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Item 6 (b) of the provisional agenda

Standardization of Technical and Safety Requirements in Inland Navigation: Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, Revision 2)

Amendments to the List of Inland Waterways of the European Union Divided Geographically into Zones 1, 2 and 3 (Appendix 1 of the Annex of Resolution No. 61, Revision 2)

Note by the secretariat

Mandate

1. This document is submitted in line with the proposed Programme Budget for 2023, part V, Regional cooperation for development, section 20, Economic Development in Europe, Programme 17, Economic Development in Europe (A/77/6 (Sect. 20), table 20.6).
2. Annex I to this document contains proposals for updating the list of inland waterways of the European Union countries, divided geographically into zones 1, 2 and 3 (Appendix 1 of the Annex of Resolution No. 61, Revision 2). The updates are based on annex I “List of Union Inland Waterways Divided Geographically into Zones 1, 2 and 3” of Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC.¹
3. The Working Party on Inland Water Transport (SC.3) may wish to adopt the proposed amendments contained in annex I to this document and in ECE/TRANS/SC.3/2023/8 as amendment No. 5 to resolution No. 61, revision 2. The draft resolution of SC.3 is contained in annex II to this document.

¹ *Official Journal of the European Union*, L 252, 16.9.2016, p. 118–176.



Annex I

Amendments to Appendix 1 “List of European Inland Waterways Divided Geographically into Zones 1, 2 and 3 (Paragraph 1-1.5 of the Recommendations)”

I. Chapter 1 “Zone 1”

A. New Entry for Sweden

1. After Russian Federation, *add*
 SWEDEN
 Lake Vänern, bounded in the south by the parallel of latitude through Bastugrunds beacon.
 Göta älv and Rivöfjorden, bounded in the east by the Älvsborg bridge, in the west by the parallel of longitude through Gäveskär lighthouse, and in the south by the parallel of latitude through Smörbådan lighthouse.

II. Chapter 2 “Zone 2”

B. France

2. Entry for Gironde, *modify*
 Gironde, from kilometre point (KP) 402 **48.50 to the downstream part of the point of the Ile de Patiras**, to the transversal limit of the sea defined by the line joining the Pointe de Grave to the Pointe de Suzac.
3. Entry for Rhône, *delete*.

C. Germany

4. Entry for Ems, *modify*
 Ems, from a line across the river Ems near the entrance to Papenburg harbour between ~~Diemen~~ the former **Diemen** pumping station and the opening of the dyke at Halte as far as a line linking the former Greetsiel lighthouse and the western pier of the port entrance at Eemshaven.
5. Entry for Elbe, *modify*
 Elbe, **with** Büttzflether Süderelbe (from km 0.69 till the mouth in the Elbe), Ruthenstrom (from km 3.75 till the mouth in the Elbe), Wischhafener Süderelbe (from km 8.03 till the mouth in the Elbe), from the lower limit of the port of Hamburg to a line linking the Döse beacon and the ~~north-western point edge~~ of the Friedrichskoog dyke (Dieksand) with the Nebenelben as well as the tributaries: Este, Lühe, Schwinge, Oste, Pinnau, Krückau and Stör (in each case from the barrage to the mouth).
6. Entry for Nord-Ostsee-Kanal, *modify*
 Nord-Ostsee-Kanal (~~Kiel Canal~~ including Audorfer See and Schirnauer See), from the line linking the ~~Brunsbüttel pier heads at Brunsbüttel to as far as~~ a line linking the entrance lights ~~of at Kiel-Holtenau including Obereidersee with Enge, Audorfer See, Bergstedter See with Enge, Schirnauer See, Flemhuder See and Achterwehrer Schiffahrtskanal~~ **Borgstedter See with Enge**, Schirnauer See, Flemhuder See and Achterwehrer Schiffahrtskanal **Canal**.
7. Entry for Hunte, *modify*
 Hunte, from the ~~port of Oldenburg harbour~~ and from 140 m downstream of the Amalienbrücke in Oldenburg to the mouth in the Weser.

