on specific transport technologies. The forecasts included:

- Modal shift from road to inland water transport in Europe and Asia
- Gradual introduction of automation and technology as influenced by economics benefits, demographic trends and safety factors
- Higher demands for transport resulting from continuous growth in trade
- Demand for new types of jobs due to automation and a shift of the labour force, that will most impact low- and medium-skill jobs, while qualified human resources will still be needed
- Influence of the local context on automation and technology.

16. Mr. Matics described the situation with the recognition of certificates and training requirements on the Danube: (a) boatmasters' certificates and service record books were mutually recognized on the Rhine and on the Danube since the 2000s on the basis of bilateral and multilateral arrangements; and (b) most Danubian countries applied the higher education and university system for inland navigation, however, conducting practical examinations on convoys has become challenging. DC was working on a questionnaire on common languages to be used on the Danube, which would be available on the DC website. Work on the implementation of Directive (EU) 2017/2397 was foreseen for April 2019; DC had to find an appropriate solution for its member countries outside the European Union.

17. Discussion panel 2 "Modern approaches, methods and tools in education for inland navigation" was held in the afternoon. Key speakers were: Mr. I. Gladkykh (Odessa Maritime Academy, Ukraine), Mr. J. Boll (Maritime Academy of Harlingen, the Netherlands), Ms. E. Lavrenteva (Admiral Makarov State University of Maritime and Inland Shipping, the Russian Federation) and Ms. M. Małyszko (Maritime University of Szczecin, Poland). The presentation of Ms. D. Munteanu, Romanian maritime training centre CERONAV, was delivered by the moderator.

18. The ongoing work by the Odessa Maritime Academy on professional standards of competence and training courses for RIS operators was presented by Mr. Gladkykh. The purpose was to develop a common standard; in the absence of an international harmonized standard, Directive (EU) 2017/2397 was used. The standard focused on dynamic, remote and automatic steering modes and covered functions and responsibilities of RIS operators in situations which might occur during the voyage. A master's degree will mainly consist of a theoretical course of both general and specialized subjects, followed by practical training. Post-graduate and refresher training courses would also be available. Next steps would incorporate the standard into the existing qualifications and develop a common staff

⁴ https://commons.wmu.se/lib_reports/58.

recruitment system. The academy had already developed model courses on inland electronic charts, navigation on inland waterways, multimodal transport using a single window that could be made available to the members of the Working Party upon request. All interested parties were invited to cooperate.

19. CCNR stressed the relevance of this work for the activities of CESNI and the World Association for Waterborne Transport Infrastructure (PIANC) on education and training of RIS operators, and expressed its interest to learn about the outcome in future sessions. It pointed out that the standards of competence should be flexible to accommodate new technical developments.

20. The presentation of Mr. Boll was dedicated to the use of inland waterway simulators by Maritime Academy of Harlingen. He described the main features, operation principles of simulators and target groups. Main elements covered dynamic models, visual and acoustic models and a layout, including the helmstand equipment and a functional instructor station. The first step for developing the regulatory basis was the CCNR document on vessel handling simulators in inland navigation in 2013; in 2017, this work was guided by CESNI and resulted in a set of standards for vessel handling and radar inland navigation simulators, and an approval procedure for simulators to be used in examinations, which became a part of the ES-QIN standard edition 2018. The application scope of simulators has also been extended to the practical examination of boatmasters in the Netherlands — other European exam commissions for professional qualifications had been invited to follow — and infrastructure testing tools for the waterway authorities; an example of the latter was shown in a video.

21. The subsequent discussion addressed the practice and experience of the academy related to the motivation of younger students, female students, use of Inland ECDIS simulators, aspects of transition from a simulator to real vessels, diplomas and qualifications of graduates. Belgium, Germany, ERSTU, ILO and ITF participated. The moderator mentioned that the percentage of female students in the Maritime Academy of Harlingen varied from 5–15 to 25 per cent for the bachelor's degree. ILO informed the participants about the sectoral meeting on the recruitment and retention of seafarers and the promotion of opportunities for women seafarers that will be held from 25 February to 1 March in Geneva, and mentioned that its outcome could be relevant also for the inland water transport sector.

22. The integration of education and training standards for crew members and professional qualifications in inland navigation in the Russian Federation was the topic of the presentation by Ms. Lavrenteva. She began with the role of federal methodical educational units and emphasized that challenges in the sector and current tasks put forward by the State, business and education, could only be solved through a flexible up-to-date methodological framework based on an integrated holistic approach, using professional standards as the basis for education and training. The main principles of the education and training system were: (a) the international requirements and the national legislation as the basis; (b) the application of common state education standards; (c) the levels of vocational, higher and further professional education; and (d) a network of academic educational complexes equipped with simulators that covered the whole country. The certification system is coherent with the IMO requirements; this ensures the consistency of the educational sphere and the integration of educational process for seafarers and inland navigation crews, thus recognising seafarers and inland navigation crews both on inland waters and the international market. STCW requirements have been integrated in the education standards for seafarers, while inland navigation training programmes were built on adapted STCW provisions and national legal acts. Finally, she noted the desirability of harmonizing the educational approaches for inland navigation crews used by ECE and IMO, and expressed the readiness to cooperate on this issue on the ITC platform.

