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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Inland Water Transport

##### Sixtieth session

Geneva, 2–4 November 2016

Item 6 (b) of the provisional agenda

##### European inland waterway network:

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

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

#### Note by the secretariat

#### I. Mandate

1. This document is submitted in line with Cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2016–2017 (ECE/TRANS/2016/28/Add.1) adopted by the Inland Transport Committee at its seventy-eighth session on 26 February 2016.
2. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its forty-eighth and forty-ninth sessions preliminarily approved draft amendments to the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”)<sup>1</sup>. SC.3/WP.3 took note of the second draft as presented in Informal document SC.3/WP.3 No. 30 (2016). Governments were invited to submit final updates to the secretariat to be included in the third revision of the Blue Book.
3. The present document represents proposals received by the secretariat since the forty-ninth session of SC.3/WP.3. Bulgaria, Croatia, Finland and the United Kingdom confirmed the relevance of the data contained in the second revision of the Blue Book.

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<sup>1</sup> ECE/TRANS/SC.3/WP.3/2016/12 and Corr.1, Informal documents SC.3/WP.3 Nos. 3, 4 and 21 (2016), ECE/TRANS/SC.3/WP.3/98, paras. 25–27.

## II. Amendment proposals to the Blue Book

### A. Belarus

#### 1. Strategic bottlenecks

##### Page 3, entry 2

For the existing text, *substitute*

- Dneprovsko-Bugskiy Canal (E 40) from Kobrin to Pererub — low maximum draught (1.70 m); upgrading of locks to class Va is envisaged.\*

*Renumber* the footnotes accordingly.

#### 2. Table 1

##### Page 30, E 40, lines 8 to 11

For the existing table, *substitute*

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	MUKHOVETS Brest – Kobrin	62.6	.../...	.../...	...	...	Va	...	Canalized
	DNEPROVSKO – BUGSKIY CANAL Kobrin – Pererub	91.4	100.0/100.0 <sup>42</sup>	10.20/10.20	1.70	8.70	Va <sup>31</sup>	B	
	PINA Pererub – Pinsk	40.0	.../...	.../...	...	...	Va	...	Canalized
	PRIPYAT Pinsk – Stakhovo	49.2	100.0/100.0	10.20/10.20	2.10	No restrictions	Va <sup>31</sup>	B	

\* Upgrading of lock No. 3 Ragodosch was started in 2015, the startup is planned for 2019; upgrading of lock No. 4 Ovezichi is planned for 2019–2020.

**3. Table 2**

Page 59, E 40, lines 3–6

For the existing table, *substitute*

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 40	MUKHOVETS Brest – Kobrin	120.0	12.90	2.40/2.70	Lock No. 10 Trishin
		120.0	12.70	2.75/2.40	Lock No. 9 Novosady
		120.0	12.90	2.50/2.70	Lock No. 8 Zaluzje
	DNEPROVSKO – BUGSKIY KANAL Kobrin – Pererub	120.0	12.70	2.70/2.55	Kobrin lock
		79.80	11.10 <sup>12</sup>	4.10/2.17	Lock No. 5 Lyakhovichi
		79.85	11.10 <sup>12</sup>	3.80/2.00	Lock No. 4 Ovzichi
		79.85	11.10	3.85/1.95	Lock No. 3 Ragodosch
		80.0	11.30 <sup>12</sup>	3.90/1.76	Lock No. 2 Pererub
	PINA Pererub – Pinsk				
		120.0	12.70	2.45/2.60	Lock No. 1 Duboy
	PRIPYAT Pinsk – Stakhovo	110.0	11.90	4.40/2.20	Lock No. 11 Kachanovichi
		110.0	12.00	5.20/2.20	Lock No. 12 Stakhovo

**B. Belgium****1. Basic bottlenecks**

Page 4

*After entry 3 add*

- Plassendale — Nieuwpoort Canal (E 02–02–01)

**Entry 4**For the existing table, *substitute*

- Charleroi — Bruxelles Canal (E 04), Lembeek — Bruxelles section — upgrading the height under bridges up to 7 m and improvement of the waterway is required. Project is under study.

**2. Strategic bottlenecks**

Page 4

**Entry 10**For the existing table, *substitute*

- Sea Canal Bruxelles — Schelde (E 04) — improvement of section Wintam — Willebroek to class Vb. Project is under way.

