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Working Party on Inland Water Transport

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Item 3 of the provisional agenda

Current situation and trends in inland water transport

Summary on recent developments in the field of inland navigation

Note by the secretariat

I. Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.2 of the programme of work 2014–2015 (ECE/TRANS/2014/23) adopted by the Inland Transport Committee on 27 February 2014.
2. At its fifty-seventh session, the Working Party adopted its work plan for 2014–2018 and scheduled for 2014 a summary on recent developments in the field of inland navigation in member States (ECE/TRANS/SC.3/2013/195/Add.2, chapter B section 1 (b) (iii)).
3. The Working Party may wish to exchange information on current situation and trends in inland navigation in the ECE region, including recent developments within the European Union and River Commissions, based on the succinct report that follows, prepared by the secretariat on the basis of information available¹.

¹ Unless otherwise indicated, the source of information is the communication received by the secretariat from the Government of the country concerned.

II. Inland navigation infrastructure development

A. Czech Republic

4. The main task of the Czech Republic is the construction of low head weir and lock by the city of Děčín, which is located on the bottle neck section of the Elbe waterway leading from Ústí nad Labem to the German border. It should guarantee year-round minimum draft of 140 cm and even 220 cm for 180 days in a year. Another important issue is the construction of the lock by Přelouč to extend Elbe fairway up to Pardubice – future multimodal centre.

B. Slovakia

5. In the past decade there has been no waterway development in Slovakia. A priority should be given to the Danube River and the port of Bratislava in the new programming period 2014-2020. The development of the river information service will be undertaken in the framework of the EU-TEN-T (IRIS EUROPE III.) projects.

C. Switzerland

6. There is no project of modernization or development of the existing waterway network.

IV. Movement of goods

A. Czech Republic

7. In 2012, the inland waterway transport of goods reached 410,7 thousand tonnes. More figures can be found on www.sydos.cz/en/proudy_uk/2012_national_regions.xls. See also the website of the Ministry of Transport to reach current statistical data and traffic news (www.mdcz.cz/en/HomePage.htm).

B. Germany

8. Movement of goods on inland waterways in Germany:

Waterway	2012 in t	2013 in t	+/- in t	+/- in %
German Danube				
between Kelheim and the Austrian border	6.064.726	6.685.683	+620.957	+10,24
at Jochenstein lock	4.826.380	5.574.585	+748.205	+15,50
Main				
at Kostheim	16.083.587	15.948.300	-135.287	-0,84
at Kehlheim lock	4.918.060	4.982.127	+64.067	+1,30
Elbe	13.748.297	14.339.180	+590.883	+4,30

Rhine between Basel and German/Dutch border	188.133.153	192.452.459	+4.319.306	+2,30
Mosel at Koblenz lock	12.829.906	14.067.893	+1.237.987	+9,65

C. Slovakia

9. In 2013, transshipment of goods in Slovakian Bratislava and Komárno ports reached 2.139.826 tons (Bratislava 2.053.331 tons and Komárno 86.495 tons).

D. Switzerland

10. Traffic on the Rhine in 2012 and 2013:

Import and export in tons	2013/t	2012/t	+/- in %
Crude oil, petroleum products	3.303.737	3.588.800	-7,9%
Iron, steel, and non-ferrous metals, ores and scrap metal	552.258	607.107	-9,0%
Chemical products, fertilizers	532.973	528.435	+0,9%
Non-ferrous minerals and building materials	956.271	1.068.292	-10,5%
Foodstuffs and animal feed, agricultural products	902.228	842.143	+7,1%
Other goods	236.518	229.755	+2,9%
Cars, machines etc.	233.988	241.950	-3,3%
Solid mineral fuels	111.711	104.066	+7,3%
Total	6.829.684	7.210.548	-5,3%

11. Rhine ships under Swiss flag 2009–2013:

Ships	2009	2010	2011	2012	2013
Barges	67	74	73	74	69
Tug and push boats	5	6	7	7	6
Passenger ships: day trip ships	7	6	6	6	6
Passenger ships: cabin ships	48	49	55	66	77
Other ships/special ships	14	13	14	14	12
Total Swiss fleet	141	148	155	167	170

12. More facts and figures can be found on portof.ch/de/news-wissenswertes/jahresbericht.php (in German).

E. Ukraine

13. Movement of goods for the last years in Ukraine:
 1. Reduction then total disappearance of transportation of iron ore for the metallurgical plant Voest-Alpine;
 2. Owing to political events, specifically in the Donetsk region, there is a threat of a total disappearance of freight traffic of Ukrainian coal;
 3. Introduction of sanctions against the Russian Federation led to a significant reduction and a threat of a total disappearance of freight traffic of Russian goods (fertilizers) through Ukrainian ports of the Danube;
 4. Freight traffic of iron ore in the direction of Smederevo (Republic of Serbia) remains unstable and stops periodically;
 5. The structure and volume of the cargo transportation between international ports of Hungary, Serbia, Bulgaria in the direction of Romania consists mainly of the freight of the seasonal grains.

V. General inland water transport policy issues

A. Ukraine

14. It is worth mentioning that in inland navigation during the last several years Romania applies discriminatory practices in relation to the vessels operating under the Ukrainian flag which prevent them to load and unload in the Romanian ports.

These practices do not correspond to the established regulations of navigation on the Danube River and contradict the following:

- Article 3 of Regulations of the European Commission No. 1356/96/CE of 08.07.1996, which states: "This Regulation shall not affect the rights of third-country operators under the Revised Convention for the Navigation of the Rhine (Mannheim Convention), the Convention on Navigation on the Danube (Belgrade Convention)...";
- Article 1 and Article 24 of the Belgrade Convention;
- Chapter 3 of Article 19 of the Decree of the Government of Romania of 29.01.1999 No. 22 as Romania and Ukraine are both contracting parties of the Belgrade Convention;
- Paragraph B of Article 3 of the Resolution No. 160 of the Government of Romania of 13.03.1996.

Recently, preliminary discussions between Ukraine and Romania took place in order to settle this matter. Nevertheless, it is too early to speak about notable progress.
