



Economic and Social Council

Distr.: General
27 June 2022

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

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

Sixtieth session

Geneva, 16–18 February 2022

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

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1–5	3
II. Adoption of the agenda (agenda item 1)	6–7	3
III. Outcome of the sixty-fifth session of the Working Party on Inland Water Transport (agenda item 2).....	8–11	3
IV. Workshop “Prevention of Pollution from Inland Waterway Vessels and Greening of the Inland Water Transport Sector” (agenda item 3)	12–35	4
V. Inland waterways infrastructure (agenda item 4)	36–46	8
A. European Agreement on Main Inland Waterways of International Importance	36–42	8
B. Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book)	43–46	9
VI. Proposal for a new classification of European inland waterways (agenda item 5).....	47–51	9
VII. Standardization of technical and safety requirements in inland navigation (agenda item 6).....	52–67	10
A. European Code for Inland Waterways (resolution No. 24, revision 5)	52–56	10
B. Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (resolution No. 61, revision 2).....	57–62	11
C. Prevention of pollution of inland waterways by vessels (resolution No. 21, revised)	63–67	11

VIII.	Promotion of River Information Services and other Information and Communication Technologies in inland navigation (agenda item 7).....	68–76	12
A.	Guidelines and Criteria for Vessel Traffic Services on Inland Waterways (annex to resolution No. 58)	68–71	12
B.	Other resolutions of the Economic Commission for Europe of Relevance to River Information Services	72–73	12
C.	Other activities aimed at promoting the development of River Information Services in Europe	74–76	13
IX.	Glossary of terms and definitions related to inland water transport (agenda item 8).....	77–79	13
X.	Mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (agenda item 9).....	80–82	13
XI.	Recreational navigation (agenda item 10).....	83–87	14
XII.	Theme topic for the sixty-first session of the Working Party (agenda item 11).....	88	14
XIII.	Other business (agenda item 12)	89–91	14
A.	Ongoing projects by the Working Party on Trends and Economics	90–91	15
B.	Events held under the framework of project PLATINA 3	92	15
XIV.	Adoption of the report (agenda item 13).....	93–94	15

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 sixtieth session from 16 to 18 February 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: Belarus, Belgium, Bulgaria, Croatia, Czechia, Germany, Romania, Russian Federation, Slovakia and Ukraine.
3. Representatives of the following intergovernmental organizations attended the session: Danube Commission (DC), International Sava River Basin Commission (Sava Commission or SC) and International Renewable Energy Agency (IRENA). The European Commission was represented. Delegations of BIMCO, European Boating Association (EBA) and European River-Sea-Transport Union (ERSTU) were present. Delegations of European Institute for Energy Research (EIFER), Expertise and Innovation Centre Barging (EICB), FIER Automotive, Free Boating Association, Grande école d'ingénieurs (JUNIA) (Lille, France), Institute of Biology of Leiden University, Institute of Shipping Economics and Logistics (ISL), Maritime Research Institute Netherlands, Pro Danube International, Solarwaterworld AG and Voyex 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, wished them successful work and informed the session about the development of the e-learning platform LearnITC in partnership with the International Training Centre of the International Labour Organization.
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 sixtieth 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.3/119, Informal document SC.3/WP.3 No. 1 (2022)

6. The Working Party adopted the provisional agenda subject to modifications at the session: (a) agenda item 11 was modified as “Theme Topic for the Sixty-First Session of the Working Party” and (b) agenda item 12 “Other business” was complemented with subparagraphs (a) “Ongoing Projects by the Working Party on Trends and Economics” and (b) “Events Held Under the Framework of Project PLATINA 3”. The agenda was supplemented with Informal document SC.3/WP.3 No. 1 (2022) so as to take into account Informal documents SC.3/WP.3 Nos. 2 to 6.
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. Outcome of the Sixty-Fifth Session of the Working Party on Inland Water Transport (agenda item 2)

Documents: ECE/TRANS/SC.3/215, ECE/TRANS/SC.3/WP.3/2022/1

8. The Working Party took note of the main decisions taken by the Working Party on Inland Water Transport (SC.3) at its sixty-fifth session (3–5 November 2021): (a) the adoption of the sixth revision of the European Code for Inland Waterways (CEVNI) as resolution No. 102, (b) amendment No. 3 to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (resolution No. 61, revision 2) as resolution No. 103, (c) amendments to the Inventory of Main Standards and Parameters of

E Waterway Network (the Blue Book), the Inventory of most important bottlenecks and missing links in the E Waterway Network (resolution No. 49, revision 2) and the list of reception facilities for transfer of waste generated on board vessels on European inland waterways, and (d) booklet “River Information Services in the region of the Economic Commission for Europe”.

9. The Working Party took note of the draft questionnaire on implementing the Wrocław Ministerial Declaration (ECE/TRANS/SC.3/WP.3/2022/1), based on the Recommendations on monitoring the implementation of the declaration, adopted by SC.3 at its sixty-third session. Following the proposal by the Chair, SC.3/WP.3 agreed to delete the last paragraph under section A of the draft questionnaire given in the annex to the working document and approved it.

