

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Geneva

**INVENTORY OF MAIN STANDARDS AND PARAMETERS
OF THE WATERWAY NETWORK**

(“BLUE BOOK”)

Addendum 3



UNITED NATIONS
New York and Geneva, 2003

In accordance with the instructions received from the Governments, the Inventory of Main Standards and Parameters of the Waterway Network (“Blue Book”, document TRANS/SC.3/144 and Add.1-2), should be amended as follows:

GERMANY

1. Amend the list of missing links as follows:

“Missing links:

- Link between the Mittellandkanal and the Elbe-Havel-Kanal (“Magdeburg Waterway Crossroad”) (E 70).¹”

2. Amend the list of basic bottlenecks as follows:

“Basic bottlenecks:

- Saale (E 20-04) from Halle to Elbe, upgrading to class IV is under way.
- Mittellandkanal (E 70) - sections which have not yet been modernized are to be upgraded to class Vb.²
- Elbe-Havel-Kanal (E 70) - upgrading to class Vb.³
- Untere-Havel-Wasserstraße (E 70) from Plaue to Spree - upgrading to class Vb.⁴
- Berlin region waterways (various sections) upgrading to class IV and higher classes.⁵
- Havel-Oder-Wasserstraße (E 70) - upgrading to class Va.⁶”

¹ Project is under way.

² Project is under way.

³ Project is under way.

⁴ Project is under way.

⁵ Project is under way.

⁶ Project is under way.

3. Amend the list of strategic bottlenecks as follows:

“Strategic bottlenecks:

- Rhine (E 10) - low fairway depth at dry seasons: downstream from Duisburg (2.5 m) and from St. Goar to Mainz (1.90 m).
- Datteln-Hamm-Kanal (E 10-01) to the West of Hamm Harbour - upgrading to class Vb is under way.
- Rhine-Herne-Kanal (E 10-03): upgrading to class Vb is under way on sections which have not yet been modernized.
- Dortmund-Ems-Kanal (E 13) from 108.3 km to 21.5 km - upgrading to class Vb is under way.
- Weser (E 14) from 360.7 km to Minden - low fairway depth (2.5 m).
- Elbe (E 20) - low fairway depth at dry season (1.4 m) from Lauenburg upstream to the border between Germany and the Czech Republic.
- Mosel (E 80) - construction of second lock chambers.⁷
- Main (E 80) upstream from Lengfurt - low fairway depth (2.5 m).
- Danube (E 80) from Straubing to Vilshofen - low fairway depth (1.55 m).”

4. In table 1, “Navigational Characteristics of Main European Inland Waterways of International Importance”, data relating to the E 10 and E 20 waterways should be modified to read:

⁷ Project is under way.

E Waterway	Section of E Waterway	Length (km)	Maximum dimensions of vessels and pushed convoys which may be accommodated			Minimum height under ridges (m)	Class	Suitability for combined transport	Comments
			Length (m)	Width (m)	Draught (m)				
1	2	3	4	5	6	7	8	9	10
E 10	RHINE from Köln to Koblenz	95.0	135.0/193.0 /269.5	22.90/34.35 /22.90	2.50 ¹⁷	9.10	VIc	A	
			135.0/193.0 /269.5	34.35 ¹⁶ 22.90/22.90	2.50 ¹⁷	9.10	VIc	A	
E 20	ELBE from Lauenburg to Wittenberge	113.0	110.0/190.0	11.45/24.00	1.60 ³²	6.50	VIb ²⁹	B	
			110.0/190.0	11.45/24.00	1.40 ³²	5.29/8.49 ³¹	VIb ²⁹	B	
	ELBE from Wittenburge to the border between Germany and the Czech Republic	455.0	110.0/137.0	11.45/11.45	1.60 ³²	6.50	Va ²⁹	B	
			110.0/137.0	11.45/11.45	1.40 ³²	4.33/6.93 ³¹	Va ²⁹	B	

