PROTOCOL
ON COMBINED TRANSPORT ON INLAND WATERWAYS
TO THE EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED
TRANSPORT LINES AND RELATED INSTALLATIONS
(AGTC) OF 1991

THE CONTRACTING PARTIES,

DESIRING to facilitate the international transport of goods,

AWARE of the expected increase in the international transport of goods as a consequence of growing international trade,

CONSCIOUS of the adverse environmental consequences such developments might have,

EMPHASIZING the important role of all combined transport techniques to alleviate the burden on the European inland transport network and to mitigate environmental damages,

RECOGNIZING that combined transport on inland waterways and on certain coastal routes can constitute an important element on certain European transport corridors,

CONVINCED that, in order to make international combined transport on inland waterways and on certain coastal routes in Europe more efficient and attractive to customers, it is essential to establish a legal framework which lays down a coordinated plan for the development of combined transport services on inland waterways and on certain coastal routes and of the infrastructure necessary for their operation based on internationally agreed performance parameters and standards,

HAVE AGREED as follows:

Chapter I

GENERAL

Article 1

DEFINITIONS

For the purposes of this Protocol:

(a) The term "combined transport" shall mean the transport of goods in one and the same transport unit using more than one mode of transport;

(b) The term "network of inland waterways of importance for international combined transport" shall refer to all inland waterways and those coastal routes which conform to the minimum requirements contained in Annex III to this Protocol if:

(i) they are currently used for regular international combined transport;

(ii) they serve as important feeder lines for international combined transport;

(iii) they are expected to become important for international combined transport in the near future (as defined in (i) and (ii)).

These coastal routes should be in line with the provisions of Annex III, section (a), paragraph (xi);

(c) The term "related installations" shall refer to terminals in ports which are of importance for international combined transport, providing for the transhipment of containers and other intermodal transport units (swap-bodies, semi-trailers, goods road vehicles, etc.) used in combined transport between inland water vessels and sea, road and rail transport.

Article 2

DESIGNATION OF THE NETWORK

1. The Contracting Parties being also Parties to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) of 1991 adopt the provisions of this Protocol as a coordinated international plan for the development and operation of a network of inland waterways of importance for international combined transport as well as for terminals in ports, hereinafter referred to as "international inland waterway network for combined transport" which they intend to undertake within the framework of national programmes.

2. The international inland waterway network for combined transport consists of the inland waterways contained in Annex I to this Protocol and of terminals in ports contained in Annex II to this Protocol.

Article 3

TECHNICAL AND OPERATIONAL MINIMUM REQUIREMENTS

In order to facilitate combined transport services on the international inland waterway network for combined transport, Contracting Parties shall undertake appropriate measures in order to achieve the technical and operational minimum requirements referred to in Annex III to this Protocol.

Article 4

ANNEXES

The annexes to this Protocol form an integral part of the Protocol.

CHAPTER II

FINAL PROVISIONS

Article 5

DESIGNATION OF THE DEPOSITARY

The Secretary-General of the United Nations shall be the depositary of this Protocol.

Article 6

SIGNATURE

1. This Protocol shall be open at the office of the United Nations in Geneva for signature by States which are Contracting Parties to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) of 1991 from 1 November 1997 to 31 October 1998.

2. Such signatures shall be subject to ratification, acceptance or approval.

Article 7

RATIFICATION, ACCEPTANCE OR APPROVAL

1. This Protocol shall be subject to ratification, acceptance or approval in accordance with paragraph 2 of article 6.

2. Ratification, acceptance or approval shall be effected by the deposit of an instrument with the Secretary-General of the United Nations.

Article 8

ACCESSION

1. This Protocol shall be open for accession by any State referred to in paragraph 1 of Article 6 from 1 November 1997.

2. Accession shall be effected by the deposit of an instrument with the Secretary-General of the United Nations.

Article 9

ENTRY INTO FORCE

1. This Protocol shall enter into force 90 days after the date on which the Governments of five States have deposited an instrument of ratification, acceptance, approval or accession, provided that one or more waterways of the international inland waterway network for combined transport link, in a continuous manner, the territories of at least three of the States which have deposited such an

instrument.

2. If the above condition is not fulfilled, the Protocol shall enter into force 90 days after the date of the deposit of the instrument of ratification, acceptance, approval or accession, whereby the said condition will be satisfied.

3. For each State which deposits an instrument of ratification, acceptance, approval or accession after the commencement of the period of 90 days specified in paragraphs 1 and 2 of this article, the Protocol shall enter into force 90 days after the date of deposit of the said instrument.

Article 10

LIMITS TO THE APPLICATION OF THE PROTOCOL

1. Nothing in this Protocol shall be construed as preventing a Contracting Party from taking such action, compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation, as it considers necessary for its external or internal security.

