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Working Party on Inland Water Transport

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

Sixty-first session

Geneva, 29 June–1 July 2022

Report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its Sixty-First Session

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I. Attendance

1. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (the Working Party or SC.3/WP.3) held its sixty-first session from 29 June to 1 July 2022. It was held as a hybrid meeting with in-person participation at the Palais des Nations in Geneva and virtual participation on the Zoom platform with simultaneous interpretation into English, French and Russian.
2. The session was attended by representatives of the following countries: Austria, Belarus, Belgium, Bulgaria, Czechia, Hungary, Netherlands, Romania, Russian Federation, Serbia, Slovakia and Ukraine.
3. Representatives of the following intergovernmental organizations attended the session: Central Commission for the Navigation of the Rhine (CCNR) and Danube Commission (DC). The European Commission was represented. Delegations of BIMCO, European Boating Association (EBA), European River-Sea-Transport Union (ERSTU) and European Transport Workers' Federation (ETF) were present. Delegations of Canal and River Trust (United Kingdom of Great Britain and Northern Ireland), Confederation of European Maritime Technology Societies (CEMT), European Boating Industry, Free Boating Association, Rijkswaterstaat (the Netherlands),¹ Seafarers Union of Russia and via donau were present at the invitation of the secretariat.
4. Mr. F. Dionori, Chief of the Transport Networks and Logistics section, opened the session. He welcomed the participants and wished them successful work.
5. In accordance with the decision of the Working Party at its fifty-ninth session (ECE/TRANS/SC.3/WP.3/118, paragraphs 90 and 91), Mr. I. Ignatov (Bulgaria) chaired the sixty-first session of the Working Party and Mr. A. Afanasiev (Belarus) vice-chaired.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/SC.3/WP.3/121, Informal document SC.3/WP.3 No. 7 (2022)

6. The Working Party adopted the provisional agenda (ECE/TRANS/SC.3/WP.3/121) subject to modifications at the session: agenda item 13 "Other business" was complemented with subparagraphs (a) "Twenty-fifth anniversary of the European River-Sea-Transport Union" and (b) "Upcoming Events in the European Inland Water Transport Sector". The agenda was supplemented with Informal document SC.3/WP.3 No. 7 (2022) so as to take into account Informal documents SC.3/WP.3 Nos. 8 to 16.
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 would be circulated to delegations after the session.

III. Implementation of the Wroclaw Ministerial Declaration (agenda item 2)

Documents: ECE/TRANS/SC.3/WP.3/120, ECE/TRANS/SC.3/WP.3/2022/1

8. The Working Party took note of the information by delegations and the secretariat about collecting information for the questionnaire on implementing the Wroclaw Ministerial Declaration, approved by SC.3/WP.3 at its sixtieth session (ECE/TRANS/SC.3/WP.3/2022/1 and ECE/TRANS/SC.3/WP.3/120, paragraphs 9 and 10).
9. The Working Party encouraged member States to provide the required information to the secretariat by 12 August 2022 (parts A "Building up a solid regulatory framework aimed at increasing the efficiency of inland water transport", B "Ensuring the appropriate balance

¹ The executive agency of the Ministry of Infrastructure and Water Management of the Netherlands is dedicated to promoting safety, mobility and the quality of life (www.rijkswaterstaat.nl).

among all transport modes, streamlining cargo flows and promoting the multimodality” and C “Encouraging the realization of a modern fleet and fostering innovations”) and by 16 September 2022 (parts D “Building the inland waterway infrastructure resilient to climate changes” and E “Promoting the attractiveness of the sector to the market and increasing its competitiveness”), in case this information would not be available earlier.

IV. Workshop “Towards a Modern, Sustainable and Resilient E Waterway Network” (agenda item 3)

Documents: ECE/TRANS/SC.3/WP.3/2022/9,
Informal documents SC.3/WP.3 Nos. 8, 10, 11 and 14 (2022)

10. Following the decision of the Working Party at its sixtieth session, the workshop “Towards a Modern, Sustainable and Resilient E Waterway Network” was held on 29 June 2022. The workshop focused on (a) monitoring of the implementation of the European Agreement on Main Inland Waterways of International Importance (AGN), (b) infrastructure projects and initiatives on European waterways of international importance, (c) existing challenges and ways of increasing the resilience of the E waterway network, (d) further steps and other relevant issues.

11. The secretariat opened the workshop. The key speakers were: Mr. V. Dabrowski (Ministry of Transport of the Czech Republic), Ms. V. Oganessian (DC), Mr. L. Mihajlovic (Directorate for Inland Waterways (PLOVPUT), Serbia), Mr. R. Soare (River Administration of the Lower Danube, Romania), Ms. L. Karpatyova (via donau), Ms. M. Wolska (European Commission), Ms. N. Oonk-Abrahams and Messrs. G. Westdorp and M. Van Hengstum (Rijkswaterstaat), Mr. C. Barnett (Canal and River Trust) and Mr. R. Janssens, secretary of the Working Party on Transport Trends and Economics (WP.5).