10. The Working Party asked the secretariat to circulate the questionnaire to member States after this session.

11. SC.3/WP.3 decided to include this item on the agenda of its sixty-first session.

IV. Workshop “Prevention of Pollution from Inland Waterway Vessels and Greening of the Inland Water Transport Sector” (agenda item 3)

Documents: ECE/TRANS/SC.3/WP.3/2022/2,
Informal documents SC.3/WP.3 Nos. 3 to 6 (2022)

12. Following the decision of the Working Party at its fifty-ninth session, the workshop “Prevention of Pollution from Inland Waterway Vessels and Greening of the Inland Water Transport Sector” was held on 16 February 2022. The workshop focused on various aspects of preventing pollution from inland waterway vessels and reducing the environmental impact of inland navigation: (a) the legislative framework for management of waste generated as a result of operation of vessels, (b) modernization and greening of the inland fleet, (c) improvement of the ecological performance in ports, (d) prevention of pollution by noise generated by vessels, (e) further steps and other relevant issues.

13. The secretariat opened the workshop. The key speakers were: Ms. M. Wolska and Mr. A. Verduyn (European Commission), Ms. M. Abdul Kadir (IRENA), Mr. M. Csukás (FIER Automotive), Mr. C.-F. Berthon (EIFER), Mr. M. Quispel (EICB), Mr. W. Leenders (Voyex), Mr. A. Aitouche (JUNIA), Mr. T.-D. Schultze (Solarwaterworld AG), Ms. R. Matzalik Florescu (Pro Danube International), Mr. H. Slabbekoorn (Institute of Biology, Leiden University), Mr. T. Lloyd (Maritime Research Institute Netherlands) and Mr. S. Kanurnyi (DC).

14. Ms. Wolska began with the presentation on the European Union policy to support the inland navigation sector in transition to zero emission transport mode. Following the objectives towards the climate-neutral Europe as set out in the European Green Deal communication and the Sustainable and Smart Mobility Strategy, one of the two core objectives of the NAIADES III Action Plan 2021-2027¹ was an irreversible path towards zero emission inland vessels. The speaker focused on the actions aimed to encourage investments to zero emissions and zero waste technologies for inland vessels and ports and highlighted the ongoing work on (a) a new regulation for the deployment of alternative fuels infrastructure, (b) harmonized standards for alternative fuels and (c) technical requirements for fuel cells on-board inland navigation vessels by the European Committee for Drawing up Standards in the Field of Inland Navigation (CESNI).

15. In her presentation, Ms. Abdul Kadir highlighted the main conclusions on pathways to decarbonize the shipping sector by 2050 as set out in the report issued by IRENA in 2021.² The report focused on the analysis of renewable fuels, actions needed for decarbonizing the international shipping sector by 2050 and a mitigation pathway consistent with a goal of

¹ See ECE/TRANS/SC.3/2021/1.

² www.irena.org/publications/2021/Oct/A-Pathway-to-Decarbonise-the-Shipping-Sector-by-2050.

limiting global temperature rise to 1.5° C. Currently, the shipping sector was responsible for around three per cent of annual global greenhouse gas (GHG) emissions. Among the key measures proposed for the sector towards 80 per cent cut in CO₂ emission by 2050, were (a) the increasing role of e-fuels and biofuels, (b) improving the energy efficiency of vessels and (c) sectoral activity changes such as a reduced oil demand and circular economy. The speaker described activities for the implementation of the key measures and provided recommendations how to raise the decarbonization ambition in the field of policy, stakeholder strategies, research and development, innovation and investments.

16. Messrs. Verduyn and Csukás gave a presentation on the European Alternative Fuels Observatory,³ a web portal of the European Commission in support of the implementation process of Directive 2014/94/EU on the deployment of alternative fuels infrastructure.⁴ When fully operable, the observatory will provide information about alternative fuels in Europe, comprehensive data for all transport modes, policy monitoring and enforcement and will include a knowledge platform for public authorities and a consumer information section. The first phase of the project for road transport had been completed, the second stage for maritime and inland waterway transport was ongoing and the third stage would cover rail transport and aviation. For inland waterways, information will be available on (a) the fleet of alternatively fuelled inland vessels, (b) static and dynamic data on recharging and alternative fuels refuelling infrastructure and (c) pilot and demonstration projects. The speakers invited all delegations to cooperate in terms of the data collection.

17. Prospects for using hydrogen as a fuel for inland vessels were highlighted in the presentation of Mr. Berthon, the coordinator of the Interreg project H2SHIPS – System-Based Solutions for Hydrogen-Fuelled Water Transport in North-West Europe.⁵ He stressed the potential of a green hydrogen for the energy transition in the shipping sector and for mitigating air pollution, harmful emissions, greenhouse gases and noise. The speaker mentioned possible technological solutions for its storage and use of hydrogen on-board inland vessels. The project H2SHIPS aimed to demonstrate the technical and economic feasibility of hydrogen bunkering and propulsion for shipping and identify the conditions for the successful market entry, including the favourable regulatory framework, partnerships, the investment strategy and a sustainable local ecosystem. The project deliverables included pilot projects of hydrogen-fuelled vessels in the ports of Amsterdam, Oostende (Belgium) and Paris, and intermediate reports were already available on the project website.