2. Such measures, which must be temporary, shall be notified immediately to the depositary and their nature specified.

Article 11

SETTLEMENT OF DISPUTES

1. Any dispute between two or more Contracting Parties which relates to the interpretation or application of this Protocol and which the Parties in dispute are unable to settle by negotiation or other means shall be referred to arbitration if any of the Contracting Parties in dispute so requests and shall, to that end, be submitted to one or more arbitrators selected by mutual agreement between the Parties in dispute. If the Parties in dispute fail to agree on the choice of an arbitrator or arbitrators within three months after the request for arbitration, any of those Parties may request the Secretary-General of the United Nations to appoint a single arbitrator to whom the dispute shall be submitted for decision.

2. The award of the arbitrator or arbitrators appointed in accordance with paragraph 1 of this article shall be binding upon the Contracting Parties in dispute.

Article 12

RESERVATIONS

Any State may, at the time of signing this Protocol or of depositing its instrument of ratification, acceptance, approval or accession, notify the depositary that it does not consider itself bound by article 11 of this Protocol.

Article 13

AMENDMENT OF THE PROTOCOL

1. This Protocol may be amended in accordance with the procedure specified in this article, except as provided for under articles 14 and 15.

2. At the request of a Contracting Party, any amendment proposed by it to this Protocol shall be considered by the Working Party on Combined Transport of the United Nations Economic Commission for Europe.

3. If the amendment is adopted by a two-thirds majority of the Contracting Parties present and voting, the amendment shall be communicated by the Secretary-General of the United Nations to all Contracting Parties for acceptance.

4. Any proposed amendment communicated in accordance with paragraph 3 of this article shall come into force with respect to all Contracting Parties three months after the expiry of a period of twelve months following the date of its communication, provided that during such period of twelve months no objection to the proposed amendment shall have been notified to the Secretary-General of the United Nations by a State which is a Contracting Party.

5. If an objection to the proposed amendment has been notified in accordance with paragraph 4 of this article, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

Article 14

AMENDMENT OF ANNEXES I AND II

1. Annexes I and II to this Protocol may be amended in accordance with the procedure laid down in this article.

2. At the request of a Contracting Party, any amendment proposed by it to Annexes I and II shall be considered by the Working Party on Combined Transport of the United Nations Economic Commission for Europe.

3. If the amendment is adopted by the majority of the Contracting Parties present and voting, the proposed amendment shall be communicated by the Secretary-General of the United Nations to the Contracting Parties directly concerned for acceptance. For the purpose of this article, a Contracting Party shall be considered directly concerned if, in the case of inclusion of a new inland waterway section or a terminal or in case of their respective modification, its territory is crossed by that inland waterway section or is directly linked to the terminal, or if the considered terminal is situated on the said territory.

4. Any proposed amendment communicated in accordance with paragraphs 2 and 3 of this article shall be deemed accepted if, within a period of six months following the date of its communication by the depositary, none of the Contracting Parties directly concerned has notified the Secretary-General of the United Nations of its objection to the proposed amendment.

5. Any amendment thus accepted shall be communicated by the Secretary-General of the United Nations to all Contracting Parties and shall enter into force three months after the date of its communication by the depositary.

6. If an objection to the proposed amendment has been notified in accordance with paragraph 4 of this article, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

7. The depositary shall be kept promptly informed by the secretariat of the Economic Commission for Europe of the Contracting Parties which are directly concerned by a proposed amendment.

Article 15

AMENDMENT OF ANNEX III

1. Annex III to this Protocol may be amended in accordance with the procedure specified in this article.

2. At the request of a Contracting Party, any amendment proposed by it to Annex III shall be considered by the Working Party on Combined Transport of the United Nations Economic Commission for Europe.

3. If the proposed amendment is adopted by a two-thirds majority of the Contracting Parties present and voting, it shall be communicated by the Secretary-General of the United Nations to all Contracting Parties for
acceptance.

4. Any proposed amendment communicated in accordance with paragraph 3 of this article shall be deemed accepted unless, within a period of six months following the date of its communication, one fifth or more of the Contracting Parties have notified the Secretary-General of the United Nations of their objection to the proposed amendment.

5. Any amendment accepted in accordance with paragraph 4 of this article shall be communicated by the Secretary-General to all Contracting Parties and shall enter into force three months after the date of its communication with respect to all Contracting Parties except those which have already notified the Secretary-General of the United Nations of their objection to the proposed amendment within the period of six months following the date of its communication according to paragraph 4 of this article.

6. If one fifth or more of the Contracting Parties have notified an objection to the proposed amendment in accordance with paragraph 4 above, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

Article 16

DENUNCIATION

1. Any Contracting Party may denounce this Protocol by written notification addressed to the Secretary-General of the United Nations.

