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Working Party on Inland Water Transport

Sixtieth session

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Report of the sixtieth session of the Working Party on Inland Water Transport

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I. Attendance

1. The Working Party on Inland Water Transport (hereafter, the Working Party or SC.3) held its sixtieth session from 2 to 4 November 2016 in Geneva.
2. Representatives of the following countries participated: Austria, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Germany, Hungary, Poland, Russian Federation, Slovakia, Switzerland and Ukraine.
3. European Commission (EC) was represented. Representatives of the following intergovernmental organizations also attended the session: Danube Commission (DC), Eurasian Economic Commission (EEC), International Sava River Basin Commission (Sava Commission or SC). The following non-governmental organization was represented: European Boating Association (EBA). Representatives of the Inland Waterway Transport Educational Network (EDINNA) and Maritieme Academie Holland, National Boating Federation USA and US Power Squadrons (USPS), Route from Varangians to Greeks (Ukraine), Royal Yachting Association (RYA), Russian Chamber of Shipping, Russian Yachting Association, Taras Shevchenko National University of Kyiv and STC-NESTRA BV were present at the invitation of the secretariat.
4. Ms. E. Molnar, Director of the United Nations Economic Commission for Europe (UNECE) Sustainable Transport Division, opened the session and welcomed the participants. She informed the Working Party about the forthcoming seventieth anniversary of the Inland Transport Committee (ITC) to be celebrated from 21 to 24 February 2017 during its seventy-ninth session and about planned side events, in particular, a conference of countries with navigable waterways and a preparatory meeting for the Global Conference on Inland Water Transport to be held in October or November 2017.
5. In accordance with the decision of the Working Party at its fifty-ninth session (ECE/TRANS/SC.3/201, para. 78), Mr. J. Bimka (Czech Republic) chaired its sixtieth session.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/SC.3/202, Informal document SC.3 No. 1 (2016)

6. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.3/202) as supplemented by Informal document SC.3 No. 1 (2016) which took into account Informal documents SC.3 Nos. 2-12 (2016).
7. In accordance with established practice, the Working Party agreed that under agenda item 15 “Adoption of the report”, only the main decisions should appear in the draft that would be prepared by the secretariat for reading at the end of the session. A full report should be prepared by the Chair with the assistance of the secretariat and circulated after the session. The presentations given at the session are available on the UNECE website at www.unece.org/trans/main/sc3/sc32016.html.

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

Documentation: ECE/TRANS/254, ECE/TRANS/WP.15/AC.2/58 and Add.1, ECE/TRANS/WP.15/AC.2/60, ECE/ADN/36, Corr.1 and Add.1, and ECE/ADN/38

8. The Working Party took note of the information about the decisions of ITC taken at its seventy-eighth session (23-26 February 2016) that were relevant to the activities of SC.3. ITC had noted the report on the status of implementation of recommendations of the White Paper on Efficient and Sustainable Inland Water Transport in Europe since its adoption in 2011, the ongoing work of SC.3 on the revision of its strategy and the Terms of Reference, the publication of the fifth edition of the European Code for Inland Waterways (CEVNI, revision 5) in 2015 and the adoption of the third revision of Resolution No. 48 on Electronic Chart Display and Information System (Inland ECDIS).

9. The Working Party was informed about the activities of the Safety Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) that had held its twenty-eighth and twenty-ninth sessions on 25-29 January and 22-26 August 2016, and of the ADN Administrative Committee. In particular, SC.3 took note of the ongoing work on amending the Regulations annexed to ADN with provisions for the use of liquefied natural gas (LNG) as fuel for the propulsion of inland vessels carrying dangerous goods. It had been decided to add an exemption for the use of LNG with a dynamic reference to Chapter 30 and annex 8 of the European Standard laying down Technical Requirements for Inland Navigation Vessels (ES-TRIN) (ECE/TRANS/WP.15/AC.2/2016/46, paras. 9 and 12, ECE/TRANS/WP.15/AC.2/60, para. 51) to the Regulations annexed to ADN which prohibit the use of fuels with a flash point below 55° C.

10. The Working Party was informed about the activities of the Working Party on Transport Trends and Economics (WP.5) and, in particular, the first session of the newly established Group of Experts on Benchmarking of Transport Infrastructure Construction Costs. SC.3 welcomed this initiative and requested the secretariat to disseminate the appropriate information after the session, in order for Governments to consider their participation in the Group of Experts. The secretariat was requested to prepare information about the progress of the Group, and to include the item in the agenda of the fiftieth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3).

11. The secretariat presented a demonstration of a quiz about CEVNI that would be part of the seventieth anniversary of ITC. All participants were invited to try the quiz¹ and to give their opinions.

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

Documentation: ECE/TRANS/SC.3/2016/1, ECE/TRANS/SC.3/2016/16, ECE/TRANS/SC.3/202, Informal documents SC.3 Nos. 2, 10 and 11 (2016)

12. The Working Party took note of the summary of recent developments in the field of inland navigation that had been prepared by the secretariat (ECE/TRANS/SC.3/2016/1 and

¹ www.qzr.com/c/quiz/256560/do-you-know-cevni-signs.

ECE/TRANS/SC.3/2016/16) on the basis of the information submitted by the Czech Republic, Hungary, the Netherlands, Poland, Romania, the Russian Federation and Slovakia on the inland navigation infrastructure development, the movement of goods by inland waterways and general inland water transport policy issues.

13. The Sava Commission referred to the former practice of using its annual reports as an information source for UNECE reports and proposed that secretariat use this information which was uploaded on the website of the Sava Commission for preparing biennial reports in the future.