BELGIUM

5. Amend the list of basic bottlenecks as follows:

“Basic bottlenecks:

- Kanaal Bocholt-Herentals (E 01-01), Bocholt-Dessel section.
- Zuid-Willemsvaart (E 01-01), section Bocholt-Belgium/Netherlands border.
- Gent-Oostende Canal (E 02), Brugge-Beernem section.
- Harelbeke-Halluin lock (E 02) - upgrading from class II to class IV.⁸
- Plassendale-Nieuwpoort Canal (E 02-02-01).
- Charleroi-Bruxelles Canal (E 04), Lembeek-Bruxelles section (upgrading of the height under bridges and improvement of the waterway is required).
- Bossuit-Kortrijk Canal (E 05-01), Zwevegem-Kortrijk section.
- Dender (E 05-04), Aalst-Dendermonde section.⁹
- Canal de Lanaye (E 01) - building of a class VIb lock.¹⁰”

6. In the list of strategic bottlenecks replace “Rupelmonde-Bruxelles (E 04)” by “Bruxelles Schelde (E 04)”.

7. In table 1, “Navigational Characteristics of Main European Inland Waterways of International Importance”, data relating to the E 01, E 01-01, E 01-02, E 01-04, E 01-04-01, E 02, E 02-02, E 02-02-01, E 02-04, E 03, E 04, E 05, E 05-01, E 05-02, E 05-04 and E 07 waterways should be modified as follows:

⁸ Project is under way.

⁹ The Government of Belgium informed the secretariat that according to the Flemish Region E 05-04 should be limited to the Bovenzeeschelde-Aalst section and should not include the rest of the Dender and the Blaton-Ath Canal as provided for in the AGN Agreement.

¹⁰ Project is under study.

E Waterway	Section of E Waterway	Length (km)	Maximum dimensions of vessels and pushed convoys which may be accommodated			Minimum height under ridges (m)	Class	Suitability for combined transport	Comments
			Length (m)	Width (m)	Draught (m)				
E 01	CONDE-POMMEROEUL- CANAL Hensies-Pommeroeul	6.1	110.0/110.0	11.40/11.40	3.00	7.10	Va	A	Currently not in service
			110.0/110.0	11.40/11.40	3.00	7.10	Va	A	
	NIMY-BLATON- PERONNES CANAL Pommeroeul-Nimy	16.8	85.0/85.0	10.50/10.50	2.50	5.20	IV	A	
			85.0/85.0	10.50/10.50	2.50	5.20	IV	A	
	CANAL DU CENTRE (large dimensions) Nimy-Seneffe	24.8	85.0/85.0	10.50/10.50	2.50	5.25	IV	A	
			85.0/85.0	10.50/10.50	2.50	5.25	IV	A	
	CHARLEROI-BRUXELLES CANAL Seneffe-Charleroi	26.2	85.0/85.0	10.50/10.50	2.50	6.05	IV	A	
			85.0/85.0	10.50/10.50	2.50	6.05	IV	A	
	SAMBRE Charleroi-Namur	48.8	85.0/85.0	10.50/10.50	2.60	5.60	IV	A	
			85.0/85.0	10.50/10.50	2.60	5.60	IV	A	
	MEUSE Namur-Ivoz-Ramet	50.6	135.0/135.0	12.50/12.50	3.00	6.60	Va	A	
			135.0/135.0	12.50/12.50	3.00	6.60	Va	A	
	MEUSE Ivoz-Ramet-Liège	16.6	196.0/196.0	15.00/15.00	3.00	7.00	Vb	A	
			196.0/196.0	15.00/15.00	3.00	7.00	Vb	A	
	ALBERT KANAAL Liège-Lanaye	17	196.0/196.0	23.00/23.00	3.40	7.50	VIb	A	
			196.0/196.0	23.00/23.00	3.40	7.50	VIb	A	
	CANAL DE LANAYE Lanaye	1.9	196.0/196.0	23.00/23.00	3.20	8.50	VIb	A	
			135.0/135.0	15.00/15.00	3.20	8.50	Va	A	
E 01-01	KANAAL DESSEL- KWAADMECHELEN Kwaadmechelen-Kom van Dessel	15.8	110.0/110.0	11.50/11.50	2.80	5.50	IV	B	
			110.0/110.0	11.50/11.50	2.80	5.20	IV	C	
	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	4.93	II	C	
	KANAAL BOCHOLT- HERENTALS Sluis 1 Lommel-Bocholt	27.1	85.0/85.0	9.50/9.50	2.80	5.50	IV	B	
			85.0/85.0	8.30/8.30	2.50	5.50	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	2.10	5.15	II	C	