2. The denunciation shall take effect one year after the date of receipt by the Secretary-General of the said notification.

3. Any Contracting Party which ceases to be a Party of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) of 1991 shall on the same date cease to be a Party to this Protocol.

Article 17

TERMINATION

Should, after the entry into force of this Protocol, the number of Contracting Parties for any period of twelve consecutive months be reduced to less than five, the Protocol shall cease to have effect twelve months after the date on which the fifth State ceased to be a Contracting Party.

Article 18

NOTIFICATIONS AND COMMUNICATIONS BY THE DEPOSITARY

In addition to such notifications and communications as this Protocol may specify, the functions of the Secretary-General of the United Nations as depositary shall be as set out in Part VII of the Vienna Convention on the Law of Treaties, concluded at Vienna on 23 May 1969.

Article 19

AUTHENTIC TEXTS

The original of this Protocol, of which the English, French, and Russian texts are equally authentic, shall be deposited with the Secretary-General of the United Nations.

IN WITNESS WHEREOF the undersigned, being duly authorized to that effect, have signed this Protocol.

Done at Geneva on the seventeenth day of January 1997.

Annex I

INLAND WATERWAYS OF IMPORTANCE FOR INTERNATIONAL COMBINED TRANSPORT */

Numbering of inland waterways of international importance

1. All inland waterways of importance for international combined transport shall have two-, four- or six-digit numbers preceded by the letters "C-E"**/.

2. Main elementary parts of the C-E waterway network shall have two-digit numbers and their branches and secondary branches ("branches of branches") shall have four- and six-digit numbers, respectively.

3. Trunk inland waterways which follow a mainly north-south direction providing access to sea ports and connecting one sea basin to another shall be numbered 10, 20, 30, 40 and 50 in ascending order from west to east.

4. Trunk inland waterways which follow a mainly west-east direction crossing three or more inland waterways mentioned in 3 above shall be numbered 60, 70, 80 and 90 in ascending order from north to south.

5. Other main inland waterways shall be identified by two-digit numbers between the numbers of the two trunk inland waterways, as mentioned in 3 and 4 above, between which they are located.

6. In the case of branches (or branches of branches), the first two (or four) digits shall indicate the relevant higher element of the waterway network and the last two shall indicate individual branches numbered in order from the beginning to the end of the higher element as described in the table below. Even numbers shall be used for right-hand-side branches and odd numbers for left-hand-side branches.

*/ Inland waterways are considered to be important for international combined transport if they are currently used for regular international combined transport, if they serve as important feeder lines for international transport or if they are expected to become important for international combined transport in the near future (refer to Article 1, paragraph (b)).

**/ C-E inland waterways are contained in the European Agreement on Main Inland Waterways of International Importance (AGN) and in this Protocol.

EUROPEAN INLAND WATERWAYS OF IMPORTANCE FOR REGULAR INTERNATIONAL COMBINED TRANSPORT

Inland waterway section	C-E waterway number
(1) **France**	
Dunkerque-Arleux-Condé sur Escaut	C-E 01
Deûle	
Bauvin-Lille-(Zeebrugge)	C-E-02
Seine-North connection	
[Compiègne-Arleux] (planned)	C-E 05
Rhone	
Marseille-Fos-Lyon	C-E 10
Canal du Rhône à Sète	C-E 10-011
Lyon-St.Jean de Losne	C-E 10
[St.Jean de Losne-Mulhouse] (planned)	C-E 10
Rhine	
(Bâle-) Strasbourg	C-E 10
Seine	
Le Havre-Rouen-Conflans	C-E 80
Conflans-Compiègne	C-E 80
[Compiègne-Toul] (planned)	C-E 80
Conflans-Gennevilliers	C-E 80-04
Gennevilliers-Bray-sur Seine	C-E 80-04
Moselle	
Toul-Nancy-Thionville (-Trier)	C-E 80
(2) **Belgium**	
Haute Meuse	C-E 01
Mer du Nord-Leie	C-E 02, C-E 07
Gent-Terneuzen Kanaal	C-E 03
Schelde-Rijn Link	C-E 03, C-E 06
Bruxelles-Rupel Kanaal	C-E 04
Bovenschelde	C-E 05
Albert Kanaal	C-E 05