18. The presentation of Mr. Quispel was dedicated to the label index system for energy and emission performance of inland vessels under the project PLATINA 3. The system covered all commercial vessels on European waterways, including freight and passenger vessels and floating equipment, and was developed in conjunction with technical screening criteria of taxonomy for inland vessels and a European Union energy index methodology for assessing carbon intensity levels of inland vessels. The speaker provided an overview of the existing schemes and concepts and focused on the proposed methodologies and levels beginning from the vessel propulsion (level A) up to the multimodal door-to-door service performance (level E). He concluded with recommendations and next steps; in particular, discussions were needed with the European Commission, river commissions, national governments, port authorities, shippers and forwarders and other key stakeholders. First results of the project were expected by the end of 2022.

19. Mr. Leenders continued with the use of hydrogen for emission-free inland shipping using Liquid Organic Hydrogen Carrier (LOHC) technologies. In his presentation, he highlighted the advantages of LOHC for the shipping sector in terms of safety, costs and technical feasibility and opportunities for its application in inland transport, short sea shipping and other heavy-duty applications. This technology was used in the joint project of a floating solar island for bunkering ships with hydrogen by the companies Voyex and SolarDuck. Testing of a prototype of the floating solar island took place on the Waal near IJzendoorn (the Netherlands) in 2021.

³ <https://alternative-fuels-observatory.ec.europa.eu/>.

⁴ <https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32014L0094&from=EN>.

⁵ www.nweurope.eu/projects/project-search/h2ships-system-based-solutions-for-h2-fueled-water-transport-in-north-west-europe/.

20. Innovative technologies for reducing pollutants from internal combustion engines were addressed in the presentation of Mr. Aitouche, the coordinator of the Interreg North-West Europe project RIVER – Non-Carbon River Boat Powered by Combustion Engines.⁶ The project is aimed at reducing pollutant emissions from diesel engines in line with the European Union legislation for Non-Road Mobile Machinery by means of (a) a new technology based on oxyfuel combustion and carbon capture and storage in the inland waterway vessels and (b) chemical transformation of CO₂ from engine emissions into pharmaceuticals, plastics, synthetic materials and other products, such as formic acid. The project will include tests of the oxyfuel combustion technology on an existing vessel in the United Kingdom of Great Britain and Northern Ireland in summer 2022, small-scale tests of transforming CO₂ into a bio-solvent and a feasibility study for a large vessel.

21. In his presentation, Mr. Schultze shared the experience of Solarwaterworld AG and its milestones in the construction of solar-powered vessels, including: (a) the first solar boat station in 1995, (b) a prototype of fully solar-electric powered catamaran for crossing the Atlantic in 2006 and (c) the first solar-electric powered charter ship for 60 persons in 2009, which was still in operation. Currently, the fleet of Solarwaterworld AG consisted of around 20 boats for daily trips in Berlin and landing stages. The speaker mentioned the advantages of solar-powered vessels and highlighted some of the projects of passenger solar-powered vessels and retrofitting of vessels with solar panels for the Middle East (Dubai) and Africa.

22. Ms. Matzalik Florescu gave a presentation on projects and initiatives in the Danube region that were relevant to the port infrastructure development, improvement of the port environmental performance and strengthening cooperation between ports. The policy initiative “Green Deal for Danube River Transport”, initiated by Pro Danube in 2016, created a policy and business framework to improve efficiency and environmental performance of the Danube waterway transport system. The speaker mentioned the project GRENDEL (Green and Efficient Danube fleet)⁷ and continued with projects (a) DAPhNE (Danube Ports Network), (b) DIONYSUS (Integrating Danube Region into Smart and Sustainable, Multimodal and Intermodal Transport Chains), (c) GROWPORT (Green Container Terminal in the Port of Constanta as Access to the Danube Region) and (d) other relevant projects with the Danube stakeholders. Among the goals and outputs of the project DAPhNE, she focused on the recommendations to measure and improve environmental performance of inland ports and the platform Danube Ports Network launched in July 2018.

23. Presentation followed on the prevention of underwater noise pollution. Messrs. Slabbekoorn and Lloyd highlighted the main findings of the project Saturn – Developing Solutions to Underwater Radiated Noise. Mr. Slabbekoorn described the impact of underwater noise produced by vessels on aquatic fauna and mentioned test facilities and tools to assess the noise impact from ships in harbour areas. Mr. Lloyd continued with technical solutions to mitigate noise generated by ships and win-win situations for reducing GHG and underwater radiated noise. While in the maritime sector the work on the underwater noise reduction from commercial ships was ongoing under the auspices of IMO, this issue required further investigation for inland vessels. The speaker stressed the need for this work for the inland water transport sector, in particular, for heavily loaded propellers and in terms of sound measurements in shallow water.

