



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.3/2002/1/Add.1
2 August 2002

Original : ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
(Forty-sixth session, 22-24 October 2002,
agenda item 6)

**BOTTLENECKS AND MISSING LINKS IN THE NETWORK OF MAIN INLAND
WATERWAYS OF INTERNATIONAL IMPORTANCE
(E WATERWAYS)**

Addendum 1

Transmitted by the Governments of Belarus, Bulgaria, Germany, the Netherlands,
Russian Federation and by the Inland Navigation Europe (INE)

Note: The Working Party on Inland Water Transport, at its forty-fifth session, agreed on the text of the draft Inventory of the most important bottlenecks and missing links in the E waterway network (TRANS/SC.3/2002/1) and requested the secretariat to prepare a draft resolution with the draft Inventory annexed to it for consideration and adoption by the Working Party. Governments and River Commissions were invited to transmit to the secretariat their proposals on possible additional modifications to be made to the Inventory concerning their respective inland waterways (TRANS/SC.3/155, paras. 18-21).

The proposals of Governments and of INE are reproduced below.

BELARUS

1. The text concerning strategic bottlenecks in the network of E waterways on the territory of Belarus should be modified to read:

“Strategic bottlenecks:

- Mukhovets (E 40) from Brest to Kobrin - low maximum draught (1.6 m).
- Dneprovsko-Bugskiy Canal (E 40) from Kobrin to Pererub - low maximum draught (1.6 m).
- Pina (E 40) from Pererub to Pinsk - low maximum draught (1.6 m).
- Pripyat (E 40) from Stakhovo to Pkhov - low maximum draught (1.3 m).
- Pripjat (E 40) from Pkhov to Belarus/Ukrainian State boarder - low maximum draught (1.5 m)”.

BULGARIA

2. The text concerning strategic bottlenecks in the network of E waterways on the territory of Bulgaria should be modified to read:

“Strategic bottlenecks:

- Danube from 845.5 to 375 km – low fairway depth at dry seasons (below 2.50 m - value recommended by the Danube Commission) at several critical sections i.e.

from 845.5 to 610 km, with fairway depth limited to 2.10-2.20 m for 10-15 days a year;
from 610 to 375 km with fairway depth limited to 1.80-2.00 m for 20-40 days a year”.

GERMANY

3. The following two entries should be deleted from the list of missing links:

- “Connecting canal to Leipzig including the extension of the Saal upstream from Halle (E-20-04)”; and
- “Link between the Twentekanaal and the Mittellandkanal (E 70)”.

Germany will not continue to follow those two projects.

4. The following entry should be deleted from the list of basic bottlenecks:

- “Saale (E 20-04) from Halle to Elbe upgrading to class IV”.

The project is completed.

5. In the list of strategic bottlenecks the entry concerning Mosel should be modified as follows:

- “Mosel (E 80) - construction of second lock chambers.^{1/}”

The deepening of the River Mosel to 3.0 m fairway depth is completed.

NETHERLANDS

6. A footnote No.22 to a missing link “Link between the Twentekanaal and the Mittellandkanal” (E 70) should be deleted. The German-Netherlands study group mentioned in the footnote has finished its work and no longer exists.

7. IJssel (E 70) from Arnhem to Zutphen, mentioned among the strategic bottlenecks is going to be upgraded to class Va and not to class Vb. A relevant amendment should therefore be made to the text of this entry.

ROMANIA

The entry concerning Romania should be modified to read:

“Missing links:

- Danube - Bucuresti Canal (E 80-05).
- Olt up to Slatina (E 80-03).

Basic bottlenecks:

- Prut (E 80-07) from the mouth to Ungheni.
- Canal Bega (E 80-01-02) up to Timisoara.

Strategic bottlenecks:

- Danube (E 80) from 863 to 175 km – low fairway depth at dry seasons (below 2.50 m - value recommended by the Danube Commission) at several critical sections, i.e.
 - from 863 to 845.5 km, with fairway depth limited to 2.20-2.30 m for 7-15 days a year;
 - from 845.5 to 610 km, with fairway depth limited to 2.10-2.20 m for 10-15 days a year;
 - from 610 to 375 km, with fairway depth limited to 1.80-2.00 m for 20-40 days a year;
 - from 375 to 300 km, with fairway depth limited to 1.60-2.20 m for 30-70 days a year;
 - from 300 to 175 km, with fairway depth limited to 1.90-2.10 m for 15-30 days a year;
- 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, 37 nautical miles and at the Sulina bar in the mouth of the River, with fairway depth limited to 6.90-7.00 m for 10-20 days a year”.

