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Inland waterway infrastructure

**Inventory of Main Standards and Parameters of the E
Waterway Network (“Blue Book”)**

Given the importance of updating the Blue Book for ensuing amendments to the AGN Agreement, the Working Party will have a possibility for a last minute review of the second revised edition of the “Blue Book” before its submission by the secretariat for printing.

ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE
Working Party on Inland Water Transport

INVENTORY OF MAIN
STANDARDS AND PARAMETERS
OF THE E WATERWAY NETWORK

"BLUE BOOK"
Second Revised Edition



UNITED NATIONS
New York and Geneva, 2012

NOTE

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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 first edition of the Blue book was published in 1998 as TRANS/SC.3/144.

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 the AGN.

This second revised edition of the Blue book has been prepared by the Transport Division with due regard to the draft set out in document ECE/TRANS/SC.3/2011/3 and in accordance with the additional information received by the secretariat from member Governments as of 15 December 2011. The second revised version of the Blue book is based on the AGN Agreement, as amended according to relevant Depository Notifications. A consolidated non-official text of the Agreement may be found in document ECE/TRANS/120/Rev.2 (see www.unece.org/fileadmin/DAM/trans/doc/2012/sc3wp3/ECE-TRANS-120r2efr-forWeb.pdf).

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INVENTORY OF MAIN STANDARDS AND PARAMETERS OF THE E WATERWAY NETWORK BLUE BOOK

INTRODUCTION

1. INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE

The European Agreement on Main Inland Waterways of International Importance (AGN) in its annex I lays down the network of E waterways including a few portions that do not exist at present and are considered as missing links. In its annex III, the Agreement stipulates the requirements for the classification of E waterways. In total, 29,406 kms of European inland waterways have been earmarked by Governments as E waterways. The above length excludes the double counting of sections on which two or more E waterways overlap.

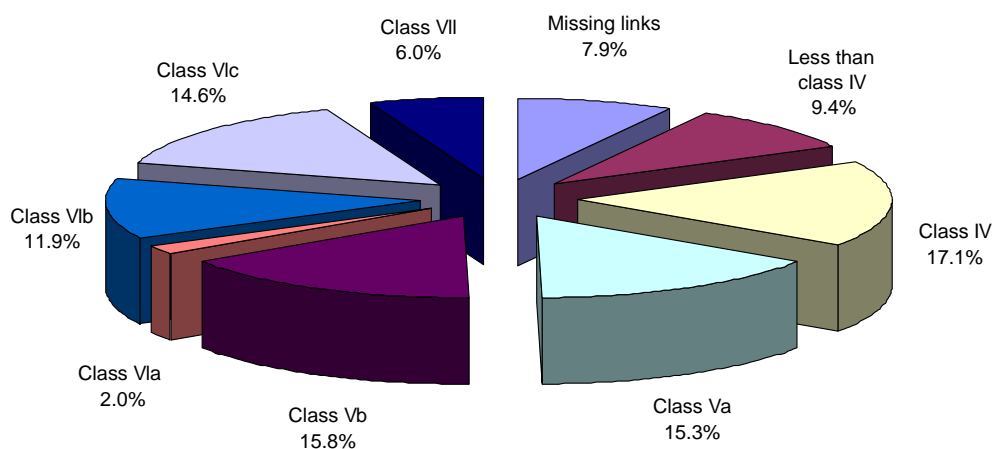
For the purpose of calculating in the Blue Book the total length and structure of the E waterway network the following portions of E waterways have been considered as overlapping: E 01/E 05 of 46 km, class Va; E 03/E 04 of 38 km, class VIb; E 04/E 05 of 16 km, class VIb; E 10/E 80 of 96 km (24.1 km — class VIa, 40.2 km — class VIb and 31.7 km — class VIc); E 12/E 70 of 38 km, class Va; E 13/E 15 of 93 km (68 km — class VIb and 25 km — class IV); E 20/E 30 of 173 km, missing link; E 30/E 70 of 49 km, less than class IV; E 40/E 70 of 139 km, less than class IV; E 50/E 60 of 503 km, class Vb and E 50/E 90 of 453 km, class VIc.

The following portions of E waterways have been considered as missing links in accordance with the network laid down in the AGN Agreement and as listed in section 2 below: Canal Seine-Nord Europe E 05 of 106 km; Maldegem-Zeebrugge E 07 of 26 km; Saône-Rhine Link E 10 of 206 km; Saône-Moselle Link E 10-02 of 304 km; Danube-Oder-Elbe Connection E 20/E 30 of 479 km; Gdansk-Brest E 40 of 430 km, excluding its existing navigable sections; Twente-Mittellandkanal E 70 of 55 km; Seine-Moselle Link E 80 of 250 km; Olt E 80-03 of 135 km; Danube-Bucaresti Canal E 80-05 of 73 km; Danube-Sava Canal E 80-10 of 61 km; Vah-Oder Link E 81 of 80 km; Milano-Po Canal E 91 of 96 km and Padova-Venezia Canal E 91-03 of 27 km.

As a result, the breakdown by classes of European inland waterways of international importance may be summarized in the table below.

Structure of E waterways

	Missing links	Less than class IV	Class IV	Class Va	Class Vb	Class VIa	Class VIb	Class VIc	Class VII	Total
Length (km)	2,328	2,746	5,009	4,499	4,646	585	3,483	4,274	1,747	29,317
%	7.9	9.4	17.1	15.3	15.8	2.0	11.9	14.6	6.0	100



In accordance with the AGN Agreement, only waterways meeting the basic minimum requirements of class IV (minimum dimensions of vessels: 80.0 m x 9.50 m) can be considered as E waterways. The Agreement recommends that the new E waterways to be built (for the completion of missing links) should meet, at least, the requirements of class Vb, while the waterways to be modernized should meet the requirements of at least class Va.

2. BOTTLENECKS AND MISSING LINKS IN THE NETWORK OF MAIN INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE

In the course of its work on the draft AGN the Working Party on Inland Water Transport endorsed the following definitions of "bottlenecks" and "missing links" in the inland navigation network, elaborated by the ad hoc Group of Experts on Inland Waterway Infrastructure:

"Those sections of the European waterway network of international importance that have parameter values being substantially lower than target requirements are called bottlenecks.

There are two kinds of bottlenecks:

"Basic bottlenecks" are the sections of E waterways whose parameters, at the present time, are not in conformity with the requirements applicable to inland waterways of international importance in accordance with the new classification of European inland waterways (class IV);

"Strategic bottlenecks" are other sections satisfying the basic requirements of the class IV but which, nevertheless, ought to be modernized in order to improve the structure of the network or to increase the economic capacity of inland navigation traffic.

"Missing links" are such parts of the future network of inland waterways of international importance which do not exist at present.

The basic condition for the elimination of bottlenecks and completion of missing links is the positive result of economic evaluation" (TRANS/SC.3/133, paragraph 18 and TRANS/SC.3/WP.3/AC.1/4, paragraph 18 and TRANS/SC.3/WP.3/AC.1/4, paragraph 18).

In accordance with the above definition the following list of bottlenecks and missing links, by country, has been established.

Austria

Missing links: Danube-Oder-Elbe Connection (E 20).

Basic bottlenecks: none.

Strategic bottlenecks: Danube (E 80) from 2,037.0 to 2,005.0 km and from 1,921.0 to 1,873.0 km — low fairway depth (in some locations down to 2.20 m).

Belarus

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks:

- Mukhovets (E 40) from Brest to Kobrin — low maximum draught (1.6 m).
- Dneprovsko-Bugskiy Canal (E 40) from Kobrin to Pererub — low maximum draught (1.6 m).
- Pina (E 40) from Pererub to Pinsk — low maximum draught (1.6 m).
- Pripyat (E 40) from Stakhovo to Pkhov — low maximum draught (1.3 m).
- Pripyat (E 40) from Pkhov to Belarus/Ukrainian border — low maximum draught (1.5 m).

Belgium

Missing links:

- Meuse — Rhine link.*
- Maldegem — Zeebrugge (E 07).

Basic bottlenecks:

- Bocholt — Herentals Canal (E 01-01), Bocholt — Dessel section.
- Zuid — Willemsvaart (E 01-01), section Bocholt — Belgium/Netherlands border.
- Gent — Oostende Canal (E 02), Brugge — Beernem section.
- Plassendale — Nieuwpoort Canal (E 02-02-01).
- Charleroi-Bruxelles Canal (E 04), Lembeek — Bruxelles section — upgrading the height under bridges and improvement of the waterway is required. Project is under study.
- Bossuit — Kortrijk Canal (E 05-01), Zwevegem — Kortrijk section — upgrading from class I to class Va. Project is under study.
- Dender (E 05-04), Aalst — Dendermonde section — upgrading from class II to class IV. Project is under study.
- Beneden-Nete (E 05-06) upgrading the height under bridges. Project is under way.

Strategic bottlenecks:

- Condé-Pommeroeul Canal (E 01) — re-opening of a section currently not in service.
- Nimy-Blaton — Peronnes Canal (E 01) — upgrading from class IV to class Va is envisaged.
- Canal du Centre (E 01), Obourg Lock — construction of a new class Va lock is envisaged.
- Charleroi-Bruxelles Canal (E 01), Marchienne, Viesvilles and Gosselies Locks — construction of new class Va locks is envisaged.
- Meuse (E 01) — construction of class VIb locks is envisaged at Ivoz-Ramet and Ampsin-Neuville.
- Meuse (E 01) from Pont d'Ougrée to Liège — upgrading from class Vb to class VIb is envisaged.
- Canal de Lanaye (E 01) — construction of a class VIb lock is under way.

* This link is not mentioned in the AGN Agreement and its inclusion into the Inventory has been suggested by the Government of Belgium.

- Lys Mitoyenne — Lys (Menin — Deinze section) and Lys Derivation Canal up to Schipdonk (E 02) — upgrading from class IV to class Vb is envisaged within the Seine — Escaut link project. Project is under way.
- Roeselare-Leie Canal (E 02–04) — improvement of waterway for class Va. Project is under study.
- Sea Canal Bruxelles — Schelde (E 04) — improvement of section Wintam — Willebroek. Project is under way.
- Haut Escaut (E 05) on section Bléharies-Hérinnes — Tournai passage — upgrading to class Va.
- Boven-Schelde (E 05) — upgrading lock capacity. Project is under study.
- Boven-Zeeschlede (E 05) on section Gent circular canal — Baasrode — upgrading from class IV to class Va is under study.
- Albertkanaal (E 05), Wijnegem passage and section Kanne — Liège — upgrading from class Vb to class VIb is envisaged.

Bosnia and Herzegovina

Missing links: none.

Basic bottlenecks: Sava (E 80–12) 507.0–174.8 km — upgrading from classes III/IV to classes IV/Va.

Strategic bottlenecks: none.

Bulgaria

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks: Danube from 845.5 to 375.0 km — low fairway depth at dry seasons (below 2.50 m — value recommended by the Danube Commission) at several critical sections i.e.:

- from 845.5 to 610.0 km, with fairway depth limited to 2.10–2.20 m for 10–15 days a year, and
- from 610.0 to 375.0 km, with fairway depth limited to 1.80–2.00 m for 20–40 days a year.

Croatia

Missing links: Danube — Sava Canal (E 80–10) from Vukovar to Samac.

Basic bottlenecks: Sava (E 80–12) from Sisak to Serbian/Croatian State border — upgrading from classe III to class IV (section between Sisak and Brčko) and from class IV to class Va (section between Brčko and Serbian/Croatian State border).

Strategic bottlenecks: none.

Czech Republic

Missing links: Danube — Oder — Elbe Connection (E 20 and E 30).

Basic bottlenecks: Elbe (E 20) from State border to Ústí nad Labem — extremely low fairway depth at dry seasons (0.9–2.0 m), in the years 1997–2004, the draught was less than 1.40 m during 160–262 days a year making the section commercially non-navigable; the construction of two locks is necessary.

Strategic bottlenecks:

- Elbe (E 20) from Mělník to Chvaletice — narrow width of lock gates (12.0 m); from Chvaletice to Pardubice the construction of a lock at Přelouč is necessary.
- Vltava (E 20–06) — From Mělník to Praha — low height under bridges (4.5 m) and narrow width of lock gates (11.0 m).

Finland

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks: Saimaa Canal (E 60–11) from Vyborg (Russian Federation) to Kuopio/Joensuu — upgrading to class Va is envisaged.

France

Missing links:

- Seine — Moselle Link (E 80).*
- Seine — Nord Europe Link (E 05).**
- Saône — Moselle Link (E 10–02)/Saône — Rhine Link (E 10).***

Basic bottlenecks:

- Seine (E 80–04) between Bray-sur-Seine and Nogent — upgrading is envisaged. Public debate took place between the end of 2011 and the beginning of 2012.

* The secretariat was informed by the Government of France that the project concerning the Seine — Moselle link has been abandoned.

** Currently, Voies Navigables de France undertake preparatory works regarding the Seine-Schelde connection project, that includes a 106 km long Seine-Nord Europe Canal (E 05, class Vb). The Canal will provide a link from the Rhine basin to the currently isolated western part of E 80 and E 80–04. A procedure of competitive dialogue is under way for the Canal project. To become operational as of 2017.

*** Public debate on the possibility of a Saône-Moselle/Saône-Rhine Link is envisaged in 2013 in accordance with the Grenelle Law of 3 August 2009.

Strategic bottlenecks:

- Condé — Pommeroeul Canal (E 01) — increasing the water depth up to 3.50 m is under consideration in the framework of the project on reopening this Canal for navigation.
- Dunkerque — Escaut link and Escaut (E 01) up to Condé — lifting of bridges up to 5.25 m is completed, lifting up to 7.00 m is envisaged.
- Deûle and Deûle Canal (E 02) from Quesnoy/Deûle to Lille — upgrading to class Va is under way, increasing the water depth up to 3.50 m is envisaged, from Lille to Bauvin — lifting of bridges up to 5.25 m is completed, lifting up to 7.00 m is envisaged.
- Lys mitoyenne (E 02) — increasing the water depth to 4.50 m is considered.
- Network Nord Pas-de-Calais (E 02 and E 05) — lifting of bridges and upgrading of links with Belgium to class Va. Lifting of bridges up to 5.25 m is being finalized (summer 2012), lifting up to 7.00 m is envisaged.
- Saône (E 10) — extension of the Couzon Lock to 195.0 m by 12.00 m is envisaged.
- Rhône — Sète Canal (E 10-04) — works on upgrading to class Va are under way.
- Oise (E 80) from Conflans to Creil — low draught and height under bridges (3.40 m and 5.18 m, respectively) — increasing the water depth up to 4.00 m is under way.
- Oise (E 80) from Creil to Compiègne — low draught (3.00 m), increasing the water depth up to 4.00 m is considered.

Germany

Missing link: none.

Basic bottlenecks:

- Saale (E 20-04) from Calbe to Elbe — upgrading to class IV is under way.
- Mittellandkanal (E 70) — sections which have not yet been modernized are being upgraded to class Vb. The project is under way.
- Elbe — Havel — Kanal (E 70) — upgrading from class IV to class Vb is under way.
- Untere Havel — Wasserstraße (E 70) from Plauen to Spree — upgrading from class IV to class Vb is under way.
- Berlin region waterways (various sections) upgrading to classes IV and Va is under way.
- Havel — Oder — Wasserstraße (E 70) — upgrading from class IV to class Va is under way to enable navigation of vessels with two layers of containers.

Strategic bottlenecks:

- Rhine (E 10) — low fairway depth in dry seasons: downstream from Duisburg (2.5 m) and from St. Goar to Mainz (1.9 m) and low height under bridges at Kehl/Strasbourg (6.75 m).

- Rhine — Herne Kanal (E 10-03) — upgrading to class Vb is under way on sections which have not yet been modernized.
- Dortmund — Ems Kanal (E 13) from 108.3 km to 21.5 km — upgrading to class Vb is under way.
- Weser (E 14) from 360.7 km to Minden — low fairway depth (2.5 m).
- Elbe (E 20): lower Elbe — need for lifting of bridges for container transport with three layers of containers; middle Elbe from Lauenburg upstream to the border between Germany and the Czech Republic — low fairway depth in dry season (1.4 m).
- Moselle (E 80) — construction of 10 second lock chambers is under way.
- Main (E 80) upstream from Würzburg — low fairway depth (2.5 m).
- Danube (E 80) from Straubing to Vilshofen — low fairway depth (1.55 m).
- Danube (E 80) — low height (4.70 m) under the railway bridge in Deggendorf (2,285.87 km) — upgrading to 7.00 m is under way.
- Danube (E 80) — low height under bridges at Bogen (2,311.27 km) — 5.00 m; at Passau (2,225.75 km) — 5.15 m and (2,230.28 km) — 6.30 m — upgrading to 7.00 m is necessary.
- Weser (E 14) — upgrading of Minden and Dörverden Locks.

Other bottlenecks, the elimination of which is anticipated to become economically viable only in the framework of a replacement programme supported by a particular investment scheme:

- Dortmund — Ems Kanal (E 13) to the north of the Mittellandkanal — a number of locks have a width of only 10.00 m.
- Datteln — Hamm Kanal (E 10-01) — to the east of the Hamm harbour.
- Neckar (E 10-07) — adaptation of fairway width and lock dimensions to class Va waterway.
- Canals branching off from the Mittellandkanal (E 70-02, 70-04 and 70-06) — low fairway depth and height under bridges (2.00 m and 4.00 m, respectively), insufficient dimensions of locks.
- Oder — Spree Kanal (E 71) — upgrading from class III to class IV is required especially with regard to locks.

Hungary

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks:

- Danube (E 80), joint Slovak — Hungarian section from Sap (1,810.0 km) to 1,708.2 km — low maximum draught at dry seasons (1.50 m as registered in the course of years up to November 2011) and at a High Navigable Water Level (HNWL) — low height under bridges: road bridge Medved'ov (1,806.35 km) — 8.85 m between pillars* II — III and 9.19 m between pillars I and II; railway bridge Komárno (1,770.4 km) — 8.65 m between pillars IV — V and 8.68 m between pillars III — IV; road bridge Komárno (1,767.8 km) — 9.08 m at centre point of the arches between pillars II — III and III — IV, respectively. Upgrading of the draught to 2.50 m and the height under bridges to 9.10 m is required.
- Danube (E 80), the section from 1,708.2 km to 1,433.0 km — low maximum draught (1.50 m — as registered in the course of years up to November 2011).
- Danube (E 80), at HNWL — low height under the road/rail bridge at Dunaföldvár (1,560.55 km) — 8.73 m between pillars II — III and III — IV, respectively. Upgrading to 9.10 m is required.
- Danube (E 80), at HNWL — low height under the road/rail bridge at Baja (1,480.22 km) — 8.09 m between pillars III — IV and 8.40 m between pillars II — III. Upgrading to 9.10 m is required.

Italy**Missing links:**

- Milano — Po Canal (E 91) from Milano to Pizzighettone.
- Padova — Venezia Canal (E 91-03) from Romea Dock to Padova.

Basic bottlenecks:

- Cremona — Casale Monferrato (E 91-02) — upgrading from class III to class IV is envisaged.

Strategic bottlenecks:

- Mantova — Adriatico Canal (E 91-01) from Ostiglia to Baricetta lock — upgrading from class IV to class Va is envisaged.
- Veneta Lateral Waterway (E 91) from Marghera to Porto Nogaro — upgrading from class IV to class Va is envisaged.

Lithuania**Missing links:** none.

Basic bottlenecks: Nemunas (E 41) from Kaunas to Jurbarkas and from Jurbarkas to Klaipeda — insufficient depth of the fairway (1.20 m and 1.50 m, respectively).

* Numbering of pillars of bridges starts from the left bank on the Danube.

Strategic bottlenecks: none.

Luxembourg

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks: none.

Netherlands

Missing links: none.

Basic bottlenecks: Zuid-Willemsvaart up to Veghel (E 70-03) — upgrading to class IV is under way.

Strategic bottlenecks:

- IJssel (E 70) from Arnhem to Zutphen — upgrading to class Va is envisaged.
- Upgrading of the Zwartsluis at Meppel-Ramspol (E 12-02) is under way.
- Upgrading of the Lemmer-Delfzijl section (E 15) to class Va enabling 4-layer container transport is under way.
- Twente Canal (E 70) — upgrading to class Va is under way and an increase of the capacity of the Eefde lock to be carried out.
- Lekkanaal (E 11-02) — upgrading of the Beatrix lock.
- Maasroute (E 01) — upgrading to class Vb enabling 4-layer container transport is under way.
- E 06 waterway — increasing the capacity of the Kreekrak locks.
- E 03 waterway — increasing the capacity of the Volkerak locks and Terneuzen lock is under study.
- IJsselmeer — Meppel (E 12) — insufficient fairway depth and/or width, the project is under study.
- Amsterdam — Rijnkanaal (E 11) — removing bottlenecks at the Zeeburg locks (upgrading to class VIb).
- Zaan (E 11-01) — adaptation to class Va with regard to fairway depth and/or width — height under the bridges and lock capacity is required.
- Noordzeekanaal (E 11) — upgrading of sea locks at IJmuiden to class VIc is being studied.

Poland

Missing links: Danube — Oder — Elbe Connection (E 30).

Basic bottlenecks:

- Oder (E 30) from Widuchova to Kozle — upgrading from classes II and III to class Va is required.
- Glivice Canal (E 30-01) — upgrading from class III to class Va is required.
- Wisla (E 40) from Biala Gora to Wloclawek and from Plock to Warszawa — upgrading from classes I and II to class Va is required.
- Zeran Canal (E 40) from Zeran to Zegrze Lake — upgrading from class III to class Va is required.
- Bug (E 40) from Zegrze Lake to Brest — upgrading to class Va is required. The depth is limited to 0.80 m for 210 days a year.
- Warta — Notec — Bydgoski Canal (E 70) from Kostrzyn to Bydgoszcz — upgrading from class II to class Va is required.
- Wisla (E 70) from Bydgoszcz to Biala Gora — upgrading from class II to class Va is required.
- Szkarpa (E 70) from Gdanska Glova to Elblag — upgrading from class III to class Va is required.

Strategic bottlenecks: Oder (E 30) from Szczecin to Widuchova — upgrading from class IV to class Vb is expected.

Republic of Moldova

Missing links: none.

Basic bottlenecks:

- Prut (E 80-07) from the mouth to Branest — upgrading from class II to class Va is required.
- Nistru (E 90-03) from Ukraine/Moldova State border to Bender — upgrading from class III to class Va is required.

Strategic bottlenecks: none.

Romania

Missing links:

- Danube — Bucuresti Canal (E 80-05).
- Olt (E 80-03) up to Slatina.

Basic bottlenecks:

- Prut (E 80-07) from the mouth to Ungheni.
- Bega Canal (E 80-01-02) up to Timisoara.

Strategic bottlenecks:

- Danube (E 80) from 863 to 175 km — low fairway depth at dry seasons (below 2.50 m — value recommended by the Danube Commission) at several critical sections, i.e.:
 - from 863 to 845.5 km, with fairway depth limited to 2.20–2.30 m for 7–15 days a year;
 - from 845.5 to 610 km, with fairway depth limited to 2.10–2.20 m for 10–15 days a year;
 - from 610 to 375 km, with fairway depth limited to 1.80–2.00 m for 20–40 days a year;
 - from 375 to 300 km, with fairway depth limited to 1.60–2.20 m for 30–70 days a year;
 - from 300 to 175 km, with fairway depth limited to 1.90–2.10 m for 15–30 days a year.
- Danube (E 80) from 170 km to the Black Sea — low fairway depth at dry seasons (below 7.30 m — value recommended by the Danube Commission) at several critical points, i.e. at 73, 57, 47, 41 and 37 nautical miles and at the Sulina bar at the mouth of the Sulina Canal where it meets the Black Sea, where the fairway depth is limited to 6.90–7.00 m for 10–20 days a year.

Russian Federation

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks:

- Don (E 90) from Kalach to Aksay — insufficient depth downstream of the Kochetovski lock (of 116.3 km long).*

* In 2008 a second lock at the Kochetovsky hydraulic complex became operational. To eliminate the insufficient draught, the construction of a low-head hydraulic complex near the Bagaevsky village is being considered.

- Volga (E 50) — low water depth from the Gorkovsky hydroelectric complex to Nizhni Novgorod.**
- Volgo — Baltijskiy waterway (E 50) — the Nijne-Svirski hydro-electrical complex.***

Serbia

Missing links: none

Basic bottlenecks: Begej (E 80–01–02) from its mouth to the Serbian/Romanian border — upgrading from class III to at least class Va is required.

Strategic bottlenecks:

- Danube (E 80) from 1,405.6 to 1,227.9 km — narrow fairway conditions.
- Danube (E 80) — low height under the railway bridge at Bogojevo (1,366.5 km) — 8.15 m — upgrading to 9.10 m is required.
- Danube (E 80) at Novi Sad (1,254.25 km) — low height under a temporary road/railway bridge (6.82 m).
- Danube (E 80) from 863 to 845.5 km — low fairway depth in dry seasons (below 2.50 m — value recommended by the Danube Commission) with fairway depth limited to 2.20–2.30 m for 7–15 days a year.
- Sava (E 80–12) from its mouth to the State border — upgrading to at least class Va is required.
- Tisza (E 80–01) — upgrading from class IV to class Va is under study.

Slovakia

Missing links:

- Danube — Oder — Elbe Connection (E 20 and E 30).
- Váh — Oder Link (E 81).

Basic bottlenecks: none.

Strategic bottlenecks:

- Danube (E 80) from Devín (1,880.26 km) to Bratislava (1,867.0 km) — insufficient depth at low water level and insufficient height under bridges: at Bratislava (1,868.14 km) — 7.59 m, at locks of the Gabčíkovo Hydro Electrical Complex (1,819.3 km) — 8.90 m. Upgrading is required to 9.10 m.

** Due to the fact that the Tcheboksary Reservoir is not filled up to the project level and that the water level of the Volga River at the Nijniy Novgorod — Gorodets section went down, the depth of 3.50 m at sill of the Gorodetski Lock is only ensured for 2–3 hours a day. To eliminate the insufficient draught, it is planned to build a low-head hydraulic complex in the area of Boljshoe Kozino or increase the water level of the Tcheboksary Reservoir.

*** The construction of a second parallel lock is planned.

- Danube (E 80) from Sap (1,811.0 km) to the mouth of the Ipeľ River (1,708.2 km) — insufficient depth at low water level and insufficient height under the bridges.
- Váh (E 81), from Komárno (0.0 km) to Žilina (240.0 km) — insufficient fairway depth. Canalization of the river and its upgrading to class VIa (Komarno–Hlohovec) and Va (Hlohovec–Žilina) in conjunction with the construction of new locks, and reconstruction of existing locks, are required.

Switzerland

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks: none.

Ukraine

Missing links: none.

Basic bottlenecks:

- Desna (E 40–01) from the mouth to Chernihiv — upgrading from class III to class IV is required.
- Danube, Kilia arm (E 80–09) — upgrading the fairway depth and/or width.
- Dnestr (E 90–03) from Belgorod Dnestrovsky to the Ukraine/Moldova border — upgrading from class III to class Va is required.

Strategic bottlenecks: none.

3. COASTAL ROUTES

Coastal routes mentioned in annex I to AGN are intended to ensure the continuity of the E waterway network throughout Europe and, in principle, do not impose any restrictions on vessels using them. However, in the event that these coastal shipping vessels are supposed to regularly use inland waterways (mixed river-sea navigation) their dimensions should, where possible and economically viable, meet the requirements for self-propelled units suitable for navigation on inland waterways of classes Va and VIb as indicated in annex III of the Agreement.

4. EXPLANATIONS OF TABLES 1, 2 AND 3

The three tables reproduced below reflect data on existing and target parameters of inland waterways, locks and ports of international importance as of 15 December 2011.