12. Mr. Dabrowski began with a presentation on inland waterway infrastructure projects in Czechia under the framework of the Transport Policy of the Czech Republic for the Period 2021–2027 with Forecast till 2050. The major achievements on the Elbe and Vltava were: (a) the flood protection for vessels through a basic network of protective harbours and berths; (b) modernization of 26 lock chambers and ensuring of the minimal under-bridge clearance of 5.25 m on the Elbe; (c) construction of a new class I waterway from Hněvkovice to České Budějovice, and (d) modernization of the Baťa canal. The speaker mentioned a recent increase of pleasure navigation on smaller waterways and a continued decline of freight transportation by waterways due to unstable navigation conditions. He provided details on the projects of upgrading of the weir and lock in Děčín, increasing navigability of the Elbe and Vltava and emphasized the prospects for developing the Elbe from the Treaty on the Elbe waterway parameters, signed by Czechia and Germany on 20 July 2021.

13. In her presentation, Ms. Oganessian highlighted the main findings of the project PLATINA 3 (Platform for the Implementation of the NAIADES III Action Plan) under Task 4.4 “Barriers to infrastructure implementation and proposed solutions”, coordinated by the DC secretariat as the task leader. She provided a general information about the project and focused on the identified barriers to the implementation of inland waterways infrastructure, also addressing the project conclusions on climate change impact on the sector, on possible solutions and adaptation measures for the existing regulatory framework. The main categories of barriers were: (a) the complexity of the environmental legislation, (b) funding, investments and financial planning, (c) administrative and regulatory obstacles and (d) the lack of skilled workforce. Recommendations for diminishing the existing barriers at the European Union and national levels were elaborated for each category from the perspective of public administrations, financing institutions and the entire sector.

14. Mr. Mihajlovic presented the recent and ongoing infrastructure projects of the Ministry of Construction, Transport and Infrastructure of the Republic of Serbia, aimed at restoring the inland waterway transport sector in the decade from 2014 to 2024. The speaker referred to the operational plan that included the main activities in the field of the river infrastructure, ports and fleet, River Information Services (RIS), crew and other essential elements and the Serbian roadmap for inland water transport. In particular, the following projects were highlighted: (a) upgrading of navigation locks Iron Gates I and II (2017–2021

and 2019–2023 respectively); (b) improving of locking operations on the Tisza (2020–2025); (c) river training and dredging works on six critical sectors on the Danube and five critical sectors on the Sava (2017–2022 and 2018–2025 respectively); (d) introducing the AIS² Aids to Navigation technology in the fairway marking system (2017–2019); (e) construction of the new port of Belgrade and expanding of capacities of the ports of Bogojewo, Sremska Mitrovica and Prahovo and (f) other projects.

15. The presentation of Mr. Soare was dedicated to the project FAST DANUBE,³ aimed at improving navigation conditions on the Bulgarian-Romanian common sector of the Lower Danube. The project partners are the Romanian River Administration of the Lower Danube (project leader) and the Bulgarian Executive Agency “Research and Maintenance of the Danube River”. The main objective was to identify technical solutions for ensuring a year-round navigation and safe transport operations on the Romanian-Bulgarian cross-border section of the Danube in line with the DC recommendations. In the course of the project, two areas, each with six bottlenecks, were identified that required improvement. The speaker provided details about the main activities and outcomes of the project, mathematical modelling and software packages. The implementation of the project results was hampered by various barriers related to environmental procedures due to its cross-border nature, and the speaker concluded with ways for resolving them.

16. The topic of infrastructure projects in the Danube region was further developed in the presentation by Ms. Karpatyova. She provided an overview of the project “Preparing FAIRway 2 works in the Rhine-Danube Corridor” (July 2020–April 2024).⁴ The project involves Austria, Croatia and Serbia and builds on the outcome of the project FAIRway Danube.⁵ The project aims at (a) investigating integrated river engineering projects of the Croatian-Serbian common section of the Danube, (b) specifying further development of the transnational waterway management system (WAMOS), (c) improving coordination between the stakeholders and (d) investigating physical improvements for the public mooring infrastructure in Austria, Croatia and Serbia. The speaker provided details on each of the activities, emphasized the role of the multidisciplinary stakeholder forum established in the framework of the project and described the concept for the stakeholder coordination, aimed at optimizing the exchange of information between waterway administrations and industry stakeholders.

17. The revision of the TEN-T⁶ Regulation with a focus on inland waterway transport was the topic of the presentation by Ms. Wolska. She recalled the overarching goal of the revision which was to contribute to the objectives of the European Green Deal, the Sustainable and Smart Mobility Strategy and NAIADDES III Action Plan, in particular, climate neutrality and increasing of the modal share of freight transport by inland waterways. The Subgroup of Experts of the European Commission on Good Navigation Status (GNS) has developed recommendations on provisions for inland waterways infrastructure for the revised TEN-T Regulation, based on specific features of inland water transport. Ms. Wolska highlighted the provisions proposed for the new regulation that were related to GNS, minimum requirements for waterways and complementary specific requirements for river basins, reinforced role of the European Coordinators, wider use of implementing acts, alignment of national transport and investment plans with the TEN-T Regulation and other relevant issues.

18. Projects in North West Europe were highlighted in the afternoon 29 June. Mr. Westdorp made a presentation about the INTERREG project BE GOOD (Building an Ecosystem to Generate Opportunities in Open Data).⁷ This is a pioneering project aiming to unlock, reuse and extract value from Public Sector Information (PSI) to develop data driven services in the field of infrastructure and environment, thus making it possible to optimize the risk budget and performance of the networks. The project delivered 11 new data-centred services to extract commercial value from PSI by using a novel demand-driven approach.