14. EC informed the session that the Central Commission for the Navigation on the Rhine (CCNR) in cooperation with EC and CCNR member States was preparing annual market observations of the inland water transport sector together with quarterly updates. It was noted that EC and CCNR were currently working on improving the quality of these reports and that they could be used at UNECE for preparing biennial reports.

15. The Working Party took note of the information by EC about recent developments in this sector:

(a) New Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC which had entered into force 7 October 2016 (Informal document SC.3 No. 2 (2016)). These requirements are based upon technical standards by the European Committee for drawing up Standards in Inland Navigation (CESNI). The new Technical Directive repeals and replaces Directive 2006/87/EC as from 7 October 2018 and member States of the European Union have until this date to transpose the Directive into their national laws and regulations. Directive 2006/87/EC is valid until 6 October 2018.

(b) Conclusions on the effective waterway infrastructure rehabilitation and maintenance on the Danube and its navigable tributaries made by the Danube Ministers Meeting held in Rotterdam on 20 June 2016 and the development of National Actions Plans on the basis of the Fairway Rehabilitation and Maintenance Master Plan — Danube and its navigable tributaries (Informal documents SC.3 Nos. 10 and 11 (2016)).

V. Overview of activities of the Working Party on Inland Water Transport and its subsidiary bodies over the sixty years of its functioning (agenda item 4)

16. The Working Party took note of the report and the presentation about the main achievements of SC.3 since 1956 prepared by the secretariat. The report covered the period from the establishment of SC.3 by the decision of ITC in 1956 at its sixteenth session as the Sub-Committee on Inland Water Transport, up to the present time, the goals and kinds of activities of SC.3, the evolution of its subsidiary bodies and the main achievements.

17. It was recalled that the subsidiary bodies of SC.3 have included:

- the Working Party on the River Law (SC.3/WP.33) (1956-1974), renamed the Group of Experts on the River Law (1974-1981);
- the Working Party on the Development of Inland Waterways (SC.3/WP.34) (1960-1981);
- the Group of Experts on the Standardization of Technical Requirements for vessels and of Ship's Papers (SC.3/GE.1) (1960-1988), renamed the Working Party on the

Standardization of Technical Requirements for vessels and of Ship's Papers (SC.3/WP.1) (1988-1991);

- the Group of Experts on the Standardization of Rules of the Road and Signs and Signals in Inland Waterways (SC.3/GE.2) (1960-1988), renamed the Working Party on the Standardization of Rules of the Road and Signs and Signals in Inland Waterways (SC.3/WP.2) (1988-1991);
- the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) formed in 1991 with the merging of SC.3/WP.1 and SC.3/WP.2;
- the Groups of Experts on particular items (Recommendations on Harmonized Technical Requirements for Inland Navigation Vessels, CEVNI, legislative obstacles, bottlenecks, etc.).

18. SC.3 achievements during the sixty years of its work were highlighted in the fields of (a) the standardization of navigation rules, signs and signals on inland waterways, (b) policy in inland water transport, (c) technical requirements for inland navigation vessels, (d) unification of vessels' certificates, (e) prevention of water pollution, (f) International Conventions affecting inland navigation including the European Agreement on Main Inland Waterways of International Importance (AGN), (g) radio-connections and River Information Services (RIS), (h) recreational navigation including the International Certificate for Operators of Pleasure Craft, and other achievements.

19. The secretariat recalled that SC.3 had adopted 84 resolutions as of November 2015. The most important resolutions are available on the SC.3 from www.unece.org/trans/main/sc3/sc3res.html.

20. Finally, SC.3 paid tribute to Chairs and Vice-Chairs of SC.3 and its subsidiary bodies since 1956. The Chair thanked the secretariat for the informative and detailed report. SC.3 asked the secretariat to upload the full list of SC.3 resolutions and other documents on the SC.3 webpage.

VI. Follow-up to the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe: A new strategy and the Terms of Reference of SC.3 (agenda item 5)

Documentation: ECE/TRANS/SC.3/2016/2, ECE/TRANS/SC.3/2016/3, ECE/TRANS/SC.3/2016/4, ECE/TRANS/SC.3/2016/16, ECE/TRANS/SC.3/202, Informal documents SC.3 Nos. 4, 5 and 9 (2016)

21. The Working Party discussed the revision of a new strategy for SC.3, and the Terms of Reference for SC.3 initiated at its fifty-ninth session and developed by SC.3/WP.3 at its forty-eighth and forty-ninth sessions.

22. The secretariat informed the Working Party that the draft strategy and the Terms of Reference of SC.3 had been updated on the basis of comments by France, Germany, Switzerland, Ukraine, CCNR and EEC (ECE/TRANS/SC.3/2016/2), and issued as ECE/TRANS/SC.3/2016/3 and ECE/TRANS/SC.3/2016/4. The updated draft strategy had been circulated to member States, River Commissions and other stakeholders on 25 August 2016. Comments were submitted by Belarus, Belgium, France, the Russian Federation and EC (Informal documents Nos. 4, 5 and 9 (2016)). EEC asked to amend ECE/TRANS/SC.3/2016/3 according to its proposal set out in ECE/TRANS/SC.3/2016/2.

23. Germany stressed the importance to avoid the duplication of work with other international organizations and supported the additional proposals submitted by Belgium and France. Germany recalled its proposal to add a new paragraph 5 to Part II of the Terms of Reference of SC.3 on the procedure of distribution of documents for SC.3 sessions (ECE/TRANS/SC.3/2016/2), asked for clarification on the UNECE Rules of Procedure and mentioned that the Working Party may consider establishing specific Rules of Procedure for SC.3.

