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### Inland Transport Committee

### Working Party on Inland Water Transport

Sixty-fourth session

Geneva, 7–9 October 2020

## Report of the Working Party on Inland Water Transport on its sixty-fourth session

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## I. Attendance

1. The Working Party on Inland Water Transport (hereafter, the Working Party or SC.3) held its sixty-fourth session from 7 to 9 October 2020. It was held as a hybrid meeting with participation in-person at the Palais des Nations in Geneva and virtual participation through the Webex platform on 7 and 8 October in English only without official interpretation and the Interprefy platform on 9 October with simultaneous interpretation into English, French and Russian.
2. The session was attended by representatives of the following countries: Belarus, Belgium, Bulgaria, Croatia, Czechia, Germany, Romania, Russian Federation, Slovakia and Ukraine.
3. Representatives of the following intergovernmental organizations attended the session: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC), Mosel Commission (MC) and International Sava River Basin Commission (Sava Commission, or SC). European Commission was represented. Delegations of BIMCO, Confederation of European Boating Association (EBA), European Maritime Technology Societies (CEMT), European River-Sea-Transport Union (ERSTU) and European Transport Workers Federation (ETF) were present. Delegations of Chamber of Commerce and Industry of Slovenia, Free Boating Association, Inland Waterway Transport Educational Network (EDINNA), Marine Autonomous Systems Regulatory Working Group (MASRWG), Maritime Academy of Harlingen, Maritime University of Szczecin, Rijkswaterstaat (the Netherlands),<sup>1</sup> Todor Kableshkov University of Transport, University of Szczecin and World Maritime University 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, highlighted the main issues to be considered and informed the delegations of the formalities to be followed during the session, including the special procedures to take decisions in formal meetings with remote participation, adopted by the Executive Committee of the Economic Commission for Europe (EXCOM) on 5 October 2020.
5. In accordance with the decision of the Working Party at its sixty-second session (ECE/TRANS/SC.3/207, para. 94), Mr. S. Turf (Belgium) chaired the sixty-fourth session of the Working Party.

## II. Adoption of the agenda (agenda item 1)

*Documents:* ECE/TRANS/SC.3/212, Informal document SC.3 No. 1 (2020)

6. The Working Party adopted the provisional agenda (ECE/TRANS/SC.3/212) with the following amendments: agenda item 16 “Other business” was complemented with: (a) Election of officers for the sixty-fifth and sixty-sixth sessions of the Working Party, (b) A proposal for the E waterway census, (c) The United Nations Development Account (UNDA) coronavirus (COVID-19) response project “Transport and Trade Connectivity in the Age of Pandemics” and (d) Outcome of the work on the construction costs of waterways and ports of the Group of Experts on Benchmarking of Transport Infrastructure Costs. It was supplemented with Informal document SC.3 No. 1 (2020) to take into account informal documents SC.3 Nos. 2 to 7.
7. 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. All presentations made at the session are available at [www.unece.org/trans/main/sc3/sc32020.html](http://www.unece.org/trans/main/sc3/sc32020.html) (tab “Presentations”).

<sup>1</sup> The executive agency of the Ministry of Infrastructure and Water Management of the Netherlands, dedicated to promote safety, mobility and the quality of life ([www.rijkswaterstaat.nl](http://www.rijkswaterstaat.nl)).

### **III. Activities of United Nations Economic Commission for Europe bodies of interest to the Working Party (agenda item 2)**

*Documents:* ECE/TRANS/294 and Add.1, ECE/TRANS/WP.15/AC.2/74 and Add.1, ECE/ADN/53, ECE/ADN/54, Add.1 and Corr.1

8. SC.3 took note of the main decisions of the Inland Transport Committee (ITC) taken at its eighty-second session (25–28 February 2020) of relevance to the activities of the Working Party, in particular, the implementation of the ITC Strategy until 2030. ITC had asked its Working Parties to carry out further follow-up activities, and a letter had been sent to the Chairs with a secretariat document “Next steps for the implementation of the ITC Strategy until 2030” (Informal document ITC No. 4 (2020), inviting them to provide comments.

9. The Chair of SC.3, the Chair of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) and members of both Working Parties were invited to provide their comments on the secretariat document by 16 October 2020.

10. SC.3 took note of the information about the recent activities of the ADN<sup>2</sup> Safety and of Administrative Committees: (a) the amendments to ADN due to into force on 1 January 2021, adopted at the twenty-fourth session of the ADN Administrative Committee (31 January 2020), and in June–August 2020 using a silence procedure, and (b) multilateral agreements M025, M026 and M027 in response to the COVID-19 crisis (the full list is available at [www.unece.org/trans/danger/publi/adn/multilateral-agreements.html](http://www.unece.org/trans/danger/publi/adn/multilateral-agreements.html)). The sessions of the ADN Safety and Administrative Committees planned in August 2020 could not take place due to the COVID-19 restrictions and had been postponed till 25–29 January 2021.

11. The Working Party was informed about the activities of other Working Parties that were relevant to inland water transport:

(a) The ongoing work of the Working Party on Intermodal Transport and Logistics (WP.24) on aligning the text of the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Protocol) with the European Agreement on Main Inland Waterways of International Importance (AGN);

(b) The outcome of the thirty-third session of the Working Party on Transport Trends and Economics (WP.5) held on 7–9 September 2020 on further operationalization of Euro-Asian inland transport networks, including roads, railways and inland waterways, the report of the Group of Experts on Benchmarking of Transport Infrastructure Construction Costs and the round table on Intelligent Transport Systems (ITS) and cyber security; and

(c) Monitoring of the Transport-Related Sustainable Development Goals and the collection of data on the COVID-19 impact on transport systems, discussed at the informal virtual session of the Working Party on Transport Statistics (WP.6) on 17–19 June 2020.

### **IV. Outcome of the fifty-seventh session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (agenda item 3)**

*Documents:* ECE/TRANS/SC.3/2020/1, ECE/TRANS/SC.3/WP.3/112, ECE/TRANS/SC.3/WP.3/114, Informal document SC.3/WP.3 No. 25 (2020)

12. SC.3 took note of the summary of discussions and proposals made at the informal virtual meeting of SC.3/WP.3 held on 29 and 30 June 2020 (ECE/TRANS/SC.3/2020/1), the

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<sup>2</sup> The European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways.

list of decisions approved by silence procedure (Informal document SC.3/WP.3 No. 25 (2020)) and the outcome of the fifty-seventh session of SC.3/WP.3 held on 9 October 2020 back-to-back with its sixty-fourth session.

