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SOUTH-EAST FINLAND - RUSSIA

WP1. INLAND WATERWAY TRANSPORTATION AND ITS PROSPECTS IN RUSSIA AND FINLAND

Project «Future potential of inland waterways» («INFUTURE»)

Financed by EU, Russian Federation and Republic of Finland

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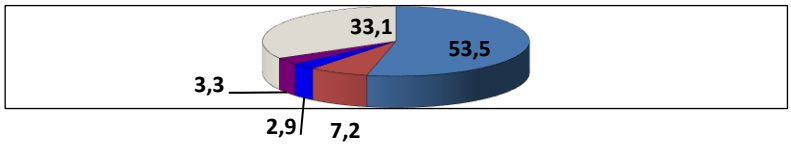
1 Potential for transportation of containers by inland waterways

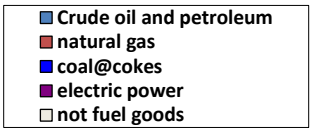
Potential possibilities of containers transportation in Internal Waterways of Finland , Russia , European Community depend on following factors

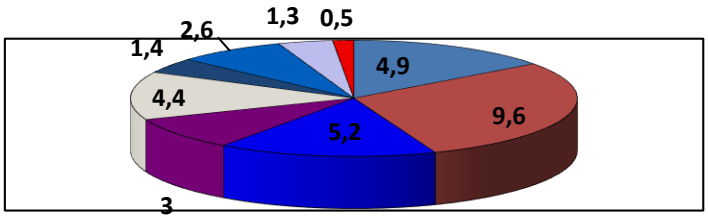
A) - Structure of cargoes flows and trade between Russian Federation and Finland.

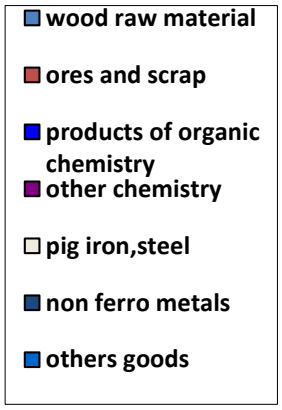
- Between Finland and others European countries.
- European Community and Russia.

Commodity structure of export ex Russia to Finland









B) Transit cargoes ex Caspian and Central Asia regions

C) Transit cargoes from European Community countries to Caspian countries regions .

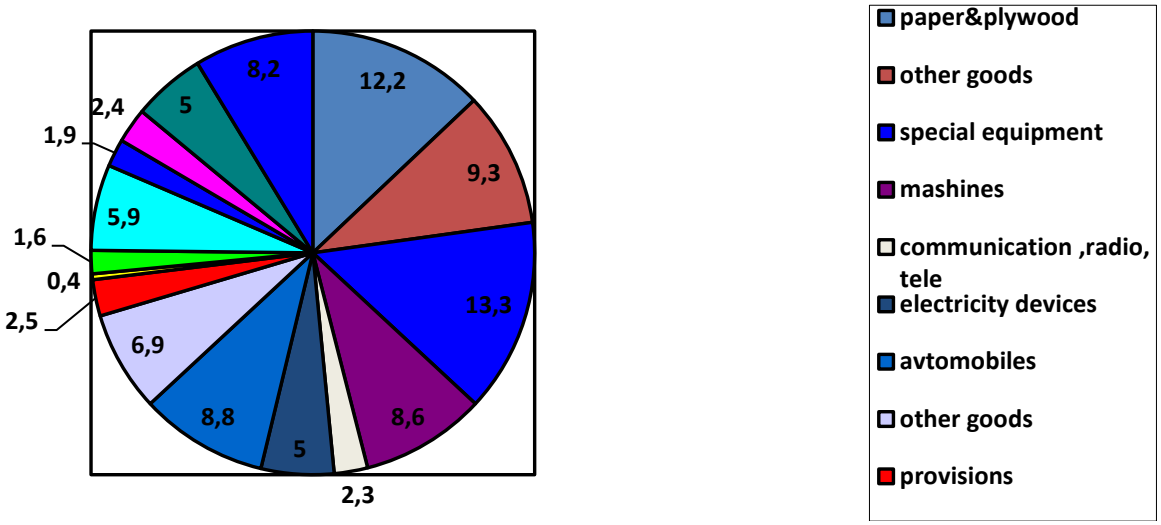
D) Prospects of containerization for some definite groups of cargoes .

Tendencies of containerization

E) Developments of possibilities for handling of containerized cargoes , availability of containers handling equipment in Russian rivers ports and in ports of Saimaa waterways system in Finland .

F) Possibilities , desires , ability to convince for acquisition of convenient and special containers , awareness and skills of shippers / receivers / ports / terminals to arrange stuffing / discharging of containers , warehousing of empty containers before shipment back to shippers .

Commodity structure of Import to Russia from Finland



(most of commodities on this diagram are or can be containerized or to be switched from on-road into waterways transport)

Having studied structure of cargoes flows from Russian Federation то Saimaa ports , it is possible to draw a conclusion that the containerization of these cargoes (sawn logs , pulp woods , wood chips etc) in the present time is

- Technically complicate

- Economically is excessive expensive

- Absence of motivation among shippers , sellers and byers

- No sufficient facilities of containers handling facilities , absence of relevant skills and experience in Rivers ports .

Presently is more realistic to consider some trial shipments in containers some bulk cargoes (chips for example) , as experiment .

However , looking forward , and taking in mind the future switching of some goods from road and railway transport to more economical and ecological water transport , we suggest for consideration new vessels project design of «Saimaa – max» vessel , suitable also to carry containers on board .

We suggest the commercially profitable project of ship, which will be able to call not only into ports of Saimaa lake and Volgo-Balt Water Way system but also can navigate to river Rhein , lakes Malaren and Vanern ports . This project ships type can also reach Moscow (via Moscow Chanel) ,

Russian north ports in Barents , White , Kara seas (via Belmore Chanel) , river Volga , Caspian sea , Volgo- Don Chanel etc .

As far the project «INFUTURE» funded by the European Union , the Russian Federation and the Republic of Finland , it is logically to consider the problem in a comprehensive manner in integration with existing and perspective forward contracts of carriage goods between European Community countries , Finland , Russian Federation , as well as looking at prospects of developments of creating of transport corridors « North – South» , « New Silk Way» , etc

Presently , based on the structure of foreign trade and freight transport statistics between Finland and Russia , expansion of the containerization process in both export and import directions is not seen and is not economically reasonable because following :

- In export structure ex Russia sawn logs and raw bulk commodities predominate . For such goods some special expensive self- discharging containers and special sophisticated spreaders and tilters must to be acquired .
- Narrow specialization of rivers ports on lakes Ladoga and Onega , Volgo – Balt Water Way on the sawn logs goods , the necessity of reorganization in port structure to accept for handling of containers , procurement and acquisition of the relevant containers and reloading equipment .
- producers , sellers and shippers are not interested to containerize their goods
- Stagnancy and conservativeness of thinking of parties involved, fear of all new .

Therefore, with regard to attraction of goods in containers (or a containerization of certain goods), it is more real today to attract to water transport cargoes imported for Russia and coming from Finland by auto-transport or by railways inside of Russia , as well as goods in containers coming from EU ports by different lines to St Petersburg , Ust- Luga , and further by road and railway to such conglomerates as Moscow, Nizhny Novgorod, Volgograd .