*After entry 10 add*

- Charleroi-Bruxelles Canal (E 04), Lembeek — Bruxelles section — upgrading the waterway and the locks to class Va. Project is under study

**Penultimate line**

For the existing table, *substitute*

- Boven-Schelde (E 05), Kerkhove — Asper section — renewal of weirs and upgrading lock capacity to class Vb. Project is under study.

**Last line**

For the existing table, *substitute*

- Boven-Zeeschelde (E 05) on section Gent circular canal — Baasrode — upgrading from class IV to class Va. Project is under study.

**3. Table 1**

**Page 15**

*Replace footnote \*\*\*\* by*

In the middle of the bridge with due regard of the fairway and the shape of the bridge; it takes into account the security clearance of about 30 cm between the uppermost point of the vessel's structure or its load and a bridge.

Page 17, lines 7–13

For the existing table, *substitute*

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	GENT – OOSTENDE CANAL Brugge – Beernem	13.8	86.0	10.20/10.20	2.50	7.50	IV	B	
			86.0	10.20/10.20	2.50	7.29	IV	B	
	GENT – OOSTENDE CANAL Beernem – Schipdonk	18.4	100.0/100.0	10.20/10.20	2.70	7.00	IV	B	
			100.0/100.0	10.20/10.20	2.70	7.26	IV	B	
	LEIE BYPASS CANAL Schipdonk – Deinze	14.9	185.0/185.0	11.50/11.50	3.50	7.50	Vb	A	Seine-Escaut link
			110.0/110.0	11.50/11.50	2.80	7.60	Va	A	
	LEIE Deinze – Ooigem	15.5	185.0/185.0	11.50/11.50	3.50	7.00	Vb	A	Seine-Escaut link
			110.0/110.0	11.50/11.50	2.80	7.08	Va	A	
	LEIE Ooigem – Harelbeke lock	5.6	185.0/185.0	11.50/11.50	3.50	7.00	Vb	A	Seine-Escaut link
			110.0/110.0	11.50/11.50	2.80	5.63	Va	C	
	LEIE Harelbeke lock – Halluin	17.1	185.0/185.0	11.40/11.40	3.50	7.00	Vb	A	Seine-Escaut link
			110.0	9.60/9.60	2.50	5.06	IV	C	
	LYS MITOYENNE Halluin – Wervik	9.1	185.0/185.0	11.40/11.40	3.50	7.00	Vb	A	Seine-Escaut link
			110.0	9.60	2.40	4.75	IV	C	

Page 18, lines 1, 5–8

For the existing table, *substitute*

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	LYS MITOYENNE Belgian Commune of Comines	8.7	185.0/185.0	11.40/11.40	2.50	7.00	Vb	A	
			110.0/110.0	9.60/9.60	2.40	4.73	IV	C	
...									
E 02-02	GENT – OOSTENDE CANAL Brugge – Oostende	17.0	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
			110.0/110.0	11.50/11.50	2.50	5.50	Va	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 02-02-01	PLASSENDALE – NIEUWPOORT CANAL Plassendale – Gistelbrug	21.0	85.0/85.0	9.50/9.50	2.50	7.00	IV	B	
			38.5/38.5	5.10/5.10	2.00	5.28	I	C	
	PLASSENDALE – NIEUWPOORT CANAL Gistelbrug – Snaaskerke		85.0/85.0	9.50/9.50	2.50	7.00	IV	B	
			38.5/38.5	5.10/5.10	2.00	5.17	I	C	
	PLASSENDALE – NIEUWPOORT CANAL Snaaskerke – Nieuwpoort		85.0/85.0	9.50/9.50	2.50	7.00	IV	B	
			38.5/38.5	5.10/5.10	2.00	5.17	I	C	

**Line 9**For the existing table, *substitute*

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 02-04	ROESELARE – LEIE CANAL downstream Bruanebrug	15.4	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
			110.0/110.0	11.50/11.50	2.80	5.07	Va	B	
	ROESELARE – LEIE CANAL upstream Bruanebrug	1.1	86.0	9.60	2.80	6.14	IV	...	
			86.0	9.60	2.80	6.14	IV	...	

