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### Inland Transport Committee

### Working Party on Inland Water Transport

Sixty-second session  
Geneva, 3–5 October 2018

## Report of the Working Party on Inland Water Transport on its sixty-second 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-second session from 3 to 5 October 2018 in Geneva.
2. The session was attended by representatives of the following countries: Austria, Belarus, Belgium, Croatia, Germany, Romania, the Russian Federation, Serbia, Switzerland and Ukraine.
3. The European Union was represented. Representatives of the following intergovernmental organizations also attended the session: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC) and International Sava River Basin Commission (Sava Commission or SC). European Boating Association (EBA), European River-Sea-Transport Union (ERSTU), European Transport Workers' Federation (ETF), International Association of Technical Survey and Classification Institutions (TSCI) and International Rail Transport Committee (CIT) were present. The representatives of Associazione Italiana Di Diritto Della Navigazione Interna, public association "For the revival of the Dnipro River as the main transport artery of Ukraine", Inland Waterways International, Inland Waterway Transport Educational Network (EDINNA), Marine Autonomous Systems Regulatory Working Group (MASRWG), Maritieme Academie Harlingen, Pro Danube International and Transmanche Consultants were present at the invitation of the secretariat.
4. Mr. F. Dionori, Chief of the Transport Networks and Logistics Section, Sustainable Transport Division of the United Nations Economic Commission for Europe (ECE) opened the session. He welcomed the participants, stressed the strategic role of the International Conference on Inland Water Transport held in Wroclaw (Poland) and other high-level events in 2018 that highlighted the importance of inland navigation, its benefits for the wider economy and achieving the Sustainable Development Goals, and wished the Working Party a successful session.
5. In accordance with the decision of the Working Party at its sixtieth session (ECE/TRANS/SC.3/203, para. 100), Mr. B. Van Acker (Belgium) chaired the sixty-second session of the Working Party.

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

*Documents:* ECE/TRANS/SC.3/206, Informal document SC.3 No. 1/Rev.1 (2018)

6. The Working Party adopted the provisional agenda (ECE/TRANS/SC.3/206) with the following amendments:
  - (a) Additional agenda item 6 (d) "Prevention of pollution of inland waterways by vessels (Resolution No. 21, revised)";
  - (b) Agenda item 9 "Promotion of River Information Services as well as other Information and Communication Technologies in inland navigation" was complemented with items (c) Upcoming RIS Weeks in 2018 and 2019, (d) Danube Information Services Conference in 2018 and (e) Information Technology standards in inland navigation;
  - (c) Agenda item 16 "Other business" was complemented with items (c) Activities of the International Association of Technical Survey and Classification Institutions; (d) Activities of the Public Association "For the revival of the Dnipro river as the main transport artery of Ukraine"; (e) International Black Sea Transport Forum (26–28 September 2018, Odessa (Ukraine)) and (f) Traffic management system for river cruise vessels on urban lines.

The agenda was supplemented by Informal document SC.3 No. 1 (2018)/Rev.1 to take into account informal documents SC.3 Nos. 2 to 18. All presentations are available on the SC.3 web page at [www.unece.org/trans/main/sc3/sc32018.html](http://www.unece.org/trans/main/sc3/sc32018.html).

7. In accordance with established practice, it was agreed for agenda item 17 “Adoption of the report”, that only the main decisions should appear in the draft prepared by the secretariat for reading at the end of the session. A full report would be prepared by the Chair with the assistance of the secretariat and circulated after the session.

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

*Documents:* ECE/TRANS/274 and Add.1, ECE/TRANS/WP.15/AC.2/66, ECE/TRANS/WP.15/AC.2/68, ECE/ADN/44, ECE/ADN/47, ECE/TRANS/WP.24/141, ECE/TRANS/WP.5/62, ECE/TRANS/WP.5/64, ECE/TRANS/WP.6/175

8. SC.3 took note of the decisions of the Inland Transport Committee (ITC) taken at its eightieth session (20–23 February 2018) of relevance to the activities of SC.3, the ongoing work on the draft of the ITC strategy until 2030 to better address modern challenges and shift towards the sustainable mobility to be adopted in 2019, and the United Nations Management Reform. Delegates were encouraged to provide inputs for the draft by the end of October 2018.

9. SC.3 took note of the information about activities and work results of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Safety Committee) that had held its thirty-second session from 22 to 26 January 2018 and its thirty-third session and from 27 to 31 August 2018 (ECE/TRANS/WP.15/AC.2/66 and ECE/TRANS/WP.15/AC.2/68), and of the ADN Administrative Committee.

10. The Working Party was informed about the activities of the Working Party on Intermodal Transport and Logistics (WP.24) that held its sixtieth session from 23 to 24 November 2017 (ECE/TRANS/WP.24/141) and the publication “Railways role in intermodality and the digitalization of transport documents”.<sup>1</sup> SC.3 was further informed about the activities of the Working Party on Transport Trends and Economics (WP.5) that had held its thirtieth session from 4 to 6 September 2017 and thirty-first session from 3 to 5 September 2018 (ECE/TRANS/WP.5/62 and ECE/TRANS/WP.5/64). Finally, SC.3 was informed about the activities of the Working Party on Transport Statistics (WP.6).

### **IV. Current situation and trends in inland water transport (agenda item 3)**

*Document:* ECE/TRANS/SC.3/2018/1

11. The Working Party noted the overview of the policy issues, the main international and national projects related to inland waterway infrastructure and the transport of goods by inland waterways based on the inputs from Austria, Belarus, Germany, Netherlands,

<sup>1</sup> [www.unece.org/trans/resources/publications/intermodal-transport/2018/railways-role-in-intermodality-and-the-digitalization-of-transport-documents/doc.html](http://www.unece.org/trans/resources/publications/intermodal-transport/2018/railways-role-in-intermodality-and-the-digitalization-of-transport-documents/doc.html).

Romania, Russian Federation, Serbia and Slovakia (ECE/TRANS/SC.3/2018/1). The Sava Commission mentioned that its annual report was available on the official website.