24. Following the request of Germany, the Working Party recalled that according to the Rules of Procedure of UNECE, Chapter I, Rule 3, which applies to SC.3, “the Executive Secretary shall, at least forty-two days before the commencement of a session of the Commission, distribute a notice on the opening date of the session, with a copy of the provisional agenda. The basic documents relating to each item appearing on the provisional agenda of a session shall be transmitted not less than forty-two days before the opening of the session, provided that in exceptional cases the Executive Secretary may, for reasons to be stated in writing, transmit such documents not less than twenty-one days before the opening of the session” (E/ECE/778/Rev.5).

25. As set out in Informal document SC.3 No. 5 (2016), EC underlined the need to streamline the work of different international organizations to avoid duplication and foster synergies; this approach had been used by EC in the cooperation with CCNR and DC in the NAIADES programme. As the examples of possible synergies, EC referred to the following developments:

- the implementation of the Trans-European Transport Network (TEN-T) in relation to further updating of AGN;
- the TENtec database² that could be used for updating the Blue Book and other documents of SC.3;
- Directive (EU) 2016/1629, technical standards of CESNI and the role of UNECE in the harmonization of technical standards for inland navigation vessels as bridging towards their application at the pan-European level;
- professional qualifications in the inland water transport sector;
- the digitalization of inland waterway transport and RIS, the ongoing work in EC on updating RIS standards and the UNECE platform for pan-European application.

26. The Russian Federation noted the consolidating role of the UNECE platform for member States in their work for development technical standards and professional requirements. As a result of this work, UNECE documents were efficient and adapted to meet the interests of all member States. The Russian Federation expressed support for the new strategy and the Terms of Reference of SC.3. It further noted that UNECE resolutions were important tools for the development and adoption of harmonized requirements at the national level.

27. Switzerland thanked UNECE for having taken into account the majority of comments submitted by France, Germany, Switzerland, other member States and CCNR and expressed the opinion that the mandate might need further consideration by SC.3.

28. Belgium stressed the importance of harmonization and its effect in equalizing interpretations of technical provisions, referring to the experience of expert groups at the EC level for EC Directives on RIS.

² The EC Information System to coordinate and support the Trans-European Transport Network Policy.

29. SC.3 considered the modifications of the text proposed by Germany, the Russian Federation and EC and approved the strategy (ECE/TRANS/SC.3/2016/3) subject to following modification:

para. 10, Action 1, first bullet

modify pan-European and global policy dialogue.

30. Germany proposed that SC.3 could take over the patronage over the Danube Information Service Conference (DISC) organized annually by the GIS³ Forum Danube. Germany further informed SC.3 that the next DISC would be held in Regensburg (Germany) in December 2016, and invited member States to participate.

31. SC.3 took note of the proposal of Germany to involve UNECE in DISC. The secretariat welcomed the possibility to support this activity but pointed out that it would need to understand the resource implications of any support to be provided before any commitment.

32. SC.3 adopted the new Terms of Reference (ECE/TRANS/SC.3/2016/4) subject to following modifications:

(i) Activity 2, at the end of the subparagraph (b) *add*

based upon relevant existing work

(ii) Activity 2, at the end of subparagraph (c) *add*

based upon relevant existing work

(iii) Activity 3, *replace* subparagraph (f) *by*

Promote the use of intelligent communication and transport systems in inland navigation including River Information Services (RIS) and providing a forum for information exchange on developments and best practice; as well as facilitate and promote harmonization and cooperation in this area at a pan-European level;

(iv) Activity 5, subparagraph (a), *replace* requirements *by* rules.

33. SC.3 instructed the secretariat to transmit the approved strategy and the Terms of Reference to the seventy-ninth session of ITC for endorsement.

VII. European inland waterway network (agenda item 6)

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

Documentation: ECE/TRANS/120/Rev.3, ECE/TRANS/SC.3/WP.3/2015/9

34. The Working Party was informed by the secretariat that no new amendment proposals had been received so far. SC.3 decided to start preparations for the next package of amendments to AGN on the basis of the proposals and updates to the Blue Book submitted by Governments. The secretariat was asked to prepare the first draft of amendments for the consideration by SC.3/WP.3.

³ Geographic Information System. The official website of GIS Forum Danube: <http://gisforumdanube.org>.

35. The Working Party was informed by Belarus that the Cooperation Memorandum in the sphere of the restoration of the Dnieper-Vistula section of the E 40 Waterway had been signed on 3 October 2016 between the Ministry of Transport and Communications of Belarus and the Ministry of Maritime Economy and Inland Navigation of Poland. According to the Memorandum, a dedicated two-level Working Group would be established on this issue consisting of Deputy Ministers and experts from Belarus and Poland.

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

Documentation: ECE/TRANS/SC.3/144/Rev.2, ECE/TRANS/SC.3/144/Rev.2/Add.1, ECE/TRANS/SC.3/144/Rev.2/Add.2, ECE/TRANS/SC.3/2015/4, ECE/TRANS/SC.3/WP.3/2016/3, ECE/TRANS/SC.3/WP.3/2016/12, Informal documents SC.3/WP.3 Nos. 3, 4 and 24 (2016), ECE/TRANS/SC.3/2016/5, ECE/TRANS/SC.3/2016/15, ECE/TRANS/SC.3/2016/18 and Informal document SC.3No. 6 (2016)

36. SC.3 was informed by the secretariat about the consultations between Hungary and Slovakia on updating the information for the joint Slovak-Hungarian section of the Danube (E 80) from Sap (1,810.0 km) to 1,708.2 km. Hungary had agreed to assign class VIc as the target value for the whole section. Slovakia informed SC.3 that the information submitted to the secretariat had been agreed with the Slovak Water Management Enterprise (SWME) which is subordinate to the Ministry of Environment of Slovakia. SWME had an obligation to ensure a maximal vessel draught of 2.5 m at this section of the Danube during 300 days per year with a reference to AGN, DC documents, the EU Strategy for the Danube Region and the Master Plan for the Fairway Rehabilitation and Maintenance of the Danube and its navigable tributaries.

