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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
(Forty-ninth session, 18-20 October 2005,
agenda item 5)

**EXCHANGE OF INFORMATION ON MEASURES AIMED AT
PROMOTING TRANSPORT BY INLAND WATERWAYS**

Transmitted by the Government of Belarus

Note: Reproduced below are the comments and proposals of the Government of Belarus on the “Inventory of existing legislative obstacles that hamper the establishment of a harmonized and competitive Pan-European inland navigation market together with recommendations as to how to overcome those obstacles”, contained in document TRANS/SC.3/2005/1.

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1. Having studied document TRANS/SC.3/2005/1, we consider that the most acceptable way of overcoming legislative obstacles to European inland navigation is to establish multilateral Pan-European agreements dealing with the various aspects of inland water transport.
2. The Republic of Belarus currently handles international traffic along the river Dnieper through Ukraine. This traffic is regulated by the Agreement on Inland Waterways Navigation concluded between the Government of the Republic of Belarus and the Cabinet of Ministers of Ukraine and the Agreement on the Further Development of Inland Waterways Navigation concluded between the Belarusian and Ukrainian Ministries of Transport and Communications. These agreements ensure free access to ports for vessels from both States and unrestricted navigation between the two countries. The agreements recognize documents regulating aspects of the registration and measurement of vessels that comply with the requirements of the United Nations Economic Commission for Europe (UNECE) Convention on the Registration of Inland Navigation Vessels and Convention on the Measurement of Inland Navigation Vessels.
3. With regard to ensuring uniform technical requirements for vessels, the Republic of Belarus issues ship's certificates in accordance with the regulations of the Russian River Register, which comply with UNECE recommendations.
4. In order to harmonize the rules concerning the issuance of boatmaster's licences, we suggest that the Recommendations on Minimum Requirements for the Issuance of Boatmaster's Licences in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (UNECE Resolution No. 31) are a good starting point and could be used as a standard on which to base European Union legislation and Danube and Rhine regulations.
5. As to the harmonization of rules on the size and composition of crews, and their working and rest hours, we support the proposal to use the relevant UNECE recommendations (Resolution No. 56, TRANS/SC.3/104/Add.6).