E Waterway	Section of E Waterway	Length (km)	Maximum dimensions of vessels and pushed convoys which may be accommodated			Minimum height under ridges (m)	Class	Suitability for combined transport	Comments
			Length (m)	Width (m)	Draught (m)				
E 01-02	MEUSE Namur-Givet	46.4	98.0/99.70	11.80/11.80	2.50	5.63	IV	A	
			98.0/99.70	11.80/11.80	2.50	5.63	IV	A	
E 01-04	BASSE-MEUSE Liège-Visé	13.8	135.0/135.0	15.00/15.00	2.40	7.90	Va	A	
			135.0/135.0	15.00/15.00	2.40	7.90	Va	A	
E 01-04-01	MONSIN CANAL Peronnes-Pommeroeul	0.7	135.0/135.0	15.00/15.00	3.40	9.20	Va	A	
			135.0/135.0	15.00/15.00	3.40	9.20	Va	A	
E 02	CANAL BOUDEWIJN Zeebrugge-Brugge	12.0	.../...	.../...	...	...	VIb	A	Sea vessels route
			125.0/125.0	12.00	4.75	...	VIb	A	
	GENT-OOSTENDE CANAL Brugge-Beernem	13.8	89.7/89.7	10.20/10.20	2.50	7.50	IV	B	
			89.7/89.7	10.20/10.20	2.50	7.50	IV	B	
	GENT-OOSTENDE CANAL Beernem-Schipdonk	19.1	100.0/100.0	10.20/10.20	2.50	7.00	IV	B	
			100.0/100.0	10.20/10.20	2.50	7.00	IV	C	
	LYS BYPASS CANAL Schipdonk-Deinze	14.9	185.0/185.0	11.40/11.40	2.50	7.50	Vb	A	
			110.0/110.0	11.40/11.40	2.50	7.50	Va	A	
	LYS Deinze-Ooigem	15.5	185.0/185.0	11.40/11.40	2.50	7.00	Vb	A	
			110.0/110.0	11.40/11.40	2.50	5.53	Va	A	
	LYS Ooigem-Harelbeke lock	6.5	185.0/185.0	11.40/11.40	2.50	7.00	Vb	A	
			110.0/110.0	11.40/11.40	2.50	6.49	Va	C	
	LYS Harelbeke lock-Halluin	15.8	185.0/185.0	11.40/11.40	2.50	7.00	Vb	A	
			70.0/70.0	7.60/7.60	2.30	4.42	II	C	
	LYS MITOYENNE Halluin-Wervik	9.1	185.0/185.0	11.40/11.40	2.50	7.00	Vb	A	
			85.0/85.0	10.30/10.30	2.30	4.73	IV	C	
	LYS MITOYENNE Belgian Commune of Comines	8.7	185.0/185.0	11.40/11.40	2.50	7.00	Vb	A	
			85.0/85.0	10.30/10.30	2.30	4.73	IV	C	
E 02-02	GENT-OOSTENDE CANAL Brugge-Oostende	21.0	125.0/185.0	12.00/12.00	3.35	7.00	Vb	A	
			125.0/185.0	12.00/12.00	2.50	5.50	Vb	B	
E 02-02-01	PLASSENDALE- NIEUWPOORT CANAL Plassendale-Gistelbrug	21.0	110.0/110.0	11.50/11.50	2.50	7.00	Va	A	
			60.0/60.0	6.35/6.35	2.00	5.40	I	C	
	PLASSENDALE- NIEUWPOORT CANAL Gistelbrug-Snaaskerke		110.0/110.0	11.50/11.50	2.50	7.00	Va	A	
			60.0/60.0	8.05/8.05	2.00	5.50	I	C	

