

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels

Resolution No. 61

Revision 2

Amendment 5



UNITED NATIONS
Geneva, 2024



Note

Amendment No. 5 to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61, revision 2) contains the text adopted by the Working Party on Inland Water Transport at its sixty-seventh session as resolution No. 105 (ECE/TRANS/SC.3/220, paragraph 44).

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. 105

(adopted by the Working Party on Inland Water Transport on 13 October 2023)

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.

Annex

Amendments to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to resolution No. 61, revision 2)

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, *modify*

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, *modify*

Rybinskoe Reservoir, with the exception of the northern section from Cherepovets (540 km of the Lower Sheksna) to Vichelovo.

5. The entry Tsimlyanskoe Reservoir, *modify*:

Tsimlyanskoe Reservoir, from 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, *modify*
Rybinskoe Reservoir, from Cherepovets (540 km of the Lower Sheksna) to Vichelovo.
8. The entry for Volgo-Donskoj Kanal, *modify*
Volgo-Donskoj Kanal, from Volgograd (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, *modify*
Belaya, from Yamalinsky Yar (1,776 km) to the mouth.
10. The entry for Volga, *modify*
Volga, from 278.3 km (river station of Tver) to the town of Koprino (including Ivankovskoe and Uglichscoe 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 Streletskoe.
11. The entry for Kama, *modify*
Kama, from the dam at the Kama hydroelectric power station to the Chastye wharf, from the dam at the Votkinsk hydroelectric power station to the town of Ust-Belsk (1,756 km), from the dam at the Lower Kama hydroelectric power station to Tchistopol.
12. The entry for Neva, *modify*
Neva, from the source to the border of the inland waterways, namely: along the Bolshaya Neva to the Blagoveshchensky Bridge, along the Malaya Neva along the lower boundary of the Tuchkova Bridge, along the Malaya Nevka 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, Uglichscoe Reservoir, Don, Volgo-Kaspijskiy 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, *modify*
Neman, from Shchechitsy (entry to the Yablonovo inlet) to the border with the Republic of Lithuania.
15. The entry for Svislach, *modify*
Svislach, from Parkovaya Street in the Zhdanovichi agricultural village to Pervomayskaya Street, Minsk.

D. Russian Federation

16. The entry for Volga, *modify*
Volga, from the headwaters to 278.3 km (the river station of Tver).
 17. The entry for Belaya, *modify*
Belaya, from the headwaters to Yamalinsky Yar (1,776 km).
 18. The entry for Don, *modify*:
Don, from the headwaters to 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.
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