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Item 3 of the provisional agenda

**CURRENT SITUATION AND TRENDS IN INLAND WATER TRANSPORT**

Addendum

Study of the current situation and trends  
in inland water transport in member countries

Note by the secretariat

Reproduced below is a succinct biannual report by the secretariat on the current situation and trends in inland water transport in Member countries prepared on the basis of information available.<sup>1</sup>

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

## **I. INLAND NAVIGATION INFRASTRUCTURE DEVELOPMENT**

1. This section presents the events in the inland navigation infrastructure development, which were highlighted by Governments in their communications to the UNECE secretariat since the last biannual report published in 2006 (ECE/TRANS/SC.3/2006/5/Add.1).

### **A. Austria**

2. Austria is currently carrying out an Environmental Impact Assessment (EIA) of the project entitled "Integrated River Engineering Project to the East of Vienna". The project is aimed at eliminating the nautical bottleneck on the free-flowing Danube stretch downstream Vienna until the Austrian-Slovakian border. The project also pursues an ecological improvement of the project area, which is situated within a national park area. It is expected that the EIA will be completed in the beginning of 2009, the subsequent construction works shall be finalized before 2015.

3. Furthermore, inadequate fairway depths during low water periods also occur in the second free flowing section on the Austrian Danube in the Wachau valley. For this section an updated water level calculation was carried out, identifying three critical fords on a total length of three kilometres. These fords shall be improved in the course of intensified maintenance works and structural measures if necessary.

### **B. Republic of Belarus**

4. The Belorussian Ministry of Transport and Communications considers that the restoration of the Dnieper-Vistula-Oder water transport connection, linking the Black Sea and the Baltic Sea, will facilitate the export-import flows between Belarus, Poland, Ukraine and other European countries and will reduce automobile and railway transport congestions. The cargo capacity of this inland water transport connection is estimated by experts to be at 4 million tonnes of cargo per year. Moreover, as a landlocked country, the Republic of Belarus is interested in getting access to the Baltic ports and in integrating Belarusian waterways into the European system of waterways. Currently, the Dnieper-Vistula-Oder water transport connection is divided into two sections - the first in Belarus, the second - in Poland. In Belarus, the waterway is running from Brest to the Ukrainian border (the Dnieper-Bug canal and the river Pripyat). It is in a satisfactory technical condition and constitutes a class IV inland waterway of international importance, but some hydraulic structures of the Dnieper-Bug canal connecting the river Pripyat with the river Bug are of a significant deterioration and do not meet the modern environmental requirements.

5. Currently, Belarus is conducting the reconstruction of hydraulic structures of the Dnieper-Bug canal to meet the standards of a class Va. Four sluice dams and two shipping locks have been built, thus withstanding 3 percent of the probable maximum flood and allowing the passage of convoys of vessels 110 m long, 12 m wide and with a draught of 2.2 m. The canal reconstruction is still in progress.

### **C. Belgium**

6. In Evergem a second lock linking the Seine-Scheldt project to the port of Ghent and establishing sufficient locking capacity towards the Netherlands via the Canal Ghent-Terneuzen will become operational in 2009. Feasibility studies and environmental impact assessments are underway to construct a Vb-Canal solving the missing link Maldegem-Zeebrugge (E07). A feasibility study is underway to replace 3 class II-locks by one Class IV-lock, upgrading the waterway-class of the canal Bocholt-Herentals (E 01-01), section Bocholt-Dessel (now class II to class IV).

### **D. Croatia**

7. Development of RIS (river information service) on the Danube is already in its final stage with general service available as ENC charts, AIS coverage, NTS web site and Croatia actively participated in several working groups on technical level of RIS implementation. The next steps will be oriented towards organizational and operational issues and to establishment of the central National Control Centre (NCC) under the jurisdiction of the Ministry of the Sea, Tourism, Transport and Development.