23. Ms. Małyszko highlighted the activities of the Maritime University of Szczecin on digital methods of education in maritime shipping and inland navigation. She started with an overview of the university, shared the experience of using simulators and other digital tools in the educational process and addressed the benefits. The university ensured the effective use of simulators by maintaining and harmonizing educational programmes, appropriate features and performance of the equipment, requirements for instructors and

simulator operators. These are supported by adequate educational facilities: laboratories, simulators and a training and research vessel. The application scope of simulators also covered long-life learning and knowledge assessment. The speaker described two main simulator types: full mission simulators and those limited to specific types of devices, using the example of an ECDIS simulator. She presented the projects of the university, in several fields, which were supplemented with videos: (a) a full mission simulator for inland navigation; (b) an ECDIS laboratory equipped with several dedicated simulators; (c) a laboratory for virtual and augmented navigation using innovative technologies; (d) an open-source remotely operated vehicle (OpenROV) for underwater inspections; and (e) the project “New Horizons” aimed at improving the competences of the staff and students. Future plans included an education course for inland navigation, moving towards digitalization and improving educational methods and tools.

24. The moderator added several examples of using virtual reality for training purposes. Questions and discussion followed:

(a) ILO addressed the importance of long-life learning and, in this context, referred to the report “Work for A Brighter Future” of the Global Commission on the Future of Work dedicated to the centenary of ILO;⁵

(b) CCNR and the moderator stressed the need for a wider introduction of the “train the trainer” principle in inland navigation, based on the experience shared by the speakers, and referred also to the courses by CERONAV;

(c) Following a question by ERSTU, cooperation between the Maritime University of Szczecin, other maritime and inland navigation academies and secondary schools in Poland was highlighted.

25. The presentation of CERONAV was focused on the implementation of Directive (EU) 2017/2397, main outcomes of the project Danube SKILLS of the INTERREG Danube Transnational Programme by the consortium led by CERONAV, activities of CESNI, goals and activities of the training centre and future plans. In the framework of Danube SKILLS, the main outputs were: (a) public consultation workshops in eight Danube riparian countries; (b) “train the trainer” sessions on two transnational model courses — Safety practices in emergency situations during ship operation (Constanta (Romania), February 2018), supplemented by a video, and Human resource management and social responsibility on board (Bratislava, September 2018); (c) the policy support strategy for nautical education. CERONAV was currently engaged in the activities of CESNI, EDINNA, the Commission Expert Group on Social Issues in Inland Navigation, the European Union Strategy for the Danube Region (EUSDR) and European Commission projects for the Danube region. Continuing development of training facilities was illustrated by the CERONAV units in Constanta and Galati (Romania) and several examples of simulators for inland navigation. The moderator supplemented the presentation with information on the main manufacturers of inland navigation simulators in Europe.

26. The moderator concluded by summarizing the main findings of the discussion panels. The second panel was followed by a discussion and a round table on “How to make the profession more attractive, the role of ECE” and issues for further consideration. The main topics included:

- The current situation of professional staff in the inland water transport sector
- Professional qualifications and requirements in ECE countries
- Challenges related to professional staff
- Possibilities and approaches for improvement
- Ways to attract new workers in the sector
- Ways to increase mobility of crew members in Europe

⁵ www.ilo.org/wcmsp5/groups/public/---dgreports/---cabinet/documents/publication/wcms_662410.pdf.

- Education methods and programmes
- Simulators and training programmes for students
- Facilitating communication by means of a common language
- Ways of cooperation.

27. On the basis of answers from a multiple-choice questionnaire, the participants recognized the need to make jobs more attractive, in particular, to young specialists, women, specialists in modern and innovative technologies, and workers from other sectors. The challenges of professional staffing included the lack of qualified staff in the sector, with general or with special qualifications, the increased average age of workers, low wages and differences in crew member wages in different parts of Europe.

28. Most respondents cited the following reasons for the current situation:

- More severe working conditions compared to other sectors
- Image of the inland water transport sector
- Insufficient social protection and social security
- Lack of harmonization of job profiles, occupations and qualifications.

29. It was pointed out that the situation could be improved by increasing the efficiency and competitiveness of inland water transport, the visibility of the sector and the prestige of jobs, as well as through computerization by introducing modern technologies.

30. The respondents agreed that education and training could be improved by international cooperation, a competence-based approach and a wider use of modern training tools and simulators.

31. The Working Party agreed that the main role of ECE should include:

- Harmonizing the approach and exchanging best practices
- Continuing the work aimed at eliminating administrative and legislative bottlenecks through international conventions and ECE resolutions
- Facilitating mobility of workers between European Union and non-European Union countries
- Harmonizing training and education at a pan-European level
- Harmonizing professional qualifications and facilitating the recognition of certificates at a pan-European level.

32. Following the proposal by Ukraine, the Working Party pointed out that RIS technologies and standardization should be included in educational and training programmes for students.

33. The Chair of the International Inland ECDIS Group recalled the outcome of the workshop on RIS held at the forty-ninth session of SC.3/WP.3, specifically on the education standards, and the feedback expected from International RIS Expert Groups. The moderator emphasized the role of international cooperation in the harmonization of professional requirements and standards which would be a precondition for mobility of workers and for making the jobs in the sector more attractive, and therefore, this work should be continued in ECE, thus allowing member States outside the European Union to engage in CESNI activities.