² Automatic Identification System.

³ www.fastdanube.eu.

⁴ <https://navigation.danube-region.eu/preparing-fairway-2-works-in-the-rhine-danube-corridor>.

⁵ www.fairwaydanube.eu.

⁶ Trans-European Transport Network.

⁷ www.nweurope.eu/projects/project-search/begood.

The services are based on business cases in the various modes of transport, including the smart management of the Eefde Locks in the Netherlands, and have demonstrated a significant cost reduction in the infrastructure maintenance. The speaker presented the Integral Logistics Conceptual Model for seven transport modalities, highlighted the lessons learned and benefits for the various groups of stakeholders and mentioned the obstacles for introducing the smart maintenance.

19. The project Green WIN (Greener Waterway Infrastructure),⁸ another INTERREG project for North West Europe, was presented by Mr. Barnett, the project manager. The project partnership is made up of waterway management organizations, universities, public service organizations and inland waterways experts from across the region. The project aims to reduce the energy use and carbon emissions when pumping water around rivers and canals by optimizing pumping technologies and introducing smart control systems. The speaker shared some of the results obtained at the test bench in the University of Liège (Belgium) and mentioned the ongoing in situ tests at 11 pilot sites in France, Ireland and the United Kingdom of Great Britain and Northern Ireland; the results were expected by spring 2023. The project findings allowed to develop the Greener Pumping Toolkit Calculation tool for estimating CO2 emissions from pumps.

20. Digital transition of inland waterways was the topic of the presentation by Mr. Van Hengstum who shared the intermediate results of the project DIWA (Masterplan Digitalization of Inland Waterways),⁹ a multi-beneficiary project aimed at developing a digitalization strategy for inland water transport in the period from 2022 until 2032. It involves Austria, Belgium, France, Germany and Netherlands and is coordinated by Rijkswaterstaat. The project partners were currently working on (a) a joint and integral digitalization strategy, (b) a roadmap to assist the fairway authorities in digital transformation for inland waterways, and (c) implementation scenarios that consider technical, financial, organizational and operational consequences. The project builds on the outcome of the project RIS COMEX¹⁰ and the European RIS platform EuRIS.¹¹ The speaker focused on business and technological developments and facilitators used in the project and next steps.

21. Mr. Janssens made a presentation on progress by WP.5 in relation to financing of the transport infrastructure development, measuring the transport system performance and transport infrastructure data as applied to inland waterways. This included (a) the International Transport Infrastructure Observatory, (b) the Sustainable Inland Transport Connectivity Indicators, available in the three working languages and piloted in Georgia, Jordan, Kazakhstan, Paraguay and Serbia, and (c) activities of the Group of Experts on Benchmarking of Transport Infrastructure Construction Costs who has completed its mandate, however, the comparability of data on inland water transport with other inland transport modes remain a challenge due to its specifics.

22. The Working Party was informed by the secretariat about the position of the European Federation of Inland Ports (EFIP) on the proposal of the European Commission on the revised TEN-T Regulation (Informal document SC.3/WP.3 No. 14 (2022)).

23. The presentations were followed by questions and issues for further consideration. The participants were invited to respond to a multiple-choice questionnaire.

24. Fifty-two per cent of the respondents were of the opinion that the current state of the E waterway network satisfied 60 per cent of the needs of the sector, and 33 per cent of the respondents estimated that one third of needs were satisfied.

25. The following activities were considered as essential for the development of the E waterway network:

- Elimination of missing links and bottlenecks by 82 per cent of the respondents
- Improved maintenance of the waterways and waterway infrastructure by 64 per cent

⁸ www.nweurope.eu/projects/project-search/greenwin-greener-waterway-infrastructure.

⁹ www.masterplandiwa.eu.

¹⁰ River Information Services Corridor Management Execution; www.riscomex.eu.

¹¹ www.eurisportal.eu.

- Digital transition of the business processes in the sector, deployment of RIS, introduction of the RIS enabled corridor management and integration with other modes of transport by 59 per cent
- Improved navigation and management of traffic, provision and exchange of data and resilience to climate change by one half of the respondents
- Modernization of the waterway infrastructure, decarbonization of the sector and the creation of infrastructure for alternative fuels by 45 per cent.

26. Among the barriers to infrastructure development, 73 per cent of the respondents highlighted inadequate funding, lack of investments, one half of the respondents mentioned administrative barriers, 41 per cent – lack of a skilled workforce, and 32 per cent – insufficient regulatory basis and barriers in planning and coordination of infrastructure projects. It was also mentioned that (a) more attention should be paid to the environmental aspect of infrastructure projects; (b) for cross-border projects, efficient planning and coordination were hampered by the difference in national regulations, and (c) due to the existing barriers, realization of projects required more time than it had been estimated.

27. Among the measures that could foster development of the E waterway network were indicated:

- A reduction of the development gaps in the inland waterways infrastructure between countries and/or river basins by 77 per cent of the respondents; this would ensure the same technical, operational and digitalization level across the network sections
- An integration of services and exchange of data with other modalities and logistic service providers and improved coordination between stakeholders for cross-border projects by 68 per cent
- Measures to cope with low water situations on European rivers by 59 per cent
- A greater focus on changes in the structure of goods carried by inland water transport by 55 per cent
- A greater focus on climate change for planning infrastructure projects and increased visibility of infrastructure needs and projects to attract necessary funding by 36 per cent.