8. The project of upgrading the Sava River to class IV was proposed for the operational programme of the EU Pre-Accession Assistance (IPA). The Project is being coordinated at the Sava River Basin Commission level. Development of inland waterways (Corridor VII) is the responsibility of the public institutions - the port authorities and the Inland Waterways Agency.<sup>2</sup>

### **E. Germany**

9. Around 130 million euros are being invested in the project on expansion of the eastern part of the Kiel Canal and eliminating a 20-kilometre bottleneck. The expansion will cut transport times, leading to lower transport costs, primarily benefiting the German seaports with their substantial share of Baltic Sea trade. This also applies to the new construction of a third lock chamber and the subsequent maintenance of the existing locks in Brunsbüttel. Detailed planning is already underway for this project, which involves investments of 280 million euros.<sup>3</sup>

### **F. Hungary**

10. The Ministry of Transport, Communications and Energy launched a study on the improvement of navigability of the Danube stretch between Sap-southern Hungarian state border and issued a call for recommendations on the improvement of navigability. At present the length of waterways projected on the territory of the country represents an average within the EU,

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<sup>2</sup> Source: UNECE Transport Division, "Transport situation in the UNECE Region: Croatia", 2007, <<http://www.unece.org/trans/doc/transsitdocs/2007croatia.pdf>>.

<sup>3</sup> Source: Federal Ministry of Transport, Building and Urban Affairs, Press release from 15 October 2007, No.: 304, <<http://www.bmvbs.de/en/Transport/Waterborne-transport-/1898.1018265/Tiefensee-We-are-equipping-the.htm?global.back=/en/Transport/-%2C1898/Waterborne-transport.htm>>.

however the utilization of the network, as well as its quality are significantly worse. There are limitations in depth and/or width at over 50 locations, which make unreliable the use of the waterway. The primary aim of the study is to consider the impact of eliminating these shallow fords and bottlenecks, so that they do not cause obstacles to navigation. The defined target is in full conformity with the transport policy of EU, as well as the NAIADES programme according to which the Danube should serve as European transport corridor VII as a part of TEN (Trans-European Transport Network) and fully complies with the European Communities' environmental requirements.

#### **G. Kazakhstan**

11. A special working group, which includes experts from Kazakhstan and the Russian Federation, is expected to evaluate in 2007-2008 the comparative advantages of the possible waterway connections between the Caspian and Azov-Black Sea basins, which include the construction of a channel "Eurasia" through the Kuma-Manych Depression and creation of the parallel locks on the Volga-Don waterway.<sup>4</sup>

#### **H. Lithuania**

12. Lithuania has the total of 903 km inland waterways, of which 820 km are the waterways of national significance, 41 km - of local significance and 40 km - the perspective ones. The main inland waterway in Lithuania goes along the River Nemunas and the Curonian Lagoon from Kaunas to Klaipėda. This is inland waterway of international significance E-41. The Republic of Lithuania signed the European agreement on the development of the main inland waterways network of international significance (AGN), which includes the following routes: E-41 (along the River Nemunas connecting Kaunas with the Klaipėda State Seaport through the Curonian Lagoon), E-70 (connecting Klaipėda via Kaliningrad with inland waterways system of Western Europe) and E-60 (route from Gibraltar till Archangelsk via the Kiel Channel, the Baltic inland waterways, Saint-Petersburg, and through Russia's inland waterways system to the White Sea). Inland waterway Klaipėda-Curonian Lagoon-Nemunas River-Kaunas can be used as a branch of Trans-European Transport Network.

13. Nemunas, Neris, Minija, Nevezis Rivers, Curonian Lagoon, King Wilhelm and Mituva Channels are inland waterways of state significance approved by the Government of the Republic of Lithuania. All inland waterways are free flow. There are no locks in Lithuania.

14. During the period from 2003 to 2007 on the Nemunas River 18 mobile and stationary jetties have been constructed to reanimate passengers and tourists flows on Lithuania's inland waterways. The big projects of Kaunas and Jurbarkas inland waters ports reconstruction are under preparation.