Table 1: Navigational Characteristics of Main Inland Waterways of International Importance

Data for each section of E waterways are given in two lines: the upper line represents target values to be achieved as a result of the envisaged modernization of

existing waterways or construction of a new water link, while the lower one shows existing parameters. The maximum admissible length and width of vessels/convoys are separated by a slash.

The draught (d) and the minimum height under bridges (H) indicated in Table 1 are given in relation to the Low Navigable Water Level (LNWL) for the draught and the Highest Navigable Water Level (HNWL) for the height under bridges. The LNWL corresponds to a long-term mean water level reached or exceeded on all but 20 ice-free days per year (approximately between 5 per cent and 6 per cent of the ice-free period). The HNWL corresponds to a level existing for not less than 1 per cent of the navigation period, established on the basis of observations over a substantial number of years (30 to 40 years), excluding periods when there was ice.

The suitability of a particular waterway for combined transport is marked as follows:

- A — Waterways suitable for combined transport. This means that inland navigation vessels with a width of 11.40 or 11.45 m and a length of approximately 110 m are able to operate on such waterways carrying three or more layers of containers, 50 per cent of containers being empty. Otherwise a permissible length of pushed convoys of 185 m should be possible, in which case they could operate with two layers of containers, 50 per cent of containers being empty;
- B — Waterways suitable for combined transport but restrictions apply. This is mainly interpreted by Governments as inland waterways allowing the transport of at least two layers of containers, 50 per cent or less of them being empty, sometimes with the use of ballasting;
- C — Waterways not suitable for combined transport. These are the waterways where the transport of even two layers of containers is impossible.

Table 2: Parameters of locks of inland waterways of international importance

The table contains detailed data on some 630 locks or lock complexes, ship lifts and inclined planes situated on E waterways. This also includes data on locks which are under construction or planned.

Table 3: Technical characteristics of inland navigation ports of international importance

This table provides data on 439 European inland navigation ports of international importance. E ports are classified in the table in accordance with their annual cargo-handling capacity (0.5–3 million tons, 3–10 million tons and more than 10 million tons). The annual cargo-handling capacity should be interpreted as the potential of a particular port with regard to its existing equipment.

Table 1: Navigational Characteristics of Main European Inland Waterways of International Importance *

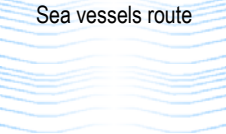
E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 01	DUNKERQUE – VALENCIENNES CANAL	148.0	143.0/143.0	11.40/11.40	3.00	5.25	Va	B	Canalized
	Dunkerque – Bouchain		143.0/143.0	11.40/11.40	3.00	4.71 ¹	Va	B	
	ESCAUT	13.0	143.0/143.0	11.40/11.40	2.50	5.25	Va	B	
	Bouchain – Condé		143.0/143.0	11.40/11.40	2.50	5.25	Va	B	
	CONDÉ – POMMEROEUL CANAL ²	5.9	143.0/143.0	11.40/11.40	2.50	5.30	IV	B	
	Condé – Hensies		143.0/143.0	11.40/11.40	-	5.30	IV	B	
	CONDÉ – POMMEROEUL CANAL ²	6.1	145.0/145.0	11.40/11.40	3.00	7.10	Va	A	
	Hensies – Pommeroeul		145.0/145.0	11.40/11.40	3.00	7.10	Va	A	
	NIMY – BLATON – PERONNES CANAL	16.8	145.0/145.0	11.40/11.40	2.50	5.25	Va	A	
	Pommeroeul – Nimy		145.0/145.0	11.40/11.40	2.50	5.25	Va	A	
	CANAL DU CENTRE	24.8	110.0/110.0	11.40/11.40	2.50	5.25	Va	A	
	Nimy – Seneffe		110.0/110.0	11.40/11.40	2.50	5.25	Va	A	
	CHARLEROI – BRUXELLES CANAL	26.2	110.0/110.0	11.40/11.40	2.50	6.05	Va	A	
	Seneffe – Charleroi		110.0/110.0	11.40/11.40	2.50	6.05	Va	A	
	SAMBRE	48.8	110.0/110.0	11.40/11.40	2.50	6.05	Va	A	
	Charleroi – Namur		110.0/110.0	11.40/11.40	2.50	6.05	Va	A	
	MEUSE	50.6	196.0/196.0	12.50/12.50	3.00	6.60	Va	A	
	Namur – Ivoz-Ramet		196.0/196.0	12.50/12.50	3.00	6.60	Va	A	
MEUSE	16.6	196.0/196.0	12.50/12.50	3.40	7.00	Vb	A		
Ivoz-Ramet – Liège		196.0/196.0	12.50/12.50	3.40	7.00	Vb	A		
ALBERTKANAAL	17.0	196.0/196.0	23.00/23.00	3.40	7.50	Vlb	A		
Liège – Lanaye		196.0/196.0	23.00/23.00	3.40	7.50	Vlb	A		
CANAL DE LANAYE	1.9	196.0/196.0	23.00/23.00	3.20	8.50	Vlb	A		
Lanaye		135.0/135.0	15.00/15.00	3.20	8.50	Va	A		

* Upper line – target value,
Lower line – present value



** A – Suitable for combined transport.
B – Suitable, but restrictions apply.
C – Not suitable for combined transport.

*** Values applicable to single units/convoys.
**** Takes into account security clearance of about 30 cm between the uppermost point of the vessel's structure or its load and a bridge.

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 01 (continued)	MAAS Lanaye – Maastricht	12.3	137.5/185.0	14.00/12.50	3.00	6.70	Va	A	
			137.5/100.0	14.00/12.00	3.00	6.70	Va	A	
	MAAS Maastricht – Heumen	119.6	110.0/137.5	12.00/11.50	3.00	7.00	Vb	A	
			110.0/137.5	12.00/11.50	3.00	7.00	Va	A	
	MAAS Heumen – Moerdijk	84.9	137.5/185.0	13.50/13.50	3.00	7.00	Vb	A	
			137.5/113.5	13.50/13.50	3.00	7.00	Va	A	
DORDTSCH E KIL AND NOORD Moerdijk – Rotterdam	22.0	225.0/229.5	23.50/22.90	5.00	42.50 ³	Vlc	A		
		225.0/153.0	23.50/34.35 ⁴						
		225.0/229.5	23.50/22.90	5.00	42.50 ³	Vlc	A		
		225.0/153.0	23.50/34.35 ⁴						
E 01-02	MEUSE Namur – Givet (site of 3 fontaines)	46.4	98.0/99.70	11.80/11.80	2.50	5.63	IV	B	
			98.0/99.70	11.80/11.80	2.50	5.63	IV	B	
E 01-04	BASSE MEUSE Liège – Visé	13.8	135.0/135.0	15.00/15.00	2.80	7.90	Va	A	
			135.0/135.0	15.00/15.00	2.80	7.90	Va	A	
E 01-04-01	MONSIN CANAL	0.7	135.0/135.0	15.00/15.00	3.40	9.20	Va	A	
			135.0/135.0	15.00/15.00	3.40	9.20	Va	A	
E 01-01	KANAAL DESSEL – KWAADMECHELEN Kwaadmechelen – Kom van Dessel	15.8	110.0/110.0	11.50/11.50	2.80	5.50	Va	B	
			110.0/110.0	11.50/11.50	2.80	5.20	Va	C	
	KANAAL BOCHOLT – HERENTALS Kom Dessel – sluis 1 Lommel	4.1	85.0/85.0	9.50/9.50	2.80	5.50	IV	B	
			55.0/55.0	7.30/7.30	2.10	4.93	II	C	
	KANAAL BOCHOLT – HERENTALS Sluis 1 Lommel – Bocholt	27.1	85.0/85.0	9.50/9.50	2.80	5.50	IV	B	
			85.0/85.0	8.30/8.30	2.50	5.50	II	C	
	ZUID – WILLEMSVAART Bocholt – up to the Belgium/Netherlands border	4.9	85.0/85.0	9.50/9.50	2.80	5.50	IV	B	
			52.0/52.0	6.70/6.70	1.90	5.15	II	C	
	ZUID – WILLEMSVAART From the Belgium/Netherlands border to Nederweert	14.2	85.0/85.0	9.50/9.50	2.50	5.30	IV	B	
			65.0/65.0	7.25/7.25	2.10	5.30	II	C	
	WESSEM – NEDERWEERT KANAAL	16.3	85.0/85.0	9.50/9.50	2.50	5.20	IV	B	
			65.0/65.0	7.25/7.25	2.10	5.20	II	C	

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 01-06	KANAAL VAN ST. ANDRIES	1.9	110.0/110.0	13.50/13.50	3.50	11.90	Va	A	
			110.0/110.0	13.50/13.50	3.50	11.90	Va	A	
E 01-03	ZUID – WILLEMSVAART	5.9	90.0/90.0	12.00/12.00	3.00	7.00	IV	B	
	Maas – 's Hertogenbosch		90.0/90.0	12.00/12.00	2.70	5.80	IV	B	
	ZUID – WILLEMSVAART	19.0	85.0/85.0	9.50/9.50	3.00	7.00	IV	B	
	's Hertogenbosch – Veghel		90.0/90.0	6.70/6.70	2.70	5.80	IV	B	
E 02	BOUDEWIJN CANAL	12.0	.../...	.../...	...	...	Vlb	A	Sea vessels route
	Zeebrugge – Brugge		125.0/125.0	12.00/12.00	4.75	...	Vlb	A	
	GENT – OOSTENDE CANAL	13.8	89.7/89.7	10.20/10.20	2.50	7.50	IV	B	
	Brugge – Beernem		89.7/89.7	10.20/10.20	2.50	7.50	IV	B	
	GENT – OOSTENDE CANAL	18.4	100.0/100.0	10.20/10.20	2.50	7.00	IV	B	
	Beernem – Schipdonk		100.0/100.0	10.20/10.20	2.50	7.00	IV	C	
	LYS BYPASS CANAL	14.9	185.0/185.0	11.50/11.50	3.50	7.50	Vb	A	Seine-Escaut link
	Schipdonk – Deinze		110.0/110.0	11.50/11.50	2.80	7.50	Va	A	
	LYS	15.5	185.0/185.0	11.50/11.50	3.50	7.00	Vb	A	Seine-Escaut link
	Deinze – Ooigem		110.0/110.0	11.50/11.50	2.80	5.53	Va	A	
	LYS	5.6	185.0/185.0	11.50/11.50	3.50	7.00	Vb	A	Seine-Escaut link
	Ooigem – Harelbeke lock		110.0/110.0	11.50/11.50	2.80	6.49	Va	C	
	LYS	17.1	185.0/185.0	11.40/11.40	3.50	7.00	Vb	A	Seine-Escaut link
	Harelbeke lock – Halluin		86.0/86.0	9.60/9.60	2.50	4.42	IV	C	
	LYS MITOYENNE	9.1	185.0/185.0	11.40/11.40	3.50	7.00	Vb	A	Seine-Escaut link
	Halluin – Wervik		86.0/86.0	10.30/10.30	2.40	4.73	IV	C	
	LYS MITOYENNE	8.7	185.0/185.0	11.40/11.40	2.50	7.00	Vb	A	
	Belgian Commune of Comines		85.0/85.0	10.30/10.30	2.30	4.73	IV	C	
	DEÛLE AND DEÛLE CANAL	6.0	185.0/185.0	11.40/11.40	3.00	6.50	Vb	A	Upgrading to class Vb is under way
	Deûlémont – Quesnoy		110.0/110.0	5.05/7.00	2.30	5.55	II	B	
	DEÛLE AND DEÛLE CANAL	8.7	185.0/185.0	11.40/11.40	3.00	6.50	Vb	A	Upgrading to class Vb is under way
	Quesnoy/Deûle – Lille (Grand Carré)		110.0/110.0	11.40/11.40	2.30	4.50	Va	C	

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS	
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)					
1	2	3	4	5	6	7	8	9	10	
E 02 (continued)	DEÛLE AND DEÛLE CANAL	19.2	143.0/143.0	11.40/11.40	3.00	6.50	Va	A		
	Lille (Grand Carré) – Bauvin		143.0/143.0	11.40/11.40	3.00	5.09	Va	B		
E 02-02	GENT – OOSTENDE CANAL	21.0	125.0/185.0	12.00/12.00	3.35	7.00	Vb	A		
	Brugge – Oostende		125.0/185.0	12.00/12.00	2.50	5.50	Vb	B		
E 02-02-01	PLASSEDALE – NIEUWPOORT CANAL	21.0	110.0/110.0	11.50/11.50	2.50	7.00	Va	A		
	Plassendale – Gistelbrug		60.0/60.0	6.35/6.35	2.00	5.40	I	C		
	PLASSEDALE – NIEUWPOORT CANAL		110.0/110.0	11.50/11.50	2.50	7.00	Va	A		
	Gistelbrug – Snaaskerke		60.0/60.0	8.05/8.05	2.00	5.50	I	C		
	PLASSEDALE – NIEUWPOORT CANAL		110.0/110.0	11.50/11.50	2.50	7.00	Va	A		
	Snaaskerke – Nieuwpoort		60.0/60.0	8.05/8.05	2.00	7.00	I	C		
E 02-04	ROESLARE – LEIE CANAL	16.5	110.0/110.0	11.50/11.50	2.50	7.00	Va	A		
			110.0/110.0	11.50/11.50	2.50	6.00	Va	A		
E 03	NIEUWE MERWEDE	22.5	225.0/229.5	23.50/22.90	4.00	7.80	Vlb	A		
	Gorinchem – Moerdijk		225.0/153.0	23.50/34.35 ⁴						
			225.0/229.5	23.50/22.90	4.00	7.80	Vlb	A		
			225.0/153.0	23.50/34.35 ⁴						
	SCHELDE – RIJN CONNECTION	101.7	150.0/200.0	23.50/23.50	4.00	9.10	Vlb	A		
	Moerdijk – Terneuzen		150.0/200.0	23.50/23.50	4.00	9.10	Vlb	A		
	GENT – TERNEUZEN CANAL	32.6	140.0/193.0	22.80/22.80	5.50–12.50	51.00	Vlb	A	Sea vessels route	
			140.0/193.0	22.80/22.80	5.50–12.50	51.00	Vlb	A		
	GENT CIRCULAR CANAL	Gent – Terneuzen – Boven-Schelde Canal	17.1	185.0/185.0	16.00/16.00	3.50	9.10	Vb	A	
				110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
E 04	WESTERSCHELDE	65.0	135.0/195.0	15.00/22.80	4.50	No restrictions	Vlb	A	Sea vessels route	
	Vlissingen – Terneuzen – Hansweert – Antwerpen		135.0/195.0	15.00/22.80	4.50	No restrictions	Vlb	A		
	BENEDEN-ZEESCHELDE	30.8	135.0/195.0	15.00/22.80	4.50	No restrictions	Vlb	A	Sea vessels route	
			Antwerpen	135.0/195.0	15.00/22.80	4.50	No restrictions	Vlb	A	
	BOVEN-ZEESCHELDE	Antwerpen – Wintam	8.7	135.0/195.0	15.00/22.80	4.50	49.00	Vlb	A	Sea vessels route
				135.0/195.0	15.00/22.80	4.50	49.00	Vlb	A	

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS	
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)					
1	2	3	4	5	6	7	8	9	10	
E 04 (continued)	BRUXELLES – SCHELDE CANAL	6.3	220.0/220.0	23.00/23.00	9.00	45.00	Vlb	A		
	Wintam – Sauvegarde		180.0/180.0	24.00/24.00	8.80	45.00	Vlb	A		
	BRUXELLES – SCHELDE CANAL	2.4	205.0/205.0	22.80/22.80	9.00	32.00	Vlb	A		
	Sauvegarde – Willebroek		140.0/140.0	24.00/24.00	6.00	32.00	Vla	A		
	BRUXELLES – SCHELDE CANAL	18.3	205.0/205.0	22.80/22.80	5.80	32.00	Vlb	A		
	Willebroek – Bruxelles		140.0/140.0	19.00/19.00	5.80	32.00	Va	A		
	CHARLEROI – BRUXELLES CANAL	21.6	81.6/81.6	10.50/10.50	3.00	7.00	IV	B		Canal
	Bruxelles – Clabecq		81.6/81.6	10.50/10.50	2.50	4.50	IV	C		
CHARLEROI – BRUXELLES CANAL	19.7	85.0/85.0	10.30/10.30	2.50	4.75	IV	B	Dredging in progress		
Clabecq – Seneffe		85.0/85.0	10.30/10.30	2.50	4.75	IV	B			
E 05	CANAL SEINE – NORD EUROPE	106.0	185.0/185.0	11.40/11.40	4.50	7.00	Vb	A	Project of a new link	
	Compiègne – Aubencheul au Bac		.../...	.../...	...	...	...	...
	HAUT ESCAUT	15.0	110.0/110.0	11.40/11.40	2.50	5.80	Va	B		
	Condé – Bléharies		110.0/110.0	11.40/11.40	2.50	5.80	Va	B		
	HAUT ESCAUT	32.8	110.0/110.0	11.40/11.40	2.60	6.18	Va	A		
	Bléharies – Herinnes		110.0/110.0	11.40/11.40	2.60	6.18	Va	A		
	BOVEN-SCHELDE	5.6	110.0/110.0	11.50/11.50	3.50	7.00	Va	A		
	Herinnes – Bossuit		110.0/110.0	11.50/11.50	2.60	6.10	Va	B		
	BOVEN-SCHELDE	30.6	110.0/110.0	11.50/11.50	3.50	7.00	Va	A		
	Bossuit – Asper Lock		110.0/110.0	11.50/11.50	2.60	6.50	Va	B		
	BOVEN-SCHELDE	14.6	110.0/110.0	11.50/11.50	3.50	7.00	Va	A		
	Asper Lock – Gent Circular Canal		110.0/110.0	11.50/11.50	3.00	7.00	Va	A		
	GENT CIRCULAR CANAL	1.0	110.0/110.0	11.50/11.50	3.00	7.00	Va	A		
	Boven-Schelde – Merelbeke lock – Westervak		110.0/110.0	11.50/11.50	3.00	7.00	Va	A		
	GENT CIRCULAR CANAL	3.7	110.0/110.0	11.40/11.40	5	5	Va	A		
	Merelbeke lock – Boven-Zeeschelde – Zuidervak		85.0/85.0	9.50/9.50	5	5	IV	B		
BOVEN-ZEESCHELDE	28.2	110.0/110.0	11.40/11.40	5	5	Va	A			
Gent Circular Canal – Dender		85.0/85.0	9.50/9.50	5	5	IV	B			

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 05 (continued)	BOVEN-ZEESCHELDE Dender – Baasrode	10.9	110.0/110.0	12.00/12.00	5	5	Va	A	
			85.0/85.0	12.00/12.00	5	5	IV	B	
	BOVEN-ZEESCHELDE Baasrode – Durme	10.5	110.0/110.0	12.00/12.00	5	45.00	Va	A	
			95.0/95.0	12.00/12.00	5	45.00	Va	A	
	BOVEN-ZEESCHELDE Durme – Wintam	10.9	135.0/195.0	15.00/24.00	5	45.00	Vlb	A	
			135.0/195.0	15.00/24.00	5	45.00	Vlb	A	
	ALBERTKANAAL Antwerpen - Wijnegem	9.7	134.0/200.0	12.50/22.80	3.40	9.10	Vlb	A	
			134.0/200.0	12.50/12.50	3.40	6.70	Vb	A	
	ALBERTKANAAL Wijnegem – Lanaken	90.0	134.0/196.0	12.50/23.00	3.40	9.10	Vlb	A	
			134.0/196.0	12.50/23.00	3.40	6.90	Vlb	A	
	ALBERTKANAAL Lanaken	1.0	134.0/196.0	12.50/23.00	3.40	9.10	Vlb	A	
			134.0/134.0	12.50/12.50	3.40	7.00	Va	A	
	ALBERTKANAAL Lanaken – Kanne	10.0	134.0/196.0	12.50/23.00	3.40	9.10	Vlb	A	
			134.0/196.0	12.50/23.00	3.40	6.90	Vlb	A	
	ALBERTKANAAL Eben-Emael-Lanaye	1.7	196.0/196.0	23.00/23.00	3.40	7.50	Vlb	A	
			196.0/196.0	23.00/23.00	3.40	7.50	Vlb	A	
E 05-02	NIMY – BLATON – PERONNES CANAL Peronnes – Pommeroetul	22.1	85.0/85.0	10.50/10.50	2.50	5.20	IV	B	
			85.0/85.0	10.50/10.50	2.50	5.20	IV	B	
E 05-01	BOSSUIT – KORTRIJK CANAL Bossuit – Zwevegem	12.7	110.0/110.0	11.50/11.50	3.50	7.00	Va	B	
			110.0/110.0	11.50/11.50	2.60	4.50	Va	C	
	BOSSUIT – KORTRIJK CANAL Zwevegem – Kortrijk	2.5	110.0/110.0	10.00/10.00	3.50	7.00	IV	B	
			38.50/38.50	5.10/5.10	1.80	3.93	I	C	
E 05-04	DENDER Aalst Lock – calibrated section of Dendermonde	11.7	110.0/110.0	9.50/9.50	3.00	7.00	IV	B	
			55.0/55.0	7.50/7.50	2.50	5.06	II	C	
	DENDER Calibrated section of Dendermonde – Dendermonde Lock (incl.)	2.0	110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
			110.0/110.0	11.50/11.50	2.50	7.00	Va	A	
E 05-06	NETEKANAAL Albertkanaal – Lier	9.5	81.3/81.3	10.30/10.30	2.50	7.00	IV	B	
			81.3/81.3	10.30/10.30	2.50	5.00	IV	C	

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 05-06 (continued)	NETEKANAAL	5.7	95.0/95.0	11.40/11.40	2.50	7.00	Va	A	
	Lier – Duffelsluis		95.0/95.0	11.30/11.30	2.50	6.95	IV	B	
	BENEDEN – NETE	14.4	110.0/110.0	11.40/11.40	5	5	Va	A	
			85.0/85.0	9.50/9.50	5	5	IV	C	
	RUPEL	11.8	110.0/110.0	11.50/11.50	5	35.00	Va	A	
110.0/110.0			11.50/11.50	5	35.00	Va	A		
E 06	SCHELDE – RIJN CONNECTION	37.8	150.0/200.0	23.00/23.00	4.00	9.10	Vlc	A	
	Antwerpen – Moerdijk		150.0/200.0	23.00/23.00	4.00	9.10	Vlc	A	
E 07	GENT – OOSTENDE CANAL	1.7	185.0/185.0	11.50/11.50	3.50	7.50	Vb	A	Seine – Escaut link
	Gent Circular Canal – Lovendegem		110.0/110.0	11.50/11.50	2.30	7.50	Va	A	
	GENT – OOSTENDE CANAL	5.2	185.0/185.0	11.50/11.50	3.50	7.50	Vb	A	Seine – Escaut link
	Lovendegem – Schipdonk		110.0/110.0	11.50/11.50	2.80	7.50	Va	A	
	LEIE BYPASS CANAL	13.4	185.0/185.0	11.40/11.40	3.50	7.00	Vb	A	
	Schipdonk – Maldegem		38.50/38.50	5.10/5.10	1.60	4.50	I	C	
LEIE BYPASS CANAL	25.6 ⁶	185.0/185.0	11.40/11.40	3.50	7.00	Vb	A	New link to be built	
Maldegem – Zeebrugge		.../...	.../...	...	...	...	...
E 10	HARTELKANAAL Rotterdam/Europoort – Hartelmond	23.7	125.0/269.5	22.80/22.80	4.00	4.00 ⁷	Vlc	A	
			125.0/193.0	22.80/34.20					
			110.0/269.5	22.80/22.80	4.00	4.00 ⁷	Vlc	A	
			110.0/193.0	22.80/34.20					
	OUDE MAAS 976.2 km – 1 007.0 km	30.8	225.0/229.5 ⁸	23.50/22.90 ⁸	5.00 ⁸	42.50 ³	Vlc	A	
			225.0/153.0	23.50/34.35					
			225.0/229.5 ⁸	23.50/22.90 ⁸	5.00 ⁸	42.50 ³	Vlc	A	
			225.0/153.0	23.50/34.35					
	BENEDEN MERWEDE 961.3 km – 976.2 km	14.9	225.0/229.5	23.50/22.90	3.80 ⁹	No restrictions ¹⁰	Vlc	A	
			225.0/153.0	23.50/34.35 ⁴					
225.0/229.5			23.50/22.90	3.80 ⁹	No restrictions ¹⁰	Vlc	A		
225.0/153.0			23.50/34.35 ⁴						

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS	
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)					
1	2	3	4	5	6	7	8	9	10	
E 10 (continued)	BOVEN MERWEDE 952.5 km – 961.3 km	8.8	225.0/229.5	23.50/22.90	4.15 ¹¹	No restrictions ¹²	Vlc	A		
			225.0/153.0 ⁸	23.50/34.35 ⁴						
		8.8	8.8	225.0/229.5	23.50/22.90	4.15 ¹¹	No restrictions ¹²	Vlc	A	
				225.0/153.0 ⁸	23.50/34.35 ⁴					
	WAAL 867.4 km – 952.5 km	85.1	85.1	135.0/269.5	22.80/22.90	2.50 ¹³	9.00 ¹⁴	Vlc	A	
				135.0/193.0	22.80/34.35 ⁴					
		85.1	85.1	135.0/269.5	22.80/22.90	2.50 ¹³	9.00 ¹⁴	Vlc	A	
				135.0/193.0	22.80/34.35 ⁴					
	BOVEN-RIJN 857.0 km – 867.4 km	9.7	9.7	135.0/269.5	22.80/22.90	3.50 ¹³	9.00 ¹⁴	Vlc	A	
				135.0/193.0	22.80/34.35 ⁴					
		9.7	9.7	135.0/269.5	22.80/22.90	3.50 ¹³	9.00 ¹⁴	Vlc	A	
				135.0/193.0	22.80/34.35 ⁴					
	RHINE Lobith – Köln (863.0 km – 688.0 km)	175.0	175.0	135.0/193.0	22.80/34.35	2.50 ¹⁵	9.10	Vlc	A	
				.../269.5	.../22.90					
	175.0	175.0	135.0/193.0	22.80/34.35 ¹⁶	2.50 ¹⁷	9.10	Vlc	A		
			.../269.5	.../22.90						
RHINE Köln (688.0 km) – 564.3 km	123.7	123.7	135.0/193.0	22.80/34.35	2.50 ¹⁷	9.10	Vlc	A		
			/269.5	/22.90						
	123.7	123.7	135.0/193.0	22.80/34.35 ¹⁶	2.50 ¹⁷	9.10	Vlc	A		
			.../269.5	.../22.90						
RHINE 564.3 km – 540.2 km	24.1	24.1	135.0 ¹⁸ /186.5	22.80/22.90	2.10 ¹⁷	9.10	Vla/Vlb	A	When going upstream When going downstream	
			135.0 ¹⁸ /116.5	22.80/22.90						
	24.1	24.1	135.0 ¹⁸ /186.5	22.80/22.90	2.10 ¹⁹	9.10	Vla/Vlb	A	When going upstream When going downstream	
			135.0 ¹⁸ /116.5	22.80/22.90						
RHINE 540.2 km – 359.8 km	180.4	180.4	135.0/193.0	22.80/22.90	2.10 ¹⁷	9.10	Vlb	A		
			... /153.0	... /34.35						
	180.4	180.4	135.0/193.0	22.80/22.90	2.10 ¹⁹	9.10	Vlb	A		
			.../153.0	... /34.35						