24. Mr. Kanurnyi in his presentation described recent progress and ongoing activities by DC in the field of prevention of pollution: (a) revised draft of the Recommendations on the organization of the collection of waste from vessels navigating on the Danube; (b) discussion of the funding model of the waste collection from vessels and assessing its efficiency and (c) the updated information on reception stations on the Danube. In terms of the fleet modernization and greening, DC has established a working platform for the development and implementation of measures aimed at improving the energy efficiency of the fleet and reduction of GHG and other harmful emissions. The platform is in line with the European

⁶ www.nweurope.eu/projects/project-search/river-non-carbon-river-boat-powered-by-combustion-engines/.

⁷ See ECE/TRANS/SC.3/WP.3/2021/8.

Green Deal, the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN) and builds on the projects GRENDEL and PLATINA 3.

25. The Working Party was informed by the secretariat about the position papers transmitted by the European Inland Water Transport Platform (Informal documents SC.3/WP.3 Nos. 3, 4 and 6 (2022):

- Position of the European Federation of Inland Ports, Inland Navigation Europe and the Inland Waterway Transport sector on the Alternative Fuels Infrastructure Regulation⁸
- Reaction of the inland navigation sector on the Guidelines for State aid for climate, environmental protection and energy 2022
- Inland waterway transport position on the Fit for 55 Package⁹ and the proposal for a new energy taxation directive.¹⁰

26. The presentations were followed by questions and issues for further consideration on the various aspects of using alternative fuels, the solar energy on inland vessels and the Danube Ports Network. DC, EIFER, IRENA, JUNIA, Pro Danube International, Solarwaterworld AG and the secretariat took part. The participants were invited to respond to a multiple-choice questionnaire.

27. The majority of respondents mentioned that the most urgent issues in the field of prevention of environmental pollution from inland and river-sea vessels were:

- Prevention of water pollution from inland vessels (68 per cent)
- Reduction of greenhouse gas emissions (59 per cent)
- Ballast water discharge (50 per cent).

Noise emitted by vessels and the transport of dangerous goods were also mentioned as relevant to prevention of pollution from shipping.

28. In the opinion of respondents, greening of the inland fleet included:

- Transition to alternative fuels, renewable energy sources and innovative technologies (73 per cent)
- Improving the energy efficiency (64 per cent)
- Introduction of green fleet management strategies (55 per cent)
- New and improved vessel designs aimed at shifting from fossil fuels to other fuels (50 per cent)
- Fostering investment in carbon zero vessels and renewable fuels (50 per cent).

29. Critical measures for ensuring a smooth transition of the sector to a zero emission transport mode were:

- Development of infrastructure for alternative fuels (73 per cent)
- Appropriate coordinated international policy measures (59 per cent)
- Facilitation of commissioning vessels using decarbonization measures and technologies (59 per cent)
- Adequate funding (59 per cent)
- Developments of relevant norms and standards (45 per cent).

⁸ Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure and repealing Directive 2014/94/EU of the European Parliament and of the Council.

⁹ www.europarl.europa.eu/legislative-train/theme-a-european-green-deal/package-fit-for-55.

¹⁰ Proposal for a Council Directive restructuring the Union framework for the taxation of energy products and electricity (recast).

30. Other measures included the green port policy and digitalization of the sector. The respondents stressed that (a) all measures should be well coordinated and timely introduced and (b) preferences and financial support would be desirable for owners of zero emission vessels to ensure the economic feasibility of this transport mode.

31. In the opinion of respondents, the existing international regulatory framework does not fully respond to the needs of the sector in the field of decarbonization and greening of the inland fleet (64 per cent). Among the norms and standards to be developed in the near future were mentioned provisions for facilitating the transition to alternative fuels, use of hydrogen and reduction of noise emitted by vessels. It was also desirable to complement the existing regulations, where necessary, with provisions aimed at greening the sector.

32. Respondents were of the opinion that the following measures were required to improve the existing systems and the measures for collection, processing and management of waste generated during the operation of vessels:

- Improve the availability of waste reception stations along the waterway (77 per cent)
- Improve control of illegal discharge of waste into waterways (77 per cent)
- Introduce the approaches aimed at reducing the generation of waste on-board vessels (50 per cent)
- Introduce the harmonized system for separate collection and delivery of waste types (50 per cent)
- Improve the availability of information on waste reception facilities (45 per cent).

33. The efficiency of the existing measures for reduction of noise emitted by vessels was estimated by respondents at 49 per cent. It was mentioned that they required further development and practical realization.

34. On behalf of SC.3/WP.3, the Chair emphasized the relevance of this topic for the Working Party and thanked the speakers for excellent presentations.

