ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
(Forty-sixth session, 22-24 October 2002,
agenda item 8 (c))

CIRCULATION OF INFORMATION CONCERNING EXISTING
BILATERAL AND MULTILATERAL AGREEMENTS FOR
INTERNATIONAL INLAND WATER TRANSPORT

Addendum 1

Submitted by the Governments of Hungary, the Netherlands
and the Russian Federation

Note: Information received from the above-mentioned Governments should be added to the
table communicated by the secretariat to the Working Group at its forty-fourth session
(TRANS/SC.3/2000/7), which shows the situation with regard to bilateral agreements and
multilateral agreements (between the European Community and third countries).
NETHERLANDS

1. Two bilateral agreements to which the Netherlands is a party are not mentioned in the table:

   – With the Slovak Republic: Agreement between the Kingdom of the Netherlands and the Czech and Slovak Federal Republic concerning inland navigation (Prague, 30 October 1991). This is the same agreement as that indicated in the box for the Netherlands and the Czech Republic. Following the dissolution of the former Czech and Slovak Federal Republic, both the Czech Republic and the Slovak Republic succeeded to it in respect of this agreement, thus transforming it into two separate bilateral agreements with the Netherlands, without any change in its content or even its name.


HUNGARY

2. The following bilateral agreement should be added to the table:


RUSSIAN FEDERATION

3. The Agreement on the International “North-South” Transport Corridor, concluded between the Governments of the Russian Federation, the Islamic Republic of Iran and the Republic of India, has been ratified and has officially entered into force. The Agreement was signed in St. Petersburg in September 2000.

   The “North-South” corridor will ensure cargo transport from India and the Persian Gulf States to Iranian ports on the Caspian Sea, then by ferries to the Russian railway network, or by “river-sea” vessels and inland navigation vessels (on rivers) by Russia’s inland waterways to the countries of Eastern and Central Europe and Scandinavia, and back. The Agreement defines this transport corridor as encompassing all transport links between the parties. The Agreement envisages several routes in the Caspian Sea region: the Trans-Caspian sea route, inland waterways via the Caspian-Volga-Baltic system, with branches to the Volga-Don Canal and on to the Black Sea, and land routes by rail and road.

Implementation of the Agreement will enable cargo and passenger traffic to be resumed between Pskov oblast in the Russian Federation and the Republic of Estonia over a distance of 126.2 km on the above-mentioned lakes and ensure the transport of passengers, including tourists, and cargo in both directions.