12. The Working Party was informed by the secretariat about a mid-term progress report on the inland waterway action programme of the European Union (NAIADES II)<sup>2</sup> and a report on Digital Inland Navigation (DINA) of the European Commission in September 2018.

13. SC.3 was informed by the secretariat about the outcome of the Ministerial Conference “Danube Commission – strengthening the partnership in free navigation on the Danube” of the DC member States held by the Government of Serbia on the occasion of the seventieth anniversary of the signature of the Convention regarding the Regime of Navigation on the Danube (Belgrade Convention) held on 28 June 2018 in Belgrade and the ninetieth session of DC held on 29 June. This information was complemented by Serbia. The secretariat was asked to issue the text of the communiqué adopted at the conference as a working document for SC.3. DC thanked Serbia for the organization of both events and provided details about (a) the adoption of the new edition of the Basic Provisions Governing Navigation on the Danube (DFND) which had been fully harmonized with the fifth revision of the European Code for Inland Waterways (CEVNI) with the effective date of 1 July 2019; (b) the project GRENDDEL (GREEN and EFFICIENT Danube fLEET)<sup>3</sup> aimed at improving the environmental and economic performance of the Danube fleet, and (c) the signature of a cooperation agreement with the Mosel Commission.

14. SC.3 was informed by CCNR about the upcoming sixth International Congress of CCNR “150 years of the Mannheim Act – the driving force behind dynamic inland navigation” that will be held on 17 October 2018 in Mannheim (Germany). The programme of the congress will also include the signing of a ministerial declaration by the CCNR member States and an exhibition dedicated to the 150 years of the Revised Rhine Navigation Act.

## **V. Follow-up of the International Ministerial Conference “Connecting by Inland Navigation” (agenda item 4)**

*Documents:* ECE/TRANS/SC.3/2018/2, Informal document SC.3 No. 11 (2018)

15. The Working Party prepared the draft resolution of ITC (ECE/TRANS/SC.3/2018/2) in support of the ministerial declaration adopted at the international ministerial conference “Connecting by Inland Navigation” (18–19 April 2018, Wrocław, Poland) based on the draft in ECE/TRANS/SC.3/2018/2. Austria, Belgium and the Russian Federation provided comments. SC.3 considered the proposal by Slovakia to delete the twelfth paragraph (Informal document SC.3 No. 11 (2018)) and decided to keep the text unchanged, as this paragraph was essential for the resolution and did not impose any obligation to member States. Austria was of the opinion that it would be sufficient if member States inform SC.3 about the implementation of their national action plans not more than twice in a five-year period. The Russian Federation thanked the secretariat for the successful conference and proposed a modification to the penultimate paragraph of the draft. Finally, SC.3 agreed on the following modifications:

- (a) in the twelfth paragraph, *delete* “regularly”;

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<sup>2</sup> <https://ec.europa.eu/transport/sites/transport/files/legislation/swd20180428-naiades2.pdf>.

<sup>3</sup> [www.interreg-danube.eu/approved-projects/Grendel](http://www.interreg-danube.eu/approved-projects/Grendel).

(b) in the penultimate paragraph, after “in close cooperation with”, *add* “member States”.

The secretariat was asked to transmit the finalized draft to the eighty-first session of ITC for adoption.

16. The Working Party noted with satisfaction that the number of signatories to the Wroclaw Declaration has reached 17, and encouraged other member States to become signatories. Romania informed SC.3 about its intention to become a signatory. The secretariat informed SC.3 that the most recent information was available on the SC.3 web page.<sup>4</sup>

17. SC.3 encouraged member States to report about the progress in implementing the Ministerial resolution for the next session of SC.3.

18. The delegates were invited to add their signatures to the poster signed at the conference in support of the declaration.

## **VI. European inland waterway network (agenda item 5)**

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

*Documents:* ECE/TRANS/120/Rev.3

19. The Working Party was informed about the Depositary Notification No. C.N.377.2018TREATIES-XI.D.5 of 6 August 2018 stating that none of the contracting parties had expressed an objection to the amendments to AGN adopted at its sixty-first session. The amendments will enter into force on 6 November 2018.

20. The secretariat was asked to prepare the updated text of AGN as a publication after the amendments enter into force.

### **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.3/2018/3, Informal document SC.3 No. 9 (2018)

21. The Working Party adopted addendum 1 to the third revised edition of the Blue Book based on the amendments approved in 2017–2018 (ECE/TRANS/SC.3/2018/3), subject to modifications proposed by Ukraine, except paragraph 5, which should be agreed between Romania and Ukraine and then communicated to the secretariat. Romania mentioned the need to keep the Romanian note in endnote 104 (ECE/TRANS/SC.3/144/Rev.3) in the text. Ukraine informed SC.3 that some recent updates will be transmitted to the secretariat by the beginning of December 2018 to be included in addendum 1.

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<sup>4</sup> [www.unece.org/trans/areas-of-work/inland-water-transport/meetings/inland-water-transport/meeting/2018/international-ministerial-conference-connecting-by-inland-navigation/doc.html](http://www.unece.org/trans/areas-of-work/inland-water-transport/meetings/inland-water-transport/meeting/2018/international-ministerial-conference-connecting-by-inland-navigation/doc.html).

### **C. Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, revised)**

*Documents:* ECE/TRANS/SC.3/159/Rev.2, ECE/TRANS/SC.3/WP.3/106

22. The Working Party took note of the amendment to the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network that had been preliminarily approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its fifty-third session (ECE/TRANS/SC.3/WP.3/106, para. 14), and preliminarily approved it as “pending”, with a view to collect proposals for 2–3 years and prepare a package of modifications.

23. The Working Party was informed by the secretariat about ongoing consultations with the European Commission and European coordinators of the TEN-T<sup>5</sup> core network corridors on streamlining resolution No. 49, with the list of bottlenecks of the TEN-T core network corridors set out in Regulation No. 1316/2013 of the European Union, and aim to establish a harmonized GIS<sup>6</sup> database.