35. Following the proposal by the Chair, SC.3/WP.3 agreed to keep this item in the agenda of its sixty-first session.

V. Inland Waterways Infrastructure (agenda item 4)

A. European Agreement on Main Inland Waterways of International Importance

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

36. The Working Party was informed by the secretariat that updated information about the intention of countries to accede to the European Agreement on Main Inland Waterways of International Importance (AGN) was not available so far.

37. SC.3/WP.3 encouraged member States that have not yet acceded to AGN, to do so.

38. The Working Party took note of the information by Mr. L. Wyrowski, secretary of the Working Party on Intermodal Transport and Logistics (WP.24), about the request of WP.24 to organize in 2022 a joint WP.24/SC.3 round table on facilitating the alignment between 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 a workshop to discuss opportunities for developing container transport on inland waterways.

39. Following the proposal of Belgium, the secretariat mentioned that the objectives of the round table would be:

- Ensuring the alignment between the two agreements

- Highlighting the role of waterways in support of intermodal transport and the relevance of the Protocol to AGTC for the coordinated development of waterways and container transport
- Promoting the Protocol to AGTC and increasing the number of contracting parties.

40. The Working Party supported the proposal of the secretariat and agreed to hold a joint event with WP.24 on aligning AGN and the Protocol to AGTC, and a workshop on developing container transport on inland waterways at the sixty-sixth session of SC.3.

41. SC.3/WP.3 asked the secretariat to contact contracting parties to the two legal instruments to ensure a successful event.

42. The Chair reminded SC.3/WP.3 of the proposal for amending AGN presented by the secretariat at the sixty-fifth session of SC.3 (ECE/TRANS/SC.3/2021/2) and invited contracting parties to AGN to consider possible modifications to the agreement.

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.3/2022/3

43. The Working Party was informed by the secretariat that amendment No. 4 to the Blue Book is available on the website of the Economic Commission for Europe (ECE).

44. The Working Party took note of the main outcomes of the EMMA¹¹ Extension Project (ECE/TRANS/SC.3/WP.3/2022/3), prepared by the secretariat according to the decision of SC.3/WP.3 at its fifty-ninth session (ECE/TRANS/SC.3/WP.3/118, paragraph 47).

45. Mr. A. Gehlhaar (Institute of Shipping Economics and Logistics, Bremen (Germany)) gave a presentation on the outcome of the interactive map-based web application ELIAS, developed under the EMMA Extension Project. The purpose of ELIAS was to achieve better traffic and transport management in the Baltic Sea Region by means of combining data from River Information Services (RIS) with the traffic flow. The speaker described functions and the architecture of ELIAS, stressed the role of the application as a single window for traffic information and mentioned opportunities for using this approach in other regions in Europe. The Russian Federation commented on the outcome of the projects Smart Fairway in Saimaa (Finland) and ELIAS and stressed their relevance for RIS.

46. SC.3/WP.3 took note of the information by the secretariat on possible improvements of the format and contents of the Blue Book and decided to continue discussion at its sixty-first session with a view to provide recommendations for SC.3 for the fourth revision of the Blue Book planned for 2023. Delegations were invited to transmit their proposals to the secretariat for the upcoming sixty-first session of SC.3/WP.3.

VI. Proposal for a New Classification of European Inland Waterways (agenda item 5)

Documents: TRANS/SC.3/131, ECE/TRANS/SC.3/WP.3/2022/4

47. Following the decision of SC.3 at its sixty-fifth session to exam the proposal for a new classification of European inland waterways transmitted by the World Association for Waterborne Transport Infrastructure (PIANC), the Working Party began discussion on this issue based on ECE/TRANS/SC.3/WP.3/2022/4.

48. The Working Party took note of the information from delegations about the participation in the informal expert group, following the decision of SC.3 (ECE/TRANS/SC.3/215, paragraph 45).

¹¹ Enhancing freight mobility and logistics in the Baltic Sea Region by strengthening inland waterway and river sea transport and promoting new international shipping services.

49. SC.3/WP.3 took note of the comments to the proposal for a new classification of European inland waterways made by delegations at the session.

50. The following delegations confirmed their participation in the informal expert group: Belgium, Czechia, Germany, Netherlands, Poland and Russian Federation.

51. SC.3/WP.3 discussed the purpose and the expected results of the informal expert group. Following the proposals by Belgium and Russian Federation, SC.3/WP.3 agreed that: (a) the purpose would be agreed by the informal expert group at its first meeting, (b) meetings would be held online and (c) the working language of the informal expert group would be English.

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.3/2022/5, ECE/TRANS/SC.3/WP.3/2022/6

52. The Working Party noted that the sixth revised edition of the European Code for Inland Waterways (CEVNI) is available as a publication and that an online version in the three working languages is on the ECE website.

