



Economic and Social Council

Distr.: General
25 August 2021
English
Original: Russian

Economic Commission for Europe

Working Party on Inland Water Transport

Sixty-fifth session

Geneva, 3–5 November 2021

Item 13 (a) of the provisional agenda

**Harmonization of the pan-European legal framework
for inland navigation: International conventions and
agreements affecting inland navigation**

Review of responses to the questionnaire on the international regulatory framework for inland water transport in Europe

Note by the secretariat

I. Mandate

1. This document is submitted in line with the Proposed Programme Budget for 2021, part V, Regional cooperation for development, section 20, Economic Development in Europe. Programme 17, Economic Development in Europe (A/75/6 (Sect.20), para. 20.51).
2. At its fifty-ninth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation held a workshop on “Building up a solid international regulatory framework aimed at increasing the efficiency and safety of inland water transport”. As part of the preparation and conduct of the workshop, participants and other stakeholders were invited to respond to an anonymous questionnaire on the main issues proposed for discussion, with a view to compiling and using this information as a starting point for the follow-up activities of the Working Party on Inland Water Transport aimed at implementing the Inland Transport Committee Strategy until 2030 and Policy Recommendation No. 2 of the White Paper on the Progress, Accomplishments and Future of Sustainable Inland Water Transport.
3. A comprehensive and detailed overview of the replies to the questionnaire is provided in the annex to this document.



Annex

Responses to the questionnaire on the international regulatory framework for inland water transport in Europe

The survey was conducted as part of the workshop entitled “Building up a solid international regulatory framework aimed at increasing the efficiency and safety of inland water transport”, held on 23 June 2021, during the fifty-ninth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation.

Total number of respondents: 21.

Question 1. In your opinion, to what extent does the existing international regulatory framework meet the needs of the sector in ensuring efficient and sustainable inland waterway transport for the whole ECE region?

Sixty-seven per cent of respondents gave scores of 4 or 5. The average score was 3.71 out of 5.

Distribution of scores



Question 2. In your opinion, to what extent does the existing international regulatory framework meet the needs of the sector in ensuring efficient and sustainable inland waterway transport for your region or river basin?

Fifty-two per cent of respondents gave scores of 4 or 5. The average score was 3.48 out of 5.

Distribution of scores



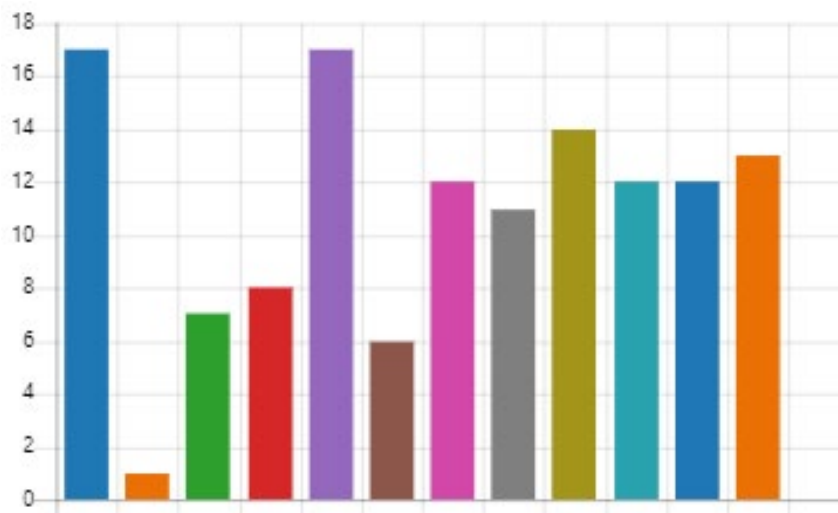
Question 3. In your opinion, to what extent does the existing international regulatory framework meet the needs of the sector in ensuring efficient and sustainable inland waterway transport in your country?

Fifty-two per cent of respondents gave scores of 4 or 5. The average score was 3.38 out of 5.

Distribution of scores

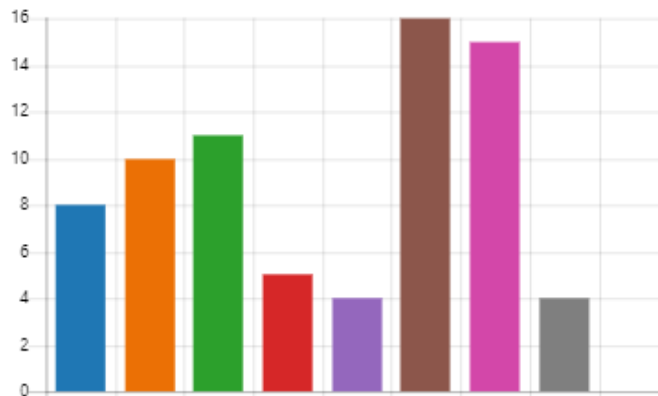


Question 4. In your opinion, what are the advantages of international conventions and agreements?