### **D. Map of the European Inland Waterway Network (Resolution No. 30)**

*Document:* Informal document SC.3 No. 7 (2018)

24. The Working Party took note of the information by the secretariat about the finalization of work on the updated map of the European Inland Waterway Network in accordance with resolution No. 30 and clarifications by Transmanche Consultants.<sup>7</sup> The map was available on the SC.3 website as a pdf version for printing and as an online GIS application linked to the Blue Book data.

25. The Working Party approved the map subject to modifications proposed by Ukraine in Informal document SC.3 No. 7 (2018) and Romania who was of the opinion that there was no need to indicate the position of fairway on the map. It was agreed to clarify that the map was intended for route planning and not for navigational purposes.

26. SC.3 agreed with the proposal of the secretariat to update the SC.3 web page with updated maps of inland waterways.

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

*Documents:* ECE/TRANS/SC.3/WP.3/104 and ECE/TRANS/SC.3/WP.3/106

27. The Working Party took note of the reports on the fifty-second and fifty-third sessions of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/104 and ECE/TRANS/SC.3/WP.3/106) and endorsed them.

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<sup>5</sup> Trans-European Transport network.

<sup>6</sup> Geographic Information System.

<sup>7</sup> Available online at [http://tiny.cc/agn\\_map](http://tiny.cc/agn_map).

## **A. European Code for Inland Waterways (CEVNI) (Resolution No. 24, revision 5)**

*Documents:* ECE/TRANS/SC.3/115/Rev.5, ECE/TRANS/SC.3/2017/10, ECE/TRANS/SC.3/2018/4, ECE/TRANS/SC.3/2018/5, Informal document No. 8 (2018)

28. The Working Party approved the draft amendments to CEVNI proposed by the CEVNI Expert Group at its twenty-sixth and twenty-seventh meetings and preliminarily approved by SC.3/WP.3 (ECE/TRANS/SC.3/2018/4) subject to the modification of article 6.31, paragraph 2 (ECE/TRANS/SC.3/2018/4, para. 6) following the proposal of the Sava Commission:

in the end, *delete* “and the last vessel in the convoy”.

29. SC.3 took note of the report of the twenty-eighth meeting of the CEVNI Expert Group held on 26 June 2018 (ECE/TRANS/SC.3/2018/5) and the amendment proposals for CEVNI to be considered by SC.3/WP.3 at its fifty-fourth session in February 2019.

30. The Working Party took note of the information about the outcome of the twenty-ninth meeting of the CEVNI Expert Group held on 2 October 2018 in Geneva that had proposed amendments to (a) Chapter 10 based on the revised Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI), version 2014, and (b) articles 1.07 and 4.07 based on the recent amendments to the Police Regulations for the Navigation of the Rhine. The work will continue at the next meeting of the Group. The Russian Federation commented on the revised article 4.07 in the light of recent developments in AIS<sup>8</sup> technology, and expressed its concern over possible impact of an obligation to have onboard Inland ECDIS devices on river-sea vessels equipped in accordance with the IMO requirements. It supported, therefore, the proposal of the Group to leave this issue to the discretion of the competent authorities. SC.3 asked the secretariat to issue the detailed report for the fifty-fourth session of SC.3/WP.3. SC.3 was informed that the next meeting of the Group could optionally be held during the first week of February 2019 in Strasbourg (France) on the premises of CCNR, and asked the secretariat to contact CCNR and make the necessary arrangements.

31. SC.3 took note of the information transmitted by member States (Informal document SC.3 No. 8 (2018)), and supplemented by Belgium, on provisions in their national legislation regulating the prohibition of waste water discharge from vessels into inland waterways. SC.3 asked the secretariat to prepare a working document for the fifty-fourth session of SC.3/WP.3 and asked the CEVNI Expert Group to consider it when updating Chapter 10.

## **B. Signs and Signals on Inland Waterways (SIGNI) (Resolution No. 22, revision 2)**

*Documents:* ECE/TRANS/SC.3/108/Rev.2, ECE/TRANS/SC.3/2018/6, Informal documents SC.3 Nos. 2 and 3 (2018)

32. The Working Party adopted the European Code for Signs and Signals on Inland Waterways as its resolution No. 90 (ECE/TRANS/SC.3/2018/6) that would replace resolution No. 22, revision 2, and resolution No. 59, revision 2. The secretariat was asked to issue the resolution as a United Nations publication.

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<sup>8</sup> Automatic Identification System.

33. The Russian Federation pointed out that there were still differences between SIGNI and the national prescriptions. SC.3 decided that this should be a permanent item on its agenda in order to continue the process of harmonizing with national requirements.

### **C. Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised)**

*Documents:* ECE/TRANS/SC.3/172/Rev.1 and Amends.1–3, ECE/TRANS/SC.3/2015/8, ECE/TRANS/SC.3/WP.3/2018/5, ECE/TRANS/SC.3/2018/7, ECE/TRANS/SC.3/2018/8, Informal documents SC.3 Nos. 4, 5 and 14 (2018)

34. The Working Party adopted the following amendments to the annex to resolution No. 61, revised: (a) section 8 B-4, “Requirements concerning equipment for the treatment of domestic waste water” (ECE/TRANS/SC.3/2015/8 as amended by ECE/TRANS/SC.3/WP.3/2018/5), and (b) Chapter 19B, “Subjects for possible reductions of the technical requirements applicable to craft on inland waterways of zones 3 and 4” (ECE/TRANS/SC.3/WP.3/2018/5) as represented in Informal document SC.3 No. 5 (2018).

35. The Working Party adopted the second revision of resolution No. 61 that consisted of the consolidated version of the annex to resolution No. 61, revised, and newly adopted amendments, as its resolution No. 91 (ECE/TRANS/SC.3/2018/7 and Informal documents SC.3 Nos. 4 and 5 (2018)).