**Page 19, line 9**For the existing text, *substitute*

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	CHARLEROI – BRUXELLES CANAL Bruxelles – Clabecq	21.6	81.3/81.3	10.30/10.30	3.00	7.00	IV	B	Canal
			81.3	10.30	2.50	4.60	IV	C	

**Page 20, lines 1–4**

For the existing text, *substitute*

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	BOVEN-SCHELDE Herinnes – Bossuit	5.6	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
			110.0/110.0	11.50/11.50	2.60	7.57	Va	B	
	BOVEN-SCHELDE Bossuit – Asper Lock	30.6	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
			110.0/110.0	11.50/11.50	2.60	7.11	Va	B	
	BOVEN-SCHELDE Asper Lock – Gent Circular Canal	14.6	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
			110.0/110.0	11.50/11.50	3.00	7.42	Va	A	
GENT CIRCULAR CANAL Boven-Schelde – Merelbeke lock – Westervak		1.0	110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
			110.0/110.0	11.50/11.50	3.00	6.98	Va	A	

**Page 21, lines 3 and 4**

For the existing text, *substitute*

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 05-01	CANAL BOSSUIT – KORTRIJK Bossuit – Zwevegem	12.7	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
			110.0/110.0	11.50/11.50	2.60	5.26	Va	C	
	CANAL BOSSUIT – KORTRIJK Zwevegem – Kortrijk	2.5	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
			38.5/38.5	5.10/5.10	1.80	3.91	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	3.97	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	8.11	Va	A	

**Line 10**For the existing text, *substitute*

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	RUPEL	11.8	110.0/110.0	11.50/11.50	4	31.00	Va	A	
			110.0/110.0	11.50/11.50	4	31.00	Va	A	

**Lines 12 and 13**For the existing text, *substitute*

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 07	GENT – OOSTENDE CANAL	1.7	185.0/185.0	11.50/11.50	3.50	7.50	Vb	A	
	Gent Circular Canal – Lovendegem (Bierstalkade)		110.0/110.0	11.50/11.50	3.00	No restrictions	Va	A	
	GENT – OOSTENDE CANAL	5.2	185.0/185.0	11.50/11.50	3.50	7.50	Vb	A	
	Lovendegem (Bierstalkade)– Schipdonk		110.0/110.0	11.50/11.50	2.80	9.07	Va	A	

**Page 22, line 1**For the existing text, *substitute*

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 07	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	4.36	I	C	



### 3. Table 2

Page 55, E 03, line 5

For the existing text, *substitute*

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 03	GENT CIRCULAR CANAL	230.0	25.00	5.00	Lock 1
		136.0	16.00	3.80	Lock 2

### 4. Table 3

Page 68, lines 7, 10, 11, 15, 18 and 22

For the existing text, *substitute*

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 02-02	Aalter (Gent – Oostende Canal, 22.5 km)	X			-	-	-	-	
...									
P 02-04-01	Roeselare (Roeselare-Leie Canal, 0.5 km)		X		-	-	-	-	
P 02-04-02	Izegem (Roeselare-Leie Canal, 6.4 km)		X		-	-	-	-	
...									
P 03-04	Gent (Gent-Terneuzen Canal, 4.6 km)	X			-	-	-	-	
...									
P 04-03	Ruisbroek (Charleroi-Bruxelles Canal, 58.8 km)	X			-	-	-	-	
...									
P 05-01	Avelgem (Boven-Schelde, 35.7 km)	X			X	X	-	-	

## Page 69, entry P05-01-01

For the existing lines, *substitute*

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 05-01-01	Bossuit Kortrijk (Bossuit-Kortrijk Canal, 7.6 km)		X		-	-	-	-	Building materials, petroleum products, metal ores, agricultural products, food products and chemicals

**Line 6**For the existing lines, *substitute*

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 05-04-01	Aalst (Dender, 53.7 km)	X			-	-	-	-	

## C. Germany

### 1. Basic bottlenecks

#### Page 7

*Delete* first entry

#### Entry 5

For the existing text, *substitute*

- Berlin region waterways (connection to Westhafen Berlin) upgrading to classes IV and Vb is under way.

#### Last entry

For the existing text, *substitute*

- Havel — Oder — Wasserstraße (E 70) — upgrading from class IV to class Va is under way.

