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Working Party on Inland Water Transport

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

Thirty-eighth session

Geneva, 16–18 February 2011

Item 4 of the provisional agenda

**Special editorial session on the White Paper on efficient
and sustainable inland water transport in Europe**

**Comments on the draft UNECE White Paper on efficient and
sustainable inland water transport in Europe**

**Submitted by Belgium, Russian Federation, Slovakia, Switzerland and
Ukraine**

Note by the secretariat

1. Presented below are the editorial comments on the draft UNECE White Paper on efficient and sustainable inland water transport in Europe (documents ECE/TRANS/SC.3/WP.3/2011/1-4) submitted by Belgium, Russian Federation, Slovakia, Switzerland and Ukraine. The reference to the relevant paragraphs of the official documents is complemented by a reference to the paragraph number of the informal consolidated draft of the White Paper, distributed by the secretariat prior to the session (draft ECE/TRANS/SC.3/189, version of 31 January 2011).
2. The Working Party may wish to consider and approve these modifications to the final draft, in accordance with the mandate received from the UNECE Working Party on Inland Water Transport (ECE/TRANS/SC.3/187, para. 12).

I. Comments on Chapter 1, “Importance and Performance of Inland Water Transport in the ECE region”¹

1. No comments received.²

II. Comments on Chapter 2, “Importance and Performance of Inland Water Transport in the ECE region”³

A. Russian Federation

2. In the light of the recent ratifications to the ADN, the Russian Federation proposes to update the information on the Contracting Parties to the agreement in paragraph 41 (paragraph 154 of the consolidated informal draft).

B. Slovakia

3. Slovakia proposes the following amendments to section D, “Czech-Slovak centred link”:
 - a. In footnote 12 (footnote 16 of the consolidated informal draft) *delete* The Váh-Oder Link (route E 81) is an alternative project which is still under consideration by Slovakia.⁴
 - b. At the end of paragraph 57 (paragraph 73 of the consolidated informal draft) *add*:⁵

Priority for Slovakia is to finish the construction of the Váh waterway and, subsequently, to build the canal connection to rivers Oder and, if feasible, Vistula forming an international waterway E-30 in accordance with the AGN agreement. This would create a Southern branch of the canal connection Baltic - Adriatic Sea – Danube along the intermodal corridors V and VI. The Southern connection would directly link the Danube with the Baltic ports and would integrate the Slovakian waterways to the waterway network of Belarus, Russian Federation and Ukraine. Slovakia is also planning the development of other inland waterways, located in the East of the country, i.e. rivers Laborec, Latorica and Bodrog. Navigating on river Bodrog with the following access to river Tisza in Hungary represents a real possibility.
 - c. At the end of paragraph 60 (paragraph 76 of the consolidated informal draft) *add*:⁶

The Slovak fleet is mainly focused on transporting goods on the Danube. In 2009, it amounted to 228 inland vessels, including 42 pushers, 28 self-propelled motorized vessels, 143 pushed barges (majority, of “Europa II” type) and 15 passenger vessels.

C. Ukraine

4. Ukraine proposes the following amendments to section A “Rhine-Danube network”:
 - a. Mention the operational state of the deep-water link between the Danube and the Black Sea, as part of international transport corridor No.7, implemented by Ukraine in accordance with the relevant international legal standards and national legislation.
 - b. In paragraph 16 (paragraph 32 of the consolidated informal draft) *add*

¹ As contained in document ECE/TRANS/SC.3/WP.3/2011/1.

² The information on the inland water transport performance in some UNECE countries, presented in paragraph 11 of ECE/TRANS/SC.3/WP.3/2011/1 (paragraph 9 of the consolidated informal draft) was updated by the secretariat based on the newly available statistics.

³ As contained in document ECE/TRANS/SC.3/WP.3/2011/2.

⁴ This modification is already included in the final draft.

⁵ This modification is already included in the final draft.

⁶ This modification is already included in the final draft.

With the goal to maintain the fairway parameters on the entire course of the Danube, ensuring its economically beneficial exploitation by all participants of international navigation, it is necessary that all interested countries carry out the works on maintaining the river's navigational characteristics.

- c. In paragraph 21 (paragraph 37 of the consolidated informal draft) *add*

At the same time, it is important to note that the first step of the project on the deep-water link between the Danube and the Black Sea includes the work on ensuring twenty-four-hour movement of seagoing vessels, "river-sea" vessels together with inland vessels and convoys. This creates the conditions for developing itineraries for the Danube Short Sea shipping (SSS) with the goal to establish stable interlink between Western Europe and Middle East.

5. Ukraine proposes the following amendments to section C "The Baltic area":

- a. In section C *add*

The establishment of inter-river basin transport connections "Dnepr-Daugava" and "Dnepr-Vistula-Oder" is also promising and economically beneficial.