36. The Working Party took note of the ongoing work by the secretariat on the Russian translation of the European Standard laying down technical requirements for inland navigation vessels (ES-TRIN), edition 2017.

37. SC.3 decided to continue the discussion on aligning the annex to resolution No. 61 with ES-TRIN based on ECE/TRANS/SC.3/2018/8.

38. SC.3 took note of the information on national provisions for passenger day-trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers transmitted by Austria, Belarus, Germany, Netherlands, Romania and Russian Federation (Informal document SC.3 No. 14 (2018)).

39. The Working Party encouraged member States to more actively take part in the activities of the Group of Volunteers on resolution No. 61.

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

*Documents:* ECE/TRANS/SC.3/179, TRANS/SC.3/150, Informal document SC.3 No. 13 (2018)

40. The Working Party took note of the proposal by Romania on updating the provisions of resolution No. 21, last revised in 2007 (Informal document SC.3 No. 13 (2018)). Romania pointed out that, since the adoption of addenda to resolution No. 21 in 1999 and the revision of the resolution, CEVNI, resolution No. 61 and ADN have been considerably revised, and there was a need to align it with the updated regulations. Therefore, the Romanian proposal (Informal document SC.3 No. 13 (2018)) could be a basis for that.

41. DC and the Sava Commission informed the session about the activities on waste management in the Danube and Sava basins. DC addressed the current tasks and challenges of the DC Expert Group on ship waste management in different ship waste management systems, including the system introduced by CDNI. It further mentioned the upcoming

meeting of the Contracting Parties to CDNI on 31 October in Vienna and stressed the intention of DC member States to have one set of harmonized international regulations. The Sava Commission informed the session that the “Protocol on prevention of the water pollution caused by navigation” to the Framework Agreement on the Sava River Basin (FASRB) entered into force in December 2017. This protocol implies certain obligations to SC and its member States related to the waste management. SC further referred to the projects WANDA (Waste management for inland Navigation on the DANube) and CO-WANDA focused on initiative work for a binding treaty, which shall provide clear guidelines for ship waste management along the Danube, and supported Romania on the need for updating resolution No. 21.

42. The Working Party agreed that provisions of resolution No. 21 were outdated, and asked the secretariat to include this item in the agenda of future sessions of SC.3/WP.3 and possibly prepare a proposal in consultations with Romania, DC and SC.

## VIII. Smart shipping and inland navigation (agenda item 7)

*Documents:* ECE/TRANS/SC.3/WP.3/104, ECE/TRANS/SC.3/WP.3/2018/1, Informal document SC.3 No. 6 (2018)

43. The Working Party discussed the outcome of the workshop on autonomous navigation held at the fifty-second session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/104, paras. 9–30) and recent developments presented by the participants. The moderator was Mr. J. Fanshawe, the Chair of MASRWG.

44. The moderator opened the discussion by emphasizing the significance of the year 2018 in terms of autonomous shipping developments and various international events dedicated to this issue. He mentioned the work carried out by IMO: (a) the regulatory scoping exercise for the use of Maritime Autonomous Surface Ships (MASS); (b) the establishment of the IMO Working and Correspondence Groups and; (c) the upcoming 100<sup>th</sup> session of the Maritime Safety Committee from 3 to 7 December 2018 in London. He presented an overview of the document on the outcome of the workshop held at the fifty-second session of SC.3/WP.3 (Informal document SC.3 No. 6 (2018)).

45. SC.3 exchanged information on the recent achievements, challenges and perspectives for autonomous and remote-controlled vessels. The emphasis was currently on craft less than 24 m in length. The examples of existing MASS were special purpose vessels including those for marine scientific research, oil and gas supply, national projects of ferries and vessels engaged in passenger transportation (Norway), tugboats (Denmark) as well as various test models. An example of the available regulatory framework was the Codes of Conduct and Practice for Maritime Autonomous Systems by the Marine Industries Alliance (United Kingdom of Great Britain and Northern Ireland).<sup>9</sup> Among the challenges were mentioned: an impact on traffic and the whole transport chain, lack of the legislative basis, training and certification for the crew and shore-based control centres, insurance and liability issues. ETF stressed that the considerable costs related to smart shipping could be a burden to the sector, given the dominant number of small companies, which was a fundamental difference from the maritime industry.

46. SC.3 took note of the presentation by Ms. A.-S. Pauwelyn on the progress reached by De Vlaamse Waterweg nv (Belgium) on introducing the framework for autonomous shipping in Flanders, its benefits and identified gaps in legislation for the crew, traffic and carriage of dangerous goods that impeded the commercial operation of autonomous vessels.

<sup>9</sup> [www.maritimeuk.org/media-centre/publications/](http://www.maritimeuk.org/media-centre/publications/)

The test area for smart shipping was open in Flanders on 18 May 2018, in conjunction with the issuance of the Code of Conduct for testing in Flanders.<sup>10</sup> She further mentioned a project “Autonomous sailing in Westhoek” launched in 2018 and the cooperation with the Governments of Wallonia, Brussels and the Federal Government of Belgium, Netherlands and international organizations.

47. ETF continued with the project TASCs (Towards A Sustainable Crewing System) that could bring new manning regulations applicable to automated vessels. The Chair informed the session about the ongoing work in the port of Rotterdam on autonomous vessels. The discussion was continued by Belgium, Ukraine, the Sava Commission and ETF on testing requirements, manning provisions and related issues. The moderator concluded with the lessons learned from other transport modes, the applicability of existing approaches to MASS and river vessels, and the need for developing international regulations. In this context, he emphasized the role of cooperation between member States.

48. SC.3 supported the proposal by CCNR about automation levels. It approved the proposal to develop a road map for international cooperation on developing automated shipping and expressed the opinion that the outcome of the seminar on automation in inland water transport held by ETF on 4–5 September 2018 in Saint Petersburg (Russian Federation) could be a basis for that. SC.3 finalized the text presented in Informal document SC.3 No. 6 (2018), asked the secretariat to incorporate the outcome of the present discussion, and finally to prepare a working document based on this text for the eighty-first session of ITC.