37. DC was of the opinion that the main goal of maintaining the waterway classification in accordance with AGN and the DC classification had been reached and, in relation to other values, the variants proposed by both member States could be accepted. For the under-bridge clearance, DC mentioned that a common methodology had been agreed within DC, and a joint Slovak-Hungarian commission had been established to determine these values.

38. SC.3 agreed to keep the data in the Blue Book on the joint Slovak-Hungarian section submitted by both member States with respective clarifications until the parameters were agreed between the Governments of Hungary and Slovakia. Hungary and Slovakia were invited to continue consultations and to submit the agreed values, if any, to the secretariat by the end of November 2016.

39. The Working Party took note of the presentation by the secretariat on the progress in finalizing the draft third edition of the Blue Book and new updates introduced in the consolidated text.

40. SC.3 considered the draft third revised edition of the Blue Book (Informal document SC.3 No. 6 (2016)) and took note of the comments from Slovakia and DC.

41. SC.3 instructed the secretariat to disseminate the text of the Blue Book in three languages to Governments by 15 November 2016. Final comments, if any, should be transmitted to the secretariat by 15 December 2016. Ukraine was asked to update the geographical names of waterways and ports, and inform the secretariat.

42. SC.3 adopted the third revision of the Blue Book and asked the secretariat to submit it to the seventy-ninth session of ITC in February 2017. SC.3 further asked the secretariat to release the printed version of the Blue Book in all working languages in 2017.

43. SC.3 instructed the secretariat to introduce the necessary updates to the Blue Book database in due time.

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

Documentation: ECE/TRANS/SC.3/159/Rev.1, ECE/TRANS/SC.3/2014/3

44. The Chair recalled that SC.3/WP.3 had decided to start preparing draft amendments to Resolution No. 49 on the basis of the third revision of the Blue Book at its fiftieth session in February 2017.

45. SC.3 took note of the information of EC about ongoing work on the prioritization of bottlenecks and inland ports on the waterways of EU member States. EC proposed to address the approaches of (a) the differentiation and monitoring of bottlenecks used in the EU Strategy for the Danube Region and TEN-T corridors and (b) the differentiation of inland ports for TEN-T project with a view of possible prioritization of bottlenecks in Resolution No. 49. It was pointed out that this work could open a perspective of introducing the similar approach to the bottlenecks and inland ports of international importance in the Blue Book built upon the developments made by EC in this respect and confirmed that EC would be ready to take part in it.

46. SC.3 decided to consider the outcome of the work made by EC in the course of the next revision of Resolution No. 49, with the intent to use this as a basis for possibly mainstreaming the Blue Book in future.

D. Good Navigation Status of European inland waterways

Documentation: ECE/TRANS/SC.3/2016/6

47. SC.3 took note of the presentation given by Mr. M. Quispel (STC-Nestra BV) on the study on Good Navigation Status (GNS) of inland waterways in accordance with EU Regulation No. 1315/2013, which prescribes that inland waterways of the TEN-T network feature GNS by 31 December 2030. He mentioned that the scope of GNS covered all inland waterways of class IV including those outside the TEN-T network. He further mentioned that among the planned deliverables there would be requirements for GNS components, monitoring, reporting and the assessment of the GNS network, inputs to the TENtec database, road maps for critical GNS sections and the specification of exemption criteria to the minimal requirements set out in Article 15.3(a) of EU Regulation No. 1315/2013. He pointed out that the good practice guidelines for the implementation of GNS and waterway management would be developed in the course of the study might also be of interest for non-EU member States.

48. SC.3 was invited to discuss the added value of this concept, a link with the Blue Book and its applicability at a pan-European level. Following the comments by the Russian Federation related to a joint Russian-Lithuanian section of the E 41 waterway and Route from Varangians to Greeks on passenger transportation, SC.3 recommended to consider the following aspects of this concept in the future work:

- possible implications for transboundary river sections, in particular, for neighbouring non EU-member States, and the need for addressing these aspects at early stages of work on the concept;
- the suitability, necessary capacities and equipment of waterways for passenger traffic as an element of GNS concept.

49. DC expressed the opinion that, due to the limited time, not all of the proposed aspects could be realized in the course of the study, including the elaboration of the exemption criteria, and that it should be therefore feasible to focus on some basic elements and definitions.

50. The Chair expressed the opinion that the UNECE platform could be relevant for further discussions on this issue. SC.3 considered the proposed approach for the GNS concept based on Resolution No. 92/2 of the European Conference of Ministers of Transport used in AGN to be relevant for discussion at the pan-European level and asked member States to submit detailed proposals to the secretariat. SC.3 asked the secretariat to keep it informed about further progress in the concept of GNS.

VIII. Standardization of technical and safety requirements in inland navigation (agenda item 7)

Documentation: ECE/TRANS/SC.3/WP.3/96 and Corr. 1, ECE/TRANS/SC.3/WP.3/98

51. The Working Party took note of the reports on the forty-eighth and forty-ninth sessions of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/96 and Corr.1, ECE/TRANS/SC.3/WP.3/98) and endorsed them.

