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Working Party on Inland Water Transport

Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

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Item 9 of the provisional agenda

Terms and definitions in inland water transport

Proposal on terminology used for benchmarking of construction costs of inland waterway infrastructure

Transmitted by the Government of the Russian Federation

Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2018–2019 (ECE/TRANS/2018/21/Add.1) adopted by the Inland Transport Committee at its eightieth session (20–23 February 2018) (ECE/TRANS/274, para. 123).
2. At its sixty-second session, the Working Party on Inland Water Transport considered the draft document on the terminology used for benchmarking the construction costs of inland waterway infrastructure (ECE/TRANS/SC.3/2018/15-ECE/TRANS/WP.5/2018/5). The Ministry of Transport of the Russian Federation submitted its comments and proposals to the document (informal document SC.3 No.16 (2018)) and offered to send them for consideration to all countries participating in the Working Group for finalization of the document.
3. At its fifty-fourth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) approved a draft glossary on inland water transport (ECE/TRANS/SC.3/WP.3/108, para. 84). The secretariat reproduces the proposal by the Russian Federation in the annex to the present document. The Working Party may wish to consider it and take it into account in the preparation of the relevant sections of the glossary on inland water transport.



Annex

Proposal by the Russian Federation on terminology used for benchmarking of construction costs of inland waterway infrastructure*

A. General observations

1. Having reviewed the draft document, the Russian Federation notes that the draft is near completion.
2. It is proposed to standardize the definitions of terms that contain references to the concepts of “watercourse”, “water flow” and “river”. “Watercourse” is used in the definitions of “inland waterways” (para. 46), “waterways” (para. 75), “reservoir” (para. 64), “hydroelectric power plant” (para. 43), “dyke (or dike)” (para. 23), “longitudinal dike (training wall)” (para. 49), “dam” (para. 17) and “head water” (para. 39); “water flow” is used in the definition of “floodplain (flood plain)” (para. 28); “river” is used in other cases, (e.g., para. 28).

B. Proposals for specific terms

3. *Replace* the definition of the term “river basin” (para. 66) by:
River basin: an area from which the surface runoff passes through linked reservoirs and watercourses into the sea or a lake (4).
4. *Replace* the definition of “inland waterways” (para. 46) by:
Inland waterways: inland water transport routes set by the Government (4).
Note: inland waterways include rivers, lakes, reservoirs, canals and other water bodies used for navigation and logging. The length of waterways is measured in mid-channel. A waterway forming a common frontier between two countries is reported by both.
5. *Delete* the term “waterways” (para. 75).
6. *Replace* the definition of “guaranteed parameters” (para. 37) by:
Guaranteed fairway parameters: smallest fairway parameters on an inland waterway at estimated navigable water levels (4).
7. *Replace* the definition of “lock chamber” (para. 48) by:
Lock chamber: structural part of a navigable lock, surrounded by lock walls, lock bottom and upper, lower and intermediate gates for the vertical movement of vessels and floating objects by means of filling the chamber with water or emptying it (4).
8. *Replace* the definition of “design level” (para. 18) by:
Design level: estimated low navigable water level with a given probability (4).
9. *Correct* the definition of “mean water level” (para. 55):
Mean water level (MWL): mean water level **measured at a water gauge** over a multi-year period (3).
10. *Replace* the definition of “fairway” (para. 24) by:
Fairway: part of an inland waterway intended for the movement of vessels and marked by navigation signs or other means (4).

* *Note by the Secretariat:* the annex contains references to paragraphs in document ECE/TRANS/SC.3/2018/15-ECE/TRANS/WP.5/2018/5.

11. *Correct* the definition of “navigable hydraulic structure” (para. 60):
 Navigable hydraulic structure: hydraulic structure on a waterway allowing navigation (including bank protection structures, breakwaters, dykes, moles, dams, approach channels, underwater structures created by dredging, pumping stations, navigable locks, boat lifts, hydroelectric power plant buildings, spillways, bottom water outlets and outlet works, tunnels and other facilities) designed to comply with set fairway parameters and allow the passage of vessels, **or a set of such structures** (4).
12. *Add*:
 Navigation: activities related to the use on inland waterways of vessels for the transport of goods, passengers and their luggage (including operations related to the loading and unloading of cargo and luggage, and the boarding and disembarkation of passengers) and postal items, the towing of vessels and floating objects, prospecting, exploration and mining, construction, engineering, hydraulic, underwater and similar work, pilotage and ice-breaker escort operations, rescue operations, measures for the protection of water bodies, including from pollution and contamination, raising of sunken property, monitoring and research, training, sporting and cultural activities, and other purposes of inland water transport (4).
13. *Replace* the term “lock (navigation lock)” (para. 47) by:
 Navigable lock: navigable hydraulic structure for the movement of vessels and floating objects from an area of water at one level to an area of water at a different level (4).
14. The term “turnaround time” (para. 101) requires clarification.
15. *Replace* the definition of “maintenance dredging” (para. 92) by:
 Maintenance dredging: work to remove obstacles in the fairway for the purpose of navigation (4).
16. *Replace* the definition of “hydrographic survey” (para. 89) by:
 Hydrographic survey: inspection of the fairway conditions from the start of navigation to identify critical sections and set the order of priority for the work to be carried out; carrying out of initial, follow-up and verification bathymetric surveys, sounding depths required for the design, planning and efficiency measuring of engineering works; tracing and staking out of cuts to be dredged, staking out of channel improvement structures, compilation of outline plans for trenches and calculation of dredging work; field and desk work to produce maps of inland waterways and fairway charts; compilation of detailed charts of shoals; geodesy and topographical surveys for feasibility studies, general or local bathymetric surveys, hydrological and hydrographic works; compilation of a set of charts of inland waterway sections; establishment and maintenance of horizontal and vertical survey network (4).
17. *Replace* the definition of “pilot chart” (para. 96) by:
 Pilot chart: image of a section of inland waterway and surrounding stretches of bank based on hydrographic work (4).
18. *Delete* the term “beach area” (para. 78).
19. *Replace* the definition of “coastal protection belt” (para. 80) by:
 Coastal protection belt: part of a water protection zone along the waterline (boundary of the water body) of seas, rivers, streams, canals, lakes or reservoirs, in which additional restrictions are placed on economic and other activities compared to the rest of the water protection zone (4).
20. *Replace* the definition of “maintenance of navigation equipment” (para. 93) by:
 Maintenance of navigation equipment: timely placement and removal of navigation equipment in fairways or approaches to public ports and roadways in public ports in accordance with the marking plan approved by the administration; service, repair, storage and smooth functioning of onshore and floating aids to navigation, in

accordance with established regimes; systematic monitoring of the operation and condition of onshore and floating aids to navigation, including real-time remote monitoring; felling of trees and shrubs and management of vegetation on banks to ensure visibility of onshore aids to navigation (4).

21. *Correct* the definition of “sweeping” (para. 100):

Sweeping: work to locate **and remove** underwater obstructions to navigation (4).

22. *Replace* the definition of “deepening dredging” (para. 83) by:

Deepening dredging: periodic dredging to maintain specified parameters in approach channels (4).

23. The terms “seaport hydraulic structures” (para. 123), “seaport infrastructure” (para. 124), “public port infrastructure” (para. 119) and their definitions should be adjusted for the case of a river port.

24. *Correct* the definition of “port infrastructure” (para. 117):

Port infrastructure: **harbour area** and freely accessible facilities, devices and installations within the land or water area of the port, associated with the functioning of the port and intended for performing tasks assigned (4).

25. The meaning of “landing stage” (para. 113) should be clarified, as there is no definition of the term “inland port”.