28. The most relevant points for the digital transition of business processes in the sector were indicated:

- Increased data exchange between authorities by 64 per cent of the respondents
- Improved processes and support for digitalization by 59 per cent
- Increased reliability, quality and services of data and data provision by the fairway authorities by 55 per cent
- Digital interconnection of modalities (data exchange with logistic service providers) by one half of the respondents
- Expansion of data and service provisions towards vessel operators and other logistical operations by 45 per cent.

Furthermore, it was mentioned that the expansion of commercial services for providing additional information related to freight and passenger transportation by inland waterways could contribute to financing of the digital transformation.

29. Sixty-five per cent of the respondents considered that digitalization would have the same importance as other activities in the upcoming years, while 27 per cent were of the opinion that it had a key importance for the sector.

30. The following problems and challenges for digitalization in the sector were considered as critical:

- Standardization of data by 77 per cent of the respondents

- Exchange of data within the inland water transport logistic chain between authorities, ports, shippers, vessel operators, terminals and other stakeholders by 73 per cent
- Exchange of data with other modalities (rail, road, maritime) and data quality by 59 per cent
- Cybersecurity by one half of the respondents
- Development of the rules and legislation by 45 per cent
- Enhanced digital information for navigation and the disparity in preparedness for the digitalization implementation across Europe by 36 per cent.

31. In the opinion of the respondents, the following data should be available before the trip (in a synchromodal world) to make inland water transport a more attractive mode of transport:

- Future water levels (by 77 per cent of the respondents) and current water levels (by 68 per cent)
- Accessibility of the fairway infrastructure (e.g. fairway blockages) by 77 per cent
- Availability of berths by 68 per cent
- Operating times at bridges and locks and the predicted estimated time of arrival by 64 per cent
- Berth information (onshore power supply) by one half of the respondents.

It was stressed that the availability of data, in particular related to the voyage planning, was of a key importance for the development of inland water transport, as well as the availability of data on the inland waterway, road and rail network.

32. The following key roles were the most frequently mentioned for the fostering of digitalization:

- International organizations, river commissions and standardization bodies by 86 per cent of the respondents
- The policymakers in the European Union and the fairway authorities by 59 per cent
- The industry by one half of the respondents
- Logistics service providers by 45 per cent
- Service providers for skippers by 41 per cent.

33. The respondents indicated that, in order to foster digitalization in the sector, the following standards should be further developed: (a) data format standards for the exchange of information in the process of transportation on inland waterways, including data on the cargo and tonnage; (b) standards for automated navigation, safe and secure operation of autonomous ships; (c) standards for the electronic freight transport information and RIS, and (d) asset management standards (ISO 55.000 and 55.001). It was emphasized that the prerequisite in this work should be the harmonization of standards at the international level.

34. Among the most important developments in the field of digitalization in the upcoming decade were: (a) introducing the system-of-systems approach in terms of optimization of logistic chains and the use and investments in different transport modalities; (b) the uptake of electronic crew and vessel documents and the deployment of full-scale digital services for inland navigation, and processing of all formalities (customs, border control etc.); (c) automated and smart navigation, new concepts of vessels, (d) implementation of the 5G technology standard, and (e) digital transformation in finance. However, in order to take full advantage of digitalization, a well-developed information technologies infrastructure was required. It was further mentioned that greening of mobility should become a new direction for the transport sector growth, based on an efficient and interconnected multimodal transport system supported by RIS for real-time clean fuel bunkering.

35. On behalf of SC.3/WP.3, the Chair thanked the speakers for their excellent presentations. SC.3/WP.3 agreed to keep this item on the agenda of its future sessions.

V. Inland Waterways Infrastructure (agenda item 4)

A. European Agreement on Main Inland Waterways of International Importance

Documents: ECE/TRANS/120/Rev.4, ECE/TRANS/SC.3/2021/2

36. SC.3/WP.3 took note of the updated information by Belgium about the preparatory work on acceding to AGN and welcomed the progress made.

37. SC.3/WP.3 took note of the information by Ukraine about the updated list of Ukrainian internal waters of maritime character and inland waterways classified as navigable, approved by Order of the Cabinet of Ministers of Ukraine No. 136 of 9 February 2022. Based on the classification principles laid down by AGN and in accordance with the Law “On Inland Water Transport” effective from 1 January 2022, the list has been extended to cover the estuaries of the Dnieper and the Pivdennyi Bug and 65 km long section of the Dnieper-Bug Liman fairway from Kinbursky buoy No. 7 to the Dnieper estuary. Ukraine will transmit the respective updates to the Blue Book to the secretariat.

38. The secretariat informed the Working Party that comments had not been received on the proposal for amending AGN as set out in ECE/TRANS/SC.3/2021/2. The Chair encouraged contracting parties to AGN to consider possible modifications to the agreement and inform the secretariat accordingly.

39. The Working Party took note of the information by the secretariat on the preparations for:

(a) The joint event of the Working Party on Inland Water Transport (SC.3) and the Working Party on Intermodal Transport and Logistics (WP.24) on aligning AGN and the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC); and

(b) A workshop on developing container transport on inland waterways at the sixty-sixth session of SC.3.

40. SC.3/WP.3 supported the proposal of the secretariat to prepare a joint SC.3/WP.24 working document, a draft resolution of the Inland Transport Committee (ITC) in support of container transport on inland waterways and a draft road map for accession to the Protocol to AGTC for the upcoming session of SC.3.

