



INLAND WATERWAY TRANSPORT

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On May 29, 2014 the Presidents of the Republic of Belarus, the Republic of Kazakhstan and the Russian Federation signed the Treaty on the Eurasian Economic Union in Astana, capital of the Republic of Kazakhstan.








At the moment the Member States of the Eurasian Economic Union are the Republic of Armenia, the Republic of Belarus, the Republic of Kazakhstan, the Kyrgyz Republic and the Russian Federation.



INTEGRATION CAPACITY OF INLAND WATERWAY TRANSPORT OF THE EAEU

107, 5 thousand km of inland waterways in use on the territory of the EAEU with a territory of more than 20 million km² and population of over 182 million people.

Key indicators of development of inland waterway transport of the EAEU member states in 2014

 <i>mio</i> – 1 million <i>pkm</i> – passenger-kilometre <i>tkm</i> – tonne-kilometre	<u>Republic of Armenia*</u> 	<u>Republic of Belarus</u> 	<u>Republic of Kazakhstan</u> 	<u>Kyrgyz Republic**</u> 	<u>Russian Federation</u> 	 EAEU
Length of inland waterways in use, <i>thous. km</i>	-	1, 6	4, 2	-	101, 7	107, 5
Number of river vessels, <i>items</i>	-	655	659	75	22 700	24 089
Number of river ports, <i>items</i>	-	10	2	-	115	127
Freight turnover, <i>mio tkm</i>	-	49,	30	2, 8	72 000	72 081, 8
Passenger turnover, <i>mio pkm</i>	-	3	1, 2	-	500	504, 2
Haulage, <i>mio tons</i>	-	3, 758	1, 3208	0, 015	119	124, 0938
Passenger transport, <i>mio people</i>	-	0, 3	0, 0672	-	13	13, 3672

* Inland waterway transport is not developed (there are private recreational boats on Lake Sevan)

** Inland waterway transport on Lake Issyk-Kul

INTEGRATION OF WATER TRANSPORT (INLAND WATERWAY AND SEA TRANSPORT)

**Treaty on the Eurasian
Economic Union,
Section XXI “Transport”
(articles 86-87)**



The Union shall conduct coordinated (agreed) transport policy aimed at ensuring economic integration, consistent and gradual formation of a common transport space based on the principles of competition, transparency, security, reliability, availability and sustainability.

**Annex 24 “Protocol on
Coordinated (Agreed)
Transport Policy” to the
Treaty on the Eurasian
Economic Union,
“IV. Water Transport”
(provisions 15-17)**



15. Water transport in the Union shall be developed as part of the coordinated (agreed) transport policy.

16. Ships flying the flag of a Member State shall have the right to goods transportation, passengers and their luggage, carry out towing between the flag State and another Member State on the adjacent inland waterways, transit passage on inland waterways of another Member State, except for transportation and towing between ports and transportation to (from) ports of another Member State and third countries, according to the international shipping treaty of the Member States concluded by the Member States in execution of this Protocol.

17. Vessels navigating on inland waterways of a Member State shall be registered in the registry of vessels of the Member State and shall be owned by a resident of the Member State which has registered the vessel in its registry of vessels.



COORDINATED (AGREED) TRANSPORT POLICY OF WATER TRANSPORT (INLAND WATERWAY AND SEA TRANSPORT)

The document on the coordinated (agreed) transport policy shall be adopted by the heads of Member States of the EAEU at the end of 2016. The Republic of Kazakhstan acts as its developer.

Main priorities

Formation of
a Single transport space

Creation of a common market for
transport services

Common market of transport services of inland waterway transport

The Member States shall seek a gradual liberalisation of transport services provided between the Member States and the liberalisation procedure, its conditions and stages shall be determined under international treaties within the Union (*The Treaty on Eurasian Economic Union, Article 87, Provision 2*)

Issues of creation of a common market of transport services in water transport are planned to be worked out within the framework of the coordinated (agreed) transport policy

Several auxiliary transport services of water transport were included in:

- list of service sectors (sub-sectors) of a common market of services within the Eurasian Economic Union (*Decision № 110 of the Supreme Eurasian Economic Council dated December 23, 2014*)
- list of sectors (sub-sectors) of services upon which the formation of a single services market within the framework of the Eurasian Economic Union will be carried out in accordance with the plans of liberalization (during the transitional period) (*Decision № 30 of the Supreme Eurasian Economic Council dated October 16, 2015*)



THE INTERNATIONAL AGREEMENT ON NAVIGATION

The Agreement on navigation will be submitted to the Supreme Eurasian Economic Council until the end of 2015. The Russian Federation acts as its developer.

AGREEMENT ON NAVIGATION

MAIN OBJECTIVE

Granting the right of passage of vessels under the flags of Member States on the inland waterways of other Member States without a permit (free), with each of the Parties giving to the vessels of other Parties same rights and obligations as those used by its vessels

Determining the procedure and conditions for the navigation of vessels on inland waterways of the Member States in the commission of:

transportation and
towing on the adjacent
inland waterways

transit passage
on inland waterways

bilateral transportation



THE INTERNATIONAL AGREEMENT ON NAVIGATION

During the preparation of the draft Agreement on navigation

- agreements on the further development of integration and granting the right to commission bilateral transport by inland waterways were reached
- authorization procedure for access to inland waterways for vessels of the Member States of the Union is replaced by the notification procedure
- the need for the harmonization of legislation of Member States in the field of inland waterway transport in terms of safety of navigation, technical regulations, insurance and licensing is identified

BASIC TERMS OF ACCESS TO INLAND WATERWAYS ACCORDING TO THE DRAFT AGREEMENT ON NAVIGATION

I

- The vessel owner shall notify the competent authority of the Member State of inland waterways not later than 3 calendar days before the planned date of arrival of the vessel to the state border of the Member State of inland waterways

II

- Vessels complying with the requirements of the law of the Member State of inland waterways are allowed to sail on the inland waterways of that Member State

III

- Pilotage is performed in accordance with the law of the Member State of inland waterways

IV

- The vessel staying on inland waterways of the Member State shall comply with the law of that Member State.

V

- Each Member State provides the ships flying the flag of other Member States the same rights as are accorded to vessels flying its own flag

VI

- The payment of all fees and charges for services provided on the inland waterways of another Member State services is performed in a manner and amount established by the law of that Member State

VII

- Member States shall mutually recognise the ship's papers carried on board the vessel that were issued in accordance with the laws of the Member States

VIII

- Member States shall recognise the qualification documents of the captain and crew members confirming the crew members' categories and their qualifications, and issued on behalf of the Member State of the ship's flag in accordance with the requirements for the minimum manning and qualifications of crew members, and sufficient to be presented to the courts of the Member State on which inland waterways navigation is performed

PROJECTS OF DEVELOPMENT OF INLAND WATERWAY TRANSPORT AND INFRASTRUCTURE

**Expected grow
of the Volga-Don canal traffic**
Following the entry into force of the
Agreement on navigation

**Infrastructural development
and realization of transit
potential**

The main directions of economic
development of the Eurasian Economic
Union (*Decision № 28 of the Supreme
Eurasian Economic Council dated
October 16, 2015*)

**Development of transit and
multimodal transport**

The key points of macroeconomic
policy of the Eurasian Economic Union
Member States for 2015–2016
(*Decision № 11 of the Supreme
Eurasian Economic Council dated
May 8, 2015*)





Thank You

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