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**Economic Commission for Europe****Inland Transport Committee****Working Party on Inland Water Transport****Working Party on the Standardization of Technical  
and Safety Requirements in Inland Navigation****Fifty-seventh session**

Geneva, 24–26 June 2020

Item 3 (b) and (c) of the provisional agenda

**Inland waterways infrastructure: Inventory of Main Standards  
and Parameters of the E Waterway Network (Blue Book);  
Inventory of most important bottlenecks and missing links  
in the E Waterway Network (resolution No. 49, revision 2)****Draft amendments to the Inventory of Main Standards  
and Parameters of the E Waterway Network and the  
Inventory of most important bottlenecks and missing links  
in the E Waterway Network (resolution No. 49, revision 2)****Note by the secretariat\*****Mandate**

1. This document is submitted in line with the programme of work of the Transport subprogramme for 2020 (ECE/TRANS/2020/21, chapter IV, table, section A, para. 11) adopted by the Inland Transport Committee at its eighty-second session (ECE/TRANS/294, para 136).
2. At its fifty-sixth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) took note of the information on critical sectors on the Danube, the Sava and the Drava rivers, transmitted by Croatia, and asked the secretariat to prepare amendment proposals to the Inventory of Main Standards and Parameters of the E Waterway Network and the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (resolution No. 49, revision 2) for its fifty-seventh session (ECE/TRANS/SC.3/WP.3/112, para. 43).
3. The draft amendments to the above-mentioned documents, transmitted by the Government of Croatia, are reproduced in annexes I and II to this document.

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\* This document was scheduled for publication after the standard publication date owing to circumstances beyond the submitter's control.

## Annex I

## Amendment proposal to the Inventory of Main Standards and Parameters of the E Waterway Network

Table 1, Navigational Characteristics of Main European Inland Waterways of International Importance

E 80-12, *modify*

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 80-12	SAVA, Račinovci — Gunja (210.8 km–234.0 km) <sup>1</sup>	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	A	
	SAVA, Gunja — Slavonski Šamac (234.0 km–313.7 km) <sup>2</sup>	79.7	85.0/85.0	9.50/9.50	2.50	8.14	IV	A	Free-flowing
			85.0/85.0	9.50/9.50	2.50	8.14	IV	A	
	SAVA, Slavonski Šamac — Oprisavci (313.7 km–338.2 km) <sup>3</sup>	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	
	Oprisavci — Slavonski Brod (338.2 km–371.2 km)	33.0	85.0/85.0	9.50/9.50	2.50	No restrictions	IV	A	Free-flowing
			85.0/85.0	9.50/9.50	2.50	No restrictions	IV	A	
	Slavonski Brod — Sisak (Galdovo) (371.2 km–594.0 km) <sup>4</sup>	222.8	85.0/85.0	9.50/9.50	2.50	7.00	IV	A	Free-flowing- Smaller radius, in some places, one- way navigation
			70.0/85.0	9.00/9.00	2.00	6.16	III	A	

<sup>1</sup> From ~~211.0~~ **210.8** km to ~~223~~ **228.0** km, depth is reduced to less than 2.5 m approximately 50 days per year.

<sup>2</sup> From ~~307.0~~ **310.0** km to **329.0** km, i.e. between Slavonski Šamac and Novi Grad: unregulated sections.

<sup>3</sup> Between Jaruge and Novi Grad: limited width, one-way navigation throughout the year. On section from 321.0 km to 329.0 km: depth is reduced to less than 2.0 m during the low navigable water level, 170 days per year.

<sup>4</sup> From ~~515.0~~ **523.0** km to ~~594.0~~ **588.1** km: **reduced fairway** width ~~restrictions~~ on curves; in some ~~parts~~ **places**, one-way navigation throughout the year.

## Annex II

### Amendment proposal to the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network

List of bottlenecks for Croatia, *modify*

Basic bottlenecks:

- Sava (E 80-12), ~~two sections between Sisak and Brčko~~ **from Slavonski Šamac to Oprisavci<sup>5</sup> and from Slavonski Brod to Sisak** — upgrading from class III to class IV;
- ~~Drava (E 80-08) from 0 km to 14 km — 3 critical sections with inadequate fairway parameters.~~

Strategic bottlenecks:

- Danube (E 80) from 1,433.1 km to 1,295.5 km — 17 critical sections with inadequate fairway parameters:
  - from 1,429.0 km to 1,425.0 km, reduced fairway width;
  - from 1,424.2 km to 1,414.4 km, reduced fairway width;
  - from 1,408.2 km to 1,400.0 km, reduced depth and fairway width;
  - from 1,397.2 km to 1,389.0 km, reduced depth and fairway width;
  - from 1,384.0 km to 1,381.6 km, reduced fairway width;
  - from 1,381.4 km to 1,378.2 km, reduced fairway width;
  - from 1,376.8 km to 1,373.4 km, reduced depth and fairway width;
  - from 1,371.4 km to 1,366.4 km, reduced fairway width;
  - from 1,366.2 km to 1,361.4 km, reduced fairway width;
  - from 1,357.0 km to 1,351.0 km, reduced fairway width;
  - from 1,348.6 km to 1,343.6 km, reduced depth and fairway width;
  - from 1,340.6 km to 1,338.0 km, reduced fairway width;
  - from 1,332.0 km to 1,325.0 km, reduced fairway width;
  - from 1,324.0 km to 1,320.0 km, reduced depth and fairway width;
  - from 1,315.4 km to 1,314.6 km, reduced fairway width;
  - from 1,311.4 km to 1,307.6 km, reduced depth and fairway width;
  - from 1,302.0 km to 1,300.0 km, reduced fairway width.
- **Drava (E 80-08) from 0 km to 12 km — one critical section with inadequate fairway parameters (reduced fairway width; depth is partly reduced to less than 2.5 m during the low navigable water level, 70 days per year).**
- Sava (E 80-12), section between ~~Brčko~~ **Gunja** and Serbia/Croatia border — upgrading from class IV to class Va.

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<sup>5</sup> Section between Slavonski Šamac–Jaruge and Novi Grad (from 310.0 km to 329.0 km) is considered by the Government of Croatia as a strategic bottleneck.