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Economic Commission for Europe**Inland Transport Committee****Working Party on Inland Water Transport****Sixty-third session**

Geneva, 6–8 November 2019

Item 4 of the provisional agenda

**Follow-up of the International Ministerial Conference
“Connecting by Inland Navigation”****Revised draft recommendations on monitoring the
implementation of the Ministerial Declaration
“Inland Navigation in a Global Setting”****Transmitted by Belgium*****I. Mandate**

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2018–2019 (ECE/TRANS/2018/21/Add.1) adopted by the Inland Transport Committee at its eightieth session (20–23 February 2018) (ECE/TRANS/274, para. 123).
2. At its fifty-fifth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) considered the proposal how to monitor the implementation of the decisions of the Wroclaw Conference by member States, prepared by the secretariat as document ECE/TRANS/SC.3/WP.3/2019/21 (ECE/TRANS/SC.3/WP.3/110, para. 75). SC.3/WP.3 asked the secretariat, in consultation with Belgium and other interested member States, to modify the draft for consideration and adoption by the Working Party on Inland Water Transport (SC.3) at its sixty-third session.
3. The present document contains the revised draft prepared by Belgium. SC.3 may wish to consider the modified draft with a view to adopt it. SC.3 may also wish to invite member States to apply these requirements for monitoring the implementation of the decisions of the Wroclaw Conference and to submit the relevant information to the secretariat.

* The present document was submitted after the deadline as a result of consultations with member States.

II. Revised proposal on the information and indicators for monitoring the implementation the Ministerial Declaration “Inland Navigation in a Global Setting”**

4. The objectives and strategic actions adopted by the ministerial declaration¹ require relevant activities both at the national level and by SC.3. The basis for their implementation at the national level could be action plans adopted by member States, which could build on:

- Existing transnational and national strategies, programmes and initiatives aimed at the implementation of the Sustainable Development Goals and the development of inland water transport, the existing legislative basis, pilot projects, feasibility studies etc.
- Newly introduced and planned programmes and activities.

5. SC.3 could monitor the implementation of the ministers’ decisions on the basis of the information submitted by governments, ~~including the using~~ **indicators to showing** the progress on the implementation of the action plans, where applicable. **To simplify this task, the indicators should could be based on the existing transport statistics collected by member States and used to directly monitor transport-related progress on** the Sustainable Development Goals, ~~indicators and targets of the 2030 Agenda for Sustainable Development, in particular, such as tonne-kilometre statistics related to Goal 9.~~² They could use existing transport statistics and contain both actual and target values. This information would be summarized in a joint report of SC.3 to be submitted to ITC.

6. The indicative scope of information and the respective indicators for each of the objectives set out in the declaration, are given below. ~~In general, the proposal does not contain references to concrete programmes, actions and sources of funding and may be complemented, if SC.3/WP.3 so decides.~~

(a) Building up a solid regulatory framework aimed at increasing the efficiency of inland water transport (strategic actions 1 to 3)

Information to be submitted:

- Legal instruments which member States are the contracting parties to; plans and/or the preparatory work for accession or ratification of legal instruments and progress on their implementation:
 - Updates, if any, on acceding/ratifying the United Nations international conventions relevant to inland water transport;
 - National legal acts introducing the conventions into the national legislation
- Bilateral and multilateral treaties and agreements relevant to inland water transport
- **Legal instruments that are implemented by member States with the aim to foster innovation, automation and greening.**

(b) Ensuring the appropriate balance among all transport modes, streamlining cargo flows and promoting the multimodality (strategic actions 4 to 11)

Information to be submitted:

- ~~Strategies and programmes~~ **Measures** aimed at increasing the modal share of inland water transport, developing infrastructure and logistics, developing river-sea navigation
- Plans for accession or ratification of the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined

** Note by the secretariat: the text proposed for deletion is strikethrough, the new text is bold.

¹ www.unece.org/trans/main/sc3/sc3res.html.

² www.unece.org/fileadmin/DAM/trans/main/wp6/pdfdocs/SDG_TKM_paper.pdf.

Transport Lines and Related Installations and other legal instruments relevant to combined transport³ and progress on their implementation

- ~~Realization of the TEN-T core and comprehensive network and other infrastructure projects;~~
- Measures aimed at ensuring and maintaining the required minimum parameters of the inland waterway system and coastal routes in accordance with the European Agreement on Main Inland Waterways of International Importance and the **Inventory of main standards and parameters of the E Waterway Network (“Blue Book”)**, **Trans-European Transport Network (TEN-T) regulations**, eliminating bottlenecks, ensuring adequate capacities of ports and terminals, efficient hinterland connections, inland waterways of national importance
- Activities aimed at enhancing multimodality (state aid, unification of transport documents and other measures).