#### **I. Netherlands**

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<sup>4</sup> Source: Ministry of Transport and Communication of Kazakhstan, Press release 28/12/2007, <<http://www.mtk.gov.kz>>.

15. In 2008 the Netherlands started the implementation of the projects on Wilhelminakanaal at Tilburg and Burgemeester Delenkanaal. The decision on the diversion of the Zuid-Willemsvaart at Den Bosch has been taken and the decision for Maasroute Phase 2 for Julianakanaal is expected by the end of 2008. In 2009 the following projects are expected to be implemented: the phase 1 of Fairway Ketelmeer, shore radar Noordzeekanaal and widening of Twentekanaal. The implementation of the waterway Meppel-Ramspol project (Lock Zwartsluis) will start in 2009.

#### **J. Russian Federation**

16. In 2008 the second lock at the Kochetovsky hydraulic complex on the River Don became operational. Substantial dredging projects on the Volga-Baltics waterway, aimed at restoring the waterway's parameters, are under way. They are expected to be finished in 2014.

17. The Russian Federation adopted a federal goal-oriented strategy "Developing the transport system of the Russian Federation (2010 - 2015)". The goals of the "Inland Water Transport" are to develop a modern and efficient transport infrastructure; to increase the competitiveness of the national transport system and to realize its transit potential, as well as to achieve a higher level of security and sustainability of the national transport system. One of the main tasks of this sub-programme is to eliminate sectors which reduce the traffic capability of the Single inland navigation system of the European part of the Russian Federation. Two major investment projects are foreseen: construction of a low-head hydraulic complex at Nijniy Novgorod on the River Volga (2010 – 2015) and construction of a second parallel lock at Nijne-Svirski hydraulic complex on the River Svir of the Volgo-Baltijskiy waterway (2010-2014).

18. Measures aimed at improving the technical state of the hydraulic infrastructure include the following three major projects: reconstruction of the Moscow channel infrastructure; comprehensive reconstruction of hydraulic infrastructure on the Single inland navigation system of the European part of the Russian Federation and comprehensive reconstruction of hydraulic infrastructure and waterways of Siberia and Far East.

19. The plans aimed at developing port infrastructure on the Russian inland waterways of international importance include measures on constructing new port terminals and infrastructure in the port of Azov, which would accommodate all types of "river-sea" vessels and increase its annual throughput by 6 million tonnes. It is also planned to develop a system of vessel traffic management and informational support for all Russian inland waterways.

#### **K. Switzerland**

20. To satisfy the increasing demands, a new terminal for containers was opened - a so called Basel MultiTerminal (BMT). The rest of the port infrastructure has been modernized.

21. The implementation of the « Campus Plus » project on the ports' rearrangement is started. The implementation of this project entails the suppression of port St. Johann which will be replaced by a complex which will accommodate, in the medium term, around 10'000 people working in the research and development area. The project will be executed by the chemical industry of the city of Basel.

## **L. United Kingdom of Great Britain and Northern Ireland**

22. Significant infrastructure works are taking place in and around the 2012 Olympics site, in London. In particular, a new lock (Prescott Lock) is being built at an estimated cost of 9,600,000 euros. Navigations works are also being undertaken, including new wharfs and mooring areas, at an estimated cost of some 4,800,00 euros.

23. On the Monmouthshire and Brecon canal, a three-year, a 26,400,000-euro project is underway to repair a major breach. The target for the first year is to repair the actual breach; that for the second and third years is to stabilize the surrounding structure in the canal.