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 10 (continued)	RHINE 359.8 km – Iffetzheim (334.0 km)	25.8	135.0/193.0	22.80/22.90	2.10 ¹⁷	9.10	Vlb	A	
			135.0/193.0	22.80/22.90	2.10 ¹⁷	9.10	Vlb	A	
	RHINE Iffezheim (334.0 km) – 287.4 km	46.6	135.0/270.0	22.80/22.90	3.00	7.00	Vlc	A	
			135.0/270.0	22.80/22.90	3.00	7.00 ²⁰	Vlc	A	
	RHINE 287.4 km – Niffer (186.0 km)	101.4	135.0/183.0	22.80 ²¹ /22.80 ²¹	3.00	7.00	Vlb	A	
			135.0/183.0	22.80 ²¹ /22.80 ²¹	3.00	7.00	Vlb	A	
	CANAL NIFFER – MULHOUSE	15.5	110.0/190.0	11.45/11.45	4.00	6.75	Vb	A	
			110.0/190.0	11.45/11.45	4.00	6.75	Vb	A	
	SAÔNE – RHINE CONNECTION	206.0 ⁶	.../...	.../...	...	...	...	...	Project of a new link
			-	-	-	-	-	-	
	SAÔNE St. Symphorien – Chalons s/Saône	81.0	185.0/185.0	11.40/11.40	3.50	4.80	Vb	B	
			110.0/110.0	11.40/11.40	3.50	4.80	Va	B	
	SAÔNE From Chalon to the confluence with the Rhône	138.0	185.0/185.0	11.40/11.40	3.50	4.40	Vb	C	
			185.0/185.0	11.40/11.40	3.50	4.40	Vb	C	
	RHÔNE Lyon (0.00 km) – Avignon (244.0 km)	244.0	190.0/190.0	11.40/11.40	3.00	6.30 ²²	Vb	A	
	190.0/190.0		11.40/11.40	3.00	6.30 ²²	Vb	A		
RHÔNE Avignon (244.0 km) – Tarascon (268.0 km)	22.0	190.0/190.0	11.40/11.40	3.00	7.40 ²²	Vb	A		
		190.0/190.0	11.40/11.40	3.00	7.40 ²²	Vb	A		
RHÔNE Tarascon (268.0 km) – Arles (283.0 km)	15.0	190.0/190.0	11.40/11.40	3.00	7.88 ²²	Vb	A		
		190.0/190.0	11.40/11.40	3.00	7.88 ²²	Vb	A		
RHÔNE Arles (283.0 km) – Fos ²³ via the Rhône – Fos Canal	43.0	190.0/190.0	11.40/11.40	3.20	No restrictions	Vb	A		
		190.0/190.0	11.40/11.40	3.20	No restrictions	Vb	A		
E 10-01	WESEL – DATTELN – KANAL	60.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
			110.0/185.0	11.45/11.45	2.80	4.50	Vb ²⁴	C	
	DORTMUND – EMS – KANAL	2.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
			110.0/185.0	11.45/11.45	2.80	4.25	Vb ²⁴	C	
DATTELN – HAMM – KANAL To the West of Hamm Harbour	36.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B		
		86.0/86.0	9.60/9.60	2.50	4.00	IV ^{24, 25}	C		

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 10-01 (continued)	DATTELN – HAMM – KANAL	11.0	85.0/85.0	9.50/9.50	2.50	4.00	IV ^{24, 25}	C	
	To the East of Hamm Harbour		82.0/82.0	9.50/9.50	2.50	4.00	IV ^{24, 25}	C	
E 10-03	RHEIN – HERNE – KANAL	39.8	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
	0.16 km (Duisburg) – 39.97 km		110.0/185.0	11.45/11.45	2.50 ²⁶	4.50	Vb ^{24, 25}	C	
	RHEIN – HERNE – KANAL	5.6	110.0/185.0	11.45/11.45	2.80	5.25	Vb ²⁵	B	
	39.97 km – Henrichenburg		105.0/160.0	9.60/9.50	2.50	4.50	IV ²⁴	C	
E 10-05	RUHR	4.5	110.0/185.0	12.00/12.00	2.80	6.50	Vb	B	
	0.01 km – 4.51 km		110.0/185.0	12.00/12.00	2.80	6.50	Vb	B	
	RUHR	7.2	110.0/110.0	12.00/12.00	2.80	6.50	Va	B	
	4.51 km – 11.65 km		110.0/110.0	12.00/12.00	2.80	6.50	Va	B	
E 10-07	NECKAR	136.1	105.0/105.0	11.45/11.45	2.60	6.00 ²⁷	Va	B	
	0.0 km – 136.1 km		105.0/105.0	11.45/11.45	2.60	6.00 ²⁷	Va	B	
	NECKAR	65.4	105.0/105.0	11.45/11.45	2.60	5.50	Va	B	
	136.1 km – 201.5 km		105.0/105.0	11.45/11.45	2.60	5.50	Va	B	
E 10-09	RHINE	9.1	110.0/183.0	11.40/22.80	3.00 ²⁸	8.00	Vlb	A	
	Niffer (Kembs) – Huningue		110.0/183.0	11.40/22.80	3.00 ²⁸	8.00	Vlb	A	
	RHINE	3.4	110.0/180.0	11.40/22.80	3.00	7.00	Vlb	A	
	Huningue – Bâle (Mittlere Brücke)		110.0/180.0	11.40/22.80	3.00	7.00	Vlb	A	
	RHINE	17.4	110.0/110.0	11.45/11.45	2.25 ²⁹	5.10 ³⁰	Va	A	
	Bâle (Mittlere Brücke) – Rheinfelden		110.0/110.0	11.45/11.45	2.25 ²⁹	5.10 ³⁰	Va	A	
E 10-02	SAÔNE – MOSELLE LINK	304.0	.../185.0	11.40/11.40	3.00	7.00	Vb	A	Project of a new link
			38.5/38.5	5.00/5.00	1.80	3.50	I	C	
E 10-04	PETIT RHÔNE	21.0	190.0/190.0	11.40/11.40	2.20	5.24	Vb	B	
	Fourques – Saint-Gilles		190.0/190.0	11.40/11.40	2.20	5.24	Vb	B	
	RHÔNE – SÈTE CANAL	70.0	190.0/190.0	11.40/11.40	2.50	5.94	Va	B	
	Saint-Gilles – Sète		110.0/110.0	9.50/9.50	2.50	4.95	IV	B	
E 10-06	RHÔNE AND SAINT-LOUIS CANAL	45.0	135.0/135.0	19.00/19.00	4.25	No restrictions	Va	A	Sea vessels route
	Barcarin – Fos		135.0/135.0	19.00/19.00	4.25	No restrictions	Va	A	

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 11	NOORDZEEKANAAL AND AMSTERDAM – RIJNKANAAL Ijmuiden – Zeeburg (A'dam) 5.9 km – 31.7 km	25.8	125.0/195.0 ³¹	22.80/22.80	4.00 ³¹	No restrictions	Vlb	A	Noordzeekanaal and Binnen-IJ
			110.0/195.0 ³¹	22.80/22.80	4.00 ³¹	No restrictions	Vlb	A	
	AMSTERDAM – RIJNKANAAL Zeeburg – Tiel (5.9 km – 31.7 km)	70.8	200.0/200.0	23.50/23.50	4.00	9.05	Vlb	A	Amsterdam-Rijnkanaal
E 11-01	ZAAN Noordzeekanaal – Noord Hollands Kanaal	20.3	110.0/110.0	11.50/11.50	2.80	2.35 ^{4,7}	Va	A	
			110.0/110.0	11.50/11.50	2.80	2.35 ^{4,7}	Va	A	
E 11-02	LEKKANAAL	4.2	200.0/200.0	17.70/17.70	3.50	9.05	Vb	A	
			200.0/200.0	17.70/17.70	3.50	9.05	Vb	A	
E 12	MAAS – WAAL KANAAL Maas – Nijmegen Haven	10.72	137.5/193.0	15.50/13.50	3.20	9.79	Vb	A	
			137.5/193.0	15.50/13.50	3.20	9.79	Vb	A	
	MAAS – WAAL KANAAL Nijmegen Haven – Waal	2.65	193.00/193.00	15.50/15.50	3.70	12.30	Vb	A	
			193.00/193.00	15.50/15.50	3.70	12.30	Vb	A	
	WAAL Maas-Waal kanaal – Pannerdense Kop	19.36	125.0/269.5	22.80/22.80	2.50 ¹³	9.00 ¹⁴	Vlc	A	
			125.0/193.0	22.80/34.20 ⁴	2.50 ¹³	9.00 ¹⁴	Vlc	A	
	NEDER-RIJN Pannerdensche Kop – IJsselkop	11.0	110.0/185.0	17.00/17.00	2.80	9.10	Va	A	
			110.0/110.0	17.00/17.00	2.50 ¹³	9.10	Va	A	
	IJSSEL IJsselkop – Ketelmeer	118.5	110.0/110.0	12.00/12.00	3.00	9.10	Va	A	
			110.0/110.0	12.00/12.00	3.00	9.10	Va	A	
IJSSELMEER Ketelmeer – Lorentzsluis	62.5	120.0/190.0	13.00/23.00	3.90	12.70	Vb	A		
		120.0/120.0	13.00/13.00	3.50	12.70	Vb	A		
E 12-02	ZWARTE WATER AND MEPPERLIEDIEP Zwolle – Meppel	22.7	110.0/110.0	12.00/12.00	3.25	5.00 ⁴	Va	A	Via Meppelerdiep lock
			110.0/110.0	12.00/12.00	3.25	5.00 ⁴	Va	A	
E 12-04	RAMSDIEP Ketelmeer – Zwartsluis	23.8	110.0/110.0	11.50/11.50	3.00	5.00	Va	A	
			110.0/110.0	11.50/11.50	3.00	5.00	Va	A	
E 13	EMS North Sea – Papenburg	68.0					Vb	A	Sea vessels route
							Vb	A	
	DORTMUND – EMS KANAAL 225.82 km (Papenburg) – 108.35 km	117.5	95.0/95.0	9.50/9.50	2.50	4.50	IV ²⁴	C	
95.0/95.0	9.50/9.50	2.50	4.25	IV ^{24, 25}	C				

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS	
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)					
1	2	3	4	5	6	7	8	9	10	
E 13 (continued)	DORTMUND – EMS KANAL 108.35 km – 21.50 km	86.9	110.0/185.0	11.45/11.45	2.80	5.25	Vb ²⁵	B		
			110.0/185.0	11.45/11.45	2.50/2.00	4.25	IV ²⁴	C		
	DORTMUND – EMS KANAL 21.50 km – 1.44 km	20.1	110.0/185.0	11.45/11.45	2.80	5.25	Vb ²⁵	B		
			110.0/185.0	11.45/11.45	2.80	4.50	Vb ^{24, 25}	C		
E 14	WESER North Sea – Bremen (Railway Station)	84.0					Vlb	A	Sea vessels route	
							Vlb	A		
	WESER Bremen (Eisenbahnbrücke) – 360.7 km	7.0	220.0/220.0	12.00/12.00	3.00	4.50	Vb	A		
			110.0/172.0	11.45/11.45	3.00	4.50	Vb ^{24, 25}	A		
	WESER 360.7 km – Mittellandkanal	136.0	110.0/110.0	11.45/11.45	2.50	4.50	Va ^{24, 25}	C		
			85.0/85.0	9.50/9.50	2.20	4.50	IV ^{24, 32}	C		
E 15	IJSSELMEER Oranjesluizen – Prinses Margrietsluis	77.5	190.0/190.0	17.50/17.50	3.50	No restrictions	Vb	A		
			190.0/190.0	17.50/17.50	3.50	No restrictions	Vb	A		
	PRINSES MARGRIET KANAAL	65.0	110.0/110.0	11.40/11.40	3.50	7.30 ⁴	Va	A		
			110.0/110.0	11.40/11.40	3.20	7.30 ⁴	Va	A		
	VAN STARKENBORGH KANAAL	27.3	110.5/110.5	11.50/11.50	3.50	9.10	Va	A		
			110.5/110.5	11.50/11.50	3.20	6.80	IV	B		
	EEMSKANAAL Groningen – Woldbrug	19.7	144.0/144.0	13.00/13.00	4.50	No restrictions	Va	A		
			144.0/144.0	13.00/13.00	4.50	No restrictions	Va	A		
	EEMSKANAAL Woldbrug – Delfzijl	7.0	144.0/144.0	13.00/13.00	5.00	No restrictions	Va	A		
			144.0/144.0	13.00/13.00	5.00	No restrictions	Va	A		
	EMS Eemskanal – Papenburg	53.0					Vb	A		Sea vessels route
							Vb	A		
	DORTMUND – EMS KANAL 225.8 km (Papenburg) – 200.0 km	25.8	86.0/86.0	9.60/9.60	2.50	4.50	IV ²⁴	C		
			86.0/86.0	9.60/9.60	2.50	4.25	IV ^{24, 25}	C		
	KÜSTENKANAL 69.6 – 0.0 km	69.6	86.0/86.0	9.60/9.60	2.50	4.50	IV ^{24, 25}	C		
			86.0/86.0	9.60/9.60	2.50	4.50	IV ^{24, 25}	C		
HUNTE	24.0					Va	A	Sea vessels route		
						IV	B			

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 15-01	VAN HARINXMA CANAL	37.8	90.0/90.0	10.50/10.50	2.75	5.45 ⁴	IV	B	
	Fonejacht – Harlingen		90.0/90.0	10.50/10.50	2.75	5.45 ⁴	IV	B	
E 20	ELBE	89.0					Vlb	A	Sea vessels route
	Lower Elbe						Vlb	A	
	ELBE	38.0	110.0/190.0	11.45/24.00	2.70	5.50/9.50 ³³	Vlb ³²	A	
	Hamburg – Lauenburg		110.0/190.0	11.40/24.00	2.70	5.50/9.50 ³³	Vlb ³²	A	
	ELBE	113.0	110.0/190.0	11.45/24.00	1.60 ³⁴	6.50	Vlb ³²	B	
	Lauenburg – Wittenberge		110.0/190.0	11.45/24.00	1.40 ³⁴	5.29/8.49 ³³	Vlb ³²	B	
	ELBE	455.0	110.0/137.0	11.45/11.45	1.60 ³⁴	6.50	Va ³²	B	
	Wittenberge – German/Czech Rep. State Border		110.0/137.0	11.45/11.45	1.40 ³⁴	4.33/6.93 ³³	Va ³²	B	
	ELBE	40.0	110.0/137.0	11.50/23.00	2.80	7.00	Vla	A	Regularized, canalization necessary
	German/Czech State border – Ústí nad Labem		110.0/137.0	11.50/23.00	0.90 – 2.80 ³⁵	6.50	Va	B	
	ELBE	69.0	110.0/185.0 ³⁶	11.50/22.80 ³⁶	2.80	7.00	Vlb	A	Canalized.
	Ústí nad Labem – Mělník		110.0/170.0	11.50/23.00	2.00 – 2.20 ³⁵	5.66	IV	B	
	ELBE	102.2	110.0/185.0	12.00/12.00	2.80	7.00	Vb	A	Canalized
	Mělník – Chvaletice		85.0/85.0	12.00/12.00	2.10	4.70	IV	C	
ELBE	24.8	110.0/185.0	12.00/12.00	2.80	7.00	Vb	A	Canalized. Přelouč II lock in project	
Chvaletice – Pardubice		-	-	-	-	IV ⁶	-		
ELBE – DANUBE CONNECTION	325.0	110.0/185.0	11.40/11.40	2.80	7.00	Vb	A	New link to be built	
Pardubice – Přerov – Bratislava		-	-	-	-	-	C		
E 20-02	ELBE – SEITENKANAL	115.0	100.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
	Lauenburg – Mittellandkanal		100.0/185.0	11.45/11.45	2.80	5.25	Vb ³⁷	B	
E 20-04	SAALE	88.0	90.0/100.0	9.50/9.50	2.00	5.25	IV ^{25, 32}	B	
	0.0 km – 88.0 km		85.0/110.0	9.50/9.50	1.00	4.10	IV ²⁵	C	
	SAALE ³⁸	36.2	.../...	.../...	...	...	...	...
88.0 km – 124.2 km	...	.../...	...	...	I ⁶	...			
E 20-06	VLTAVA	91.0	110.0/110.0	11.40/11.40	2.50	5.25	Va	B	
	Mělník – Praha – (Slapy)		110.0/110.0	10.50/10.50	(1.20) 1.80 ³⁹	4.50	IV	C	

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 21	TRAVE	21.0					Vlb	A	Sea vessels route
						Vlb	A		
	KANALTRAVE, ELBE – LÜBECK KANAL Lübeck – Lauenburg	68.0	80.0/80.0	9.50/9.50	2.00	4.40	IV ^{24, 32, 40}	C	
			80.0/80.0	9.50/9.50	2.00	4.40	IV ^{24, 32, 40}	C	
E 30	ODER Swinoujscie – Szczecin	67.0	110.0/185.0	22.80/22.80	4.00	11.00	Vlb	A	Sea vessels route
			110.0/185.0	22.80/22.80	4.00	11.00	Vlb	A	
	ODER Szczecin – Widuchova (741.6 km – 704.1 km)	37.5	82.0/156.0	11.45/11.45	3.50	5.25	Va	B	Free-flowing
			82.0/156.0	11.45/11.45	2.50	5.17	IV	B	
	ODER Widuchova – Mouth of the Warta River 704.1 km – 617.6 km	86.5	82.0/125.0	11.45/11.45	2.50	5.25	Va ⁴¹	B	When going downstream
			82.0/125.0	11.45/18.00	1.80 ³⁵	4.54	IV	C	
			.../137.0	.../11.45					When going upstream
			82.0/125.0	11.45/11.45	2.50	5.25	Va ⁴¹	B	
	ODER Mouth of the Warta River – Mouth of the Nysa Luzyczna River 617.6 km – 542.4 km	75.2	82.0/125.0	11.45/11.45	1.80	5.25	IV ⁴¹	B	When going downstream
			82.0/125.0	11.45/11.45	1.40 ³⁵	4.47	III	C	
			82.0/125.0	11.45/11.45	1.80	5.25	IV ⁴¹	B	When going upstream
			.../137.0	.../11.45	1.30 ³⁵	4.47	III	C	
	ODER, Mouth of the Nysa Luzyczna River – Brzeg Dolny (542.4 km – 282.6 km)	259.8	70.0/118.0	9.0/9.0	1.60 ³⁵	4.00	III	C	Free-flowing
			70.0/118.0	9.0/9.0	1.20 ³⁵	3.72	II	C	
	ODER Brzeg Dolny – Kozle (282.6 km – 95.6 km)	187.0	70.0/118.0	9.0/9.0	1.70	5.25	IV	B	Canalized
			70.0/118.0	9.0/9.0	1.60	3.72	III	C	
	ODER – DANUBE CONNECTION Kozle – Přerov	154.4	.../185.0	11.40/11.40	2.80	7.00	Vb	A	New link to be built
			-	-	-	-	-	C	

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 30 (continued)	ODER – DANUBE CONNECTION	173.0	.../185.0	11.40/11.40	2.80	7.00	Vb	A	New link to be built
	Přerov – Bratislava		-	-	-	-	-	C	
E 30-01	GLIWICE CANAL	41.2	70.0/118.0	11.40/11.40	2.50	4.04	IV	C	Canal
			70.0/118.0	11.40/11.40	1.70	4.04	III	C	
E 31	WESTODER	33.35	110.0/156.0	11.45/11.45	3.50	5.25	Va ³²	B	
			82.0/156.0	11.45/11.45	2.50	4.25	IV ^{24, 32}	C	
	HOHENZAATEN – FRIEDRICHSTHALER WASSERSTRAÙE	43.0	110.0/156.0	11.45/9.50	2.20	5.25	Va ³²	B	
			82.0/135.0	9.50/8.25	2.00	4.25	IV ^{24, 32}	C	
E 40	WISLA Gdansk – Mouth of the Wda River (813.5 km)	141.1	110.0/125.0	11.40/25.0	2.50	5.28	Vla	B	Free-flowing
			110.0/125.0	11.40/25.0	2.50	5.28	Vla	B	
	WISLA Mouth of the Wda River – Bydgoszcz (813.5 km – 772.4 km)	41.1	85.0/110.0	11.40/11.40	2.50	5.25	IV	B	Free-flowing
			85.0/110.0	11.40/11.40	1.40 ³⁵	5.13	IV	B	
	WISLA Bydgoszcz – Wloclawek (772.4 km – 674.8 km)	97.6	85.0/110.0	11.40/11.40	2.50	5.25	IV	B	Practically non-navigable free-flowing section
			85.0/110.0	11.40/11.40	0.80 ³⁵	4.90	-	C	
	WISLA Wloclawek – Plock (674.8 km – 632.8 km)	42.0	110.0/110.0	11.40/11.40	2.50	7.00	Va	B	Canalized
			110.0/110.0	11.40/11.40	2.50	7.00	Va	B	
	WISLA Plock – Warszawa (632.8 km – 520.0 km)	112.8	.../...	.../...	A	Practically non-navigable free-flowing section
			85.0/-	11.40/-	0.80 ³⁵	5.80	-	B	
	ZERAN CANAL Zeran – Zegrze Lake	25.0	83.0/83.0	11.40/11.40	2.5 0	5.90	IV	B	
			83.0/83.0	11.40/11.40	2.00	5.90	IV	B	
	BUG Zegrze Lake – Brest ⁴²	220.0	.../...	.../...	Free-flowing Canalization necessary
			-	-	0.80 ³⁵	-	< I	C	
MUKHOVETS Brest – Kobrin	62.6	.../...	.../...	...	...	...	...	Canalized
		100.0/100.0 ⁴³	10.20/10.20	1.70	8.70	IV ³²	B		
DNEPROVSKO – BUGSKIY CANAL Kobrin – Pererub	91.4	.../...	.../...	...	...	...	...
		100.0/100.0 ⁴³	10.20	1.70	10.0	IV ³²	B		
PINA Pererub – Pinsk	40.0	.../...	.../...	...	...	...	...	Canalized
		100.0/100.0 ⁴³	10.20/10.20	1.70	10.1	IV ³²	B		

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 40 (continued)	PRIPYAT	49.2	.../...	.../...	...	...	...	...	Canalized
	Pinsk – Stakhovo		100.0/100.0	10.20/10.20	2.10	No restrictions	IV ³²	B	
	PRIPYAT	64.9	.../...	.../...	...	...	...	...
	Stakhovo – Mouth of the Mikashevichi Canal		100.0/100.0	10.20/10.20	1.40/1.45	10.00	IV ³²	B	
	PRIPYAT	235.6	.../...	.../...	...	...	...	...
	Mouth of the Mikashevichi Canal – Mozyr		100.0/100.0	20.00/20.00	1.45	10.20	IV ³²	B	
	PRIPYAT	107.0	.../...	.../...	...	...	...	...
	Mozyr – Belarus/Ukrainian state border		100.0/100.0	20.00/20.00	1.45/1.50	No restrictions	IV ³²	B	
	DNIPRO	83.0	150.0/150.0	18.00/18.00	2.65	No restrictions	Va	A	Canalized
	Mouth of the Pripyat River – Kyiv		85.2/114.8	15.30/15.20	2.65	No restrictions	Va	A	
	DNIPRO Kyiv – Kanev Hydroelectric Power Plant (GES) (856.0 km – 722.0 km)	134.0	270.0/270.0	18.00/18.00	3.65	No restrictions	Vb	A	Canalized
			114.1/170.0	13.23/15.20	3.65	No restrictions	Vb	A	
	DNIPRO, Kanev GES – Kremenchuk GES 722.0 km – 556.0 km	166.0	270.0/270.0	18.00/18.00	3.65	13.20	Vb	A	Canalized
			114.0/170.0	13.23/15.20	3.65	13.20	Vb	A	
	DNIPRO Kremenchuk GES – Dniprodzerzhynsk GES (556.0 km – 433.0 km)	123.0	270.0/270.0	18.00/18.00	3.65	No restrictions	Vb	A	Canalized
			138.3/170.0	16.70/15.20	3.65	No restrictions	Vb	A	
	DNIPRO, Dniprodzerzhynsk GES – Dnipro GES 433.0 km – 305.0 km	128.0	270.0/270.0	18.00/18.00	3.65	14.70	Vb	A	Canalized
			138.3/170.0	16.70/15.20	3.65 ⁴⁴	14.70	Vb	A	
	DNIPRO	212.0	270.0/270.0	18.00/18.00	3.65	No restrictions	Vb	A	Canalized
	Dnipro GES – Kakhovka GES (305.0 km – 93.0 km)		138.3/170.0	16.70/15.20	3.65	No restrictions	Vb	A	
	DNIPRO	65.0	270.0/270.0	18.00/18.00	3.65	No restrictions	Vb	A	Free-flowing
	Kakhovka GES – Kherson (93.0 km – 28.0 km)		138.3/170.0	16.70/15.20	3.65	No restrictions	Vb	A	
	DNIPRO	28.0	200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A	Sea vessels route
	Kherson – Entry to Rvach Branch		200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A	
	KHERSON MARITIME CANAL, entry to Rvach Branch – clearing line of Adzhigolskaya Spit	40.0	200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A	Sea vessels route
			200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A	
E 40-01	DESNA	198.0	.../...	.../...	1.60	...	IV	...	Free-flowing
	From the mouth to Chernihiv (0.00 km – 198.0 km)		.../...	.../...	1.30	...	III	...	