13. SC.3 endorsed the report of the fifty-sixth session of SC.3/WP.3 and the decisions and the report of the fifty-seventh session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/112 and ECE/TRANS/SC.3/WP.3/114).

## V. Current situation and trends in inland water transport (agenda item 4)

### A. Impact of the COVID-19 outbreak on inland navigation and actions to be undertaken under the framework of the United Nations Economic Commission for Europe

*Documents:* ECE/TRANS/SC.3/2020/2, Informal document SC.3 No. 7 (2020), Informal document SC.3/WP.3 No. 13 (2020)

14. The Working Party exchanged information on the impact of the COVID-19 outbreak on inland navigation, based on the information in ECE/TRANS/SC.3/2020/2. This included exceptional measures undertaken by member States, the European Commission, River Commissions and other key players. Ukraine mentioned that the total cargo volume transported on the Dnieper had decreased by 12 per cent as compared to 2019 due to the crisis. SC.3 took note of the detailed information by ERSTU on (a) a short-term impact of the COVID-19 crisis on inland water transport, the transport performance and the forecast for freight transport for 2020, based on the 2020 annual report “Inland Navigation in Europe” by CCNR<sup>3</sup> and (b) information from the forty-sixth meeting of the Executive Committee and the twenty-fourth General Assembly of ERSTU held on 24 September 2020 in Dresden (Germany) on the impact of the COVID-19 outbreak on inland navigation (Informal document SC.3 No. 7 (2020)).

15. The Working Party took note of the information on lessons learned provided by member States as contained in ECE/TRANS/SC.3/2020/1, ECE/TRANS/SC.3/2020/2 and supplemented by Belgium:

- The need for an efficient cross-border consultation with the neighbouring countries and river commissions on introducing practical measures in order to ensure the continuity of cross-border navigation, such as transitional provisions related to the certification of the staff and vessels, operation hours of locks and movable bridges and other relevant aspects; Belgium referred to the consultation held with CCNR, which had resulted in the timely measures introduced in response to the crisis
- The need to adapt the existing practice to effectively respond in case of natural disasters in order to prevent their spread, impact and consequences
- The establishment of communication platforms to bring together the stakeholders from the economy, the infrastructure services, transport users and other key players.

16. SC.3 took note of the outcome of the discussion and conclusions made by SC.3/WP.3 at its informal virtual meeting held on 29 and 30 June 2020 (ECE/TRANS/SC.3/2020/1) and its fifty-seventh session (ECE/TRANS/SC.3/WP.3/114, paras. 10 and 11) and approved the proposal on the actions to be undertaken under the ECE framework in response to COVID-19 outbreak, recommended by SC.3/WP.3 at its fifty-seventh session (ECE/TRANS/SC.3/WP.3/114, para. 12).

17. SC.3 found it desirable to make an assessment of conventions and agreements under the ECE purview and ECE Resolutions in the field of inland water transport in terms of preparedness for similar situations as proposed by the secretariat in

<sup>3</sup> [https://inland-navigation-market.org/wp-content/uploads/2020/09/CCNR\\_annual\\_report\\_EN\\_2020\\_BD.pdf](https://inland-navigation-market.org/wp-content/uploads/2020/09/CCNR_annual_report_EN_2020_BD.pdf).

ECE/TRANS/SC.3/2020/2 and invited Governments to complement this list, if necessary. Belgium noted the particular importance of resolutions Nos. 31 and 61 in terms of the crew and vessels' certificates and proposed to exchange information on the derogations allowed by countries during the crisis. Ukraine proposed to consider in this work (a) the impact on the economy and (b) the need to follow the established protective measures in order to prevent negative consequences. The secretariat was asked to begin this work in consultation with member States and river commissions.

## **B. Ongoing projects and activities in the sector**

18. The Working Party took note of the presentation by Mr. J. Boll (Maritime Academy of Harlingen) on the project #Inland Waterway Transport Solutions 2.0 (#IWTS 2.0) for the North Sea region under the INTERREG North Sea Region Programme of the European Regional Development Fund. The project engaged eleven partners in five countries with an overall aim to facilitate modal shift from road to inland water transport with an emphasis on smaller waterways. The speaker focused on developing smaller waterways, smaller barges and dedicated transshipment solutions, education and training. The project included: (a) the removal of bottlenecks on the Aire and Calder Navigation in the United Kingdom of Great Britain and Northern Ireland to allow the passage of ECMT<sup>4</sup> Class II vessels, (b) various concepts in support of the regional economy in Belgium and the Netherlands on their way to modal shifts, (c) zero emission vessels: a purely electric barge *GreenWave* for inner city transport in the city of Ghent (Belgium) and a vessel concept for the Göta Älv and the lake Vänern (Sweden). The education programmes included an online challenge for future logistics decision makers and a dedicated training course for the navigation on smaller vessels and smaller waters, developed in compliance with the European Standard for Qualifications in Inland Navigation (ES-QIN).

19. Discussion followed on vessels of the *GreenWave* type; Belgium, Germany, Russian Federation, Ukraine, ERSTU, Maritime Academy of Harlingen and the secretariat took part. It covered (a) examples and possible extension of the application scope of such vessels in sustainable urban logistics, (b) prospects for the use of renewable energy, (c) the economic viability, (d) special training and (e) automation. The secretariat mentioned the Beer Boat, a project for waterborne freight deliveries in the city centre of Utrecht (the Netherlands), highlighted in the ECE publication "Mobility Management. A guide of international good practices" (ECE/AC.21/7) under the Transport, Health and Environment Pan-European Programme<sup>5</sup> as a predecessor of such vessels. Ukraine mentioned an excellent cooperation between the Maritime Academy of Harlingen and the Odessa Maritime Academy and expressed the hope that this would be further developed after the pandemic outbreak is over.

20. The Working Party expressed great interest in the project and its results. On behalf of SC.3, the Chair thanked Mr. Boll for the presentation and invited him to inform SC.3 about the outcome at the sixty-fifth session of SC.3.

## **VI. Workshop "Circular economy in inland water transport" (agenda item 5)**

*Document:* ECE/TRANS/SC.3/WP.3/2020/20

21. Following the decision of SC.3/WP.3 at its fifty-sixth session (ECE/TRANS/SC.3/WP.3/110, para. 98) and the proposal made by SC.3/WP.3 at its informal virtual meeting held on 29 and 30 June 2020 (ECE/TRANS/SC.3/2020/1, para. 47), the workshop "Circular economy in inland water transport" was held on 7 October 2020. The purpose of the workshop was to highlight (a) the main principles of the circular economy, its advantages and prospects for the sector, (b) role of inland water transport in the circular economy supply chains and reverse logistics, (c) the existing business models, recent developments and researches in this field, (d) the role of ports as circular hubs and (e) policies

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<sup>4</sup> European Conference of Ministers of Transport.