## **II. MOVEMENT OF GOODS**

24. Following the global credit tightening in response to developments in the American subprime mortgage market, economic growth decelerated in most parts of the ECE region, averaging close to 3% in 2007, although GDP growth rates varied considerably across subregions. Eastern Europe, South-Caucasus and Central Asia continued to outperform other ECE subregions and, despite some deceleration in the second half of the year, growth remained also strong in new member States of the European Union and South-Eastern Europe (SEE). Output expansion was less dynamic in high-income economies of Western Europe and North America. The pattern of growth differed across markets and transport modes. In Western Europe, Commonwealth of Independent States and SEE inland transport services grew broadly in line with macroeconomic activity.<sup>5</sup>

### **A. Movements of goods by inland waterways in the European Union**

25. The transport of goods by inland waterways in the European Union (EU) was stable in 2005 and 2006. In 2006, it reached 138 billion tkm.<sup>6</sup> Germany (64 billion tkm) and the Netherlands (42 billion tkm) were responsible for 77% of the 2006 performance, followed by France, Belgium and Romania (between 8-9 billion tkm). Luxembourg and Slovakia reported a significant increase in 2006 as compared to the 2005 figures while Czech Republic, Hungary and Poland reported a significant fall.<sup>7</sup> Bulgaria recorded the highest growth rates among the EU member states in both 2005-2006 (12.6%) and 2004-2006 (3.7%) periods.<sup>8</sup>

26. Although not all data for 2007 is available yet, some sources report an increase in the transport of goods since 2006. The overall water conditions in 2007 allowed an optimum

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<sup>5</sup> Source: UNECE Working Party on Transport Trends and Economics (WP.5), "Emerging Transport Trends in the ECE Region", ECE/TRANS/WP.5/2008/4, pp.3-4.

<sup>6</sup> TKM - unit of measurement, representing the transport of one tonne over one kilometre on an inland waterway.

<sup>7</sup> Source: Eurostat, Statistic in Focus, 35/2008, "Modal split in the inland transport of the EU", <[http://www.eds-destatis.de/en/downloads/sif/sf\\_08\\_035.pdf](http://www.eds-destatis.de/en/downloads/sif/sf_08_035.pdf)>.

<sup>8</sup> Source: "Inland Waterways Freight Transport in Europe in 2006", EU Transport Statistics 132/2007, <[http://www.eds-destatis.de/en/downloads/sif/sf\\_07\\_132.pdf](http://www.eds-destatis.de/en/downloads/sif/sf_07_132.pdf)>.

operation of the vessels. The transport of dry goods increased by approximately 4%, while that of liquid goods decreased by approximately 3%.<sup>9</sup>

## **B. Movements of goods on the Rhine**

27. The year 2007 was, overall, a good year for the navigation on the Rhine. The transport of goods increased by 2,6 % and this growth involved largely the agricultural (4,6 %) and the metallurgic (15,7 %) sectors. The demand had been particularly strong for the transport of dry goods (4,4 %). At the same time, the Rhine navigation only moderately (+2,2%) benefited from the general growth of the transport of containers. Moreover, the tanker transport decreased in 2007 by 3,5%, due to the general decrease (10%) in the transport of oil products.<sup>10</sup>

## **C. Movements of goods on the Danube**

28. The total volume of the transport of goods on the Danube in 2005 reached the level of 69.9 million tonnes, which represents 9,6% increase since 2005 (63.7 million tonnes). The overall traffic of goods through the major ports on the Danube increased by 5,4% during the period 2004-2005 (54, 149,1 and 57, 092,0 thousand tonnes in the 2004 and 2005, respectively). The transport of agricultural products represents over 80% of this traffic.<sup>11</sup>

## **D. Movements of goods in the individual UNECE countries**

### **1. Austria**

29. In the year 2007 the total transport volume on the Austrian Danube stretch amounted to 12.1 million tonnes (+ 11.6 % compared to the year 2006). Considering the different transport relations following numbers can be reported: Import: 6.3 million tonnes, Export: 1.5 million tonnes, Transit: 3.3 million tonnes, Inland: 1.0 million tonnes. The registered transport performance in the 2007 was 12.5 billion tkm (+ 6.5% compared to the year 2006), there from 2.6 billion tkm within the Austrian Danube stretch and 9.9 billion tkm outside Austria.