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 40-02	PIVDENNY BUH	35.0 ⁶	270.0/270.0	16.00/18.00	4.00	No restrictions	Vb	A	Sea vessels route
	Up to Mykolaiv		138.3/170.0	18.00/18.00	4.00	No restrictions	Vb	A	
	BUHSKO – DNIPRO – LIMANSKIY KANAL (BDLK)	81.4	215.0/215.0	32.50/32.50	10.30	No restrictions	VII	A	Sea vessels route
E 41	KURSHSKIY ZALIV AND NEMUNAS	190.5	110.0/110.0	12.00/12.00	1.80	2.50	IV	C	Free-flowing
	Klaipeda – Jurbarkas		100.0/100.0	10.00/10.00	1.30 ⁴⁵	2.50	IV	C	
	NEMUNAS	87.4	110.0/110.0	12.00/12.00	1.80	4.20	IV	C	Free-flowing
	Jurbarkas – Kaunas		100.0/100.0	10.00/10.00	1.00	4.20	IV	C	
E 50	VOLGO – BALTIJSKIY WATERWAY AND RYBINSK RESERVOIR, St. Petersburg – Rybinsk Lock	947.0	170.0/170.0	16.80/16.80	3.60	14.60	Vb	A	Canalized
			170.0/170.0	16.80/16.80	3.60	14.60	Vb	A	
	VOLGA	2605.3	280.0/280.0	28.50/28.50	3.10	11.70	Vlc	A	
	Rybinsk lock – Streletskoye		280.0/280.0	28.50/28.50	3.10 ⁴⁶	11.70	Vlc	A	
E 50-02	VOLGA	257.0	280.0/280.0	29.00/29.00	3.60	13.60	Vlc	A	Canalized
	Rybinsk – Dubna		280.0/280.0	29.00/29.00	3.60	13.60	Vlc	A	
	KANAL IMENI MOSKVI	126.0	290.0/290.0	29.00/29.00	3.60	13.60	Vlc	A	
	Dubna – Moscow Northern Port		290.0/290.0	29.00/29.00	3.60	13.60	Vlc	A	
	KANAL IMENI MOSKVI AND MOSKVA	45.6	290.0/290.0	29.00/29.00	2.80	8.60 ⁴⁷	Vlc	A	
	Moscow Northern Port – Moscow Southern Port		290.0/290.0	29.00/29.00	2.80	8.60 ⁴⁷	Vlc	A	
E 50-02-02	VOLGA	115.0	135.0/135.0	29.00/29.00	3.70	No restrictions	Vla	A	Canalized
	Dubna – Tver		135.0/135.0	29.00/29.00	3.70	No restrictions	Vla	A	
E 50-01	KAMA	1112.0	230.0/230.0	27.90/27.90	2.90 ⁴⁸	11.00	Vlb	A	Canalized
	Mouth of the Kama River – Solikamsk		230.0/230.0	27.90/27.90	2.90 ⁴⁸	11.00	Vlb	A	
E 60	KIEL CANAL	99.0					Vlb	A	Sea vessels route
	Brunsbüttel – Kiel – Holtenau						Vlb	A	
	VOLGO – BALTIJSKIY WATERWAY	503.0	170.0/170.0	16.80/16.80	3.60	14.60	Vb	A	Canalized
	St. Petersburg – Vytegra		170.0/170.0	16.80/16.80	3.60	14.60	Vb	A	
	ONEGA LAKE	217.0	250.0/250.0	23.00/23.00	3.70	No restrictions	Vlb	A	
	Vytegra – Povenets		250.0/250.0	23.00/23.00	3.70	No restrictions	Vlb	A	

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 60 (continued)	BELOMORSKO – BALTIJSKIY CANAL	221.0	126.0/126.0	13.20/13.20	3.60	No restrictions	Va	A	
	Povenets – Belomorsk		126.0/126.0	13.20/13.20	3.60	No restrictions	Va	A	
E 60-02	GUADALQUIVIR	80.0	.../220.0	.../24.36	7.00	42.00	Vlb	A	Sea vessels route
	From the mouth to Sevilla		.../220.0	.../24.36	7.00	42.00	Vlb	A	
E 60-04	DOURO	210.0	.../...	.../...	...	...	...	...	Canalized
	Porto – Spanish border		83.0/83.0 ⁴⁹	11.40/11.40	3.80 ⁵⁰	7.00 ⁵¹	IV	B	
E 60-06	GIRONDE AND GARONNE	70.0					VII	A	Sea vessels route
	From the mouth to Bec d'Ambes/le Verdon						VII	A	
	GIRONDE AND GARONNE	49.0	100.0/100.0	15.00/15.00	3.50	6.50	Va	A	
	Bec d'Ambes/le Verdon – Cadillac		100.0/100.0	15.00/15.00	3.50	6.50	Va	A	
GIRONDE AND GARONNE	19.0	90.0/90.0	15.00/15.00	2.50	7.00	IV	B		
From Cadillac to Castets-en-Dorthe		90.0/90.0	15.00/15.00	2.50	7.00	IV	B		
E 60-08	LOIRE	52.0					VII	A	Sea vessels route
	From Saint-Nazaire to Nantes						VII	A	
E 60-10	WADDENZEE	44.6	140.0/140.0	No restrictions	6.00	No restrictions	Vlc	A	Sea vessels route
	From Outer Buoy to Harlingen		140.0/140.0	No restrictions	6.00	No restrictions	Vlc	A	
E 60-12	WADDENZEE	60.0	260.0/260.0	40.00/40.00	10.60	No restrictions	Vlc	A	Sea vessels route
	From Outer Buoy to Delfzijl		260.0/260.0	40.00/40.00	10.60	No restrictions	Vlc	A	
E 60-01	MERSEY	17.0			10.00		Vla	A	Sea vessels route
	Waterway Limit – Eastham Locks				10.00		Vla	A	
	MANCHESTER SHIP CANAL	8.0	170.7/170.7	21.94/21.94	8.78	No restrictions	Vla	A	Sea vessels route
	Eastham Locks – Ince		170.7/170.7	21.94/21.94	8.78	No restrictions	Vla	A	
	MANCHESTER SHIP CANAL	10.0	161.5/161.5	19.35/19.35	8.07	No restrictions	Vla	A	Sea vessels route
	Ince – Runcom		161.5/161.5	19.35/19.35	8.07	No restrictions	Vla	A	
	MANCHESTER SHIP CANAL	36.0	161.5/161.5	19.35/19.35	7.31	21.33	Vla	A	Sea vessels route
	Runcom – Mode Wheel Locks		161.5/161.5	19.35/19.35	7.31	21.33	Vla	A	
MANCHESTER SHIP CANAL	2.0	161.5/161.5	19.35/19.35	5.48	21.33	Vla	A	Sea vessels route	
Mode Wheel Locks – Trafford Road Bridge		161.5/161.5	19.35/19.35	5.48	21.33	Vla	A		

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 60-03	HUMBER Up to Hull	18.0					Vlb	A	Sea vessels route
						Vlb	A		
	HUMBER Hull – Trent Falls	27.0				30.00	Vlb	A	Sea vessels route
						30.00	Vlb	A	
OUSE (YORKSHIRE) Goole – Howdendyke	2.0	88.0/88.0	14.00/14.00	5.00	No restrictions	Va	A	Sea vessels route	
		88.0/88.0	14.00/14.00	5.00	No restrictions	Va	A		
E 60-03-01	MEDWAY/SWALE Sheerness – Ridham	10.0	102.0/102.0	17.00/17.00	6.20	No restrictions	Va	A	Sea vessels route
			102.0/102.0	17.00/17.00	6.20	No restrictions	Va	A	
E 60-03-03	MEDWAY Sheerness – Kings North	11.0			13.00	No restrictions	Vlb	A	Sea vessels route
					13.00	No restrictions	Vlb	A	
	MEDWAY Kings North – Rochester	11.0	118.8/118.8	No restrictions	8.00	No restrictions	Vla	A	Sea vessels route
E 60-03-05	THAMES Canvey Point – Thames Barrier	50.0			13.00 ⁵	54.00	Vlb	A	Sea vessels route
					13.00 ⁵	54.00	Vlb	A	
	THAMES Thames Barrier – London Bridge	14.0	160.0/160.0	30.00/30.00	4.20 ⁵	42.00	Vla	A	Sea vessels route
			160.0/160.0	30.00/30.00	4.20 ⁵	42.00	Vla	A	
	THAMES London Bridge – Hammersmith Bridge	15.0	90.0/90.0	20.00/20.00	1.40 ⁵	4.90 ⁵²	Va	B	
	90.0/90.0		20.00/20.00	1.40 ⁵	4.90 ⁵²	Va	B		
E 60-03-07	COLNE Up to Rowhedge	12.0	96.0/96.0		4.50	No restrictions	Va	A	Sea vessels route
			96.0/96.0		4.50	No restrictions	Va	A	
E 60-03-09	STOUR (SUFFOLK) Up to Mistley	15.0	75.0/75.0	18.00/18.00	4.00	No restrictions	IV	B	Sea vessels route
			75.0/75.0	18.00/18.00	4.00	No restrictions	IV	B	
E 60-03-11	ORWELL Up to Ipswich	20.0	140.0/140.0		7.40		Vla	A	Sea vessels route
			140.0/140.0		7.40		Vla	A	
E 60-03-13	GREAT OUSE The Wash – Kings Lyn	3.0	140.0/140.0	20.00/20.00	5.52	No restrictions	Vla	A	Sea vessels route
			140.0/140.0	20.00/20.00	5.52	No restrictions	Vla	A	
E 60-03-15	NENE The Wash – Bevis Hill (near Wisbech)	23.0	120.0/120.0	17.00/17.00	6.00	No restrictions	Va	A	Sea vessels route
			120.0/120.0	17.00/17.00	6.00	No restrictions	Va	A	

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 60-03-17	WELLAND	8.0	90.0/90.0			No restrictions	Va	A	Sea vessels route
	The Wash – Fosdyke Bridge		90.0/90.0			No restrictions	Va	A	
E 60-03-19	WITHAM	8.0	120.0/120.0	13.60/13.60	5.30	No restrictions	Va	A	Sea vessels route
	The Wash – Boston (i.e., the Haven)		120.0/120.0	13.60/13.60	5.30	No restrictions	Va	A	
E 60-03-21	TRENT	15.0			5.00	No restrictions	Va	A	Sea vessels route
	Trent Falls – Keadby Bridge				5.00	No restrictions	Va	A	
	TRENT	27.0			3.05	5.10	IV	C	Sea vessels route
	Keadby Bridge – Gainsborough				3.05	5.10	IV	C	
E 60-03-02	TAY	12.0	240.0/240.0	40.00/40.00	8.90	No restrictions	Vlb	A	Sea vessels route
	Buddon Ness – Tay Road Bridge		240.0/240.0	40.00/40.00	8.90	No restrictions	Vlb	A	
	TAY	10.0	240.0/240.0	40.00/40.00	8.90	22.00	Vlb	A	Sea vessels route
	Tay Road Bridge – Balmerino		240.0/240.0	40.00/40.00	8.90	22.00	Vlb	A	
	TAY	28.0	90.0/90.0	13.50/13.50	4.90	22.00	Va	A	Sea vessels route
	Belmerino – Perth		90.0/90.0	13.50/13.50	4.90	22.00	Va	A	
E 60-03-04	FORTH	21.0	183.0/183.0	26.20/26.20	11.00	No restrictions	Vlb	A	Sea vessels route
	Inland Waterway Limit – Grangemouth		183.0/183.0	26.20/26.20	11.00	No restrictions	Vlb	A	
E 60-03-06	TYNE	18.0			11.00	No restrictions	Vlb	A	Sea vessels route
	Mouth – Newcastle				11.00	No restrictions	Vlb	A	
E 60-03-08	TEES	14.0			10.90	No restrictions	Vlb	A	Sea vessels route
	Mouth – Middlesbrough				10.90	No restrictions	Vlb	A	
E 60-05	OSLOFJORD	100.0 ⁶	.../...	.../...	A	See vessels route
			.../...	.../...	...	...	...	A
E 60-07	GÖTA ÄLV	11.0 ⁶	125.0/125.0	16.50/16.50	5.40	...	Va	A	
			125.0/125.0	16.50/16.50	5.40	...	Va	A	
	TROLLHÄTTE CANAL	82.0	89.0/89.0	13.40/13.40	5.40	...	IV	B	
			89.0/89.0	13.40/13.40	5.40	...	IV	B	
E 60-09	SÖDERTÄLJE CANAL ⁵³	6.0	124.0/124.0	18.00/18.00	6.50	...	Va	A	
			124.0/124.0	18.00/18.00	6.50	...	Va	A	

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 60-09 (continued)	LAKE MÄLAREN	120.0 ⁶	.../...	.../...	...	...	Va ⁶	...	
			.../...	.../...	...	...	Va ⁶	...	
E 60-14	Stralsund – Peenemünde – Wolgast – Szczecin	60.0 ⁶					Vlb	A	Sea vessels route
							Vlb	A	
E 60-11	SAIMAA CANAL	40.0	110.0/110.0	15.00/15.00	4.35	24.50	Va	A	Canalized
	Vyborg – Mälkiä Lock		82.5/82.5	12.60/12.60	4.35	24.50	IV	B	
	Mälkiä Lock – Kuopio	300.0	110.0/110.0	15.00/15.00	4.35	24.50	Va	A	
			110.0/110.0	12.60/12.60	4.35	24.50	Va	A	
	Kuopio – Iisalmi	100.0	110.0/110.0	12.60/12.60	3.60	12.00	Va	A	
110.0/110.0			12.60/12.60	2.40	12.00	Va	A		
E 60-11-02	From E 60-11 to Joensuu	140.0	110.0/110.0	12.60/12.60	4.35	24.50	Va	A	Canalized
			110.0/110.0	12.60/12.60	4.35	24.50	Va	A	
	Joensuu – Nurmes	150.0	80.0/80.0	11.80/11.80	2.40	10.50	IV	B	Partly canalized
E 61	PEENE	65.0	82.0/156.0	9.50/9.50	2.20	5.00	IV ²⁴	C	
	From Peenestrom to Demmin		82.0/156.0	9.50/9.50	2.20	5.00	IV ²⁴	C	
E 70	NIEUWE WATERWEG	19.7	200.0/200.0	23.50/23.50	12.20	No restrictions	Vlb	A	
	Europoort – Botlek		200.0/200.0	23.50/23.50	12.20	No restrictions	Vlb	A	
	NIEUWE MAAS	23.8	200.0/200.0	23.50/23.50	6.00	11.50 ⁴	Vlb	A	Sea vessels route
			Botlek – Krimpen	200.0/200.0	23.50/23.50	6.00	11.50 ⁴	Vlb		A
	LEK	60.7	110.0/185.0	11.50/22.80	3.00	9.10	Va	A	
			Krimpen – Wijk bij Duurstede	110.0/185.0	11.50/22.80	3.00	9.10	Va		A
	NEDER-RIJN	52.7	110.0/185.0	11.50/17.00	3.00	9.10	Vb	A	Canalized
			Wijk bij Duurstede – IJsselkop	110.0/185.0	11.50/17.00	3.00	9.10	Vb		A
	IJSSEL	43.6	110.0/110.0	11.50/11.50	3.00	9.10	Va	A	Bridge height in closed position 5.25
			IJsselkop – Zutphen	110.0/110.0	11.50/11.50	3.00	9.10	Va		B
TWENTEKANAAL	49.8	110.0/110.0	9.50/9.50	2.50	6.00	IV	B		
		Zutphen – Enschede	110.0/110.0	9.50/9.50	2.50	6.00	IV		B

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 70 (continued)	TWENTE – MITTELLANDKANAL ³⁸ Enschede – Bergeshövede	55.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
	MITTELLANDKANAL (including the Rothenseer – Verbindungskanal)	326.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
	ELBE – HAVEL KANAL	56.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
			80.0/125.0	9.00/8.25	2.00	4.30	IV ^{24, 32, 54}	C	
	UNTERE HAVEL – WASSERSTRASSE Plau – Spree	68.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
			86.0/86.0	9.50/9.50	1.90	3.55	IV ^{24, 32}	C	
	HAVEL – ODER-WASSERSTRASSE 0.0 km – 92.5 km	92.5	110.0/110.0 .../156.0	11.45/11.45 /9.00	2.20	5.25	Va ³²	B	Spandau Lock not in operation
			82.0/82.0	9.50/9.50	1.65	4.25	IV ^{24, 32}	C	
	ODER Mouth of the Havel – Oder-Wasserstraße – Kostrzyn	49.4	82.0/125.0	11.45/11.45	1.80	5.25	IV ⁴¹	B	When going downstream
			82.0/125.0 .../137.0	11.45/11.45 .../11.45	³⁵ 1.60	4.54	III	C	
			82.0/125.0 .../156.0	11.45/11.45 .../9.50	1.80	5.25	IV ⁴¹	B	When going upstream
			82.0/125.0 .../156.0	11.45/11.45 /9.50	³⁵ 1.60	4.54	III	C	
	WARTA – NOTEC – BYDGOSKI CANAL – BRDA Kostrzyn – Bydgoszcz	294.0	.../... 57.0/96.0	.../... 9.0/9.0	... 1.30	... 3.57	... II	... C	Canal and free-flowing rivers
	WISLA Mouth of River Brda – Biala Gora (772.5 km – 886.6 km)	114.1	85.0/110.0	11.40/11.40	1.60 ³⁵	5.25	IV	B	
			85.0/110.0	11.40/11.40	1.30 ³⁵	5.03	II	B	
	WISLA Biala Gora – Gdanska Glova (886.6 km – 931.0 km)	44.4	110.0/150.0	11.40/11.40	2.50	7.00	Va	A	Free-flowing
			110.0/150.0	11.40/11.40	2.50	6.80	Va	A	
	SZKARPAWA Gdanska Glova – Elblag	25.4	85.0/118.0	11.40/11.40	2.50	7.08	IV	B	
			85.0/118.0	11.40/11.40	1.60	7.08	II	B	
	NOGAT Biala Gora – Elblag ⁵⁵	62.0	56.0/118.0	9.00/9.00	2.00	4.60	III	C	
			56.0/118.0	9.00/9.00	1.60	4.60	II	C	Canalized

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 70 (continued)	ZALEW WISLANY Elblag – Kaliningrad	96.0	110.0/185.0	11.40/11.40	2.50	No restrictions	Vb	A	Modernization and reconstruction necessary
			110.0/185.0	11.40/11.40	2.50	No restrictions	Vb	A	
	PREGEL Kaliningrad – Gvardeysk	56.7	.../...	.../...	...	...	IV	B
			60.0/80.0	6.60/6.60	1.40 ⁴⁵	5.70	II	B	
	DAYMA Gvardeysk – Mouth of Dayma	37.5	.../...	.../...	...	...	IV	B
	60.0/80.0		5.05/5.05	1.20 ⁴⁵	7.54	I	B		
KURSHSKIY ZALIV Mouth of Dayma – Klajpeda	121.0 ⁶	.../...	.../...	...	No restrictions	Va	A		
		.../...	.../...	2.00 ⁴⁵	No restrictions	Va	A		
E 70-01	HOLLANDSCHE IJSSEL Krimpen – Gouda	19.7	110.0/110.0	11.50/11.50	3.60	8.50 ⁴	Va	A	
			110.0/110.0	11.50/11.50	3.60	8.50 ⁴	Va	A	
E 70-03	ZIJKANAAL From Twentekanaal to Almelo	17.6	110.0/110.0	9.75/9.75	2.50	6.00	IV	B	
			110.0/110.0	9.75/9.75	2.50	6.00	IV	B	
E 70-02	Mittellandkanal branch to Osnabrück	13.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb ²⁵	B	
			82.0/82.0	9.50/9.50	2.00	4.00	IV ^{24, 25, 32}	C	
E 70-04	Mittellandkanal branch to Hannover – Linden	10.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
			82.0/82.0	9.50/9.50	2.20	4.00	IV ^{24, 32}	C	
E 70-06	Mittellandkanal branch to Hildesheim	15.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb ²⁵	B	
			82.0/82.0	9.50/9.50	2.20	4.00	IV ^{24, 32}	C	
E 70-08	Mittellandkanal branch to Salzgitter	18.0	100.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
			100.0/185.0	11.45/11.45	2.50	5.25	Vb	B	
E 70-05	HAVELKANAL	35.0	110.0/110.0	11.45/11.45	2.00	5.25	Va ^{25, 32, 56}	B	
			86.0/125.0	9.50/8.25	1.90	4.50	IV ^{24, 32}	C	
E 70-10	SPREE From km 0.0 to Westhafenkanal and Westhafenkanal	9.0	110.0/110.0	11.45/11.45	2.80	5.25	Va/Vb	B	
			110.0/185.0						
			82.0/82.0	9.50/9.50	1.90	4.60	IV ^{24, 32}	C	
	SPREE From Westhafen Berlin to Britzer Verbindungskanal	14.0	85.0/85.0	9.50/9.50	2.00	4.00	IV ^{24, 32}	C	
82.0/82.0	9.50/9.50		2.00	3.51	IV ^{24, 32}	C			

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 70-12	BERLIN – SPANDAUER SCHIFFFAHRTSKANAL From km 0.0 to Westhafen Berlin	8.0	110.0/110.0	11.45/11.45	2.20	4.00	Va ^{24, 32}	C	
			.../156.0	.../9.00					
E 71	TELLOWKANAL AND BRITZER VERBINDUNGSKANAL	31.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb ²⁵	B	
			80.0/91.0	9.00/9.00	1.75	4.40	IV ^{24, 32}	C	
	SPREE – ODER – WASSERSTRAÙE From the Britzer Verbindungskanal to Oder – Spree Kanal	18.0	82.0/156.0	9.50/8.25	2.00	2.97	IV ^{24, 32}	C	
			.../91.0	.../9.00					
	SPREE – ODER – WASSERSTRAÙE From Oder – Spree Kanal to Oder	86.0	67.0/91.0	8.25/8.25	2.00	4.00	III	C	
			67.0/91.0	8.25/8.25	1.85	4.00	III	C	
E 71-02	POTSDAMER HAVEL	30.0	86.0/86.0	9.50/9.50	2.00	3.80	IV ^{24, 32}	C	
			86.0/86.0	9.50/9.50	1.90	3.80	IV ^{24, 32}	C	
E 71-04	TELLOWKANAL – OSTSTRECKE	7.0	82.0/82.0	9.50/9.50	2.00	4.30	IV ^{24, 32}	C	
			82.0/82.0	9.50/9.50	1.75	4.30	IV ^{24, 32}	C	
E 71-06	DAHME – WASSERSTRASSE From 0.0 km to 8.65 km and Notte	10.0	82.0/82.0	9.50/9.50	2.00	3.95	IV ^{24, 32}	C	
			.../156.0	.../8.25					
E 71-06	DAHME – WASSERSTRASSE From 0.0 km to 8.65 km and Notte	10.0	82.0/82.0	9.50/9.50	1.90	3.95	IV ^{24, 32}	C	
			.../156.0	.../8.25					
E 80	LE HAVRE – TANCARVILLE CANAL	19.0	185.0/185.0	14.00/14.00	3.50	7.00 ⁵⁷	Vb	A	
			185.0/185.0	14.00/14.00	3.50	7.00 ⁵⁷	Vb	A	
	SEINE Tancarville – Rouen	96.1					VII	A	Free-flowing Sea vessels route
							VII	A	
	SEINE Rouen – Conflans	171.0	180.0/180.0	11.40/15.00	3.50	5.95–11.82	Vb	A	Canalized
			180.0/180.0	11.40/15.00	3.50	5.95–11.82	Vb	A	
	OISE Conflans – Creil	59.0	180.0/180.0	11.40/11.40	3.00	6.50	Vb	A	Works in progress
			180.0/180.0	11.40/11.40	2.50	5.25	Vb	B	

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 80 (continued)	OISE	39.7	180.0/180.0	11.40/11.40	3.00	6.50	Vb	A	
	Creil – Compiègne		180.0/180.0	11.40/11.40	2.50	5.25	Vb	B	
	SEINE – MOSELLE LINK ⁵⁸	250.0	.../185.0	11.40/11.40	3.00	7.00	Vb	A	Project of a new link
	Compiègne – Neuves Maisons		-	-	-	-	-	-	
	MOSELLE	96.0	170.0/170.0	11.40/11.40	3.00	6.17 ⁵⁹	Vb	A	
	Neuves Maisons – Metz		170.0/170.0	11.40/11.40	3.00	6.17 ⁵⁹	Vb	A	
	MOSELLE	55.0	170.0/170.0	11.40/11.40	3.00	6.17 ⁵⁹	Vb	A	
	Metz – Apach		170.0/170.0	11.40/11.40	3.00	6.17 ⁵⁹	Vb	A	
	MOSELLE	242.4	110.0 ⁶⁰ /185.0	11.45/11.45	2.80	6.17 ⁵⁹	Vb	A	
	Apach – Koblenz (242.4 km – 0.0 km)		110.0 ⁶⁰ /172.1	11.45/11.45	2.80	6.17 ⁵⁹	Vb	A	
	RHINE	31.7	135.0/193.0	22.80/34.35	2.50 ¹⁷	9.10	Vlc	A	
	Koblenz (596.0 km) – 564.3 km		.../269.5	.../22.90				A	
			135.0/193.0	22.80/34.35 ¹⁶	2.50 ¹⁷	9.10	Vlc	A	
			.../269.5	.../22.90			A		
	RHINE	24.1	135.0 ¹⁸ /186.5	22.80/22.90	2.10 ¹⁷	9.10	Vla/Vlb	A	When going upstream
	564.3 km – 540.2 km		135.0 ¹⁸ /116.5	22.80/22.90				A	When going downstream
135.0 ¹⁸ /186.5			22.80/22.90	2.10 ¹⁹	9.10	Vla/Vlb	A	When going downstream	
		135.0 ¹⁸ /116.5	22.80/22.90				When going downstream		
RHINE	40.2	135.0/193.0	22.80/22.90	2.10 ¹⁷	9.10	Vlb	A		
540.2 km – Mainz (500.0 km)		.../153.0	.../34.35						
		135.0/193.0	22.80/22.90	2.10 ¹⁹	9.10	Vlb	A		
		.../153.0	.../34.35						
MAIN	37.2	110.0/190.0	14.00/14.00	2.90	6.00	Vb	B		
0.0 km – 37.2 km		110.0/190.0	14.00/14.00	2.70	6.00	Vb	B		
MAIN	46.8	110.0/190.0	11.45/11.45	2.90	6.00 ⁶¹	Vb	B		
37.2 km – 84.0 km		110.0/190.0	11.45/11.45	2.70	6.00 ⁶¹	Vb	B		
MAIN	176.0	110.0/190.0	11.45/11.45	2.70	6.00	Vb	B		
84.0 km – 260.0 km		110.0/190.0	11.45/11.45	2.70	6.00	Vb	B		

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 80 (continued)	MAIN 260.0 km – 384.0 km	124.0	110.0/190.0	11.45/11.45	2.70	6.00	Vb ²⁵	B	
			110.0 ⁶² /110.0	11.45/11.45	2.30	6.00	Va ^{25, 32}	B	
	MAIN – DONAU KANAL 0.0 km – 7.4 km	7.4	110.0 ⁶² /190.0	11.45/11.45	2.80	6.00 ⁶³	Vb ²⁵	B	
			110.0 ⁶² /190.0	11.45/11.45	2.60	6.00 ⁶³	Vb ²⁵	B	
	MAIN – DONAU KANAL 7.4 km – 171.0 km	163.6	110.0 ⁶² /190.0	11.45/11.45	2.80 ⁶⁴	6.00	Vb ²⁵	B	
			110.0 ⁶² /190.0	11.45/11.45	2.70 ⁶⁴	6.00	Vb ²⁵	B	
	DANUBE 2 411.6 km – 2 376.8 km	34.8	110.0/185.0	11.45/11.45	2.70 ⁶⁵	6.00	Vb ²⁵	B	
			110.0/185.0	11.40/11.40	2.70 ⁶⁵	6.00	Vb ²⁵	B	
	DANUBE 2 376.8 km – 2 328.4 km	48.4	110.0/185.0	11.45/22.90	2.70 ⁶⁵	8.00	Vlb ⁶⁶	A	
			110.0/185.0	11.40/22.80	2.70 ⁶⁵	5.75 ⁶⁷	Vlb ⁶⁶	A	
	DANUBE 2 328.4 km – 2 249.0 km	79.4	110.0/185.0	11.45/22.90 ⁶⁸	2.70 ⁶⁵	8.00	Vlb ^{25, 66}	A	
			110.0/110.0	11.40/22.80 ⁶⁸	2.70 ⁶⁵	4.74 ^{67, 69}	Vla ^{24, 25, 32}	B	
	DANUBE 2 249.0 km – 2 201.8 km	47.2	120.0/180.0	22.90/22.90	2.70 ⁶⁵	8.00	Vlb ^{24, 25, 32}	A	
			120.0/185.0	22.80/22.80	2.70 ⁶⁵	4.61 ⁷⁰	Vlb ^{24, 25, 66}	B	
	DANUBE 2 201.8 km – 2 038.2 km	163.6	.../230.0	23.00/23.00	3.00 ⁷¹	8.00	Vlb	A	
			.../230.0	23.00/23.00	3.00 ⁷¹	7.42 ⁷²	Vlb	A	
	DANUBE 2 038.2 km – 2 008.0 km	30.2	.../230.0	23.00/23.00	3.00 ⁷³	8.00	Vlb	A	
			.../230.0	23.00/23.00	3.00 ⁷⁴	8.00	Vlb	A	
	DANUBE 2 008.0 km – 1 949.2 km	58.8	.../230.0	23.00/23.00	3.00 ⁷¹	8.00	Vlb	A	
			.../230.0	23.00/23.00	3.00 ⁷¹	7.85 ⁷⁵	Vlb	A	
DANUBE 1 949.2 km – 1 921.0 km	28.2	.../275.0	23.00/23.00	3.00 ⁷¹	8.00	Vlc	A		
		.../275.0	23.00/23.00	3.00 ⁷¹	8.00	Vlc	A		