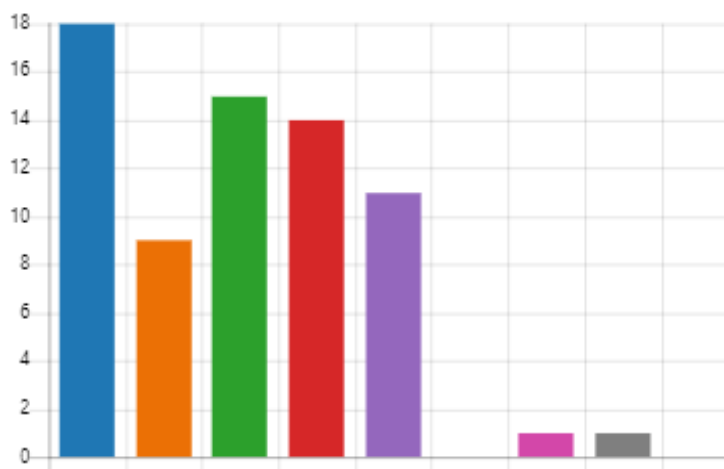
- Internationally harmonized development of the sector
- Contribution to implementation of the Sustainable Development Goals
- Facilitation of economic integration
- More efficient and effective border and customs controls
- Simplified and standardized procedures
- Trade facilitation
- Internationally recognized transit documents and guarantees
- Faster, safer and more reliable transport
- Enhanced mobility and connectivity
- More transparency and visibility
- Development of the national legislation
- Enhanced cooperation
- Other

5. In your opinion, which international conventions and agreements under the purview of ECE, relevant to inland water transport, are the most efficient?



- Convention relating to the Unification of Certain Rules concerning Collisions in Inland Navigation
- Convention on the Registration of Inland Navigation Vessels
- Convention on the Measurement of Inland Navigation Vessels
- Convention relating to the Limitation of the Liability of Owners of Inland Navigation Vessels (CLN)
- Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterway (CVN)
- European Agreement on Main Inland Waterways of International Importance (AGN)
- European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)
- Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)
- Other

Question 6. In your opinion, does the existing international regulatory framework require further improvement?



- Yes, in respect of recent developments (digitalization, automation, greening of the inland fleet, innovations, etc.)
- Yes, in respect of resilience to pandemics and other emergency situations
- Yes, in respect of further harmonization with other international regulations and standards, etc.
- Yes, in order to eliminate gaps or conflicts with other regulations
- Yes, in order to prevent duplication with other mandatory instruments
- Yes, for other purposes
- No, there is no need for it.
- No reply
- Other

Question 7. Please provide comments on question 6, if applicable.

Six replies were received, including:

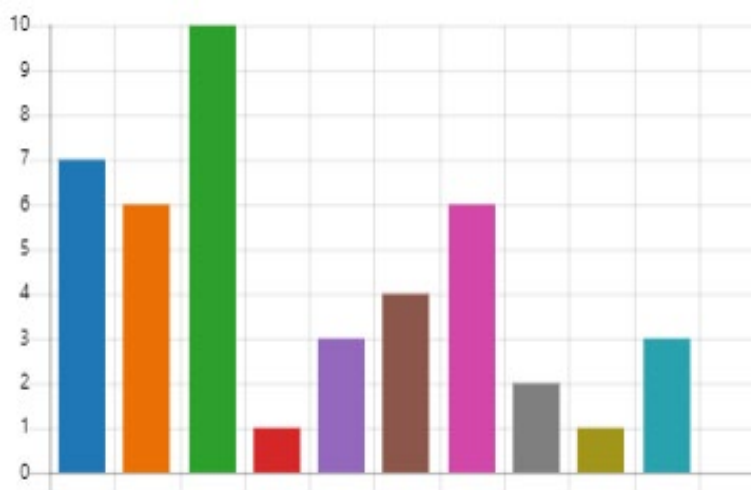
- A number of the provisions of the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway require clarification
- Work should be carried out to adopt a new text of CVN
- The existing conventions need to be updated, as some of them were adopted more than 50 years ago; this could result in an increase in the number of contracting parties
- Improvements to the existing international regulatory framework should take into account the new standards and developments
- There is much potential for the modernization of the Convention on the Registration of Inland Navigation Vessels and the Convention on the Measurement of Inland Navigation Vessels, as there is no duplication with other legally binding instruments

Question 8. In your opinion, are there any gaps or shortcomings in the existing conventions and agreements in the field of inland water transport within the purview of ECE? Please provide comments, if applicable.

Four replies were received, including.

