



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.3/168/Add.1
15 February 2006

ENGLISH
Original : ENGLISH, FRENCH
AND RUSSIAN

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

**REPORT OF THE WORKING PARTY ON INLAND WATER TRANSPORT
ON ITS FORTY-NINTH SESSION
(18 – 20 OCTOBER 2005)**

Addendum 1

Note: At the forty-ninth session of the Working Party on Inland Water Transport, the Contracting Parties to the European Agreement on Main Inland Waterways of International Importance (AGN) present and voting adopted unanimously and in accordance with the relevant provisions of Articles 12 – 14 of the Agreement, the amendment proposals to the AGN Agreement itself and to its annexes I, II and III as reproduced below (TRANS/SC.3/168, para. 21).

For background information and explanations on these amendment proposals, refer to the working document TRANS/SC.3/2005/6.

As requested, the secretariat has transmitted these proposals to the Secretary-General of the United Nations, in his capacity as depositary to the AGN Agreement, for issuance of the required depositary notifications.

* * *

**EUROPEAN AGREEMENT ON MAIN INLAND WATERWAYS
OF INTERNATIONAL IMPORTANCE (AGN AGREEMENT) ^{1/}**

Amendment proposals

adopted by the UNECE Working Party on Inland Water Transport

on 20 October 2005

MAIN BODY OF THE AGN AGREEMENT

1. In the preamble of the AGN Agreement after CONVINCED that, in order to make international inland water transport in Europe add, including the transport by sea-river vessels using coastal routes,

2. Amend the second sentence of article 1 to read:

The E waterway network, in terms of this Agreement, consists of inland waterways and coastal routes used by sea-river vessels as well as ports of international importance situated on those waterways and routes, as described in annexes I and II to this Agreement.

3. Amend Article 2 by numbering the existing entry as paragraph 1 and adding a new entry reading:

2. Contracting Parties are called upon to establish national action plans and/or bilateral or multilateral agreements, such as international treaties, guidelines, memoranda of understanding, joint studies or any other similar arrangements, aimed at elimination of existing bottlenecks and completion of missing links in the network of E waterways crossing the territories of countries concerned.

ANNEX I OF THE AGN AGREEMENT

4. Amend the introductory text of the annex concerning the numbering of inland waterways of international importance by replacing trunk by main.

5. Amend the structure of the table containing the list of inland waterways of international importance by merging columns 1 and 2 into one called “Main waterways” and renumbering the rest of the columns accordingly.

6. After the E-11-01 waterway, add new waterway E-11-02 reading:

	E 11-02	Lekkanaal
--	---------	-----------

Contracting Parties directly concerned (AGN, Article 13(3)): The Netherlands.

^{1/} The text of the AGN Agreement is contained in document ECE/TRANS/120 and Corr.1 and may be found at: www.unece.org/trans/conventn/legalinst.html.

7. Amend the description of the E 05-04 waterway to read:

	E 05-04	River Dender up to Aalst
--	---------	--------------------------

8. Add new waterway E-40-01 just above the E-40-02 waterway reading:

	E 40-01	River Desna from the mouth to Chernihiv
--	---------	---

ANNEX II OF THE AGREEMENT

9. Delete information relating to the P 40-04 port.

10. Amend the P 40-02-01 port as follows:

P 40-02-01 Mykolaiv river port (Pivdenny Buh, 40.0 km)

11. Add new E ports as follows:

P 04-03*bis* Willebroek (Bruxelles-Schelde Canal, 61.3 km)

P 05-07 Centre and West (Schelde, 22.0 km)

P 40-04 Brest (Mukhovets, 1.5 km)

P 40-04*bis* Pinsk (Pina, 12.0 km)

P 40-04*ter* Mozyr (Pripyat, 185.0 km)

P 40-07*bis* Poltava Ore Mining and Processing Enterprize (Dnipro, 521.0 km)

P 40-08*bis* Cargo handling terminal (Dnipro, 422.0 km)

P 40-01-01 Chernihiv (Desna, 194.5 km)

P 40-02-02 Mykolaev sea port (Pivdenny Buh, 35.0 km)

P-40-02-03 Dnipro-Buhskiy (Pivdenny Buh, 16.0 km)

P 80-46*bis* Apatin (Danube, 1401.5 km)

P 80-47*bis* Bačka Palanka (Danube, 1295.0 km)

P 80-47*ter* Novi Sad (Danube, 1253.5 km)

P 80-48*bis* Pančevo (Danube, 1152.8 km)

P 80-01-02 Senta (Tisza, 122.0 km)

P 81-01 Komarno (Vah, 0.0 km)

- P 81-02 Sala (Vah, 54.4-54.8 km)
- P 81-03 Sered (Vah, 73.8-74.3 km)
- P 81-04 Hlohovec (Vah, 124.4-124.7 km)
- P 81-05 Piestany (Vah, 124.4-127.7 km)
- P 81-06 Nove mesto nad Vahom (Vah, 137.4-137.7 km)
- P 81-07 Trencin (Vah, 158.5-159.0 km)
- P 81-08 Dubnica (Vah, 168.1-168.5 km)
- P 81-09 Puchov (Vah, 192.9-193.4 km)
- P 81-10 Povazska Bystrica (Vah, 210.8-211.2 km)
- P 81-11 Zilina (Vah, 242.0-243.0 km)
- P 81-12 Cadca (Vah – Oder Link, ... km)^{3/}

*Contracting Parties directly concerned with ports P 81-1 – P 81-12, (AGN, Article 13(3)):
Slovakia.*

ANNEX III OF THE AGREEMENT

12. Amend paragraph (a)(viii) by adding a new footnote 6 at the end of the first sentence reading:

^{6/} However, for upstream sections of natural rivers characterized by frequently fluctuating water levels due to strong direct dependence of weather conditions, it is recommended to refer to a period of at least 300 days on average per year.

^{3/} Planned.