E Waterway	Section of E Waterway	Length (km)	Maximum dimensions of vessels and pushed convoys which may be accommodated			Minimum height under ridges (m)	Class	Suitability for combined transport	Comments
			Length (m)	Width (m)	Draught (m)				
E 02-02-01 (cont'd)	PLASSENDALE- NIEUWPOORT CANAL Snaaskerke-Nieuwpoort	...	110.0/110.0	11.50/11.50	2.50	7.00	Va	A	
			60.0/60.0	8.05/8.05	2.00	7.00	I	C	
E 02-04	ROESELARE-LEIE CANAL	16.5	110.0/110.0	11.50/11.50	2.50	7.00	Va	A	
			110.0/110.0	11.50/11.50	2.50	6.00	Va	A	
E 03	TERNEUZEN-GENT CANAL	32.6	110.0/193.0	22.80/22.80	5.50-12.50	51.00	VIb	A	Sea vessels route
			110.0/193.0	22.80/22.80	5.50-12.50	51.00	VIb	A	
	GENT CIRCULAR CANAL Gent-Terneuzen- Boven- Schelde Canal	17.1	185.0/185.0	16.00/16.00	3.50	9.10	Vb	A	
			110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
E 04	WESTERSCHELDE	65.0	135.0/195.0	15.00/22.80	4.50	No restrictions	VIb	A	Sea vessels route
			135.0/195.0	15.00/22.80	4.50	No restrictions	VIb	A	
	BENEDEN-ZEESCHELDE Antwerpen	30.8	135.0/195.0	15.00/22.80	4.50	No restrictions	VIb	A	Sea vessels route
			135.0/195.0	15.00/22.80	4.50	No restrictions	VIb	A	
	BOVEN-ZEESCHELDE Antwerpen-Wintam	8.7	135.0/195.0	15.00/22.80	4.50	45.00	VIb	A	Sea vessels route
			135.0/195.0	15.00/22.80	4.50	45.00	VIb	A	
	BRUXELLES-SCHELDE CANAL Wintam-Sauvegarde	3.6	220.0/220.0	23.00/23.00	9.00	45.00	VIb	A	
			220.0/220.0	23.00/23.00	8.50	45.00	VIb	A	
	BRUXELLES-SCHELDE CANAL Sauvegarde-Bruxelles	28.0	205.0/205.0	22.80/22.80	5.80	32.00	VIb	A	
			205.0/205.0	15.00/15.00	5.80	30.00	Vb	A	
	BRUXELLES-CHARLEROI CANAL Bruxelles-Clabecq	21.6	81.6/81.6	10.50/10.50	3.00	5.25	IV	B	Canal
			81.6/81.6	10.50/10.50	2.50	4.50	IV	C	
	CHARLEROI-BRUXELLES CANAL Clabecq-Seneffe	19.7	85.0/85.0	10.50/10.50	2.50	4.75	IV	C	Dredging in progress
			85.0/85.0	10.50/10.50	2.50	4.75	IV	C	