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS	
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)					
1	2	3	4	5	6	7	8	9	10	
E 80 (continued)	DANUBE 1 921.0 km – 1 880.3 km	40.7	.../195.0	23.00/23.00	3.00 ⁷³	10.00	Vlb	A	When going downstream.	
			.../110.0	23.00/35.00						Maximum 4 barges/cargo vessels
			.../195.0	23.00/23.00	3.00 ⁷⁴	10.00	Vlb	A		
			.../110.0	23.00/35.00						
	DANUBE Devin – Bratislava 1 880.3 km – 1 862.0 km	18.3	.../275.0	22.80/22.80	3.50	9.10	Vlc	A	When going downstream	
			.../210.0	22.80/22.80	2.50	7.59	Vlb	A		
			.../275.0	22.80/22.80	3.50	9.10	Vlc	A	When going upstream	
			.../210.0	22.80/22.80	2.50	7.59	Vlb	A		
	DANUBE DERIVATION CANAL Bratislava – Sap 1 862.0 km – 1 811.0 km	51.0	.../275.0	22.80/34.20	3.50	9.10	Vlc	A		
			.../275.0	22.80/34.20 ⁷⁶	2.50	8.90	Vlc	A		
	DANUBE ⁷⁷ Sap – Klížska Nemá 1 811.0 km – 1 791.0 km	20.0	.../275.0	22.80/34.20	3.50	9.10	Vlc	A	When going downstream	
			.../210.0	22.80/22.80	2.50	8.85	Vlb	A		
			.../275.0	22.80/34.20	3.50	9.10	Vlc	A	When going upstream	
			.../210.0	22.80/22.80	2.50	9.10	Vlc	A		
	DANUBE ⁷⁷ Klízka Nema – Szob 1 791.0 km – 1 708.2 km	82.8	.../275.0	22.80/34.20	3.50	9.10	Vlc	A	When going downstream	
			.../210.0	22.80/22.80	2.00	8.65	Vlb	A		
.../275.0			22.80/34.20	3.50	9.10	Vlc	A	When going upstream		
.../210.0			22.80/22.80	2.00	8.68	Vlc	A			
DANUBE Szob – Budapest (1 708.2 km – 1 652.0 km)	56.2	.../...	.../...	...	...	...	A		
		No restrictions	No restrictions	1.70	...	Vlb	A			
DANUBE 1 652.0 km – 1 642.5 km	9.5	.../...	.../...	...	...	...	A	When going downstream	
		.../175.0	.../50.00	2.50	7.30 ⁷⁸	Vlb	A			
		.../...	.../...	...	...	...	A	When going upstream	
		.../240.0	.../35.00	2.50	7.30 ⁷⁸	Vlb	A			

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 80 (continued)	DANUBE 1 642.5 km – 1 433.0 km	109.5	.../...	.../...	...	...	...	A	Free-flowing
	No restrictions		No restrictions	1.70	8.40 ⁷⁹	Vlc	A		
	DANUBE 1 433.0 km – 1 366.0 km	67.0	110.0/280.0	11.40/34.20	2.50	9.10	Vlc	A	Free-flowing
	No restrictions		No restrictions	2.50	8.15	Vlc	A		
	DANUBE 1 366.0 km – 1 295.5 km	70.5	110.0/280.0	11.40/34.20	2.50	9.10	Vlc	A	Free-flowing
	No restrictions		No restrictions	2.50	9.70	Vlc	A		
	DANUBE 1 295.5 km – 1 215.0 km	80.5	110.0/285.0	11.40/22.80	...	9.10	Vlc	A	Free-flowing
	No restrictions		No restrictions	2.50	6.82 ⁸⁰	Vlc	B		
	DANUBE 1 215.0 km – 1 175.0 km	40.0	110.0/285.0	11.40/34.20	...	...	...	A	Free-flowing
	No restrictions		No restrictions	2.50	No restrictions	Vlc	A		
	DANUBE 1 175.0 km – 1 075.0 km	100.0	.../...	.../...	...	...	VII	A	Canalized
	No restrictions		No restrictions	3.50	9.15	VII	A		
	DANUBE 1 075.0 km – 947.0 km	128.0	.../...	.../...	...	...	VII	A	Canalized
	No restrictions		No restrictions	3.50	No restrictions	VII	A		
	DANUBE 947.0 km – 931.0 km	16.0	.../...	.../...	...	...	VII	A	Canalized
	.../300.0		.../33.00	4.50 ⁸¹	10.00 ⁸¹	VII	A		
	DANUBE 931.0 km – 866.0 km	65.0	.../...	.../...	...	...	VII	A	Canalized
	No restrictions		No restrictions	3.50	No restrictions	VII	A		
	DANUBE 866.0 km – 860.0 km	6.0	.../...	.../...	...	...	VII	A	Free-flowing from 863.0 km
	.../300.0		.../33.00	4.50 ⁸¹ 3.50 ⁸²	10.00 ⁸¹ 17.70 ⁸²	VII	A		
DANUBE 860.0 km – 845.0 km	15.0	.../...	.../...	...	...	VII	A	Free-flowing	
No restrictions		No restrictions	2.50	No restrictions	VII	A			
DANUBE 845.0 km – 170.0 km	675.0	.../...	.../...	...	...	VII	A	Free-flowing	
No restrictions		No restrictions	2.50 ⁴⁵	9.50	VII	A			
DANUBE 170.0 km – 0.0 km	170.0	.../...	.../...	...	...	VII	A	Free-flowing	
No restrictions		No restrictions	7.30 ⁴⁵	38.00	VII	A			

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 80-02	SEINE	26.0					VII	A	Free-flowing Sea vessels route
	Tancarville – Estuary						VII	A	
E 80-04	SEINE	62.0	180.0/180.0	11.40/11.40	3.00–3.50	5.15 ⁸³	Vb	A	Canalized
	Conflans – Paris		180.0/180.0	11.40/11.40	3.00–3.50	5.15 ⁸³	Vb	A	
	SEINE	110.0	180.0/180.0	11.40/11.40	2.80	5.50	Vb	B	Canalized
	Paris – Montereau (178.0 km – 68.0 km)		180.0/180.0	11.40/11.40	2.80	5.50	Vb	B	
	SEINE	22.0	180.0/180.0	11.40/11.40	2.80	5.25	Vb	B	Canalized
	Montereau – Bray (68.0 km – 46.0 km)		180.0/180.0	11.40/11.40	2.20–2.80	5.20	Vb	B	
SEINE	27.0	180.0/180.0	11.40/11.40	2.80	5.25	Va	B	Link needs to be significantly improved	
Bray – Nogent (46.0 km – 19.0 km)		120.0/120.0	8.00/8.00	2.00	5.25 ⁸⁴	II	C		
E 80-06	SAAR	73.7	110.0/185.0	11.45/11.45	2.80	5.75	Vb	B	
	Moselle – Völklingen		110.0/185.0	11.45/11.45	2.80	5.75	Vb	B	
	SAAR	17.7	110.0/185.0	11.45/11.45	2.80	5.25	Vb ²⁵	B	
	Völklingen – Saarbrücken		110.0/185.0	11.45/11.45	2.80	5.25	Vb ²⁵	B	
E 80-08	DRAVA	14.0	85.0/85.0	9.50/9.50	2.50	No restrictions	IV	B	Free-flowing
	From the mouth to the Port of Nemetin (0.0 km – 14.0 km)		85.0/85.0	9.50/9.50	2.50	No restrictions	IV	B	
	DRAVA	41.45	67.0/67.0	9.00/9.00	1.60	5.25	III	B	Free-flowing
	Port of Nemetin – Belišće (14.0 km – 55.45 km)		67.0/67.0	9.00/9.00	1.60	5.25	III	B	
	DRAVA	143.15	57.0/57.0	6.60/6.60	1.60	3.00	II	C	Free-flowing
	Belišće – Ferdinandovac (55.45 km – 198.6 km)		57.0/57.0	6.60/6.60	1.60	3.00	II	C	
E 80-10	DANUBE – SAVA CANAL	61.0	110.0/185.0	11.40/11.40	2.50	9.60	Vb	A	New link to be built
	Vukovar – Samac		-	-	-	-	-	-	
E 80-01	TISZA	63.4	.../...	.../...	...	...	...	B	Free-flowing
	0.0 km – 63.4 km		85.0/172.0	8.20/11.40	2.50	No restrictions	Va	B	
	TISZA	96.6	.../...	.../...	...	7.00	...	B	Canalized
	63.4 km – 160.0 km		85.0/172.0	8.20/11.40	2.50	7.76	Va	B	
TISZA	13.0	.../140.0	.../22.80	2.50	6.48	Vla	...		
160.0 km – 173.0 km		.../...	.../...	...	...	IV	...		

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS	
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)					
1	2	3	4	5	6	7	8	9	10	
E 80-01-02	BEGEJ	34.1	.../...	.../...	...	...	...	B	Canalized
	From the mouth to the Klek Lock		85.0/132.0	8.20/11.40	2.50	...	Va	B		
	BEGEJ	31.5	.../...	.../...	...	...	...	B	Lock Itebej is out of order
	From the Klek Lock to the Itebej Lock		70.0/...	8.20/9.00	2.00	...	III	B		
BEGA	Up to Timisoara	35.0 ⁶	.../...	.../...	...	...	...	...
			.../...	.../...	...	...	II	...	
E 80-12	SAVA	107.0	110.0/110.0	11.40/11.40	2.50	7.00	Va	B	Canalized	
	0.0 km – 107.0 km		85.0/85.0	9.50/9.50	2.00	6.96	IV	B		
	SAVA	103.8	110.0/110.0	11.40/11.40	2.50	7.00	Va	B	Free-flowing	
	107.0 km – 210.8 km		85.0/85.0	9.50/9.50	2.00	6.46	IV	B		
	SAVA	Račinovci – Gunja (210.8 km – 234.0 km)	23.2	110.0/110.0	11.40/11.40	2.50	7.00	Va	A	Free-flowing
				85.0/85.0	9.50/9.50	2.50	7.60	IV	B	
	SAVA	Gunja – Slavonski Šamac (234.0 km – 313.7 km)	79.7	85.0/85.0	9.50/9.50	2.50	8.14	IV	B	Free-flowing
				85.0/85.0	9.50/9.50	2.50	8.14	IV	B	
	SAVA	Slavonski Šamac – Oprisavci (313.7 km – 338.2 km)	24.5	85.0/85.0	9.50/9.50	2.50	No restrictions	IV	B	Free-flowing. Limited depth, reduced class
				70.0/85.0	9.00/9.00	1.60	No restrictions	III/II	B	
SAVA	Oprisavci – Slavonski Brod (338.2 km – 371.2 km)	33.0	85.0/85.0	9.50/9.50	2.50	No restrictions	IV	B	Free-flowing	
			85.0/85.0	9.50/9.50	2.50	No restrictions	IV	B		
SAVA	Slavonski Brod – Sisak (Galdovo) (371.2 km – 594.0 km)	222.8	85.0/85.0	9.50/9.50	2.50	7.00	IV	B	Free-flowing. Smaller radius, in some places, one way navigation	
			70.0/85.0	9.00/9.00	2.00	6.16	III	B		
E 80-03	OLT	135.0 ⁶	.../...	.../...	...	...	...	...
	Up to Slatina		.../...	.../...	...	...	...	...
E 80-05	DANUBE – BUCURESTI CANAL	73.0	.../106.6	.../11.40	3.00	11.00	Va	...	Under construction	
			-	-	-	-	-	-		
E 80-14	DANUBE – BLACK SEA CANAL	64.4	138.3/296.0	16.80/23.50	5.50/3.80	16.50	Vlc	A		
			138.3/296.0	16.80/23.50	5.50/3.80	16.50	Vlc	A		
E 80-14-01	POARTA ALBA-MIDIA – NAVODARI CANAL	27.5	110.0/120.0	11.50/11.50	3.80	12.50	Va	A		
			110.0/120.0	11.50/11.50	3.80	12.50	Va	A		

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS	
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)					
1	2	3	4	5	6	7	8	9	10	
E 90	KORINTHOS CANAL	6.4 ⁶	.../...	24.60/24.60	6.70	...	Vlc	...		
			.../...	24.60/24.60	6.70	...	Vlc	...		
	DON AND VOLGO – DONSKOY KANAL Aksay – Krasnoarmeysk	531.3	141.0/141.0	16.20/16.20	3.20 ⁸⁸	13.50	Va	A		Canalized upstream from Oust-Donetsk
			141.0/141.0	16.20/16.20	3.20 ⁸⁸	13.50	Va	A		
	VOLGA Krasnoarmeysk – Streletskoye	453.3	280.0/280.0	28.50/28.50	3.60	12.30	Vlc	A		
280.0/280.0			28.50/28.50	3.60	12.30	Vlc	A			
E 90-03	DNESTR Belgorod Dnestrovskiy – Ukraine/Moldova border	39.0	65.0/85.0	14.00/14.00	1.80	6.30	III	B	Free-flowing	
			.../85.0	.../14.00	1.70	6.30	III	B		
	NISTRU (DNESTR) Ukraine/Moldova border – Reskeet	98.0	.../...	.../...	...	...	...	...	Free-flowing
			85.0/85.0	14.00/14.00	1.80	6.30	III	B		
	NISTRU (DNESTR) Reskeet – Bender	103.0	.../...	.../...	...	...	...	...	Free-flowing
			85.0/85.0	14.00/14.00	1.80	13.50	III	B		
E 91	MILANO – PO CANAL Milano-Pizzighettone	96.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B	Project under development	
			.../...	.../...		
	MILANO – PO CANAL Pizzighettone-Cremona	14.0	110.0/110.0	12.00/12.00	2.50	No restrictions	Va	A	Canalized	
			110.0/110.0	12.00/12.00	2.50 ⁸⁹	No restrictions	Va	A		
	PO Cremona-Casalmaggiore	54.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B		
			110.0/110.0	12.00/12.00	2.50 ⁸⁹	6.50	Va	B		
	PO Casalmaggiore-mouth of the Mincio River (Mantova)	77.0	110.0/110.0	12.00/12.00	3.00	6.50	Va	B		
			110.0/110.0	12.00/12.00	2.50	6.50	Va	B		
	PO Mouth of the Mincio River (Mantova)-Volta Grimana	129.0	110.0/110.0	12.00/12.00	3.50	6.80	Va	B		
			80.0/80.0	11.00/11.00	2.50	6.80	IV	B		
	PO – BRONDOLO CANAL Volta Grimana (Po)-Marghera (Venezia)	70.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B		
			99.0/99.0	10.00/10.00	2.50	6.50	IV	B		
	LAGUNA VENETA Marghera-Porto Nogaro (Punta Sdobba)	120.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B		
80.0/80.0			9.50/9.50	2.50	6.50	IV	B			
LAGUNA VENETA Porto Nogaro (Punta Sdobba)-Monfalcone-Trieste	60.0					VII	A	Punta Sdobba – Trieste: coastal route		
						VII	A			

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER BRIDGES**** (m)	CLASS	SUITABILITY FOR COMBINED TRANSPORT**	COMMENTS
			LENGTH*** (m)	WIDTH*** (m)	DRAUGHT (m)				
1	2	3	4	5	6	7	8	9	10
E 91-02	PO Cremona-Piacenza	37.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B	
			80.0/80.0	9.50/9.50	2.50 ⁹⁰	6.50	IV	B	
	PO Piacenza-Pavia	60.0	80.0/80.0	9.50/9.50	2.50	6.50	IV	B	
			70.0/70.0	8.00/8.00	2.50 ⁹⁰	6.50	III	C	
PO Pavia-Casale Monferrato	85.0	80.0/80.0	9.50/9.50	2.50	6.50	IV	B		
		70.0/70.0	8.00/8.00	2.50 ⁹¹	6.50	III	C		
E 91-01	MINCIO Lago Inferiore (Mantova)-mouth (Governolo)	17.0	80.0/80.0	11.00/11.00	2.50	6.50	IV	B	
			80.0/80.0	11.00/11.00	2.50 ⁹²	6.50	IV	B	
E 91-04	FERRARA WATERWAY Ferrara-Porto Garibaldi/Ravenna	80.0	110.0/110.0	12.00/12.0.0	2.50	6.50	Va	B	Upgrading to class Va is envisaged
			96.0/96.0	12.00/12.00	2.50	4.10	IV	B	
E 91-06	PO GRANDE ⁹³ Volta Grimana-mouth	35.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B	
			110.0/110.0	12.00/12.00	2.80	6.36	Va	B	
E 91-03	MANTOVA-ADRIATIC SEA CANAL Mantova-Valdaro Lock-Ostiglia	25.0	110.0/110.0	12.00/12.00	3.50	6.50	Va	A	
			110.0/110.0	12.00/12.00	3.00	6.50	Va	A	
	MANTOVA-ADRIATIC SEA CANAL Ostiglia-Baricetta Lock	80.0	110.0/110.0	12.00/12.00	3.50	6.50	Va	A	
			110.0/110.0	12.00/12.00	2.50	5.50	Va	B	
MANTOVA-ADRIATIC SEA CANAL Baricetta Lock-Porto Levante	33.0	195.0/195.0	23.00/23.00	3.50	7.00	Vlb	A	Upgrading is envisaged	
		110.0/110.0	12.00/12.00	2.80	5.50	Va	B		
E 91-03-02	PO – MANTOVA-ADRIATIC SEA CANAL Via S. Leone link	2.2 ⁶	195.0/195.0	12.00/12.00	Vb	...	Canal
			195.0/195.0	12.00/12.00	...	...	Vb	...
E 91-05	PADOVA – VENEZIA CANAL	27.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B	Under construction
			.../...	.../...	

Notes to Table 1

- 1 Upgrading to the height of 5.25 m is envisaged in 2012.
- 2 Re-opening for navigation envisaged, currently not in service.
- 3 When bridge is not open, air draught is 11.50 m for mean high water (MHW) at normal Amsterdam Peil (Dutch reference water level = mean sea tide level) (NAP) + 0.96 m.
- 4 Only permitted when proceeding downstream.
- 5 Depending on the tide water level prevailing.
- 6 Estimation by the secretariat.
- 7 All bridges are movable.
- 8 Sea-going vessels measuring 175.00 m x 25.00 m x 8.80 m are admitted.
- 9 For fixed low water level for rivers (OLW) NAP - 0.20 m.
- 10 When bridge is not open air draught is 12.00 m for MHW NAP + 0.96 m.
- 11 For OLW NAP + 0.15 m.
- 12 For sea-going vessels measuring 256.00 m x 34.00 m x 12.25 m.
- 13 For fixed low water level (OLR) at Lobith NAP + 7.95.
- 14 For water level at high river discharge at Lobith NAP + 15.58 m (Marke II).
For mean water level at Lobith NAP + 10.10 m.
- 15 Fairway depth, below GLW 2002 (between Emmerich and Duisburg: 2.80 m below GLW).
- 16 When going downstream; reduced to 22.90 m in low water conditions.
- 17 Fairway depth, below high water level (GLW) 2002.
- 18 110.0 m at certain water levels.
- 19 Fairway depth, below GLW 2002 (between St. Goar and Mainz: 1.90 m below GLW).
- 20 The height under the railway bridge at Strasbourg Kehl is currently 6.75 m at HNWL.
- 21 Smaller dimensions apply in case of closure of certain lock chambers.
- 22 Bridge at Avignon — 6.30 m, Bridge at Tarascon — 7.40 m, bridge at Arle — 7.88 m.
- 23 Fos — Port of Marseille section is not operable because of closure of the Rove tunnel.
- 24 The under-bridge headroom requirement for this class cannot be met.
- 25 Restrictions apply with regard to two-way traffic.
- 26 Single units and convoys of up to 90 m in length and 9.60 m in width, may draw up to 2.80 m.
- 27 From 113.0 km to 124.0 km — 5.50 m.
- 28 The draught may be reduced to 2.10 m for twenty days a year at low water level downstream of Iffezheim.
- 29 These figures correspond to a level of 5.00 m on the scale at Bâle-Rheinhalle and take into account security clearance of 40 cm.
- 30 The Mittlere Brücke determines the parameters for the section Bâle-Rheinfelden. It has 5.10 m headroom for each arch over a width of 17.00 m at the highest navigable flood level.
- 31 No dimension established for inland navigation vessels; sea-going ships measuring 325.0 m x 42.00 m x 13.10 m are admitted.
- 32 The depth required for this category cannot be guaranteed (depending on the water level prevailing).

- 33 Above mean water level.
- 34 Fairway depth, below GLW 89.
- 35 Depending on the water level prevailing.
- 36 Maximum dimensions of pushed convoys shall be 137.0 x 23.00 m or 170.0 x 11.50 m.
- 37 The total length of the Lüneburg Shiplift is 100.0 m; single units of up to 100.0 m in length are accepted.
- 38 This project is not expected to be realized in the near future.
- 39 Maximum permissible draught on the section Mělník-Praha Radotín — 1.80 m and on the section Praha Radotín-Slapy — 1.2 m.
- 40 The permissible length-of-convoy requirement for this class cannot be met.
- 41 Class to be agreed upon by the Governments of Poland and Germany.
- 42 Non-navigable waterway. A weir in Kozłowice, downstream of Brest, has no navigational locks and constitutes a main obstacle.
- 43 During the locking procedure, the pusher is to enter the chamber alongside the barges.
- 44 Periodically, at a low water level, the maximum draught is limited to 3.00 m.
- 45 Fairway depth.
- 46 Limitation draught on the section from Gorodetski Lock to Nizhniy Novgorod (of 56 km in length).
- 47 At a project water level.
- 48 On the Sarapul-Chaikovsky section (of 68 km in length). On other sections the maximum navigable draught is 3.50 m.
- 49 Vessels of a greater length may be allowed if their width is approved. The length of pushed convoys of 83.0 m is allowed only up to 126.0 km; from this point up to 210.0 km the length of up to 60.0 m is allowed.
- 50 The draught of 3.80 m is ensured on 162.0 km of the river (from its mouth to 135.0 km and on 27.0 km between the Pocinho weir and Spanish port Vega Terron). On the rest of the river the draught of 2.00 m is ensured.
- 51 This figure is reduced to 6.60 m under the bridge of Ferradosa at 151.0 km.
- 52 The lowest height is under the Westminster Bridge.
- 53 The maximum dimensions of vessels are applicable in daylight and good visibility. The Swedish Maritime Administration can grant exceptions from the maximum size up to 130.0 m x 19.00 m x 6.80 m.
- 54 Single units of 86.0 m x 9.50 m and convoys of 147.0 m x 9.00 m may obtain special permission for navigation.
- 55 As an alternative to the waterway via the Szkarpawa River.
- 56 Improvement of the Untere Havel Wasserstraße is under way to the south of Wustermark.
- 57 No restriction when bridges are open.
- 58 The secretariat was informed by the Government of France that the project concerning Seine – Moselle link has been abandoned.
- 59 Height ensured during 300 days per year.
- 60 135.0 m under certain conditions.
- 61 Except for road bridge Auheim at 59.56 km, where an under-bridge headroom of 4.39 m applies.
- 62 Vessels exceeding 90.0 m in length are subject to additional requirements regarding the carriage of equipment.
- 63 Except for Kettenbrücke and Löwenbrücke Bridges at Bamberg, where an under-bridge headroom of 5.41 m applies.
- 64 A special permit is required when the draught exceeds 2.50 m.
- 65 At low navigable water level (LNWL) (fairway depth).
- 66 The single-unit permissible length and width requirement for this class cannot be met.
- 67 Road bridge at Pfatter.

- ⁶⁸ Only vessels with a beam of up to 11.40 m may navigate downstream.
- ⁶⁹ Railway bridge at Deggendorf.
- ⁷⁰ Luitpolbrücke at Passau.
- ⁷¹ Maximum draught according to Police Regulations; 2.70 m fairway depth at LNWL.
- ⁷² Road/railway bridge at Linz.
- ⁷³ Maximum draught according to Police Regulations; 3.00 m fairway depth at LNWL.
- ⁷⁴ Maximum draught according to Police Regulations; 2.20 m fairway depth at LNWL at several bars.
- ⁷⁵ Road bridge at Stein/Mautern.
- ⁷⁶ Width limit of Gabčíkovo Lock 34.00 m.
- ⁷⁷ Data concerning this section have been submitted by the Slovak Government.
- ⁷⁸ Bridge at Budapest — Lánchíd (1,647.0 km).
- ⁷⁹ Bridge at Bajá (1,480.0 km).
- ⁸⁰ Temporary road/railway bridge at Novy Sad (1,254.0 km).
- ⁸¹ Data received from the Government of Serbia. The higher values of draught and air draught of up to 5.00 m and 13.50 m, respectively, are ensured on request and against payment of costs.
- ⁸² Data received from the Government of Romania.
- ⁸³ Minimum height at normal water level varies from 8.54 m to 9.31 m; at the highest navigable water level (HNWL) it varies from 5.15 m to 6.89 m.
- ⁸⁴ Temporary decrease of water depth in the Beaulieu Canal is necessary to obtain this height.
- ⁸⁵ Footnote by Ukraine: Data concerning this section of the E80–09 waterway are based on the results of the completion of stage one of the Ukrainian project on the reopening of the Danube-Black Sea navigable waterway. Definitive data related to the project will be presented after the full completion of the project, to be undertaken in accordance with the provisions of applicable international environmental agreements and conventions.
- Footnote by Romania: Data concerning this section of the E 80–09 waterway are provisional. Definitive data related to the Ukrainian project of building a deep-water navigable waterway on the Kilia Arm and Bystroe outlet into the sea of the Danube River are pending the full assessment of the environmental impact and the full and faithful observance of applicable international agreements and conventions.
- ⁸⁶ Draught at a water level + 250 cm according to the hydrometric station Komarno (Danube).
- ⁸⁷ Height at a zero water level according to the hydrometric station Komarno (Danube).
- ⁸⁸ On the section from the Kochetovsky hydroelectric complex to Aksay (of 116.3 km in length). On other sections, the maximum navigable draught is 3.50 m.
- ⁸⁹ Draught of 2.50 m is ensured during 250 days per year, target data is to be ensured during 300 days per year.
- ⁹⁰ Draught of 2.50 m is ensured during 200 days per year, target data is to be ensured during 250 days per year.
- ⁹¹ Draught of 2.50 m is ensured during 150 days per year, target data is to be ensured during 200 days per year.
- ⁹² Draught of 2.50 m is ensured during 250 days per year, target data is to be ensured during 310 days per year.
- ⁹³ A direct link Po — Adriatic Sea is not possible because of sand banks at the estuary of the Po River.