### 2. Strategic bottlenecks

#### Page 7

For the existing lines, *substitute*

- Rhine (E 10) — low fairway depth during dry seasons: from St. Goar to Mainz (1.90 m) and low height under bridges at Kehl/Strasbourg.
- Rhine — Herne Kanal (E 10-03) — upgrading to class Vb is under way.
- 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 —upgrade to Va under way.
- Elbe (E 20): middle Elbe from Lauenburg upstream to the border between Germany and the Czech Republic — low fairway depth during dry seasons (1.20 m).
- Main (E 80) upstream from Würzburg — low fairway depth (2.50 m); project is under way.
- Danube (E 80) from Straubing to Vilshofen — low fairway depth (2.00 m at LNWL).<sup>2</sup>
- 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— upgrading to 7.00 m is necessary.
- Weser (E 14) — upgrading of Minden and Dörverden Locks is under way.

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<sup>2</sup> Low Navigable Water Level; see the explanations to table 1, page 13.

**3. 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**

**Page 8**

For the existing lines, *substitute*

- Dortmund — Ems Kanal (E 13) to the north of the Mittellandkanal.
- Datteln — Hamm Kanal (E 10–01) — to the east of the Hamm harbour.
- Neckar (E 10–07) — adaptation of fairway width and lock dimensions.
- Canals branching off from the Mittellandkanal (E 70–02 and 70–06) — low fairway depth and height under bridges insufficient dimensions of locks.

**D. Hungary<sup>3</sup>**

**1. Strategic bottlenecks**

**Page 8**

At the end *add*

Danube (E 80) – between 1,811–1,433 km the draught of 2.5 m is assured during 180–260 days a year depending on the water level. The project aimed at the elimination of bottlenecks for navigation in line with AGN provisions is under way.

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<sup>3</sup> Note of the secretariat: this proposal replaces paras. 7 and 8 of ECE/TRANS/SC.3/WP.3/2016/12 and para. 7 *bis* of Corr.1.

## 2. Table 1

Page 42, last line

For the existing table, *substitute*

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	DANUBE	27.0	/225.0	/38.00	2.50	8.51	Vlc	A	When going downstream
	Sap – Bánkeszi <sup>4</sup>		160.0/210.0	38.00/24.00	1.80	8.51	Vlb	A	
	(1 811.0 km – 1 784.0 km)		/285.0	/24.00	2.50	9.18	Vlc	A	When going upstream
			/220.0	/24.00	1.80	9.18	Vlb	A	

Page 43, lines 1–4

For the existing table, *substitute*

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	DANUBE Bánkeszi– Ipoly mouth <sup>5</sup> (1 784.0 km – 1 708.2 km)	75.8	/225.0	/38.00	2.50	8.86	Vlc	A	When going downstream
			/220.0	/38.00	2.00	8.86	Vlb	A	
			/285.0	/24.00	2.50	8.83	Vlc	A	When going upstream
			220.0/285.0	38.00/24.00	2.00	8.83	Vlb	A	
	DANUBE Ipoly mouth – Budapest (1 708.2 km – 1 652.0 km)	56.2	/225.0	/38.00	2.50	8.81	Vlc	A	When going downstream
			/225.0	/38.00	2.00	8.81	Vlb	A	

<sup>4</sup> Both length/width parameters are for convoys, no restriction for vessels. If fairway narrower than 80 m, length/width=160/24 m or 145/38 m (when going downstream), and 220/13 m or 160/24 m (when going upstream).

<sup>5</sup> Both length/width parameters are for convoys, no restriction for vessels. If fairway narrower than 80 m, length/width=220/24 m (when going upstream).

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	DANUBE Ipoly mouth – Budapest <sup>6</sup> (1 708.2 km – 1 632.0 km)	76.2	225.0/285.0	38.00/27.00	2.50	8.78	Vlc	A	When going upstream
			225.0/285.0	38.00/27.00	2.00	8.78	Vlb–Vlc (1 641 km)	A	
	DANUBE Budapest <sup>7</sup> (1 652.0 km – 1 632.0 km)	20.0	/225.0	/38.00	2.50	8.87	Vlc	A	When going downstream
			195.0/220.0	46.00/27.00	2.00	8.87	Vlb–Vlc (1 641 km)	A	
	DANUBE Budapest – Mohács <sup>8</sup> (1 632.0 km – 1 449.0 km)	183.0	/225.0	/48.00	2.50	8.47	Vlc	A	When going downstream
			/225.0	/48.00	1.90	8.47	Vlc	A	
			/300.0	/38.00	2.50	8.78	Vlc	A	When going upstream
			/300.0	/38.00	1.90	8.78	Vlc	A	
	DANUBE <sup>9</sup> Mohács – South border (1 449.0 km – 1 433.0 km)	16.0	/(300.0)	/(38.00)	2.50	–	Vlc	A	
			/(300.0)	/(38.00)	2.50	–	Vlc	A	

