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Working Party on Inland Water Transport

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Item 2 of the provisional agenda

**Activities of the Economic Commission for Europe bodies
of interest to the Working Party**

Issues for the Attention of the Working Party on Inland Water Transport

Note by the secretariat

I. Background

1. In May 2022, the Chair of the Working Party on Inland Water Transport (SC.3) has received a joint letter from the Chair of the Inland Transport Committee (ITC) and the Director of the Sustainable Transport Division. The letter contained an invitation to support your support and contribute to key decisions of the ITC of relevance to SC.3.

2. This letter, in addition to the reference made to the endorsement of the revised ITC Terms of Reference by ECOSOC and the entry into force of the ITC Rules of Procedures on 16 February 2022 as elaborated in ECE/TRANS/SC.3/2022/14, requests contributions from SC.3 to elaboration of:

(i) ECE Road Safety Action Plan for the Decade of Action for Road Safety 2021-2030 for adoption by ITC at its eighty-fifth session in 2023,

(ii) ECE document on the activities in the field of information and computerization technologies and intelligent transport systems

(iii) ITC paper on climate change mitigation activities and action-oriented options for ITC and its subsidiary bodies.

3. This document provides background information with regard to points (i) to (iii) above. This information is provided with the intention to facilitate SC.3 discussion on its possible contributions.

II ECE Road Safety Action Plan for the Decade of Action for Road Safety 2021-2030

4. ITC requested that a revised ECE Road Safety Action Plan for the Decade of Action for Road Safety 2021–2030 is developed and invited all Working Parties to provide inputs to this new plan.

5. SC.3 may wish to note that its work was referred to in ECE Road Safety Action Plan for the Decade of Action for Road Safety 2011–2020. Among the 11 objectives in the old plan, as follows:

- (1) Boost Political Will and Support Government Strategies,
- (2) Protect Road User,
- (3) Make Vehicle Safer,
- (4) Improve Safety of Transport of Dangerous Goods,
- (5) Make Technologies Work for Safer Mobility,
- (6) Make Roads Safer,
- (7) Improve Cargo Safety,
- (8) Turn Road Safety Training, Education and Behaviour into Knowledge Management,
- (9) Learn from Road Crashes,
- (10) Mitigate the Impact of Road Crashes,
- (11) Raise Awareness, Fundraise, and Advocate for Road Safety.

SC.3 work was referred to in Objective 5: with regard to the focus on innovation and Intelligent Transport Systems (ITS).

6. The current Global Plan for the Decade of Action for Road Safety 2021–2030, which is to possibly serve as a reference material for the new ECE Road Safety Action Plan, is available at [global-plan-for-road-safety.pdf \(who.int\)](https://www.who.int/global-plan-for-road-safety.pdf).

7. This plan in its section on recommended actions refers to actions in areas such as:

- (1) Multimodal transport and land use planning,
- (2) Safe road infrastructure,
- (3) Vehicle safety,
- (4) Safe road use
- (5) Post-crash response.

8. Inland water transport is not directly addressed in the global plan, however, the activities of SC.3 could be related to the first area in terms of integrating inland water transport to intermodal transport and logistics chains. Therefore, SC.3 may wish to propose inclusion of actions into ECE Road Safety Action Plan for 2021–2030 that would promote modal shift for freight transport from road to inland waterways.

III ECE activities in the field of information and computerization technologies and intelligent transport systems

9. ITC requested an overview of current activities in the field of information and computerization technologies and intelligent transport systems carried out by the ITC Working Parties, linked, where appropriate, with the 70th ECE central theme in 2023 “Digital and green transformations for sustainable development in the UNECE region”.

10. SC.3 is mandated to work in the fields of digitalization and automation further to the actions included in ITC resolution No. 265 “Facilitating the Development of Inland Water Transport and the UNECE Policy Recommendation No. 6 “Promote the development of automation, digitalization and other innovations in the IWT sector” of the White Paper on the Progress, Accomplishments and Future of Sustainable Inland Water Transport: Promote the development of automation in inland navigation as a part of the activity of ITC on Intelligent Transport Systems, the development of the international regulatory framework and encourage measures aimed at reducing possible negative impacts on the sector;

- Support the developments in the digitalization of transport documents and measures aimed at improving administrative procedures for inland water transport, simplified

reporting procedures by means of digital tools, RIS electronic reporting related services and other activities;

- Continue the cooperation with the European Commission on issues related to digitalization in IWT;
- Improve cooperation with the UNECE Trade Division and working parties under the purview of ITC on exchanging best practices on recent developments in automation and digitalization in other transport sectors;
- Adjust UNECE resolutions to a legal framework that embraces innovation, automation and digitalization without threatening the current and high safety in inland navigation.

11. SC.3 might wish to consider the follow-up activities aimed at realization of the aforementioned documents and, on this basis, prepare an overview of its specific activities in these fields for sharing with ITC.

IV Climate change mitigation activities and action-oriented options for ITC and its subsidiary bodies

12. ITC requested that a comprehensive paper is developed by its secretariat to detail action in accelerating climate change mitigation worldwide that would cover as widely as possible inland transport.

13. In this regard, and as far as freight transport is concerned, SC.3 may wish to underline the importance of inland water transport to mitigating climate change and ongoing work on greening of the sector and other relevant activities and initiatives of the Working Party.

14. SC.3 may refer to the actions foreseen in aimed Policy Recommendation No. 4 of the White Paper “Encouraging the modernization and greening of the fleet and infrastructure to better tackle environmental challenges”:

(a) Continue exchanging best practices and support programmes and pilot projects aimed at modernization and greening of the fleet, new and enhanced vessel types, low and zero emission propulsion systems and monitor their implementation;

(b) Promote the development of a harmonized pan-European legal framework for the management of waste generated as a result of operation of vessels, continue to support European regulations in this sphere, such as CDNI, and support the efforts of member States of the Danube Commission towards the development of the International Danube Ship Waste Convention;

(c) Continue work on developing and harmonizing the pan-European prescriptions for inland vessels and river-sea vessels;

(d) Support and encourage research studies and activities, aimed at maintaining and further increasing the IWT competitive edge in environmental performance, including research on the measures to reduce the emissions by inland vessels and on alternative fuels for inland vessels;

(e) Support the initiative to reduce greenhouse gas emissions by 35 per cent compared with 2015 by 2035, reduce pollutant emissions by at least 35 per cent compared with 2015 by 2035, and largely eliminate greenhouse gases and other pollutants by 2050 set out in the Mannheim declaration. Encourage other member States to do so;

(f) Promote the role of water transport using alternative fuels or electromotion in an urban environment. Support the development of clean and sustainable, enhanced or alternative propulsion systems for inland navigation vessels and other environment-related issues.