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IV. LAWS ON THE DANUBE

Chapter 1 - Important international IWT related organisations

1.1 UNECE – United Nations Economic Commission for Europe
1.2 EC - European Commission
1.3 CCNR - Central Commission for the Navigation of the Rhine
1.4 DC - Danube Commission
IV. LAWS ON THE DANUBE

Chapter 1 - Important international IWT related organisations

1.1 UNECE – United Nations Economic Commission for Europe

The United Nations Economic Commission for Europe (UNECE) was set up in 1947 by ECOSOC - Economic and Social Council. It is one of five regional commissions of the United Nations. The others are the ESCAP – Economic and Social Commission for Asia and the Pacific, the ECLAC - Economic Commission for Latin America and the Caribbean, the ECA – Economic Commission for Africa and the ESCWA – Economic and Social Commission for Western Asia.
Chapter 1 - Important international IWT related organisations

1.1 UNECE – United Nations Economic Commission for Europe

Its major aim is to promote pan-European economic integration. To do so, UNECE brings together 56 countries located in the European Union, non-EU Western and Eastern Europe, South-East Europe and Commonwealth of Independent States (CIS) and North America. All these countries dialogue and cooperate under the aegis of the UNECE on economic and sector issues.

To this end, it provides analysis, policy advice and assistance to governments, it gives focus to the United Nations global mandates in the economic field, in cooperation with other global players and key stakeholders, notably the business community.
IV. LAWS ON THE DANUBE

Chapter 1 - Important international IWT related organisations

1.1 UNECE – United Nations Economic Commission for Europe

The UNECE also sets out norms, standards and conventions to facilitate international cooperation within and outside the region.

The area of expertise of the UNECE covers such sectors as: economic cooperation and integration, energy, environment, housing and land management, gender, population, statistics, timber, trade, and transport. UNECE has 56 member States. However, all interested UN member States may participate in its work. Over 70 international professional organizations and other non-governmental organizations take part in UNECE activities.
Chapter 1 - Important international IWT related organisations

1.2 EC - European Commission

The European Commission is the EU's executive body. It proposes and enforces legislation and represents and upholds the interests of Europe as a whole.

The role of the Commission

The Commission drafts proposals for new European laws and manages the day-to-day business of implementing EU policies and allocating EU funds. It also makes sure that everyone abides by the European treaties and laws.
Chapter 1 - Important international IWT related organisations

1.3 CCNR - Central Commission for the Navigation of the Rhine

In 1815, the Final Act of the Congress of Vienna established the principle of freedom of navigation on international waterways. Among the provisions which followed, the ones concerning the river Rhine held the creation of a Central Commission "in order to ensure a precise control of the enforcement of common rules as well as to provide an authority used as a means of communication between riparian States with regard to all aspects of navigation" (annex to the Final Act of the Congress of Vienna).
Chapter 1 - Important international IWT related organisations

1.3 CCNR - Central Commission for the Navigation of the Rhine

MISSIONS AND COMPETENCES

- **Attend** to the respect of the principles embodied by the Convention of Mannheim
- **Ensure** the safety of navigation
- **Strive** for the unity of the Rhine system
- **Promote** the economical prosperity of the Rhine navigation through proposals made by the governments of the member States
- **Deliberate** over proposals made by the member States
- **Examine** any complaint linked to the implementation of the Convention and the enforcement of regulations or measures decided and jointly agreed upon by the riparian governments.
- On a **social level**, the Central Commission administers the Agreement concerning social security of boatmen on the Rhine,
The Danube Commission is an international intergovernmental organization, set up by the Convention regarding the regime of navigation on the Danube signed in Belgrade on 18 August 1948.

The primary tasks of the Danube Commission activity are provision and development of free navigation on the Danube for the commercial vessels flying the flag of all states in accordance with interests and sovereign rights of the member-states of the Belgrade Convention, as well as strengthening and development of economical and cultural relations of the said states among themselves and with the other countries.
Chapter 1 - Important international IWT related organisations

1.4 DC - Danube Commission

The member-states of the Danube Commission are the Republic of Austria, the Republic of Bulgaria, the Republic of Hungary, the Federal Republic of Germany, the Republic of Moldova, the Russian Federation, Romania, the Republic of Serbia, the Slovak Republic, Ukraine and the Republic of Croatia.