53. The Working Party considered the draft questionnaire for updating the document on the application of CEVNI by member States and river commissions (the CEVNI status document) (ECE/TRANS/SC.3/WP.3/2022/5). The Russian Federation stressed the importance of collecting information by means of the questionnaire for updating chapter 9 of CEVNI and proposed to delete paragraph 19 from the draft questionnaire. DC mentioned the ongoing discussion on the language that should be used in communication between ship stations and shore stations on the Danube; the Russian Federation complemented this information and proposed to consider this issue at the ECE level primarily in the context of the vessel identification from the shore, to follow the provisions of the Regional Arrangement Concerning the Radio Communications on Inland Waterways (RAINWAT) in this respect and to come back to this discussion at a later stage. SC.3/WP.3 preliminarily approved the draft subject to the proposed modifications and asked the secretariat to transmit the questionnaire to the sixty-sixth session of SC.3.

54. SC.3/WP.3 discussed the list of outstanding issues after the adoption of the sixth revision of CEVNI (ECE/TRANS/SC.3/WP.3/2022/6). The Russian Federation proposed the following modifications to the list: (a) to delete possible revision of the CEVNI provision for the recommended frequency range of sound signals and (b) to postpone the discussion on the term "Ship Station Licence". SC.3/WP.3 agreed with the proposed modifications and decided to transmit the list to the CEVNI Expert Group.

55. SC.3/WP.3 took note of the information from DC about (a) progress made in the revision of the Basic Rules for the Navigation on the Danube (DFND) and (b) the proposal for a draft model waste water log to be included as a new annex to the Recommendations on the organization of the collection of waste from vessels navigating on the Danube, which will be discussed at the upcoming meeting of experts on ship-generated waste to be held on 4 March 2022.

56. SC.3/WP.3 decided that the first meeting of the CEVNI Expert Group after the adoption of CEVNI 6 could be held in 2023.

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.3/2021/7

57. The Working Party continued discussion of (a) a new draft chapter “Special provisions applicable to electric vessel propulsion” to the annex of resolution No. 61 (ECE/TRANS/SC.3/2020/7 and ECE/TRANS/SC.3/WP.3/2020/3) and (b) amendment proposals based on the provisions of ES-TRIN edition 2021 (ECE/TRANS/SC.3/WP.3/2021/7 and ECE/TRANS/SC.3/WP.3/2021/16).

58. The Russian Federation mentioned that it had no comments to the draft chapter “Special provisions applicable to electric vessel propulsion” (ECE/TRANS/SC.3/2020/7) and proposed to preliminarily approve this. In respect to the amendment proposals set out in ECE/TRANS/SC.3/WP.3/2021/7, the Russian Federation considered it possible to preliminarily approve them, however, it mentioned that in the process of harmonization the ES-TRIN provisions should not prevail over the annex to resolution No. 61 due to its pan-European scope. It referred to the results of the comparative analysis of Directive (EU) 2016/1629, ES-TRIN and the annex to resolution No. 61, presented at the fifty-fifth session of SC.3/WP.3 in June 2019 (ECE/TRANS/SC.3/WP.3/110, paragraph 56) and asked the secretariat to take this into account in further work.

59. DC mentioned that the eighty-ninth session of DC had recommended its member States to apply ES-TRIN, and this standard has been implemented by the majority of DC countries, however, some countries continued applying the DC Recommendations on technical requirements for inland waterway vessels that were based on the annex to resolution No. 61. DC stressed the importance of continuing work on harmonizing resolution No. 61 for ES-TRIN. The Chair complemented this information.

60. The Working Party asked the secretariat to continue work on harmonization of the annex to resolution No. 61 with ES-TRIN.

61. The Working Party asked the secretariat to prepare a consolidated text of ES-TRIN, edition 2021 in the Russian language.

62. The Russian Federation proposed to consider possible updating of resolution No. 15 based on ES-TRIN in terms of the terminology applied to ship-borne barges and opportunities for barge-carrying vessels. SC.3/WP.3 agreed to include this issue in its future work.

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

Documents: ECE/TRANS/SC.3/179/Rev.1 and Add.1, ECE/TRANS/SC.3/WP.3/2020/29

63. The Working Party noted that amendment 1 to the appendix of resolution No. 21 is available on the ECE website.

64. The Working Party noted that additions or modifications to the list of reception facilities for the transfer of waste generated on-board vessels were not yet available.

65. The Working Party decided to postpone discussion of the proposal on additional categorization of waste generated on-board inland navigation vessels (ECE/TRANS/SC.3/WP.3/2020/29) to its future sessions.

66. SC.3/WP.3 took note of the information on the ongoing work of DC in this field, in particular, the interactive map of reception facilities for transfer of waste generated on-board vessels on the Danube, available on the DC website.

67. SC informed the session on the updated information on reception facilities for collection of waste generated on-board vessels on the Sava. The Chair invited SC to transmit this information to the secretariat for possible updating the appendix to resolution No. 21, revision 2.