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

Documents: ECE/TRANS/SC.3/144/Rev.3, ECE/TRANS/SC.3/WP.3/2022/10, ECE/TRANS/SC.3/WP.3/2022/20 and Corr.1

41. The Working Party preliminarily approved the amendment proposals to the third revised edition of the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book), transmitted by Belgium and Serbia (ECE/TRANS/SC.3/WP.3/2022/20 and Corr.1). SC.3/WP.3 asked the secretariat to transmit the amendment proposals to SC.3 for final approval at its sixty-sixth session.

42. The Working Party discussed the improvements to the structure of the Blue Book (ECE/TRANS/SC.3/WP.3/2022/10). Belgium, Bulgaria and the Russian Federation supported the proposal to complement the next revision of the Blue Book with a separate table with the list of missing links. SC.3/WP.3 agreed with the proposal and asked the secretariat to prepare a proposal for its sixty-second session.

43. Following the proposal of the secretariat supported by Belgium and the Russian Federation, SC.3/WP.3 considered it desirable to collect information from member States on the waterway parameters such as the channel width, the actual depth and the curve radius

with a view to include this information in the Blue Book at a later stage or prepare a separate document.

VI. Proposal for a new classification of European inland waterways (agenda item 5)

Document: ECE/TRANS/SC.3/WP.3/2022/4

44. The Working Party continued discussing the proposal for a new classification of European inland waterways transmitted by the World Association for Waterborne Transport Infrastructure (PIANC) (ECE/TRANS/SC.3/WP.3/2022/4).

45. The Russian Federation confirmed its interest in the work on updating the classification of European inland waterways and its participation in the work of the Informal Expert Group.

46. The European Commission mentioned (a) the need for a detailed analysis to assess the potential impact of the new classification on international agreements and regulations of the European Union and (b) the desirability of considering the environmental aspect, in particular, a low water situation on European rivers and climate change in this work. It also reminded of the procedure established by Article 218(9) of the Treaty on the Functioning of the European Union in relation to any acts of international bodies that might have legal effects, which all member States of the European Union had to follow.

47. SC.3/WP.3 asked the secretariat to include the proposals by the European Commission in the work of the Informal Expert Group. It agreed that the first meeting of the Informal Expert Group could be held at the end of August or beginning of September 2022, and asked the secretariat to agree on the exact date with the members of the Group.

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

A. European Code for Inland Waterways (resolution No. 24, revision 6)

Documents: ECE/TRANS/SC.3/115/Rev.6, ECE/TRANS/SC.3/WP.3/2022/6, ECE/TRANS/SC.3/WP.3/2022/11, Informal document SC.3/WP.3 No. 9 (2022)

48. The Working Party continued discussing possible amendments to be introduced in the sixth revision of the European Code for Inland Waterways (CEVNI) and other issues of relevance to the activities of the CEVNI Expert Group. The Russian Federation referred to the decision of SC.3/WP.3 at its sixtieth session on the list of outstanding issues after the adoption of the sixth revision of CEVNI to be transmitted to the CEVNI Expert Group (ECE/TRANS/SC.3/WP.3/120, paragraph 54) and additionally mentioned the proposal for the model waste water log (amendments to article 10.06 and a new annex 12) and the language to be used in communication between ship stations and shore stations. The Chair emphasized the relevance of the latter issue, referred to the discussion held in DC and encouraged SC.3/WP.3 to consider it in detail.

49. SC.3/WP.3 took note of recent amendments to the Police Regulations for the Navigation of the Rhine adopted by CCNR at its autumn 2021 session (ECE/TRANS/SC.3/WP.3/2022/11). CCNR provided clarifications. The Russian Federation mentioned that neither CEVNI nor the regulations of the Russian Federation specified the minimum blood alcohol content at which crew members were prohibited from performing their duties, and proposed to investigate this issue and collect information from other member States. SC.3/WP.3 asked the secretariat to transmit the information to the CEVNI Expert Group for consideration.

50. Belgium mentioned the ongoing work and pilot projects on automated navigation and proposed to consider the evolution of the navigation rules in order to remove barriers for the

development of automated navigation. This issue could be included on the agenda of the CEVNI Expert Group.

51. The Working Party welcomed the poster of waterway signs and markings based on CEVNI 6 that was prepared by PLOVPUT (Informal document SC.3/WP.3 No. 9 (2022)) and took note of the comments by Serbia. On behalf of the Working Party, the Chair thanked Serbia for the excellent work and expressed the hope that the French and the Russian versions of the poster would be available for the sixty-sixth session of SC.3 and for upload on the website of the Economic Commission for Europe (ECE).

52. Delegations informed the Working Party about the current status and the new developments in their navigation regulations. DC informed the session about: (a) the progress in revising the Basic Rules for the Navigation on the Danube (DFND) and (b) the adoption of the draft model waste water log as a new annex to the Recommendations on the organization of waste collection from vessels navigating on the Danube.

53. SC.3/WP.3 agreed to begin working on provisions on automated and autonomous shipping in 2023 with a view to developing recommendations in CEVNI.

