

**Economic and Social Council**Distr.: General
29 July 2022

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport**Sixty-sixth session**

Geneva, 12–14 October 2022

Item 3 of the provisional agenda

**Promotion of the Development of Container
Transport on Inland Waterways****Economic Commission for Europe**

Inland Transport Committee

**Working Party on Intermodal Transport and
Logistics****Sixty-fifth session**

Geneva, 19–21 October 2022

Item 4 (c) of the provisional agenda

**Protocol on Combined Transport on Inland Waterways to
the European Agreement on Important International
Combined Transport Lines and Related Installations:
Implementation of the Protocol****Aligning the “European Agreement on Main Inland
Waterways of International Importance” and the “Protocol
on Combined Transport on Inland Waterways to the
European Agreement on Important International Combined
Transport Lines and Related Installations”****Note by the secretariat****I. Mandate**

1. This document is submitted in line with the Proposed Programme Budget for 2022, part V, Regional cooperation for development, section 20, Economic Development in Europe, Programme 17, Economic Development in Europe (A/76/6 (Sect. 20), paragraph 20.76).
2. At its sixty-fourth session, the Working Party on Intermodal Transport and Logistics (WP.24) recognized the growing misalignment between:
 - the European Agreement on Main Inland Waterways of International Importance (AGN), and
 - the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Protocol).
3. WP.24 requested the secretariat to organize a conference on this issue jointly with the secretariat of the Working Party on Inland Water Transport (SC.3), if possible, in 2022 (ECE/TRANS/WP.24/149, paragraph 37).
4. At its sixtieth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) supported the proposal. It agreed to hold a joint SC.3/WP.24 round table on facilitating the alignment between AGN and the

AGTC Protocol, and a workshop on developing container transport on inland waterways at the sixty-sixth session of SC.3 (ECE/TRANS/SC.3/WP.3/120, paragraphs 38 to 40).

5. The present document presents (a) an overview of the current status of both legal instruments, (b) the existing misalignments between the lists of waterways and ports included in both agreements, and (c) the proposed topics for consideration at the round table.

II. Current Status of the Legal Instruments

6. The current status of AGN and the AGTC Protocol was highlighted at the workshop “Building up a solid international regulatory framework aimed at increasing the efficiency and safety of inland water transport” held on 23 June 2021 at the fifty-ninth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/118, paragraphs 11 and 12). Among the possibilities for strengthening the international regulatory framework were: (a) to increase the number of contracting parties for countries with international waterways, (b) to effectively implement the legal provisions at the national level and (c) to efficiently implement monitoring tools.

7. As of July 2022, there are:

- 17 signatories and 19 contracting parties to AGN
- 15 signatories and 9 contracting parties to the AGTC Protocol.

Table 1
Signatories and Contracting Parties to AGN and the AGTC Protocol

	Austria	Belarus	Bosnia and Herzegovina	Bulgaria	Croatia	Czechia	Denmark	Finland	France	Germany	Greece	Hungary	Italy	Lithuania	Luxembourg	Netherlands	Poland	Portugal	Republic of Moldova	Romania	Russian Federation	Serbia	Slovakia	Switzerland	Ukraine
AGN	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party
AGTC Protocol	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party	Contracting party

Notes:

- Contracting party
- Signatory

8. Amendments to AGN entered into force on:¹

- 21 August 2000: procès-verbal of rectification to the original text (Depositary notification C.N.579.2000.TREATIES-4)
- 1 June 2007: amendments to the Agreement and annexes I–III (Depositary notifications C.N.161.2006.TREATIES-1 and C.N.245.2007.TREATIES-1)

¹ The consolidated version of AGN is available as a non-official document at <https://unece.org/fileadmin/DAM/trans/doc/2019/sc3/ECE-TRANS-120r4efr.pdf>.

- 29 November 2006: amendments to annexes I–III (Depositary notifications C.N.163.2006.TREATIES-2, C.N.164.2006.TREATIES-3, C.N.670.2006.TREATIES-4 and C.N.671.2006.TREATIES-4)
- 31 January 2008: amendments to annexes I and II (Depositary notifications C.N.946.2006.TREATIES-2 and C.N.1039.2007.TREATIES-1)
- 15 October 2009: amendments to annexes I and II (Depositary notifications C.N.15.2009.TREATIES-1 and C.N.424.2009.TREATIES-2)
- 15 October 2013: amendments to annexes I and II (Depositary notifications C.N.18.2013.TREATIES-XI.D.5 and C.N.434.2013.TREATIES-XI.D.5)
- 7 November 2014: amendments to articles 12, 13 and 14 (Depositary notifications C.N.533.2013.TREATIES-XI.D.5 and C.N.517.2014.TREATIES-XI.D.5)
- 6 November 2018: amendments to annexes I and II (Depositary notifications C.N.56.2018.TREATIES-XI.D.5 and C.N.377.2018.TREATIES-XI-D-5).