The following factors could now contribute to this:

- Tightening environmental requirements for different modes of transport with respect to the amount and composition of exhaust gases demanding definite content of carbon dioxide and nitrogen dioxide (especially strict this demands in Finland) ;

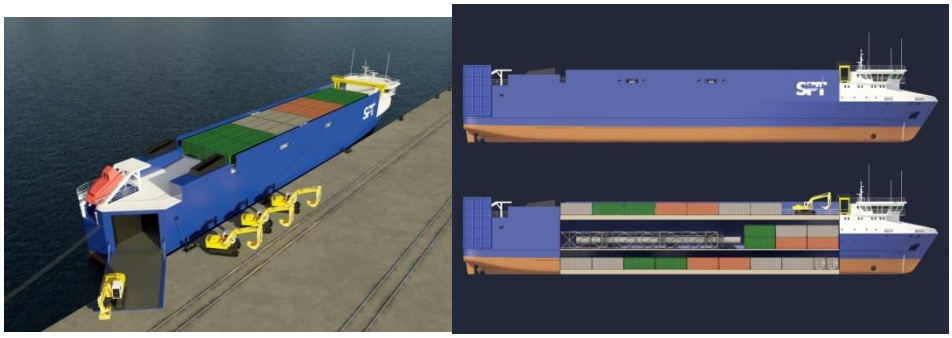
- Very intensive traffic of main motorways and railways in Russia

- Internal policy of the Russian Government facilitating the transfer of cargo flows from land to water modes (meeting of State Council of Russian Federation in Volghskiy on August 2016, concerning development of the inland waterways of Russia)

- However, today, modern new vessels of sea- river type , adapted to transport containers (with good containers capacity relative to ships deadweight, environmentally friendly and satisfied to the modern environmental demands , sufficiently high-speed) in the Russian fleet does not exist now.

And therefore, to the issue of increasing containerization on the water sea -river - transport between Russia and Finland , we propose to approach on the basis of the offer on the market of containers transportation a modern type of ship of a new generation, capable for convenient and qualified carriage of containers cargoes

On the basis of existing developments, we propose to consider the design of a ship, adapted for Saymaa chanel transport, and integrated into other existing project and bulk cargoes of river-sea transport in the Inland waterways of Russia .



Main Particulars

Maximum length, m 92,5

Width, m 12,5

Depth , m 5.50

Height of the side to the upper deck, m 13.00

Draft in river m 3.60

Draft in sea m 4,70

Air draft (at draft of 3,4 м) м 13.50

Main engine power, kW 2x1000

Crew number, persons. 12

Number of seats for passengers 12 Fuels and oils, 4,000 nautical miles.

Russian Maritime Register of Shipping

Class KM (*) Ice 2 R 1 AUT 1 – ICS OMBO ECO

Dry cargo Ship , equipped for the carriage of containers , equipped for carriage of dangerous goods (CLASS 4,3) , restricted navigation . Open Top Notation

Deadweight in river abt 3 000 , Deadweight at sea abt 4 300 mts
Container capacity 144 Teus
Cargo hold one hold , entirely box shaped , covered with pontoon covers :
Dims 60 x 11 x 4,5
Volume 2 900
Full tween deck at 2 heights 12 x panels of 5 meter
Possibility for 3 grain- bulkheads
Tween-deck(60 x 11 x 7 m) volume
abt 4 600
Tank top load 12 ton / m2
Tween-deck load 3 ton/ m2
Weather deck load 2 ton / m2
Service speed (laden) abt 12,5 knots

MPP operates on MGO

When operating in the Baltic Sea and other

Areas with emission restrictions

- Ship fuel with flash point more than 60 ° C and content Sulphur not more than 0.10% by weight

The main power plant (MPP) consists of

of 2 internal combustion engines operating
Through reduction gears to fixed pitch screws

Example of integration of Saimaa in/ out transport into existing Russian inland waterway contracts

1----Project cargoes – for RAWI (Russian Assotiation Wind Industry)
contracts – Europe - South Russia (river Volga)
2----New cars accnt Allians (Nissan , Vaz , Peugeot) Tolyatti , Samara , Ulyanovsk to Moscow region
3----Saimaa contracts Russia (Volgo -Balt) – Saimaa (Finland)
4----Finland – Continent – general cargoes

Conclusion :

Import direction

In order to attract cargo in containers in Russian imports, it is possible to count in the future on switching parts of container cargo from other modes of transport to water transport, as well as by switching cargo from a mixed mode of transport «sea - sea port - railway (or auto transport or river transport)" to direct transport «sea – river»

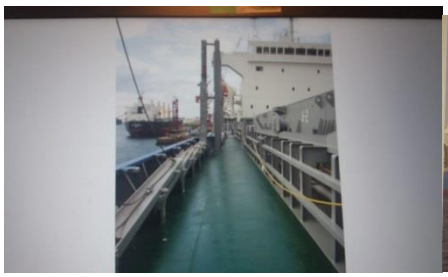
Export direction

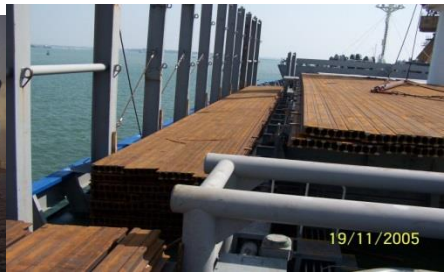
In the export direction for Russia, as far the main volume of cargo are bulk and break bulk cargoes, at present it is not possible to containerize them.
It is necessary to use the special equipment (containers , spreader , tilters) .
For example, in order to provide the equipment sufficient only for one shipment of bulk cargo , it is necessary to make investment about 1,5 millions Euro .
(100 special TEUs x 10 000 Euro each + 2 spreader- tilter)


So the investments will be recouped only in few years of regular shipments . But the Sale contracts for delivery of goods usually have to be signed only yearly .

However, technological progress is moving forward, and the equipment that is currently quite expensive can become more profitable and more attractive to implement some time latter .

Round- wood transportation. Having quite extensive experience in round-wood , wood-pulp transportation , we recommend for use on new vessels a system of stationary dismantled deck stantions for fixing a deck cargo . Usually such equipment will be recouped 1 -2 years .



Legislation, requirements, rules and regulations for inland waterway transport in the European Union

Are regulated by following main organization :

- The United Nations Economic Commission for Europe (Unece)
- The UNECE Inland Transport Committee (ITC)
- The Central Commission for the Navigation of the Rhine
- European Inland Waterway transport Platform
- Finish Transport Infrastructure Agency
- The Danube Commission

1 . UNECE

The United Nations Economic Commission for Europe (UNECE) is one of the five United Nations regional commissions, administered by the Economic and Social Council (ECOSOC). It was established in 1947 with the mandate to help rebuild post-war Europe, develop economic activity and strengthen economic relations among European countries, and between Europe and the rest of the world. During the Cold War, UNECE served as a unique forum for economic dialogue and cooperation between East and West. Despite the complexity of this period, significant achievements were made, with consensus reached on numerous
harmonization and standardization agreements.

Transport in UNECE

The UNECE Inland Transport Committee (ITC) facilitates the international movement of persons and goods by inland transport modes. It aims to improve competitiveness, safety, energy efficiency and security in the transport sector. At the same time it focuses on reducing the adverse effects of transport activities on the environment and contributing effectively to sustainable development.

The ITC is a:

· Centre for multilateral transport standards and agreements in Europe and beyond, e.g. regulations for dangerous goods transport and road vehicle construction at the global level

· Gateway for technical assistance and exchange of best practices

· Promoter of multi-country investment planning

· Substantive partner for transport and trade facilitation initiatives

· Historic centre for transport statistics.

For more than six decades, ITC has provided a platform for intergovernmental cooperation to facilitate and develop international transport while improving its safety and environmental performance. The main results of this persevering and important work are reflected in more than 50 international agreements and conventions which provide an international legal
framework and technical regulations for the development of international road, rail, inland water and intermodal transport, as well as dangerous goods transport and vehicle construction.

