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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport  
(Forty-eighth session, 19-21 October 2004,  
agenda item 6(a))

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

Note by the secretariat

Reproduced below is the proposal on possible amendment of the AGN Agreement prepared by the secretariat on the Working Party's instructions (TRANS/SC.3/161, paras. 29-31). In drafting the text, proposals received from the Governments of Austria and Ukraine have been used.

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## I. DRAFT AMENDMENTS TO THE MAIN TEXT OF THE AGREEMENT

1. The last article of the preamble of the Agreement should be modified to read:

“CONVINCED that, in order to make international inland water transport in Europe, **including the transport by sea-river vessels using coastal routes**, more efficient and attractive to customers, it is essential to establish a legal framework which lays down a coordinated plan for the development and construction of a network of inland waterways of international importance, based on agreed infrastructure and operational parameters,

2. The text of article 1 of the Agreement should be modified to read:

“The Contracting Parties adopt the provisions of this Agreement as a coordinated plan for the development and construction of a network of inland waterways, hereinafter referred to as the "network of inland waterways of international importance" or "E waterway network", which they intend to undertake within the framework of their relevant programmes. 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. Article 2 of the Agreement should be supplemented with a new entry reading:

**“Contracting Parties [shall] [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”.**

## II. POSSIBLE AMENDMENTS TO ANNEX I OF THE AGREEMENT

4. The introductory text of the annex concerning the numbering of inland waterways of international importance should be modified to read:

"1. All inland waterways of international importance (E waterways) shall have two-, four- or six-digit numbers preceded by the letter "E".

2. Main elementary parts of the E waterway network shall have two-digit numbers and their branches and secondary branches ("branches of branches") shall have four- and six-digit numbers, respectively.

3. ~~From~~ **Main** inland waterways which follow a mainly north-south direction providing access to sea ports and connecting one sea basin to another shall be numbered 10, 20, 30, 40 and 50 in ascending order from west to east.

4. ~~Trunk~~ **Main** inland waterways which follow a mainly west-east direction crossing three or more inland waterways mentioned in 3 above shall be numbered 60, 70, 80 and 90 in ascending order from north to south.

5. Other main inland waterways shall be identified by two-digit numbers between the numbers of the two ~~trunk~~ **main** inland waterways, as mentioned in 3 and 4 above, between which they are located.

6. In the case of branches (or branches of branches), the first two (or four) digits shall indicate the relevant higher element of the waterway network and the last two shall indicate individual branches numbered in order from the beginning to the end of the higher element as described in the table below. Even numbers shall be used for right-hand-side branches and odd numbers for left-hand-side branches.”

5. The structure of the table containing the list of inland waterways of international importance should be modified as follows:

Number of E waterway		Description of the route */
<b>Main</b> waterways	Branches	
<b>1</b>	<b>2</b>	<b>3</b>
E 01		...
	E 01-02	...
	E 01-04	...
	E 01-04-01	...
	E 01-01	...
	E 01-06	...
	E 01-03	...
E 02		...
	E 02-02	...
	E 02-02-01	...
E 10		...

6. Add new waterway E-11-02 just after the E-11-01 waterway, reading as follows:

	<b>E 11-02</b>	<b>Lekkanaal</b>
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7. Amend the description of the E 05-04 waterway to read as follows:

	<b>E 05-04</b>	<b>Dendermonde – Aalst via the Bovenzeeschede-Dender Canal and Dender</b>
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8. Add new waterway E-40-01 just above the E-40-02 waterway, reading as follows:

	<b>E 40-01</b>	<b>River Desna from the mouth to Chernihiv</b>
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### III. DRAFT AMENDMENTS TO ANNEX II OF THE AGREEMENT

9. Delete 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 ports as follows:

**“P 04-03bis Willebroek (Bruxelles-Schelde Canal, 61.3 km)  
P 40-07bis Poltava Ore Mining and Processing Enterprise (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 80-01-02 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 Hlogovec (Vah, 102.5-103.0 km)  
P 81-05 Piestany (Vah, 124.4-124.7 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, 193.4-192.9 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) <sup>4/</sup>”**

### IV. POSSIBLE AMENDMENTS TO ANNEX III OF THE AGREEMENT

12. Paragraph (a)(viii) should be modified to read:

“(viii) On waterways with fluctuating water levels, the value of the recommended draught should correspond to the draught reached or exceeded for 240 days on average per year <sup>6/</sup> (or for 60% of the navigation period). The value of the recommended height under bridges (5.25, 7.00 or 9.10 m) should be ensured over the highest navigation level, where possible and economically reasonable;”.

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<sup>4/</sup> Planned.

<sup>6/</sup> 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.