## **IX. Workshop “Digitalization in inland water transport” (agenda item 8)**

*Documents:* ECE/TRANS/SC.3/2018/9, Informal documents SC.3 Nos. 10, 15 and 17 (2018)

49. Following the decision of SC.3/WP.3 at its fifty-third session (ECE/TRANS/SC.3/WP.3/106, para. 11), the Working Party held a workshop on digitalization in inland water transport on 4 October 2018 that was dedicated to the application scope, main trends and recent developments of digitalization on inland waterways and related issues.

50. The workshop consisted of three discussion panels and a round table on the advantages and opportunities, challenges and risks, obstacles, possible solutions and lessons learned from digitalization. The moderator was Mr. Fanshawe. The main topics discussed included:

- Policy initiatives in digital transport and logistics, and digital tools for inland waterway transport in the European Union and beyond
- Ongoing international projects and national strategies for inland waterways and river-sea shipping
- Computerization of work and transport documents, streamlining document procedures and data harmonization
- Development of digitalization and RIS technologies
- Application of common standards, platforms and systems

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<sup>10</sup> [www.vlaamsewaterweg.be/sites/default/files/download/smart\\_shipping\\_code\\_of\\_conduct.docx](http://www.vlaamsewaterweg.be/sites/default/files/download/smart_shipping_code_of_conduct.docx).

- Safety
- Need for secure data
- Social aspects of digitalization, education and training standards.

51. Discussion panel 1 overviewed recent developments and trends in the field of digitalization and computerization of transport documents in the trade facilitation, maritime, road and rail transport:

(a) Mr. M. Apostolov (ECE Trade Division) described the activities and tasks of the ECE Economic Cooperation and Trade Division, United Nations (UN) CEFACT and other UN agencies and international organizations related to trade facilitation and e-Business, UN CEFACT standards that were used in e-CMR and e-TIR. He further addressed the UN Layout Key for Trade and Transport documents, a Single Window and the information pipeline concept;

(b) The moderator highlighted digital trends in the maritime sector, starting with distinguishing between digitization and digitalization. He addressed the advantages and impacts of the digital trends, provided examples of their application for optimizing management of maritime operations and stressed the role of information management for ensuring tangible results;

(c) Ms. R. Huang (ECE Sustainable Transport Division) presented an overview of the progress reached by the Working Party on Road Transport (SC.1) in the implementation of e-CMR in the international carriage of goods by road, which had been introduced by the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road concerning the e-CMR of 2008;

(d) The international law for international freight traffic by rail and the implementation of electronic consignment notes in rail transport were addressed in the presentation of Mr. C. Brand (CIT). He shared the recent developments of CIT and its partners in e-CIM and CIM-SMGS electronic consignment note, addressed main obstacles and further steps and highlighted the activities of the Digital Transport and Logistics Forum.

52. Approaches and achievements of digitalization on European waterways were addressed during panel 2:

(a) The presentation of PIANC Working Group 125 on digitalization in inland water transport and the development of RIS was delivered by Mr. E. Brodsky. He highlighted the PIANC RIS Guidelines, edition 4 (2018) that was a basic document for the digitalization of inland water transport, perspectives for 2020–2030, initiatives of the European Union relevant to the Digital Single Market and considered challenges for the waterway authorities for the coming decade arising from the digital transition of inland water transport;

(b) The presentation on eliminating administrative barriers for inland water transport in the Danube region by Mr. R. Rafael (Pro Danube International) was dedicated to the ongoing work of the association and the project DANTE aimed at improving administrative procedures on the Danube through a harmonized international legal framework, simplified and unified reporting procedures by means of digital tools and other activities, including the Danube Navigation Standard Forms (DAVID) and RIS electronic reporting related services;

(c) The view of ETF on various aspects of digitalization was presented by Mr. J. Kerkhofs (ETF section “Inland Waterways”) who highlighted the project TASCs, in which ETF was currently engaged in cooperation with the European Barge Union and the European Skippers’ Organization. He delivered the ETF position on automation and its

impact on the sector based on the outcome of the seminar held on 4–5 September 2018 in Saint Petersburg (the Russian Federation) (Informal document SC.3 No. 17 (2018));

(d) Opportunities for river-sea shipping from digitalization were analysed by Mr. W. Hebenstreit (ERSTU), who presented the project EMMA<sup>11</sup> and addressed various aspects of digitalization and its advantages. For river-sea shipping, this process should build on the achievements of maritime and inland shipping and integrate the processes of digitalization in both sectors. Mr. Hebenstreit on behalf of ERSTU invited the participants to take part in the conference “Visions and Opportunities for the Transport Network: Inland Navigation and River-Sea Shipping in the Baltic Sea Region” that will be held on 6 November 2018 in Brussels.

53. The secretariat complemented the interventions with the main findings of the European Commission Staff Working Document on DINA (Informal document SC.3 No. 15 (2018)).

54. The third discussion panel addressed strategies in the field of digitalization, development of RIS and AIS, education and training:

(a) The educational institutions’ approach on the challenges of digitalization in inland water transport was demonstrated by Mr. A. Mintjes and Mr. J. Boll with the example of EDINNA and Maritieme Academie Harlingen. They addressed modern needs, challenges and new tasks for educational institutions arising from the development of automation and smart technologies and recent changes in the legal framework. As a response to this, they highlighted practical activities introduced by the academy, including contemporary training tools and programmes, training vessels and simulator centres;

(b) Mr. H. Schindler (DC) in his statement highlighted the activities of DC in digitalization and provided some examples: (a) the contribution to the RIS development and the cooperation under the GIS Forum Danube; (b) participation in International RIS Expert Groups and ongoing projects of the European Commission related to RIS; (c) electronic logbooks and service record books and; (d) projects DANTE and DAVID;