Considering the needs of transport sector and its regulators, UNECE offers a balanced approach to and treatment of facilitation

Following publications are issued by UNECE

A) "INVENTORY OF MAIN STANDARDS AND PARAMETERS OF THE E WATERWAY NETWORK ("BLUE BOOK") CONTENTS"

UNITED NATIONS

New York and Geneva, 2017

Preface

At its fortieth session in 1996, the UNECE Working Party on Inland Water Transport (SC.3) agreed to proceed with the drafting of the so-called "Blue Book" which would contain technical
characteristics of European inland waterways and ports of international importance (E waterways and ports) identified in the European Agreement on Main Inland Waterways of International Importance (AGN).

The objective of the Blue Book is to establish an inventory of existing and envisaged standards and parameters of E waterways and ports in Europe and to show, on an internationally comparable basis, the current inland navigation infrastructure parameters in Europe as compared to the minimum standards and parameters prescribed in the AGN Agreement. This would enable member Governments and intergovernmental organizations concerned to use the Blue Book as a basic instrument for monitoring the progress made in implementing AGN. A consolidated non-official text of the AGN Agreement, as amended, may be found in
ECE/TRANS/120/Rev.3 (see www.unece.org/fileadmin/DAM/trans/
doc/2014/sc3wp3/ECE-TRANS-120r3efr.pdf).

The first edition of the Blue Book was published in 1998 as TRANS/SC.3/144, the first revised edition in 2006 and the second revised edition in 2012. This third revised edition of the Blue Book has been prepared on the basis of the information received by the secretariat from member States and River Commissions as of 15 December 2016 and was adopted by SC.3 at its sixtieth session.

The Blue Book data is also available in an online database at
www.unece.org/trans/main/sc3/bluebook_database.html.
This database allows to search, filter and export the E Waterways and E Ports data. An online map showing the data combined with different basemaps (topographical map, satellite map) gives an Overview of the E network at the pan-European level.

«INVENTORY OF MAIN STANDARDS AND PARAMETERS
OF THE E WATERWAY NETWORK ("BLUE BOOK")»

Contents

- Main inland waterways of international importance
- List of bottlenecks
- Coastal routes
- Navigational Characteristics of Main European Inland Waterways of International Importance
- Parameters of locks of inland waterways of International importance
- Technical characteristics of inland navigation ports
- Scheme of the Network of Inland Waterways of International importance

B) « RECOMMENDATIONS ON HARMONIZED EUROPE-WIDE TECHNICAL REQUIREMENTS FOR INLAND NAVIGATION VESSELS»

Resolution No. 61

Revision 1

UNITED NATIONS

New York

Preface

The Pan-European requirements for the construction of inland navigation vessels were first harmonized in 1975 with the adoption by the United Nations Economic Commission for Europe (UNECE) of the Recommendations on Technical Requirements for Inland Navigation Vessels (Resolution No. 17).

Since that time, the Recommendations were continuously updated in the light of the legislation of the UNECE member States and the European Union (EU) and the regulations of international river commissions.

Two Pan-European ministerial conferences on inland waterway transport (Budapest, 1991; Rotterdam, 2001) urged the UNECE to intensify its work on the Pan-European harmonization of technical, safety and manning requirements, which it carries out jointly with the EU and the river commissions. As a result, the UNECE Working Party on Inland Water Transport undertook a fundamental revision of its 1975 Recommendations and, at its special session in March 2006, adopted the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (annex to Resolution No. 61). These Recommendations establish a Pan-European regime of technical requirements for inland navigation vessels that transport goods and passengers internationally. They are the result of Government efforts to unify the divergent regulations in force in different intergovernmental organizations and UNECE member countries. The requirements are in line with EU legislation. They are intended to facilitate the recognition of ship's certificates, thus eliminating the need for more than one inspection of vessels engaged in international transport by inland waterways.

The Recommendations also contain strict regulations on limitation of air and water pollution and on the abatement of noise. They also include the internationally agreed standards for minimum manning requirements and the working and rest hours of crews.

This publication is the first revision of Resolution No. 61, as amended by Resolutions Nos. 64, 65 and 68 of the Working Party on Inland Water Transport (ECE/TRANS/SC.3/172/Amends.1–3). The main purpose of the current revision is to keep the Recommendations up to date, especially in the light of relevant developments in the EU and the legislation of the river commissions.

Contents

- Procedure and rules for the inspection of inland navigation vessels
- Shipbuilding requirements ,fire protection ,safety clearance, freeboard and draught marks , maneuverability.
- Requirements of steering gear , engine design exhaust and pollutant particulate emissions from diesel engines ,prevention of water pollution and abatement of noise produced by vessels
- Requirements electrical installations, working spaces ,crew accommodation fuel-fired heating, cooking and refrigerating equipment
- Stability of vessels carrying containers ,specific requirements applicable to high-speed vessels ,crews, list of European inland waterways divided geographically into zones 1, 2and 3,model ships certificate , safety signs and signals to be used on board inland navigation vessels
- Model of a service record , criteria for the approval of Classification Societies ,

requirements concerning lights and the color of signal lights on vessels, intensity and range of signal lights on vessels and general technical specifications applicable to radar equipment

- **2 .** The UNECE INLAND TRANSPORT COMMITTEE (ITC)

EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

What commission is doing ?

Objectives

By 2050, the EU wants a 60% cut in transport-related greenhouse gas emissions versus 1990 levels and more specifically:

- no more conventionally-fuelled cars in cities
- 40% use of sustainable low-carbon fuels in aviation
- 40% cut in CO2 emissions from maritime bunker fuels
- 50% shift of freight journeys greater than or equal to 300 km from road to rail and to waterborne transport
- majority of medium-distance travel completed by rail
- complete European high-speed rail network
- complete trans-European transport network
- progress towards zero road-transport fatalities

The following last regulations were issued by concerning Inland waterways

LIST OF EU LEGISLATION IN THE FIELD OF INLAND WATERWAYS
last update 27/04/2020

Vessels

 Commission Delegated Regulation (EU) 2020/474 of 20 January 2020 on the European Hull Data Base

 Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment

 Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC

 Commission Delegated Regulation (EU) 2019/1668 of 26 June 2019 amending Directive (EU) 2016/1629 of the European Parliament and of the Council laying down technical requirements for inland waterway vessels

 Directive 2009/100/EC of the European Parliament and of the Council of 16 September 2009 on reciprocal recognition of navigability licences for inland waterway vessels

 Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods

Jobs and **skills**

 Commission Delegated Regulation (EU) 2020/473 of 20 January 2020 supplementing Directive (EU) 2017/2397 of the European Parliament and of the Council with regard to the standards for databases for the Union certificates of qualification, service record books and logbooks

 Commission Implementing Regulation (EU) 2020/182 of 14 January 2020 on models in the field of professional qualifications in inland navigation

2
 Commission Delegated Directive (EU) 2020/12 of 2 August 2019 supplementing Directive (EU) 2017/2397 of the European Parliament and of the Council as regards the standards for competences and corresponding knowledge and skills, for the practical examinations, for the approval of simulators and for medical fitness

 Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC

 Council Directive 2014/112/EU of 19 December 2014 implementing the European Agreement concerning certain aspects of the organisation of working time in inland waterway transport

 Council Directive 87/540/EEC of 9 November 1987 on access to the occupation of carrier of goods by waterway in national and international transport and on the mutual recognition of diplomas, certificates and other evidence of formal qualifications for this occupation

River Information System (RIS)

 Commission Implementing Regulation (EU) 2019/1744 of 17 September 2019 on technical specifications for electronic ship reporting in inland navigation and repealing Regulation (EU) No 164/2010

 Commission Implementing Regulation (EU) 2019/838 of 20 February 2019 on technical specifications for vessel tracking and tracing systems and repealing Regulation (EC) No 415/2007

 Commission Implementing Regulation (EU) 2018/1973 of 7 December 2018 amending Implementing Regulation (EU) No 909/2013 on the technical specifications for the electronic chart display and information system for inland navigation (Inland ECDIS) referred to in Directive 2005/44/EC of the European Parliament and of the Council