VIII. Promotion of River Information Services and Other Information and Communication Technologies in Inland Navigation (agenda item 7)

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.3/2021/9, Informal document SC.3/WP.3 No. 2 (2022)

68. SC.3/WP.3 took note of the information about the adoption of Guideline G1166 “Vessel Traffic Services (VTS) in Inland Waters” by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) in December 2021 (Informal document SC.3/WP.3 No. 2 (2022)), and the related statement from IALA delivered by the secretariat on (a) the adoption of resolution A.1158(32) “Guidelines for Vessel Traffic Services” at the thirty-second session of the IMO Assembly; (b) the approach used by IALA in the guideline on VTS in inland waters, (c) benefits of alignment of resolution No. 58 with the IALA guideline and (d) the intention of IALA to continue close cooperation with cooperation with ECE in the future.

69. SC.3/WP.3 took note of the information by the secretariat about the key differences between resolution No. 58 and IALA Guideline G1166. The Russian Federation complemented this information and provided comments on the role of the IALA guidance for inland waterways, the input made by ECE to the document and some preliminary considerations for the future revision of resolution No. 58.

70. The Working Party asked the secretariat to enquire with IALA about the possibility of having Guideline G1166 issued as a working document for its sixty-first session.

71. SC.3/WP.3 asked the secretariat to begin revising resolution No. 58 in cooperation with interested member States and, if possible, submit the proposal for its sixty-first 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

72. The Working Party exchanged opinions on possible activities aimed at keeping resolutions of relevance to RIS as live instruments. SC.3/WP.3 supported the proposals to (a) align the RIS resolutions with the European Standard on River Information Services (ES-RIS) and (b) align the European Code for Signs and Signals on Inland Waterways (resolution No. 90) with updates to RIS resolutions. The Chair mentioned the desirability of preparing the Russian translation of ES-RIS and asked the secretariat to investigate this possibility.

73. SC.3/WP.3 took note of the information by DC about its decision taken at its ninety-sixth session to publish information on planned interruptions of navigation on the Danube via standardized Notices to Skippers.

C. Other Activities Aimed at Promoting the Development of River Information Services in Europe

74. SC.3/WP.3 was informed by the secretariat about the expected release date of the booklet “River Information Services in the Region of the Economic Commission for Europe”.

75. The Working Party took note of the information by the Russian Federation about the development of RIS on Russian inland waterways: (a) application of resolutions of relevance to RIS, (b) availability of services envisaged by the RIS concept on inland waterways of E category and special aspects of RIS application in Siberian and Far East river basins, (c) availability of traffic management centres, (d) application features of RIS provisions, in particular, the terminology and (e) prospects for harmonizing those existing regulations built on the relevant maritime standards with the pan-European provisions for RIS.

76. The secretariat informed SC.3/WP.3 about the presentation made at the general meeting during the CESNI RIS Week held online on 14 to 18 December 2021. The next CESNI RIS Week will be held in Berlin on 27 June–1 July 2022.

IX. Glossary of Terms and Definitions Related to Inland Water Transport (agenda item 8)

Documents: ECE/TRANS/SC.3/2020/14, ECE/TRANS/SC.3/2020/15, ECE/TRANS/SC.3/2020/16, Informal document SC.3/WP.3 No. 18 (2021)

77. SC.3/WP.3 took note of the information by the secretariat about the progress reached in developing the glossary of terms and definitions related to inland water transport.

78. SC.3/WP.3 took note of the proposal by the Russian Federation on possible improvements to be introduced into the draft. SC.3/WP.3 agreed with the proposal by the secretariat to delete chapter 2 “International law” and chapter 10 “Automation and digitalization” from the draft; the Russian Federation mentioned that some of the terms could be included into chapter 4 “Transportation of goods and passengers, transport documents”.

79. SC.3/WP.3 asked the secretariat to issue the draft for its sixty-first session.

X. Mutual Recognition of Boatmasters’ Certificates and Harmonization of Professional Requirements in Inland Navigation (agenda item 9)

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

80. SC.3/WP.3 took note of further work on harmonizing resolution No. 31 with Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation, the European Standard for Qualifications in Inland Navigation (ES-QIN). The secretariat mentioned that this work required a detailed analysis and a more systematic approach and should be aimed at elaborating recommendations on how to overcome the existing obstacles; this has been included, among other issues, in the project “Comparative analysis of technical prescriptions on European inland waterways to increase the efficiency and safety of inland water transport in the UNECE region” approved by the Executive Committee (EXCOM) at its 120th meeting on 26 January 2022.

81. SC.3/WP.3 took note of the information by DC about the decision to recognize qualification certificates of the personnel of vessels navigating on the Danube, issued by the DC member States that were not members of the European Union, until 17 January 2032.

82. SC.3/WP.3 took note of the information by the secretariat on (a) the deadline for the transposition of Directive (EU) 2017/2397 into national law of member countries of the European Union and (b) the brochure “Professional qualifications in inland navigation – new European law” published by the European Inland Water Transport Platform. The secretariat

mentioned that the European Inland Water Transport Platform had encouraged member States of the European Union to transpose the directive into national law.