(c) The use of satellite AIS technologies for the monitoring of river-going vessels on the Russian waterways was presented by Mr. S. Starik (Morsviaszputnik, the Russian Federation). He mentioned that, following the respective IMO resolutions, there was an obligation to fit commercial sea-going and river vessels with combined GLONASS/GPS receivers. He described the monitoring system “MoRe”, the principles of vessel monitoring, satellite AIS Classes A and B technologies and equipment for inland water transport and provided recommendations for their application based on previous experience and test results;

(d) Ms. Pauwelyn introduced the new long-term strategy for RIS and digitalization on the Flemish inland waterways, based on a broadened logistics landscape that addressed various users both in Flanders and in the international environment. She provided an overview on ongoing programmes and projects on smart shipping, smart logistics and digital inland navigation and the vision of the Flemish waterway administration for innovation, data quality and operational input that provided for strategic meetings with neighbouring countries and ports, projects of the European Union and the cooperation with international organizations;

(e) The recent progress and ongoing projects on digitalization on the Ukrainian inland waterways were presented by Mr. I. Gladkykh (Ukraine). He described the

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<sup>11</sup> Enhancing freight Mobility and logistics in the Baltic Sea Region by strengthening inland waterway and river-sea transport and proMoting new internAtional shipping services; [www.project-emma.eu](http://www.project-emma.eu).

mathematical model and demonstrated examples of Inland ECDIS that reflected dynamic changes of the riverbed relief, intended for the monitoring of dredging works on the Dnieper. The charts were already in operation in the testing mode. He further mentioned other aspects of digitalization, including electronic registration of cargo transportation and the training course for RIS operators;

(f) Mr. S. Bober (Federal Waterways and Shipping Agency (WSV, Germany)), provided an overview of developments in RIS in Germany. He mentioned the Internet-portal ELWIS<sup>12</sup> for inland navigation, improving navigation safety with an obligation for commercial vessels to have on board the Inland AIS and Inland ECDIS equipment in information mode. He further described the Inland AIS shore infrastructure, the Electronic Reporting and Information System in Inland Navigation (NaMIB), the pilot project for the lock management on the Danube and the RIS COMEX project for the Elbe-Weser corridor.

55. SC.3 was informed by Serbia about the project of the integration of a navigation monitoring system on the Danube (Informal document SC.3 No. 10 (2018)) and by the Russian Federation about the implementation of e-Navigation on the Russian waterways and, in particular, launching of the first e-Navigation testbed “Hermitage” in the north-western part of Russia by the consortium Kronstadt Group.

56. The round table was dedicated to:

(a) Optimistic, pragmatic and pessimistic approaches to digitalization; the optimistic point of view prevailed during the debate. It was noted that digitalization is already a part of inland shipping and it was essential to promptly address the new challenges; it entailed also a change of culture and mindsets;

(b) Digitalization in the professional education system, introducing a new legal framework in the education and training process and the need for investments in training and education;

(c) Need for exchanging the experience with other transport modes and integrating the work being carried out by other working parties;

(d) Need for the legal framework, privacy issues, security of data exchange and other aspects of cyber security that should be properly addressed but, however, not be an obstacle to the development of digitalization and smart shipping.

The moderator concluded that dialogue should continue in this area.

57. SC.3 made preliminary observations based on the answers to the multiple-choice questionnaire distributed by the secretariat:

- The definition of digitalization on inland waterways includes the computerization of transport documents, information management, RIS and corridor management, databases (for vessels, crews, professional qualifications, etc.); related topics were harmonizing and enhancing navigation systems and automation. However, the definition might need further development.
- Among the advantages of digitalization for the inland waterway sector were: (a) improving administrative procedures and processes; (b) streamlining of document procedures and facilitation of the movement of goods; (c) increasing the efficiency of logistics and management of cargo flows; (d) facilitating integration with other transport modes and promoting multimodality; (e) promoting innovations in the sector; and (f) cost savings over time.

<sup>12</sup> [www.elwis.de](http://www.elwis.de) (in German).

- Potential risks and challenges included: (a) cyber security; (b) new qualifications, education programmes and assessment procedures, (c) social impacts; (d) liability issues; and (e) additional costs.

58. Major obstacles were the lack of the necessary regulatory basis, the need for efficient cyber security measures, constraints related to funding, human resources and insufficient knowledge of the personnel.

59. SC.3 considered the experience from other transport modes and decided that it could be particularly relevant for the sector to develop a common information and exchange system, single window and reporting formalities in ports, electronic consignment notes, and perhaps digital tachographs and checklists for combined traffic.

60. SC.3 agreed that digitalization could benefit the pan-European area by eliminating administrative and legislative bottlenecks, harmonizing the approach, exchanging best practice, encouraging more reliable and accessible data, promoting multimodality and free movement of goods, and establishing common education standards. It could also contribute to ensuring navigational safety.

61. SC.3 mentioned that the development of digitalization could have an impact on the provisions of the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI).

62. SC.3 agreed that the priorities and next steps of digitalization on inland waterways included, among other aspects, the development of the national legislative basis, dissemination of information and developing education standards.

63. The participants were of the opinion that SC.3 should keep this item in its agenda and continue holding workshops on this issue in the future. The secretariat was asked to make a summary of the workshop.

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

### **A. Guidelines and Recommendations for River Information Services (Resolution No. 57)**

*Documents:* ECE/TRANS/SC.3/165/Rev.1 and Amend.1, Informal documents SC.3/WP.3 Nos. 14 and 15 (2018)

64. The Working Party took note of the information about the revised PIANC RIS Guidelines (edition 2018). The secretariat informed SC.3 that it had not received any comments on the draft presented at the fifty-third session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/106, paras. 43–46). Ukraine informed the session that it had transmitted its comments to the Chair of PIANC Working Group 125. The Russian Federation provided details about the current status of the draft. The adoption of the revised Guidelines by PIANC was planned for 30 October 2018.

65. SC.3 asked the secretariat to start a new revision of resolution No. 57 after the adoption of the revised RIS Guidelines by PIANC, with a view to adoption at its next session.