A. European Code for Inland Waterways (CEVNI) (Resolution No. 24, revised)

Documentation: ECE/TRANS/SC.3/115/Rev.5, ECE/TRANS/SC.3/2015/7, ECE/TRANS/SC.3/2016/7 and ECE/TRANS/SC.3/2016/17, ECE/TRANS/SC.3/2015/19, ECE/TRANS/SC.3/WP.3/2016/14, Informal document SC.3 No. 2 (2015), Informal documents SC.3/WP.3 Nos. 21 and 29 (2016)

52. The secretariat recalled the amendment proposals to CEVNI submitted to SC.3 and SC.3/WP.3 so far. The Sava Commission expressed the opinion that they should be considered by the Informal CEVNI Expert Group in order to prepare a balanced proposal for the consideration by SC.3/WP.3 and SC.3. SC confirmed its willingness to continue supporting the work of the CEVNI Expert Group.

53. SC.3 took note of the information by DC about the progress in harmonizing the fifth revision of the Basic Provisions relating to Navigation on the Danube (DFND) with CEVNI 5, and the outcome of the meeting of experts on the requirements for vessels using LNG as a fuel held in September 2016. DC mentioned that the decisions would be adopted in June 2017 and then they might lead to proposals for amending UNECE resolutions.

54. SC.3 decided that the next meeting of the Informal CEVNI Expert Group could be held in 2017 back-to-back with a SC.3/WP.3 session and asked the secretariat to make the necessary arrangements. Governments and River Commissions were invited to support the activities of the Expert Group.

55. SC.3 took note of the answers to the questionnaire on regional and national special requirements submitted by Austria, Bulgaria, the Czech Republic, Hungary and Romania,

(ECE/TRANS/SC.3/2016/7 and ECE/TRANS/SC.3/2016/17). SC.3 encouraged other member States to also reply in order to start work on updating Chapter 9 of CEVNI. DC pointed out that the revised DFND could be also used as a source for updating the special requirements in CEVNI.

56. SC.3 noted with satisfaction that the Slovak version of CEVNI was available on the SC.3 webpage. SC.3 further welcomed the proposal of Ukraine to upload the Ukrainian version of CEVNI onto the SC.3 webpage once it was ready. Member States and River Commissions were invited to submit other language versions of CEVNI for uploading onto the SC.3 webpage.

57. SC.3 took note of the finalized version of the poster on inland waterway signs and signals of the fifth revised edition of CEVNI prepared by the Serbian Directorate for Inland Waterways (PLOVPUT) in collaboration with the secretariat. SC.3 expressed its appreciation to PLOVPUT for the high quality of the document. The secretariat was instructed to upload the CEVNI poster onto the SC.3 webpage.

58. SC.3 decided to hold a workshop on the progress in the implementation of CEVNI by Governments, regional and national special requirements and related issues during its sixty-first session.

B. Guidelines for Waterway Signs and Marking (Resolution No. 59, revised)

Documentation: ECE/TRANS/SC.3/169/Rev.1, ECE/TRANS/SC.3/2016/8, ECE/TRANS/SC.3/2015/5, ECE/TRANS/SC.3/WP.3/2016/4, ECE/TRANS/SC.3/WP.3/2016/15, ECE/TRANS/SC.3/WP.3/98

59. The secretariat informed SC.3 about the finalization of the revision of the Guidelines for Waterway Signs and Marking (Resolution No. 59) on the basis of the in-depth discussion of the forty-ninth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/98, paras. 34 to 36) and in collaboration with DC and SC.

60. SC.3 adopted as Resolution No. 85 the revised Annex to Resolution No. 59 reproduced in ECE/TRANS/SC.3/2016/8. The secretariat was instructed to upload the revised Guidelines for Waterway Signs and Marking onto the SC.3 webpage.

C. Signs and Signals on Inland Waterways (SIGNI) (Resolution No. 22, revised)

Documentation: ECE/TRANS/SC.3/108/Rev.2, ECE/TRANS/SC.3/2016/9

61. The Working Party was informed by the secretariat about the current status of Resolution No. 22, the Signs and Signals on Inland Waterways (SIGNI). The secretariat recalled that SC.3 at its fifty-fourth session had considered the possible discontinuation of SIGNI, given its overlap with annexes 7 and 8 to CEVNI, and had decided to come back to this issue after the publication of CEVNI 5 (ECE/TRANS/SC.3/187, para. 26). SC.3 took note of overlaps between SIGNI, CEVNI and Resolution No. 59 as prepared by the secretariat in ECE/TRANS/SC.3/2016/9 and the options on how to avoid the existing overlaps.

62. DC proposed to choose the option for combining Resolution No. 59 and SIGNI in a single document, as the target users of CEVNI were skippers while the target users of SIGNI and Resolution No. 59 were river administrations. This proposal was supported by Austria, Slovakia, Belgium, Bulgaria and Croatia. Austria and Belgium further noted the

need to avoid duplication with CEVNI, unless there was essential information. Croatia also noted the need to avoid duplication between SIGNI and Resolution No. 59.

63. To avoid overlaps, SC.3 decided to combine Resolution No. 59 and SIGNI into a single document under the name of "SIGNI" and asked the secretariat to include this item in the agenda of the fiftieth session of SC.3/WP.3.