**Page 45, line 4**

For the existing table, *substitute*

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	TISZA Szeged – State border <sup>10</sup> (160.0 km – 173.0 km)	13.0	140.0	23.00	2.50	–	Vla	A	
			140.0	23.00	2.50	–	IV	A	

<sup>6</sup> Both length/width parameters are for convoys, no restriction for vessels. If fairway narrower than 80 m, length/width=225/27 m.

<sup>7</sup> Both length/width parameters are for convoys, no restriction for vessels.

<sup>8</sup> Both length/width parameters are for convoys, no restriction for vessels. The following length/width parameters are applied:

- If fairway narrower than 120 m, length/width=225/38; if fairway narrower than 80 m, length/width=145/38; at the bridge at 1,560.55 km while Dunaföldvár water gauge lower than -50 cm, length/width=145/35; at the bridge at 1,480.22 km while Baja water gauge above 600 cm, length/width=225/38 (when going downstream);
- If fairway narrower than 120 m, length/width=225/38 or 300/27; if fairway narrower than 80 m, length/width=225/27 (when going upstream).

<sup>9</sup> No restrictions for length/width; no bridges.

## E. Lithuania

### 1. Basic bottlenecks

#### Page 9

After Nemunas (E 41) *add* a footnote and renumber accordingly

Insufficient depth of the fairway stretch along 100 km of Nemunas river stretch in the border area and on the territory of the Russian Federation.

### 2. Table 1

#### Page 32, lines 2 and 3

For the existing table, *substitute*

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 41	KURSHSKIY ZALIV AND NEMUNAS Klaipeda seaport – Nida – Nemunas mouth	65.3	110.0/110.0	12.00/12.00	1.80	No restrictions	IV	A	
			100.0/100.0	10.00/10.00	1.30	No restrictions	IV	A	
	NEMUNAS Nemunas mouth – Rusnė	13.0	110.0/110.0	12.00/12.00	1.80	7.50	IV	B	
			100.0/100.0	10.00/10.00	1.30	7.50	IV	B	
	NEMUNAS Rusnė – Smalininkai (Lithuania/Russian Federation State border)	100.0	110.0/110.0	12.00/12.00	1.80	2.50	IV	C	
			100.0/100.0	10.00/10.00	1.30	2.50	IV	C	
	NEMUNAS Smalininkai – Jurbarkas	13.0	110.0/110.0	12.00/12.00	1.80	10.80	IV	A	
			100.0/100.0	10.00/10.00	1.30	10.80	IV	A	
	NEMUNAS Jurbarkas – Kaunas	99.9	110.0/110.0	12.00/12.00	1.80	3.40	IV	C	
			100.0/100.0	10.00/10.00	1.00	3.40	IV	C	

#### Line 2, column 6

*Delete* the cross-reference to endnote 44.

<sup>10</sup> Bridge at 173.6 km with a height 7.69 m.

For the existing table, *substitute*

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	KURSHSKIY ZALIV Mouth of Deyma – Lithuania/Russian Federation State border	77.9	.../...	.../...	...	No restrictions	IV	A	
			.../...	.../...	...	No restrictions	IV	A	
	KURSHSKIY ZALIV Lithuania/Russian Federation State border – Nida	4.0	.../...	.../...	1.80	No restrictions	IV	A	
			.../...	.../...	1.30	No restrictions	IV	A	
	KURSHSKIY ZALIV Nida – Klajpeda sea port	39.1	110.0/110.0	12.00/12.00	1.80	No restrictions	IV	A	
			100.0/100.0	10.00/10.00	1.30	No restrictions	IV	A	

### 3. Table 3

#### Page 75, line 10, column 1

Replace Uostadvaris (Nemunas, 61.3 km)<sup>3</sup> by Uostadvaris (Nemunas river mouth).