Table 2: Parameters of Locks of Inland Waterways of International Importance

E WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS	
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)		
1	2	3	4	5	6	
E 01	DUNKERQUE-VALENCIENNES CANAL	144.6	12.00	3.50		
	Dunkerque – Bouchain	143.3	12.00	3.50	Flandres locks	
	148.0 km – 0.0 km					
	ESCAUT	144.6	12.00	3.50		
	Bouchain – Condé					
	CONDÉ – POMMEROEUL CANAL	149.0	12.50	4.00	Hensies lock	
	Pommeroeul – Hensies	151.75	12.50	4.00	Pommeroeul lock	
	CANAL DU CENTRE	96.0	12.00	4.00	Obourg lock	
	Nimy – Seneffe		149.0	12.50	4.50	Project Obourg lock
			124.0	12.50	4.00	Havre lock
			2 x 112.0	2 x 12.0	4.00	Strépy-Thieu I lift
	CHARLEROI – BRUXELLES CANAL	85.92	11.50	4.20	Viesville lock	
	Seneffe – Charleroi		112.0	12.50	4.50	Project Viesville lock
			85.80	11.50	4.30	Gosselies lock
			112.0	12.50	4.50	Project Gosselies lock
			85.10	11.50	3.50	Marchienne lock
			112.0	12.50	4.50	Project Marchienne lock
	SAMBRE	119.40	12.50	3.44	Marcinelle lock	
	Charleroi – Namur		112.00	12.50	3.50	Montignies lock
			111.90	12.50	3.50	Roselies locks
			136.30	12.50	3.10	Auvelais lock
			111.90	12.50	4.00	Mornimont lock
			111.90	12.50	3.55	Floriffoux lock
			136.90	12.50	3.25	Salzennes lock
	MEUSE	200.0	25.00	4.95	Grands Malades lock	
	Namur – Liège		200.0	25.00	3.90	Andenne-Seilles lock
			136.0	16.00	4.00	Ampsin-Neuville parallel locks
			225.0	25.00	4.50	Project Ampsin-Neuville parallel locks
			136.0	16.00	3.80	Ivoz-Ramet parallel locks
			225.0	25.00	4.50	Project Ivoz-Ramet parallel locks
LANAYE CANAL	136.0	16.00	4.00	Lanaye lock		
	225.0	25.00	4.50	Project Lanaye lock		
JULIANAKANAAL	136.0	16.00	3.60	Limmel lock complex		
	136.0	16.00	3.60			
JULIANAKANAAL	142.0	16.00	4.00	Born lock complex		
	136.0	16.00	3.60			
JULIANAKANAAL	142.0	16.00	7.90	Drielingsluis lock complex		
	142.0	16.00	7.90			
	142.0	16.00	7.90			
MAAS LATERAL CANAL	142.0	16.00	4.00	Heel lock complex		
	142.0	16.00	4.00			

E WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
E 01 (continued)	MAAS	260.0	16.00	3.30	Belfeld lock complex
		142.0	16.00	6.75	
		142.0	16.00	6.75	
	MAAS	260.0	16.00	3.30	Sambeek lock complex
		142.0	16.00	6.75	
		142.0	16.00	6.75	
E 01-02	MEUSE Namur – Givet	100.0	12.00	2.79	La Plante lock
		100.0	12.00	2.75	Tailfer lock
		100.0	12.00	2.75	Hun lock
		100.0	12.00	2.75	Dinant lock
		100.0	12.00	2.76	Houx lock
		100.0	12.00	2.75	Anseremme lock
		100.0	12.00	2.75	Waulsort lock
		100.0	12.00	2.75	Hastière lock
	MEUSE Dinant – Hastière	98.3	12.00	2.57	Anseremme lock
		98.3	12.00	2.57	Waulsort lock
		100.0	12.00	2.49	Hastière lock
	Hastière – Givet	...	...	...	One lock
	CANAL DE L'EST GIVET Givet (0.0 km – Écluse des 3 fontaines (7.1 km))				Quatre Cheminées lock (1.9 km)
		100.0	12.00	3.00	
	E 01-04-01	MONSIN CANAL	136.0	16.00	3.10	Monsin lock
E 01-01	CANAL BOCHOLT – HERENTALS	55.0	7.50	2.50	Mol and Lommel locks (Nos. 1, 2 and 3)
		65.0	7.50	2.50	Lock No.15
		70.0	7.50	2.50	Lock No.16
	50.0	7.00	1.90	Bocholt and Lozen locks (Nos. 18 and 17)	
KANAAL WESSEM – NEDERWEERT	150.0	12.60	3.95	Panheel lock Complex	
E 01-06	KANAAL VAN ST. ANDRIES	110.0	14.00	3.00	St. Andries lock
E 01-03	ZUID – WILLEMSVAART	82.0	9.50	1.90	Lock No.13
		82.0	9.50	1.90	Lock No.12
		82.0	9.50	1.90	Lock No.11
		82.0	9.50	1.90	Lock No.10
		110.0	12.60	1.90	Helmond lock
		110.0	12.60	1.90	Lock No.6
		110.0	12.60	1.90	Lock No.5
		110.0	12.60	1.90	Lock No.4
		110.0	12.60	2.10	Schijndel lock
		124.2	26.40	2.10	Lock No.0
		92.0	18.00	2.70	Engelen lock
E 02	BOUDEWIJN CANAL Zeebrugge – Brugge (12.0 km)	125.0	12.00	4.75	Boudewijn lock
		210.0	19.70	5.50	Visart lock
		500.0	57.00	15.00	Vandamme lock

E WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS	
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)		
1	2	3	4	5	6	
E 02 (continued)	Harelbeke lock – Warneton	195.0	12.50	2.30	Menin lock	
		185.0	12.50	4.50	Comines lock	
	Deulémont – Quesnoy	110.0	12.00	4.20	Quesnoy lock	
		195.0	12.50	5.00	Project Quesnoy/Deûle lock	
	Quesnoy – Lambersart	144.6	12.00	4.00	Grand Carré lock	
Lambersart – Bauvin	146.2	12.00	3.50	Don lock		
E 02-02	GENT – OOSTENDE CANAL	120.0	17.50	4.70	Demey lock	
	Brugge-Schipdonk	282.5	18.00	...	Dok lock	
		89.7	10.20	2.50	Dammepeort lock	
E 02-02-01	PLASSEDALE – NIEUWPOORT	90.0	6.35	...	Plassendale lock	
		124.0	12.50	...	Saint. Joris lock	
E 02-04	ROESELARE – LEIE CANAL	115.0	12.50	3.50	Ooigem lock	
	Schipdonk – Ooigem	136.0	16.00	2.50	Sint-Baafs-Vijve lock	
	Ooigem – Harelbeke lock	115.0	12.40	3.50	Harelbeke lock	
E 03	SCHELDE – RIJN CONNECTION	325.0	24.00	6.25	Volkeraksluizen	
		325.0	24.00	6.25		
		325.0	24.00	6.25		
	SCHELDE – RIJN CONNECTION	280.0	24.00	5.05	Krammersluizen	
		280.0	24.00	5.05		
	ZUID – BEVELAND CANAL	Hansweert	280.0	24.00	7.30	
		280.0	24.00	7.30		
	GENT – TERNEUZEN CANAL	290.0	38.00	13.50	Terneuzen Westsluis Complex	
		140.0	18.00	8.35	Middensluis	
		280.0	24.00	6.63	Oostsluis	
	GENT CIRCULAR CANAL	136.0	16.00	3.80	Evergem lock	
E 04	BRUXELLES – SCHELDE CANAL	250.0	25.00	9.50	Wintam lock	
		205.0	24.90	6.50	Zemst lock	
	CHARLEROI – BRUXELLES CANAL	Bruxelles – Clabecq	81.6	10.50	3.70	Six locks
		90.0	12.00	3.48	Ittre lock	
	Clabecq – Seneffe	2 x 85.5	2 x 11.60	4.20	Ronquières inclined plan	
E 05	HAUT ESCAUT	125.0	14.05	2.89	Herinnes lock	
	Blénaries – Herinnes	124.5	14.00	2.89	Kain lock	
	BOVEN-SCHELDE	Herinnes – Gent Circular Canal	124.5	14.05	3.50	Kerkhove lock
		125.0	14.00	3.50	Oudenaarde lock	
		125.0	14.00	3.50	Asper lock	
	GENT CIRCULAR CANAL	180.0	18.00	variable	Two Merelbeke locks	
	BENEDEN – ZEESCHELDE	180.0	22.00	variable	Royers lock	
	Port of Antwerpen					
	ALBERTKANAAL	Antwerpen – Eben – Emael	136.0	16.00	5.00	Six lock complexes of: Two locks
200.0		24.00	5.00	One lock		
E 05-02	NIMY-BLATON-PERONNES CANAL	86.0	12.00	3.50	Peronnes I lock	
	Péronnes – Pommeroeul	86.0	12.00	3.50	Peronnes II lock	

E WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
E 05-01	BOSSUIT – KORTRIJK CANAL	38.7	5.15	1.80	Three locks
		115.0	12.50	3.50	Zwevegem lock
		115.0	12.50	3.50	Bossuit lock
		115.0	12.50	3.50	Moen lock
E 05-04	DENDER	55.0	7.50	...	Denderbelle lock
	Aalst – Dendermonde	168.0	16.00	variable	Dendermonde lock
E 06	SCHELDE – RIJN CONNECTION	318.0	24.00	5.05	Kreekraksluizen
		318.0	24.00	5.05	
E 10	HARTELKANAAL	280.0	24.00	5.50	Grote Hartelsluis ¹
	HARTELKANAAL	306.3	24.00	6.50	Rozenburgsesluis
	RHINE, downstream of Strasbourg	270.0	24.00	3.30 ²	Iffezheim and Gamsheim locks
	RHINE Strasbourg – Niffer	189.0	24.00	3.50	Strasbourg, large lock
		189.0	12.00	3.50	Strasbourg, small lock
		190.0	24.00	4.25	Gerstheim, large lock
		190.0	12.00	4.25	Gerstheim, small lock
		185.0	24.00	5.20	Rhinau, large lock
		185.0	12.00	5.20	Rhinau, small lock
		185.0	23.00	5.30	Markolsheim, large lock
		185.0	12.00	5.30	Markolsheim, small lock
		185.0	23.00	5.75	Vogelgrun, large lock
		185.0	12.00	5.75	Vogelgrun, small lock
		185.0	23.00	5.65	Fessenheim, large lock
		185.0	12.00	5.65	Fessenheim, small lock
		185.0	23.00	5.05	Ottmarsheim, large lock
		185.0	12.00	5.85	Ottmarsheim, small lock
	182.9	25.00	5.00	Kembs, western lock ³	
	190.0	25.00	5.00	Kembs, eastern lock ³	
	CANAL NIFFER – MULHOUSE	190.0	12.00	5.05	Large chamber, draught 4.0 m
		85.0	12.00	3.50	Small chamber, draught 3.0 m
	SAÔNE St. Symphorien – Lyon 219.0 km – 0.0 km	187.0	12.00	3.50	Seurre lock
		191.0	12.00	3.50	Ecuelle lock
196.0		12.00	3.50	Omes lock	
196.0		12.00	3.50	Dracé lock	
184.0	12.00	3.50	Couzon lock		
RHÔNE AND RHÔNE-FOS CANAL Lyon – Fos via the Rhone-Fos canal	190.0	12.00	3.00/3.20	Pierre-Bénite, Vaugris, Sablons, Gervans, Bourg-lès-Valence, Beauchastel, Logis-Neuf, Chateauneuf, Bollène, Caderousse, Avignon, Beaucaire et Barcarin locks	
E 10-01	WESEL – DATTELN KANAL	222.0	12.00	4.00 ⁴	
	DATTELN – HAMM KANAL	82.0	9.90	3.05 ⁴	Hamm lock
E 10-03	RHEIN – HERNE KANAL	190.0	12.00	4.00 ⁴	
E 10-05	RUHR	127.0	12.80	5.11 ⁵	Raffelberg lock
E 10-07	NECKAR, downstream of Plochingen	106.0	11.88	3.20 ⁵	Besigheim lock

E WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
E 10-09	RHINE	183.0	25.00	5.00	Kembs
	Niffer – Huningue	190.0	25.00	5.00	Two large locks
	RHINE				
	Huningue – Birsfelden	180.0/187.5	11.45	3.20	
	RHINE				
	Birsfelden – Rheinfelden	110.0	11.45	3.20	
E 10-04	RHÔNE – SÈTE CONNECTION				
	Ecluse Saint-Gilles – Espeyran	195.0	12.00	3.60	
E 10-06	RHÔNE AND PORT SAINT-LOUIS CANAL				
	Lyon – Fos via the Port Saint-Louis Canal	135.0	19.00	5.25	Port Saint-Louis lock
E 11	AMSTERDAM – RIJNKANAAL	-	50.00	5.13	Keersluis Zeeburg ⁶ (no longer in use)
		120.0	14.00	4.20	Zeeburg lock complex (no longer in use)
	AMSTERDAM – RIJNKANAAL	260.0	24.00	5.10	Prinses Irenesluis
		350.0	18.00	4.20	
	AMSTERDAM – RIJNKANAAL	...	80.00	2.35	Keersluis ⁶
		260.0	18.00	2.35	Prinses Marijkesluis
		260.0	18.00	2.35	Two chambers
	AMSTERDAM – RIJNKANAAL	260.0	24.00	2.35	Prins Bernardsluis
		350.0	18.00	2.35	
	E 11-01	ZAAN	116.8	12.00	3.10	Wilhelminasluis
E 11-02	LEKKANAAL	225.0	18.00	4.20	Prinses Beatrixsluizen (two chambers)
E 12	MAAS – WAALKANAAL	270.0	16.00	3.80	Heumen lock ⁷
		262.0	16.00	4.50	Weurt lock complex
		266.0	16.00	6.00	Two chambers
	IJSELMEER	137.8	14.00	4.40	Lorentzsluis Complex
		67.1	9.00	4.40	
E 12-02	MEPELDIEP	142.0	14.00	4.50	Spooldersluis
E 13	DORTMUND – EMS KANAL	165.0	12.00	3.50 ^{5, 8}	Herbrum locks
	To the North of the Mittellandkanal	163.0	9.93	3.50 ⁴	Gleesen lock
	DORTMUND – EMS KANAL	190.0	12.50	4.00 ⁴	Münster lock
	To the South of the Mittellandkanal	190.0	12.00	4.00 ⁴	Henrichenburg lock
E 14	WESER	350.0	12.40	4.50 ^{5, 8}	Hemeligen locks
		85.0	12.30	3.25 ⁵	Dörverden Kleine Schleuse
		85.0	10.00	4.00 ⁵	Minden Schachtschleuse
		214.0	12.30	3.00 ⁵	Other locks
E 15	IJSELMEER	205.0	24.00	4.70	
		72.0	14.00	4.50	
		95.0	18.00	4.50	
		72.0	14.00	4.50	
	IJSELMEER	190.0	17.50	4.50	
		190.0	17.50	4.50	

E WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
E 15 (continued)	PRINSES MARGRIET KANAAL Prinses Margrietsluis	260.0	15.90	3.84	
	PRINSES MARGRIET KANAAL Terhornstersluis	260.0	16.00	4.00	Gates are kept open
	VAN STARKENBORGH KANAAL Gaarkeukensluis	190.0	16.00	4.77/5.04	
	Oostersluis	190.0	16.00	4.22/6.22	
	EEMSKANAAL Zeesluizen Farmsum	123.0 144.0	7.00 16.00	3.02/4.20 5.45/6.07	
	DORTMUND – EMS – KANAAL	165.0	12.00	3.50 ^{5, 8}	Herbrum locks
	KÜSTENKANAL	104.0	11.90	3.00 ⁴	Dörpen lock
		102.0	12.00	3.00 ^{4, 8}	Oldenburg lock
E 15–01	VAN HARINXMA CANAL	127.5	12.00	3.75	Lock 1
	Tjerk Hiddes Locks	40.0	7.00	2.05	Lock 2
E 20	ELBE From estuary to Czech border	220.0	25.00	4.00 ⁵	Geesthacht locks
	ELBE German border – Ústí nad Labem	200.0	24.00	4.00	Děčín lock in project
	ELBE Ústí nad Labem – Střekov – Mělník	173.7	13.00	2.60	Střekov parallel locks
		170.0	24.00	2.60	
		155.0	22.00	2.50	Lovosice parallel locks
		110.0	12.00	2.50	
		85.0	11.00	2.80	České Kopisty parallel locks
		155.0	22.00	3.00	
		85.0	11.00	2.70	Roudnice nad Labem parallel locks
		155.0	22.00	3.00	
		85.0	11.00	2.70	Štětí parallel locks
		155.0	22.00	2.70	
	85.0	11.00	3.00	Dolní Beřkovice parallel locks	
	200.0	22.00	3.25		
	ELBE Mělník – Chvaletice	85.0 85.0	12.00 12.00	3.30 3.00	Three locks Twelve locks
	ELBE Chvaletice – Pardubice	115.0	12.50	4.00	Přelouč II lock (in project)
		85.0	12.00	3.00	Přelouč I lock
		85.0	12.00	3.00	Smojedy lock
E 20–02	ELBE – SEITENKANAL	100.0	12.00	3.50 ⁴	Lüneburg shiplift
		185.0	12.00	4.00 ⁴	Uelzen lock
E 20–04	SAALE (0.0 km – 88.0 km)	102.5 ⁹	12.00 ⁹	3.31 ⁵	Wettin lock
E 20–06	VLTAVA Mělník – Praha – Slapy	73.0	11.00	2.50	Hořín parallel locks ¹⁰
		137.0	20.00	2.50	
		69.0	11.00	2.50	Mířevojice double locks ^{10, 11}
		133.0	20.00	2.50	
		52.0	11.00	2.50	Dolánky double locks ^{10, 11}
		133.0	11.00	2.50	
		59.0	11.00	2.50	Roztoky double locks ^{10, 11}
133.0	20.00	2.50			

E WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
E 20-06 (continued)		73.0	11.00	2.50	Podbaba parallel locks ¹⁰
		135.0	12.00	4.00	
		115.0	11.00	2.50	Štvanice parallel locks
		175.0	11.00	2.50	
		174.0	11.00	2.50	Smíchov double locks 98 + 72
		192.0	12.00	3.50	Modřany lock
		134.0	12.00	3.00	Vrané nad Vltavou parallel locks
		85.0	12.00	3.00	
		118.4	12.00	2.50	Štěchovice lock
E 21	TRAVE, ELBE – LÜBECK KANAL	80.0	12.00	2.44 ⁴	Büssau lock
E 30	ODER Brzeg Dolny – Kozle	187.0	9.60	2.50	Twenty-three locks
E 30-01	GLIWICKI CANAL	72.0	12.00	3.50	Six parallel locks
E 31	WESTODER, HOHENSAATEN – FRIEDRICHSTHALER WASSERSTRAßE	172.0	11.92	4.07 ⁵	Hohensaaten West lock
E 40	WISLA Gdansk – Bydgoszcz	192.0	12.00	3.60	Przegalina lock
	Bydgoszcz – Warszawa	115.0	12.00	3.50	Wloclawek lock
	ZERAN CANAL	85.0	12.00	3.00	One lock
	MUKHOVETS Brest – Kobrin	80.0	11.12 ¹²	1.80	Three locks (Nos. 8 to 10)
	DNEPROVSKO – BUGSKIY KANAL Kobrin – Pererub	80.0	11.10 ¹²	1.80	Five locks (2-"Kobrin")
	PINA Pererub – Pinsk	120.0	12.70 ¹²	2.40	Lock No. 1 at 27.0 km
	PRIPYAT Pinsk – Stakhovo	110.0	12.00 ¹²	2.20	Locks Nos. 11 and 12
	DNIPRO Mouth of the Pripyat River – Kherson	150.0	18.00	4.00	Kyiv lock
		270.0	18.00	4.25	Kanev lock
		270.0	18.00	3.85	Kremenchuk lock
		270.0	18.00	3.65	Dniprodzerzhynsk lock
		120.0	18.00	4.40	Zaporizhya three chambers lock
		290.0	18.00	5.50	Zaporizhya one chamber lock
	270.0	18.00	3.65	Kakhovka lock	
E 50	VOLGO – BALTIJSKIY WATERWAY St. Petersburg – Cherepovets	198.0	17.80	4.00	Nine locks
	VOLGA Rybinsk – Astrakhan	280.0	29.50	3.50 ¹³	Eight locks
E 50-02	VOLGA Rybinsk – Dubna	290.0	29.00	4.00	One lock
	KANAL IMENI MOSKVI AND RIVER MOSKVA Dubna – Moskva (Southern Port)	290.0	29.00	3.00 ¹⁴	Nine locks
E 50-01	KAMA Mouth of the Kama – Solikamsk	240.0	28.90	3.30	Three locks

E WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
E 60	KIEL CANAL	310.0	42.00	14.00 ^{4 8}	
	BELOMORSKO – BALTIJSKIY CANAL Povenets – Belomorsk	130.0	13.50	4.00	Nineteen locks
E 60–02	GUADALQUIVIR	190.0	24.36	7.00	One lock
E 60–04	DOURO Porto – Spanish border 0.0 km – 210.0 km	86.0–92.0	12.10	4.20	In total there are five locks on the Douro River
E 60–07	TROLLHÄTTE CANAL	90.0	13.07	5.85	Six locks
E 60–09	SÖDERTÄLJE CANAL	135.0	19.60	8.00	One lock
E 60–11	SAIMAA CANAL Vyborg – Mälkiä Lock	85.0	13.20	4.80	
	Mälkiä Lock – Kuopio/Joensuu	160.0	13.20	4.80	
	Kuopio – Iisalmi	165.0	16.00	4.00	
E 60–11–02	Joensuu – Nurmes	165.0	16.00	3.00	Joensuu lock
		85.0	16.00	3.00	Other two locks
E 70	NEDER-RIJN Driel, 891.2 km	260.0	18.00	3.50	Normally passage through weir
	Amerongen, 922.0 km	260.0	18.00	3.50	openings: 2 x 48.0 m
	Hagestein, 946.8 km	260.0	18.00	3.50	
	TWENTEKANAAL	200.0	24.00	1.30	Eefde lock complex (normally open, only closed at low water)
		133.0	12.00	3.50	Eefde lock complex
		133.0	12.00	3.45	Delden lock complex
		133.0	12.00	3.75	Hengelo lock complex
	MITTELLANDKANAL	220.0	12.00	3.50 ⁴	Anderten locks
		224.0	12.00	3.00 ⁴	Sülfeld locks
	MITTELLANDKANAL Rothensee – Verbindungskanal	190.0	12.50	4.25	Rothensee lock
	MITTELLANDKANAL	190.0	12.50	4.25	Hohenwarthe parallel locks
	ELBE – HAVEL – KANAL	165.0	11.70	3.49 ⁴	Niegripp lock
		220.0	12.00	3.05 ⁴	Zerben lock
		220.0	12.00	3.25 ⁴	Wusterwitz lock
	UNTERE HAVEL – WASSERSTRAßE	210.0	9.93	3.24 ⁵	Southern Brandenburg lock
		167.4	12.10	3.74 ⁵	Northern Brandenburg lock
	HAVEL – ODER – WASSERSTRAßE	...	...	...	Spandau lock not in operation
		82.0	11.90	2.50 ⁵	Niederfinow shiplift
	WARTA – NOTEC – BYDGOSKI CANAL	57.4	9.60	2.50	Twenty one locks
		Kostrzyn – Bydgoszcz	115.0	12.00	3.50	Czersko Polskie lock
	SZKARPAWA Gdanska Glowa – Elblag	61.0/88.2 ¹⁵	12.50	3.00	One lock ¹⁵
	NOGAT Biala Gora – Elblag	56.6–57.3	9.50	2.50	Four locks

E WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
E 70-01	HOLLANDSCHE IJSSEL	112.0 (ebb) 135.0 (flood)	23.90	5.20	Algera lock. Normally passage through barrier opening of 80.0 m width
E 70-02	Mittellandkanal branch to Osnabrück	82.0	10.00	3.50 ⁴	Hollage lock Haste lock
E 70-04	Mittellandkanal branch to Hannover – Linden	83.0	10.00	3.50 ⁴	Hannover-Linden lock
E 70-06	Mittellandkanal branch to Hildesheim	82.0	12.00	3.00 ⁴	Bolzum lock
E 70-08	Mittellandkanal branch to Salzgitter	223.0	12.00	3.30	Wedtlenstedt locks
E 70-05	HAVELKANAL	82.2	12.00	3.21 ⁴	Schönwalde lock
E 70-10	SPREE	82.0	10.00	2.30 ⁴	Charlottenburg lock
E 70-12	BERLIN – SPANDAUER SCHIFFFAHRTSKANAL	67.2	10.00	3.00 ⁴	Plötzensee locks
E 71	TEL TOWKANAL, BRITZER VERBINDUNGSKANAL	83.5	12.00	3.48	Northern Kleinmachnow lock
	SPREE – ODER – WASSERSTRAÙE	54.1	9.70	3.06 ⁵	Northern Kersdorf lock
		65.6	8.54	2.49 ⁵	Southern Kersdorf lock
E 80	LE HAVRE – TANCARVILLE CANAL	205.3	24.00	10.40	New lock
		180.0	30.00	7.85	Old lock
	SEINE Rouen – Conflans	220.0	17.00	4.50	Poses-Amfreville lock
		140.0	12.00	4.00	
		185.0	24.00	5.00	Notre-Dame-de-la-Garenne lock
		185.0	12.00	5.00	
		171.0	12.00/17.00	3.20	
		42.0	8.00	3.20	
		185.0	12.00/17.00	4.50	Méricourt lock
		160.0	17.00	4.50	
		140.0	12.00/17.00	2.50	
		185.0	24.00	3.50	Andrésy lock
		160.0	12.00	3.50	
	OISE Conflans – Creil	185.0	12.00	3.00	Pontoise lock
		125.0	12.00	2.20	Ile Adam lock
		180.0	11.40	3.00/2.50	Boran/Oise lock
		125.0	12.00	2.50	Creil lock
	OISE Creil – Compiègne	180.0	11.40	3.00/2.50	Saron lock
		125.0	12.00	2.50	Verberie and Venettes locks
	MOSELLE Toul – Neuves Maisons	185.0	12.00	8.65	17 locks altogether
		180.0	12.00	2.70	
	MOSELLE Fontenoy – Apach	170.0	12.00	8.65	
		170.0	12.00	2.70	
MOSELLE Access to the Port of Clévant	170.0	12.00			
	100.0	12.00			
MOSELLE Apach – Koblenz	172.0	12.00	3.20 ⁵		
MAIN, downstream of Frankfurt/Main	341.5	15.00	4.66 ⁵	Northern Kostheim lock	

E WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS	
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)		
1	2	3	4	5	6	
E 80 (continued)	MAIN, upstream of Frankfurt/Main	289.8	12.00	3.00 ⁵	Viereth lock	
	MAIN – DONAU KANAL	190.0	12.00	4.00 ⁴	Sixteen locks	
	DANUBE Upstream of Regensburg	190.0	12.00	4.00 ⁵	Bad Abbach lock	
	DANUBE, Downstream of Regensburg to 2 201.8 km	226.5	24.00	4.70 ⁵	Kachlet locks	
		230.0	24.00	3.65 ¹⁶	Geisling lock	
	DANUBE 2 201.8 km – 1 880.3 km	Aschach, 2 162.7 km	230.0	24.00	4.00	Two locks at each power station
		Ottensheim – Wilhering, 2 146.7 km	230.0	24.00	4.00	
		Abwinden – Asten, 2 119.5 km	230.0	24.00	4.00	
		Wallsee – Mitterkirchen, 2 094.5 km	230.0	24.00	4.00	Depth at sills referring to LNWL
		Ybbs Persenbeug, 2 060.4 km	230.0	24.00	4.00	
		Melk, 2 038.2 km	230.0	24.00	3.40	
		Altenwörth, 1 979.8 km	230.0	24.00	4.00	
		Greifenstein, 1 949.2 km	230.0	24.00	4.00	
		Wien Freudenau, 1 921.0 km	275.0	24.00	4.00	
		DANUBE Čunovo, 1 851.75 km ¹⁷	130.7	24.00	3.50	One lock (divided 130.70/55.70 m)
	DERIVATION CANAL GABČÍKOVO, 1 819.3 km	275.0	34.00	4.50	Two locks	
	DANUBE 1 075.0 km – 0.0 km	310.0	34.00	4.50	Iron Gates I locks, 942.95 km	
		310.0	34.00	5.00		
		310.0	34.00	4.50	Iron Gates II locks, 864.00 km	
		310.0	34.00	4.50	863.00 km	
140.0		17.00	2.50	Iron Gates II reserve lock		
E 80–01	TISZA, 164.0 km – 0.0 km	85.0	12.00	3.00	Becej lock	
E 80–01–02	BEGEJ, 65.6 km – 0.0 km	72.1	10.00	2.40	Itebej lock (out of order)	
		72.1	10.00	2.40	Klek lock	
		85.0	12.00	3.00	Stojcevo lock	
E 80–02	SEINE Tancarville – Estuary	180.0	24.00	3.50	Access to the Port of Le Havre (Seine, 338.5 km)	
E 80–04	SEINE Conflans – Paris	220.0	12.00/17.00	3.20	Bougival locks	
		113.5	12.00	2.00		
		41.6	8.00	3.20		
		185.0	18.00	5.00	Chatou lock	
		185.0	18.00	5.00	Suresnes locks	
		160.5	12.00/17.00	4.10		
		160.5	12.00	2.10		
	SEINE Paris – Montereau, 165.2 km – 67.7 km	180.0	12.00/16.00	3.20	Port à l'Anglais	
		180.0	12.00/16.00	3.50	Ablon	
		180.0	12.00	3.30	Evry	
		180.0	18.00	3.50	Le Coudray	
		185.0	18.00	3.50	Vives-Eaux	
		185.0	18.00	3.50	La Cave	
		185.0	18.00	3.50	Champagne	

E WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
E 80-04 (continued)	SEINE Montereau – Bray, 67.7 km – 45.0 km	180.0	16.00	3.50	Varenes
		185.0	12.00	4.00	Marolles
		185.0	12.00	4.00	La Grande Bosse
		121.0	10.50	2.76	Jaulnes
		185.0	12.00	4.00	Le Vezoult
	SEINE Bray – Nogent 45.0 km – 18.72 km	121.0	10.50	2.24	Villiers
		121.0	10.30	2.73	Melz
		121.0	10.30	2.50	Beaulieu
	E 80-06	SAAR, downstream of Völklingen	190.0	12.00	4.00 ⁵
E 80-05	DANUBE – BUCURESTI CANAL	130.0	12.50	5.00	Four double locks under construction
E 80-14	DANUBE – BLACK SEA CANAL	310.0	25.00	7.50	Cernavoda (60.0 km) and Agigea (1.3 km) locks
E 80-14-01	POARTA ALBA – MIDIA – NAVODARI CANAL	145.0	12.50	6.50	Navodari lock (1.5 km) and Ovidiu lock (11.0 km)
E 81	VÁH Kolárovo, 27.4 km Selice, 43.9 km Kráľová, 63.15 km Sereď – Hlohovec 79.5 km Medunice, 106.6 km	110.0	24.00	4.00	One lock is planned
		110.0	24.00	4.00	One lock
		110.0	24.00	4.00	One lock
		110.0	24.00	4.00	One lock is planned
		110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.00	4.00	Not yet in operation
	Horná Streda, 130.90 km	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.50	4.00	Not yet in operation
	Nové Mesto nad Váhom, 143.70 km	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.50	4.00	Not yet in operation
	Kostolná, 157.10 km	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.50	4.00	Not yet in operation
	Trenčianske Biskupice, 161.90 km			12.00	Weir sluice planned for navigation
				12.00	Not yet in operation
	Trenčín (Skalka), 168.80 km	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.50	4.00	Not yet in operation
	Dubnica, 179.40 km	110.0	12.00	4.00	Reconstruction and modernization planned
		31.00	7.00	4.00	Not yet in operation
	Ilava, 187.45 km	110.0	12.00	4.00	Reconstruction and modernization planned
		31.00	7.00	4.00	Not yet in operation
	Ladce, 194.25 km	110.0	12.00	4.00	Reconstruction and modernization planned
		31.00	7.00	4.00	Not yet in operation

E WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
E 81 (continued)	Dolné Kočkovce canal, 200.20 km		8.00		Weir sluice planned for navigation
	Nosice, 199.80 km	110.0	12.00	4.00	Missing lock / lift planned
	Považská Bystrica, 212.80 km	110.0	12.00	4.00	Missing lock planned
	Mikšová, 221.33 km	110.0	12.00	4.00	Missing lock planned
	Hričov, 237.70 km	110.0	12.00	4.00	Missing lock planned
E 90	DON Aksay – Kalach	145.0	17.80	4.00	Five locks
	VOLGO – DONSKOY CANAL Kalach – Krasnoarmeysk	145.0	17.80	4.00	Thirteen locks
E 91	MILANO – PO CANAL Milano – Cremona	197.0	12.00	3.50	Cremona lock. The lock has two preterlocks of 110.0 x 12.00 x 3.50 m
		200.0	12.50	3.50	Acquanegra lock
	PO – BRONDOLO CANAL	100.0	10.50	3.50	Cavanella d'Adige right lock
		110.0	12.50	3.50	Cavanella d'Adige right new lock under construction
		100.0	10.50	3.50	Cavanella d'Adige left lock
		110.0	12.50	3.50	Cavanella d'Adige left new lock under construction
		100.0	10.50	3.50	Brondolo lock
	LAGUNA VENETA	110.0	12.50	3.50	Brondolo new lock under construction
		81.0	20.00	3.50	Cavallino lock. Used for touristic purposes
		81.0	10.00	3.50	Cortellazzo lock. Used for touristic purposes.
		81.0	10.00	3.50	Revedoli lock. Used for touristic purposes.
			81.0	10.00	3.50	Bavazzana lock. Used for touristic purposes.
E 91-02	PO From Cremona lock to Casale Monferrato	85.0	11.50	2.50	Isola Serafini lock. Improvement to class Va 110.0 x 12.50 x 3.5 m is under way
E 91-01	Mincio	80.0	10.00	3.50	Governolo lock.
E 91-04	FERRARA WATERWAY Ferrara – Porto Garibaldi	110.0	12.50	3.50	Pontelagoscuro lock
		98.0	12.00	3.50	Valpagliaro lock
		98.0	12.00	3.50	Vallelepri lock
E 91-03	MANTOVA – ADRIATIC SEA CANAL	110.0	12.50	3.50	Valdaro lock under construction
		110.0	12.50	3.50	Trevenzuolo lock
		110.0	12.50	3.50	Torretta lock
		110.0	12.50	3.50	Canda lock
		110.0	12.50	3.50	Bussari lock
		110.0	12.50	3.50	Barricetta lock
		224.5	24.00	3.50	Volta Grimana lock
E 91-03-02	PO – MANTOVA-ADRIATIC SEA CANAL	225.0	12.50	3.50	S. Leone lock
E 91-05	PADOVA – VENEZIA CANAL	80.0	10.00	3.50	Romea lock

Notes to table 2

- ¹ In operation in case of storm flood, otherwise open connection.
- ² Datum: Gleichwertiger Wasserstand "GLW" i.e. a low navigable water level (LNWL).
- ³ Maximum dimensions of convoys admitted are 180.0 x 22.90 m and 186.5 x 22.90 m, respectively.
- ⁴ Datum: normal canal water level.
- ⁵ Datum: hydrostatic water level.
- ⁶ Normally open.
- ⁷ The lock is only used as a flood gate: the lock is normally open, it's only closed if the waterlevel on the Maas River reaches a certain limit.
- ⁸ Depending on the tide water level prevailing.
- ⁹ On account of the particular shape and outline of the locks' chambers, single units of not more than 80.0 m in length and 8.25 m in width are admitted.
- ¹⁰ Lock gate width is 11.00 m.
- ¹¹ These locks are located one after the other allowing the passage of convoys of up to 190.0 m in length.
- ¹² This is the width of gates. The width of chambers is 16.00 m.
- ¹³ Limitation draught at the Gorodetski Lock. At other locks a draught of 4.00 m is ensured.
- ¹⁴ From Dubna to the Moskva Northern Port depth at sills is 4.00 m.
- ¹⁵ Additional gate of the lock.
- ¹⁶ Datum: Low navigable water level (LNWL).
- ¹⁷ Leads to the old bed of the Danube. Practically not used.

Table 3: Technical Characteristics of Inland Navigation Ports of International Importance

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR		RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS	
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **				RO-RO **
					20'	40'			
1		2	3	4	5	6	7	8	9
P 01–01	Dunkerque (Dunkerque-Valenciennes Canal, 20.5 km)			x	x	x	x	x	
P 01–02	Charleroi (Sambre, 48.6 km)		x		x	x	x	x	
P 01–02bis	Charleroi (Charleroi-Bruxelles Canal, 5.6 km)		x		-	-	-	-	
P 01–03	Namur (Sambre, 65.5 km)		x		x	x	-	x	
P 01–03bis	Namur (Meuse, 54.5 km)		x		-	-	-	-	
P 01–04	Liège (Meuse, 105.0 km)			x	x	x	x	x	
P 01–04bis	Liège (Albert Canal, 9.6 km)			x	x	x	x	x	
P 01–05	Maastricht (Maas, 4.5 km)	x			-	-	-	x	
P 01–06	Stein (Maas, 21.9 km)	x			x	x	-	x	
P 01–07	Born/Sittard-Geleen (Maas, 29.7 km)	x			x	x	x	x	
P 01–08	Maasbracht (Maas, 41.8 km)	x			-	-	-	x	
P 01–09	Roermond (Maas, 74.3 km)	x			-	-	-	-	
P 01–09bis	Venlo (Maas, 108.0–111.0 km)	x			x	x	-	x	
P 01–09ter	Meerlo/Wanssum (Maas, 133.0 km)	x			x	x	-	-	
P 01–09quater	Gennep (Maas, 153.0 km)		x		-	-	-	-	
P 01–09quinqies	Cuijk (Maas, 167.0 km)		x		-	-	-	-	
P 01–09sexies	Grave (Maas, 174.0 km)	x			-	-	-	-	
P 01–10	Oss (Maas, 193.0 km)		x		x	x	-	x	
P 01–10bis	Maasdriel (Maas, 212.0 km)	x			-	-	-	-	
P 01–10ter	Waalwijk (Bergsche Maas, 236.0 km)	x			x	x	-	-	
P 01–10quater	Geertruidenberg (Bergsche Maas, 251.0 km)	x			-	-	-	-	
P 01–11	Dordrecht (Merwede, 974.4 km)		x		-	-	-	x	

* Private Port

** Legend:

x available
 - not available
 ... no information

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR			RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **		RO-RO **		
					20'	40'			
1		2	3	4	5	6	7	8	9
P 01–12	Zwijndrecht (Oude Maas, 980.6 km)	x			-	-	-	x	
P 01–13	Vlaardingen (Nieuwe Waterweg, 1 010.5 km)		x		-	-	x	x	
P 01–14	Maassluis (Nieuwe Waterweg, 1 018.7 km)	x			x	x	-	-	
P 01–01–01	Overpelt (Kanaal Bocholt-Herentals, 14.8 km)	...	...	...	...	...	...	...
P 01–03–01	's-Hertogenbosch (Zuid-Willemsvaart, 4.0 km)	x			x	x	-	-	
P 01–03–02	Veghel (Zuid-Willemsvaart, 24.0 km)	x			x	x	-	-	
P 02–01	Zeebrugge (North Sea)	x		x ¹	x	x	x	x	
P 02–02	Aalter (Gent – Oostende Canal, 22.5 km)	...	...	...	...	...	...	...
P 02–03	Lille (Deûle, 42.0 km)	x			x	x	-	x	
P 02–02–01	Oostende (North Sea)	...	...	...	...	...	...	...
P 02–04–01	Roeselare (Roeselare-Leie Canal, 0.5 km)	...	...	...	...	...	...	...
P 02–04–02	Izegem (Roeselare – Leie Canal, 6.4 km)	...	...	...	...	...	...	...
P 03–01	Moerdijk (Hollands Diep, 986.0 km)			x	x	x	x	x	
P 03–02	Terneuzen (Gent – Terneuzen Canal, 32.5 km)			x	x	x	x	x	
P 03–03	Zelzate (Gent – Terneuzen Canal, 19.6 km)	...	...	...	...	...	...	...
P 03–04	Gent (Gent – Terneuzen Canal, 4.6 km)	...	...	...	...	...	...	...
P 04–01	Vlissingen (Westerschelde, 14.0 km from the mouth)	x			x	x	x	x	
P 04–02	Beveren (Beneden Zeeschelde, 22.9 km)	...	...	...	...	...	...	...
P 04–03	Ruisbroek (Charleroi-Bruxelles Canal, 58.8 km)	...	...	...	...	...	...	...
P 04–03bis	Willebroek (Bruxelles-Schelde Canal, 61.3 km)	x			x	x	x	x	
P 04–04	Grimbergen (Bruxelles-Schelde Canal, 75.8 km)	x			-	-	-	-	
P 04–05	Bruxelles (Bruxelles-Schelde Canal, 81.5 km)	...	...	...	...	...	...	...
P 05–01	Avelgem (Boven-Schelde, 35.7 km)	x			x	x	...	...
P 05–02	Melle (Boven-Zeeschelde, 9.9 km)	...	...	...	...	...	...	...

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR			RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **		RO-RO **		
					20'	40'			
1		2	3	4	5	6	7	8	9
P 05–03	Meerhout (Albertkanaal, 80.7 km)	x			x	x	...	...
P 05–04	Ham (Albertkanaal, 73.7 km)	x			...	...	...	...
P 05–05	Hasselt (Albertkanaal, 51.5 km)	x			...	...	...	...
P 05–06	Genk (Albertkanaal, 42.9 km)	x			...	...	...	...
P 05–07	Centre and West (Schelde, 10.0 km)		x		x	x	x	x	
P 05–08	Centre and West (Canal du Centre, 10.0 km)		x		x	x	x	x	
P 05–04–01	Aalst (Dender, 53.7km)	...	...	...	...	...	...	...
P 06–01	Antwerpen (Schelde, 102.9 km)	...	...	...	...	...	...	...
P 06–02	Bergen op Zoom (Schelde-Rijn Connection, 1 031.8 km)	x			x	x	-	-	
P 10–01	Rotterdam (Nieuwe Maas, 1 002.5 km)			x	x	x	x	x	
P 10–02	Alblasserdam (Noord, 981.1 km)	x			x	x	-	-	
P 10–02bis	Gorinchem (Merwede, 956.0 km)	x			x	x	-	-	
P 10–02ter	Zaltbommel (Waal, 935.0 km)	x			-	-	-	-	
P 10–03	Tiel (Waal, 914.6 km)	x			-	-	x	-	
P 10–04	Emmerich (Rhine, 852.0 km)	x			x	x	...	x	
P 10–05	Wesel (Rhine, 814.0 km)	x			x	x	...	x	
P 10–06	Rheinberg-Ossenberg* (Rhine, 806.0 km)	x			...	...	...	...
P 10–07	Orsoy (Rhine, 794.0 km)	x			...	...	...	...
P 10–08	Walsum-Nordhafen* (Rhine, 793.0 km)	x			...	...	...	...
P 10–09	Walsum-Sud* (Rhine, 791.0 km)	x			...	...	...	...
P 10–10	Schwelgern* (Rhine, 790.0 km)			x	...	...	...	...
P 10–11	Homberg, Sachtleben* (Rhine, 774.0 km)			x	x	x	x	x	
P 10–12	Duisburg-Ruhrort Häfen (Rhine, 774.0 km)			x	x	x	x	x	
P 10–13	Krefeld (Rhine, 762.0 km)	x			x	x	...	x	
P 10–14	Düsseldorf (Rhine, 743.0 km)	x			x	x	...	x	

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR		RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS	
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **				RO-RO **
					20'	40'			
1		2	3	4	5	6	7	8	9
P 10–15	Neuss (Rhine, 740.0 km)		x		x	x	...	x	
P 10–16	Stürzelberg* (Rhine, 726.0 km)	x			...	...	...	x	
P 10–17	Leverkusen* (Rhine, 699.0 km)	x			x	x	...	x	
P 10–18	Köln (Rhine, 688.0 km)			x	x	x	...	x	
P 10–19	Wesseling-Godorf* (Rhine, 672.0 km)	x			...	...	...	x	
P 10–20	Bonn (Rhine, 658.0 km)	x			x	x	-	-	
P 10–21	Andernach (Rhine, 612.0 km)	x			-	-	-	x	
P 10–22	Neuwied (Rhine, 606.0 km)	...	...	...	-	-	-	x	
P 10–23	Bendorf (Rhine, 599.0 km)	x			-	-	-	x	
P 10–24	Koblenz (Rhine, 596.0 km)	x			x	x	-	x	
P 10–25	Bingen (Rhine, 527.0 km)	...	...	...	-	-	-	x	
P 10–26	Wiesbaden (Rhine, 500.0 km)	x			-	-	-	x	
P 10–27	Gernsheim (Rhine, 462.0 km)	x			-	-	-	x	
P 10–28	Worms (Rhine, 444.0 km)	x			-	-	-	x	
P 10–29	Mannheim (Rhine, 424.0 km)		x		x	x	x	x	
P 10–30	Ludwigshafen (Rhine, 420.0 km)		x		x	x	x	x	
P 10–31	Speyer (Rhine, 400.0 km)	x			-	-	-	x	
P 10–32	Germersheim (Rhine, 385.0 km)	x			x	x	-	x	
P 10–33	Wörth (Rhine, 366.0 km)	x		x	x	x	-	x	
P 10–34	Karlsruhe (Rhine, 360.0 km)				x	x	x	x	
P 10–35	Kehl (Rhine, 297.0 km)	x			x	x	-	x	
P 10–36	Strasbourg (Rhine, 296.0 km)		x		x	x	x	x	Sand, gravel, oil products, cereals, heavy packages
P 10–37	Breisach (Rhine, 226.0 km)	x			-	-	-	-	
P 10–38	Colmar-Neuf Brisach (Rhine, 225.8 km)	x			x	x	-	x	Minerals, gravel, aluminium, cereals

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR			RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **		RO-RO **		
					20'	40'			
1		2	3	4	5	6	7	8	9
P 10–39	Mulhouse-Ottmarsheim (Grand Canal d'Alsace, 21.0 km)		x		x	x	-	x	Minerals, agricultural products, metallurgical products and chemicals
P 10–40	Fort Louis Stattmatten (Grand Canal d'Alsace, 322.0 km)	x			...	...	...	...
P 10–41	Ile Napoléon (Niffer – Mulouse Canal, 37.6 km)	x			-	-	-	x	Oil products, minerals, fertilizers
P 10–42	Aproport (Chalon-sur-Saône, Mâcon, Villefranche-sur-Saône) (Saône, 230.0 km, 296.0 km and 335.0 km)	x			x	x	-	x	Bulk cargoes, construction materials
P 10–43	Pagny (Saône, 192.75 km)	x			x	x	x	-	
P 10–44	Lyon (Rhône, 375.0 km)	x			x	x	x	x	Oil and metallurgical products, minerals
P 10–45	Marseille-Fos (Marseille-Rhône Canal, 0.0 km)	x			x	x	x	x	Oil products, minerals
P 10–01–01	Rhein-Lippe-Hafen* (Wesel-Datteln Kanal, 1.0 km)	x			...	...	...	x	
P 10–01–02	Marl Hüls-AG* (Wesel-Datteln Kanal, 38.0 km)		x		...	...	...	x	
P 10–01–03	Auguste Victoria* (Wesel-Datteln Kanal, 39.0 km)	x			...	...	...	...
P 10–01–04	Lünen (Datteln-Hamm Kanal, 11.0 km)	x			...	...	...	x	
P 10–01–05	Berkamen* (Datteln-Hamm Kanal, 22.0 km)	x			...	...	...	...
P 10–01–06	Hamm (Datteln-Hamm Kanal, 34.0 km)	x			x	x	...	x	
P 10–01–07	Schmehausen* (Datteln-Hamm Kanal, 47.0 km)	x			...	...	...	...
P 10–03–01	Essen (Rhein-Herne Kanal, 16.0 km)	x			...	...	...	x	
P 10–03–02	Coelln-Neuessen* (Rhein-Herne Kanal, 17.0 km)	x			...	...	...	...
P 10–03–03	Ruhr-Oel* (Rhein-Herne Kanal, 22.0 km)	x			x	x	...	x	
P 10–03–04	Gelsenkirchen (Rhein-Herne Kanal, 24.0 km)		x		x	x	...	x	
P 10–03–05	Wanne-Eickel (Rhein-Herne Kanal, 32.0 km)	x			...	...	...	x	
P 10–05–01	Mühlheim (Ruhr, 8.0 km)	x			x	x	...	...
P 10–07–01	Heilbronn (Neckar, 110.0 km)		x		x	x	x	x	
P 10–07–02	Stuttgart (Neckar, 186.0 km)	x			-	-	-	x	
P 10–07–03	Plochingen (Neckar, 200.0 km)	x			-	-	-	x	

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR			RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **		RO-RO **		
					20'	40'			
1		2	3	4	5	6	7	8	9
P 10–09–01	Huningue (Rhine, 168.4 km)	x			-	-	-	x	Oil products, minerals, fertilizers
P 10–09–02	Swiss Rhine Ports (Schweizerische Rheinhäfen) (Rhine, 159.15 km – 170.0 km)			x	x	x	x	x	
P 10–04–01	Sète (Rhône-Sète Canal, 96.0 km)	x			x	x	x	x	Coal, cereals, oilcake
P 10–06–01	Fos (Fos Bay, sea section)			x	x	x	x	x	
P 11–01	IJmond (Noordzeekanaal, 4.7 km)			x	x	x	x	x	
P 11–02	Zaanstad (Zaan, 1.4 km)		x		x	x	-	x	
P 11–02bis	Beverwijk (Noordzeekanaal, 4.5 km)	x			x	x	-	-	
P 11–03	Amsterdam (Noordzeekanaal, 20.6 km)			x	x	x	x	x	
P 11–04	Utrecht (Amsterdam-Rijnkanaal, 35.0 km)		x		x	x	-	x	
P 11–01–01	Zaandam (Zaan, 2.0 km)	x			-	-	-	-	
P 12–01	Nijmegen (Waal, 884.6 km)	x			x	x	-	-	
P 12–02	Arnhem (Neder-Rijn, 885.8 km)	x			-	-	-	-	
P 12–02bis	Deventer (Geldercshe IJssel, 57.3 km)	x			-	-	-	-	
P 12–03	Zwolle (IJssel, 980.7 km)	x			-	-	-	-	
P 12–04	Kampen (Geldercshe IJssel, 106.8 km)	x			-	-	-	-	
P 12–02–01	Meppel (Meppelerdiep, 10.5 km)	x			x	x	-	-	
P 13–01	Emsland* (Dortmund-Ems-Kanal, 151.0 km)	x			...	...	...	x	
P 13–02	Münster (Dortmund-Ems-Kanal, 68.0 km)	x			...	...	...	x	
P 13–03	Dortmund (Dortmund-Ems-Kanal, 1.0 km)	x			x	x	...	x	
P 14–01	Bremerhafen (Weser, 66.0–68.0 km)	x			x	x	x	x	
P 14–02	Nordenham (Weser, 54.0–64.0 km)	x			x	x	-	x	
P 14–03	Brake (Weser, 41.0 km)	x			x	x	-	x	
P 14–04	Bremen (Weser, 4.0–8.0 km)		x		x	x	x	x	

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR			RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **		RO-RO **		
					20'	40'			
1		2	3	4	5	6	7	8	9
P 15–01	Almere (IJsselmeer, 15.0 km)	x			-	-	-	-	
P 15–01bis	Lelystad (IJsselmeer, 32.0 km)	x			-	-	-	-	
P 15–02	Lemmer (Prinses Margrietkanaal, 90.5 km)	x			-	-	-	-	
P 15–02bis	Sneek (Prinses Margrietkanaal, 43.7 km)	x			x	x	-	-	
P 15–02ter	Zuidhorn (Van Starckenborghkanaal, 15.0 km)	x			-	-	-	-	
P 15–03	Groningen (Van Starckenborghkanaal, 7.0 km)	x			-	-	-	x	
P 15–04	Emden (Ems, 41.0 km)	x			x	x	x	x	
P 15–05	Leer (Ems, 14.0 km)	...	...	...	-	-	-	x	
P 15–06	Oldenburg* (Hunte, 0.0–5.0 km)	x			-	-	-	x	
P 15–01–01	Leeuwarden (Haringsmakanaal, 23.7 km)	x			-	-	-	x	
P 20–01	Cuxhaven (Elbe, 724.0 km) ²	x			x	x	x	x	
P 20–02	Brunsbüttel (Elbehafen, 693.0 km) ²	x			-	-	-	-	
P 20–03	Bützfleet* (Elbe, 668.0 km) ²		x		-	-	-	-	
P 20–04	Hamburg (Elbe, 618.0–639.0 km) ²			x	x	x	x	x	
P 20–05	Lauenburg (Elbe, 568.0 km) ²	x			-	-	-	-	
P 20–06	Tangermünde (Elbe, 388.0 km) ²	...	...	...	-	-	-	-
P 20–07	Kieswerk Rogätz* (Elbe, 354.0 km) ²	x			-	-	-	x	
P 20–08	Magdeburger Häfen (Elbe, 330.0 and 333.0 km) ²	x			-	-	-	x	
P 20–09	Schönebeck (Elbe, 315.0 km) ²	x			-	-	-	-	
P 20–10	Aken (Elbe, 277.0 km) ²	...	...	...	-	-	-	-
P 20–11	Torgau (Elbe, 154.0 km) ²	...	...	...	-	-	-	-
P 20–12	Kieswerk Mühlberg* (Elbe, 125.0 km) ²	x			-	-	-	x	
P 20–13	Riesa (Elbe, 109.0 km) ²	...	...	...	-	-	-	-
P 20–14	Dresden (Elbe, 57.0 and 61.0 km) ²	...	...	...	-	-	-	-
P 20–15	Děčín (Elbe, 737.3 and 739.3 km) ²	x			x	x	-	x	Bulk cargoes

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR			RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **		RO-RO **		
					20'	40'			
1		2	3	4	5	6	7	8	9
P 20–16	Ústí nad Labem (Elbe, 761.5 and 764.0 km) ²	x			x	x	-	x	Bulk cargoes
P 20–17	Mělník (Elbe, 834.4 km) ²	x			x	x	x	x	Bulk cargoes
P 20–18	Týnec nad Labem (Elbe, 933.7 km) ²	x			-	-	-	-	
P 20–04–01	Halle-Trotha (Saale, 86.0 km)	x			-	-	-	-	
P 20–06–01	Mířejovice (Vltava, 18.9 km)	x			-	-	x	-	
P 20–06–02	Praha (Vltava, 47.4 and 55.5 km)	x			-	-	-	-	Bulk cargoes
P 21–01	Lübeck (Trave, 2.0–8.0 km)	x			x	x	x	x	
P 30–01	Swinoujscie (Baltic Sea-mouth of the Oder)		x		x	x	x	x	
P 30–02	Szczecin (Oder, 741.0 km)			x	x	x	x	x	
P 30–03	Kostrzyn (Oder, 617.0 km)	x			-	-	-	x	
P 30–04	Wrocław (Oder, 255.0 km)	x			-	-	-	x	
P 30–05	Kozle (Oder, 96.0 km)	x			-	-	-	x	
P 30–01–01	Glivice (Gliwicki Canal, 41.0 km)	x			-	-	-	x	
P 40–01	Gdansk (Baltic Sea- mouth of the Wisla)			x	x	x	x	x	
P 40–02	Bydgoszcz (Wisla, 772.3 km and Brda, 2.0 km)	x			-	-	-	-	
P 40–03	Brest (Mukhovets, 1.5 km)	x			-	-	-	-	General and bulk cargo
P 40–04	Pinsk (Pina, 9.0 km)	x			-	-	-	-	General and bulk cargo
P 40–04bis	Mikashevichi (Pripyat, 40.5 km and Mikashevichi Canal, 7.0 km)	x			-	-	-	-	Bulk cargo
P 40–04ter	Mozyr (Pripyat, 188.0 km)	x			-	-	-	x	General and bulk cargo
P 40–05	Kyiv (Dnipro, 856.0 km)			x	x		-	x	Bulk and general cargo
P 40–06	Cherkassy (Dnipro, 653.0 km)		x		x	-	-	x	Bulk and general cargo
P 40–07	Kremenchuk (Dnipro, 541.0 km)			x	x	-	-	x	Bulk and general cargo
P 40–07bis	Poltava Ore Mining and Processing Enterprise (Dnipro, 521.0 km)		x		-	-	-	x	Ore, minerals
P 40–08	Dniprodzerzhynsk (Dnipro, 429.0 km)		x		-	-	-	x	Bulk and general cargo

