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Item 7 (c) of the provisional agenda

Harmonization of the legal framework for international inland water transport

Exchange of information on local knowledge requirements in the ECE countries

Note by the secretariat

Corrigendum

1. In the whole document LN and LNR *should read* LKR
2. Pages 5 and 6, table
The 7 rows for Germany *should read*

Country	Name and number of E-waterway ¹	Sector of the waterway	Reasons for requiring local conditions knowledge ²	Local knowledge (LKR) requirements	
				Professional experience (number of runs)	Modalities of examination on local conditions ³
Germany	Rhine (E 10) ¹¹	Km 335,92 (Iffezheim locks) – km 857,40 (Spyck ferry)	Difficult nautical conditions; Safety of shipping	16 (at least 3 in each direction of the waterway in the last three years). For further details see §§ 7.05–7.07 Rhine Shipping Personal Regulation	Oral
	Elbe (E 20) ¹¹	Km 0,0 (Schöna) – km 607,50 (upper limit of the port of Hamburg)	Difficult nautical conditions; Safety of shipping	16. For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraphs 1–3	Oral
	Weser (E 14) ¹¹	Km 0,0 (Hann.-Münden) – km 204,45 (Minden)	Difficult nautical conditions; Safety of shipping	16. For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraphs 1–3	Oral

¹ As referenced in the 1996 European Agreement on Main Inland Waterways of International Importance (AGN), available at: www.unece.org/trans/main/sc3/sc3_legalinst.html.

² Reasons may include: (a) free current; (b) narrow fairway; (c) sand banks; (d) variable hydraulicity; (e) strong streams; (f) modifications of the river bed; (g) cliffs; (h) fords; (i) other.

³ Modalities of the examination include: (a) oral or written; (b) practice or use of simulators; (c) modalities of the choice of the sector.

¹¹ Information received from Germany in August 2014.

Country	Name and number of E-waterway ¹	Sector of the waterway	Reasons for requiring local conditions knowledge ²	Local knowledge (LKR) requirements	
				Professional experience (number of runs)	Modalities of examination on local conditions ³
	Danube (E 80) ¹¹	Km 2.249,00 (Liegestelle Vilshofen) – km 2.322,02 (Straubing); German Shipping Administration grants shipping without LKR at the stretch km 2.249,00 – km 2.249,90	Difficult nautical conditions; Safety of shipping	16. For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraph 2	Oral
	Untere Havel-Wasserstraße (E 70) ¹¹	Km 67,5 (Plaue) – km 112,00 (underneath junction Hohenau Waterway) when water level at lower gauge Rathenau exceeds 190 cm Km 112,00 (underneath junction Hohenau Waterway) – km 145,80 (Havelberg) when water level lower gauge Rathenau exceeds 130 cm	Difficult nautical conditions; Safety of shipping	16. For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraphs 1–3	Oral
	Oder (E 30) ¹²	Km 542,4 (Ratzdorf) – km 704,1 (Widuchova)	Difficult nautical conditions; Safety of shipping	16. For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraphs 1–3	Oral
	Saale (E 20–04) ¹¹	Km 0,0 (embouchure to the Elbe) – km 19,50 (lower port terminal at Calbe lock)	Difficult nautical conditions; Safety of shipping	16. For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraphs 1–3	Oral

¹¹ Information received from Germany in August 2014.

¹² Information received from Germany in May 2009.