34. CCNR mentioned the ongoing work by CESNI on keeping professional standards up-to-date in new technologies, developments in the legislation, economy and other fields, and the relevance of inputs from all stakeholders, including countries outside the European Union, and invited all delegations to take part.

35. Following the proposal of the Russian Federation, SC.3/WP.3 expressed the opinion that it was important to optimize the distribution of work on this subject between the European Commission, CESNI and ECE. The secretariat was asked to hold consultations with the European Commission and CESNI on how to make it in a most efficient way.

36. The Chair on behalf of the Working Party thanked EDINNA and all participants for their valuable contributions and the successful workshop.

B. Recommendations on Minimum Requirements for the Issuance of Boatmaster’s Certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (resolution No. 31, revised)

Documents: ECE/TRANS/SC.3/184, ECE/TRANS/SC.3/2009/6

37. The Working Party took note of the information by the secretariat about the current status of the Recommendations on Minimum Requirements for the Issuance of Boatmaster’s Certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (resolution No. 31, revised). SC.3/WP.3 was invited to consider how to make it more relevant for member States, in view of the current situation and new developments.

38. Ukraine considered that resolution No. 31 was important, but it should be complemented with recognition procedures and, therefore, needed revision. SC.3/WP.3 asked the governments and River Commissions to communicate their views on the status and possible updating of the resolution to the secretariat with a view of continuing the discussion at its next session. The secretariat was asked to hold consultations with CESNI on this issue.

VI. Follow-up of the International Ministerial Conference “Connecting by Inland Navigation” (agenda item 5)

Document: ECE/TRANS/2019/15

39. The Working Party noted that the number of signatories to the ministerial declaration “Inland Navigation in a Global Setting” had reached 18, after Romania had signed it in November 2018.

40. SC.3/WP.3 was informed by the secretariat that the draft resolution “Facilitating the Development of Inland Water Transport” had been modified as decided at the sixty-second session of SC.3 and submitted for the eighty-first session of ITC for adoption (ECE/TRANS/2019/15). No other changes have been introduced.

41. The Working Party considered it desirable to monitor the implementation of the decisions of the Wroclaw Conference. To this end, the secretariat was asked to prepare a document with a list of issues to be monitored after the adoption of the ITC resolution to assist member States.

42. The Working Party noted that the outcome of the conference and the ITC resolution could constitute a basis for the next revision of the White Paper on efficient and sustainable inland water transport in Europe that had been foreseen for once in ten years. SC.3/WP.3 asked the secretariat to initiate this work and include this item in the agenda of its future sessions, with a view of its adoption in 2020.

VII. Inland waterways infrastructure (agenda item 6)

A. European Agreement on Main Inland Waterways of International Importance

Document: ECE/TRANS/120/Rev.4

43. The Working Party took note of the information by the secretariat that the consolidated text of the European Agreement on Main Inland Waterways of International Importance (AGN), that contained amendments which had become valid on

6 November 2018, was available on the SC.3 web page (ECE/TRANS/120/Rev.4). SC.3/WP.3 further mentioned that no proposals for amending AGN had been available to the secretariat so far.

44. Given the growing importance of AGN in the light of recent developments and infrastructure projects, the Working Party invited ECE member States that have not acceded to AGN or have not ratified it, to do so. The secretariat was asked to provide the necessary assistance. Germany, EFIP and the secretariat provided comments. EFIP pointed out that the development of the E 40 waterway and the West-East corridor would facilitate acceding and/or ratifying AGN by countries who had not yet done so. Germany mentioned that discussion was needed on the binding nature of the waterway parameters stated in AGN before taking the decision on ratification. The secretariat noted that the AGN provisions were in line with the parameters of the trans-European transport network set out by Regulation (EU) No. 1315/2013 and that this could simplify the discussion. However, this regulation includes a provision that exemptions can be granted from the minimum requirements at the request of a member State. EFIP expressed the opinion that digitalization and the automated use of inland waterway transport and infrastructure could facilitate the observance of AGN provisions.

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

Document: ECE/TRANS/SC.3/144/Rev.3

45. The Working Party took note of the information by the secretariat about the preparation of addendum 1 to the Blue Book. The updated information had been submitted by Ukraine in December 2018, and the final text of addendum 1 will be available on the web page of SC.3 before the fifty-fifth session of SC.3/WP.3.

46. The Working Party noted that no proposals for amending the Blue Book had been available to the secretariat so far. Belgium informed the Working Party that a proposal will be submitted for the fifty-fifth session of SC.3/WP.3.

47. The Working Party took note of the presentation about the project EMMA by Mr. S. Breitenbach of the Port of Hamburg Marketing, which is the leading partner of the project.⁶ Funded by the European Union, EMMA aimed to enhance navigation in the Baltic Sea region with due consideration of different fairway conditions, shares of inland water transport in national transport and on the market, RIS and VTS⁷ equipment and other features. The vision of the Baltic Sea region focused on inland water transport as a well-developed, modern, green and smart transport mode integrated into multimodal supply chains and an essential element of the strategic transport network. Various practical examples in the framework of the project have demonstrated the feasibility of inland water transport in the region: (a) inland waterway zones and barge container services on the Lake Vänern, Göta River and Lake Mälaren (Sweden); (b) a study of navigation in ice conditions on the Lake Mälaren; (c) studies aimed at developing inland navigation and ports in Poland and improving waterway connections with the neighbouring countries: the Oder, the Vistula, connection Oder-Vistula River-Vistula Lagoon, the E-70 and E-40 waterways on the Warsaw-Brześć section; and (d) a promotional and research container cruise on the Vistula in 2017. In digitalization, a map-based web application has been developed.