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

Documents: ECE/TRANS/SC.3/172/Rev.2, ECE/TRANS/SC.3/2020/7, ECE/TRANS/SC.3/WP.3/2020/3 and ECE/TRANS/SC.3/WP.3/2021/16

54. The Working Party preliminarily approved a new draft chapter “Special provisions applicable to electric vessel propulsion” and other amendment proposals to the annex to resolution No. 61 (ECE/TRANS/SC.3/2020/7 and ECE/TRANS/SC.3/WP.3/2021/16), and asked the secretariat to transmit them to SC.3 for final adoption.

55. SC.3/WP.3 continued discussion on further aligning the annex to resolution No. 61 with ES-TRIN and took note of the information from the secretariat on the ongoing work of the European Committee for Drawing up Standards in the Field of Inland Navigation (CESNI) on the preparation of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN), edition 2023.

56. The Working Party took note of the information by the secretariat on the status and application of resolution No. 15 “Ship-Borne Barges”. The Chair and the Russian Federation provided comments on the historical background, specificities of this vessel type and changes related to the number and operation of those vessels that have taken place since the adoption of this resolution. SC.3/WP.3 decided to consider its possible updating at its sixty-second session, and the secretariat was asked to collect information from administrations and shipping companies.

C. Prevention of Pollution of Inland Waterways by Vessels (resolution No. 21, revision 2)

Documents: ECE/TRANS/SC.3/179/Rev.1, Add.1 and Amend. 1

57. The Working Party was informed by the secretariat that additions or modifications to the list of reception facilities for transfer of waste from vessels (addendum 1 to the annex of resolution No. 21, revision 2) were not available so far.

58. SC.3/WP.3 took note of the information provided by the secretariat about the adoption of the revised Recommendations on organizing the collection of waste from vessels navigating on the Danube at the ninety-seventh session of the Danube Commission on 15 June 2022. The Chair asked DC to transmit the adopted text to the secretariat for its publication as a working document of SC.3 for use in future work.

59. The Working Party took note of the information by the secretariat about progress by the Technical Committee ISO/TC 8 Subcommittee SC 2 in developing the draft standard “Management and handling of shipboard waste on inland vessels”.

VIII. Modernization and greening of the inland water transport sector (agenda item 7)

Documents: ECE/TRANS/SC.3/WP.3/120, ECE/TRANS/SC.3/WP.3/2022/2, Informal document SC.3/WP.3 No. 15 (2022)

60. Following its decision at its sixtieth session (ECE/TRANS/SC.3/WP.3/120, paragraph 35), the Working Party continued discussion on modernization and greening of the inland water transport sector.

61. Ms. L. Roux (CCNR) made a presentation on the CCNR Road map for reducing inland navigation emissions. The road map is aimed at largely eliminating greenhouse gas emissions and air pollutants of the inland navigation sector by 2050 and leading the way for the development of new financial instruments for achieving this objective. It builds on the outcome of the CCNR study on the energy transition towards a zero-emissions inland navigation sector.¹² She highlighted (a) the analysis of the initial situation, using examples of innovations for reducing emissions on the retrofitted existing vessels and new pilot projects, (b) forecasts for possible transition pathways for inland water transport by 2035 and 2050, (c) the financial challenge and related investments and (d) the implementation plan covering economic, technical, social and regulatory aspects and the list of possible measures to enable the transition.

62. On behalf of the Working Party, the Chair thanked the speaker for excellent presentation.

63. SC.3/WP.3 took note of the Informal document SC.3/WP.3 No. 15 (2022) containing information on the study carried out jointly by the European Sea Ports Organisation (ESPO) and EFIP.

IX. Promotion of River Information Services and other information and communication technologies in inland navigation (agenda item 8)

A. Guidelines and Criteria for Vessel Traffic Services on Inland Waterways (annex to resolution No. 58)

Documents: ECE/TRANS/SC.3/165/Rev.1 and Amend.1, ECE/TRANS/SC.3/WP.3/2022/12, ECE/TRANS/SC.3/WP.3/2022/13, Informal document SC.3/WP.3 No. 13 (2022)

64. The Working Party took note of the proposal for updating resolution No. 58, revised, based on the Guideline “Vessel Traffic Services in Inland Waters” of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), presented by the secretariat (ECE/TRANS/SC.3/WP.3/2022/13).

65. The Working Party discussed the proposal and agreed on the basic principles the revised text should follow, in particular: (a) the basic principles laid down in resolution No. 58 should be as much as possible kept in the new text; (b) it should build on up-to-date approaches and trends in the field of Vessel Traffic Services (VTS) relevant for inland waterways; (c) it should take into account existing practice and RIS standards, and (d) it should constitute a complete recommendation that should not be read in conjunction with

¹² www.ccr-zkr.org/12080000-en.html.

other documents, however, VTS administrations and competent authorities should be able to make use of available international standards.

66. The Russian Federation proposed to delete from the proposed structure chapters 5.5 “Inland VTS auditing and assessing”, 5.12 “Risk management” and 5.13 “Quality management”.

67. The Working Party preliminarily approved (a) the structure of the annex to resolution No. 58 and (b) definitions related to Inland VTS as set out in ECE/TRANS/SC.3/WP.3/2022/13, subject to modifications proposed by the Russian Federation.

68. SC.3/WP.3 asked the secretariat to continue this work in cooperation with interested member States and other stakeholders with a view to submitting the first draft for its sixty-second session.