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

Documentation: ECE/TRANS/SC.3/172/Rev.1 and Amends.1-3, ECE/TRANS/SC.3/2015/8, ECE/TRANS/SC.3/2015/9, ECE/TRANS/SC.3/2016/10, Informal document SC.3/WP.3 No. 14 (2016)

64. The Russian Federation provided clarifications to its proposal for amending Resolution No. 61 (ECE/TRANS/SC.3/2016/10). Ukraine supported the proposal and proposed SC.3 adopt it as an amendment to Resolution No. 61 at the present session, if there were no objections. Ukraine further stressed the importance of the work of SC.3 on the harmonization of technical standards for vessels and Resolution No. 61 for non-EU member States.

65. The Working Party adopted as Resolution No. 86, the amendment proposal to Resolution No. 61 set out in ECE/TRANS/SC.3/2016/10. SC.3 asked member States to provide support in organizing the next meeting of the Group of Volunteer experts on Resolution No. 61 in order to facilitate work on other amendment proposals.

66. Austria pointed out the importance of aligning Resolution No. 61 with ES-TRIN and underlined the need for the Russian text of ES-TRIN in the context of this work and for further work on ADN. This proposal was supported by Belgium, Ukraine and the Russian Federation. SC.3 agreed with the need for the Russian text of ES-TRIN and asked the secretariat to start preparations.

67. SC.3 deemed it necessary to continue work on the harmonization of technical prescriptions for inland vessels in Resolution No. 61 with the new Directive 2016/1629 of the European Parliament and of the Council of 14 September 2016 and ES-TRIN. To facilitate this work, SC.3 asked the secretariat to analyse the differences between the Annex to Resolution No. 61 and the provisions of ES-TRIN.

68. SC.3 decided to continue the exchange of information on current developments in the national requirements for inland vessels and invited member States to submit their contributions on this issue for the fiftieth session of SC.3/WP.3.

IX. Mutual recognition of boatmasters' certificates and professional requirements in inland navigation (agenda item 8)

Documentation: Informal document SC.3 No. 3 (2016)

69. SC.3 took note of the presentation by Mr. A. Mintjes (EDINNA and Maritieme Academie Holland) about current developments in the sphere of education and in professional requirements in inland navigation made within CESNI. He informed SC.3 that the CESNI working group on professional qualifications (CESNI/QP) was currently working on the standards for the practical examination for crews of inland navigation vessels, competency standards for crews, standards for simulators and standards for

minimum medical requirements. He informed further that new competency tables on particular issues had been developed in addition to the Standards of Training and Certification for personnel in Inland Navigation (STCIN). Work was ongoing on developing standards for a vessel handling inland navigation simulator (VHINS) in the field of standards for simulators, and a new working group had been established by CESNI/QP for this purpose.

70. SC.3 took note of the information by EC about the progress in preparing a EU Directive on the recognition of professional qualifications in inland navigation (Informal document SC.3 No. 3 (2016)). The proposal was a response to calls from the inland navigation sector and EU member States to introduce a competence-based framework similar to those used in other modes of transport. It was mentioned that the new Directive could be adopted by mid-2017.

71. SC.3 confirmed the decision taken at its fifty-ninth session to postpone the work of the Informal Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (IEG) until a new EC Directive on the recognition of professional qualifications in inland navigation was adopted.

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

A. Follow-up of the workshop

Documentation: ECE/TRANS/SC.3/WP.3/98

72. SC.3 was informed by the secretariat about the outcome of the workshop "River Information Services and other information communication technologies in the pan-European format" held at the forty-ninth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/98, para. 9). SC.3 endorsed the decisions taken by SC.3/WP.3 on this issue and invited Governments to follow them.

B. Current status and further updates to UNECE Resolutions No. 48, 57, 58, 63, 79 and 80

Documentation: ECE/TRANS/SC.3/WP.3/2016/6, ECE/TRANS/SC.3/WP.3/2016/17, Informal documents SC.3/WP.3 Nos. 6, 11, 15 (2016)

73. SC.3 was informed by the secretariat that the revised Resolution No. 80 had been approved by SC.3/WP.3 at its forty-eighth session (ECE/TRANS/SC.3/WP.3/96, para. 43), however, it had decided to postpone the final adoption of this document until an EU Directive/Regulation was adopted, with a view to ensure the coherent application of RIS standards at the pan-European level. SC.3 endorsed the decision of SC.3/WP.3.

74. SC.3 was informed that no other proposals for updating Resolutions No. 48, 57, 58, 63, 79 and 80 have been received by the secretariat so far.

75. SC.3 noted with satisfaction that the secretariat had received recent data from International RIS Expert Groups about the application of Resolutions Nos. 48, 57, 58, 63, 79 and 80 by member States. These were included in ECE/TRANS/SC.3/2016/13 on the application of the UNECE resolutions on inland navigation issues.

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

A. Status of international conventions and agreements affecting inland navigation

Documentation: ECE/TRANS/SC.3/2016/11

76. The Working Party took note of the updated document on the status of international legal instruments affecting inland navigation prepared by the secretariat (ECE/TRANS/SC.3/2016/11). Governments were invited to keep the secretariat informed about any changes to the status of this document.

77. The Working Party invited UNECE member States to accede to the legal instruments of relevance to inland navigation, if they had not yet done so.