48. ERSTU and EFIP supplemented the information and highlighted the significance of the project for the Baltic Sea region states, both for inland navigation and river-sea shipping and at the pan-European level in the context of AGN. ERSTU mentioned the support paper for continuing the project and the position paper made by the River-Sea Shipping Committee of European Barge Union (EBU) to facilitate the implementation of EMMA recommendations, stressed its relevance for ECE and thanked Mr. Breitenbach for the effective project management. EFIP supported and addressed the effects of the project:

⁶ www.project-emma.eu.

⁷ Vessel Traffic Services.

(a) engaging more countries in the pan-European inland water transport policy and increasing the number of members in the inland water transport community; and (b) facilitating the development of the modern infrastructure and fleet, eliminating barriers and increasing the number of contracting parties to AGN, thus positioning this agreement as a good final target. EFIP thanked the European Commission, ECE and other stakeholders for their support of the project.

49. Port of Hamburg Marketing informed the Working Party about the ambitions to continue work reflected in the policy paper that had been adopted at the conference “Visions and opportunities for the transport network: Inland Navigation and River-Sea Shipping in the Baltic Sea Region” held on 6 November 2018 in Brussels. The secretariat was asked to issue the text of the policy paper as a working document for its next session and to continue discussion on the outcome of the project and follow-up steps. ERSTU and Port of Hamburg Marketing supported this decision.

50. The Working Party took note of the information by Ukraine about the progress reached in the development of the E 40 waterway. In December 2018, the Seaports Administration of Ukraine and ZAO Beltopenergo (Belarus) had signed a cooperation memorandum on the restoration of navigation on the E 40 waterway sections between Belarus and Ukraine. This had also been addressed at the twenty-sixth meeting of the Mixed Ukrainian-Belarusian Intergovernmental Commission on trade and economic cooperation and the Ukrainian-Belarusian working meeting on the cooperation in the development of inland water transport. Belarus provided additional information. Details are available at <https://ports.com.ua/news/ukraina-i-belarus-dogovorilis-vozobnovit-sudokhodstvo-na-dnepre>.

C. Map of the European Inland Waterway Network (resolution No. 30)

51. The Working Party took note of the information by the secretariat about the ongoing clearance procedure from the United Nations Geospatial Information Section for the publication of the map. Once the map is cleared, it will be available on the website.

VIII. Standardization of technical and safety requirements in inland navigation (agenda item 7)

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

Documents: ECE/TRANS/SC.3/115/Rev.5 and Amends.1–2, ECE/TRANS/SC.3/WP.3/2019/1 and ECE/TRANS/SC.3/WP.3/2019/9

52. The Working Party noted that Amendment No. 2 to the European Code for Inland Waterways (CEVNI), revision 5, was available on the SC.3 web page as ECE/TRANS/SC.3/115/Rev.5/Amend.2.

53. SC.3/WP.3 preliminarily approved the draft amendments to CEVNI proposed by the CEVNI Expert Group at its twenty-ninth meeting (ECE/TRANS/SC.3/WP.3/2019/1, paras. 7 except (b), 14 (a) to (c), 15 except (a) and (f)). In relation to a new paragraph 3a to article 4.07, Russian Federation stressed that countries should be careful and rationally assess the economic situation to avoid excessive financial burden on shipowners when introducing the requirement on fitting vessels with Inland AIS⁸ devices (ECE/TRANS/SC.3/WP.3/2019/1, para. 15 (b)).

54. SC.3/WP.3 discussed the proposal by the Russian Federation to delete the text “including DSC⁹ channel management” in draft amendment to Article 4.07, para. 6 (second

⁸ Automatic Identification System.

⁹ Digital Selective Calling.

sentence) and decided to continue discussion at its next session with due consideration of the position expressed by the Russian Federation.

55. The Working Party took note of the information by the secretariat about the outcome of the special session of the CEVNI Expert Group held on 7–8 February 2019 in Strasbourg (France), hosted by CCNR. The session included the joint meeting with the CCNR Working Group on Police Regulations and the joint meeting with the secretariat of the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways. The secretariat was asked to prepare a detailed report as a working document for the fifty-fifth session of SC.3/WP.3. SC.3/WP.3 also noted that the next, thirtieth meeting of the Expert Group will be held on 18 June 2019, back-to-back with its fifty-fifth session.

56. SC.3/WP.3 took note of the amendments to the Police Regulations for the Navigation of the Rhine (RPNR) adopted by CCNR in 2018 at its spring session (ECE/TRANS/SC.3/WP.3/2019/9) and asked the CEVNI Expert Group to consider them in its future work.

57. The Working Party supported the proposal of the CEVNI Expert Group to start preparation of the sixth revision of CEVNI in 2020.

58. The Working Party took note of the information by the secretariat about the preparation of a printed version of SIGNI (ECE/TRANS/SC.3/208). SC.3/WP.3 noted the need to disseminate information about SIGNI, and asked member States and River Commissions to assist.