## **B. Status of and updating the United Nations Economic Commission for Europe Resolutions of relevance to River Information Services**

*Documents:* ECE/TRANS/SC.3/156/Rev.3, ECE/TRANS/SC.3/176/Rev.1, ECE/TRANS/SC.3/198, ECE/TRANS/SC.3/199, ECE/TRANS/SC.3/2015/10, ECE/TRANS/SC.3/2015/11, ECE/TRANS/SC.3/WP.3/2016/6, ECE/TRANS/SC.3/WP.3/2016/17

66. The Working Party took note of the information by the Chair and the secretariat about the current status and updates to the RIS International Standards.

67. The Working Party took note of the information by the Russian Federation and Ukraine about the development of RIS on their inland waterways.

## **C. Upcoming RIS Weeks in 2018 and 2019**

68. The Working Party took note of information by the Chair, Romania and Ukraine about the RIS Weeks to be held in Vienna (from 3 to 7 December 2018) and in Galati (Romania, June 2019).

## **D. Danube Information Services Conference in 2018**

69. The Working Party took note of the information by Romania about the upcoming DISC'18 that will be held on 12 and 13 December 2018 in Bratislava.<sup>13</sup> SC.3 stressed the importance of the Danube Information Services Conferences for the sector and encouraged all interested parties to participate.

## **E. Information Technology standards in inland navigation**

70. The Working Party was informed by the Chair about the activities of CCNR in the field of information technologies and the establishment of a CESNI Working Group on Information Technologies with a purpose of developing standards in the field of information technology.

# **XI. Harmonization of the pan-European legal framework for inland navigation (agenda item 10)**

## **A. Status of international conventions and agreements affecting inland navigation**

*Document:* ECE/TRANS/SC.3/2018/10

71. The Working Party took note of the information on the current status of legal instruments relevant to inland navigation, as well as the progress in the number of contracting parties since the Bucharest Pan-European Conference on Inland Water Transport of 2006 presented in ECE/TRANS/SC.3/2018/11. It invited governments to keep the secretariat informed about any rectifications or additions to this document.

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<sup>13</sup> Details are available at [www.ris.eu/news/danube\\_information\\_services\\_conference\\_disc\\_18](http://www.ris.eu/news/danube_information_services_conference_disc_18).

72. SC.3 took note of the information about the updated provisions of CDNI 2014 and asked the CEVNI Expert Group to continue work on revising Chapter 10 of CEVNI to harmonize it with the recent amendments to CDNI.

73. SC.3 took note of the information by CCNR about the current status of the Strasbourg Convention on the limitation of liability in inland navigation (CLNI 2012) and its entry into force on 1 July 2019.

74. The Working Party encouraged governments to accede to United Nations conventions of relevance to inland navigation, if they have not yet done so.

## **B. Application of UNECE Resolutions on inland navigation**

*Document:* ECE/TRANS/SC.3/2018/11

75. The Working Party took note of the status of ECE resolutions and their application on the basis of the document ECE/TRANS/SC.3/2018/11 and invited governments to accept the resolutions, if they had not yet done so.

## **XII. Recreational navigation (agenda item 11)**

### **A. Activities of the Informal Working Group on recreational navigation**

*Document:* ECE/TRANS/SC.3/2018/12

76. The Working Party took note of the progress of the group at its first and second meetings (ECE/TRANS/SC.3/2018/12), the information about the third meeting of the Group (1–2 October 2018) from the secretariat, as supplemented by EBA and the presentation by the secretariat on a ECE database of questions for testing knowledge of CEVNI. SC.3 encouraged representatives from both countries with inland waterways and coastal states that informally accepted the International Certificates for Operators of Pleasure Craft (ICC) to take part in the activities of the Group. Romania mentioned that a tool for testing the practical knowledge would be also appreciated by member States. EBA mentioned that for this purpose annex I to resolution No. 40 could be helpful.

77. SC.3 approved the proposal to assist in developing CEVNI tests for governments, which have not implemented CEVNI or do not have navigable inland waterways, and asked the Group to start working on developing a ECE database of questions to test the knowledge of CEVNI.

78. The Working Party recalled the decision of SC.3/WP.3 at its fifty-third session to collect information about terms and limitations imposed by governments when issuing ICC, including restrictions on the size or type of boat (ECE/TRANS/SC.3/WP.3/106, para. 65) and encouraged governments to provide information to the secretariat.

79. The Working Party was informed about the outcome of the third meeting of the Group that was held on 1–2 October 2018, back-to-back with the sixty-second session of SC.3. The secretariat was asked to prepare documents for finalization by the Group and consideration by SC.3/WP.3.

80. SC.3 encouraged member States to take part in the next meeting of the Group.

**B. National legal acts governing navigation of recreational craft**

*Document:* ECE/TRANS/SC.3/2015/16

81. The Working Party noted that no new updates on the information on the national legal acts governing navigation of recreational craft on national waterways (ECE/TRANS/SC.3/2015/16) had been made available to the secretariat, and invited governments to submit this information to the secretariat, if they have not yet done so.

**C. International Certificate for Operators of Pleasure Craft (Resolution No. 40, fourth revision) and the Guidelines to Resolution No. 40**

*Documents:* ECE/TRANS/SC.3/147/Rev.4 and Amend.1, Informal document SC.3 No. 12 (2018), ECE/TRANS/NONE/2018/5

82. The Working Party took note of the information about the application of resolution No. 40 and ICC models transmitted by the Governments of Germany, Latvia, Romania and Slovakia (Informal document SC.3 No. 12 (2018)) and asked the secretariat to upload this information on the website.

83. SC.3 was informed that a publication on the revised Guidelines to resolution No. 40 had been issued (ECE/TRANS/NONE/2018/5) and was available from the secretariat in English, French and Russian.

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

**D. European Recreational Inland Navigation Network (Resolution No. 52, revised)**

*Documents:* ECE/TRANS/SC.3/164/Rev.1, ECE/TRANS/SC.3/2018/13

85. The Working Party considered and adopted the updated annexes I and II to resolution No. 52, revised, preliminarily approved by SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/106, para. 67), as its resolution No. 92.