E Waterway	Section of E Waterway	Length (km)	Maximum dimensions of vessels and pushed convoys which may be accommodated			Minimum height under ridges (m)	Class	Suitability for combined transport	Comments
			Length (m)	Width (m)	Draught (m)				
E 05	HAUT-ESCAUT Bléharies-Herinnes	32.8	110.0/110.0	11.50/11.50	2.60	6.18	Va	B	
			110.0/110.0	11.50/11.50	2.60	6.18	Va	B	
	BOVEN-SCHELDE Herinnes-Bossuit	5.6	110.0/110.0	11.50/11.50	2.50	7.00	Va	A	
			110.0/110.0	11.50/11.50	2.50	6.10	Va	B	
	BOVEN-SCHELDE Bossuit-Asper lock	30.6	110.0/110.0	11.50/11.50	2.50	7.00	Va	A	
			110.0/110.0	11.50/11.50	2.50	6.50	Va	B	
	BOVEN-SCHELDE Asper lock-Gent Circular Canal	14.6	110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
			110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
	GENT CIRCULAR CANAL Boven-Schelde-Merelbeke lock	0.9	110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
			110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
	GENT CIRCULAR CANAL Merelbeke lock-Boven- Zeeschelde	3.7	110.0/110.0	11.40/11.40	7/	7.00	Vb	A	
			110.0/110.0	11.40/11.40	7/	6.70	Vb	B	
	BOVEN-ZEESCHELDE Gent Circular Canal-Dender	28.2	110.0/110.0	11.40/11.40	7/	7.00	Va	A	
			85.0/85.0	9.50/9.50	7/	6.77	IV	B	
	BOVEN-ZEESCHELDE Dender-Baasrode	10.9	110.0/110.0	12.00/12.00	7/	7.00	Va	A	
			85.0/85.0	12.00/12.00	7/	7.00	IV	A	
	BOVEN-ZEESCHELDE Baasrode-Durme	10.5	110.0/110.0	12.00/12.00	7/	7.00	Va	A	
			95.0/95.0	12.00/12.00	7/	7.00	Va	A	
	BOVEN-ZEESCHELDE Durme-Antwerpen	26.5	135.0/195.0	15.00/22.80	7/	45.00	VIb	A	
			135.0/195.0	15.00/22.80	7/	45.00	VIb	A	
	ALBERTKANAAL Antwerpen-Wijnegem	9.7	134.0/200.0	12.50/22.80	3.40	9.10	VIb	A	
			134.0/200.0	12.50/12.50	3.40	6.70	Vb	A	
	ALBERTKANAAL Wijnegem-Lanaken	90.0	134.0/196.0	12.50/23.00	3.40	9.10	VIb	A	
			134.0/196.0	12.50/23.00	3.40	6.90	VIb	A	
	ALBERTKANAAL Lanaken	1.0	134.0/196.0	12.50/23.00	3.40	9.10	VIb	A	
			134.0/134.0	12.50/12.50	3.40	7.00	Va	A	
	ALBERTKANAAL Lanaken-Kanne	10.0	134.0/196.0	12.50/23.00	3.40	9.10	VIb	A	
			134.0/196.0	12.50/23.00	3.40	6.90	VIb	A	

E Waterway	Section of E Waterway	Length (km)	Maximum dimensions of vessels and pushed convoys which may be accommodated			Minimum height under ridges (m)	Class	Suitability for combined transport	Comments
			Length (m)	Width (m)	Draught (m)				
E 05-01	BOSSUIT-KORTRIJK CANAL Bossuit-Zwevegem	12.7	110.0/110.0	10.00/10.00	2.50	6.36	IV	B	
			110.0/110.0	10.00/10.00	2.50	4.50	IV	C	
	BOSSUIT-KORTRIJK CANAL Zwevegem-Kortrijk	2.5	110.0/110.0	10.00/10.00	2.50	6.50	IV	B	
			38.7/38.7	5.15/5.15	1.80	3.93	I	C	
E 05-04	BLATON-ATH CANAL AND DENDER Limit Flemish region- Railway bridge Erembodegem (incl.)	32.9	41.55/41.55	5.00/5.00	1.90	3.95	I	C	
			41.55/41.55	5.00/5.00	1.90	3.95	I	C	
	DENDER Railway bridge Erembodegem-Aalst Lock (incl.)	1.3	41.55/41.55	5.00/5.00	1.90	3.95	I	C	
			41.55/41.55	5.00/5.00	1.90	3.95	I	C	
	DENDER Aalst Lock-calibrated section of Dendermonde	11.0	110.0/110.0	9.50/9.50	2.50	7.00	IV	B	
			55.0/55.0	7.30/7.30	2.50	5.06	II	C	
	DENDER Calibrated section of Dendermonde-Dendermonde Lock (incl.)	2.4	110.0/110.0	16.00/16.00	2.50	7.22	Va	A	
			110.0/110.0	11.50/11.50	2.50	7.22	Va	A	
E 07	GENT-OOSTENDE CANAL Lovendegem-Leie Bypass Canal	5.2	185.0/185.0	11.50/11.50	2.50	7.50	Vb	A	
			110.0/110.0	11.50/11.50	2.50	7.50	Va	A	
	LEIE BYPASS CANAL Gent-Oostende Canal- Balgerhoeke	13.4	185.0/185.0	11.40/11.40	2.50	7.00	Vb	A	
			44.1/44.1	6.07/6.07	2.30	4.50	I	C	
	LEIE BYPASS CANAL Balgerhoeke-Zeebrugge	...	185.0/185.0	11.40/11.40	2.50	7.00	Vb	A	New link to be built
			.../...	.../...	...	...	...	...	