<sup>5</sup> [https://thepep.unecce.org/sites/default/files/2020-04/Mobility%20Management\\_WEB.pdf](https://thepep.unecce.org/sites/default/files/2020-04/Mobility%20Management_WEB.pdf).

and market mechanisms that could encourage transition to the circular economy. All presentations are available at [www.unece.org/trans/main/sc3/sc32020.html](http://www.unece.org/trans/main/sc3/sc32020.html) (tab “Workshop”).

22. The secretariat opened the workshop with a brief introduction. The key speakers were Ms. N. Koch, Chef de Cabinet and Secretary of the Commission (UNECE); Mr. H. Van Honacker, European Commission; Ms. A. Bozic Cerar (the Chamber of Commerce and Industry of Slovenia); Mr. F. Ballini (World Maritime University); Mss. M. Mańkowska (University of Management of the University of Szczecin) and I. Kotowska (Maritime University of Szczecin) and Ms. A. Kirova (Todor Kableshkov University of Transport).

23. Ms. Koch started with the background that required a new growth model to ensure the sustainable development while respecting environmental constraints and gave an overview of the circular economy principles. The blueprint for a circular economy has been provided in the 2030 Agenda for Sustainable Development, and its realization required an improved transboundary collaboration in trade and economic cooperation through: (a) establishing a common language to facilitate communication and concerted action, (b) the normative work, including standards and guidelines and (c) coordination of multiple actors across both private and public sectors and national boundaries. Promoting the circular economy and the sustainable use of natural resources was a priority for ECE, being addressed through initiatives, activities and tools under various subprogrammes and has been chosen as the key topic for the sixty-ninth session of the Commission in April 2021. To this end, the Executive Secretary and the Chair of the Commission have put out a call to action to member States for voluntary commitments in order to prepare a new concerted action towards circularity, and all ECE sectoral committees have been invited to contribute. Ms. Koch encouraged the Working Party to explore ways on how to strengthen its efforts towards the circular economy in inland water transport and invited the delegations to take part in the discussion at the forthcoming session of the Commission.

24. Mr. Van Honacker highlighted the activities of the European Commission in the field of a circular economy that were relevant for inland water transport: the Communication on the European Green Deal which called for 55 per cent reduction of emissions from engines by 2030 and, in particular, the Circular Economy Action Plan published by the European Commission in March 2020.<sup>6</sup> In relation to the transport sector, the Action Plan referred to the Comprehensive European Strategy on Sustainable and Smart Mobility to be adopted by the end of 2020 in terms of enhancing synergies with the circular economy transition. The key actions that could be relevant to inland water transport were the revision of the rules on waste shipments by 2021 and the review of the rules on proper treatment of waste oils in 2022. Green and sustainable transport was one of the main pillars of the future strategy and covered the greening of the fleet, the use of sustainable fuels, the waste management and increasing the share of inland water transport. This will be developed in the forthcoming NAIADES III programme for 2021-2027, based on the Recommendations of the NAIADES II Implementation Expert Group “An Inland Waterway Transport Agenda for Europe 2021-2027” to be adopted in the beginning of 2021.

25. In her presentation, Ms. Bozic Cerar provided details on the MOVECO<sup>7</sup> project under the Danube Transnational programme INTERREG with sixteen partners from ten Danube countries, aimed to promote transnational cooperation for accelerating the transition to a circular economy, especially for small and medium-sized enterprises. The project mostly focused on the extended producer responsibility in the field of waste management, in particular, packaging waste, electrical and electronic devices, batteries and accumulators. Among the main outcomes were (a) a collection of best practice solutions in the Danube region, (b) an online platform “Danube goes circular” with the information about extended producer responsibility schemes in the Danube region, a toolbox with information tools, a qualification programme, financing and collaboration tools and a virtual marketplace and (c) the Transnational Strategy to accelerate the transition towards a circular economy in the

<sup>6</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1583933814386&uri=COM:2020:98:FIN>.

<sup>7</sup> Mobilising Institutional Learning for Better Exploitation of Research and Innovation for the Circular Economy; [www.interreg-danube.eu/approved-projects/moveco](http://www.interreg-danube.eu/approved-projects/moveco).

Danube region and the action plan. The speaker stressed the identified most important elements: (a) a product-oriented approach, (b) the engagement of all stakeholders, (c) the need to consider the whole product life cycle, (d) digitalization and (e) renewable energy.

26. Mr. Ballini gave a presentation on the sustainability and circular economy approach in ports. He highlighted various aspects of the transition from a linear to a circular economy, the activities and opportunities worldwide and their relevance for the Sustainable Development Goals. The transition to a circular economy in ports has been addressed in various strategic documents of the sector: (a) the World Ports Sustainability Program launched by International Association of Ports and Harbors (IAPH) in 2018,<sup>8</sup> (b) the Position Paper on the European Green Deal objectives in ports published by the European Sea Ports Organisation (ESPO) on 19 February 2020,<sup>9</sup> (c) the study on the circular economy and inland ports by the European Federation of Inland Ports (EFIP)<sup>10</sup> and (d) initiatives and strategies for the bio-based economy in several European seaports. The speaker highlighted the advantages, opportunities, challenges and potential for circular economy in ports and continued with the energy transition, recycling and reuse of materials as essential elements in this work. In conclusion, Mr. Ballini presented the conclusion and recommendations of the recent case study in Copenhagen-Malmö Port by the World Maritime University, aimed to assess the socio-economic benefit of the implementation of a circular economy model in the port.

27. Mss. Mańkowska and Kotowska continued with the circular economy from the seaport perspectives and presented the outcome of the study “Seaports as Nodal Points of Circular Supply Chains: Opportunities and Challenges for Secondary Ports”. The object of the study was a seaport transition towards a circular economy model with a focus on the development of seaports as hubs for circular supply chains, opportunities and challenges for secondary ports. The case study had been made for the secondary port of Szczecin, located on the E 30 waterway in the Odra mouth and directly connected with inland waterways. Based on the analysis of six circular supply chains via the port of Szczecin and the engaged production companies, port industry companies and consumers, the study has identified main challenges for (a) the secondary port authorities and (b) stevedores and provided recommendations on how to resolve them.

28. The presentation of Ms. Kirova was dedicated to the circular economy in the development of inland water transport on the Danube. It contained an overview of the blue development concept, the background for introducing the circular economy on the Danube, the water resources management, transport problems and challenges relevant to the circular economy and the Danube SKILLS project.<sup>11</sup> The participants were invited to send their questions to the speaker by the contact e-mail, available in the secretariat.

