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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 Belarus and the Russian Federation 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 present document is submitted in accordance with the proposed programme budget for 2023, part V, Regional development cooperation, section 20, Economic development in Europe, programme 17, Economic development in Europe (A/77/6 (sect. 20), table 20.6).
2. The annex to this document contains proposals for updating the list of inland waterways of Belarus and the Russian Federation, divided geographically into zones 1, 2 and 3 (appendix 1 of the annex to resolution No. 61, revision 2). They are based on (a) proposals submitted by Belarus and (b) Chapter 6 of Part 0, "Classification", of the Rules for Classification and Construction of Ships of the Russian Classification Society, "List of inland water basins for establishing, depending on their category, the areas and conditions of navigation of ships with the Russian Classification Society class".
3. The Working Party on Inland Water Transport (SC.3) may wish to adopt the proposed amendments and also the amendments proposed in annex II to document ECE/TRANS/SC.3/2023/7, as amendment 5 to resolution No. 61, revision 2.



Annex

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. Russian Federation

1. After the heading “Russian Federation”, add footnote 42a:
 - 42a With the exception of sections of waterways of the Russian Federation on which navigational and hydrographic conditions for ensuring the navigation of ships and safety of navigation meet the requirements of commercial navigation and are regulated by Federal Act No. 81-FZ of 30 April 1999, the Merchant Shipping Code of the Russian Federation.
2. After the entry for Vygozero, *add*:

Lake Ladoga, during the navigation period from May to September inclusive: western area – west of the line connecting Cape Pesotsky Nos with the western tip of Konevets Island, and extending to Cape Kurkiniemi; northern area – north of the line connecting Zayachy Island with Nikonovsky Island, and extending through the north-western tip of Valaam Island to the town of Pitkyaranta, including the 2-mile coastal zone around Valaam Island; southern area – south of the line connecting Cape Moryin Nos, point at N 60°41'00,0", E 32°30'00,0", and the point at N 60°40'00,0", E 32°30'00,0" and then extending along parallel N 60°40'00,0" to the coastline.

Lake Onega, during the navigation period from May to September inclusive: areas located west and north of the line connecting the mouth of the Vytegra River with the intersection of the line connecting the mouth of the Vytegra River with the southern tip of Suisari Island, with the parallel N 61°45'00.0", and then extending through the southern tip of Rechnoi Island, to the coastline; 5-mile coastal zone along Bolshoy Klimenetsky Island, Rechnoy Island and the Zaonezhye Peninsula, to the parallel N 62°15'00.0".
3. The entry Nizhne-Kamskoe Reservoir *should be changed as follows*:

Nizhne-Kamskoe Reservoir: from the town of Ust-Belsk (1,766 km of the **Kama River**) to the dam at the Lower Kama hydroelectric power station.
4. The entry Rybinskoe Reservoir *should be changed as follows*:

Rybinskoe Reservoir, with the exception of the northern section from Cherepovets (**540 km of the Lower Sheksna**) to Vichelovo.
5. The entry Tsimlyanskoe Reservoir *should be changed as follows*:

Tsimlyanskoe Reservoir: from ~~Pyatiizbyan roadsteads~~ **the lower boundary of the oil-loading Pyatiizbyan roadsteads (2,701.6 km of the Volga River)** to the dam at Tsimlyansk hydroelectric power station.
6. *Delete* the entries for Volgokaspijskiy Kanal, Don, Mezen, Northern Dvina and Pechora.

II. Chapter 2 “Zone 2”

B. Russian Federation

7. The entry Rybinskoe Reservoir *should be changed as follows*:

Rybinskoe Reservoir, from Cherepovets (**540 km of the Lower Sheksna**) to Vichelovo.

8. The entry for Volgo-Donskoj Kanal, *should be changed as follows:*
Volgo-Donskoj Kanal, from Volgograd to the ~~Pyatiizbyanskije roadsteads~~ **(lower approach channel of lock No. 1 of the Volgo-Donskoj ship canal, 2,588.6 km of the Volga River) to the lower boundary of the oil-loading Pyatiizbyan roadsteads (2,701.6 km of the Volga River).**
9. The entry for Belaya *should be changed as follows:*
Belaya, from Yamalinsky Yar (~~4,786~~ **1,776** km) to the mouth.
10. The entry for Volga *should be changed as follows:*
Volga, from the ~~city of Tver~~ **278.3 km (river station of Tver)** to the town of Koprino (including Ivankovskoe and Uglichskoe reservoirs), from the dam at the Rybinsk hydroelectric power station to the Elyat mouth, from the dam at the Gorkovskaya hydroelectric power station to the Sura mouth, from the dam at the Cheboksary hydroelectric power station to the village of Kamskoe Ustye, from the dam at the Kuibyshevskaya hydroelectric power station to Syzran bridge, from the dam at the Saratov hydroelectric power station to Uvek bridge, from the dam at the Volgograd hydroelectric power station to the town of ~~Krasnye Barrikady~~ **Streletskoe.**
11. The entry for Kama *should be changed as follows:*
Kama, from the dam at the Kama hydroelectric power station to the Chastye wharf, from the dam at the ~~Botkinsk~~ **Votkinsk** hydroelectric power station to the town of Ust-Belsk (~~4,766~~ **1,756** km), from the dam at the Lower Kama hydroelectric power station to Tchistopol.
12. The entry for Neva *should be changed as follows:*
Neva, a, from the source to the border of the inland waterways, namely: along the Bolshaya Neva to the ~~Lieutenant Schmidt Bridge~~ to the Blagoveshchensky Bridge, along the Malaya Neva ~~the alignment of the 1st line of the Vasiliev island~~ along the lower boundary of the Tuchkova Bridge, ~~along the Bolshaya Nevka — the alignment of spit of the Elagin island; along the Srednaya Nevka, the upper cape of the mouth of the Chukhonka river (the entrance to the rowing canal),~~ along the Malaya Nevka to **along the lower boundary of the Bolshoi Petrovsky bridge, along the Bolshaya and Srednaya Nevka – to the meridian of E 30°13'00.0".**
13. Delete the entries for Ivankovskoe Reservoir, Uglicheskoe Reservoir, Don, Volgo-Kaspichskiy Kanal, Mezen, Northern Dvina, White Sea access canal, Gulfs of Veslinsk and Kaliningrad, Gulf of Kurshsky and Nevskaya Guba.

III. Chapter 3 “Zone 3”

C. Belarus

14. The entry for Neman *should be changed as follows:*
Neman, from ~~Yablono~~ **Shchechitsy (entry to the Yablono inlet)** to the border with the Republic of Lithuania.
15. The entry for Svislach *should be changed as follows:*
Svislach, from ~~the Minsk ring motorway~~ **Parkovaya Street in the Zhdanovichi agricultural village** to ~~Kanaty pereulok~~ **Pervomayskaya Street, Minsk.**

D. Russian Federation

16. The entry for Volga *should be changed as follows:*
Volga, from ~~its uppermost navigable point to Tver~~ the headwaters to **278.3 km (the river station of Tver).**

17. The entry for Belaya *should be changed as follows:*
Belaya, from the ~~upper reaches~~ **headwaters** to Yamalinsky Yar (~~1,786~~ **1,776** km).
18. The entry for Don *should be changed as follows:*
Don, from the ~~upper reaches~~ **headwaters** ~~to the Pyatiizbyansk roadsteads~~ **2,689 km**
and from the dam at the Tsimlyansk hydroelectric power station to Rostov-on-Don
(3,121 km, mouth of the Aksai River).
19. Throughout the text, *replace upper reaches with headwaters.*