Since 1954 the Commission has its seat at Budapest. The official languages of the Danube Commission are German, Russian and French.
Chapter 1 - Important international IWT related organisations

1.4 DC - Danube Commission

The Danube Commission in its work rests upon the wide historical experience of navigation control on the international rivers of Europe and the best practice of the international river commissions, including the European Danube Commission, established under the Paris Peace Treaty from 1856.

The Danube Commission outlook is connected with the creation of the unified navigation system of inland waterways in Europe. With due consideration of the before mentioned the priority areas of the Commission activity are focused on the unification and provision of mutual recognition of the basic regulatory documents, required for the navigation on the Danube and on the other sections of the unified navigation system, contribution to the improvement of navigation conditions and safety of navigation, creating requirements for the Danube integration into the European system in the capacity of the significant transport corridor.
Chapter 1 - Important international IWT related organisations

1.4 DC - Danube Commission

With a view to ensuring the said integration Commission actively cooperates with the relevant international bodies, involved in different inland waterways transport aspects, such as United Nations Economic Commission for Europe, Central commission for the navigation on Rhine, European Commission and etc.

With the aim of enhancing the role of the Danube Commission in the international cooperation in the field of inland navigation, the member-states of the Belgrade Convention intend to modernize Commission, by vesting additional powers in it and new functions, as well as to enlarge the circle of its members. It will become feasible when the ongoing process of the revision of the Convention will come to end. Presently France, Turkey and European Community declare determination to become the members of the modernized Danube Commission.
IV. LAWS ON THE DANUBE

Chapter 2 - Navigation rules/regulations for Danube region

2.1 **CEVNI** – European Code for Inland Waterways
2.2 **SIGNI** – Sign and Signal on Inland Waterways
2.3 **DFND** - Fundamental provisions concerning navigation on the Danube
2.4 Supervisory rules on the Danube river
IV. LAWS ON THE DANUBE

Chapter 2 - Navigation rules/regulations for Danube region

2.1 CEVNI – European Code for Inland Waterways

European Code for Inland Waterways (CEVNI), adopted by Resolution No. 24 of the UNECE Working Party on Inland Water Transport, contains a set of harmonized rules for inland navigation, on the basis of which Governments and River Commissions in the UNECE region regulate the navigation on their respective river sectors. CEVNI covers signs and marks on vessels and waterways, visual and sound signals, rules of the road and berthing rules, as well as the prevention of water pollution and waste disposal from vessels.
2.2 **SIGNI** – Sign and Signal on Inland Waterways

Signs and Signals on Inland Waterways (SIGNI) establishes the harmonized signaling system for inland waterways, which is applicable to the inland waterways connected with inland waterways of international importance and which is harmonized with the maritime buoyage system. SIGNI covers buoyage and marking of the waterway, marking of permanent structures, blockage of the waterway, waterway signs and marking for prohibited or restricted zones.
IV. LAWS ON THE DANUBE

Chapter 2 - Navigation rules/regulations for Danube region

2.3 **DFND** - Fundamental provisions concerning navigation on the Danube – Doc. CD/SES/75/24-2010 - includes rules of navigation on the Danube and was developed based on CEVNI
Chapter 3 - Technical requirements for inland vessels

3.1 Recommendations on Harmonised Europe – Wide Technical Requirements for Inland Navigation Vessels - Resolution 61 of UNECE

3.2 Directiva CEE
3.3 Rec CD
3.1 Recommendations on Harmonised Europe – Wide Technical Requirements for Inland Navigation Vessels - Resolution 61 of UNECE

This publication contains the full text of Resolution No. 61, adopted by the Working Party on Inland Water Transport. Its purpose is to provide recommendations on the design and equipment of inland navigation vessels with a view, in particular, to promoting the safety of vessels and crews.
IV. LAWS ON THE DANUBE