 Commission Implementing Regulation (EU) 2018/2032 of 20 November 2018 amending Commission Regulation (EC) No 416/2007 concerning the technical specifications for Notices to Skippers

 Commission Regulation (EC) No 414/2007 of 13 March 2007 concerning the technical guidelines for the planning, implementation and operational use of river information services (RIS) referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community

Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community

Market

 Council Regulation 2919/85/EEC laying down the conditions for access to the arrangements under the Revised Convention for the navigation of the Rhine relating to vessels belonging to the Rhine Navigation

 Council Directive 87/540/EEC of 9 November 1987 on access to the occupation of carrier of goods by waterway in national and international transport and on the mutual recognition of diplomas, certificates and other evidence of formal qualifications for this occupation

 Council Regulation (EC) No 169/2009 of 26 February 2009 applying rules of competition to transport by rail, road and inland waterway

• **Council Regulation (EC) No 718/1999** of 29 March 1999 on a Community-fleet capacity policy to promote inland waterway transport

 Council Directive 96/75/EC of 19 November 1996 on the systems of chartering and pricing in national and international inland waterway transport

 Council Regulation (EC) No 1356/96 of 8 July 1996 on common rules applicable to the transport of goods or passengers by inland waterway between Member States with a view to establishing freedom to provide such transport services

 Council Regulation (EEC) No 3921/91 of 16 December 1991 laying down the conditions under which non-resident carriers may transport goods or passengers by inland waterway within a Member State

 Regulation N° 11/1960 concerning the abolition of discrimination in transport rates and conditions

Environment

 Regulation (EU) 2016/1628 of the European Parliament and of the Council of 14 September 2016 on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery

 Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure

 Directive 2009/30 of the European Parliament and of the Council of 23 April 2009 amending Directive 98/70/EC as regards the specification of petrol, diesel

and gas-oil and introducing a mechanism to monitor and reduce greenhouse gas emissions

Others

 Regulation (EU) 2018/974 of the European Parliament and of the Council of 4 July 2018 on statistics of goods transport by inland waterways

 Regulation No 1177/2010 concerning the rights of passengers when travelling by sea and inland waterway

2.3
CENTRAL COMMISSION FOR THE NAVIGATION OF THE RHINE

Dating back to the Congress of Vienna (1815), the Central Commission for the Navigation of the Rhine is the oldest international organization in modern history. Its legal foundation is the Revised Convention for Navigation on the Rhine - referred to as the Mannheim Document - of 17 October 1868.The Central Commission is an up-to-date international institution with an administration that enables it to address effectively all the issues concerning inland navigation.

It promotes the development of close cooperation with the other international organizations working in the field of European transport policy and with non-governmental organizations active in the field of inland navigation.

Activities

In application of the Mannheim Convention, the CCNR's role is to implement any initiative intended to guarantee freedom of navigation on the Rhine and promote navigation on the Rhine.

During the two centuries of its existence, the CCNR has achieved these objectives in a number of directions: **Activity of regulating navigation on the Rhine**

- **Maintenance of good conditions for navigation on the Rhine**
- **Promotion of ecological inland navigation**
- **Development of the law of inland navigation**
- **Coordination of national regulations regarding the social protection of boatsmen**
- **Economic issues**
- **Other points**

Activity of regulating navigation on the Rhine

This regulation ensures:

uniform regulations for its entire navigable length;

- the safety of navigation on the Rhine, for both people and the environment;
- qualifications and a social framework suited to the people working in navigation on the Rhine.

These regulations, originally designed specifically in relation to the Rhine, have been imitated and extended on a number occasions to apply to all inland navigation in Europe. Thus the CCNR plays a pilot role in developing regulations applicable to navigation on inland waterways generally.

One of the features of the CCNR's regulations is the desire to combine the individual freedom of operation and collective organization, on the principle that an efficient market implies order and public supervision.

The CCNR's regulations are directed mainly at ensuring safety and protection of the environment.

The various CCNR regulations are presented in the section regulations.

Maintenance of good conditions for navigation on the Rhine

The States are responsible for maintaining and improving their infrastructures (navigable waterway and port installations) – they organize the necessary work. According to circumstances, they may put this in the hands of federated or decentralized structures, to autonomous public establishments, or even to private stakeholders. The Central Commission monitors and coordinates these measures at the international level. The States submit their plans for infrastructures (such as the construction of new bridges) to it for its opinion.

The general policies for improving infrastructures and all related issues are also discussed within the CCNR with a view to determining common guidelines.

Apart from conventional infrastructures, the CCNR examines the availability of all the equipment used to assure the smooth flow of navigation (RIS, mooring areas, adapting infrastructures for loading and unloading, boat/land interface, etc).

It also takes an interest in the ecological management of infrastructures and in the effects of climate change on the Rhine as a waterway, security issues, and the availability of the navigable waterway.

Although the CCNR has no decision-making authority in this respect, it plays an important role in everything concerning infrastructures.

These aspects are presented in the section infrastructure and environment.

Promotion of ecological inland navigation

There is no specific mention of protection of the Rhine environment in the 1868 Mannheim Document, but it has long been one of the CCNR's concerns: since the beginning of the twentieth century, it has considered "general safety" to include the prevention of pollution and the protection of the environment (Resolutions 1996-I-14 FR DE and 1996-I-15 FR DE).

This concern is expressed in a number of ways:

- The CCNR's regulations contain prescriptions intended to prevent navigation on the Rhine causing any pollution (Article 1.15 and Chapter 15 of the RPNR, etc).
- Particular attention has been paid to preventing pollution likely to be caused by the transport of dangerous goods. The ADNR Regulations were developed with this in mind; they were supplemented in 2009 to provide a better response to certain forms of pollution (CMR substances, floater and sinker matter, etc). It has been replaced by the ADN in 2011. The ISGINTT guide to the boat/land interface is also aimed at preventing accidental pollution.
- The CCNR brought about the adoption of an international Convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways (CDNI).
- The CCNR has developed action aimed at preventing inland navigation vessels emitting pollutant fumes, and has worked to achieve a reduction in emissions from vessel engines, the gradual elimination of degassing (VOC), and the prevention of emissions of MTBE.
- The CCNR is collaborating with the ICPR on developing the concept of ecological navigable waterways. This includes an awareness of the possible impact of infrastructural work on the environment, the promotion of good practices in maintenance work on the waterway, and support for renaturation work that is compatible with inland navigation. It has organized a number of workshops on the subject with the ICPR (see speech by the President of the CCNR at the Bonn Workshop).

Development of the law of inland navigation

Inland navigation needs an appropriate legal framework. The CCNR has taken on the task of making an active contribution to the development of such a framework.

To do so, it has developed a set of regulations and monitors their application by organizing regular meetings of the river police authorities of the Member States. Any disputes that may arise in respect of the CCNR's regulations may give subject to a complaint before the plenary session or may be brought before the Central Commission's Chamber of Appeals.

The CCNR has set up a committee specially responsible for monitoring matters of river law (River Law Committee). This committee has competence to interpret Rhine law. It has also collected and compared the law governing inland navigation in the Member States.

The CCNR has brought about the adoption of a number of international conventions involving inland navigation:

- CLNI convention on the limitation of liability in inland navigation on the Rhine and elsewhere;
- CMNI convention on the contract for the carriage of goods by inland waterway;
- ADN agreement on the transport of dangerous substances by inland waterway;
- CDNI convention on the treatment of waste produced during inland navigation;

- International agreement on social security arrangements for boatmen on the Rhine;
- Agreement on working conditions for navigation on the Rhine;
- Regional arrangement on radiotelephone services in inland navigation.

The CCNR also collaborates actively with the UN-ECE in the legal field on the conventions adopted in the UN-ECE framework.