B. The International Convention on the Registration of Inland Navigation Vessels

Documentation: ECE/TRANS/SC.3/2015/15, ECE/TRANS/SC.3/2016/12, ECE/TRANS/SC.3/WP.3/2016/7, ECE/TRANS/SC.3/WP.3/2016/11, Informal documents SC.3/WP.3 Nos. 7, 8, 10 and 18 (2016)

78. Following the discussion on possible modification of Article 3 of the International Convention on the Registration of Inland Navigation Vessels at its fifty-ninth session, SC.3 took note of the documents submitted by Belgium and CCNR on possible modification of the International Convention on Registration of Inland Navigation Vessels (ECE/TRANS/SC.3/2016/12 and ECE/TRANS/SC.3/2016/19).

79. SC.3 deemed any amendments to the existing text of Article 3 of the Convention not necessary unless a solid evidence to the contrary was submitted.

C. Application of UNECE Resolutions on inland navigation issues

Documentation: ECE/TRANS/SC.3/2016/13 and Corr.1

80. The Working Party took note of the status of UNECE resolutions and their application on the basis of ECE/TRANS/SC.3/2016/13 and invited Governments to implement the resolutions, if they had not yet done so.

81. The Working Party recalled that the International Certificate (international card) for Pleasure Craft (Resolution No. 14) had been superseded by ICC (Resolution No. 40) and encouraged Governments to apply only Resolution No. 40.

XII. Recreational navigation (agenda item 11)

A. Workshop “Recreational navigation and water tourism: Prospects and challenges”

Documentation: ECE/TRANS/SC.3/2016/14, Informal documents SC.3 Nos. 7, 8 and 12 (2016)

82. The workshop “Recreational navigation and water tourism: Prospects and challenges” was held on 3 November. The presentations are available at www.unece.org/trans/main/sc3/sc32016.html (tag “Workshop”).

83. Mr R. P. David, National Boating Federation USA/USPS, informed the Working Party about the activities of USPS and National Boating Federation, the American Coast Guard – the national regulatory and licencing body and other organizations engaged in recreational navigation and training schools in the United States of America and Canada. The United States of America had not adopted Resolution No. 40, however, the educational programme of USPS was based on the Boat Operator Certification Programme (BOC) that exceeded Resolution No. 40 and included four levels: Inland Navigator, Coastal Navigator, Advanced Coastal Navigator and Offshore Navigation. He further mentioned the education methods introduced by USPS, including virtual training of boater skills, and other education and training programmes for boaters.

84. Mr. C. Burton, RYA, presented training principles for recreational boaters in the United Kingdom of Great Britain and Northern Ireland and the activities of RYA as a national governing body for boating. No compulsory carriage of equipment was required for vessels up to 13.7 m in length and no operator licences — for vessels up to 24 m in length. Eleven training schemes had been implemented that included courses for practical skills, cruising and navigation. The training schemes had been accepted by the Maritime and Coastguard Agency and integrated into the national regulations. He further described special training courses for instructors. Training was delivered by training centres recognized by RYA. The RYA activity on issuing the International Certificate for Operators of Pleasure Craft (ICC) was also highlighted.

85. Mr. A. Nunikyan, the State Inspectorate for Small Craft of the Ministry of the Russian Federation for Civil Defence, Emergencies and Elimination of Consequences of Natural Disasters (EMERCOM), described the licensing principles for small and recreational boat operators in the Russian Federation, the registration and supervision practice for small vessels used for non-commercial purposes and the national legislative framework. The Inspectorate was responsible for the registration and supervision of small craft and licencing of boaters.

86. Mr. S. Moiseev, Russian Yachting Association, informed the Working Party about the activities related to recreational boating in the Russian Federation. He presented the training and testing programme for boaters for obtaining ICC in EU and the certificate of the State Inspectorate for Small Craft in the Russian Federation. The training course provided a possibility to navigate inland waterways, inland sea and territorial waters of the Russian Federation and EU. He further stressed the significance of Resolution No. 40 for recreational boaters.

87. Ms. S. Nesvetailova, EEC Transport and Infrastructure Department, presented the perspective for the development of recreational navigation in the Eurasian Economic Union as a part of the common coordinated transport policy in the field of inland water transport. She mentioned the ongoing work on establishing a single market of services in the leasing

or rental of pleasure craft; the analysis of legislation of member States had identified the similarity that could facilitate this task.

88. Mr. N. Kuznetsov, Route from Varangians to Greeks, delivered the view on facilitating recreational navigation and water tourism on the E 30, E 40 and E 70 waterways as an integrated element of their development and the role of Ukraine. He mentioned main types of craft used for pleasure boating and proposed possible activities to promote this: establishing a pan-European dialogue, interregional and international cooperation programmes with the participation of UNECE and Google and other actions on a permanent basis. He further proposed an example of a road map for water tourism routes through Brest-Kyiv section of the E 40 waterway.

89. Ms. C. Paddison, EBA, presented the work of ISO Technical Committee ISO/TC 228 "Tourism and related services" on standards for recreational boating: (a) Working Group 8 "Yacht harbours" was currently working on ISO 13687 on minimum requirements for commercial and non-commercial harbours for leisure craft to deliver services for all types of recreational boating activities, and (b) Working Group 11 "Bare boat charter services" was working on ISO 20410 which establishes minimum service levels and equipment requirements for bareboats offered for charter on inland, coastal and/or offshore waters.

90. The presentation about water tourism routes and recreational craft in Italy prepared by the Confederation of European Maritime Technology Societies was given by the secretariat.

91. The round-table discussions moderated by Mr. A. Lewis, EBA, were dedicated to ICC case studies (Informal document SC.3 No. 8 (2016)). The Working Party asked the secretariat to prepare updates to the Guidelines to Resolution No. 40, in cooperation with EBA, based on the outcome of the discussion.