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

Documents: ECE/TRANS/SC.3/179, TRANS/SC.3/150 and Add.1–3, ECE/TRANS/SC.3/WP.3/2019/2, ECE/TRANS/SC.3/WP.3/2019/3, ECE/TRANS/SC.3/WP.3/2019/10 and Informal document SC.3/WP.3 No. 10 (2019)

59. The Working Party took note of the information about the current situation and national legislation in the sphere of prevention of pollution from vessels in ECE/TRANS/SC.3/WP.3/2019/2 and ECE/TRANS/SC.3/WP.3/2019/10, supplemented by additional information about the Protocol on prevention of water pollution caused by navigation to the Framework Agreement on the Sava River Basin by the secretariat, following the comment by the International Sava River Basin Commission (Informal document SC.3/WP.3 No. 10 (2019)).

60. The Working Party started considering the proposal of Romania for updating addendum 1 to resolution No. 21 “Reception facilities for the transfer of waste generated on board ships on European inland waterways” (ECE/TRANS/SC.3/WP.3/2019/3) and decided to continue the discussion at its fifty-fifth session.

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

Documents: ECE/TRANS/SC.3/172/Rev.2, ECE/TRANS/SC.3/2018/8, ECE/TRANS/SC.3/WP.3/2019/4, ECE/TRANS/SC.3/WP.3/2019/5, ECE/TRANS/SC.3/WP.3/2019/6, Informal document SC.3 No. 14 (2018), Informal documents SC.3/WP.3 Nos. 7–9 (2019)

61. The Working Party noted that the secretariat was currently preparing the second revision of the annex to resolution No. 61 (ECE/TRANS/SC.3/172/Rev.2) for the publication. It will be available in electronic format on the web page of SC.3.

62. Following its decision at its fifty-third session (ECE/TRANS/SC.3/WP.3/106, para. 36), SC.3/WP.3 started considering the draft chapter 8C, “Special provisions

applicable to craft equipped with propulsion or auxiliary systems operating on fuels with a flashpoint equal to or lower than 55°C” (ECE/TRANS/SC.3/WP.3/2019/4). The secretariat provided detailed explanations of the proposed changes. Germany mentioned that it had to apply ES-TRIN and, in case of differences between this standard and resolution No. 61, applying the resolution would be problematic. The Russian Federation informed the session that a detailed proposal for the draft would be submitted. SC.3/WP.3 decided to continue considering this agenda item at its next session.

63. The Working Party took note of the proposals for aligning the annex to resolution No. 61 with the European Standard laying down technical requirements for inland navigation vessels (ES-TRIN), edition 2017 (ECE/TRANS/SC.3/WP.3/2019/5 and ECE/TRANS/SC.3/WP.3/2019/6).

64. SC.3/WP.3 preliminarily approved the proposal by Ukraine on amending appendix 1 “List of European inland waterways divided geographically into zones 1, 2 and 3” as contained in Informal document SC.3/WP.3 No. 8/Rev.1 (2019).

65. SC.3/WP.3 took note of the information by the Russian Federation about an amendment proposal to the annex to resolution No. 61 concerning provisions for ramp arrangements of inland navigation vessels (Informal document SC.3/WP.3 No. 9 (2019)). The secretariat was asked to prepare a working document for the fifty-fifth session of the Working Party.

66. Germany noted that ES-TRIN was mandatory for member States of the European Union and CCNR, and proposed to include references to ES-TRIN in ECE documents; it mentioned that member States which applied additional provisions, could introduce them at the national level. The Russian Federation was against using direct references to ES-TRIN in ECE documents, as resolution No. 61 constituted a legal basis for countries that were not member States of the European Union. Ukraine proposed to continue work aimed at further harmonization of ECE documents with provisions of ES-TRIN.

67. CEMT reminded the Working Party about its proposal on special provisions for passenger daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers (ECE/TRANS/SC.3/WP.3/106, paras. 41–42) and reiterated its concern on excessive requirements for this type of craft. The secretariat referred to the information on this issue submitted by member States as set out in Informal document SC.3 No. 14 (2018). Germany and the Russian Federation proposed to postpone the discussion for future sessions. CEMT was invited to submit a detailed proposal to the Working Party for consideration.

68. The Working Party was informed by the secretariat about the preparation of the Russian translation of ES-TRIN edition 2017 (Informal document SC.3/WP.3 No. 7 (2019)). The secretariat was asked to finalize the translation by the fifty-fifth session of the Working Party. The European Commission thanked the secretariat for this work and informed the Working Party that: (a) ES-TRIN edition 2017 was available in all official languages of the European Union; member States were invited to consult the European Commission or the secretariat on this issue; and (b) ES-TRIN edition 2019 had been adopted by CESNI and will become valid from 1 January 2020. The European Commission and CCNR were currently working on amending their provisions in accordance with the newly adopted standard.

IX. Automation in inland navigation and smart shipping (agenda item 8)

Documents: ECE/TRANS/2019/16, Informal document SC.3/WP.3 No. 6 (2019)

69. The Working Party took note of the presentation by Mr. B. Kluge (EFIP) about the progress in smart shipping on inland waterways in Germany. He informed the Working Party that nearly all navigable inland waterways were now covered with AIS equipment and regulations for the use of AIS data were in development. A few research projects on smart shipping were underway. The Government of Germany had committed to a rapid digitalization in inland water transport and had decided to set up a masterplan. In the

national Artificial Intelligence Strategy, the action plan aimed to foster automated and autonomous inland water transport; testing areas had been defined on the Dortmund-Ems Canal, River Elbe, Spree-Oder waterway near Berlin and in the Hamburg Port. Also planned was a competence centre for autonomous inland water transport in North Rhine-Westphalia. He further provided details about autonomous shipping projects in the area near Berlin and on the Elbe and mentioned the participation of Germany in the recently established PIANC Working Group on Smart Shipping. The Chair thanked Mr. Kluge for his presentation and invited him to keep the Working Party informed about further developments.