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

Documents: ECE/TRANS/SC.3/156/Rev.4, ECE/TRANS/SC.3/176/Rev.2, ECE/TRANS/SC.3/198/Rev.1, ECE/TRANS/SC.3/199/Rev.1, ECE/TRANS/SC.3/WP.3/2022/14

69. SC.3/WP.3 took note of the comparison of the European Standard for RIS (ES-RIS) and SC.3 resolutions of relevance to RIS (ECE/TRANS/SC.3/WP.3/2022/14) with a view to possibly harmonize them with ES-RIS. The Russian Federation mentioned that some provisions could be relevant for SC.3 resolutions while other provisions were not intended for administrations, and proposed to limit the harmonization process by those provisions that were essential for the RIS deployment. The secretariat proposed SC.3/WP.3 to prepare and maintain a document showing the difference between the resolutions and ES-RIS, based on ECE/TRANS/SC.3/WP.3/2022/14.

70. SC.3/WP.3 took note of the information by the secretariat on the modifications to ES-RIS examined by CESNI at its meeting on 12 April 2022. The adoption of ES-RIS edition 2023/1 is scheduled for the next meeting of CESNI in October 2022.

71. SC.3/WP.3 supported the proposal of the secretariat on updating SC.3 resolutions that could be relevant to RIS and agreed to include this on the agenda of its sixty-second or sixty-third sessions.

C. Other activities aimed at promoting the development of River Information Services in Europe

72. SC.3/WP.3 took note of the information by the secretariat about the CESNI RIS Week in Berlin from 27 June to 1 July 2022.

73. The secretariat informed the Working Party that printed copies of the booklet “River Information Services in the region of the Economic Commission for Europe” were available.

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

Documents: ECE/TRANS/SC.3/WP.3/2022/15, ECE/TRANS/SC.3/WP.3/2022/16, ECE/TRANS/SC.3/WP.3/2022/17, ECE/TRANS/SC.3/WP.3/2022/18, ECE/TRANS/SC.3/WP.3/2022/19

74. The secretariat presented to SC.3/WP.3 parts I to X of the draft glossary of terms and definitions for inland water transport. The Chair, Belgium, Russian Federation and Ukraine provided comments.

75. SC.3/WP.3 discussed parts I and II (ECE/TRANS/SC.3/WP.3/2022/15) and agreed on the following modifications:

- Part I “General Terms”
 - Entry 3, modify as follows:

The person on board of the vessel being in command and having the authority to take all decisions pertaining to navigation and vessel management and holding a valid boatmaster’s certificate
 - Entry 5, replace “suitable” with “authorized”; delete the text within the square brackets
 - Delete entry 7
 - Entries 8, 9 and 13, delete the second definition.
- Part II “Waterway Infrastructure”
 - Entries 24, 27 and 46, delete the text within the square brackets
 - Entry 28, delete the first definition.

76. SC.3/WP.3 discussed parts III and IV (ECE/TRANS/SC.3/WP.3/2022/16) and agreed on the following modifications:

- Part III “Transportation of Goods and Passengers, Transport Documents”
 - Delete entries 2, 19 and 24
 - Entries 11 and 48, delete the second definition
 - Entry 45, delete the text within the square brackets
- Part IV “Waterway Signs and Marking”
 - Entry 6, check and modify if necessary the first definition in Russian
 - Entries 18, 23 and 49, delete the second definition
 - Entries 32 and 58, delete the text within the square brackets
 - Entry 55, delete the first definition.

77. SC.3/WP.3 discussed parts V and VI (ECE/TRANS/SC.3/WP.3/2022/17) and agreed on the following modifications:

- Part V “Navigation Rules”
 - Entries 1, 12 and 18, delete the first definition
 - Entries 6, 42 and 70, delete the text within the square brackets
 - Entry 16, move the second definition to part X
 - Entries 23 and 76, delete the second definition
- Part VI “Vessel and Equipment”, entry 28, delete the second definition.

78. SC.3/WP.3 discussed parts VII and VIII (ECE/TRANS/SC.3/WP.3/2022/18) and agreed on the following modifications:

- Part VII “River Information Services”
 - Entry 6, delete the second definition
 - Entries 11 and 17, delete the text within the square brackets
 - Entry 19, delete the text after the comma
 - Entries 73 and 75, in the first sentence, after “information” add “(RIS operational service)” and delete the second definition.

79. SC.3/WP.3 discussed parts IX and X (ECE/TRANS/SC.3/WP.3/2022/19) and agreed on the following modifications:

- Part IX “Hydrography, Meteorology and Cartography”, entries 22 and 44, delete the first definition
- Part X “Inland Waterways Statistics”, entry 10, replace “the maritime register” with “the register of vessels”.

80. SC.3/WP.3 agreed with other editorial amendments proposed by the secretariat.

81. SC.3/WP.3 preliminarily approved the draft, subject to modifications agreed at the session. It decided to include the deleted entries and newly proposed terms for part II: ship load, charter, charter party and charterer in the list of outstanding issues for future work on the glossary.

82. The Working Party asked the secretariat to transmit the draft to the sixty-sixth session of SC.3 for final approval.

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

Documents: ECE/TRANS/SC.3/184, ECE/TRANS/SC.3/WP.3/2021/10

83. SC.3/WP.3 took note of the information by Ukraine about the current situation and recent developments in recognizing boatmasters’ certificates, and the implementation of Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation. The statement made by Ukraine is annexed to the present report.