29. Questions and discussion followed. The Chair, Romania, the Chamber of Commerce and Industry of Slovenia, World Maritime University and the secretariat took part. It was mentioned that:

- The information delivered by the speakers was very useful for member States in addressing the circular economy issues and could be used as a starting point for introducing this topic as a new activity in the future
- It would be desirable to continue the exchange of information and debate on this issue and to possibly consider a joint work on a web tool on the circular economy and ports, including business models
- An efficient way towards a common strategy for ports as elements of the circular economy and creating successful business models could be an integrated cross-sectoral work and the “nexus” approach in collaboration with the ECE Economic Cooperation and Trade Division and would constitute a basis for a future concerted

8 [www.iaphworldports.org/iaph/wp-content/uploads/publications/Annual\\_Report\\_2018-2019.pdf](http://www.iaphworldports.org/iaph/wp-content/uploads/publications/Annual_Report_2018-2019.pdf).

9 [www.espo.be/media/ESPO%20Green%20Deal%20position%20paper%20Green%20Deal-FINAL\\_4.pdf](http://www.espo.be/media/ESPO%20Green%20Deal%20position%20paper%20Green%20Deal-FINAL_4.pdf).

10 [www.inlandports.eu/media/2016-04-19%20pp%20circular%20economy%20-efip%20def.pdf](http://www.inlandports.eu/media/2016-04-19%20pp%20circular%20economy%20-efip%20def.pdf).

11 Increased institutional capacity in Danube navigation by boosting joint transnational competences and skills in education and public development services.



action in this field; an example of such collaboration was the UNDA project “Transport and Trade Connectivity in the Age of Pandemics”

- There was a lack of a uniform system of waste categories, waste streams and extended producer responsibility obligations
- Reuse of waste in ports and port facilities could be a topic for future discussion
- In accordance with the Directive (EU) 2019/904 of the European Parliament and of the Council of 5 June 2019 on the reduction of the impact of certain plastic products on the environment to become effective in 2021,<sup>12</sup> single-use plastics, including fishing nets and plastic bottles and containers for single use, should be included in the extended producer responsibility schemes in the near future.

30. The Working Party took note of the main findings in the case studies as presented by the speakers and some of the conclusions highlighted in the presentations:

- The ongoing activities in the sector related to the greening of the fleet, the use of sustainable fuels, the waste management, digitalization and transition to renewable energy were directly linked to the circular economy principles
- Focus should be made on decarbonization, improving of environmental performance of inland water transport and building up a future-proof infrastructure compatible with digital and automation developments and resilient to climate change
- For the integration of the transport sector to the circular economy, the green supply chain management could be used, where inland water transport could play a key role as more environmentally friendly and energy efficient in comparison to road and rail transport
- The transition to the circular economy in the sector could be facilitated through:
  - Improving collaboration among the key stakeholders
  - Developing the regulatory framework and harmonized safety requirements
  - Disseminating information and increasing of knowledge about value-added applications of waste resources, waste recycling and reuse
  - Promoting innovations
  - The deployment of River Information Services (RIS) and other information and communication technologies and their harmonization with other transport modes
- Maritime and inland ports were essential elements of the circular economy as crossing points between transport modes of waste streams with connections to hinterland and onsite industrial activities and nearby urban settings
- The transition process would require a stable and long-term investment
- Energy transition, recycling and reuse of waste were among the essential elements of the “port-ship” interface and could be a good starting point for this work.

31. SC.3 mentioned that (a) while some researches, developments and successful business models were already available for seaports, for inland water transport this issue would require a detailed investigation and (b) among the elements of the circular economy that could be relevant to inland water transport were material, energy and air pollution.

32. SC.3 decided to include this item in the agenda of its sixty-fifth session and asked the secretariat to prepare a working document on various aspects of the circular economy that could be applied on inland water transport in cooperation with the Chair and interested parties. The Chair thanked the speakers for the presentations and participation in the discussion and invited them to take part in discussion at future sessions of SC.3.

<sup>12</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32019L0904>.

## **VII. European inland waterway network (agenda item 6)**

### **A. European Agreement on Main Inland Waterways of International Importance**

*Documents:* ECE/TRANS/120/Rev.4

33. The secretariat informed the Working Party that no updates to the current status of the European Agreement on Main Inland Waterways of International Importance (AGN) were available.

34. Working Party welcomed the information by Belgium on the ongoing preparatory activities to become a Contracting Party to AGN. SC.3 encouraged countries to accede to AGN or ratify it, if they have not yet done so.

35. SC.3 was informed by the secretariat about the forthcoming publication of the Road Map for the ratification, acceptance, approval and accession to AGN, adopted at its sixty-third session (ECE/TRANS/SC.3/210, para. 43), that would be available in electronic format on the SC.3 website.

### **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, ECE/TRANS/SC.3/WP.3/2020/14

36. The Working Party took note of the information by Croatia about the proposed amendment to the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”) and the updated list of critical sections on the Danube, the Sava and the Drava. SC.3 approved the amendment to the Blue Book as contained in annex I to ECE/TRANS/SC.3/WP.3/2020/14, preliminarily approved by SC.3/WP.3 at its fifty-seventh session (ECE/TRANS/SC.3/WP.3/114, paras. 13 and 14) and asked the secretariat to issue this as amendment No. 3 to the Blue Book. Croatia thanked the Sava Commission for the excellent cooperation in the preparation of the document.

37. SC.3 took note of the information by Ukraine about the recent modifications to the list of inland waterways classified as navigable, approved by Decision No. 640 of the Cabinet of Ministers of Ukraine of 12 June 1996, which had been introduced by Decision No. 909 of the Cabinet of Ministers of Ukraine of 30 September 2020 with the aim to align the fairway parameters of the navigable waterways included in the list with the Blue Book, and the ongoing work aimed to improve navigation conditions on the E 40 waterway.

### **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, ECE/TRANS/SC.3/WP.3/2020/14

38. SC.3 approved the amendment to the Inventory of most important bottlenecks and missing links as contained in annex II to ECE/TRANS/SC.3/WP.3/2020/14, preliminarily approved by SC.3/WP.3 at its fifty-seventh session (ECE/TRANS/SC.3/WP.3/114, paras. 15 and 16) and asked the secretariat to add this amendment to the list of already approved amendments to resolution No. 49.