70. The Working Party was informed by the secretariat about document ECE/TRANS/2019/16 on the outcome of the workshop on autonomous shipping held at its fifty-second session submitted for the eighty-first session of ITC. The document contained the definition of automation levels in inland navigation adopted by CCNR at the plenary session in December 2018. CCNR informed the session about its ongoing activities and further steps in this field based on Informal document SC.3/WP.3 No. 6 (2019) and invited the participants to submit feedback which would be used to update the definitions. CCNR has recently started analysis of its regulatory framework with a view to implementing the automation provisions and was working on an inventory of projects on automation in inland navigation that would be available on its website.

71. SC.3/WP.3 agreed with the definition proposed by CCNR. The Russian Federation commented that, based on the comparative analysis of the terminology proposed by CCNR and IMO, it considered the CCNR document to be more advanced and comprehensive in that it covered all automation levels. However, the regulatory framework for autonomous shipping was under way for both maritime and inland water sectors, and was subject to updates in the future. SC.3/WP.3 asked governments and River Commissions to provide more feedback on the terminology introduced by CCNR, if any, and decided to include this item in the agenda of its fifty-fifth session.

72. The Russian Federation mentioned ongoing automation projects and stressed that more attention should be paid to the coastal infrastructure with a view to justifying significant costs required for its upgrading. Ukraine informed the session about the ongoing research activities in this field and noted that, in order to ensure success, all working stages should be defined in a balanced manner and duly planned.

73. SC.3/WP.3 was informed by the secretariat about the Maritime Autonomous Systems Regulatory Conference 2019, held in London on 17 and 18 January 2019, which had also addressed automation on inland waterways.

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

A. Outcome of the RIS Week (3–7 December 2018, Vienna)

74. Mr. W. Haupt, the Chair of the International Inland ECDIS Expert Group informed the Working Party about the main outcome of the RIS Week held from 3 to 7 December 2018, Vienna: (a) preparations for the planned integration of International RIS Expert Groups into CESNI Working Group on Information Technology foreseen for January 2020; (b) the working programme for 2019–2021; (c) the main topics at the Common Issues Meeting held on 5 December — digitalization and smart shipping, and RIS on board as a pathway towards augmented navigation; and (d) the implementation of Inland ECDIS standard edition 2.4; the International Inland ECDIS Expert Group had decided to start working on edition 2.5 with the deadline in the end of 2020. This information was complemented by the secretariat.

B. Recommendation on electronic chart display and information system for inland navigation (resolution No. 48, revision 3)

Documents: ECE/TRANS/SC.3/156/Rev.3, ECE/TRANS/SC.3/WP.3/2019/7, ECE/TRANS/SC.3/WP.3/2019/12, Informal documents SC.3/WP.3 Nos. 2, 3, 5 and 11 (2019)

75. The Working Party started considering the amendment proposal to Part D of the Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS) – Resolution No. 48, revision 3 (ECE/TRANS/SC.3/WP.3/2019/7, ECE/TRANS/SC.3/WP.3/2019/12, Informal documents SC.3/WP.3 Nos. 2, 5 and 11 (2019)), prepared by the Chair of the International Inland ECDIS Expert Group based on Commission Implementing Regulation 2018/1973 of 7 December 2018 published in the *Official Journal of the European Union* (19 December 2018) (Informal document SC.3/WP.3 No. 3 (2019)).

76. In principle, the Working Party preliminarily approved the amendments proposed in ECE/TRANS/SC.3/WP.3/2019/7 and agreed to continue discussion at its fifty-fifth session. For this purpose, SC.3/WP.3 invited member States and River Commissions to provide the following information for its next session:

- Submit their comments for the draft, if any
- Check the spelling of geographical names in Section 2A: Codes for Producers and Waterways (Informal document SC.3/WP.3 No. 2 (2019)).

77. The Russian Federation provided comments for the draft:

- In the glossary of terms (section 5), *replace* the proposed definition of AIS *with*

AIS is an automatic identification system for maritime vessels that complies with the IMO Resolution MSC.74(69) Annex 3, and ITU¹⁰ Recommendation ITU-R M.1371; *source:* Resolution No. 57, revised, and PIANC RIS Guidelines 2018
- *Modify* the text in subparagraph (k), section 1, “Performance Standard for Inland ECDIS”, chapter 1 “General Provisions” (ECE/TRANS/SC.3/WP.3/2019/7), and figures in section 4B as proposed in Informal document SC.3/WP.3 No. 11 (2019).

The Working Party agreed that the proposal would improve the standard, however, it asked the International Inland ECDIS Expert Group to consider it prior to introducing any changes.

78. Following the proposals of Germany, Russian Federation and Ukraine, SC.3/WP.3 decided that parts A, B and C of the standard should be kept for the next revision; part C should be placed in an appendix, and asked the secretariat in cooperation with the Chair of the International Inland ECDIS Expert Group to update the text and prepare a draft proposal.