**XIII. E-inland waterway statistics (agenda item 12)**

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

86. SC.3 took note of the presentation by the secretary of WP.6 about an E-Inland Waterway Census contained in ECE/TRANS/SC.3/2018/14, the outcome of the workshop on data quality in inland waterway statistics held by WP.6 on 12 June 2018 at its sixty-ninth session, sharing country practices to achieve the Sustainable Development Goals relevant to transport and the data production for the Sustainable Development Goals' indicators, in particular 9.1.2, and the updates to the Glossary for Transport Statistics.

87. SC.3 discussed the proposal for an E-Inland Waterway census and the reliability of data gained from AIS. Belgium, Russian Federation, Ukraine, ERSTU and the secretariat participated. The secretariat stressed that the official data provided by member States was the only official source for the ECE database. It was pointed out that combining the data from AIS with the information from other sources would ensure its reliability. SC.3 expressed its intention to cooperate with WP.6 and decided to include this item in the

agenda of SC.3/WP.3. The secretariat was asked to prepare a proposal in cooperation with member States and WP.6.

88. The Working Party took note of an informal statistics paper issued by WP.6 on how inland water freight statistics directly measure the Sustainable Development Goals, in particular, indicator 9.1.2 on passenger and freight volumes. The Working Party agreed to consider how their future work impacts upon specific Sustainable Development Goals, in particular, Goals 7 and 9.

#### **XIV. Mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (agenda item 13)**

89. The Working Party took note of recent developments by the European Commission, CCNR and the European Committee for drawing up Standards in Inland Navigation (CESNI) on this issue. Romania provided detailed information about ongoing activities of the CESNI Working Group on Professional Qualifications (CESNI QP), the temporary working group on elaboration of standards in inland navigation, the outcome of the session held on 4–5 September 2018 in Paris. The European Commission was working on the draft delegated act for the adoption of several standards.

90. The Working Party took note of the information on: (a) the ongoing work and future steps on the implementation of Directive 2017/2397/EU aimed at recognition of professional qualifications on inland waterways of the European Union by 2022 by EDINNA, (b) work on the implementation of education standards and professional requirements in compliance with the new directive by the education centre CERONAV (Romania) and (c) current work by the Odessa Maritime Academy (Ukraine).

#### **XV. Terms and definitions related to inland water transport (agenda item 14)**

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

91. The Working Party discussed the list of terminology on benchmarking inland water transport infrastructure construction costs built on the draft prepared by the Group of Experts on Benchmarking Transport Infrastructure Construction Costs and modified by the secretariat following the decision of SC.3/WP.3 at its fifty-third session (ECE/TRANS/SC.3/WP.3/106, para. 64) as contained in ECE/TRANS/SC.3/2018/15–ECE/TRANS/WP.5/2018/5 and the proposal of the Russian Federation (Informal document SC.3 No. 18 (2018)) which mentioned that for some definitions, there were substantial differences with the national legal framework and more time was needed for detailed comments. Romania and Ukraine supported the need for further work on this document and complementation with other relevant terms. SC.3 was informed that WP.5 had approved the document at its thirty-first session.

92. SC.3 decided to continue this work with the aim of developing a new resolution and mentioned the sources that could be used. Ukraine transmitted the English-Russian-Ukrainian Navigational-Hydrographic Dictionary, edition 2008 to the secretariat. The Russian Federation asked to clarify how this work would be organized. The secretariat would prepare a proposal for a glossary of terms on inland water transport for the fifty-fourth session of SC.3/WP.3 and indicate the purpose and a draft structure.

## **XVI. Tentative list of meetings for 2019 (agenda item 15)**

93. The Working Party approved the following tentative list of meetings for the year 2019:

13–15 February 2019	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (fifty-fourth session)
19–21 June 2019	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (fifty-fifth session)
6–8 November 2019	Working Party on Inland Water Transport (sixty-third session).

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

### **A. Election of officers for the sixty-third and sixty-fourth sessions of SC.3**

94. SC.3 thanked Mr. B. Van Acker, who was no longer able to chair SC.3 due to other commitments, for his successful and efficient chairmanship. SC.3 decided that Belgium would continue to be the Chair, and elected Mr. Sim Turf as the Chair of its sixty-third and sixty-fourth sessions.

### **B. Theme topic for the next SC.3 session**

95. The Working Party decided that the themes at its sixty-third session would be:

- (a) integration of inland water transport in multimodal transport and logistics chains as a workshop;
- (b) traffic management of river cruise vessels in European cities.

Furthermore, SC.3 decided that the theme at the fifty-fourth session of SC.3/WP.3 would be education standards and professional requirements in inland navigation.

### **C. Activities of the International Association of Technical Survey and Classification Institutions**

96. The Working Party took note of the presentation by the secretariat of TSCI and invited the association to cooperate on issues relevant to the activities of SC.3.

### **D. Activities of the public association “For the revival of the Dnipro river as the main transport artery of Ukraine”**

97. The Working Party took note of the information by “For the revival of the Dnipro river as the main transport artery of Ukraine”. SC.3 welcomed the establishment of the association and invited the association to cooperate on issues relevant to the activities of SC.3.

**E. International Black Sea Transport Forum (26–28 September 2018, Odessa (Ukraine))**

98. The Working Party was informed by Ukraine about the outcome of the International Black Sea Transport Forum held from 26 to 28 September 2018 in Odessa (Ukraine).

**F. Traffic management system for river cruise vessels on urban lines**

*Document:* Informal document SC.3 No. 18 (2018)

99. The Working Party was informed by the Russian Federation about the ongoing work on developing a traffic management system for river cruise vessels on urban lines in Saint Petersburg and a questionnaire prepared for collecting information about similar systems in Europe. Member States were asked to share their experience in developing and operating similar systems.

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

100. 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-second session on the basis of a draft prepared by the Chair with the assistance of the secretariat.

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