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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Group on Inland Water Transport

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

Twenty-second session, 6-8 June 2001  
agenda item 6)

**STANDARDIZATION OF SHIPS AND INLAND WATERWAYS  
FOR RIVER/SEA NAVIGATION**

**Transmitted by the Governments of the Russian Federation and Finland, and by  
the Danube Commission**

Note: At its twentieth session the working party asked Governments and river commissions to formulate their proposals on possible practical realization of the findings of the report of the Permanent International Association of Navigational Congresses (PIANC): "Standardization of ships and inland waterways for river/sea navigation" (TRANS/SC.3/WP.3/1999/21). Reproduced below are proposals received from the Governments of the Russian Federation and Finland, and also from the Danube Commission.

### **Russian Federation**

1. The Russian Federation has examined the possibility of extending the existing classification of European inland waterways, as set out in the annex to resolution No. 30, to include sections regularly used by vessels for river/sea navigation, and herewith submits its views.
2. Existing category E waterways in European Russia are regularly used by Russian river/sea vessels conforming in terms of size to the description of Class Va and, with some restrictions, Class VIc.
3. In essence, the Russian Federation supports the extension of the ECMT and UN/ECE classification of inland waterways to take account of the proposed classification of river/sea vessels in table 8.2 of document TRANS/SC.3/WP.3/1999/21, subject to the following observations.
4. The classification of inland waterways proposed in table 8.2 may be applied to vessels with an operating period of 200 days:
  - For R/S Class 1, on existing waterways;
  - For R/S Class 2, assuming modernization of Kochetovskaya lock on the Don (162 km) and dredging, on individual sections of inland waterway up to the draught clearance for vessels of this class;
  - For R/S Class 3, impractical on navigable waterways in European Russia owing to limitations on lock dimensions and draught clearance.

### **Finland**

5. We believe that tables 8.1 and 8.2 of the PIANC report on standardization of ships and inland waterways for river/sea navigation are realistic and reflect the difference in inland waterways between Scandinavia and the rest of Europe.
6. The proposed classification takes account of river/sea vessels and can therefore be used in the description and design of inland waterways, including those in Finland. It would make sense, therefore, to include the information in the tables when updating the existing classification of European inland waterways.

### **Danube Commission**

7. The secretariat of the Danube Commission has studied the report of Working Party 16 of the PIANC and agrees that there is a need to extend the existing classification of European inland waterways to cover the large number of inland waterways used by river/sea vessels.

8. It should be borne in mind, however, that the entire lower Danube (from Sulina to Belgrade) belongs to Class VII of the classification of European inland waterways and, given the size of the vessels that use it, can accommodate all three river/sea classes, whereas according to the PIANC classification, the lower Danube is not navigable by river/sea vessels. This discrepancy needs to be resolved.

9. Some reference to river/sea vessels should perhaps be added to Classes VIc and VII (table 8, document TRANS/SC.3/WP.3/1999/21), or alternatively there should be a clause indicating that river/sea vessels may navigate all inland waterways in Class Va and higher categories.

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