9. Amendments to the AGTC Protocol, annexes I and II, entered into force on 29 December 2016 (Depositary notifications C.N.100.2016.TREATIES-XI-E-2-a and C.N.713.2016.TREATIES-XI.E.2).

III. Differences between the Two Legal Instruments

10. The AGTC Protocol refers to inland waterways and ports which also form the E Waterway Network as contained in AGN. In that sense, changes made to the parts of the E Waterway Network which were referred in the AGTC Protocol, without the changes made to the latter, result in differences between the instruments. Furthermore, the updates to AGN introduced since 2007, have brought differences between annexes I and II of both instruments. Therefore, both Working Parties in 2015 were invited to consider all the differences between AGN and the AGTC Protocol (ECE/TRANS/SC.3/2015/3-ECE/TRANS/WP.24/2015/12) that became the basis for amendments to the AGTC Protocol in 2016.

11. Table 2 below shows differences resulting from the amendments to AGN which entered into force on 6 November 2018 (see ECE/TRANS/SC.3/2017/3). These differences had been issued in 2019 in ECE/TRANS/WP.24/2019/2, section III. They were considered by WP.24 at its sixty-second session when WP.24 invited contracting parties to the AGTC Protocol to consider an official amendment proposal to align the text of AGN with the AGTC Protocol for its future sessions. During the preparation of this document, submission proposals for amendments to the AGTC Protocol were not received by the secretariat. The existing differences are marked as text in italics. Table 2 also suggests alignments.

Table 2

Differences between AGN and the AGTC Protocol

<i>AGN</i>	<i>AGTC Protocol</i>
E 80–08 River Drava up to <i>Nemetin Port</i>	C-E 80-08 Drava (from the mouth to <i>Osijek</i>) Necessary alignment: to replace Osijek with Nemetin Port
E 80–09 Danube- <i>Kiliiske Mouth</i>	C-E 80-09 Danube- <i>Kilia arm</i> Necessary alignment: to replace Kilia arm with Kiliiske Mouth (English only) and with Bras de Kiliiske (French only)
P 40–09 <i>Dnipro</i> (Dnipro, 393.0 km)	C-P 40-09 <i>Dnipropetrovsk</i> (Dnipro, 393.0 km) Necessary alignment: to replace Dnipropetrovsk with Dnipro
	<i>C-P 50-02 Sankt-Peterburg river port (Neva, 1385.0 km)^{2/}</i>
<i>P 50–02 Podporozhie</i> (Volgo-Baltijskiy Waterway, 1,054.0 km) ³	<i>C-P 50–03 Podporozhie</i> (Volgo-Baltijskiy Waterway, 1 054.0 km) ^{2/}