79. The Working Party thanked the Chair of the International Inland ECDIS Expert Group for the excellent work.

¹⁰ International Telecommunication Union.

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.3/166/Rev.3, ECE/TRANS/SC.3/176/Rev.1, ECE/TRANS/SC.3/198, ECE/TRANS/SC.3/199, ECE/TRANS/SC.3/WP.3/2016/6/Rev.1, Informal document SC.3/WP.3 No. 4 (2019)

80. The Working Party took note of the information about the adoption and publication process of RIS standards:

- The International Standard for Notices to Skippers was adopted on 20 November 2018 and published in the *Official Journal of the European Union* (28 December 2018) (Commission Implementing Regulation 2018/2032 of 20 November 2018 amending Commission Regulation No. 416/2007 concerning the technical specifications for Notices to Skippers) (Informal document SC.3/WP.3 No. 4 (2019))
- The International Standard for Tracking and Tracing on Inland Waterways (VTT) was in the process of translation, its adoption was foreseen by February 2018 and the publication could be issued in March or April 2019
- The International Standard for Electronic Ship Reporting in Inland Navigation was expected for publication by the end of June 2019
- The publication of the PIANC RIS Guidelines edition 4, was expected in 2019; the Russian Federation added that the document was at the final stage of adoption.

81. The Russian Federation noted that the revision of the International Standard for Notices to Skippers had affected mostly the annexes and, at the present stage, the revision of resolution No. 80 might not be needed. The Working Party asked the secretariat to analyse the amendments introduced in the International Standard for Notices to Skippers in cooperation with the Chair of the Notices to Skippers Expert Group and to prepare amendment proposals to resolution No. 80, if necessary.

82. The European Commission provided additional information on the current status of RIS standards and informed the session about the ongoing evaluation of Directive 2005/44/EC that would be finalized by the end of 2019.

D. Danube Information Services Conference

83. The Working Party was informed by the secretariat about the programme and outcome of Danube Information Services Conference (DISC'18) held on 12 and 13 December 2018 in Bratislava. The programme and presentations are available at <http://gisforumdanube.org/disc18/>.

XI. Terms and definitions in inland water transport (agenda item 10)

Documents: ECE/TRANS/SC.3/2018/15–ECE/TRANS/WP.5/2018/5, ECE/TRANS/SC.3/WP.3/2019/8, Informal document SC.3 No. 18 (2018)

84. The Working Party considered and approved the structure of the glossary (ECE/TRANS/SC.3/WP.3/2019/8) as modified following the proposals of the Russian Federation and Ukraine: *delete* section “Geography and hydrology” and *add* sections on hydrography, meteorology and cartography to cover weather forecasts and storm warnings with the text layout in three languages.

85. The secretariat informed the Working Party about the ongoing work on the fifth edition of the Illustrated Glossary for Transport Statistics that would be available soon.

86. The Working Party decided to establish an informal correspondence group to prepare the glossary. Belgium and Germany were in support. Member States, River

Commissions and other stakeholders were invited to participate and were asked to contact the secretariat.

XII. Inland waterway statistics (agenda item 11)

Document: ECE/TRANS/SC.3/2018/14

87. The Working Party took note of the presentation by the secretary of the Working Party on Transport Statistics (WP.6) on: (a) considerations for an E-inland waterway census, which, in combination with the existing E-Road and E-Rail censuses, would provide geospatial information and complete the inland transport picture; the seventieth session of WP.6 (12–14 June 2019) will consider the traffic measurement data and the methods of data collection for the census; and (b) the ongoing work in statistics for monitoring the Sustainable Development Goals. The global base of the Sustainable Development Goals would include ECE official statistics on inland waterways for measuring indicator 9.1.2 from 2019 onwards. Papers on monitoring transport-related progress prepared by the secretariat were available on the ECE website.¹¹

88. The European Commission informed the session about the work on collecting statistics on inland water transport in cooperation with CCNR and DC which was available as the Market Observations issued by CCNR.¹²

89. Germany, Ukraine, ERSTU and the Port of Hamburg provided comments: (a) on the missing data for some countries; Ukraine provided clarifications on the data collection; (b) statistics on river-sea shipping; it should be included in inland waterway statistics; and (c) the need for collecting data and its reliability; the essential data were the net and gross tons of the transported cargo, kinds of goods, data on container transport and the number of vessels. It was stressed that the work carried out by ECE and the European Commission could facilitate data collection at the national level. Germany mentioned AIS as a reliable data source of the traffic data.

90. The Working Party invited member States, River Commissions and other stakeholders to provide their comments and to come back to this issue at its fifty-fifth session.

91. The Working Party asked member States to assist the secretariat in establishing contacts with bodies responsible for collecting statistical data on their national waterways to ensure timely inputs for the E census.

XIII. Recreational navigation (agenda item 12)

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

Documents: ECE/TRANS/SC.3/147/Rev.4 and Amend.1, ECE/TRANS/SC.3/WP.3/2019/11

92. The secretariat presented the draft road map on implementing resolution No. 40, International Certificate for Operators of Pleasure Craft (ICC) to assist countries that wish to accept resolution No. 40, prepared by the Informal Working Group on Recreational Navigation (ECE/TRANS/SC.3/WP.3/2019/11, annex I). EBA provided additional comments and recommended the draft road map as a useful addition to the existing ECE tools and a means for facilitating the application of ICC. The Working Party approved the draft.