^{1/} Project is under way.

RUSSIAN FEDERATION

8. The text concerning strategic bottlenecks in the network of E waterways on the territory of the Russian Federation should be modified to read:

“Don (E 90) from Kalach to Azov - low water depth (3.40 m) at sill of the Kochetov Lock (162.0 km). The construction of a second parallel lock is envisaged with a depth at sill of 4.00 m

Volga (E 50) low water depth at sill of the Gorodetski Lock (850.0 km). Due to the lowering during recent years of the level of the lower pond of the Gorodetski Lock by 90 cm the water depth at sill of 3.50 m can only be ensured for 2-3 hours a day. Study is currently under way aimed at step-by-step improvement of navigational conditions on the lower pond”.

INLAND NAVIGATION EUROPE

General

9. Inland Navigation Europe has examined with great interest the UNECE inventory on bottlenecks and missing links with regard to the E waterways of 27 July 2001. The inventory, listing waterways of common European interest, provides a guiding framework for setting pan-European investment targets. It is an introductory step to a pan-European quality net of performing waterway corridors.

10. Waterway transportation is growing where the appropriate infrastructure is available. It is important to take away bottlenecks and to bridge missing links to enable continuous development, because it is self-evident that a hindrance has a negative impact on the operations of the network. Investing in waterways is a condition sine qua non to promoting a transport mode causing less damage to the environment and relieving congestion on trans-European road corridors.

11. Investing in waterways is more than investing in mobility. Waterways are multifunctional and cover public and private needs such as water supply, flood management, irrigation, energy supply, tourism etc. Last but not least, waterway upgrading and development is currently in line with high environmental standards protecting wildlife and biodiversity.

12. INE calls upon the UNECE Inland Transport Committee and its Working Party on Inland Water Transport to:

- Add and/or complete the bottlenecks listed below to the Inventory;
- Associate actively countries such as Finland, Ireland, Italy, Portugal, Sweden, Spain and the United Kingdom to this exercise in order to include important sea-river routes and to increase the potential of waterway transportation in Europe;
- Outline the positive environmental and mobility impact given the growing concern about waterway development.

13. Finally, INE calls upon the European Commission to take into account the UNECE Inventory when preparing the revision of the trans-European network guidelines in 2004.

Additions to the Inventory of the Most Important Bottlenecks and Missing Links in the E Waterway Network²

Belgium

Strategic bottlenecks

- Canal de Lanaye (E 01) building of a class VIb lock.

France

Basic bottlenecks

- Meuse (E 01-02) between Givet and the Belgian border - upgrading to class IV.

Strategic bottlenecks

- Moselle (E 80) - lifting of bridges between Metz and Apach enabling 3-layer container transport.
- Network Nord Pas-de-Calais (E 02 and E 05) - lifting of bridges and upgrading of links with Belgium to class Va.
- Oise (E 05) increasing of the water draft up to 3.5m between Creil and Conflans - Sainte-Honorine.

Netherlands

Basic bottlenecks

- Almelo-Coevorden link (extension of the E 70-03) - upgrading to class IV.
- Zuidwillemsvaart up to Veghel (E 01-01) - upgrading to class IV.

Strategic bottlenecks

- E 12-02 waterway - upgrading Zwartsluis at Meppel-Ramspol.
- E 15 waterway - upgrading the Lemmer-Delfzijl section to class Va enabling 4-layer container transport, including Lemmer Lock.

² The additions proposed by the INE are to be confirmed by the Governments concerned (Belgium, France and the Netherlands).

- E 15 waterway - upgrading the Amsterdam-Lemmer section to class Vb.
- Waal (E 10) – upgrading the maximum admissible draft to 2.8 m.
- Twente Canal (E 70) - upgrading to class V.
- E ... waterway - increasing the capacity of the Eefde Lock.
- Lekkanaal (E ...) - upgrading of the Beatrix Lock.
- Maas route (E 01) - upgrading to class Vb enabling 5-layer container transport.
- E ... waterway - upgrading of the Ternaaien Lock.
- Maas-Waal Canal (E 12) - increasing the capacity of the Weurt and Heumen Locks.
- E 06 waterway - increasing the capacity of the Kreekrak Locks.
- E 03 waterway - increasing the capacity of the Volkerak Locks, Krammer Locks and Terneuzen Locks.