XI. Recreational Navigation (agenda item 10)

Documents: ECE/TRANS/SC.3/147/Rev.4, ECE/TRANS/SC.3/WP.3/2022/7, ECE/TRANS/SC.3/WP.3/2022/8

83. The Working Party took note of the information about the current status of resolution No. 40: (a) it has not received new specimens of the International Certificate for Operators of Pleasure Craft (ICC) since the sixty-fifth session of SC.3 and (b) responding to the concern related to recognition of ICC expressed by Croatia at the sixty-fifth session of SC.3 (ECE/TRANS/SC.3/215, paragraph 85), all relevant information had been transmitted to Croatia.

84. The Russian Federation stressed the importance of recreational navigation for creating a harmonious living environment and expressed hope that the experience of Belarus would be helpful in removing the obstacles for the acceptance of resolution No. 40 by the Russian Federation in the framework of integration process between the two countries.

85. The secretariat further informed the Working Party about an e-learning course on ICC that would be launched soon in the three working languages under the e-learning platform LearnITC.

86. SC.3/WP.3 took note of the outcome of the fifth and sixth meetings of the Informal Working Group on Recreational Navigation (10 and 11 February 2020, Geneva, and 2 November 2021 as a virtual meeting) and noted the progress made in developing the catalogue of questions for testing recreational boaters' knowledge of CEVNI (ECE/TRANS/SC.3/WP.3/2022/7).

87. SC.3/WP.3 considered a proposal for the catalogue of questions for testing recreational boaters' knowledge of CEVNI, prepared by the Informal Working Group on Recreational Navigation (ECE/TRANS/SC.3/WP.3/2022/8) and approved it subject to the following modifications proposed by the Chair:

- The examination shall last 60 minutes
- For passing the examination, at least 25 of the total 30 questions shall be answered correctly
- During the examination, candidates may consult the text of CEVNI or the relevant police regulations.

XII. Theme Topic for the Sixty-First Session of the Working Party (agenda item 11)

88. Following the proposal of the secretariat, supported by Belgium, Romania and Russian Federation, the Working Party decided that the theme topic for its sixty-first session will be "Towards a Modern, Sustainable and Resilient E Waterway Network" that was in line with Policy recommendation No. 1 of the White Paper on the Progress, Accomplishments and Future of Sustainable Inland Water Transport.

XIII. Other Business (agenda item 12)

A. Ongoing Projects by the Working Party on Trends and Economics

Document: ECE/TRANS/2022/20

89. The Working Party took note of the information by the secretariat about the current activities of the Multidisciplinary Advisory Group on Transport Policy Responses to the

COVID-19 Crisis, in particular, the document on the International contingency management as an instrument to increase resilience of inland transport systems to external shocks (ECE/TRANS/2022/20), prepared jointly by the secretariats of the Working Party on Transport Trends and Economics (WP.5), WP.24 and SC.3 for the eighty-fourth session of the Inland Transport Committee. The document proposed recommendations made by the Group and possible follow-up actions by ECE in the field of inland transport.

90. The Working Party took note of the information by the secretariat about updates to the project on the Sustainable Inland Transport Connectivity Indicators (SITCIN), in particular, the online training workshop held jointly by ECE and the Economic Commission for Latin America and the Caribbean (ECLAC) on 6 December 2021, which addressed recent developments in inland water transport in Europe, the river classification in the northern area of Paraguay and opportunities for inland water transport in the ECLAC region.

91. The Working Party took note of the information by the secretariat about the current activities of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs. The secretariat reminded SC.3/WP.3 about the invitation of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs to fill out the questionnaires on benchmarking infrastructure construction costs for inland waterways and ports, as this information was essential for finalizing the report of the Group. Countries were invited to transmit answers to the questionnaires on benchmarking infrastructure construction costs for inland waterways and ports by the end of March 2022, if they had not done so.

B. Events Held Under the Framework of Project PLATINA 3

92. The Working Party took note of the information by the secretariat about project PLATINA 3 funded by the European Union. The project started in January 2021 with the main objective of providing the knowledge base for the implementation of the European Green Deal in view of further development of NAIADES III action plan towards 2030. The platform to be developed should serve as a catalyst for awareness, engagement of stakeholders and uptake of outcomes from the relevant national and European projects and initiatives. The project addresses four segments of priority topics:

- Integration and digitalization of inland water transport in view of modal shift and synchromodality
- Zero-emission, automated and climate resilient fleet
- Skilled workforce anticipating to zero-emission and automation
- Smart and climate resilient waterway and port infrastructure with clean energy hubs.

Outcomes of the project were highlighted at special events: stage 1 – on 7 and 8 April 2021 in Budapest, stage 2 – on 19 October 2021 in Strasbourg (France) and stage 3 – on 10 and 11 February 2022 in Brussels.

XIV. Adoption of the Report (agenda item 13)

93. In accordance with established practice, the Working Party adopted the decisions taken at its sixtieth session based on a draft prepared by the secretariat.

94. Following the special procedures to take decisions at formal meetings with remote participation adopted by EXCOM on 5 October 2020, the decisions made at this session will be circulated through all Geneva Permanent Representations for approval by the silence procedure of 72 hours by the participating delegations of the session.