## 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.1–3, ECE/TRANS/SC.3/2020/3, ECE/TRANS/SC.3/2020/4, ECE/TRANS/SC.3/2020/5, ECE/TRANS/SC.3/WP.3/2020/15, ECE/TRANS/SC.3/WP.3/2020/16, ECE/TRANS/SC.3/WP.3/2020/17 and ECE/TRANS/SC.3/WP.3/2020/18

39. The Working Party approved the draft amendments to the fifth revision of the European Code for Inland Waterways (CEVNI) as contained in ECE/TRANS/SC.3/2020/3, which had been preliminarily approved by SC.3/WP.3 in 2020 (ECE/TRANS/SC.3/WP.3/112, para. 44, and ECE/TRANS/SC.3/WP.3/114, para. 19) as amendment No. 4 to CEVNI 5, subject to the following modifications:

- Article 1.08, a new paragraph 5, *delete* the text in the square brackets
- Annex 3, *renumber* sketch 76 as 77.

40. SC.3 took note of the report of the thirty-third meeting of the CEVNI Expert Group held virtually on 23 June 2020 (ECE/TRANS/SC.3/2020/4). SC.3 noted that the proposal for a new annex 12 “Model Waste Water Log” had been transmitted to the secretariat of the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI). SC.3 invited member States to provide the information about the application of the following signals and signs to the secretariat for the fifty-eighth session of SC.3/WP.3:

- The distress signals mentioned in article 3.30, paragraph 1 (c) to (g) (sketch 65 of annex 3 to CEVNI)
- The prohibition signs in sketches 66 and 67 of annex 3 to CEVNI.

41. The Working Party took note of the information by the secretariat about the outcome of the thirty-fourth meeting of the CEVNI Expert Group held virtually on 2 October 2020; the thirty-fifth meeting of the Group was planned in the end of November 2020. SC.3 noted that the CEVNI Expert Group was planning to consider the first draft of CEVNI 6 at its meeting in February 2021 with a view to transmit this for the consideration of the fifty-eighth session of SC.3/WP.3. The secretariat was asked to issue the reports of the thirty-fourth and the thirty-fifth meetings of the Group for the fifty-eighth session of SC.3/WP.3.

42. The Working Party took note of the amendments to the Police Regulations for the Navigation of the Rhine adopted by CCNR at its autumn session in 2019 (ECE/TRANS/SC.3/WP.3/2020/17) as well as the amendments to the Police Regulations for the Navigation of the Mosel adopted by MC at its plenary session in 2020 (ECE/TRANS/SC.3/2020/5) and asked the secretariat to transmit them to the CEVNI Expert Group.

43. Ukraine informed the Working Party about the ongoing work on the translation of the European Code for Signs and Signals for Signs and Signals on Inland Waterways into the Ukrainian language.

44. SC.3 invited member States and river commissions to update the information on the implementation of CEVNI on their inland waterways for its next session.

### B. Technical and safety requirements for daily trip vessels

*Documents:* ECE/TRANS/SC.3/2020/6, ECE/TRANS/SC.3/WP.3/2019/18

45. The Working Party took note of the presentation by Mr. C. Telesca (CEMT) on specific requirements to passenger daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers. The speaker provided (a) statistical data on the number of such vessels that operate on European waterways and the number of

passengers carried by them and (b) the applicable legislative basis – Directive 2006/87/EC repealed by Directive (EU) 2016/1629 and the European Standard laying down technical requirements for inland navigation vessels (ES-TRIN). He emphasized a negative impact of the requirements laid down by Directive 2006/87/EC, which could not be applied in a full scope to this vessel type, on the construction and operation of such vessels and the implications for the sector. The proposal for a draft chapter 15B to the annex to resolution No. 61, prepared by CEMT (ECE/TRANS/SC.3/WP.3/2019/18), was aimed to resolve this.

46. SC.3 took note of the information on the number of vessels of this type used for commercial purpose, transmitted by member States and CEMT to the secretariat, based on the questionnaire for the sixty-fourth session of SC.3, and an overview of the comments to the draft chapter 15B (ECE/TRANS/SC.3/2020/6).

47. SC.3 continued discussion on technical provisions for passenger daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers. Romania mentioned the work by the Working Group of the European Committee for drawing up Standards in the field of Inland Navigation (CESNI) CESNI/PT/Pax with on the draft technical provisions which, when finalized, could be considered by SC.3 with a view to elaborate a harmonized document. CCNR supported the proposal of Romania and informed the session on the ongoing discussion of the CEMT proposal by CESNI/PT/Pax. Ukraine stressed the need for a detailed analysis of the draft. DC reminded of the fatal accident with the river cruising vessel *Hableány* on the Danube on 29 May 2019 and emphasized that safety should not be compromised. SC.3 emphasized the importance of this issue, decided to keep this item in its agenda and asked the secretariat to keep it informed about the recent developments in this field made by CESNI.

### **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 and Amendment 1, ECE/TRANS/SC.3/2020/7, ECE/TRANS/SC.3/2020/8

48. The Working Party adopted the amendments to the annex to resolution No. 61, revision 2 (ECE/TRANS/SC.3/2020/8), preliminarily approved by SC.3/WP.3 at its fifty-sixth and fifty-seventh sessions (ECE/TRANS/SC.3/WP.3/112, para. 55, and ECE/TRANS/SC.3/WP.3/114, para. 22) as its resolution No. 98.

49. The Working Party took note of the draft proposal for a new chapter XX, “Special provisions applicable to electric vessel propulsion” (ECE/TRANS/SC.3/2020/7), transmitted by DC. CCNR noted that the DC proposal was also relevant for chapter 11 of ES-TRIN and could be of interest for CESNI, and provided clarifications on the application of lithium-ion batteries which will become mandatory for Member States of CCNR and the European Union in the beginning of 2022. Romania expressed its full support to the harmonization of resolution No. 61 with ES-TRIN, in particular, in relation to the recognition of vessel certificates on the Danube issued by DC Member States outside the European Union.

50. SC.3 noted that the proposal should be transmitted to CESNI for discussion and possible improvement of ES-TRIN. SC.3 agreed in principle with the proposal and asked the secretariat to finalize this in coordination with CESNI with a view to approve it in 2021. DC informed SC.3 that it would transmit the respective proposal to CESNI in accordance with the established procedure.

### **D. Prevention of pollution of inland waterways by vessels (resolution No. 21, revised)**

*Documents:* TRANS/SC.3/150 and Adds. 1–3, ECE/TRANS/SC.3/2020/9, ECE/TRANS/SC.3/2020/10, ECE/TRANS/SC.3/2020/11 and Corr.1, ECE/TRANS/SC.3/WP.3/2020/27, ECE/TRANS/SC.3/WP.3/2020/28 and ECE/TRANS/SC.3/WP.3/2020/29

51. The Working Party adopted the updated list of reception facilities for transfer of waste generated on board vessels (ECE/TRANS/SC.3/2020/9, ECE/TRANS/SC.3/2020/10, ECE/TRANS/SC.3/2020/11 and Corr.1, ECE/TRANS/SC.3/WP.3/2020/27 and ECE/TRANS/SC.3/WP.3/2020/28) as resolution No. 99 to be included in the annex to resolution No. 21, revision 2, as an appendix.