¹¹ unece.org/trans/areas-of-work/transport-statistics/statistics-and-data-online/sdg-papers.html.

¹² www.inland-navigation-market.org.

93. SC.3/WP.3 took note of the information by Ukraine about the development of recreational navigation on the E 40 waterway and a planned event on this issue. Details will be transmitted to the secretariat.

B. Questionnaire on education and training for operators of pleasure craft

Document: ECE/TRANS/SC.3/WP.3/2019/11

94. SC.3/WP.3 considered the draft questionnaire on the application of the International Certificate for Operators of Pleasure Craft (ICC), education and training for operators of pleasure craft (ECE/TRANS/SC.3/WP.3/2019/11, annex II). Ukraine supported the questionnaire and noted that answers from non-governmental organizations and national associations in the sphere of recreational navigation, in addition to the information from governmental bodies, would help to more thoroughly specify the objectives of the Informal Working Group and increase its efficiency. It further addressed the existing challenges for operators of pleasure craft and proposed issues to be analysed with a view of extending provisions of resolution No. 40 to an international agreement. EBA mentioned that the draft had been developed as a result of a considerable discussion by the Informal Working Group, and commended the questionnaire as a starting point. SC.3/WP.3 decided to transmit the proposal of Ukraine to the Informal Working Group on recreational navigation for consideration.

95. The Working Party approved the draft questionnaire and asked the secretariat to circulate it among member States and other countries who apply or are interested in applying resolution No. 40, with a view of collecting answers for its fifty-fifth session.

C. European Recreational Inland Navigation Network (resolution No. 52, revision 2)

Document: ECE/TRANS/SC.3/164/Rev.2

96. The Working Party noted that the second revision of resolution No. 52 and the updated map of the European Recreational Inland Navigation Network (ECE/TRANS/SC.3/164/Rev.2) were available on the SC.3 web page.

XIV. Theme topic for the fifty-fifth session of the Working Party (agenda item 13)

97. Following the proposals of Belgium, Germany, Ukraine and ERSTU, the Working Party decided that the theme topic for its fifty-fifth session would be dedicated to encouraging the realization of a modern fleet, to navigation safety and fostering innovations including ongoing projects in this sphere and the legislative framework.

XV. Other business (agenda item 14)

A. Preparation of a report on the development of river-sea shipping in Europe

98. ERSTU informed the Working Party that CCNR in cooperation with the European Commission, ERSTU and the EBU River-Sea Shipping Committee would prepare a "Report on the development of river-sea shipping in Europe" to be published in January 2020. In September 2019, CCNR together with the partners would organize a workshop for this report in Berlin. SC.3 and SC.3/WP.3 were invited to support this.

B. Survey on the impact assessment concerning policy options for digital tools for inland waterway transport

99. ITF and Seafarers' Union of Russia informed the Working Party about a survey in the impact assessment concerning policy options for digital tools for inland waterway transport prepared by the European Commission as a part of the study launched in October 2018. The European Commission supplemented this information. The general objective of the study is to consider policy options that reduce the regulatory costs for businesses, crew members and authorities and enhance enforcement capacity of inland waterway regulations with the use of improved control tools to ensure a level playing field, and the survey is aimed at collecting data relevant to the problems the sector is currently facing with a view to determine potential drivers and future steps. The survey is available at <https://s.chkmkt.com/?e=146494&d=e&h=3E3537F5C3E5938>). SC.3/WP.3 decided to take part in the survey and invited member States and other key players to do so.

C. Outcome of the round table “Mobility on the Danube” (18 December 2018, Kyiv)

100. Ukraine informed the session about the round table “Mobility on the Danube” held on 18 December 2018 in Kyiv, organized by the Ministry of Infrastructure of Ukraine. It was attended by the European Commission, leading organizations of EUSDR projects, scientific institutions and other bodies engaged in inland navigation of the Danube and other inland waterways of Ukraine. The event focused on the actions and joint initiatives in the EUSDR framework, the implementation of the EUSDR Action Plan and joint tasks for 2019–2021, synchronization of the ongoing EUSDR and the Danube Transnational Programme projects, networking and coordination for the third call for proposals of the Danube Transnational Programme and facilitating activities and projects both on the Danube and under the development programme for Ukrainian inland waterways.

D. European inland waterway transport platform

101. The secretariat and ERSTU informed the session about the joint decision of EBU and the European Skippers Organization (ESO) to strengthen the representation of the inland navigation sector at the European Union level by establishing the European inland waterway transport platform. The objective of the platform is to contribute to the benefit of the sector to increase the modal share and share best practices. The priorities would be: (a) to encourage technical progress and innovations on vessels with focus on the environment; (b) to increase the attractiveness of the sector by offering increased career perspectives for young trainees and workers; (c) to improve inland waterways infrastructure; and (d) to stimulate a modal shift from road to inland waterways, in close cooperation with shippers, industry and the inland waterway authorities.

XVI. Adoption of the report (agenda item 15)

102. In line with established practice and in accordance with the decision of ITC (ECE/TRANS/156, para. 6), the Working Party adopted the decisions taken at its fifty-fourth session on the basis of a draft prepared by the Chair with the assistance of the secretariat.