Coordination of national regulations regarding the social protection of boatsmen

Social protection is not mentioned in the Mannheim Document and the CCNR has not directly developed any legal instruments on social law. It has nevertheless always been attentive to working conditions as this is an area that plays an important role in terms of safety, freedom of navigation, and uniformity of the legal framework of navigation on the Rhine, and for the prosperity of navigation on the Rhine, since this demands good relations between employers and employees. There should be no grey areas in the employment legislation and social security rules that apply to the people involved in navigation on the Rhine, and they must be adapted to navigation conditions.

A certain number of the rules on safety that are included in the CCNR's regulations have a social dimension (rest periods, crew composition, conditions for attaining the various qualifications).

The CCNR has also been instrumental in the Member States adopting a number of specific agreements:

- Agreement on working conditions;
- Agreement on social security arrangements for boatmen on the Rhine.

The CCNR's Secretariat also acts as Secretariat for both the Administrative Centre for the Social Security of Rhine Boatmen and for the Tripartite Committee on Working Conditions.

Economic issues

With a view to ensuring the prosperity of navigation on the Rhine, the CCNR has always taken an interest in the profession's economic conditions. It is a major forum for discussing the sector's economic problems.

In the past, issues such as competition with rail transport, the constitution of pools, conditions for access to the market, temporary immobilisation, and scrapping have been discussed within the CCNR. It was associated with the European Community's work on structural reorganisation.

For many years, the CCNR has collected and published statistics on navigation on the Rhine (composition of fleets, goods carried, port activity).

More recently, this activity has become part of a much wider project for observation of the market, carried out in partnership with the European Commission.

As part of this activity, information on the economic situation of inland navigation in Europe as a whole is collected, analysed and published (see observation of the market).

On the basis of this data, the CCNR also organises prospective analysis work, round-table discussions and economic congresses.

Other points

By virtue of the Mannheim Document (Article 45), the CCNR may be called on to debate any matters involving the prosperity of navigation on the Rhine.

This makes it a centre for considering, discussing and making proposals on a very wide range of subjects involving inland navigation, such as innovation in inland navigation, the languages used for communication in inland navigation, professional training, the sector's power of attraction, ports on the Rhine, etc.

The CCNR publishes reports on its activities at regular intervals.

Regulations

The CCNR's activities traditionally span four areas of regulation:

- Rhine river traffic regulations: the navigation police rules / traffic rules.

  regulations regarding the technical requirements that must be met by vessels sailing on the Rhine.

- regulations governing personnel executing nautical functions on vessels on the Rhine: rules for crews and personnel.
- regulations regarding the transport of dangerous goods on the Rhine: rules regarding the transport of dangerous goods on inland waterways.

The CCNR's regulations are constantly evolving:

- the CCNR studiously endeavours to continually adapt its regulations to reflect economic and technological developments;
- for many years the CCNR was the only international body charged with issuing regulations and requirements in connection with inland navigation. It now looks to bring its regulatory activity into line with that of other institutions such as the European Union, UN-ECE and other international river commissions.

The CCNR is also involved in drawing up other requirements, rules or regulations in connection with inland navigation or navigation on the Rhine:

- standards and regulations concerning river information services (see infrastructure and environment);
- private law governing transport on inland waterways (see legal and social security issues);

- rules on radiotelephony communication (see http://www.rainwat.bipt.be/);
- rules relating to social security law and the working conditions of personnel (see legal and social security issues);

Technical requirements for vessels

- Introduction
- The Inspection Regulations Committee
- The Rhine vessel inspection Regulations (RVIR)
- Administrative Instructions to the Inspection Bodies and competent authorities according to Article 1.07 of the Rhine Vessel Inspection Regulations (RVIR)
- Recommendations to Inspection Bodies pursuant to Article 2.20 of the Rhine Vessel Inspection Regulations (RVIR)
- Joint meetings of the Inspection Bodies

The following publication

annual report «Market Observation . Inland Navigation in Europe»

by

CENTRAL COMMISSION FOR THE NAVIGATION OF THE RHINE

And

EUROPEAN INLAND WATERWAY TRANSPORT PLATFORM

This publication contents

- Market Insight ,Annual report ,Freight traffic on inland waterways

4 . **FINISH TRANSPORT INFRASTRUCTURE AGENCY**

Object

Navigation in the Saimaa Canal and Lake Saimaa

https://vayla.fi/web/en/waterways
https://vayla.fi/web/en/waterways/canals-and-bridges

Canals and bridges

The Finnish Transport Infrastructure Agency maintains 31 lock canals in addition to the Saimaa Canal, which has eight locks.

Opening hours of lock canals in summer

Contact information for canals

Self service canals

Service canals

Contact information for bridges

2.5 . DANUBE COMMISSION

Danube Commission

The Danube Commission is an international intergovernmental organization established by the Convention regarding the regime of navigation on the Danube signed in Belgrade on 18 August 1948.

The main objectives of the Danube Commission's activity are to provide and develop 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 to strengthen and develop economic and cultural relations of the said states among themselves and with the other countries.

The Member States of the Danube Commission are: the Republic of Austria, the Republic of Bulgaria, 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.

The Danube Commission in its work rests upon 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 of 1856.

The Danube Commission's 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's activity are focused on unifying and providing mutual recognition of the basic regulatory documents, required for the navigation on the Danube and on the other sections of the unified navigation system, contributing to the improvement of navigation conditions and safety of navigation, creating requirements for the Danube integration into the European system as the significant transport corridor.

With a view to ensuring the said integration the Commission actively cooperates with the relevant international bodies, involved in different aspects of inland waterway transport, such as United Nations Economic Commission for Europe, Central Commission for the Navigation of 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 an end. Presently, France, Turkey and European Community declare determination to become members of the modernized Danube Commission.

CONVENTION REGARDING THE REGIME OF NAVIGATION ON THE DANUBE, SIGNED AT BELGRADE, ON 18 AUGUST 1948

https://www.danubecommission.org/dc/en/danube-commission/convention-regarding-the-regime-of-navigation-on-the-danube/

Convention regarding the regime of navigation on the Danube
Which contents :

- General provisions
- Administrative provisions
- Regime of navigation
- Procedure for defraying the cost of maintenance of navigation
- Final provisions
- Annexes
- Supplementary protocol, 18 august 1948

2.5 Legislation, requirements, rules and regulations for inland waterway transport in Russian Federation

Definition @ Abbreviations

RMRS – Russian Maritime Register of Shipping

RIRS - Russian International Registry of Ships

SSR - State Ships Registry

FSUE «GRFC»- Federal State Unitary Enterprise «The General Radio Frequency Centre»
MMSI - Maritime Mobile Service Identity

ILO - international Labor organization

WRC - Convention on the Removal of Wreck

MLC - Marine Labor Convention

ФЗ 16 - Russian federal law of safety of Transport

Ship- owner - Russian registered company which applies for the vessel registration in RIRS and which actually officially fulfil operating of the ships Inside the internal waterway system and is in charge for safety management of vessel , crew , handling with Class Society , Labor organizations , Russian Authorities . The Ship- owner in the present Code of Trade Navigation of the Russian Federation is understood as the person operating the vessel on its own behalf irrespective of whether it is the owner of the vessel or uses him on other legal ground. In trade navigation cases of both commercial and technical operations of ships by the persons who aren't their owners were widely adopted. These are charterers on a dimayz-charter (bare-boat charter), to the time-charter, managing directors and operators of courts - all of them are Ship-owners, they have received possession of the vessel on the basis of the relevant contract.

1 . During several last years already there is federal Law in RIRS which provides implementation of special Tax regime for ships registered in this Registry and create exclusive economic conditions similar to conditions which are valid now in some foreign countries .