Inland waterway sections	C-E waterway number
(3) **Netherlands**	
Juliana-Canal	C-E 01
Dordtsche Kil	C-E 01
Sud Beveland-Canal	C-E 03
Hollands Diep	C-E 03
Schelde-Rijn-Link	C-E 06
Waal	C-E 10
Rijn	C-E 10
Amsterdam-Rijn-Canal	C-E 11
Maas-Waal-Canal	C-E 12
Twenthe-Canal	C-E 70
Lek	C-E 70
(4) **Germany**	
Rhein (Strasbourg)-Karlsruhe-Dutch/German Border	C-E 10
Wesel-Datteln-Canal	C-E 10-01
Datteln-Hamm-Canal (Western part)	C-E 10-01
Rhein-Herne-Canal	C-E 10-03
Neckar	C-E 10-07
Dortmund-Ems-Canal (south of Mittelland-Canal, incl. Dortmunder Haltung)	C-E 13
Mittelweser	C-E 14
Elbe	C-E 20

Inland waterway sections	C-E waterway number
(4) **Germany** (cont'd)	
Elbe-Seitenkanal	C-E 20-02
Hohensaaten-Friedrichsthaler waterway, Westoder	C-E 31
Mittelland-Canal (incl. Magdeburg link)	C-E 70
Elbe-Havel waterway	C-E 70
Havel-Oder waterway	C-E 70
Untere Havel waterway (incl. some canals within Berlin)	C-E 70 (C-E 70-05, C-E 71, C-E 70-12, C-E-70-10, C-E 71-04, C-E 71-06)
Mosel	C-E 80
Main	C-E 80
Main-Donau-Canal	C-E 80
Donau	C-E 80
Saar	C-E 80-06
(5) **Switzerland**	
Rhein Basel (-Strasbourg)	C-E 10-09
(6) **Czech Republic**	
Elbe	C-E 20
Vltava	C-E 20-06
[Morava] (planned)	C-E 20 C-E 30

Inland waterway sections	C-E waterway number
(7) **Slovakia**	
Danube	C-E 80
Váh	C-E 81
[Morava] (planned)	C-E 20 C-E 30
(8) **Austria**	
Danube	C-E 80
(9) **Poland**	
Odra (from the mouth to Gliwice Canal)	C-E 30
Wisla (from Gdansk to Warszawa)	C-E 40
(10) **Hungary**	
Danube	C-E 80
(11) **Croatia**	
Danube	C-E 80
[Danube-Sava Canal] (planned)	C-E 80-10
Drava (from the mouth to Osijek)	C-E 80-08
Sava (from the mouth to Sisak)	C-E 80-12
(12) **Yugoslavia**	
Danube	C-E 80
(13) **Bulgaria**	
Danube	C-E 80

Inland waterway sections	C-E waterway number
(14) **Romania**	
Danube	C-E 80
Danube-Black Sea-Canal	C-E 80-14
(15) **Russian Federation**	
St. Petersburg - Rybinsk Lock (Volga-Baltic waterway, Rybinsk Reservoir)	C-E 50
Rybinsk Lock - Astrakhan (r. Volga)	C-E 50
Rybinsk - Moscow (r. Volga, Kanal imeni Moskvy, r. Moskva)	C-E 50-02
Vytegra - Petrozavodsk (Lake Onega)	C-E 60
Mouth of r. Kama - Perm (r. Kama)	C-E 50-01
Azov - Krasnoarmeisk (r. Don, Volga-Don Canal)	C-E 90
(16) **Ukraine**	
Danube	C-E 80
Danube-Kilia arm	C-E 80-09
Dnipro (from mouth to Kyiv)	C-E 40

Inland waterway sections	C-E waterway number
Coastal routes	
Coastal route from Gibraltar to the north along the coast of Portugal, Spain, France, Belgium, Netherlands and Germany, via the Kiel Canal, along the coast of Germany, Poland, Lithuania, Estonia and Russia to Sankt-Petersburg-Volgo-Baltijskiy Waterway, Belomorsko-Baltijskiy Canal, along the coast of the White Sea to Arkhangelsk, together with inland waterways which are only accessible from that route	C-E 60
Coastal route from Gibraltar to the south along the coast of Spain, France, Italy, Greece, Turkey, Bulgaria, Romania and Ukraine along the southern coast of the Crimea to Azov, via the river Don to Rostov-Kalach-Volgograd-Astrakhan, together with inland waterways which are only accessible from that route	C-E 90

Annex II

TERMINALS IN PORTS OF IMPORTANCE FOR INTERNATIONAL COMBINED TRANSPORT [*/]

Numbering of terminals in inland waterway ports

All terminals in inland waterway ports of importance for international combined transport shall have numbers consisting of the number of the waterway they belong to followed by a hyphen followed by two digits corresponding to a port on a specific waterway, numbered in order from west to east and from north to south.

Terminals in inland waterway ports contained in the European Agreement on Main Inland Waterways of International Importance (AGN) and in this Protocol shall be preceded by the letters "C-P"; terminals important only for international combined transport and therefore contained only in this Protocol shall be preceded by the letter "C".