30. Considering the transshipment volumes of the Austrian ports and transshipment sites, the water-related transshipment amounted 9.5 million tonnes (+ 17.6 % compared to the year 2006) in the year 2007.

### **2. Belgium**

31. In Flanders, authorities observe the increase in origin/destination traffic due to the implementation of Public-Private Partnerships in the construction of quay walls (status as of December 2007: application for 134 quay walls in total, 63 quay walls operational). Transit traffic is decreasing. This trend tends to differ from the situation in the neighbouring countries.

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<sup>9</sup> Source: EU/CCNR, "Market Observation: for inland navigation in Europe", 2007/1.

<sup>10</sup> Source: CCNR, Press Release 29/05/2008, "Summary of the CCNR Spring 2008 Plenary Session".

<sup>11</sup> Source: The Statistical Yearbook 2005, Danube Commission.

The authorities are concerned about the lack of smaller vessels and the decrease of the smaller vessels' fleet, as there is a growing demand for smaller vessels on Belgian waterways.

32. For the Walloon region's waterways, 2007 was, overall, a good year for inland water transport in terms of its consolidation and stabilization. Transport services in 2007 reached 1,825 tkm, which represents (- 2 %) or the second best performance after the record performance in 2006. The volume of goods traffic achieved in 2007 is 43,9 million tonnes (Mt), representing (- 1 %), which is the third best performance during the last ten years, after the record performance in 2004 and 2006. In this volume of goods traffic, imported goods remain at 16,2 Mt (-0,2 %), the volume of exported goods decreased to 13,2 Mt (- 3,6 %). The traffic on inland waterways in 2007 achieved a record level (3,2 Mt), having increased by 5,1 % in comparison with 2006. The transit traffic (11,3 Mt) remained stable. Tonnage increase was registered for the transport of minerals (4,4 Mt or 10,1 % of the total volume) and for metallurgic production (4,2 Mt or 9,6 %), having increased by, respectively, 6,6 % and 2,3 %. A slight decrease was recorded for construction materials (18,3 Mt or 41,7 %), solid fuels (3,8 Mt or 8,7 %) and oil products (3,4 Mt or 7,7 %). There is an increase in the transport of foodstuffs (1,1 Mt) and other products (0,9 Mt), respectively, + 10 % et and 9 %). The transport of the rest of goods remained stable. The transport of foodstuffs, minerals and metallurgic products most significantly contributed to the total increase of 470,000 tonnes.

#### **4. Croatia**

33. In Croatia, total freight transport by inland waterways increased by 4.4% from 2005 to 2006 in terms of tonnes and reached 1.5 million tonnes in 2006. This was due to an increase of international transport, which compensated the loss in national transport. On the other hand, both national and international transport in terms of tkm decreased by 2%. Ores and metal waste contributed 51% to the total freight transport in terms of tonnes, followed by petroleum products and chemicals at 12% and 10% respectively. Petroleum products accounted for 90% of the country's national transport.<sup>12</sup>

#### **5. France**

34. In France the total freight transport continued increasing in 2006 and 2007: 9,004 million tkm and 71,447 thousands tonnes in 2006 and 9,028 million tkm and 76,004 thousands tones in 2007.<sup>13</sup>

#### **6. Germany**

35. In 2006 the freight traffic in the German inland waterways amounted to 63,975 million tkm, which constitutes a decrease in comparison with the 2005 figures (64,096 million tkm). In 2007, the freight transport surpassed the 2006 numbers, reaching 64,684 million tkm.<sup>14</sup>

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<sup>12</sup> Source: "Inland Waterways Freight Transport in Europe in 2006", EU Transport Statistics 132/2007, <[http://www.eds-destatis.de/en/downloads/sif/sf\\_07\\_132.pdf](http://www.eds-destatis.de/en/downloads/sif/sf_07_132.pdf)>.

<sup>13</sup> Source: Eurostat, "Goods transport by inland waterways", <<http://ec.europa.eu/eurostat>>.