6. Ukraine proposes the following amendments to section G "Coastal routes and connected inland waterways":

- a. In paragraph 81 (paragraph 97 of the consolidated informal draft), the last sentence, *amend* as follows

Other infrastructure investments of note are the new lock for access to the port of Sevilla, opened in October 2009 (route E 60–2, although this is more for maritime access than river-sea traffic) and projected improvements on the Saimaa Canal in Finland (lengthening the operating season) and ~~the Bistree Channel of the Danube (for flows to and from Ukraine)~~ **the deep-water link between the Danube and the Black Sea with the maximum use of its natural capacity of the Ukrainian part of the Danube for ensuring the Danube-Black sea connection.**

III. Comments on Chapter 3, "Institutional and regulatory framework for inland navigation in Europe"⁷

A. Ukraine

7. Ukraine proposes to include the following proposal in paragraph 39 (paragraph 151 of the consolidated informal draft)

It is proposed to jointly address the conditions for the recognition of the boatmaster certificates for all the participants of international navigation.

IV. Comments on Chapter 4, "A pan-European vision for efficient and sustainable inland water transport"⁸

A. Belgium

8. In the light of the importance of the ongoing and future considerations of the measures aimed at reducing the environmental impact of inland navigation, Belgium propose to further expand and clarify Policy Recommendation No.6 "Tackle environmental challenges and the carbon footprint". The amended text of the recommendation is proposed in the annex.

⁷ As contained in document ECE/TRANS/SC.3/WP.3/2011/3.

⁸ As contained in document ECE/TRANS/SC.3/WP.3/2011/4.

V. Comments on Annex, “European inland navigations regimes”

A. Switzerland

9. The references to the CCNR instruments in the annex should be updated as follows:
 - a. Point 2.3, “Requirements for issuing the boatmasters’ certificates” : The Regulations concerning Navigation Personnel on the Rhine (RPN);
 - b. Point 2.4, “Requirements on transport of dangerous goods”: European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways concluded at Geneva on 26 May 2000;
 - c. Point 4.1, “Pollution by inland vessels”: Rhine Police Regulations (Chapter 15).

Annex

Policy Recommendation No. 6 Tackle environmental challenges and the carbon footprint

220. The environmental aspect of the inland navigation needs to be vigorously addressed at the pan-European level. In this area, building on the work of the River Commissions for navigation and environment of the Danube, the Rhine and the Sava, pan-European guidelines, recommendations or standard procedures to measure the environmental impact of IWT should be developed and could possibly be enshrined at a later stage into existing international agreements.

221. Moreover, the results of regional studies and meetings on the impact of climate change on IWT infrastructure, such as the studies and conferences organized by CCNR, should be widely disseminated. **Several solutions to reducing CO₂ emissions can be considered (f.e. improvement in the vessel design or establishment of a market of CO₂ quotas). It would be particularly important to support the studies which aim to identify what solutions exist and how efficient they are in terms of reducing CO₂ emissions. This would enable the inland navigation actors to choose the most appropriate solution for this clean mode of transport. It would also be necessary to take into account the fact that some measures which aim to reduce the sulphur and nitrogen oxides (f. e. the possibility to equip the vessels with the liquefied natural gas engine) entail elaboration of the new technical prescriptions for inland vessels.**

222. Finally, the short and long-term consequences of national, regional or EU environmental legislation should be analyzed for its impact on IWT and to allow the sector to keep its competitive edge as an environmentally-friendly mode of transport. Dialogue and cooperation between national and regional navigation authorities and the river protection commissions should be strengthened to identify possible joint studies and other actions.

Proposed UNECE actions:

(a) Encourage active participation of UNECE member countries in the global United Nations Development Account project on the development and implementation of a monitoring and assessment tool for CO₂ emissions in inland transport to facilitate climate change mitigation, making use of the expertise available in UNECE member countries, River Commissions, inter-governmental and non-governmental organizations;

(b) Maintain a register of pertinent studies and events in cooperation with the EU, River Commissions, river protection commissions and other international competent bodies;

(c) Continue to support the activities of member States, the European Commission and the River Commissions aimed at adapting IWT to the impact of the climate change, at managing waste and reducing pollution by inland vessels and other environment related issues;

(d) Support and encourage research and innovation activities, aimed at maintaining and further increasing the IWT competitive edge in environmental performance, including *inter-alia* research **on the measures to reduce the CO₂ emissions by inland vessels and on alternative fuels for inland vessels.**

e) make sure that the measures aimed at reducing the environmental impact of inland vessels are duly reflected in the updates to the international norms on technical prescriptions for inland vessels.
