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Working Party on Inland Water Transport

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Item 5 (b) and (c) of the provisional agenda
European inland waterway network: 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)

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

Note by the secretariat*

Mandate

1. This document is submitted in line with the Proposed Programme Budget for 2021, part V, Regional cooperation for development, section 20, Economic Development in Europe. Programme 17, Economic Development in Europe (A/75/6 (Sect.20), para. 20.51).

2. The annex to this document contains the draft amendments to third revised edition of the Blue Book: (a) amendments to the list of bottlenecks and missing links and tables 1 and 2 for Belgium, Germany and Slovakia, preliminarily approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation at its fifty-ninth session and (b) the updated information transmitted by Czechia. Part I of the annex is also applicable to the Inventory of most important bottlenecks and missing links in the E Waterway Network (resolution No. 49, revision 2).

3. The Working Party on Inland Water Transport may wish to approve (a) the proposed amendments to the Blue Book as amendment No. 4 and (b) the proposed amendments to resolution No. 49, revision 2.

* This document was submitted after the deadline in order to reflect the most recent information.

Annex

Amendments to the Inventory of Main Standards and Parameters of the E Waterway Network

I. List of bottlenecks and missing links in the E waterway network by country

4. Page 6, Basic and strategic bottlenecks for the Czech Republic, *modify*

Basic bottlenecks: Elbe (E 20) from State border to Ústí nad Labem — extremely low fairway depth during dry seasons (0.9–2.0 m), in the years 1997–~~2004~~ **2020**, the draught was less than 1.40 m during ~~160~~ **0**–~~262~~ **217** days a year making the section commercially non-navigable; the construction of ~~two~~ locks **and the improvement of the fairway** ~~is~~ **are** necessary.

Strategic bottlenecks:

- Elbe (E 20) ~~from Mělník to Chvaletice — narrow width of lock gates (12.00 m);~~ from Chvaletice to Pardubice – the construction of ~~a lock~~ **locks** at Přelouč is necessary.
- Vltava (E 20-06) — From ~~Mělník~~ **Miřejovice** to Praha — low height under bridges (~~4.50~~ **5.25** m) and narrow width of lock gates (11.00 m); **from Mělník to Vraňany — low available draught (1.8 m)**.

5. Page 8, Strategic bottlenecks for Germany, *delete*

- 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.

6. Page 14, Missing links for Slovakia, after the title, *add* a footnote

Portions of waterways which do not exist at present but which are included in relevant infrastructure development programmes.

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

7. Page 19, third and fifth entries, column 6, *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 01-01	KANAAL BOCHOLT — HERENTALS Kom Dessel — sluis 1 Lommel	4.1	85.0/85.0	9.50/9.50	2.80	5.50	IV	B	
			55.0/55.0	7.30/7.30	~~2.10~~ **2.50**	4.93	II	C	
...									
	ZUID — WILLEMSVAART Bocholt — up to the Belgium/Netherlands border	4.9	85.0/85.0	9.50/9.50	2.80	5.50	IV	B	
			52.0/52.0	6.70/6.70	~~1.90~~ **2.00**	5.15	II	C	

8. Page 24, second to fifth entries, columns 4 and 5, *modify*

1	2	3	4	5	6	7	8	9	10
E 05	ALBERTKANAAL Antwerpen — Wijnegem	9.7	~~134.0~~ **135.0**/200.0	~~12.50~~/~~22.80~~ **15.00/23.00**	3.40	9.10	VIb	A	
			~~134.0~~ **135.0**/200.0	~~12.50~~/~~12.50~~ **15.00/23.00**	3.40	6.70	Vb	A	
	ALBERTKANAAL Wijnegem — Lanaken	90.0	~~134.0~~/~~196.0~~ **196.0/200.0**	~~12.50~~ **23.00**/23.00	3.40	9.10	VIb	A	
			~~134.0~~/~~196.0~~ **196.0/200.0**	~~12.50~~ **23.00**/23.00	3.40	6.90	VIb	A	
	ALBERTKANAAL Lanaken	1.0	~~134.0~~ **196.0**/196.0	~~12.50~~ **23.00**/23.00	3.40	9.10	VIb	A	
			~~134.0~~ **196.0**/196.0	~~12.50~~ **23.00**/23.00	3.40	7.00	Va	A	
	ALBERTKANAAL Lanaken — Kanne	10.0	~~134.0~~ **196.0**/196.0	~~12.50~~ **23.00**/23.00	3.40	9.10	VIb	A	
			~~134.0~~ **196.0**/196.0	~~12.50~~ **23.00**/23.00	3.40	6.90	VIb	A	

