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Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

Fifty-ninth session

Geneva, 9–11 November 2015

Item 6 (b) of the provisional agenda

European inland waterway network: Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”)

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

Transmitted by the Governments of Belgium, Croatia and the Russian Federation

I. Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2014–2015 (ECE/TRANS/2014/23) adopted by the Inland Transport Committee on 27 February 2014 (ECE/TRANS/240). It replaces document ECE/TRANS/SC.3/WP.3/2015/8.
2. The Working Party may wish to consider and adopt the amendments to the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”) approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its forty-seventh session (ECE/TRANS/SC.3/WP.3/94, para. 15) and reproduced below.

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

A. Belgium

3. Page 4, Basic bottlenecks

Line 4

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

Line 5

Amend the text as follows

Charleroi-Bruxelles Canal (E 04), Lembeek — Bruxelles section — upgrading ~~the height under bridges and improvement of the waterway~~ **is required length of the locks to class Va**. Project is under study.

4. Page 4, Strategic bottlenecks

Line 9

Amend the text as follows

Roeselare-Leie Canal (E 02–04), **Roeselare — Ooigem section** — improvement of waterway for class Va. Project is under study.

Line 12

Amend the text as follows

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

Line 13

Amend the text as follows

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

B. Croatia

5. Page 5, Basic bottlenecks

At the end, *insert*

- Drava (E 80–08) from 0 km to 14 km – 3 critical sections with inadequate fairway parameters.

6. Page 5, Strategic bottlenecks

At the end, *insert*¹

- Danube (E 80) from 1,433.1 km to 1,295.5 km – 17 critical sections with inadequate fairway parameters.

¹ Corrected during the forty-seventh session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/94, para. 15)

C. Russian Federation

7. Page 12, Strategic bottlenecks

Amend the second sentence of footnote** as follows

~~To eliminate the insufficient draught, it is planned to build a low-head hydraulic complex in the area of Bolshoe Kozino or increase the water level of the Teheboksary Reservoir design~~
works were started in 2014 to build a low-head hydraulic complex in the area of Bolshoye Kozino, the startup is planned for 2021.

Amend footnote*** as follows

~~The construction of a second parallel lock is planned~~ **is in progress. The startup is planned for 2021.**

III. Amendments to table 1, Navigational Characteristics of Main European Inland Waterways of International Importance

8. Table 1, page 32, line “E 50 VOLGA Krasnoarmeysk – Streletskoye”, column 6, lines 1 and 2

For 3.10 *read* 3.50

After line “E 50–01”, *insert*

<i>E</i> Waterway	<i>Section of</i> <i>E Waterway</i>	<i>Length</i> (<i>km</i>)	<i>Maximum dimensions of</i> <i>vessels and pushed convoys</i> <i>which may be accommodated</i>			<i>Minimum</i> <i>height</i> <i>under</i> <i>bridges</i> (<i>m</i>)	<i>Class</i>	<i>Suitability</i> <i>for</i> <i>combined</i> <i>transport</i>	<i>Comments</i>
			<i>Length</i> (<i>m</i>)	<i>Width</i> (<i>m</i>)	<i>Draught</i> (<i>m</i>)				
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>
E 50–01–01	BELAYA Mouth of the Belaya River – mouth of Agidel canal, 1 786.3 km; Agidel canal – oil loading terminal	34.0	166.0	27.00	3.40	11.00	VIb	A	Free- flowing

IV. Amendments to table 3, Technical Characteristics of Inland Navigation Ports of International Importance

9. Table 3, page 76

Delete line “P 50–02–02”

After line "P 50-01-01" insert

<i>E ports</i>	<i>Cargo handling capacity</i>			<i>Cargo handling equipment available for</i>		<i>Rail access</i>	<i>Other characteristics and comments</i>		
	<i>0.5-3.0</i>	<i>3.0-10.0</i>	<i>>10.0</i>	<i>Containers</i>				<i>Ro-Ro</i>	
	<i>million tonnes</i>	<i>million tonnes</i>	<i>million tonnes</i>	<i>20'</i>	<i>40'</i>				
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	
P 50-01-02 Agidel (Belaya, 1 786.3 km)	x				-	-	-	-	Oil cargoes