Chapter 3 - Technical requirements for inland vessels

3.2 Directive 2006/87/CEE to establish technical requirements for inland waterway vessels.

Its purpose is to provide recommendations on the design and equipment of inland navigation vessels with a view, in particular, to promoting the safety of vessels and crews.
3.3 Danube Commission Recommendations on technical requirements for inland waterway vessels – CD/SES/68/7/2007

Its purpose is to provide recommendations on the design and equipment of inland navigation vessels with a view, in particular, to promoting the safety of vessels and crews.
4.1 Recommendations on Minimum Requirements for the Issuance of Boatmaster’s Certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic – Resolution no. 31 rev. - UNECE

The purpose of this text is to provide recommendations on minimum requirements for the issuance of boatmaster's certificates with a view to increasing the safety of navigation and protection of human life; this text is not a substitute for national laws and regulations.

In general, these recommendations shall apply to boatmasters of vessels designed for carrying cargo or passengers on inland waterways, and shall include boatmasters of self-propelled ships, tugs, pushers, towed convoys, pushed convoys and side-by-side formations.
4.2 Council Directive 96/50/EC of 23 July 1996 on the harmonization of the conditions for obtaining national boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community

Whereas the main objective of these common provisions must be to improve the safety of navigation and the protection of human life; whereas it appears therefore essential that these provisions establish the minimum requirements which the applicant must meet in order to obtain the boatmasters' certificate for inland navigation
Chapter 4- Minimum requirements for issuance of Boatmaster Certificate in Inland Navigation

4.3 DC Recommendations on the organization of training of seafarers – CD/SES/75/24/2010

The aim of presents recommendations is to form boatmen for work practically in the field of inland water transport.
IV. LAWS ON THE DANUBE

Chapter 5- Transport of goods by Inland Waterways

5.1 Budapest Convention on the Contract for the Carriage of Goods by inland Waterway – CMNI

Adopted by the Diplomatic Conference Organized Jointly by CCNR, the Danube Commission and UN/ECE, held in Budapest from 25 September to 3 October 2000.
IV. LAWS ON THE DANUBE

Chapter 5- Transport of goods by Inland Waterways

5.1 Budapest Convention on the Contract for the Carriage of Goods by inland Waterway – CMNI

The States Parties to this Convention,
Considering the recommendations of the Final Act of the Conference on Security and Cooperation in Europe of 1 August 1975 for the harmonization of legal regimes with a view to the development of transport by member States of the Central Commission for the Navigation of the Rhine and the Danube Commission in collaboration with the United Nations Economic Commission for Europe,
Having recognized the necessity and desirability of establishing by common agreement certain uniform rules concerning contracts for the carriage of goods by inland waterway,
Have decided to conclude a Convention for this purpose
5.2 ADN – Europeaan Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways

The European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) done at Geneva on 26 May 2000 under the auspices of the United Nations Economic Commission for Europe (UNECE) and the Central Commission for Navigation on the Rhine (CCNR) entered into force on 29 February 2008. ADN consists of a main legal text and annexed Regulations and aims at: - ensuring a high level of safety of international carriage of dangerous goods by inland waterways; - contributing effectively to the protection of the environment, by preventing any pollution resulting from accidents or incidents during such carriage; and - facilitating transport operations and promoting international trade in dangerous goods. The Regulations annexed to the ADN contain provisions concerning dangerous substances and articles, provisions concerning their carriage in packages and in bulk on board inland navigation vessels or tank vessels, as well as provisions concerning the construction and operation of such vessels. They also address requirements and procedures for inspections, the issue of certificates of approval, recognition of classification societies, monitoring, and training and examination of experts.
Chapter 6 - Communications in Inland Navigation

5.3 ADN-D - Rules on carriage of dangerous goods by Danube

Countries of the Danube Commission, seeking to agree on uniform principles and rules in order:

- to increase safety on dangerous goods transport by inland waterways
- to contribute in an effective manner to protect the environment by preventing pollution that may result from accidents and incidents that may occur during such operations
- to facilitate transport operations and promote international trade,

agreed to this recommendations