<i>AGN</i>	<i>AGTC Protocol</i>
<i>P 50-03</i> Cherepovets (Volgo-Baltijskiy Waterway, 540.0 km) ³	<i>C-P 50-04</i> Cherepovets (Volgo-Baltijskiy Waterway, 540.0 km) ^{2/}
<i>P 50-04</i> Yaroslavl (Volga, 520.0 km) ³	<i>C-P 50-05</i> Yaroslavl (Volga, 520.0 km) ^{2/}
<i>P 50-05</i> Nizhniy Novgorod (Volga, 905.0 km) ³	<i>C-P 50-06</i> Nizhniy Novgorod (Volga, 905.0 km) ^{2/}
<i>P 50-06</i> Kazan (Volga, 1,311.0 km) ³	<i>C-P 50-07</i> Kazan (Volga, 1 311.0 km) ^{2/}
<i>P 50-07</i> Ulianovsk (Volga, 1,528.0 km) ³	<i>C-P 50-08</i> Ulianovsk (Volga, 1 528.0 km) ^{2/}
<i>P 50-08</i> Samara (Volga, 1,738.0 km) ³	<i>C-P 50-09</i> Samara (Volga, 1 738.0 km) ^{2/}
<i>P 50-09</i> Saratov (Volga, 2,165.0 km) ³	<i>C-P 50-10</i> Saratov (Volga, 2 165.0 km) ^{2/}
<i>P 50-10</i> Volgograd (Volga, 2,551.0 km) ³	<i>C-P 50-11</i> Volgograd (Volga, 2 551.0 km) ^{2/}
<i>P 50-11</i> Astrakhan sea port (Volga, 3,051.0 km)	<i>C-P 50-12</i> Astrakhan, sea port (Volga, 3 051.0 km) ^{2/} Necessary alignment: to remove C-P 50-02 Sankt-Peterburg river port (Neva, 1385.0 km) and to renumber C-P 50 03 to C-P 50-12 as C-P 50 02 to C-P 50-11
	<i>Note:</i> amended descriptions for ports C-P 50-03 and C-P 50-06 to C-P 50-12 have been used
<i>P 50-02-02</i> Moskva Southern Port (Kanal imeni Moskvyy, 0.0 km, Moskva River 151.0 km from its confluence with Oka River) ³	<i>C-P 50-02-02</i> Moskva Western Port (Kanal imeni Moskvyy, 32.0 km) ^{2/} <i>C-P 50-02-03</i> Moskva Southern Port (Kanal imeni Moskvyy, 0.0 km, Moskva River 151.0 km, from its confluence with Oka River) Necessary alignment: to remove C-P 50-02-02 and to renumber C-P 50-02-03 as C-P 50-02-02
<i>P 80-09-02</i> Kilia (Danube-Kiliiske Mouth, 47.0 km)	<i>C-P 80-09-02</i> Kilia (Danube-Kilia Arm, 47.0 km) Necessary alignment: to replace Kilia Arm to Kiliiske Mouth (English only) and to Bras de Kiliiske (French only)
<i>P 80-09-03</i> Ust-Dunaisk (Danube-Kiliiske Mouth, 1.0 km) ⁴	<i>C-P 80-09-03</i> Oust-Dunajsk (Danube-Kilia Arm, 1.0 km) Necessary alignment: to replace Kilia Arm to Kiliiske Mouth (English only) and to Bras de Kiliiske (French only) and add the footnote
³ Distance from Moskva Southern Port.	^{2/} Distance from Moskva Southern Port.
⁴ Navigation in the harbour basin is prohibited.	

12. Furthermore, annex I to the AGTC Protocol may need an update of the list of countries, based on the changes since 1997.

13. The AGTC Protocol, as part of the United Nations infrastructure agreements, needs updates to reflect the actual situation including network development plans. In addition, as the Protocol is closely linked with AGN (see paragraph 10 above), changes to AGN not reflected in the AGTC Protocol make the latter inaccurate, which may undermine the objective for which it was established. Due to the misalignments, the mechanism used under AGN to monitor the establishment of the AGN network cannot any longer be used for this purpose for the AGTC Protocol. Therefore, to improve this situation, as per Article 14 of the AGTC Protocol, any of the contacting parties to the Protocol should submit to WP.24 the relevant amendment proposal.

IV. Topics for Discussion at the Round Table

14. When the countries of the Economic Commission for Europe (ECE) established the AGTC Protocol, they followed the objective to facilitate the growing international transport

of goods while at the same time, they were willing to decrease the adverse environmental consequences from transport. The ECE countries were convinced at the time of adopting the AGTC Protocol that combined transport on inland waterways and on certain coastal routes would play an important role in particular on certain ECE transport corridors.

15. However more than 20 years after, the AGTC Protocol has only nine contracting parties. It seems therefore that the potential of this instrument has not been really used.

16. Bearing in mind the growing need to:

(a) Mitigate the negative effects of transport on the environment and on human health, and

(b) Make transport development sustainable, for example, by transitioning to more energy efficient transport modes,

the full potential of the AGTC Protocol should be utilized in an efficient way.

17. With this in mind, a round table is organized with the following objectives:

- To explore ways for using the AGTC Protocol to promote modal shift to inland waterways for combined transport from road.
- To ensure coordinated development of waterways through increased combined transport, and to highlight the role of waterways in supporting intermodal transport and the relevance of the AGTC Protocol to development of waterways and intermodal transport.
- To ensure alignment between AGN and the AGTC Protocol
- To promote accessions to both instruments.

18. The participants may wish to discuss the following topics during the round table:

- The potential of combined transport on inland waterways
- The existing barriers for countries in acceding to the AGTC Protocol and how to overcome them
- Barriers for effective implementation of legal provisions at the national level
- Best practices and lessons learned
- Joint management of both instruments by their contracting parties and/or Working Parties SC.3 and WP.24, where relevant
- Effective use of the monitoring instruments.

19. Both Working Parties may wish to consider next steps and, in particular, (a) to endorse the draft resolution of the Inland Transport Committee “Facilitating the Development of Container Transport on Inland Waterways”² and (b) to accept and promote the road map for ratification, acceptance, approval and accession to the AGTC Protocol.³

² See ECE/TRANS/SC.3/2022/2-ECE/TRANS/WP.24/15.

³ See ECE/TRANS/SC.3/2022/3-ECE/TRANS/WP.24/16.