#### Line 11, column 8

Delete x

After line 11 add

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 41-05	Kaunas winter port (Nemunas, 210.0 km)	x			–	–	–	–	



## F. The Netherlands

### 1. Table 1

Page 17, line 2

For the existing text, *substitute*

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 01-03	WESSEM – NEDERWEERT KANAAL	16.3	85.0/85.0	9.50/9.50	2.50	5.20	IV	B	
			65.0/65.0 95.0/95.0	7.25/7.25 9.60/9.60	2.10	5.20	II	C	

#### Lines 4–5

For the existing text, *substitute*

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 01-03	MAXIMAKANAAL	9.0	105.0/105.0 110.0/110.0	9.50/9.50 6.70/6.70	3.00	7.00	IV	B	
			105.0/105.0 110.0/110.0	9.50/9.50 6.70/6.70	3.00	7.00	IV	B	
	ZUID – WILLEMSVAART Maximakanaal – Lock No.4	13.7	85.0/85.0	9.50/9.50	3.00	7.00	IV	B	
			105.0/105.0 110.0/110.0 <sup>11</sup>	9.60/9.60 7.25/7.25 <sup>12</sup>	3.00	7.00	IV	B	

<sup>11</sup> For the water level near Empel NAP + 2.55 m.

<sup>12</sup> For the water level near Empel NAP + 2.55 m.

For the existing text, *substitute*

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	PRINSES MARGRIET KANAAL	65.0	110.0/110.0	11.40/11.40	3.50	7.30 <sup>3</sup>	Va	A	
			110.5/110.5	11.50/11.50					
			110.0/110.0	11.40/11.40	3.20	7.30 <sup>3</sup>	Va	A	
			110.5/110.5	11.50/11.50					

## G. Romania

### 1. Strategic bottlenecks

#### Page 11

For the existing text, *substitute*

- Danube (E 80) from 845.5 to 175 km — low fairway depth during dry seasons (below 2.50 m — value recommended by the Danube Commission) at several critical sections, i.e.:
  - from 845.5 to 610 km, with fairway depth limited to 1.90–2.50 m for 12–46 days a year;
  - from 610 to 375 km, with fairway depth limited to 1.60–2.00 m for 20–40 days a year;
  - from 375 to 300 km, with fairway depth limited to 1.40–2.50 m for 61–126 days a year; according to the Notice no. 3/08.06.1992 issued by the Romanian river administration (AFDJ) the navigation on the sector km 346 – km 240 is diverted via Bala – Borcea branch when the depths in Cernavodă are 1.50 m with decreasing tendency;
  - from 300 to 175 km, with fairway depth limited to 2–2.50 m for 5–32 days a year.
- Danube (E 80) from 170 km to the Black Sea — low fairway depth during 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 7.01 m for 2–16 days a year

## 2. Table 1

Page 43, lines 10 and 11

For the existing text, *substitute*

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	DANUBE 1 075.0 km – 947.0 km	128.0	140.0/300.0	15.00/33.00	3.50	23.71 <sup>13</sup>	VII	A	Canalized
			No restrictions	No restrictions	3.50	No restrictions	VII	A	
	DANUBE 947.0 km – 931.0 km	16.0	140.0/300.0	15.00/33.00	3.50	...	VII	A	Canalized
			No restrictions	No restrictions	3.50	10.00 <sup>14</sup>	VII	A	

Page 44, lines 1–5

For the existing text, *substitute*

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	DANUBE 931.0 km – 866.0 km	65.0	140.0/300.0	15.00/33.00	3.50	...	VII	A	Canalized
			No restrictions	No restrictions	3.50	No restrictions	VII	A	
	DANUBE 866.0 km – 860.0 km	6.0	140.0/300.0	15.00/33.00	3.50	...	VII	A	Free-flowing from 863.0 km
			No restrictions	No restrictions	3.50	13.50 <sup>15</sup>	VII	A	
	DANUBE 860.0 km – 845.0 km	15.0	140.0/300.0	15.00/33.00	3.50	...	VII	A	Free-flowing
			No restrictions	No restrictions	3.50	No restrictions	VII	A	

<sup>13</sup> 1,045.12 km Moldova Veche – bridge with cables.

