

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

Note by the secretariat

Reproduced below are the draft amendments to AGN prepared by the secretariat in accordance with the instructions of the Working Party on Inland Water Transport (TRANS/SC.3/168, para. 25).

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I. DRAFT AMENDMENTS TO THE MAIN TEXT OF THE AGREEMENT

1. A new paragraph should be inserted before the last preamble entry, to read as follows:

“ACKNOWLEDGING the need to protect the infrastructure of inland waterways from intentional external influence that might cause harm to navigation,”.

2. The text of article 1 should be supplemented with a second entry reading:

“The Contracting Parties shall take necessary measures with a view to effectively protecting the envisaged route of the portions of E waterways, with due regard to their future parameters, which do not exist at present but which are included in relevant infrastructure development programmes until the date when the decision on their construction is taken.”

3. A new article 3bis, entitled **“Protection of the network from external influence”**, should be introduced and should read as follows:

“The network of inland waterways of international importance referred to in article 1 shall be adequately protected from intentional external influence that might cause harm to navigation, by technical measures, the requirements for which are stipulated in annex IV to this Agreement”.

II. ANNEX IV OF THE AGREEMENT

4. A new Annex IV, entitled **“Protection of the network from external influence”**, should be added to the AGN Agreement reading as follows:^{1/}

^{1/} The Working Party may wish to invite its members to transmit proposals regarding the text of this annex. According to the views of the delegation of Ukraine in TRANS/SC.3/2004/9, para. 14, the new annex should reflect the general requirements applicable to the technical measures designed to protect inland waterway infrastructure (the waterway itself, navigation signs; hydro technical facilities: locks, bridges and other facilities along the waterway; port complexes, and so forth) from intentional external influence that might cause harm to navigation.