

**ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE
Working Party on Inland Water Transport
Geneva**

**INVENTORY OF MOST IMPORTANT
BOTTLENECKS AND MISSING LINKS
IN THE E WATERWAY NETWORK**

Corrigendum 1

Resolution No. 49



**UNITED NATIONS
NEW YORK AND GENEVA, 2003**

Correct the text of the annex to resolution No. 49 “Inventory of most important bottlenecks and missing links in the E waterway network” as follows:

Belgium

1. *Amend* the text referring to the basic bottleneck concerning the E 02 waterway as follows:

“– Harelbeke-Halluin lock (E 02) - upgrading from class II to class IV.^{2/}”.

2. *Add* the following list of strategic bottlenecks:

“Strategic bottlenecks

- Meuse (E 01) from Pont d’Ougrée to Liège - upgrading from class Vb to class VIb is envisaged.
- Lys Mitoyenne-Lys (Menin-Deinze section) and Lys Derivation Canal up to Schipdonk (E 02) - upgrading from class IV to class Vb is envisaged within the Seine-Escaut Link project.
- Bruxelles - Schelde (E 04) - upgrading from class V to class VIb envisaged.
- Albertkanaal (E 05), Wijnegem passage and section Kanne-Liège - upgrading from class Vb to class VIb is envisaged.”

France

3. *Correct* the French text referring to the strategic bottleneck concerning the Oise (E 80) as follows: (concerns the French text only).

Germany

4. *Delete* the text referring to the basic bottleneck concerning the upgrading of the Saar (E 80-06) to class Va; the project has been completed.

5. *Amend* the text referring to strategic bottlenecks concerning the Rhine (E 10) and the Elbe (E 20) as follows:

“– Rhine (E 10) - low fairway depth at dry seasons: downstream from Duisburg (2.50 m) and from St. Goar to Mainz - 1.90 m.

– Elbe (E 20) - low fairway depth at dry seasons (1.40 m) upstream from Lauenburg to the German-Czech border.”

^{2/} Project is under way.

Hungary

6. *Amend* the list of strategic bottlenecks as follows:

“Strategic bottlenecks:

- Danube (E 80) joint Slovak - Hungarian section from Sap (1,810.0 km) to 1,708.2 km – low maximum draught at dry seasons (1.70 m) and height under bridges: road bridge Medved’ov (1806.35 km) – 8.85 m; railway bridge Komarno (1,770.4 km) – 8.10-8.15 m; road bridge Komarno (1,767.8 km) – 7.75 m. Upgrading to 2.50 m and 9.10 m, respectively is required.
- Danube (E 80), the section from 1,708.2 km to Budapest (1,652.0 km) - low maximum draught (1.50 - 1.70 m) and height under the railway bridge Ujpest (1,654.5 km) – 7.66m. Upgrading to 2.50 m and 9.10 m, respectively is required.

Netherlands

7. *Correct* the text referring to the strategic bottleneck concerning the Maas (E 01) as follows:

- “- Maas (E 01) - upgrading to class Vb enabling 4-layer container transport^{23/}”.

Romania

8. *Amend* the second subparagraph of the list of strategic bottlenecks to read:

- “- Danube (E 80) from 170 km to the Black Sea - low fairway depth at 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 on the Sulina arm at the mouth of the Sulina Canal where it meets the Black Sea, where the fairway depth is limited to 6.90-7.00 m for 10-20 days a year.”

Slovakia

9. *Amend* the list of strategic bottlenecks as follows:

“Strategic bottlenecks:

- Danube (E 80) from Devin (1,880.26 km) to Bratislava (1,867.0 km) - upgrading from class VIb to class VIc when going downstream.

^{23/}

The project is under study and is expected to be carried out in 2005-2019.

- Danube (E 80) from Devin (1,880.26 km) to Devínská Nová Ves (Morava (E 30), 6.0 km) - upgrading to class Vb.
- Danube (E 80) – insufficient height under bridges: at Bratislava (1,868.14 km) - 7.59 m, at locks of the Gabčíkovo Hydro Electrical Complex (1,826.55 km and 1,819.3 km) - 8.90 m. Upgrading is required up to 9.10 m.
- Danube (E 80) from Sap (1,810.0 km) to the mouth of the Ipel River (1,708.2 km) - insufficient depth of the fairway at low water level and insufficient height under bridges.”

Yugoslavia

10. Replace the name of the country by “Serbia and Montenegro”.
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