

Distr.: Restricted  
8 February 2021

English only

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## **Working Party on Inland Water Transport**

### **Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation**

#### **Fifty-eighth session**

Geneva, 17–19 February 2021

Item 4 (b) of the provisional agenda

#### **Inland waterways infrastructure: Inventory of Main Standards and Parameters of the E Waterway Network**

### **List of bottlenecks and missing links in the E waterway network: strategic bottlenecks on the Rhine**

#### **Transmitted by the Central Commission for the Navigation of the Rhine**

The CCNR Committee for Infrastructure and Environment took note of the 2018 revised amendments to the Annex to Resolution No. 49 on the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (ECE/TRANS/SC.3/159/Rev.2). The Committee instructed its working group to further examine the strategic bottlenecks on the Rhine, as identified by UNECE in the above-mentioned inventory:

*Strategic bottlenecks:*

- 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.

The CCNR Committee concluded at its spring meeting in 2020 that no strategic bottlenecks could be identified on the Rhine and would like to share the following information with the ECE secretariat:

(a) For the bridges between Basel and Kehl/Strasbourg a height under bridges (air draught) of 7 m, and for the bridges downstream of Strasbourg a height under bridges of 9.10 m, is guaranteed. These bridge heights are in line with the current CEMT classification of inland waterways (CEMT 92) as well as the recommendations of PIANC's working group on "Standardization of inland waterways - Proposal for the revision of the ECMT 1992 classification". However, the CCNR Committee identified possible improvements of the information in the list with "Existing headroom under bridges", as published on the CCNR website. For example, the CCNR Committee decided to update the document and to delete the reference to the highest navigable water level, as there is no such water level defined for the impounded sections between Basel and Kehl/Strasbourg. The new edition of the "Waterway profile of the Rhine" can be found on the CCNR website ([www.ccr-zkr.org/13020600-en.html](http://www.ccr-zkr.org/13020600-en.html)).

(b) The CCNR Committee also discussed the identified bottleneck in the section between Mainz and St. Goar, where today a navigable channel depth of 1.90 m at equivalent water level is guaranteed. It is indeed true that at extreme drought periods, navigation in this section is hindered. However, since the reference water level is defined to be guaranteed on at least 345 days per year (equivalent water level), this means that at most times, a far deeper navigable channel is available. Even with the lower navigable channel depth at this section, the Rhine remains the most important inland waterway in Europe with great potential for green, sustainable inland navigation. The transport statistics of the Rhine prove this conclusion to be correct. In this context, the CCNR Committee would also like to inform the Working Party on Inland Water Transport of its ongoing activities, such as the adaptation of Rhine navigation to low water periods, as well as of the German project on optimization of load draughts on the Middle Rhine, making available a navigable channel depth of 2.10 m at equivalent water level. More information on the latter can be found at [www.abladeoptimierung-mittelrhein.wsv.de](http://www.abladeoptimierung-mittelrhein.wsv.de). Such projects and activities will doubtless further improve efficiency and reliability of Rhine navigation.

The CCNR Committee would like to invite the Working Party on Inland Water Transport to consider this information in view of the next revision of the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network.

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