52. SC.3 took note of the proposal on the additional categorization of waste generated on board inland navigation vessels, prepared jointly by the secretariats of ECE, DC and CDNI and via donau, as set out in ECE/TRANS/SC.3/WP.3/2020/29. The Working Party invited member States, the CDNI secretariat, river commissions and other key stakeholders to provide their comments and decided to consider this issue at its next session.

## **IX. Automation in inland navigation (agenda item 8)**

*Documents:* ECE/TRANS/SC.3/211, ECE/TRANS/SC.3/2020/12,  
ECE/TRANS/SC.3/2020/13, ECE/TRANS/SC.3/WP.3/2020/26

53. SC.3 continued discussion on automation in inland navigation, started at its sixty-third session. The moderator Mr. J. Fanshawe, Chair of MASRWG, began with the information on the recent developments and the ongoing activities in the field of automation in inland navigation and smart shipping in Europe, transmitted by countries based on the questionnaire prepared by the secretariat in accordance with the decision of SC.3 at its sixty-third session (ECE/TRANS/SC.3/210, para. 67). The secretariat summarized the collected information contained in ECE/TRANS/SC.3/2020/12.

54. SC.3 took note of the presentation by Ms. A.-S. Pauwelyn (De Vlaamse Waterweg nv (Belgium)) about the ongoing projects in the Flemish Region. She informed the session about (a) the ongoing tests of automated and unmanned vessels in Flanders by the company Seafar, and (b) the current work under the project AUTOSHIP (Autonomous Shipping Initiative for European Waters), in particular, preparations for two demonstrations with automated vessels, one in Norway with a focus on short sea shipping and another in Flanders with a focus on inland waterways. Delegations were invited to participate in the smart shipping hackathon to be held by De Vlaamse Waterweg nv online on 26 and 27 November 2020. The Working Party was also invited to take part in a survey on autonomous shipping, available at [www.menti.com/5xhea7f2yd/0](http://www.menti.com/5xhea7f2yd/0).

55. Ms. M. Hirtz (CCNR) provided an updated information about the ongoing work of CCNR on the regulatory framework and updating the definitions of automation levels. To this end, an informal working group had been established in 2020; CCNR decided to extend the validity of the existing definitions until 31 December 2022 and to continue working on this issue.

56. Germany informed the Working Party about a call for project proposals for the establishment of digital test fields till 30 September 2020, aimed to promote digitalization in inland water transport, automated and connected navigation and to support research and development activities in industry. More than forty applications had been submitted and were under evaluation.

57. SC.3 took note of the challenges and critical issues in relation to automation, mentioned by countries (ECE/TRANS/SC.3/2020/12). The moderator highlighted the importance of the topics raised by member States, which could be relevant for other countries and stakeholders working in this field. Romania stressed the importance of collaboration of CESNI, CCNR and ECE in the field of automation and proposed to consider a possible distribution of work to facilitate further progress, with a focus on technical rules for vessels and provisions for crews in the framework of CESNI and the navigation rules by ECE with a purpose to prepare modifications to CEVNI.

58. The Working Party continued with definitions for automation and smart shipping. SC.3 took note of the information by CCNR about the decision to extend the validity of the definitions of automation levels till 31 December 2022. The moderator mentioned the ongoing discussion in the maritime sector on the terms “unmanned” and “uncrewed” in relation to ships without people on board. CCNR noted that both terms were related to the

definitions of automation levels 4 and 5; the updated definitions will take into account the manning requirements. EBA referred to the Position Statement on Autonomous Shipping (ECE/TRANS/SC.3/WP.3/2020/26). Ukraine stressed that the definitions contained in ECE/TRANS/SC.3/2020/13 were also relevant for the future glossary of terms and definitions in inland water transport. The delegations were invited to provide comments on the list of terms and definitions contained in ECE/TRANS/SC.3/2020/13.

59. SC.3 took note of the information by the secretariat on the ongoing revision of the ECE Road Map on ITS, adopted in 2012, and asked the secretariat in cooperation with the Chair to provide an update for inland water transport by 10 November 2020. Member States were invited to provide their comments by the end of October 2020.

60. On behalf of the Working Party, the Chair thanked the moderator for the successful discussion and invited him to take part in future sessions.

## **X. Glossary of terms and definitions related to inland water transport (agenda item 9)**

*Documents:* ECE/TRANS/SC.3/2020/14, ECE/TRANS/SC.3/2020/15, ECE/TRANS/SC.3/2020/16, Informal documents SC.3/WP.3 Nos. 14 to 23 (2020)

61. SC.3 took note of the information from the secretariat on the progress made in the development of the glossary of terms and definitions related to inland water transport: the “zero” draft of the glossary of terms and definitions in inland water transport, including part I “General terms”, part III “Waterways infrastructure”, part IV “Transportation of goods and passengers, transport documents”, part V “Waterway signs and marking”, part VI “Navigation rules”, part VII “Vessel and equipment”, part VIII “Navigation by Radar; River Information Services”, part XI “Prevention of pollution from vessels”, part XII “Hydrography, meteorology and cartography” and part XIV “Inland waterways statistics”.

62. The Russian Federation and the secretariat mentioned the discussion of the term “roadsteads” at the thirty-fourth meeting of the CEVNI Expert Group. SC.3 invited countries, who have not joined the correspondence group for the finalization of the glossary, to do so and inform the secretariat accordingly, and asked the secretariat to continue this work.

## **XI. Promotion of River Information Services as well as other Information and Communication Technologies in inland navigation (agenda item 10)**

### **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.3/2020/17, Informal documents SC.3 Nos. 2 and 4 (2020)

63. The Working Party took note of the information by Mr. S. Bober, the Chair of the CESNI/TI Vessel Tracking and Tracing (VTT) Temporary Expert Group, about the work carried out by SC.3/WP.3 on the revision of the annex to resolution No. 63, the International Standard for Tracking and Tracing on Inland Waterways, who had preliminarily approved the draft at its fifty-sixth and fifty-seventh sessions (ECE/TRANS/SC.3/WP.3/112, paras.79–82, and ECE/TRANS/SC.3/WP.3/114, para. 34), and the finalization of the draft jointly with the Russian Federation and the secretariat (Informal document SC.3 No. 2 (2020)).