[*/] Terminals are considered to be important for international combined transport if they form together with the respective inland waterways and coastal routes a coherent network for combined transport, and if they are already used for combined transport.

List of terminals in ports

(1) **France**

C-P 01-01	Dunkerque (Dunkerque-Valenciennes Canal, 20.5 km)
C-P 02-03	Lille (Deûle, 42.0 km)
C-P 10-36	Strasbourg (Rhine, 296.0 km)
C-P 10-39	Mulhouse-Ottmarsheim (Grand Canal d'Alsace, 21.0 km)
C-P 10-43	Aproport (Chalon, Mâcon, Villefranche-sur-Saône)(Saône, 230.0 km, 296.0 km and 335.0 km, respectively)
C-P 10-44	Lyon (Saône, 375.0 km)
C-P 10-45	Marseille-Fos (Marseille-Rhône Canal, 0.0 km)
C-P 10-04-01	Sète (Rhône-Sète Canal, 96.0 km)
C-P 80-01	Le Havre (Le Havre-Tancarville Canal, 20.0 km)
C-P 80-02	Rouen (Seine, 242.0 km)
C-P 80-04-01	Port Autonome de Paris: Gennevilliers (Seine, 194.7 km); Bonneuil-Vigneux (Seine, 169.7 km); Evry (Seine, 137.8 km); Melun (Seine, 110.0 km); Limay-Porcheville (Seine, 109.0 km); Montereau (Seine, 67.4 km) Nanterre (Seine, 39.4 km); Bruyères-sur-Oise (Oise, 96.9 km); St. Ouen-l'Aumône (Oise, 119.2 km); Lagny (Marne, 149.8 km).

(2) **Belgium**

C-P 01-02	Charleroi (Sambre, 38.8 km)
C-P 01-04	Liège (Meuse, 113.7 km)
C-P 02-01	Zeebrugge (North Sea)
C-P 03-04	Gent (Terneuzen-Gent Kanaal, 4.6 km)
C-P 04-05	Bruxelles (Kanaal Bruxelles-Rupel, 62.0 km)
C-P 04-05-02	Willebroek (Kanaal Bruxelles-Rupel, 34.0 km)
C-P 05-01	Avelgem (Boven Schelde, 35.7 km)
C-P 05-03	Meerhout (Albert Kanaal, 80.7 km)
C-P 06-01	Antwerpen (Schelde, 102.9 km)

(3) **Netherlands**

C-P 10-01	Rotterdam (Nieuwe Maas, 1002.5 km)
C-P 11-03	Amsterdam (Noordzeekanaal, 20.6 km)
C-P 12-01	Nijmegen (Waal, 884.6 km)

(4) **Germany**

C-P 10-04	Emmerich (Rhine, 852.0 km)
C-P 10-12	Duisburg-Ruhrort Häfen (Rhine, 774.0 km)
C-P 10-14	Düsseldorf (Rhine, 743.0 km)
C-P 10-15	Neuss (Rhine, 740.0 km)
C-P 10-18	Köln (Rhine, 688.0 km)
C-P 10-24	Koblenz (Rhine, 596.0 km)
C-P 10-29	Mannheim (Rhine, 424.0 km)
C-P 10-32	Germersheim (Rhine, 385.0 km)
C-P 10-33	Wörth (Rhine, 366.0 km)
C-P 10-34	Karlsruhe (Rhine, 360.0 km)
C-P 14-01	Bremerhaven (Weser, 66.0-68.0 km)
C-P 14-04	Bremen (Weser, 4.0-8.0 km)
C-P 20-04	Hamburg (Elbe, 618.0-639.0 km) [1/]
C-P 20-08	Magdeburger Häfen (Elbe, 330.0 and 333.0 km) [1/]
C-P 80-12	Mainz (Rhine, 500.0 km)
C-P 80-31	Regensburg (Danube, 2370.0-2378.0 km)
C-P 80-32	Deggendorf (Danube, 2281.0-2284.0 km)
C 80-01	Passau (Danube, 2228.4 km)

(5) **Switzerland**

C-P 10-09-02	Rheinhäfen beider Basel (Rhine, 159.38-169.95 km)

(6) **Czech Republic**

C-P 20-15	D èín (Elbe, 98.2 and 94.2 km) [1/]
C-P 20-16	Ústí nad Labem (Elbe, 75.3 and 72.5 km) [1/]
C-P 20-17	Mìlník (Elbe, 3.0 km) [1/]
C 20-01	Pardubice (Elbe, 130.0 km) (planned)
C-P 20-06-01	Praha (Vltava, 46.5 and 55.5 km)

(7) **Slovakia**

C-P 80-38	Bratislava (Danube, 1865.4 km)
C-P 80-40	Komárno (Danube, 1767.1 km)
C-P 80-41	Šturovo-JCP (Danube, 1721.4 km)
C 81-01	Sered (Váh, 74.3 km)
C-81-02	Šala (Váh, 54.5 km)
C 20/30-01	Devinska Nová Ves (Morava, 4.0 km)

[1/] Distances to ports on the river Elbe are measured: in Germany - from the Czech/German State border; in the Czech Republic - from the junction of rivers Elbe and Vltava at Melnik.