## **7. Hungary**

36. The total freight transport in Hungary decreased in 2006 in comparison with its 2005 level (from 8,413 to 7,326 thousand tonnes and from 2,110 to 1,912 million tkm). The growth was resumed in 2007, reaching the level of 8,410 thousand tonnes and 2211 million tkm.<sup>15</sup>

## **8. Lithuania**

37. The cargo and passengers transport by Lithuania's inland waterways became extremely reduced (particularly along the Nemunas from Kaunas to Klaipeda) since the year 2000. Currently Lithuania is witnessing tendencies in the revival of passenger and freight navigation along inland waterways. 958.8 thousand tonnes of cargo were carried and 2300 thousand of passengers were transported by Lithuanian inland waterways in 2007. The main part of mentioned cargo and passengers were transported by ferries to Neringa Split in the Curonian lagoon. Lithuanian inland waterways transport is usually used for the carriage of building materials of small value, such as sand, gravel, broken stones, building materials, timber and others. Inland waterways are also used for carriage of over-dimensioned freights. These waterways might also serve for transportation of containers.

38. There are more, than 53 thousand small, recreational and other craft and inland waterways vessels, registered in Lithuanian inland waterways vessels register; 22 inland waters ports and jetties for cargo and passengers; 82 jetties for small, sport and recreational craft on Lithuanian inland waters.

## **9. Russian Federation**

39. Annually, the transport by inland waterways represents approximately 140-150 million tonnes of goods with the cargo turnover of 80-90 billion tkm and approximately 20 million passengers with passenger turnover of around 900 million passengers per km. In 2007, over two thousands licensed organizations were involved in transportation by inland waterways.

40. The volume of the transport of goods on inland waterways in 2007 was 152,4 million tonnes (109,5 % as compared to 2006). These operations include 131,3 million tonnes (118,5 % as compared to 2006) on internal connections and 21,1 million tonnes (76,8 % as compared to 2006) on international connections.

41. In the structure of transported goods, construction materials have the largest place (67,9 %), oil and oil-based products represent 6,4 %, timber - 7,1 %, metal - 2,7 %, coal - 1,8 %, fertilizers - 1,6 %, wheat - 1,5%, other goods - 11,0 %. In 2007 the inland water transport enterprises transported 21,4 million people with the passenger turn over of 955,7 million passengers, respectively, 109,2 % and 108,8 %, as compared to 2006.

42. There was a further development of recreational transport, which transported 3,3 million people in 2007 (106,5 % as compared to 2006).

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<sup>14</sup> Source: Eurostat, "Goods transport by inland waterways", < <http://ec.europa.eu/eurostat>>.

<sup>15</sup> Source: Eurostat, "Goods transport by inland waterways", < <http://ec.europa.eu/eurostat>>.

## 10. Switzerland

43. The transport of goods in the Rhine ports of Basel increased in 2007 by 5.3 %, as compared to 2006, and reached 7, 108, 230 tonnes (entrances: 6 008 469 tonnes or +1.5 %; exits: 1 099 761 tonnes or + 33 %). The container transport increased by 18,6 and reached 104, 366 20-foot Equivalent Units (TEU)<sup>16</sup> (entrances 47, 955 TEU, exits 56, 411 TEU).

## 11. Ukraine

44. In Ukraine, the freight shipment by inland water transport continued increasing in 2006 and 2007, reaching the levels of 14,297,1 and 15,120,6 thousand tonnes, respectively. The passenger transportation by public inland water transport, however, is decreasing, having reached its peak level in 2005 (2,247,6 thsd. passengers). It constituted 2,021,9 thsd. passengers in 2006 and 1,851,6 thsd. passengers in 2007.<sup>17</sup>

45. The ancillary transport services of sea and river ports and wharfs on freight processing evolved as follows during the period of January-December 2007:<sup>18</sup>