64. SC.3 adopted the revised standard as resolution No. 100 (ECE/TRANS/SC.3/2020/17) and thanked Mr. S. Bober for the excellent work.

65. The secretariat informed SC.3 on an amendment proposal to the annex to resolution No. 80, revised, resulted from the revised VTT standard, which had been preliminarily agreed with the Chair of the CESNI/TI Notices to Skippers (NtS) Temporary Expert Group and was

available as Informal document SC.4 No. 4 (2020). SC.3 approved the amendment to the annex of resolution No. 80, revised, and asked the secretariat to make it available on the SC.3 web page.

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

*Documents:* ECE/TRANS/SC.3/198, ECE/TRANS/SC.3/2020/18, ECE/TRANS/SC.3/WP.3/2020/23, Informal document SC.3 No. 3 (2020)

66. The Working Party took note of the information by Mr. B. Vrijaldenhoven, the Chair of the CESNI/TI Electronic Ship Reporting (ERI) Temporary Expert Group, about the purpose of the revision of the International ERI Standard, the modifications introduced in the standard adopted by the Commission Implementing Regulation (EU) 2019/1744 of 17 September 2019, and the finalization of the revised annex to resolution No. 79, which also contained the updated information on UN Recommendations and codes maintained by UN/CEFACT.

67. The Russian Federation and Ukraine stressed the importance of the adoption of the revised standard for the member States outside the European Union in terms of a smooth functioning of RIS and supported the proposed draft.

68. SC.3 adopted the revised standard as resolution No. 101 and thanked Mr. Vrijaldenhoven for the excellent work.

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

69. The Working Party asked the secretariat to begin the revision of resolution No. 57 in 2021 in cooperation with the World Association for Waterborne Transport Infrastructure (PIANC) and to prepare a working document for the consideration by SC.3/WP.3 in 2021.

## **XII. Mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (agenda item 11)**

*Documents:* ECE/TRANS/SC.3/184, ECE/TRANS/SC.3/2020/19, 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, ECE/TRANS/SC.3/WP.3/2020/13, ECE/TRANS/SC.3/WP.3/2020/24 and Informal document SC.3 No. 5 (2020)

70. SC.3 took note of the finalization of the Russian translation of ES-QIN edition 2019 (Informal document SC.3 No. 5 (2020)) as a reference document for Russian-speaking delegations and thanked the secretariat for the work done.

71. Discussion moved on to the applicability of ES-QIN at the pan-European level. Romania expressed the opinion that ES-QIN, as a comprehensive set of standards in various aspects related to the crew and crew-related documents and a living instrument, could be applied in the framework of ECE similar to ADN in order to facilitate the mobility of crews across Europe. The Russian Federation mentioned that the minimum requirements for the issuance of boatmaster's certificates contained in resolution No. 31 required updating with due regard of the relevant provisions in ES-QIN. The secretariat highly appreciated the great work done by CESNI in developing this standard and clarified that the purpose of the revision of resolution No. 31 should be the harmonization of provisions at the pan-European level to meet the requirements of all member States and not a duplication of the provisions of the CESNI standard.

72. The Working Party noted that ES-QIN would be a good basis for the harmonization of ECE resolutions with the relevant directives of the European Union and technical standards of CESNI and a step forward for bringing them into line with up-to-date international and national regulations. SC.3 supported the proposal of the Russian Federation to start updating resolution No. 31 and its harmonization with ES-QIN and asked the secretariat in cooperation with Belgium and the Russian Federation to begin this work. The Chair invited other countries to take part.

73. SC.3 took note of the presentation by Mr. J. Smallegange (STC Group, the Netherlands) on project “Competence Based Education and Training for Inland Navigation” (COMPETING),<sup>13</sup> funded by the European Union programme Erasmus+, aimed to introduce the competency-based future proof education and training for inland navigation crew members throughout the European Union. The project focused on competences and examination, based on Directive (EU) 2017/2397 of 12 December 2017 and the CESNI standards. The speaker highlighted the main objectives of the project, the state of play and the expected impact on the labour mobility in the sector and navigation safety. The expected output would be (a) fourteen course manuals to implement competence-based education and training for the operational and management levels and (b) the development of an audit system. The project consortium included a number of educational institutions and training centres in the Rhine-Danube region and was looking forward to establishing cooperation with other educational institutions both to participate in the project and to use the education material in their activities.

74. The Russian Federation mentioned the relevance of the project for the sector and prospects for using its outcome in the education and training process. On behalf of SC.3, the Chair thanked the speaker for the excellent presentation.

### **XIII. Recreational navigation (agenda item 12)**

#### **A. International Certificate for Operators of Pleasure Craft (resolution No. 40, revision 4) and the Guidelines to resolution No. 40**

*Document:* ECE/TRANS/SC.3/147/Rev.4

75. The Working Party noted that the consolidated version of resolution No. 40 with amendments 1 and 2 had been prepared by the secretariat and would be available on the SC.3 website after the session.

76. The Working Party agreed to introduce to annex 4 of resolution No. 40 the amendment proposed by Norway: in annex 4, table “Implementation of Resolution No. 40”, column 4, entry for Norway, replace Norwegian Maritime Authority with Norsk Test AS. The secretariat was asked to add this modification to the consolidated text.

77. SC.3 was informed by the secretariat about inquiries from recreational boaters on the cases when the International Certificate for Operators of Pleasure Craft (ICC) was not accepted by the competent authorities of the country where the holder was a citizen/resident, and ICC had been issued in another country. EBA mentioned a possible worsening of the situation by the fact that some countries applied resolution No. 40 without a formal acceptance. SC.3 asked the secretariat to collect information from member States about the recognition of ICC in such cases both for inland waterways and coastal waters and the legislation that regulated this issue and transmit this for the consideration of the Informal Working Group on Recreational Navigation.

78. SC.3 encouraged member States that were still applying resolution No. 14, to apply only resolution No. 40.

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<sup>13</sup> [www.iwt-competencies.eu](http://www.iwt-competencies.eu).



## **B. Activities of the Informal Working Group on Recreational Navigation**

79. The secretariat informed SC.3 that the sixth meeting of the Informal Working Group on Recreational Navigation could not take place as it was planned, in October 2020 due to the COVID-19 outbreak.

80. SC.3 took note of the outcome of the fifth meeting of the Group that took place on 10 and 11 February 2020 in Geneva and, in particular, the ongoing work on developing modules for CEVNI knowledge tests and asked the Group to continue this work.

