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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Inland Water Transport

##### Fifty-eighth session

Geneva, 12–14 November 2014

Item 5 (b) of the provisional agenda

##### European inland waterway network:

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

### Draft Addendum to the Blue Book

#### Note by the secretariat

#### I. Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.2 of the programme of work 2014–2015 (ECE/TRANS/2014/23) adopted by the Inland Transport Committee on 27 February 2014.
2. At its forty-fourth and forty-fifth sessions, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) requested the secretariat to update the UNECE online database and issue addenda to the Blue Book on receiving relevant information from Governments (ECE/TRANS/SC.3/WP.3/88, para. 20 and ECE/TRANS/SC.3/WP.3/90, para. 12). SC.3/WP.3 approved the amendments received by the secretariat (ECE/TRANS/SC.3/WP.3/88, para. 19 and ECE/TRANS/SC.3/WP.3/90, para. 11). The Working Party on Inland Water Transport may wish to consider the amendments to the Blue Book approved by SC.3/WP.3 reproduced below, and decide to adopt them as second addendum to the second revised edition of the Blue Book. Text in bold indicates additions to existing texts. Text in strikethrough indicates text to be deleted.

## II. Amendments and addendum to Part 3: List of bottlenecks and missing links in the E waterway network by country

3. *Modify* the list of strategic bottlenecks for Belarus *to read*<sup>1</sup>
- Pripyat (E 40) from Stakhovo to Pkhov – low maximum draught (~~1.35~~ **1.40** m).
- Pripyat (E 40) from Pkhov to Belarus/Ukrainian border – low maximum draught (~~1.30~~ **1.50** m).
4. *Add* to the list of strategic bottlenecks for Lithuania
- 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). **The depth of 12.5 km fairway stretch in Kaunas is less than 1.20 m.**
- Strategic bottlenecks: none.

## III. Amendments to Table 1: Navigational Characteristics of Main European Inland Waterways of International Importance

5. *Modify* the length for the sections below *to read*

<i>E Waterway number</i>	<i>Section of E Waterway</i>	<i>Length (km)</i>
E 40	PRIPYAT Mouth of the Mikashevichi Canal – Mozyr ( <b>Pkhov</b> )	<del>235.6</del> <b>216.6</b> <sup>2</sup>
E 41	KURSHSKIY ZALIV and NEMUNAS Klaipeda – Jubakas	<del>490.5</del> <b>191.3</b>
E 41	NEMUNAS Jurbarkas – Kaunas	<del>87.4</del> <b>99.9</b>

6. *For* the E 41 draught present value on the section KURSHSKIY ZALIV and NEMUNAS Klaipeda – Jurbarkas, *delete* the footnote No. 44.

<sup>1</sup> This amendment supersedes amendments presented in ECE/TRANS/SC.3/144/Rev.2/Add.1, para. 2, items 4 and 5 in the list.

<sup>2</sup> This value supersedes the value of length (km) presented in ECE/TRANS/SC.3/144/Rev.2/Add.1, para. 3, for the “Mouth of the Mikashevichi Canal – Mozyr” section.