	TOTAL	OF WHICH:			
		exports	imports	transit	intra transportation
<b>Freights shipped through, thsd. t</b>	<b>176425,8</b>	<b>66516,1</b>	<b>19279,4</b>	<b>69764,7</b>	<b>20865,6</b>
sea ports	157883,1	63857,0	18333,9	69585,4	6106,8
% to January- December 2006	112,3	93,5	120,6	130,9	155,8
river ports	18542,7	2659,1	945,5	179,3	14758,8
% to January- December 2006	109,9	112,0	108,0	201,9	109,0

## 12. United Kingdom of Great Britain and Northern Ireland

46. For the London Olympics site, there is a target for the movement of 3,000 tonnes of material per day by Prescott Lock and Three Mills River, with a further 500 to 800 tonnes by the Lee Navigation, from Bow Lock and Old Ford Lock.

### III. GENERAL INLAND WATER TRANSPORT POLICY ISSUES

#### A. Austria

47. The Austrian inland waterway transport policy is contained in the "National Action Plan" (NAP), published in 2006 by the Austrian Ministry of Transport, Innovation and Technology. The Policy aims to improve the overall framework conditions of the transport system Danube navigation. The NAP consists of a detailed catalogue of measures, which comprises ten different measure categories and 40 measures. The full implementation of the NAP shall be achieved until the year 2015 and improve the framework conditions for Danube navigation considerably. In

<sup>16</sup> One ISO 20-foot container (20 feet long and 8 feet wide) corresponds to 1 TEU.

<sup>17</sup> Source: Ukrainian State Committee for Statistics, <<http://www.ukrstat.gov.ua>>.

<sup>18</sup> Source: Ukrainian State Committee for Statistics, <<http://www.ukrstat.gov.ua>>.

terms of transport figures the implementation of the NAP shall enable a duplication of the existing transport volumes on the Austrian Danube from about 12 million tonnes up to 25-29 million tonnes in the year 2015. In Mai 2008 the Ministry together with via donau (Österreichische Wasserstraßen-Gesellschaft mbH) presented the first implementation report of the Austrian NAP.

## **B. Croatia**

48. A new Act on Inland Navigation and Inland Ports entered into force on 1 November 2007 (OG 109/07). Market access and access to the ports have been fully liberalized for all vessels. Transport services between national ports (cabotage) remain limited to national operators until the date of accession to the EU, while upon accession it will be allowed to operators from the Member States and national operators without special approval.<sup>19</sup>

## **C. Kazakhstan**

49. The Transport Strategy of the Republic of Kazakhstan<sup>20</sup> adopted in 2006 identifies the following three priorities for the water transport for the period until 2010: development of the water transport infrastructure, realization of the national transit potential and development of innovations and human resources. The Strategy includes measures on enhancing logistics and equipment of sea and river ports, development of a national river fleet, creation of the new vessel construction and repair sites and creation of new routes, the including international ones. The following routes are considered to have significant potential for the transit transport: river Irtysh (China-Kazakhstan-Russian Federation) and the inland water transport in the regions adjacent to the Caspian Sea.

50. The Law No. 574 on Inland Water Transport, adopted on 6 July 2004,<sup>21</sup> regulates the relationships between national authorities, moral and physical persons as far as the inland navigation and the transport of goods and passenger are concerned.

## **D. Lithuania**

51. Lithuanian Inland Waterways Authority (LIWA) performs the control of inland waterways of national and local significance. LIWA is also tasked to supervise the structure of inland waterways of national significance in accordance with the governmental programme. The primary goal of the programme is to facilitate modernization of the inland water transport infrastructure so as to meet technical standards and shipping requirements of the EU, and to stimulate correlation of different types of transport. The program of LIWA is pursuing governmental priority - to ensure development of public transport infrastructure. With this view

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<sup>19</sup> Source: UNECE Transport Division, "Transport situation in the UNECE Region: Croatia", 2007, <<http://www.unece.org/trans/doc/transsitdocs/2007croatia.pdf>>.