84. The Working Party took note of the information by the secretariat about (a) the ongoing work of CESNI on updating the European Standard for Qualifications in Inland Navigation (ES-QIN) and (b) the finalization of the project “COMPETING” and the final conference held on 14 June 2022 in Rotterdam (the Netherlands).

XII. Recreational navigation (agenda item 11)

Documents: ECE/TRANS/SC.3/147/Rev.4, Informal document SC.3/WP.3 No. 16 (2022)

85. The Working Party took note of the specimen of the International Certificate for Operators of Pleasure Craft (ICC) issued by Hungary, and additional information on the competent authorities and approved bodies which issued ICC in Hungary from 2016 to 2022 (Informal document SC.3/WP.3 No. 16 (2022)). The secretariat was asked to (a) upload the specimen onto the database of ICC specimens and (b) prepare an amendment to annex IV of resolution No. 40 based on the information transmitted by Hungary.

86. SC.3/WP.3 took note of the information by the secretariat that a consolidated version of the annex to resolution No. 40, revision 4, including amendments Nos. 1 to 3, was available on the ECE website.¹³

87. The Working Party took note of the information by the secretariat about the seventh meeting of the Informal Working Group on Recreational Navigation to be held in the second half of 2022 and the preliminary agenda of the meeting.

88. SC.3/WP.3 took note of the presentation of Mr. P. Easthill (European Boating Industry) on the activities of this organization in European sustainable boating and nautical tourism. SC.3/WP.3 invited the European Boating Industry to cooperate on issues of common interest.

89. The Working Party took note of the information by the Russian Federation about the new rules for the state registration of small craft used for non-commercial purpose, adopted

¹³ <https://unece.org/transport/documents/2022/04/standards/international-certificate-operators-pleasure-craft-1>.

by Order No. 355 of the Ministry of the Russian Federation for Affairs for Civil Defence, Emergencies and Elimination of Consequences of Natural Disasters of 1 June 2021.

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

90. Following the proposal of the secretariat supported by Belgium and ETF, the Working Party decided that the theme topic for its sixty-second session would be “Addressing labour market challenges and making the sector more attractive”.

XIV. Other business (agenda item 13)

A. Twenty-fifth anniversary of the European River-Sea-Transport Union

Document: Informal document SC.3/WP.3 No. 12 (2022)

91. The Working Party was informed by Mr. W. Hebenstreit, Secretary-General of ERSTU, about (a) the twenty-fifth anniversary of ERSTU, the outcome of the forty-eighth session of the Executive Committee, and the twenty-sixth General Assembly of ERSTU held in Berlin on 31 May 2022, and (b) the decision of the General Assembly to dissolve ERSTU on 31 December 2022. After the dissolution of ERSTU, interested parties would create a loose forum “Maritime round table” for the exchange of information and best practices.

92. On behalf of SC.3/WP.3, the Chair acknowledged the valuable contribution made by ERSTU in supporting the development of river-sea and coastal navigation, representing the interests of the industry at the pan-European and international levels, developing cooperation and the input to the implementation of the Wroclaw ministerial declaration and the activities of ECE in the field of inland water transport.

B. Upcoming Events in the European Inland Water Transport Sector

93. SC.3/WP.3 was informed by the secretariat about the upcoming events in the European inland water transport sector: (a) the workshop “Waterways and urban logistics: How can regulations better interconnect the modes?” on 4 July 2022 in Brussels and (b) the Danube Business Talks 2022 to be held on 12 and 13 October 2022 in Linz (Austria).

XV. Adoption of the report (agenda item 14)

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

95. Following the special procedures to take decisions at 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 the silence procedure of 72 hours by the participating delegations of the session. The silence procedure closed on Friday, 15 July 2022 at 6 p.m. (CET) and concluded without objections. The decisions of the above meeting are thus considered adopted. Related information is available on the ECE website under <https://unece.org/silence-procedure>.

Annex

[Original: Russian]

Statement by Ukraine under agenda item 10 (paragraph 83 of the report)*

1. The Ukrainian delegation thanks our partners for their understanding of the situation in Ukraine that has resulted from the full-scale aggression by the Russian Federation against Ukraine, which began on 24 February 2022, and the military action waged on the territory of Ukraine, which complicates the issuing/updating of Ukrainian certificates for the personnel of inland navigation vessels. Ukraine has adopted an administrative decision to extend the validity of Ukrainian certificates that expire after 24 February 2022. Currently, Ukrainian crew members do not have any problems on European inland waterways when using documents that expired after that date.

2. Despite the difficult working conditions in the wartime situation, the Ministry of Infrastructure of Ukraine has not stopped working on the implementation of European legislative standards in its national legislation. With regard to Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation:

- The Ministry of Infrastructure adopted Order No. 55 of 28 January 2022 on some issues related to maintaining the logbook of an inland navigation vessel: a uniform new format was introduced for the logbook of an inland navigation vessel, corresponding to the format provided for in the resolution of the European Committee for the Development of Standards in the Field of Inland Navigation (CESNI) (Annex to resolution CESNI 2019-II-5, Standards for logbook). In respect of this Order, I would like to express my special thanks to our colleagues from the Netherlands, who held the necessary consultative meetings with us.
- Work continues in accordance with the Inland Water Transport Act of Ukraine on the implementation of other standards laid out in Directive (EU) 2017/2397.

* The present annex is being issued without formal editing.