(8) **Austria**

C-P 80-33	Linz (Danube, 2128.2-2130.6 km)
C-P 80-34	Linz-Vöest (Danube, 2127.2 km)
C-P 80-35	Enns-Ennsdorf (Danube, 2111.8 km)
C-P 80-36	Krems (Danube, 2001.5 km)
C-P 80-37	Wien (Danube, 1916.8-1920.2 km)

(9) **Poland**

C-P 30	Gliwice Labedy (Gliwice Canal)
C-P 30	Opole (Odra)
C-P 30	Wroclaw (Odra)
C-P 40	Plock (Wisla)

(10) **Hungary**

C-P 80-42	Budapest (Danube, 1640.0 km)

(11) **Croatia**

C-P 80-47	Vukovar (Danube, 1333.1 km)
C-P 80-08-01	Osijek (Drava, 14.0 km)
C-P 80-12-01	Slavonski Brod (Sava, 355.0 km)
C-P 80-12-02	Sisak (Sava, 577.0 km)

(12) **Yugoslavia**

(13) **Bulgaria**

C 80-01	Vidin (Danube, 790.2 km)
C-P 80-56	Rousse (Danube, 495.0 km)

(14) **Romania**

C-P 80-51	Turnu Severin (Danube, 931.0 km)
C-P 80-57	Giurgiu (Danube, 493.0 km)
C-P 80-58	Oltenitza (Danube, 430.0 km)
C-P 80-60	Braila (Danube, 172.0-168.5 km)
C-P 80-61	Galati (Danube, 157.0-145.4 km)
C-P 80-14-03	Constanta (Danube-Black Sea Canal, 64.0 km)

(15) **Russian Federation**

C-P 50-01	Sankt-Peterburg sea port (Neva, 1397.0 km) [2/]
C-P 50-02	Sankt-Peterburg river port (Neva, 1385.0 km) [2/]
C-P 50-03	Podporozhie (Volgo-Baltijskiy Waterway, 1045.0 km) [2/]
C-P 50-04	Cherepovets (Volgo-Baltijskiy Waterway, 540.0 km) [2/]
C-P 50-05	Yaroslavl (Volga, 520.0 km) [2/]
C-P 50-06	Nizhniy Novgorod (Volga, 907.0 km) [2/]
C-P 50-07	Kazan (Volga, 1313.0 km) [2/]
C-P 50-08	Ulianovsk (Volga, 1541.0 km) [2/]
C-P 50-09	Samara (Volga, 1746.0 km) [2/]
C-P 50-10	Saratov (Volga, 2175.0 km) [2/]
C-P 50-11	Volgograd (Volga, 2560.0 km) [2/]
C-P 50-12	Astrakhan (Volga, 3051.0 km) [2/]
C 50-01	Rybinsk (Volga, 433.0 km) [2/]
C 50-02	Kineshma (Volga, 708.0 km) [2/]
C 50-03	Tolyatti (Volga, 1675.0 km) [2/]
C-P 50-02-01	Moskva Northern Port (Kanal imeni Moskvy, 42.0 km) [2/]
C-P 50-02-02	Moskva Western Port (Kanal imeni Moskvy, 32.0 km) [2/]
C-P 50-02-03	Moskva Southern Port (Kanal imeni Moskvy, 0.0 km) [2/]
C-P 50-01-01	Perm (Kama, 2269.0 km) [2/]
C 50-01-01	Chaikovsky (Kama, 1933.0 km) [2/]
C-P 90-03	Azov (Don, 3168.0 km) [2/]
C-P 90-04	Rostov (Don, 3134.0 km) [2/]
C-P 90-05	Oust-Donetsk (Don, 2997.0 km) [2/]
C 90-01	Volgodonsk (Don, 1868.0 km) [2/]

(16) **Ukraine**

C-P 80-09-02	Kilia (Danube-Kilia Arm, 47.0 km)
C-P 80-09-03	Oust-Dunajsk (Danube-Kilia Arm, 1.0 km)
C-P 40-05	Kyiv (Dnipro, 856.0 km)
C-P 40-09	Dnipropetrovsk (Dnipro, 393.0 km)
C-P 40-12	Kherson (Dnipro, 28.0 km)

[2/] Distance from Moskva Southern Port.