The regulations allow the Russian Ship-owners to register in RIRS, both , own vessels , as well and bareboat chartered vessels , provided that bare- boat chartered vessels are not older then 15 years . However there is established practice to register vessels older then 15 years acquired by Russian Owners on basis of sale &purchase contract . Except registration of vessels itself , in this International Register of Ships also the properties rights and restrictions (encumbrance) of the rights to the vessel (mortgage, trust management) have to be registered .Thus, registration of the vessel by the Ship owner in RIRS, has the same legal consequences, as well as registration of the vessel in the State Ship Register.

The registration's states fees are established by the Legislation of Russian Federation of Taxes and Fees . It has been paid annually.

The state duty fee's payment due to the date at the request for annual registration confirmation of the vessel in the Register is defined by day – no later than March 31 of the year following after a year of registration of the vessel.

Accuracy of fixed term of payment of the state duty fees by Ship-owners is important for the subsequent finding of the vessel in the Register as, the delay of such payment involves a vessel exception from the Register.

Concerning application of the preferential customs legislation we report what the Order of the Government of the Russian Federation No. 448 exempted Ship-owners from payment of the import customs duty on the basis of article 34 and the point "with" of article 35 of the Act of the Russian Federation "About a customs tariff" vessels the being subject registrations in RMRS.

Concerning other tax advantages, we report that the Federal law of 29.11.2012 N 202-FZ "About modification the Tax Code of the Russian Federation", became effective since January 1, 2013, made changes to a part the second by the Tax Code of the Russian Federation, according to which the organizations were exempted from taxation on property of the organizations concerning vessels registered in the RIRS.

From 01.01.2013 the vessels registered in the RIRS are not recognized as the taxation objects on the property tax of the organizations and, therefore, are not subject to the taxation the property tax of the organizations.

Concerning questions of the taxation of the VAT (value added tax) we report that chapter 21 of the Tax Code also following changes the giving tax advantages to the ships registered in the RIRS are also made.

The choice of the Ship-owner of foreign CS (Classification Society), creates conditions for expense reduction and time of Shipowners for renewal of different certificates and ship documentation

Concerning matter of insurance we report that according to the addition made by Art. 249 of KTM, the owner of the vessel registered in the RIRS , having the right to make insurance of any valuable interest connected with merchant shipping both at Russian and at the foreign Insurer, unlike the Owner of the vessel registered in the State Ships Register which can insure the vessel only in the Russian insurance company.

Returning to a question of tax advantages we report that the vessels registered in the RIRS are not assessed with a transport tax, and Shipowners are exempted from the property tax. The current legislation allows to optimize the taxation of the Russian legal entity, Including by transition to a simplified tax system. But it is worth making a reservation that such opportunity is given not all but only to those organizations which perform the requirements, the established by law.

The right to use privileges, to be exact, to register the vessel in the RIRS , is provided only to the Russian legal entities. Leads literal reading of Art. 15 of KTM Russian Federation to such conclusion. As an exception the flying right under National flag of the Russian Federation can be temporarily granted to the vessel registered in the Register of Ships of a foreign state given to use and to ownership to the

Russian charterer under the agreement of marine chartering without crew (bare-boat charter). Article 16 KTM Russian Federation contains only the instruction at the time of emergence of such right of flying under the flag of the Russian Federation: from the moment of registration of the vessel in one of Registers. Thus, only the Russian legal entity at which the vessel is either in property, or in the bare-boat charter has potential to register the vessel in the RIRS.

However we consider necessary to specify that despite the practice of registration of ships which is already existing several years in RIRS , still there are different approaches from customs and tax authorities, both to the procedure of import of the vessel, and in the subsequent taxation, that is it should be noted that still uniform practice did not develop.

At registration the Charterer of the vessel specifies the term for which the vessel in the ship Bare-boat Register or in the RIRS with the right of prolongation of term is registered. The term of registration of the vessel provided to the Russian Charterer under the agreement the bare-boat charter in the RIRS cannot exceed validity period of the specified agreement or term for which the right of navigation of this vessel under the flag of a foreign state is suspended. The vessel registered in the Register of Ships of a foreign state can be registered in the Bare-boat Ship Register, RIRS after a temporary exception of the Register of Ships of a foreign state and submission of the certificate certifying that the vessel is excluded from such Register. Registration date day of entering of records into the RIRS or the Bare-Boat - the Charter register of Ship is. At registration of the vessel in the Bare-boat section RIRS there are certain restrictions for registration of Ships , so in particular are not subject to State Registration in RIRS if they are Registered in Registers of Ships of foreign states and their age for date of filing of application about state registration RIRS exceeds 15 (fifteen) years. In the same time in the usual ship Bare Boat Register there are no similar restrictions. We advise also that the Russian charterers to a large extent aim to make registration of the vessel in the RIRS as similar registration gives a number of tax and customs advantages in comparison with registration in the usual Bare Boat Register.

The existing Russian Legislation: The Maritime Code of the Russian Federation, the Federal law of December 20, 2005 No. 168-FZ O modification of separate legal acts of the Russian Federation in connection with creation of the RIRS provides that registration of the vessel as in the RIRS, and the Bare-Boat Register, the having restriction (encumbrance) in the form of the mortgage registered in the place of the main registration and being in property of the foreign owner, such vessel are performed with the consent of in writing person for benefit of whom the corresponding restriction (encumbrance) is set.

At registration of the vessel all data on the Register of Ships of a foreign state where the vessel was directly before change of a flag, with indication of on the fact that the legislation of the state in which such register is kept is applied to the property right to the vessel, and also a mortgage of the vessel or the encumbrance of the vessel of the same character registered in such register is registered are specified in register .

At the request of the pawnbroker of a mortgage of the vessel or encumbrance of the vessel of the same character the names of the pawnbroker and other data concerning a mortgage of the vessel or encumbrance of the vessel of the same character, registered in the Register of Ships of a foreign state before change of a flag of the vessel can be brought in the Bare-boat - charter Register.

Registers of Ships have open character. In other words the data which are contained in the State Ship Register, RIRS, the Bare-boat - charter Register and the Register of Ships under construction, are

provided to any interested person who showed the identity certificate and the statement in writing (to the legal entity – the documents confirming registration of this legal entity and power of his representative).

We summarize that the Russian legislation allows temporary registration of the vessel with providing the right of sailing under the flag of Russia to the Russian charterer and at these circumstances the main registration together with the existing mortgage remains to the registration registered in initial (main) port.

The legislation also provides early termination the Bare-boat - charter Registration in the presence of the bilateral agreement of parties between the Ship-owner and the Charterer. At enforced sale of the vessel (by a court decision) by the Russian competent authority to the foreign citizen or the foreign legal entity the exception of the ship register is made at submission of the document of the specified body which performed enforced sale, certifying that the vessel is sold and is not encumbered with any mortgages, except for those which were assumed by the buyer. Summarizing this point it is possible to specify that the Russian legislation at commission of legally significant transactions with courts considers interests of pawnbrokers.

Registration of the vessel is performed on the basis of the statement of the charterer of the vessel on the Bare-boat charter with the application necessary for document registration:

• statements from the Register of Ships of a foreign state in which the vessel is registered directly before change of a flag, with indication of the owner of the vessel and the pawnbroker of the registered mortgage of the vessel or the registered encumbrance of the vessel of the same character if the mortgage or encumbrance are established;

• a consent in writing the owner of the vessel and the pawnbroker of the registered mortgage of the vessel or the registered encumbrance of the vessel of the same character on transfer of the vessel under National flag of the Russian Federation;

• the document, issued by the competent authorities of a foreign state, in which the vessel is registered directly before change of a flag, and confirmatory that the flying right under the flag of such state is suspended for the term of providing flying to the right vessel under National flag of the Russian Federation;

• original and copy of bare-boat charter;

• classification certificate;

• tonnage certificate;

• data on the identification number of the vessel assigned by International Maritime Organization;

• statements from the Trade Register of country of incorporation of the company of the Shipowner;

• the questionnaire of the ship register containing all main data on the vessel.