- Perhaps the problem is not that there are gaps in individual agreements, but that individual States fail to implement a given agreement. For example, if a State does not apply the Convention on the Measurement of Inland Navigation Vessels, a vessel flying the flag of that State should either not hold a measurement certificate, or its measurement certificate should not be similar to the one issued in accordance with the Convention. Measurement certificates contain records of the vessel’s draught and displacement.
- The main problem is that CVN has not entered into force.

Question 9. In your opinion, do countries face obstacles in acceding to and implementing international conventions and agreements?

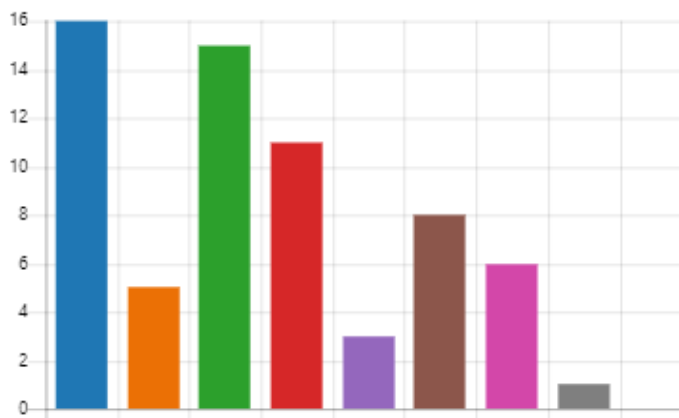


- The advantages of acceding to them are not clear enough
- Lack of information on the accession procedure
- Contradictions with the national/regional legislation
- Other conventions serve the purpose better
- Other legally binding instruments are impediments to or complicate the implementation process
- No possibility of amending specific provisions.
- Obstacles during implementation
- Obstacles in enforcing their implementation
- There are no obstacles
- No reply
- Other

Question 10. Please provide comments on question 9, if applicable.

Five replies were received; including:

- The advantages and disadvantages of joining AGN are not clear to a number of States parties
- Notwithstanding the above, for some conventions it is not entirely clear why they have a small number of contracting parties and why they have not entered into force.

Question 11. In your opinion, what are the ways to improve the effectiveness of legally binding instruments in the field of inland water transport under the purview of ECE?

- Updating and/or revision of particular provisions which no longer serve the purpose of the convention or the existing circumstances
- Establishing administrative committees
- Increasing visibility and availability of information
- Feedback from contracting parties on the obstacles encountered during the implementation and enforcement
- Some issues addressed by conventions should be covered by separate agreements
- Development of new legally binding instruments
- Expansion of the geographical scope
- No reply
- Other

Question 12. Please provide comments on question 11, if applicable.

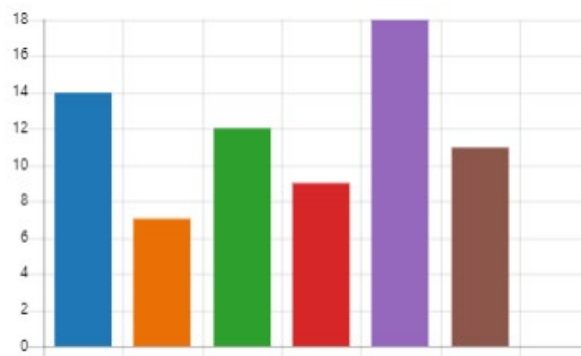
No replies.

Question 13. In your opinion, is there a need for new mandatory instruments in the inland waterway transport sector, and in which fields? Please provide comments.

Five replies were received; including:

- While information technology is developing extremely fast, modernization of shipping is proceeding more slowly and unevenly in the individual member States of both ECE and the European Union. “Smart shipping” is one of the areas where the attention of the working groups should continue to focus.
- There is a need for new legally binding instruments in the field of innovation.
- At the least, the European Code for Inland Waterways (CEVNI) should have the status of a European treaty.
- There is a need for an international agreement that would regulate contracts for the carriage of passengers and luggage, as well as carrier liability for damage to the physical integrity of passengers and luggage. CVN has been a good attempt, but it needs to be updated and adapted to modern conditions.

Question 14. In your opinion, what action might be undertaken by the Working Party on Inland Water Transport to improve the efficiency of international conventions and agreements in the area of inland water transport falling under the purview of ECE and to increase the number of contracting parties?



- Increase the visibility and accessibility of information about legally binding instruments and their advantages
- Develop road maps for accession to them
- Regularly collect information from contracting parties on implementation and enforcement and address this at the sessions
- Take the lead in assessing the effectiveness of legally binding legal instruments in the fields under the purview of ECE and in preparing amendments where necessary and possible
- Closely cooperate with the European Union and the river commissions on issues related to accession to and implementation of legally binding legal instruments
- Hold thematic workshops on specific legal instruments
- Other