92. Participants of the workshop made the following observations and proposed issues for further consideration:

- the certification of pleasure craft operators is mandatory in the countries represented by the speakers, however, requirements are different in terms of characteristics of small and pleasure craft and navigation zones;
- there are various education and training systems for boaters; they need further development with due regard of modern developments and standards; it is important to ensure sufficient theoretical knowledge and practical skills of recreational boaters, introduce up-to-date methods of education and provide opportunities for candidates to learn in their native language;
- regulations for small and pleasure craft and different approaches for ensuring the safety of recreational navigation are of great interest to member States and should be further addressed, including the registration and surveys of small and pleasure craft and documents issued;
- except ICC, there are other certificates of competence for recreational boaters: the International Proficiency Certificate, national certificates, etc. The recognition of certificates of competence is regulated by the national legislation; ICC is the most appropriate way to achieve this, as it has advantages as an understandable and flexible framework for chartering overseas and remains a major facilitation of recreational boating and tourism in Europe and beyond as the simplest and most widely accepted instrument;

- activities of SC.3 related to recreational navigation and water tourism have a practical value as they support national strategies and, therefore, such workshops should be continued on a regular basis;
- the availability of information about certificates of competence, national training programmes and related issues should be improved; that could be done by organizing workshops, consultations, exhibitions and other international events. Efforts could be done for promoting touristic routes on the E waterways, using modern technologies and opportunities provided by Internet;
- cooperation between national and international yachting associations, state authorities, public organizations and other stakeholders would contribute to the above issues.

93. SC.3 decided to establish an Informal Group of Volunteer experts on recreational navigation issues. SC.3 further invited all interested parties to confirm their interest in participating to the secretariat and asked the secretariat to make the necessary preparations for the first meeting of the Group.

94. Member States were invited to provide comments on the proposal for amending the map of the European Recreational Inland Navigation Network as presented in Informal document SC.3 No. 12 (2016).

B. National legal acts governing navigation of recreational craft

Documentation: ECE/TRANS/SC.3/2015/16, ECE/TRANS/SC.3/WP.3/2016/8 and Corr.1

95. SC.3 took note that recent information about national legal acts governing navigation of recreational craft was available in ECE/TRANS/SC.3/2015/16, and no further updates had been received by the secretariat.

C. International Certificate for Operators of Pleasure Craft (Resolution No. 40, fourth revision)

Documentation: ECE/TRANS/SC.3/147/Rev.4, ECE/TRANS/SC.3/WP.3/2016/8/Rev.1, Informal documents SC.3/WP.3 Nos. 23 and 28 (2016)

96. The Working Party was informed by the secretariat that the ICC model issued by Ukraine had been uploaded on the SC.3 webpage. SC.3 invited member States who had not yet transmitted their national ICC models to the secretariat to do so.

97. Following the information by Germany and Switzerland (ECE/TRANS/SC.3/WP.3/2016/8/Rev.1 and Informal document SC.3/WP.3 No. 23 (2016)), SC.3 asked the secretariat to prepare the amendment to Annex 4 of Resolution No. 40.

XIII. Inland water transport and climate change (agenda item 12)

Documentation: ECE/TRANS/SC.3/WP.3/98, Informal document SC.3/WP.3 No. 20 (2016)

98. SC.3 was informed by the secretariat about ongoing work in cooperation with (a) the secretariat of the UNECE “Convention on the Protection and Use of Transboundary Watercourses and International Lakes” on adaptation to climate changes on transboundary adaptation strategies and (b) the Group of Experts on Climate Change Impacts and

Adaptation for Transport Networks and Nodes. The secretariat was requested to continue discussions with these groups and seek areas of common work and synergy that would benefit SC.3 and SC.3/WP.3.

XIV. Tentative list of meetings for 2017 (agenda item 13)

99. The Working Party approved the following tentative list of meetings for 2017:

15-17 February 2017	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (fiftieth session);
14-16 June 2017	Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (fifty-first session);
4-6 October 2017	Working Party on Inland Water Transport (sixty-first session).

XV. Other business (agenda item 14)

A. Election of officers for the sixty-first and sixty-second sessions of SC.3

100. The Working Party elected Mr. B. Van Acker (Belgium) as Chair of its sixty-first and sixty-second sessions, following the proposal of Croatia and the support of Austria and Germany.

B. Thematic side event on inland water transport during the seventy-ninth session of the Inland Transport Committee

101. The Working Party took note of the activities planned for the seventieth anniversary of ITC in February 2017 and asked delegations for comments or modifications to the draft of the ITC Ministerial resolution to refer them to their respective Ministries who should then communicate a consolidated list to the secretariat. SC.3 invited member States to submit detailed proposals to the Ministerial event during the seventy-ninth session of ITC, if any, to the secretariat.

C. Theme topic for the next SC.3 session

102. Following its decision under agenda item 7, SC.3 decided that the theme topic for its sixty-first session would be the progress in the implementation of CEVNI by Governments, regional and national special requirements and related issues.

D. Tribute to Mr. J. Bimka and Ms. D. Filipović

103. The Working Party was informed that Mr. J. Bimka, the Chair of the Working Party, would retire in December 2016. The Working Party thanked him for highly professional and competent chairmanship, his dedicated contribution to the work of SC.3 and its subsidiary bodies and wished him a long and happy retirement.

104. The Working Party was informed that Ms. D. Filipović (Croatia) would retire in December 2016. The Working Party thanked her for valuable and highly professional contribution to the work of SC.3 and fruitful work as the Vice-Chair of SC.3/WP.3 and wished her a long and happy retirement.

XVI. Adoption of the report (agenda item 16)

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