Annex III

TECHNICAL AND OPERATIONAL MINIMUM REQUIREMENTS OF EUROPEAN INLAND WATERWAYS OF IMPORTANCE FOR INTERNATIONAL COMBINED TRANSPORT

(a) Technical characteristics of C-E waterways

The main technical characteristics of C-E waterways shall generally be in conformity with the classification of European inland waterways set out in Table 1.

For the evaluation of different C-E waterways, the characteristics of classes Vb - VII are to be used, taking account of the following principles:

(i) The class of a waterway shall be determined by the horizontal dimensions of motor vessels, barges and pushed convoys, and primarily by the main standardised dimension, namely their beam or width;

(ii) The values for Class Vb in Table 1 are to be regarded as important minimum objectives to be reached within the framework of relevant infrastructure development programmes. For new inland waterways to be utilised for combined transport a minimum draught of 280 cm should be ensured;

(iii) The following minimum requirements are considered necessary in order to make a waterway suitable for container transport:

inland navigation vessels with a width of 11.4 m and a length of approximately 110 m must be able to operate with three or more layers of containers; otherwise a permissible length of pushed convoys of 185 m should be ensured, in which case they could operate with two layers of containers;

(iv) When modernising existing waterways and/or building new ones, vessels and convoys of greater dimensions should always be taken into account;

(v) In order to ensure more efficient container transport, the highest possible bridge clearance value should be ensured in accordance with footnote 4 of Table 1[1/];

(vi) On waterways with fluctuating water levels, the value of the recommended draught should correspond to the draught reached or exceeded for 240 days on average per year (or for 60% of the navigation period). The value of the recommended height under bridges (5.25, 7.00 or 9.10 m) should be ensured over the highest navigation level, where possible and economically reasonable;

(vii) A uniform class, draught and height under bridges should be ensured either for the whole waterway or at least for substantial sections thereof;

[1/] If, however, the proportion of empty containers exceeds 50%, observance of a value for the minimum height under bridges which is higher than that indicated in footnote 4 to Table 1 should be considered.

(viii) Where possible, the parameters of adjacent inland waterways should be the same or similar;

(ix) The highest draught (4.50 m) and minimum bridge clearance (9.10 m) values should be ensured on all parts of the network that are directly connected with coastal routes;

(x) A minimum bridge clearance of 7.00 m should be ensured on waterways that connect important sea ports with the hinterland and are suitable for efficient container and river-sea traffic;

(xi) Coastal routes listed in Annex I above are intended to ensure the integrity of the C-E waterways' network throughout Europe and are meant to be used, within the meaning of this Protocol, by river-sea vessels whose dimensions should, where possible and economically viable, meet the requirements for self-propelled units suitable for navigating on inland waterways of classes Vb and above.

Table 1*/

CLASSIFICATION OF EUROPEAN INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE FOR COMBINED TRANSPORT**/

Type of inland waterway	Classes of navigable waterways	Motor vessels and barges					Pushed convoys					Minimum height under bridges 2/	Graphical symbols on maps
		Type of vessel: General characteristics					Type of convoy: General characteristics						
		Designation	Maximum length	Maximum beam	Draught 5/	Tonnage		Length	Beam	Draught 5/	Tonnage		
			L(m)	B(m)	d(m)	T(t)		L(m)	B(m)	d(m)	T(t)	H(m)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
OF INTERNATIONAL IMPORTANCE	Vb	Large Rhine vessels	95-110	11.4	2.50-2.80	1,500-3,000		172-185 1/	11.4	2.50-4.50	3,200-6,000	5.25 or 7.00 or 9.10 4/	
	Via							95-110 1/	22.8	2.50-4.50	3,200-6,000	7.00 or 9.10 4/	
	Vib	3/	140	15.0	3.90			185-195 1/	22.8	2.50-4.50	6,400-12,000	7.00 or 9.10 4/	
	Vic							270-280 1/ 195-200 1/	22.8 33.0-34.2 1/	2.50-.50 2.50-4.50	9,600-18,000 9,600-18,000	9.10 4/	
	VII						6/	275-285	33.0-34.2 1/	2.50-4.50	14,500-27,000	9.10 4/	

*/ This classification is in line with the classification given in Annex III of the European Agreement on Main Inland Waterways of International Importance (AGN) of 19 January 1996.

**/ Classes I-Va are not mentioned, being of regional importance or of no relevance for combined transport.

Footnotes to Table 1

1/ The first figure takes into account the existing situations, whereas the second one represents both future developments and, in some cases, existing situations.

2/ Allows for a safety clearance of about 0.30 m between the uppermost point of the vessel's structure or its load and a bridge.

3/ Allows for expected future developments in ro-ro, container and river-sea navigation.

4/ Checked for container transport:

5.25 m for vessels transporting 2 layers of containers;
7.00 m for vessels transporting 3 layers of containers;
9.10 m for vessels transporting 4 layers of containers.

