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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Inland Water Transport  
(Forty-sixth session, 22-24 October 2002,  
agenda item 8 (c))

**CIRCULATION OF INFORMATION CONCERNING EXISTING  
BILATERAL AND MULTILATERAL AGREEMENTS FOR  
INTERNATIONAL INLAND WATER TRANSPORT**

**Addendum 1**

**Submitted by the Governments of Hungary, the Netherlands  
and the Russian Federation**

Note: Information received from the above-mentioned Governments should be added to the table communicated by the secretariat to the Working Group at its forty-fourth session (TRANS/SC.3/2000/7), which shows the situation with regard to bilateral agreements and multilateral agreements (between the European Community and third countries).

## **NETHERLANDS**

1. Two bilateral agreements to which the Netherlands is a party are not mentioned in the table:
  - With the Slovak Republic: Agreement between the Kingdom of the Netherlands and the Czech and Slovak Federal Republic concerning inland navigation (Prague, 30 October 1991). This is the same agreement as that indicated in the box for the Netherlands and the Czech Republic. Following the dissolution of the former Czech and Slovak Federal Republic, both the Czech Republic and the Slovak Republic succeeded to it in respect of this agreement, thus transforming it into two separate bilateral agreements with the Netherlands, without any change in its content or even its name.
  - With Hungary: Agreement between the Kingdom of the Netherlands and the Republic of Hungary concerning inland navigation (The Hague, 6 February 1991).

## **HUNGARY**

2. The following bilateral agreement should be added to the table:
  - Agreement between the Government of the Hungarian People's Republic and the Socialist Federal Republic of Yugoslavia concerning navigation on the Tisza (9 March 1955).

## **RUSSIAN FEDERATION**

3. The Agreement on the International "North-South" Transport Corridor, concluded between the Governments of the Russian Federation, the Islamic Republic of Iran and the Republic of India, has been ratified and has officially entered into force. The Agreement was signed in St. Petersburg in September 2000.

The "North-South" corridor will ensure cargo transport from India and the Persian Gulf States to Iranian ports on the Caspian Sea, then by ferries to the Russian railway network, or by "river-sea" vessels and inland navigation vessels (on rivers) by Russia's inland waterways to the countries of Eastern and Central Europe and Scandinavia, and back. The Agreement defines this transport corridor as encompassing all transport links between the parties. The Agreement envisages several routes in the Caspian Sea region: the Trans-Caspian sea route, inland waterways via the Caspian-Volga-Baltic system, with branches to the Volga-Don Canal and on to the Black Sea, and land routes by rail and road.

4. On 20 March 2002, the Government of the Russian Federation and the Government of the Republic of Estonia signed an agreement concerning navigation in the basin of lakes Chudskoe (Peipsi), Teploe (Lämmi) and Pskovskoe (Pihkva).

Implementation of the Agreement will enable cargo and passenger traffic to be resumed between Pskov oblast in the Russian Federation and the Republic of Estonia over a distance of 126.2 km on the above-mentioned lakes and ensure the transport of passengers, including tourists, and cargo in both directions.

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