9. Page 25, second entry, columns 4 and 5, *modify*

1	2	3	4	5	6	7	8	9	10
E 05-06	NETEKANAAL Lier — Duffelsluis	5.7	~~95.0~~/~~95.0~~ **85.0/85.0**	~~11.40~~/~~11.40~~ **10.30/10.30**	2.50	7.00	Va	A	
			~~95.0~~/~~95.0~~ **85.0/85.0**	~~11.40~~/~~11.40~~ **10.30/10.30**	2.50	6.94	IV	B	

10. Page 27

(a) First entry, column 7, second line, *add* a new endnote

The height under the road bridge Rheinhausen-Ouisburg-Hochfeld (Rhine km 775.29) is 8.88 m at HNWL[1].

The height under the bridge Josef-Kardlnal-Frings-Brucke (Sudbrucke Dusseldorf, Rhine km 737.10) is 8.61 m at HNWL.

The height under the bridge Kniebrucke Ousseldorf (Rhine km 743.57) is 8.82 m at HNWL.

(b) Second entry, column 7, second line, *add* a new endnote

The height under the road bridge Koln-Deutz (Rhine km 687.93) of 9.10 m above HNWL is only available over a width of 94 m.

The height under the road bridge Bonn-Beuel (Kennedy-Brucke Bonn, Rhine km 654.94) of 9.10 m above HNWL is only available over a width of 115 m.

(c) Third entry, column 6, second line, endnote 19, *modify*

~~Fairway~~ **Navigable channel** depth below GLW[2] 2012 (between St. Goar and Mainz: 1.90 m below GLW **is guaranteed at least 345 days per year**).

(d) Sixth entry, column 7, second line, *delete* endnote 20.

[1] High Navigable Water Level.

[2] Datum: Gleichwertiger Wasserstand “GLW” i.e. a low navigable water level (LNWL).

11. Page 33, fifth to eighth entries, *modify*

1	2	3	4	5	6	7	8	9	10
E 20	ELBE Germany/Czech Republic border — Ústí nad Labem	40.0	110.0/137.0	11.50/23.00	2.80	7.00	VIa	A	**Free-flowing** ~~Regularized~~, canalization necessary
			110.0/137.0	11.50/23.00	0.90-2.80[36]	~~6.50~~ **7.00**	Va	B	
	ELBE Ústí nad Labem — Mělník	69.0	110.0/185.0[37]	11.50/22.80[37]	2.80	7.00	VIb	A	Canalized
			110.0/~~170.0~~ **137.0**	11.50/~~23.0~~ **11.50**	2.00-2.20[36]	5.66	Va	A	
	ELBE Mělník — Chvaletice	102.2	110.0/185.0	12.00/12.00	2.80	7.00	Vb	A	Canalized
			~~85.0/85.0~~ **84.0/84.0**	~~12.00/12.00~~ **11.50/11.50**	2.10	~~4.70~~ **4.90/ 5.25**	IV	C	
	ELBE Chvaletice — Pardubice	24.8	110.0/185.0	~~12.00/12.00~~ **11.50/11.50**	2.80	7.00	Vb	A	Canalized~~. Přelouč II lock in project~~
			…/…	…/…	…	…	IV[6]	…	

12. Page 34, second entry (E 20-06)

(a) *Modify*

1	2	3	4	5	6	7	8	9	10
E 20-06	VLTAVA Mělník — Praha ~~— (Slapy)~~	~~91.0~~ **64.0**	110.0/~~110.0~~ **137.0**	11.40/11.40	2.50	~~5.25~~ **7.00**	Va	B	**Including the mouth of the Berounka watercourse to the port of Prague-Radotín**
			110.0/110.0	~~10.50/10.50~~ **10.60/10.60**	~~(1.20)~~ 1.80[40]	~~4.50~~ **5.10**	IV	C	
	VLTAVA **Praha — Slapy**	**27.0**	**110.0/110.0**	**11.40**	**1.20**	**5.25**	**IV**	**C**	
			110.0/110.0	**11.40**	**1.20**	**4.95**	**IV**	**C**	

(b) Column 6, second line, *delete* endnote 40.