## **XIV. Harmonization of the pan-European legal framework for inland navigation (agenda item 13)**

*Documents:* ECE/TRANS/SC.3/2019/19 and ECE/TRANS/SC.3/2019/20 and Corr. 1

81. The Working Party took note of the information by the secretariat that no updates on the current status of legal instruments relevant to inland navigation were available since its sixty-third session.

82. The Working Party encouraged Governments to accede to United Nations conventions and agreements of relevance to inland navigation, if they have not yet done so.

83. The Working Party took note of the information by the secretariat that no updates on the current status of ECE resolutions and their application were available since its sixty-third session and invited governments to accept the resolutions, if they had not yet done so.

## **XV. Tentative list of meetings for 2021 (agenda item 14)**

84. The Working Party approved the following tentative list of meetings for the year 2021:

- 17–19 February 2021: Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (fifty-eighth session);
- 23–25 June 2021: Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (fifty-ninth session);
- 3–5 November 2021: Working Party on Inland Water Transport (sixty-fifth session).

85. The Working Party regretted that its current meeting suffered from a considerable reduction in allocation of the conference service by the United Nations Office in Geneva versus the previously accepted service level. SC.3 emphasized that any such reduction in the future will undermine the timely implementation of its terms of reference. It requested the Chair and the secretariat to share this concern with its parent bodies.

86. The Working Party stressed the importance that official intergovernmental deliberations in three languages ensure the success of the intergovernmental processes. To this end, SC.3 denounced the cuts to services supporting these intergovernmental deliberations.

## **XVI. Theme topic for the sixty-fifth session of the Working Party (agenda item 15)**

87. SC.3 confirmed the decision of SC.3/WP.3 that the theme topic for its sixty-fifth session will be cybersecurity in inland water transport.

## **XVII. Other business (agenda item 16)**

### **A. Election of officers for the sixty-fifth and sixty-sixth sessions of the Working Party**

88. Following the proposal of Bulgaria supported by Germany, Mr. S. Turf (Belgium) was re-elected as the Chair for the sixty-fifth and sixty-sixth sessions of the Working Party.

89. Following the proposal of Belgium, Ms. L. Deraković-Rakas (Croatia) was elected as the Vice-Chair for the sixty-fifth and sixty-sixth sessions of the Working Party.

### **B. A proposal for the E waterway census**

90. SC.3 took note of the presentation by Mr. A. Blackburn, the secretary of WP.6, on the impact of COVID-19 on the ECE activities in the field of transport statistics and mapping of inland water transport volumes. He highlighted the work on collecting data on the COVID-19 outbreak on a dedicated wiki page<sup>14</sup> and invited member States to inform the secretariat on official data sources for inland water transport. Mr. Blackburn further presented proposal for an E waterway census, based on the analysis of the Eurostat data, the identified challenges and next steps that required a guidance from the Working Party. He mentioned that (a) the available statistical data would allow a large amount of geospatial visualisations of the total freight volumes, origin-destination routes and goods segments; (b) if regional data were available for non-Eurostat countries, a similar analysis could be conducted; (c) the data sources were public datasets and (d) further analyses were possible, depending on analytical need. SC.3 was invited to consider what elements should be analysed.

91. The secretariat provided clarification on the opportunities that the E waterway census could give in terms of the traffic visualization, analysis and forecasts for operators and decision makers. SC.3 asked the secretariat to send the proposal to member States and invited countries to transmit their comments to the secretariat.

### **C. The United Nations Development Account coronavirus (COVID-19) response project “Transport and Trade Connectivity in the Age of Pandemics”**

92. SC.3 took note of the presentation by Mr. M. Apostolov, Regional Adviser on Trade (ECE Economic Cooperation and Trade Division), on the UNDA COVID-19 response project “Transport and Trade Connectivity in the Age of Pandemics”. Under the framework of this project, which engaged five United Nations regional commissions and UNCTAD, the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) has been currently working on a harmonized set of standards for electronic document equivalents to enable interoperability between different transport modes, including inland water transport. The purpose was to upgrade the existing and develop new standards for key documents accompanying cargo on multimodal transport, based on UN/CEFACT semantic standards and reference data models as a common denominator and to test them through pilot applications. For inland waterways, this work could be based on the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI), the Bratislava Agreements, and the analysis of information and models of transport documents from countries, and the pilot testing could be made on the Black Sea-Baltic Sea corridor, including the E 40 waterway and the coastal routes. On behalf on UN/CEFACT, the speaker invited SC.3 to take part in this work.

93. SC.3 decided to explore possibilities to collaborate with UN/CEFACT on the development of a data set for electronic documents (consignment note, bill of lading) accompanying goods transported by inland waterways to provide for electronic data

<sup>14</sup> <https://wiki.unece.org/display/DSOCIOT/Data+Sources+on+Coronavirus+impact+on+transport>.

exchange among modes of transport aligned with UN/CEFACT standards and reference data models.

94. SC.3 invited countries to transmit models of transport documents for international transport of goods by inland waterways to the secretariat by 15 November 2020.

**D. Outcome of the work on the construction costs of waterways and ports of the Group of Experts on Benchmarking of Transport Infrastructure Costs**

95. SC.3 took note of the information by Mr. R. Janssens, the secretary of WP.5, on the outcome of the work on the construction costs of waterways and ports of the Group of Experts on Benchmarking of Transport Infrastructure Costs. The thirty-third session of WP.5 had approved the report of the Group of Experts and had decided to extend the mandate of the Group of Experts for one more year, subject to the endorsement by ITC. On behalf of WP.5, Mr. Janssens thanked SC.3 and, in particular, Belgium for the cooperation in the finalization of the questionnaires on collecting data for inland waterways and ports and highly appreciated the inputs from member States who had already transmitted the data to the secretariat.

96. SC.3 asked member States who have not yet submitted the completed questionnaires for construction costs of inland waterways and ports, to the secretariat by the end of 2020.

**XVIII. Adoption of the report (agenda item 17)**

97. 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 sixty-fourth session on the basis of a draft prepared by the Chair with the assistance of the secretariat.

98. Following the special procedures to take decisions in formal meetings with remote participation adopted by EXCOM on 5 October 2020, the decisions made at the session were circulated through all Geneva Permanent Representations for approval by silence procedure of 72 hours by the participating delegations of the session. The silence procedure closed on Thursday, 5 November 2020 at 18:00 (CET) and concluded without objections. The decisions of the above meeting are thus considered adopted. Related information is available on the UNECE website under [www.unece.org/info/about-unece/executive-committee-excom/silence-procedure.html](http://www.unece.org/info/about-unece/executive-committee-excom/silence-procedure.html).

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