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR			RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **		RO-RO **		
					20'	40'			
1		2	3	4	5	6	7	8	9
P 40–08bis	Cargo Handling terminal (Dnipro, 422.0 km)	x			-	-	-	x	Bulk and general cargo
P 40–09	Dnipropetrovsk (Dnipro, 393.0 km)			x	x		-	x	Bulk and general cargo
P 40–10	Zaporizhya (Dnipro, 308.0 km)			x	x	x	-	x	Bulk and general cargo, lighters
P 40–11	Nova Kakhovka (Dnipro, 96.0 km)	x			-	-	-	-	Bulk and general cargo
P 40–12	Kherson (Dnipro, 28.0 km)		x		x	-	-	x	Bulk and general cargo, lighters
P 40–01–01	Chemihiv (Desna, 194.5 km)		x		-	-	-	x	General and bulk cargo
P 40–02–01	Mykolaiv, river port (Pivdenny Buh, 40.0 km)	x			...	...	...	...	Cereals, scrap, minerals
P 40–02–02	Mykolaiv, sea port (Pivdenny Buh, 35.0 km)		x		x	x	-	x	Timber, oil products, metals, cereals, bulk cargo, scrap
P 40–02–03	Dnipro-Buhskiy (Pivdenny Buh, 16.0 km)		x		-	-	-	x	Ore, general cargo
P 41–01	Klaipeda sea port (Kurshskiy Zaliv)			x	x	x	x	x	
P 41–02	Nida (Kurshskiy Zaliv, 42.7 km) ³	...	...	...	...	...	...	...
P 41–03	Uostadvaris (Nemunas, 61.23 km) ³	...	...	...	...	...	...	...
P 41–04	Kaunas (Nemunas, 209.0 km)	x			-	-	-	x	
P 50–01	Sankt-Petersburg sea port (Neva, 1 397.0 km) ⁴			x	x	x	x	x	General cargoes, timber, cereals, coal
P 50–02	Sankt-Petersburg river port (Neva, 1 385.0 km) ^{4 5}		x		x	-	-	x	General cargoes, timber, construction materials, coal
P 50–03	Podporozhie (Volgo-Baltiyskiy Waterway, 1 054.0 km) ⁴	x			x	-	-	x	General cargoes, timber, construction materials, ore, pipes
P 50–04	Cherepovets (Volgo-Baltiyskiy Waterway, 540.0 km) ⁴	x			x	x	-	x	General cargoes, timber, construction materials, coal
P 50–05	Yaroslavl (Volga, 520.0 km) ⁴		x		x	-	-	x	General cargoes, timber, construction materials, fertilisers
P 50–06	Nizhniy Novgorod (Volga, 905.0 km) ⁴	x			-	-	-	x	General cargoes, timber, construction materials, coal
P 50–07	Kazan (Volga, 1 311.0 km) ⁴		x		x	...	...	x	General cargoes, construction materials, scrap, heavy goods

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR			RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **		RO-RO **		
					20'	40'			
1		2	3	4	5	6	7	8	9
P 50–08	Ulianovsk (Volga, 1 528.0 km) ⁴	x			x	-	-	x	General cargoes, construction materials, coal
P 50–09	Samara (Volga, 1 738.0 km) ⁴		x		x	-	-	x	General cargoes, timber, construction materials, coal
P 50–10	Saratov (Volga, 2 165.0 km) ⁴	x			x	-	-	x	General cargoes, timber, construction materials, coal, cereals
P 50–11	Volgograd (Volga, 2 551.0 km) ⁴	x			x	-	-	x	General cargoes, timber, construction materials, coal
P 50–12	Astrakhan, sea port (Volga, 3 051.0 km) ⁴		x		x	-	-	x	General cargoes, construction materials, timber
P 50–02–01	Moskva Northern Port (Kanal imeni Moskvi, 46.0 km) ⁴	x			x	x	-	-	
P 50–02–02	Moskva Western Port (Kanal imeni Moskvi, 32.0 km) ⁴	...	...		...	...	...	x	General cargoes, timber, construction materials,
P 50–02–03	Moskva Southern Port (Kanal imeni Moskvi, 0,0 km, Moskva River 151.0 km, from its confluence with Oka River)	x			x	x	...	x	Salt
P 50–02–02–01	Tver (Volga, 272.0 km) ⁴		x		x	-	-	-	General cargoes, construction materials
P 50–01–01	Perm (Kama, 2 260.0 km) ⁴	x			x	-	-	x	General cargoes, timber, construction materials, coal, ore, cereals
P 60–01	Scheveningen (North Sea)	x			-	-	-	-	
P 60–02	Den Helder (North Sea)	x			-	-	x	-	
P 60–03	Brunsbüttel (Kiel Canal, 2.0–5.0 km)	x			-	-	-	x	
P 60–04	Rendsburg (Kiel Canal, 62.0 km)				-	-	-	x	
P 60–05	Kiel (Kiel Canal, 96.0 km)				x	x	x	x	
P 60–06	Flensburg				-	-	-	x	
P 60–07	Wismar	x			x	x	x	x	
P 60–08	Rostock	x			x	x	x	x	
P 60–09	Stralsund				-	-	-	x	
P 60–10	Greifswald	x			-	-	-	-	
P 60–11	Sventoji (Baltic Sea)	...	...	...	...	...	...	...

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR			RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **		RO-RO **		
					20'	40'			
1		2	3	4	5	6	7	8	9
P 60–12	Vyborg (Vyborg Bay)	...	...	...	...	...	...	...
P 60–13	Petrozavodsk (Lake Onega, 1 009.0 km) ⁴	x			-	-	-	x	General cargoes, construction materials
P 60–14	Arkhangelsk sea port (Mouth of Severnaja Dvina)	...	...	...	...	...	...	...
P 60–15	Arkhangelsk river port (Mouth of Severnaja Dvina, 0.0 km)	x			x	...	...	x	General cargoes, construction materials
P 60–02–01	Sevilla (Guadalquivir, 80.0 km)		x		x	x	x	x	General and bulk cargoes
P 60–04–01	Douro (Douro, 5.0 km)	...	...	...	...	...	...	...
P 60–04–02	Sardoura (Douro, 49.0 km)	...	...	...	...	...	...	...
P 60–04–03	Régua-Lamego (Douro, 101.0 km)	...	...	...	...	...	...	...
P 60–06–01	Bordeaux (Gironde et Garonne, 359.0 km)			x	x	x	-	x	
P 60–08–01	Nantes (Loire, 645.0 km)	x			x	x	-	x	Minerals, construction materials
P 60–10–01	Harlingen (Waddenzee)	x			x	x	x	x	
P 60–12–01	Delfzijl (Waddenzee)		x		x	x	x	x	
P 60–11–01	Mustola (39.0 km from the mouth of Saimaa Canal)	x			x	x	x	x	Timber
P 60–11–02	Kaukas* (52.0 km from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 60–11–03	Rapasaari* (52.0 km from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 60–11–04	Joutseno* (67.0 km from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 60–11–05	Vuoksi* (85.0 km from the mouth of Saimaa Canal)	x			-	-	-	-	Timber
P 60–11–06	Varkaus (Port of Taipale) (270.0 km from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 60–11–07	Varkaus (Port of Kosulanniemi)* (270.0 km from the mouth of Saimaa Canal)	x			-	-	-	-	Timber
P 60–11–08	Varkaus (Port of Akonniemi) (270.0 km from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 60–11–09	Kuopio (352.0 km from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 60–11–02–01	Puhos* (311.0 km from the mouth of Saimaa Canal)	x			-	-	-	-	Timber

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		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **		RO-RO **		
					20'	40'			
1		2	3	4	5	6	7	8	9
P 60–11–02–02	Joensuu (346.0 km from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 61–01	Anklam (Peene, 95.0 km)	x			-	-	-	x	
P 70–01	Wageningen (Neder-Rijn, 903.2 km)	x			-	-	-	-	
P 70–01bis	Lochem (Twentekanaal, 15.5 km)	x			-	-	-	-	
P 70–01ter	Hengelo (Twentekanaal, 45.1 km)	x			x	x	-	x	
P 70–02	Enschede (Twentekanaal, 49.8 km)	x			-	-	-	-	
P 70–03	Ibbenbüren (Mittellandkanal, 5.0 km)	x			-	-	-	x	
P 70–04	Minden (Mittellandkanal, 100.0–104.0 km)	x			-	-	-	x	
P 70–05	Hannover (Mittellandkanal, 155.0–159.0 km)	x			x	x	-	x	
P 70–06	Mehrum* (Mittellandkanal, 194.0 km)	x			-	-	-	-	
P 70–07	Braunschweig (Mittellandkanal, 220.0 km)	x			-	-	-	x	
P 70–08	Braunschweig/Thune* (Mittellandkanal, 223.0 km)	x			-	-	-	-	
P 70–09	Haldensleben (Mittellandkanal, 301.0 km)	x			-	-	-	x	
P 70–10	Niegripp* (Elbe-Havel-Kanal, 330.0 km)	x			-	-	-	-	
P 70–11	Brandenburg* (Untere Havel-Wasserstraße, 60.0 km)	x			-	-	-	-	
P 70–12	Brandenburg (Untere Havel-Wasserstraße, 57.0 km)	x			-	-	-	-	Gravel works
P 70–13	Deponie Deetz* (Untere Havel-Wasserstraße, 40.0 km)	x			-	-	-	x	
P 70–14	Spandau South Harbour (Untere Havel-Wasserstraße, 2.0 km)	x			-	-	-	x	
P 70–15	Elblag (Zalew Wislany)	x			-	-	-	-	
P 70–16	Kaliningrad sea port (Pregolia, 8.0 km)	...	...	...	...	...	...	...
P 70–17	Kaliningrad river port (Pregolia, 9.0 km)	x			...	...	...	x	Actual cargo turnover is 100,000 t
P 70–01–01	Gouda (Hollandse IJssel, 1.4 km)	x			-	-	-	-	
P 70–01–02	Alphen aan den Rijn (Oude Rijn, 39.5 km)	x			x	x	-	-	
P 70–03–01	Almelo (Zijkanaal, 17.6 km)	x			-	-	-	-	

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		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **				RO-RO **
					20'	40'			
1		2	3	4	5	6	7	8	9
P 70–02–01	Osnabrück (Stichkanal, 13.0 km)	...	...	...	-	-	X	X	
P 70–04–01	Hannover-Linden (Stichkanal, 11.0 km)	X			-	-	-	X	
P 70–06–01	Hildesheim (Stichkanal, 15.0 km)	...	...	...	-	-	-	X	
P 70–08–01	Salzgitter (Stichkanal, 15.0 km)	X			X	-	-	X	
P 70–10–01	Cargo-Handling Complex* (branch of the Spree at 0.0 km)	X			-	-	-	-	
P 70–10–02	Nonnendamm (Spree, 2.0 km)	X			-	-	-	X	
P 70–10–03	Reuter Power Station* (Spree, 3.0 km)	X			-	-	-	X	
P 70–10–04	Charlottenburg Power Station (Spree, 8.0 km)	...	...	...	-	-	-	-
P 70–10–05	Westhafen Berlin (Westhafenkanal, 3.0 km)	...	...	...	-	-	-	X	
P 70–10–06	Osthafen Berlin (Spree, 21.0 km)	...	...	...	-	-	-	X	
P 70–10–07	Klingenberg Heating Station (Spree, 25.0 km)	X			-	-	-	X	
P 70–12–01	Moabit Power Station* (Berlin-SpandauerSchiffahrtskanal, 9.0 km)	X			-	-	-	-	
P 71–01	Teltowkanal Cargo-Handling Point* (Teltowkanal, 31.0–34.0 km)	X			-	-	-	X	
P 71–02	Oberschöneeweide Cargo-Handling Point (Spree-Oder Wasserstraße, 28.0–29.0 km)	X			-	-	-	X	
P 71–03	Eisenhüttenstadt EKO* (Spree-Oder Wasserstraße, 122.0 km)	X			-	-	-	X	
P 71–04	Eisenhüttenstadt (Spree-Oder Wasserstraße, 124.0 km)	...	...	...	-	-	-	X	
P 71–02–01	Potsdam (Potsdamer Havel, 3.0 km)	...	...	...	-	-	-	-
P 71–06–01	Niederlehme* (Dahme-Wasserstraße, 8.0 km)	...	...	...	-	-	-	-
P 71–06–02	Königs Wusterhausen (Dahme-Wasserstraße, 8.0 km)	X			-	-	-	X	
P 80–01	Le Havre (Le Havre-Tancarville Canal, 20.0 km)	X			X	X	X	X	Oil products, fuels, minerals
P 80–02	Rouen (Seine, 242.0 km)		X		X	X	X	X	Oil, cereals, sand, coal
P 80–03	Conflans (Seine, 239.0 km)	X			
P 80–04	Frouard (Moselle, 346.5 km)	X			X	X	X	X	Heavy goods

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		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **		RO-RO **		
					20'	40'			
1		2	3	4	5	6	7	8	9
P 80–05	Metz (Moselle, 297.0–294.0 km)	x			x	x	-	x	
P 80–06	Mondelange-Richemont (Moselle, 279.5–277.9 km)	x			...	...	...	...
P 80–07	Thionville-Ilange (Moselle, 271.9–270.1 km)	x			x	x	-	-	
P 80–08	Mertert (Moselle, 208.0 km)	x			-	-	-	x	Oil products, wood shavings, construction materials, coal, agricultural products/fertilizers
P 80–09	Trier (Moselle, 184.0 km)	x			-	-	-	x	
P 80–10	Bingen (Rhine, 527.0 km)	...	...	...	-	-	-	x	
P 80–11	Wiesbaden (Rhine, 500.0 km)	x			-	-	-	x	
P 80–12	Mainz (Rhine, 500.0 km)		x		x	x	x	x	
P 80–13	Flörsheim* (Main, 9.0 km)	x			-	-	-	-	
P 80–14	Raunheim* (Main, 14.0 km)	x			-	-	-	-	
P 80–15	Hattersheim* (Main, 17.0 km)	x			-	-	-	-	
P 80–16	Kelsterbach* (Main, 19.0 km)	x			-	-	-	-	
P 80–17	Frankfurt* (Main, 22.0–29.0 km)	x			x	x	-	x	
P 80–18	Frankfurt (Main, 31.0–37.0 km)		x		x	x	-	x	
P 80–19	Offenbach (Main, 40.0 km)	...	...	...	-	-	-	x	
P 80–20	Hanau (Main, 56.0–60.0 km)	x			-	-	-	x	
P 80–21	Grosskotzenburg* (Main, 62.0 km)	x			-	-	-	-	
P 80–22	Stockstadt (Main, 82.0 km)	x			x	-	-	x	
P 80–23	Aschaffenburg (Main, 83.0 km)	x			x	-	-	x	
P 80–24	Triefenstein* (Main, 173.0 km)	x			-	-	-	-	
P 80–25	Karlstadt* (Main, 227.0 km)	x			-	-	-	-	
P 80–26	Würzburg (Main, 246.0–251.0 km)	x	-	x	x	
P 80–27	Schweinfurt (Main, 330.0 km)	-	-	-	x	
P 80–28	Bamberg (Main-Donau-Kanal, 3.0 km)	-	-	-	x	

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					20'	40'			
1		2	3	4	5	6	7	8	9
P 80–29	Erlangen (Main-Donau-Kanal, 46.0 km)	x			-	-	-	x	
P 80–30	Nürnberg (Main-Donau-Kanal, 72.0 km)	-	-	x	x	
P 80–31	Regensburg (Danube, 2 370.0–2 378.0 km)	x			x	x	-	x	
P 80–32	Deggendorf* (Danube, 2 281.0–2 284.0 km)	x			x	x	-	-	
P 80–33	Linz (Danube, 2 128.2–2 130.6 km)	x			x	x	x	x	All cargoes
P 80–34	Linz-Vöest* (Danube, 2 127.2 km)		x		x	x	-	x	Metallurgical products
P 80–35	Enns-Ennsdorf (Danube, 2 111.8 km)	x			x	x	x	x	General and bulk cargoes, liquid gas
P 80–36	Krems (Danube, 998.0 km)	x			x	-	-	x	All cargoes but oil and oil products
P 80–37	Wien (Danube, 1 916.8–1 920.2 km)	x			x	x	x	x	All cargoes
P 80–38	Bratislava (Danube, 1 867.0 km)		x		x	x	x	x	
P 80–39	Győr-Gönyü (Danube, 1 807.0 km)	x			...	...	...	...	Mainly bulk cargoes and oil products
P 80–40	Komárno (Danube, 1 767.1 km)		x		x	x	-	x	
P 80–41	Štúrovo (Danube, 1 722.0 km)	x			-	-	-	-	
P 80–42	Budapest (Danube, 1 640.0 km)		x		x	...	x	x	
P 80–43	Százhalombatta (Danube, 1 618.7 km)	x			...	...	...	...	Oil products
P 80–44	Dunaujvaros (Danube, 1 579.0 km)	x			-	-	-	x	Mainly bulk cargo
P 80–45	Dunaföldvár (Danube, 1 563.0 km)	x			...	...	...	...	Oil products
P 80–46	Baja (Danube, 1 480.0 km)	x			x			x	
P 80–46bis	Apatin (Danube, 1 401.5 km)	x			...	...	...	...
P 80–47	Vukovar (Danube, 1 333.1 km)	x			x	x	-	x	
P 80–47bis	Backa Palanka (Danube, 1 295.0 km)	x			x	...	...	x	
P 80–47ter	Novi Sad (Danube, 1 253.5 km)	x			x	...	...	x	
P 80–48	Beograd (Danube, 1 170.0 km)	x			x	x		x	
P 80–48bis	Pančevo (Danube, 1 152.8 km)	x			x	x	
P 80–49	Smederevo (Danube, 1 116.3 km)	x			x	

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					20'	40'			
1		2	3	4	5	6	7	8	9
P 80–50	Orsova (Danube, 954.0 km)	x			-	-	-	x	
P 80–51	Turnu Severin (Danube, 931.0 km)	x			-	-	x	x	
P 80–52	Prahovo (Danube, 861.0 km)	x			...	...	...	x	
P 80–52bis	Vidin (Danube, 790.0 km)	x			-	-	x	x	
P 80–53	Lom (Danube, 743.0 km)		x		-	-	-	x	
P 80–53bis	Oriahovo (Danube, 678.0 km)	x			-	-	x	x	
P 80–54	Turnu Magurele (Danube, 597.0 km)	x			-	-	-	x	
P 80–55	Svistov (Danube, 554.0 km)	x			-	-	-	x	
P 80–56	Roussse (Danube, 495.0 km)		x		-	-	x	x	
P 80–57	Giurgiu (Danube, 493.0 km)	x			-	-	x	x	
P 80–58	Oltenita (Danube, 430.0 km)	x			-	-	x	x	
P 80–58bis	Silistra (Danube, 375.5 km)	x			-	-	x	x	
P 80–59	Calarasi (Danube, 370.5 km)	x			-	-	x	x	
P 80–59bis	Cernavoda (Danube, 298.0 km)	x			-	-	x	x	
P 80–60	Braila (Danube, 168.5–172.0 km)		x		-	-	x	x	
P 80–61	Galati (Danube, 76.0 Mm – 160.0 km)			x	-	-	x	x	
P 80–62	Giurgulesti (Danube, 133.0 km)	x			x	x	-	x	Oil products, cereals and containers. Ro-Ro and general cargo terminals under construction
P 80–63	Reni (Danube, 128.0 km)			x	x	x	x	x	General and bulk cargo, oil products
P 80–64	Tulcea (Danube, 34.0 Mm – 42.0 Mm)	x			-	-	-	x	

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		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **		RO-RO **		
					20'	40'			
1		2	3	4	5	6	7	8	9
P 80–04–01	Autonomous port of Paris			x	x	x	x	...	Agricultural products, fuels
	Gennevilliers (Seine, 194.7 km)			x	x	x	x	-	Construction materials, bulk cargo, metallurgy (ore, coils)
	Bonneuil-Vigneux (Seine, 169.7 km)	x			x	x	-	-	Construction materials, bulk cargo, metallurgy (ore, coils)
	Evry (Seine, 137.8 km)	x			x	x	x	x	Construction materials, bulk cargo, metallurgy (ore, coils)
	Melun (Seine, 110.0 km)	x			...	...	...	...
	Limay-Porcheville (Seine, 109.0 km)	x			x	x	x	x	Construction materials, bulk cargo, metallurgy (ore, coils)
	Montereau (Seine, 67.4 km)	x			x	x	x	x	2013 project: containers
	Nanterre (Seine, 39.4 km)	x			...	...	...	...
	Bruyères-sur-Oise (Oise, 96.9 km)	x			x	x	x	x	Containers: under construction
	St. Ouen-l'Aumône (Oise, 119.2 km)	x			...	...	...	x	
	Lagny (Marne, 149.8 km)	x			x	x	-	-	Containers: project
P 80–06–01	Dillingen (Saar, 59.0 km)		x		x	x	x	x	
P 80–08–01	Osijek (Drava, 14.0 km)		x		x	x	-	x	
P 80–01–01	Szeged (Tisza, 170.0 km)	x			...	...	...	x	
P 80–01–02	Senta (Tisza, 122.0 km)	x			x	...	...	x	
P 80–14–01	Medgidia (Danube-Black Sea Canal, 37.5 km)		x		-	-	-	x	
P 80–14–02	Constanta (Danube-Black Sea Canal, 0.0 km)			x	x	x	x	x	
P 80–09–01	Ismail (Danube-Kilia Arm, 93.0 km)		x		x	x	-	x	General and bulk cargo
P 80–09–02	Kilia (Danube-Kilia Arm, 47.0 km)	x			x	-	-	-	General cargo
P 80–09–03	Oust-Dunajsk (Danube-Kilia Arm, 0 km)			x	x	x	-	-	General and bulk cargo
P 81–01	Šaľa (Váh, ... km)	x			...	...	...	x	Port is planned

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR			RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **		RO-RO **		
					20'	40'			
1		2	3	4	5	6	7	8	9
P 81–02	Sereď (Váh, ... km)	x			...	...	...	...	Port is planned
P 81–03	Hlohovec (Váh, ... km)	x			...	...	...	...	Port is planned
P 81–04	Piešťany (Váh, ... km)	x			...	...	...	...	Port is planned
P 81–05	Nové mesto nad Váhom (Váh, ... km)	x			...	...	...	...	Port is planned
P 81–06	Trenčín (Váh, ... km)	x			...	...	...	...	Port is planned
P 81–07	Dubnica (Váh, ... km)	x			...	...	...	...	Port is planned
P 81–08	Púchov (Váh, ... km)	x			...	...	...	...	Port is planned
P 81–09	Považská Bystrica (Váh, ... km)	x			...	...	...	...	Port is planned
P 81–10	Žilina (Váh, ... km)	x			...	...	...	...	Port is planned
P 81–11	Čadca (Váh-Oder Link, ... km)	x			...	...	...	...	Port is planned
P 90–01	Taganrog, sea port (Taganrog Bay)	x			x	...	...	x	
P 90–02	Eysk, sea port (Taganrog Bay)	...	...	...	...	...	...	x	
P 90–03	Azov, sea port (Don, 3 168.0 km) ⁴	x			x	-	-	x	General cargoes, timber, construction materials, ore, dross
P 90–04	Rostov, sea port (Don, 3 134.0 km) ⁴		x		x	-	-	x	General cargoes, timber, construction materials, coal, dross
P 90–05	Oust-Donetsk (Severskiy Donets, 5.0 km from the mouth)	x			-	-	-	x	General cargoes, timber, construction materials, coal, ore
P 90–03–01	Belgorod Dnestrovskiy (mouth of the Dnestr River)	...	...	...	...	...	...	...
P 90–03–02	Bender (Nistru, 228.0 km)	x			-	-	-	x	Dry bulk and general cargoes
P 91–01	Milano Terminale (Milano-Po Canal, 0.0 km)	...	...	...	...	...	...	...	Construction foreseen
P 91–02	Lodi (Milano-Po Canal, 20.0 km from Milano Terminale)	...	...	...	...	...	...	...	Construction foreseen
P 91–03	Pizzighetone (Milano-Po Canal, 40.0 km from Milano Terminale)	x			...	...	...	...	Starting up

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR		RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS	
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **				RO-RO **
					20'	40'			
1		2	3	4	5	6	7	8	9
P 91–04	Cremona (Milano-Po Canal, 55.0 km from Milano Terminale)		x		x	x	x	x	
P 91–04bis	Cremona-Casalmaggiore (Po)	x			...	...	...	...
P 91–04ter	Mantova Viadana (Po)	x			...	...	...	...	Focused on chemical fluids through pipeline
P 91–05	Boretto R. Emilia Centrale (Po, 120.0 km from Milano Terminale)	x			...	...	...	...
P 91–05bis	Mantova S. Benedetto (Po)	x			...	...	...	...
P 91–05ter	Mantova Revere (Po)	x			x				
P 91–06	Ferrara (Po, 200.0 km from Milano Terminale)	...	...	...	...	...	...	...
P 91–07	Adria (Mantova-Adriatico Canal, 265.0 km from Milano Terminale)	x			...	...	...	...
P 91–08	Chioggia (Po-Brondolo Canal, 285.0 km from Milano Terminale)		x		x	x		x	Sea port with connection to inland waterway
P 91–09	Marghera (Laguna Veneta, 300.0 km from Milano Terminale)			x	x	x	x	x	Sea port with connection to inland waterway
P 91–10	Nogaro (Veneta Lateral Waterway, 355.0 km from Milano Terminale)		x		x	x		x	Sea port with connection to inland waterway
P 91–11	Monfalcone (Veneta Lateral Waterway, 410.0 km from Milano Terminale)			x	x	x	x	x	Sea port with connection to inland waterway
P 91–12	Trieste (Adriatic Sea)			x	x	x	x	x	Sea port with connection to inland waterway
P 91–02–01	Piacenza (Po, 35.0 km from Conca di Cremona)	x			...	...	...	...
P 91–02–02	Pavia (Po, 98.0 km from Conca di Cremona)	...	...	...	...	...	...	...	Construction foreseen

E PORTS		CARGO HANDLING CAPACITY			CARGO HANDLING EQUIPMENT AVAILABLE FOR		RAIL ACCESS **	OTHER CHARACTERISTICS AND COMMENTS	
		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS **				RO-RO **
					20'	40'			
1		2	3	4	5	6	7	8	9
P 91–02–03	Casale Monferrato (Po, 183.0 km from Conca di Cremona)	...	...	...	...	...	...	...	Construction foreseen
P 91–04–01	Ferrara (Ferrara-Porto Garibaldi Canal)	x			x	x		x	
P 91–04–02	Ferrara S. Giovanni Ostellato (Ferrara-Porto Garibaldi Canal)	x			...	...	...	...
P 91–04–03	Garibaldi (Ferrara Waterway, 80.0 km from Ferrara)	...	...	...	...	...	...	...	Construction foreseen
P 91–04–04	Ravenna			x	x	x	x	x	Sea port with connection to inland waterway
P 91–06–01	Porto Tolle (Po Grande, 260.0 km from Milano Terminale)	...	...	...	...	...	...	...	Construction foreseen
P 91–03–01	Mantova (Valdaro and private ports) (Mantova-Adriatic Sea Canal, 0.0 km and Mantova Lakes)		x		x	x		x	
P 91–03–02	Mantova Roncoferraro/Governolo (Mantova-Adriatic Sea Canal)	x			...	...	...	...
P 91–03–03	Mantova Ostiglia (Mantova-Adriatic Sea Canal, 30.0 km)	x			...	...	...	...
P 91–03–04	Verona Legnago (Mantova-Adriatic Sea Canal, 65.0 km)	x			...	...	...	...
P 91–03–05	Canda (Mantova-Adriatic Sea Canal)	x			...	...	...	...
P 91–03–06	Rovigo (Mantova-Adriatic Sea Canal, 140.0 km)		x		x	x		x	
P 91–03–07	Conca di Volta Grimana (Mantova – Adriatic Sea Canal, 170.0 km)	...	...	...	...	...	...	...
P 91–03–08	Porto Levante* (Po di Levante Mouth)	...	...	...	...	...	...	...	Private ports. Public port in project.

Notes to Table 3

- ¹ After the construction of a new link Gent-Zeebrugge (E 07).
- ² Distances to ports on the river Elbe are measured: in Germany — from the Czech/German State border starting from 0.0 km; in the Czech Republic — from the German/Czech State border starting from 726.15 km to avoid duplication of distances in the two countries concerned.
- ³ The distance to Lithuanian ports is measured from the Klaipeda sea port.
- ⁴ Distance from Moskva Southern Port.
- ⁵ River port Sankt-Petersburg is currently included into a single Great Port of Sankt-Petersburg.

SCHEME OF THE NETWORK OF INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE

In conformity with Annex I of the
European Agreement on Main Inland Waterways of International Importance (AGN)