III. Table 2, Parameters of Locks of Inland Waterways of International Importance

13. Page 67, E 02, third entry, columns 3 and 4, *modify*

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 02	LEIE	136.0	16.00	2.50	Sint-Baafs-Vijve lock
		~~115.0~~ **235.0**	~~12.40~~ **12.50**	3.50	Harelbeke lock

14. Page 70, E 20, *delete* the last entry for Elbe, German border — Ústí nad Labem.

15. Page 71, E 20

(a) First entry, lines 3 and 4, *modify*

1	2	3	4	5	6
E 20 (continued)	ELBE Ústí nad Labem — Střekov — Mělník	173.7	13.00	2.60	Střekov parallel locks
		170.0	24.00	2.60	
		~~155.0~~ **110.0**	~~22.00~~ **12.00**	2.50	Lovosice parallel locks
		~~110.0~~ **155.0**	~~12.00~~ **22.00**	2.50	

(b) Second and third entries, *modify*

1	2	3	4	5	6
E 20	ELBE	85.0	12.00	3.30	~~Three locks~~ **15 × one lock**
	Mělník — Chvaletice	~~85.0~~	~~12.00~~	~~3.00~~	~~Twelve locks~~
	ELBE	~~115.0~~	~~12.50~~	~~4.00~~	~~Přelouč II lock (in project)~~
	Chvaletice — Pardubice	85.0	12.00	3.00	~~Přelouč I lock~~ **Srnojedy and Pardubice locks**
		~~85.0~~	~~12.00~~	~~3.00~~	~~Srnojedy lock~~

16. Page 71, E 20-06, *modify*

1	2	3	4	5	6
E 20-06	VLTAVA Mělník — Praha — Slapy	73.0	11.00	2.50	Hořín parallel locks[10]
		137.0	~~20.00~~ **12.00**	2.50	
		~~69.0~~ **215.0**	11.00	2.50	Mířejovice double locks[10, 11]
		~~133.0~~	~~20.00~~	~~2.50~~	~~-~~
		52.0	11.00	2.50	Dolánky double locks[10, 11]
		133.0	11.00	2.50	
		~~59.0~~ **203.0**	11.00	2.50	Roztoky double locks[10, 11]
		~~133.0~~	~~20.00~~	~~2.50~~	~~-~~
		73.0	11.00	2.50	Podbaba parallel locks[10]
		135.0	12.00	4.00	
		115.0	11.00	2.50	Štvanice parallel locks
		175.0	11.00	2.50	
		174.0	11.00	2.50	Smíchov double locks (98 + ~~72~~ **68** m)
		192.0	12.00	3.50	Modřany **double** lock **(85 + 95 m)**
		134.0	12.00	3.00	Vrané nad Vltavou parallel locks
		85.0	12.00	3.00	
		118.4	12.00	2.50	Štěchovice **double** lock **(40 + 73 m)**

IV. Table 3, Technical Characteristics of Inland Navigation Ports of International Importance

17. Page 88, entries 15 to 17, column 1, *modify*

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 20-15 Děčín (Elbe, ~~737.3~~ **737.6** and ~~739.3~~ **740.5** km)[2]	x			x	x	-	x	Bulk cargoes
P 20-16 Ústí nad Labem (Elbe, ~~761.5~~ **761.2** and 764.0 km)[2]	x			x	x	-	x	Bulk cargoes
P 20-17 Mělník (Elbe, 834.4 **and 836.7** km)[2]	x			x	x	x	x	Bulk cargoes

18. Page 89, second entry, column 1, *modify*

1	2	3	4	5	6	7	8	9
P 20-06-02 Praha (Vltava, ~~47.4~~ **46.6** and ~~55.5~~ **19.31** km)	x			-	-	-	-	Bulk cargoes

19. Page 106, endnote 2, *replace* 726.15 km *with* 730.00 km.