<sup>20</sup> Source: Transport Strategy until 2015 of the republic of Kazakhstan, <<http://www.mtk.gov.kz/ru/razdel.asp?id=9>>.

<sup>21</sup> Source: Republic of Kazakhstan, Law No. 574 on Inland Water Transport, <<http://www.mtk.gov.kz/doc/O%20внутреннем%20водном%20транспорте.doc>>.

LIWA actively participates in the process of analyzing and evaluating the main issues of national inland waterways development, submits various proposals to governmental institutions, enterprises and organizations that are involved in national policy implementation. It also coordinates actions to be taken in preparation and implementation of the projects, related to the development of inland waterways infrastructure.

#### **E. Russian Federation**

52. The Russian Federation plans to adopt a transport strategy for the period until the year 2030. The “inland water transport” subprogramme includes:

- (i) Enhancing the technical state of the berthing installations in ports, furnishment of berthing and bank installation in the cities, as well as berthing areas on tourist itineraries;
- (ii) Modernizing and replacing the physically and morally outdated transshipment equipment and other technical installations;
- (iii) Creating specialized port facilities to accommodate new types of cargo flows;
- (iv) Creating new moorings and terminals for handling containers, mineral fertilizers, chemicals and liquefied gases;
- (v) Modernizing existing river ports (Moscow, Yaroslavl, Nijniy Novgorod, Samara, Toliatti and Volgograd);
- (vi) Constructing new ports or modern port facilities in the ports of Dmitrovo, Tver, Riazan, Kasimovo, Serphuhovo and Muromo, which service the international transport corridors and work with foreign cargo container terminals and logistical centers;
- (vii) Creating favorable bank infrastructure for the recreational navigation (in Kimra, Uglich, Kostroma etc.) and further developing this type of navigation;
- (viii) Using inland waterways, including Volga-Baltics waterway, and river ports for carrying out direct international water transport using the mixed navigation vessels;
- (ix) Modernizing and creating container terminals in ports of Kaliningrad, Arhangelsk, Cherepovets, Petrozavodsk, Belomorsk and developing their road and rail connections;
- (x) Eliminating bottlenecks on the Single inland navigation system of the European part of the Russian Federation, reconstructing inland waterways and enhancing their parameters, as well as further developing the network and connections to hinterlands;
- (xi) Extending the length of inland waterways with guaranteed navigation parameters and creating new navigational routes for the transport of goods to the regions hard to access;
- (xii) Modernizing technical fleet and increasing its use for enhancing the waterway's parameters;
- (xiii) Developing connections and navigation using the modern telecommunication technologies, navigation by satellite and informational support;

- (xiv) Developing the inland waterways infrastructure to take part in the transport by international transport corridors, including possible construction of Black Sea-Caspian navigation channel and developing recreational activities.

53. The subprogramme also includes measures on enhancing the quality of transport services, such as introduction of systems for intermodal transport, enhancing the organization of transport process, as well as measures on ensuring the accessibility of the inland water transport in terms of infrastructure, as well as the prices.

54. Strategic development of international transport by inland water transport entails the integration of the Russian inland waterways into the system of international transport communications. The most important task in this area is to create a legal framework for the transport operations in the conditions of an open access to the national inland waterways for the vessels under a foreign flag.

#### **F. Switzerland**

55. Since 1 January 2008, Rhine ports of cantons Bâle-Ville and Bâle-Campagne are merged into Swiss Rhine Ports (les Ports Rhénans Suisses or Schweizerische Rheinhäfen), which now manage all Rhine ports in Switzerland as well as implement the related federal and cantonal laws. Their headquarters are located in Birsfelden (Bâle-Campagne) and the management in Bâle (Bâle-Ville).

#### **G. United Kingdom of Great Britain and Northern Ireland**

56. The current policy priority in the United Kingdom is the implementation of the EC Directive 2006/87/EC on technical requirements for inland waterway vessels.

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