<sup>14</sup> 943 km Iron Gates I. 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.

<sup>15</sup> 863 km Iron Gates II, locks and road 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 80	DANUBE 845.0 km – 375.0 km	470.0	140.0/300.0	15.00/33.00	2.50	13.91 <sup>16</sup>	VII	A	Free-flowing
			No restrictions	No restrictions	2.50	...	VII	A	
	DANUBE 375.0 km – 170.0 km	205.0	140.0/300.0	15.00/33.00	...	...	VII	A	Free-flowing
			No restrictions	No restrictions	...	...	VII	A	
	DANUBE 170.0 km – 0.0 km	170.0	180.0	40.00	7.01	...	VII	A	Free-flowing
			No restrictions	No restrictions	...	No restrictions	VII	A	

Page 45, lines 5–7

For the existing text, *substitute*

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 From the mouth to the Klek Lock	34.1	.../...	.../...	...	...	...	...	
			...	...	...	...	...		
	BEGEJ From the Klek Lock to the Itebej Lock	31.5	.../...	.../...	...	...	...	...	
			70.0/...	8.20/9.00	2.00	...	...	...	
	BEGA Up to Timisoara	45.5	.../...	.../...	...	...	...	...	Canalized
			.../...	.../...	...	...	...	...	

<sup>16</sup> 796.00 km Calafat – Vidin bridge (road and rail): 21.64 m; km 488.700 Giurgiu – Ruse bridge (road and rail): 13.91 m; km 300 +070 Cernavoda bridge (road and rail): 24.90 m; km 300.00 Cernavoda bridge (rail): 30.96 m.

**Page 46, lines 4 and 5, column 10***Add Canalized***2. Table 2****Page 62, line E 80 Danube 1075.0 km - 0.0 km**For the existing text, *substitute*

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	DANUBE 1 075.0 km – 0.0 km	310.0	34.00	4.50	Iron Gates I locks, 943 km
		310.0	34.00	4.50	
		310.0	34.00	4.50	Iron Gates II locks, 863.00 km
		310.0	34.00	4.50	
		140.0	17.00	2.50	Iron Gates II reserve lock

**Page 63, lines 3–5**For the existing text, *substitute*

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 80-05	DANUBE - BUCHAREST CANAL	130.0	12.50	5.00	Four double locks under planning
E 80-14	DANUBE – BLACK SEA CANAL	310.0	25.00	7.50	Cernavodă (60.0 km)
		310.0	25.00	7.50	Agigea (1.3 km)
E 80-14-01	POARTA ALBA – MIDIA NAVODARI CANAL	145.0	12.50	6.50	Năvodari (60.0 km)
		145.0	12.50	6.50	Agigea (1.3 km)

**3. Table 3****Page 82, line 14, column 7***Replace x by -***Line 15, column 1***Replace 168.5–172.0 km by 167.0–175.0 km***Column 9***Add General cargo, oil products, bulk cargo***Line 16, column 9***Add General cargo, containers, oil products, bulk cargo***Last line, column 9***Add Bulk cargo, passengers*

## H. Slovakia

### 1. Strategic bottlenecks

#### Page 12, first entry

For the existing text, *substitute*

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

### 2. Table 1

#### Page 42, line 8, column 7

*Replace 7.59 by 9.10*

## I. Sweden

### 1. Table 1

Page 36, lines 3 and 4

For the existing text, *substitute*

E WATERWAY	SECTION OF E WATERWAY	LENGT H (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	SÖDERTÄLJE CANAL <sup>52</sup>	6.0	160.0	23.00	7.00	...	Va	A	
			124.0/124.0	18.00/18.00	6.50	...	Va	A	
	LAKE MÄLAREN	120.0	160.0	23.00	7.00	...	Va	A	
			.../...	.../...	...	...	Va	A	

**Lines 1 and 3, columns 4–6**

Add a new endnote

To be reached in 2019 after the reconstruction of the fairway which is under way.

**Lines 3 and 4, column 8**

*Delete* the cross-reference to endnote 5.

### 2. Table 2

Page 60, line E 60-09, column 2

Add a new endnote and renumber accordingly

After the reconstruction of the lock which is planned to be finished in 2019, the dimensions of the lock will be 190.0 x 23.0 x 8.40 m.