50% of the containers may be empty or ballast should be used.

5/ The draught value for a particular inland waterway to be determined according to the local conditions.

6/ Convoys consisting of a larger number of barges can also be used on some sections of waterways of class VII. In this case, the horizontal dimensions may exceed the values shown in the table.

(b) Operational minimum requirements for C-E waterways

C-E waterways should meet the following essential operational criteria in order to be able to ensure reliable international traffic:

(i) Through traffic should be ensured throughout the navigation period, with the exception of the breaks mentioned below;

(ii) The navigation period may be shorter than 365 days only in regions with severe climatic conditions, where the maintaining of channels free of ice in the winter season is not possible and a winter break is therefore necessary. In these cases, dates should be fixed for the opening and closure of navigation. The duration of breaks in the navigation period caused by natural phenomena such as ice, floods, etc. should be kept to a minimum by appropriate technical and organisational measures;

(iii) The duration of breaks in the navigation period for regular maintenance of locks and other hydraulic works should be kept to a minimum. Users of a waterway where maintenance work is planned should be kept informed of the dates and duration of the envisaged break in navigation. In cases of unforeseen failure of locks or other hydraulic facilities, or other force majeure, the duration of breaks should be kept as limited as possible using all appropriate measures to remedy the situation;

(iv) No breaks shall be admissible during low water periods. A reasonable limitation of admissible draught may nevertheless be allowed on waterways with fluctuating water levels. However, a minimum draught of 1.20 m should be ensured at all times, with the recommended or characteristic draught being ensured or exceeded for 240 days per year. In regions referred to in subparagraph (ii) above, the minimum draught of 1.20 m should be ensured for 60% of the navigation period on average;

(v) Operating hours of locks, movable bridges and other infrastructure works shall be such that round-the-clock (24-hour) navigation can be ensured on working days, if economically feasible. In specific cases, exceptions may be allowed due to organisational and/or technical reasons. Reasonable hours of navigation should also be ensured during holidays and at weekends.

(c) Technical and operational minimum requirements for terminals in ports

The network of C-E waterways shall be complemented by a system of terminals in inland waterway ports. Each terminal shall meet the following technical and operational minimum requirements:

(i) It should be situated on a C-E waterway;

(ii) It should be capable of accommodating vessels or pushed convoys used on the relevant C-E waterway in conformity with its class;

(iii) It should be connected with main roads and railway lines (preferably belonging to the network of international roads and railway lines established by the European Agreement on Main International Traffic Arteries (AGR), the European Agreement on Main International Railway Lines (AGC) and the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC));

(iv) Its aggregate cargo handling capacity should be in the order of 30,000 to 40,000 TEUs a year;

(v) It should offer suitable conditions for the development of a port industrial zone;

(vi) All the facilities necessary for usual operations in international traffic should be available;

(vii) With a view to ensuring the protection of the environment, reception facilities for the disposal of waste generated on board ships should be available in ports of international importance;

(viii) Efficient transshipment of containers and other intermodal transport units (swap-bodies, semi-trailers, goods road vehicles, etc.) should be ensured and sufficient capacity for the intermediate storage of containers and suitable equipment for container handling should be available;

(ix) Regular container handling should be made economical with specific and tailor-made terminals for combined transport;

(x) Apart from the actual transshipment of containers (mainly with container cranes having a capacity of 15 to 20 units per hour) a large number of other services should be offered by these terminals. These services could include the organisation of the onward transport of containers, the storage of empty units as well as maintenance and repair of damaged containers;

(xi) For ro-ro services special facilities should be available, such as loading ramps, special berths and parking areas;

(xii) Berths for inland water vessels used in combined transport should provide for a

guaranteed draught of at least 2.80 m and desirably 3.5 m, a length suitable to accommodate vessels with a length of at least 110 m and a bridge clearance equal to that of the adjoining waterways.

(xiii) Efficient handling of consignments in the terminals can substantially contribute to achieving efficient international combined transport services, especially if the following requirements are met:

> The period from the latest time of acceptance of goods to the departure of vessels and from the arrival of vessels to the beginning of unloading of containers should not exceed one hour, unless the wishes of customers regarding the latest time of acceptance or disposal of goods can be complied with by other means;
>
> The waiting periods for road vehicles delivering or collecting loading units should be as short as possible (20 minutes maximum);

These requirements can be met through appropriate arrangement and dimensioning of the various elements of the transshipment terminal (see (viii));

(xiv) The individual functional areas of a terminal are again composed of a number of system components. In order to obtain a transshipment terminal which is optimal in all respects, it is necessary to provide well-balanced dimensions for the individual system components, since the efficiency of the terminal is determined by its weakest component.