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Working Party on Inland Water Transport

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

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Item 8 of the provisional agenda

Automation in Inland Navigation and Smart Shipping

Revision of the Road Map for 2020–2024 “Forging International Cooperation Towards an International Legislative Basis for Automation in Inland Navigation”

Note by the secretariat

Road map for ~~2020–2024~~ **2025–2028** “Forging international cooperation towards an international legislative basis for automation in inland navigation”

Action 1: Introduce harmonized definitions of autonomy levels into UNECE documents

A lack of the international legislative framework is one of the major obstacles for enabling testing and use of automated vessels. However, this work cannot be started without harmonized definitions of autonomy levels in inland navigation. A significant step forward is the adoption of the **international definitions** of automation levels by CCNR (~~Edition# 2018~~²², ~~which is already applied by some member States~~). Based on the outcome of the ongoing work by CCNR on updating and finalizing the definitions and with due regard of the comments of governments, the definitions should be introduced in the ECE documents **as a resolution on this issue to ensure consistency of the terminology at the pan-European level**.

Action 2: Review ECE resolutions, international conventions and agreements

Evaluation of ECE resolutions should be ~~reviewed~~ **continued for identifying provisions which apply to automated vessels and prevent their operation, or do not prevent**

⁺ www.ece-zkr.org/files/documents/AutomatisationNav/NoteAutomatisation_en.pdf

~~their operations but may need to be amended or clarified.~~ to identify gaps, challenges and bottlenecks that hamper the development of automated navigation, including the impact of automation on River Information Services (RIS). Work will be continued on sharing the knowledge and best practices and establishing a harmonized forward-looking approach.

The next step will be work on temporary derogations or amendments to the relevant provisions of the European Code for Inland Waterways and other resolutions or developing new documents, in order to enable testing of automated vessels.

~~determining the most appropriate way of addressing the operation of automated vessels, which may include temporary derogations, interpretations or amendments to the existing documents or developing new documents. Furthermore, provisions for testing of automated vessels and their commercial use may be treated in a different way and may include the transition period needed for the sector.~~

Evaluation of ~~I~~international conventions and agreements should be reviewed continued for identifying provisions which apply to automated vessels and prevent their operation, or do not prevent their operations but may need to be amended or clarified, and the most appropriate way of addressing the operation of automated vessels should be determined. Amendment proposals should be agreed by the Working Party on Inland Water Transport. Contracting Parties will be encouraged to transmit the agreed amendments according to the procedure established by the relevant international conventions and agreements.

Action 3: Harmonize approaches for creating a basis for the deployment of automated ~~shipping~~navigation

This action includes exchanging the experience and best practice and is aimed to collect and accumulate the experience gained in tests of various types of automated vessels and navigation conditions of testing zones in terms of the waterway parameters, specific infrastructure requirements including traffic signals, weather restrictions, measures to be undertaken to minimize potential risks. SC.3 will continue this activity in 2025–2028.

~~Action 4: Digitalization~~

~~This action includes harmonizing approaches and exchanging best practice in digitization of documents and certificates required on board a vessel by ECE resolutions and international conventions. ECE resolutions should be reviewed for identifying provisions which prevent the use of digitized documents or may be affected and therefore may need amendments or clarifications.~~

~~The action also includes cooperation on exchanging best practices in the assessment of the impact of automation on River Information Services (RIS) with the purpose of possible adaptation of ECE resolutions related to RIS.~~

Action 54: Ensure data protection, cybersecurity, address the liability concerns and other relevant issues

This action includes exchanging best practice in the work of governments and international organizations in introducing data protection and cybersecurity measures, including ~~to be undertaken for~~ automated ~~shipping~~navigation.

The action also includes exchanging views and experience in the work of governments, international organizations and other stakeholders on determining the liability in automated shipping, insurance and related issues.

SC.3 will continue this activity in 2025–2028.

Action 65: Evaluate the social impact of automation, harmonize manning requirements, education and training

This action includes exchanging the experience of social impact of automation on the sector and views on how to prevent or minimize implications and risks. The conclusions should be reflected in ECE documents.

Special attention should be paid to new approaches, training and retraining programmes and courses developed and implemented by member States.

SC.3 will continue this activity in 2025–2028.

Action 76: Assist governments, contribute to capacity-building and awareness-raising, organize workshops and round tables on automation in inland navigation and taking part in the United Nations Round Tables on Intelligent Transport Systems and automation of transport

Implementation of automated shipping and preparations for its deployment should be included in the national capacity building support provided by the ECE secretariat to assist member States. Dissemination of information and awareness raising on automation in inland navigation can be realized by (a) organizing workshops and round tables on automation in inland navigation in the UNECE framework with the engagement of the key stakeholders and (b) through the participation and contributions of governments, river commissions, international organizations and other stakeholders to the United Nations round table discussions convened under the aegis of UNECE on issues related to ITS and automation ~~issues-on inland transport~~ held regularly.

SC.3 will continue this activity in 2025–2028.