8. First entry for Freiburger Hafepriel, *delete*.
9. Entry for Wismarbucht, Kirchsee, Breitling, Salzhaff and Wismar port area, *modify*
Wismarbucht, Kirchsee, Breitling, Salzhaff and Wismar port area, ~~limited~~ seawards ~~by as far as~~ a line: **between** Hohen Wieschendorf Huk and Timmendorf light ~~as well as~~ **and a line linking** Gollwitz light on the Island of Poel and the southern point of Wustrow Peninsula.
10. Entry for waters between the mainland and the Darss and Zingst peninsulas as well as the Hiddensee and Rugen islands, *modify*
Waters ~~between~~ **enclosed by** the mainland and the Darss and Zingst peninsulas ~~as well as~~ **and the islands of** Hiddensee and Rügen ~~islands~~ (including Stralsund port area), ~~limited~~ **extending** seawards between:
- The Zingst peninsula and the island of Bock: ~~by the parallel of~~ **as far as** latitude 54°26'42"N;
 - The islands of Bock and Hiddensee: ~~by as far as~~ a line linking the northern point of the island of Bock and the southern point of the island of Hiddensee;
 - The island of Hiddensee and the island of Rügen (Bug): by a line linking the south-eastern point of Neubessin ~~to~~ **and** Buger Haken.
11. Entry for Greifswalder Bodden and Greifswald port area including the river Ryck, *modify*
Greifswalder Bodden ~~and Greifswald port area including the river Ryck~~, Bodden seawards as far as a line from the eastern point Thiessower Haken (Südperd) to the eastern point of the island of Ruden and continuing to the northern point of the island of Usedom (54°10'37"N, 13°47'51"E).
12. Entry for Waters enclosed by the mainland and the island of Usedom, *modify*
Waters enclosed by the mainland and the island of Usedom (Peenestrom including Wolgast port area, Achterwasser, and the Oder Haff), ~~limited in the east by~~ **eastwards as far as** the border between the Federal Republic of Germany and the Republic of Poland in the Stettiner Haff.

D. The Netherlands

13. Last entry, *modify*
~~Kanaal~~ **Caland Canal**, west from the Benelux harbour.

E. New Entry for Sweden

14. After Russian Federation, *add*
SWEDEN
Göta älv, bounded in the east by the Göta älv bridge and in the west by the Älvsborg bridge.

III. Chapter 3 “Zone 3”

F. Croatia

15. *Modify*
Danube, **from rkm 1 295 + 500 to rkm 1 433 + 100.**
~~Darva~~ **Drava**, from ~~rkm 0-00~~ to ~~rkm 70~~ **198 + 600.**
Sava, from ~~km 207 to km 586~~ **rkm 210 + 800 to rkm 594 + 000.**
Kupa, from rkm 0 to rkm 5 + 900.

Una, from rkm 0 to rkm 15.

G. Romania

16. Third entry, *replace 27.5 km with 34.600 km.*

H. Slovakia

17. *Modify*

Danube, from Devín (rkm 1,880.26) to the Slovak-Hungarian border (**rkm 1708.20**).

Danube Canal, from rkm 1851.75 to rkm 1811.00.

Váh, from rkm 0.00 to rkm 70.00.

Morava, from rkm 0.00 to rkm 6.00.

Bodrog, from rkm 49.68 to rkm 64.85.

Dam lakes: Oravská Priehrada, Liptovská Mara, Zemplínska Šírava.

I. New Entry for Sweden

18. After Slovakia, *add*

SWEDEN

Trollhätte canal and Göta älv, from the parallel of latitude through Bastugrunds beacon to the Göta älv bridge.

Lake Mälaren.

The ports of Stockholm, bounded in the north-west by the Lidingö bridge, in the north-east by a line through the Elfviksgrund lighthouse in bearing 135-315 degrees, and in the south by the Skuru bridge.

Södertälje canal and the ports of Södertälje, bounded in the north by Södertälje lock and in the south by the parallel of latitude 59°09'00".

Annex II

Additions and amendments to the annex to resolution No. 61 on the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels, revision 2

Resolution No. ...

(adopted by the Working Party on Inland Water Transport on ...)

The Working Party on Inland Water Transport,

Responding to the strategic recommendations set out in the Wroclaw Declaration and resolution No. 265 of the Inland Transport Committee of 22 February 2019,

Responding also to Policy recommendation No. 4 of the White Paper on the Progress, Accomplishments and Future of Sustainable Inland Water Transport,

Bearing in mind the ongoing work by member States aimed at enhancing safety of inland navigation vessels,

Reaffirming the desirability of further developing resolution No. 61 with due regard to the latest updates of the international and national legislation with a view of ensuring harmonization of technical requirements for inland navigation vessels at a pan-European level,

Recognizing the need to maintain the up-to-date classification of European inland waterways by navigation zones as foreseen in paragraph 1-1.5 of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels, annexed to resolution No. 61, revision 2, for navigation safety,

Considering resolution No. 61 of the Working Party on Inland Water Transport on the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels, revision 2 (ECE/TRANS/SC.3/172/Rev.2), as amended by its resolutions Nos. 93, 98, 103 and 104,

Decides to amend and supplement the text of the annex to resolution No. 61, revision 2, as reflected in the annex to this resolution.