Examples of indicators: the key performance indicators relevant to international freight, container and passenger volumes (Sustainable Development Goal indicator 9.1.2), the modal split and the share of inland water transport per goods segment, the share of container transport, ~~the capacity of navigable inland waterways,~~ the number of ports and terminals suitable for combined transport, **the progress made in the elimination of the missing links and bottlenecks set out in the Blue Book and resolution No. 49** and ~~seaport hinterland traffic data.~~

(c) *Encouraging the realization of a modern fleet and fostering innovations (strategic actions 12 to 14)*

Information to be submitted:

- Application of the European Code for Inland Waterways or other internationally accepted navigation rules, internationally agreed technical standards and norms for inland navigation vessels, including resolutions of the Economic Commission for Europe (ECE)
- ~~Priorities and Measures in~~ **aimed at** ensuring navigation safety, reducing the risk of accidents, minimizing the impact of the human factor
- ~~Programmes and projects~~ **Measures** aimed at the promotion of renovation and modernization of the fleet, construction of new vessels, modernization of vessels; financial and economic measures aimed at the promotion of the renovation and modernization of the fleet, introducing innovations and new technologies
- Programmes, projects and pilot projects aimed at the development of efficient vessel traffic services on inland waterways, River Information Services (RIS), fitting vessels with RIS and AIS⁴ installations
- **Programmes, projects and pilot projects aimed at developing the possibilities of Smart Shipping by fostering smart vessels, smart infrastructure, smart communication, smart regulations and digitalization**
- ~~National strategies and programmes~~ **Measures** aimed at reducing the average age of the fleet ~~with the aim of improving the environmental performance and achieving the Sustainable Development Goals;~~ prevention of pollution from vessels: application of an efficient waste management system, measures to prevent and/or minimize the risk of damage from spills of oil, fuel, dangerous substances, reducing emissions of greenhouse gases associated with transport; increasing the energy efficiency of inland water transport
- **Measures aimed at the construction and/or modernization of vessels using alternative fuels (liquefied natural gas, liquefied petroleum gas, methanol, biofuel, hydrogen), electromotion, fuel cell and battery systems; development of urban waterborne transport using alternative fuels or electromotion.**

³ European Agreement on Important International Combined Transport Lines and Related Installations (AGTC).

⁴ Automatic Identification System.

Examples of indicators: statistics on the composition and the age of the fleet, the number of newly built and modernized vessels; navigation-related ~~accidents~~ **collisions**; the **length and/or** share of inland waterways equipped with RIS; key indicators relevant to the environmental footprint of inland shipping; **pilot projects of smart vessels and testing zones for Smart Shipping**; transport quality indicators, such as the service availability and frequency, safety and security of cargo and passengers; availability of information.

(d) *Building the inland waterway infrastructure resilient to climate changes (strategic actions 15 to 16)*

Information to be submitted:

- ~~Implementation of strategies and Measures for adaptation to climate change based on the recommendations of the ECE Group of Experts on Climate Change Impacts and Adaptation for International Transport Networks (ECE/TRANS/238);⁵~~
- **Availability of the infrastructure required for cold ironing, using of alternative fuels by vessels**
- Progress in the waterway building, fairway rehabilitation and maintenance plans for international rivers and their navigable tributaries.

Examples of indicators: statistical data relevant to the impact of climate trends on the performance of inland water transport (navigation periods, low water periods, floods etc.); investment and operational costs for the fairway rehabilitation and maintenance; information on critical locations (the number, the length, the fairway depth), volumes of dredging works.

(e) *Promoting the attractiveness of the sector to the market and increasing its competitiveness (strategic actions 17 to 23)*

Information to be submitted:

- State financing for inland water transport;
- Education and training, introducing simulators in education, training and examination; **new training courses aimed to facilitate innovations in the sector**; application of internationally approved standards for professional requirements in inland navigation; measures for improving the working and social conditions of the professional staff, attracting new workers in the sector;
- Measures aimed at recognition of vessel certificates, certificates of crew members, service record books.
- ~~Programmes, projects and pilot projects related to automation, smart shipping and digitalization.~~

Examples of indicators: freight transport volumes in relation to the gross domestic product, statistics on the total number of workers, the share of workers with higher education and the proportion of women in the sector.

(f) *Implementation (strategic actions 24 to 27)*

- Application of ECE publications on assisting countries to monitor the Sustainable Development Goals⁶;
- Information on monitoring the implementation for sessions of SC.3: the summary of all indicators mentioned above, complemented by member States, where necessary.

⁵ Measures could be based on based on the recommendations of the ECE Group of Experts on Climate Change Impacts and Adaptation for International Transport Networks (ECE/TRANS/238).

⁶ www.unece.org/fileadmin/DAM/trans/main/wp6/pdfdocs/SDG_TKM_paper.pdf
www.unece.org/trans/areas-of-work/transport-statistics/statistics-and-data-online/sdg-papers.html.