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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
(Forty-ninth session, 18-20 October 2005,
agenda item 6(a))

**EUROPEAN AGREEMENT ON MAIN INLAND WATERWAYS
OF INTERNATIONAL IMPORTANCE (AGN AGREEMENT)**

Amendment proposals

Note: At its forty-ninth session, the Working Party considered the draft amendments to the AGN Agreement prepared by the secretariat on the Working Party's instructions as set out in TRANS/SC.3/2004/17, modified them as indicated in TRANS/SC.3/163, para. 17 and asked the secretariat to finalize the draft amendments to both, the AGN Agreement itself, and to its annexes, and present them for consideration and provisional approval by the Working Party SC.3/WP.3 (TRANS/SC.3/163, paras. 17-19).

The Working Party SC.3/WP.3, at its twenty-ninth session, noted that no substantial remarks or proposals had been received from Governments on the text of the draft amendments to the AGN Agreement appearing in TRANS/SC.3/2004/17 and modified in TRANS/SC.3/163, para. 17 and, therefore, requested the secretariat to prepare and transmit to the Working Party on Inland Water Transport draft formal amendments to the Agreement itself and to its annexes, based on the above-mentioned documentation, for final consideration and adoption (TRANS/SC.3/WP3/58, para. 47).

As requested, the secretariat reproduces below a consolidated text of the draft amendments to AGN accompanied where necessary with an indication of "countries directly concerned" as stipulated in Article 13, paragraph 3 of the Agreement. **Draft amendments which need to be confirmed by the Governments concerned are shown in bold characters.**

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**EUROPEAN AGREEMENT ON MAIN INLAND WATERWAYS
OF INTERNATIONAL IMPORTANCE (AGN AGREEMENT)**

Amendment proposals

adopted by the UNECE Working Party on Inland Water Transport
on ... October 2005

MAIN BODY OF THE AGN AGREEMENT

1. In the preamble of the AGN Agreement after CONVINCED that, in order to make international inland water transport in Europe add, including the transport by sea-river vessels using coastal routes,

2. Amend the second sentence of article 1 to read:

The E waterway network, in terms of this Agreement, consists of inland waterways and coastal routes used by sea-river vessels as well as ports of international importance situated on those waterways and routes, as described in annexes I and II to this Agreement.

3. Amend Article 2 by numbering the existing entry as paragraph 1 and adding a new entry reading:

2. Contracting Parties are called upon to establish national action plans and/or bilateral or multilateral agreements, such as international treaties, guidelines, memoranda of understanding, joint studies or any other similar arrangements, aimed at elimination of existing bottlenecks and completion of missing links in the network of E waterways crossing the territories of countries concerned.

ANNEX I OF THE AGN AGREEMENT

4. Amend the introductory text of the annex concerning the numbering of inland waterways of international importance by replacing trunk by main.

5. Amend the structure of the table containing the list of inland waterways of international importance by merging columns 1 and 2 into one called "Main waterways" and renumbering the rest of the columns accordingly.

6. After the E-11-01 waterway, add new waterway E-11-02 reading:

	E 11-02	Lekkanaal
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Contracting Parties directly concerned (AGN, Article 13(3)): The Netherlands.

7. Amend the description of the E 05-04 waterway to read:

	E 05-04	River Dender up to Aalst *
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8. Add new waterway E-40-01 just above the E-40-02 waterway reading:

	E 40-01	River Desna from the mouth to Chernihiv **
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ANNEX II OF THE AGREEMENT

9. Delete information relating to the P 40-04 port.**

10. Amend the P 40-02-01 port as follows:

P 40-02-01 Mykolaiv river port (Pivdenny Buh, 40.0 km) **

11. Add new E ports as follows:

P 04-03bis Willebroek (Bruxelles-Schelde Canal, 61.3 km) *

P 05-07 Centre and West (Schelde, 22 km) ***

P 40-04 Brest (Mukhovets, ... km) ****

P 40-04bis Pinsk (Pina, 12.0 km) ****

P 40-04ter Mozyr (Pripyat, 185.0 km) ****

P 40-07bis Poltava Ore Mining and Processing Enterprize (Dnipro, 521.0 km) **

P 40-08bis Cargo handling terminal (Dnipro, 422.0 km) **

P 40-01-01 Chernihiv (Desna, 194.5 km) **

P 40-02-02 Mykolaev sea port (Pivdenny Buh, 35.0 km) **

P-40-02-03 Dnipro-Buhskiy (Pivdenny Buh, 16.0 km) **

P 80-46bis Apatin (Danube, 1401.5 km) *****

P 80-47bis Backa Palanka (Danube, 1295.0 km) *****

P 80-47ter Novi Sad (Danube, 1253.5 km) *****

* Note by the secretariat: Concerns **Belgium**, not yet a Contracting Party to the AGN Agreement.

** Note by the secretariat: Concerns **Ukraine**, not yet a Contracting Party to the AGN Agreement. The draft amendment is based on a proposal from the Government of Ukraine in TRANS/SC.3/144/Add.3-4.

*** Note by the secretariat: Concerns **Belgium**, not yet a Contracting Party to the AGN Agreement. The draft amendment is based on a proposal from the Government of Belgium in TRANS/SC.3/144/Add.4.

**** Note by the secretariat: Concerns **Belarus**, not yet a Contracting Party to the AGN Agreement. The draft amendment is based on a proposal from the Government of Belarus in TRANS/SC.3/144.

***** Note by the secretariat: Concerns **Serbia and Montenegro**, not yet a Contracting Party to the AGN Agreement. The draft amendment is based on a proposal of The former Yugoslavia in TRANS/SC.3/144.

- P 80-48bis Pangevo (Danube, 1152.8 km) *******
- P 80-01-02 Senta (Tisza, 122.0 km) *****
- P 81-01 Komarno (Vah, 0.0 km)
- P 81-02 Sala (Vah, 54.4-54.8 km)
- P 81-03 Sered (Vah, 73.8-74.3 km)
- P 81-04 Hlohovec (Vah, 124.4-124.7 km)
- P 81-05 Piestany (Vah, 124.4-127.7 km)
- P 81-06 Nove mesto nad Vahom (Vah, 137.4-137.7 km)
- P 81-07 Trencin (Vah, 158.5-159.0 km)
- P 81-08 Dubnica (Vah, 168.1-168.5 km)
- P 81-09 Puchov (Vah, 192.9-193.4 km)
- P 81-10 Povazska Bystrica (Vah, 210.8-211.2 km)
- P 81-11 Zilina (Vah, 242.0-243.0 km)
- P 81-12 Cadca (Vah – Oder Link, ... km)^{3/}

*Contracting Parties directly concerned with ports P 81-1 – P 81-12, (AGN, Article 13(3)):
Slovakia.*

ANNEX III OF THE AGREEMENT

12. Amend paragraph (a)(viii) by adding a new footnote 5 at the end of the first sentence reading:

⁵ However, for upstream sections of natural rivers characterized by frequently fluctuating water levels due to strong direct dependence of weather conditions, it is recommended to refer to a period of at least 300 days on average per year.

13. Renumber existing footnote 5 as footnote 6.

^{3/} Planned.