Originals are provided for registration or notarial copies at the same time all official documents have to be confirmed / stamped by the Public Notary .

2 Questions on operation of sea vessels in the Russian internal waters and others water

Navigation of vessels on internal waterways is allowed only under National flag of the Russian Federation. On the basis of the decision of the Government of the Russian Federation sailing , including for transit, on internal waterways can be authorized to the separate vessel under the flag of the foreign state (article 23 KVVT). Supervision of observance of requirements of safety of operation of Ships is exercised by bodies of the State river navigable Inspectorate of the Russian Federation (further - GRSI).

Considering technical operation of ships in sea and internal waters of the Russian Federation we consider necessary briefly to comment the Resolution of the Government of the Russian Federation from 8/12/2010 No. 620 (an edition from 3/26/2014) "About the approval of technical regulations about safety of objects of the marine transport" (further Technical regulations No. 620), the Resolution of the Government of the Russian Federation of August 12, 2010 N 623 "About the approval of technical regulations about safety of objects of the inland water transport" (further Technical Regulations No. 623) and other regulations concerning the considered situation.

Extend to objects of the marine transport established, Regulations of safety requirement of objects of the marine transport which have to conform to requirements of the Convention MARPOL 73/78 of year, SOLAS 74, the legislation of the Russian Federation in the field of trade navigation, environmental protection, sanitary and epidemiologic wellbeing of the population, the water legislation of the Russian Federation and the present technical regulations. According to article 8 of the Civil Code of the Russian Federation the civil rights and duties arise from the bases provided by the law and other legal acts and also from actions of citizens and legal entities which though aren't provided by the law or the contract, but owing to the general beginnings and sense of the civil legislation, generate the civil rights and duties.

The technical Regulations No. 620 have established requirements to safety of processes of operation of objects of the marine transport, namely navigation of vessels, has to is carried out according to the legislation of the Russian Federation in the field of internal sea waters, the territorial sea and a contiguous zone.

The certificate on compliance to Technical Regulations "About safety of objects of the marine transport" No. 620 is issued the RMRS

Before creation of institute of registration of Ships in the RIRS technical supervision of Ships , registered in registers of Ships of the Russian Federation, and also their classification were carried out by exclusively above-named Russian bodies of technical supervision and classification according to item 1 of Art. 22 of KTM.

Currently, the question of recognition by Administration of the Flag (Russia) of documents of the foreign classification societies allowing to exercise technical supervision of the Ships registered in RIRS in our opinion is still only partially settled.

The list of classification societies is rather limited and on the present the Government of the Russian Federation represented by the Ministry of transport has concluded agreements on delegation of powers on carrying out surveys and issue of certificates to the ships registered in the RIRS with foreign classification societies of Bureau Veritas (BV) and RINA (RINA).

Existence on separate types of vessel of these or those ship documents is defined by the Sea Register and the River Register, or foreign classification societies coordinated by Ministry of Transport according to the rules published by them proceeding from appointment, the navigation area, a type of vessel, etc. By the rules published by classification societies the simplified order of survey of such ships with issue of the relevant documents can be provided.

3. Observance of customs regulations for the ships registered in the RIRS

According to St. 277. The Customs Code of the Customs Union, the above-named sea vessels operated in the subsequent by the Ship-owner (charterer) in the time established by the contract, are imported with observance of customs procedure of temporary import (admission) Temporary import (admission) - customs procedure at which foreign goods are used during an established period in the customs territory of the Customs union with the conditional release full or partial, from payment of the import customs duties, taxes and without application of measures of non-tariff regulation with the subsequent observance under customs procedure of re-export. So, customs regulations within which release from import duties and taxes on the goods imported for definite purposes on condition of their re-export in the same state is provided is the mode of temporary import

Owing to subparagraph 1 of paragraph 2 of the article 319 Customs Code of the Russian Federation the customs duties, taxes aren't paid if according to the legislation of the Russian Federation concerning goods conditional liberation of payment of the customs duties, taxes on period of validity of such release is provided and at observance of conditions in connection with which such release is provided . The article 209 of Custom's Code of the Russian Federation establishes that temporary import is understood as customs regulations at which foreign goods are used during a certain term (term of temporary import) in the customs territory of the Russian Federation with full or partial remission of duties, taxes and without application to these goods of the bans and the restrictions of economic character set according to the legislation of the Russian Federation on state regulation of the foreign trade activity. The article 271 Custom's Code of the Russian Federation establishes liberation conditions from the customs duties and taxes when importing ship.

1) if the ship is registered for the foreign person and (or) in the territory of the foreign state;

2) if the ship is imported on the customs territory of the Russian Federation and used by the foreign person, except for cases when the vehicle is used by that Russian person who is properly authorized on it by the foreign person;

3) if the ship isn't used in the customs territory of the Russian Federation in internal transportations;

4) if the ship after import to the customs territory of the Russian Federation isn't leased (in case the vehicle is imported already as leased, – into sublease), except for a case when the lease contract (the contract of sublease) is signed for completion of transport operation by immediate export of the vehicle (paragraph 1 of the article 271 Custom's Code of the Russian Federation).

According to point 7.1.6 of the decision of the Commission of the Customs union from 11/27/2009 No. 130 "On uniform customs and tariff regulation of the Customs union of Republic of Belarus, the Republic of Kazakhstan and the Russian Federation" the floating vessels registered in the international registers

of the vessels set by the legislation of the State Parties of the Customs union are exempted from the import customs duty.

By the resolution of the Government of the Russian Federation from 6/21/2002 No. 448 "About release from taxation by the customs duties and taxes of the sea vessels which are temporarily imported on the customs territory of the Russian Federation" it is established that the sea vessels with a gross tonnage over 1000 tons which are in property of foreign persons and chartered by Russian persons under the contract of the time-charter or the bare-boat charter on condition of their use in international transport of freights and passengers are imported on the customs territory of the Russian Federation with liberation from taxation by the customs duties and taxes on period of validity of these contracts. Non-compliance with provisions of the above-stated regulations on use and the order of goods or about implementation of other requirements and conditions established to the Labor Code of the Russian Federation for application of customs procedures and customs regulations which maintenance provides full or partial remission of the customs duties, taxes attracts a duty of the persons who have violated these conditions to pay customs payments and taxes from which payment release is earlier received. Similar provisions contain in the Customs Code of the Customs Union.

Owing to paragraph 2 of the article 279 Customs Code of the Customs Union temporarily imported goods have to be in the actual possession and use of the customs applicant.

Paragraph 3 of the article 279 Customs Code of the Customs Union has provided that transfer by the customs applicant of temporarily imported goods to possession and use to the other person is allowed:

1) for their maintenance, repair (except for capital repairs and (or) modernization), storages, transportations, and also in other purposes in the cases determined by the legislation and (or) international treaties of member states of the Customs union – without the permission of customs authority;

2) in other cases – with the permission of customs authority. According to part 1 of article 276 of the Federal law from 11/27/2010 No. 311-FZ "On customs regulation in the Russian Federation" (further – the Law No. 311-FZ) transfer by the customs applicant of temporarily imported goods to possession and use to the other person without the permission of customs authority is allowed: in case of temporary import of a multiverse (returnable) container,

In other cases transfer by the customs applicant of temporarily imported goods to possession and use to the other person is allowed only with the permission of customs authority. Transferring temporarily imported goods to possession and use to the other person, the customs applicant is obliged to notify in writing in any form customs authority in which the room of these goods under customs procedure was made, having specified the name and the address of the person to which goods, the purposes of their transfer, and also the location of goods are transferred if the cost of such goods exceeds 500 000 rubles (part 2 of article 276 of the Law No. 311-FZ).