8. In Table 2, data relating to the locks situated on sections of the E 01, E 01-02, E 01-01, E 02-04, E 03, E 04, E 05, E 05-02, E 05-01 waterways, should be modified as follows:

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 01	NIMY - BLATON - PÉRONNES CANAL Pomeroeul - Nimy	...	...	...	No structures
	CANAL DU CENTRE Nimy - Seneffe	96.0	12.00	4.00	Obourg lock
		124.0	12.50	4.00	Havre lock
		2x112.0	2x12.0	4.00	Strépy-Thieu I lift
	CHARLEROI-BRUXELLES CANAL Seneffe-Charleroi	85.92	11.50	4.60	Viesville lock
		85.80	11.50	4.30	Gosselies lock
		85.10	11.50	3.10	Marchienne lock
	SAMBRE Charleroi-Namur	119.40	12.50	3.44	Marcinelle lock
		112.00	12.50	3.50	Montignies lock
		111.90	12.50	3.50	Roselies locks
		136.30	12.50	3.10	Auvelais lock
		111.90	12.50	4.00	Mornimont lock
		111.90	12.50	3.55	Floriffoux lock
	MEUSE Namur-Liège	136.90	12.50	3.25	Salzinnes lock
		200.0	25.00	4.95	Grand Malades lock
		200.0	25.00	3.90	Andenne-Seilles lock
	CANAL DE LANAYE	136.0	16.00	4.00	Ampsin-Neuville parallel locks
		220.0	25.00	4.00	Ivoz-Ramet parallel locks
				n	Lanaye lock Project
E 01-02	MEUSE Namur-Givet	100.0	12.00	2.79	La Plante lock
		100.0	12.00	2.75	Tailfer lock
		100.0	12.00	2.75	Hun lock
		100.0	12.00	2.75	Dinant lock
		100.0	12.00	2.76	Houx lock
		100.0	12.00	2.75	Anseremme lock
		100.0	12.00	2.75	Waulsort lock
		100.0	12.00	2.75	Hastièrre lock
E 01-01	Kwaadmechlen-Belgium/Netherlands border	52.0	7.00	2.50	Bocholt and Lozen locks (Nos. 18 and 17)
		55.0	7.50	2.50	Mol and Lommel locks (Nos. 1, 2 and 3)
E 02-04	LEIE-ROESELARE CANAL	115.0	12.50	3.50	Ooigem lock
E 03	SCHELDE-RIJN CONNECTION	290.0	24.00	6.25	Volkeraksluizen
		290.0	24.00	6.25	
		290.0	24.00	6.25	
	SCHELDE-RIJN CONNECTION	280.0	24.00	5.05	Krammersluizen
		280.0	24.00	5.05	
	ZUID-BEVELAND CANAL Hansweert	285.0	24.00	7.30	
		285.0	24.00	7.30	

