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**THE DYNAMICS OF THE REGULATORY FRAMEWORK FOR
INTERNATIONAL RIVER TRANSPORT**

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Development of river transportation of goods caused the establishment of common rules and regulations in this area. This paper presents a brief analysis of the development and changes in the regulatory framework of river transport.

First convention adopted on river navigation became Agreement between the Danube shipping companies in Bulgaria, Hungary, Romania, the USSR and Czechoslovakia, on general terms of freight (Bratislava, 26 September 1956). This document contained all the issues related to the organization and to implementation of traffic. A very important section of this document is " Procedure of calculating carriage." Most of the rules are applied today. Fines and legal implications have been included. As this is the first agreement on the organization of river transportation, this document is used like a basis today .

Over time, it became necessary to create a separate convention to determine the rules for transport by private river - Danube . Such agreement became Agreement on the general conditions of carriage of goods in international traffic on the river. Danube (Shpofok, September 23 , 1989). This agreement is valid for a limited number of states. In this, its main drawback. Adjustable coverage issues , the agreement does not differ from the first , but its contents have some differences.

The next step in the development of the legal framework of river transport , was signing the Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterways (Geneva, May 1 , 1976). In this first international source defined concepts such as "traffic", "passenger", "baggage". This document is the original base and does not duplicate previous documents. It is widely used today on tourist and passenger river lines.