Due to the forthcoming use of the called sea vessels in international transport Society at their customs registration has received full conditional remission of the customs duties, taxes. The specified privilege on customs payment on the above-named DT is provided on the basis of the decision of the Commission of the Customs union from 6/18/2010 No. 331 "About the approval of the inventory, the customs duties which are temporarily imported with full conditional remission, taxes, and also about conditions of such release, including his deadlines" by which point 23 it is established that the sea

vessels with a gross tonnage over 1000 tons which are in property of foreign persons and chartered by persons of member states of the Customs union under the contract of the time-charter or the bare-boat - a charter, on condition of their further use by specified persons of member states of the Customs union only in international transport of goods and passengers, for the term of their temporary import.

Thus, the conditionally released goods placed under the procedure of temporary import can be used only for, the privileges corresponding to conditions of representation. Standards of the customs legislation specify that conditionally released goods, are forbidden to transfer to the third parties, including by their sale or alienation by different way without coordination with customs authorities. The existing practice on obtaining permissions of customs authorities to transfer to temporary use of the imported sea vessels, usually in most cases has positive result for applicants (shipowners).

	Approximate Duration
Opening of Russian Owners Company	10 days
Receiving of IMO for Company (member of outside trade activity)	5 days
Presentation of Company to ISM code compliance A) apply to RMR B) preparation of ISM code documentation (Company + 1 ship) C) Consideration and approval by RMR	6 days 3 weeks 2 weeks
Registration in Russian International Register of Ships (Bareboat section) Issue and hand over of « Certificate of Right to sail under flag of Russian Federation " Presentation of set of documents from Administration of Original Owners (notarization and apostilization)	3 days
Analysis of compliance of radio equipment with RMR requirements	3 days
Appliance to FSUE «GRFC» , ICS for receiving of Call Sign , MMSI , conclude of contracts , code conversation of SSAS (ship security alert system) and AIS (automatic identification system)	10 days
Appliance to Sea Port Administration for « Minimum Safe Manning Certificate»	3 days
Registration in new foreign Class Society , obtaining of Certificate of Compliance to ILO	3 days
Obtaining of transport safety category as per Federal Law 16	30 days
Preparation of Contingency Plan and «Ships vulnerability assessment»	180 days

Reconsideration or approval of « Assessment of protection of the vessel» and « Plan of the Safety Protection»	10 days
Reconsideration or approval of « Assessment of protection of the vessel» and « Plan of the Safety Protection»	10 days
Obtaining of f2 ЖНР и ИС (Continuous Synopsis Record Documents)	3 days
Preparation of documentation of MLC (Marine labor Convention)	14-20 days
Presentation of ship to RMR for obtaining of temporary ships ISMC (Safety Management Certificate) , ISSC (International Ship Security Certificate) , primary ILO certificate	1-3 days
P&I which includes 2 insurances of MLC (2.5 and 4.2) , Bunker Insurance Certificate and WRC	
Obtaining of Blue Card	3 days
Receiving of WRC	7- 10 days
By entering Russian port - preparation of « Customs Good's Declarations of temporal import of ship"	3-5 days
Preparation of arrangements of vessel's proceeding into internal Russian Water way system	14 days
Equipment as per technical regulations required for sailing in Internal Russian Waterway System installation of lights , river radio equipment ,maps , masts removal devise etc	
Concluding of agreements with Administration of Volgo-Balt , Volgo-Don , Volga etc	
Training and certification of personal of Company PIC for ISM code PIC ВА and НЛ PIC ISPS PIC ФЗ 16 PIC MLC	 3 weeks 7 days 10days 10 days 3 days

Hire / involvement of the Lawyer

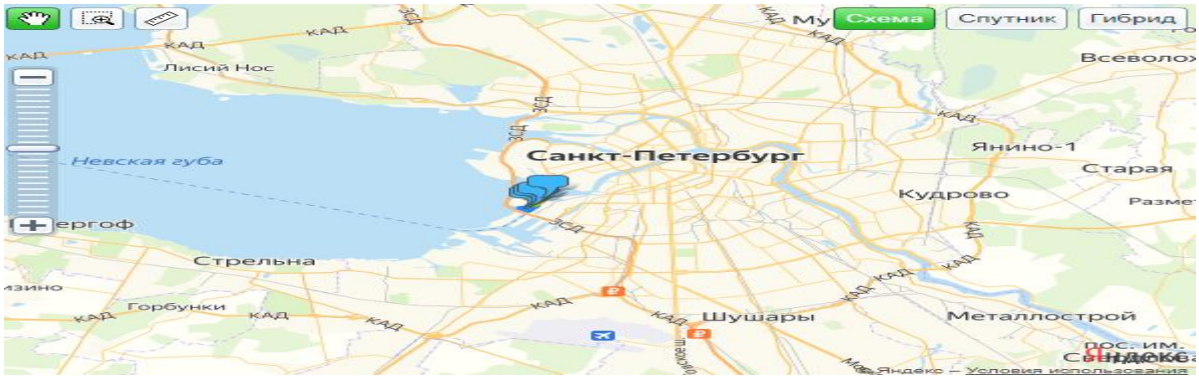
Intermodal transport involving inland water transport (Railway interactions, accompanying documents, port operations, etc.)

In order to bring into compliance the difference between duration of navigation in Saima and in Russian internal waterways , for the period of continuation of closure of Russian river navigation while the navigation on Saimaa will be opened , ILOT propose to consider one of the terminals of St. Petersburg (St. Peter 's Terminal for instance), as a terminal for the transshipment of goods directed to Saimaa ports

During the period of closed river navigation in North Western Russia from December to April, cargo could arrive by rail and auto vehicles, be unloaded, accumulated, consolidated at the terminal, waiting for further shipment on ships of Saimaa max-size

The company "St. Peter 's Terminal" LLC is ready to offer you the whole complex of stevedore and warehouse services, organizational measures for transshipment and storage of long and heavy cargoes, including component parts for wind farms, as well as documentary support and registration of your cargoes in import and export directions.
Convenient location and proximity to the New Port station and Western Speed Diameter and KAD provides customers with low-cost logistics, transport accessibility and predictability of delivery times to the final consumer. In addition, being located in the Grand Port of St. Petersburg and the Neva River Delta, the company has ideal storage facilities for cargo arriving at the port both by sea and by river, as well as exceptional conditions for transshipment from one mode of water transport to another (From river transport to sea transport and from sea transport to river transport). The terminal is practically a water gate for transportation of large cargo on the inland waterways of Russia through the Volga Balt, on the channel of Moscow, the Volga River, Kame, the Caspian Sea.
The transshipment complex of St. Peter's Terminal LLC is located in the Neva Delta, within the borders of the Bolshoi Port of St. Petersburg, and is separated from the First, Second Cargo Areas and the berths of Petroleum Port by the Sea Canal.Terminal berths are located on Canonersky Island, on the territory of the Canonersky Shipyard.Access to Canonersky Island is carried out through the Ring Road, Western High-Speed Diameter, then through ul. Dvinsky and Canonersky Tunnel to the checkpoint of the Canonersky Shipyard.

The nearest transshipment point of the New Port railway station is located on ul. Dvinskaya, at a distance of 1.5 km from the Terminal berths.



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Strategy of the development of inland waterway transport till the period up to 2030 (approved by the Resolution of the Government of Russian Federation from 29.02. 2016 № 327-r): https://www.mintrans.ru/documents?q=стратегия+развития+&date=&n=&type=0

"Meeting of the State Council of the Russian Federation on the development of Inland Waterways" Volgograd 15 August 2016 http://kremlin.ru/events/president/news/52713

Overview of the state and prospects of trade and economic ties with Russia.

Source: Finnish Customs, April 2019