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 03 (cont'd)	TERNEUZEN-GENT CANAL	290.0	38.00	13.50	Terneuzen Westsluis Complex
		140.0	24.00	8.35	Middensluis
		280.0	24.00	6.63	Oostsluis
	GENT CIRCULAR CANAL	136.0	16.00	3.80	Evergem lock
E 04	BRUXELLES-SCHELDE CANAL	225.0	25.00	9.50	New Wintam lock
		205.0	24.00	6.50	Zemst lock
	CHARLEROI-BRUXELLES CANAL Bruxelles-Clabecq	81.6	10.50	3.70	Six locks
	CHARLEROI-BRUXELLES CANAL Clabecq-Seneffe	90.0 85.5	12.00 2x11.60	3.48 4.20	Ittre lock Ronquières inclined plan
E 05	HAUT ESCAUT	125.0	14.05	2.89	Herinnes lock
	Blénaries-Herinnes	124.5	14.00	2.89	Kain lock
	BOVEN-SCHELDE	124.5	14.05	3.50	Kerkhove lock
	Herinnes-Gent Circular Canal	125.0	14.00	3.50	Oudenaarde lock
		125.0	14.00	3.50	Asper lock
	GENT CIRCULAR CANAL	180.0	18.00	variable	Two Merelbeke locks
	BENEDEN-SEESCHELDE Port of Antwerpen	180.0	22.00	variable	Royers lock
	ALBERTKANAAL Antwerpen-Eben-Emael	136.0 200.0	16.00 24.00	5.00 5.00	Six lock complexes of: Two locks One lock
E 05-02	NIMY-BLATON-PERONNES CANAL	86.0	12.00	3.50	Peronnes I lock
	Peronnes-Pommeroeul	86.0	12.00	3.50	Peronnes II lock
E 05-01	BOSSUIT-KORTRIJK CANAL	38.7	5.15	1.80	Three locks
		115.0	12.50	3.50	Zwevegem lock
		115.0	12.50	3.50	Bossuit lock
		115.0	12.50	3.50	Moen lock

9. Delete footnote 1 to table 2.

10. In table 3, data relating to certain Belgian ports should be modified as follows:

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 01-02	Charleroi (Lower Sambre, 38.8 km)			X	X	X	X	X	
P 01-03	Namur (Meuse, 46,3 km)		X		-	-	-	X	
P 01-04	Liège (Meuse, 113.7 km)			X	X	X	X	X	
P 02-02	Aalter (Gent Oostende-Canal, 22.5 km)	...	...	...	...	...	...	...	

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'			
P 02-04-01	Roeselare (Leie-Roeselare Canal, 0.5 km)	...	...	...	...	...	...	...	
P 02-04-02	Izegem (Leie-Roeselare Canal, 6.4 km)	...	...	...	...	...	...	...	
P 03-03	Zelzate (Gent-Terneuzen Canal, 19.6 km)	...	...	...	...	...	...	...	
P 03-04	Gent (Gent-Terneuzen Canal, 4.6 km)	...	...	...	...	...	...	...	
P 05-01	Avelgem (Bovenschede, 35.7 km)	X			X	X	...	...	
P 05-07	Centre and West (Schelde, 22.0 km) ³			X	-	-	-	X	

BULGARIA

11. Add the following to the list of strategic bottlenecks:

“Strategic bottlenecks:

- Danube from 84.5 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.”

RUSSIAN FEDERATION

12. Amend the list of strategic bottlenecks as follows:

“Strategic bottlenecks:

- 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.”

13. In table 1, “Navigational Characteristics of Main European Inland Waterways of International Importance”, data relating to the E 50 waterway should be modified as follows:

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 50	Volga	2 697.0	/280.0	/28.50	3.10 ¹⁷	12.10	VIc	A	
	Rybinsk-Astrakhan lock		/280.0	/28.50	3.10 ⁴²	12.10	VIc	A	

14. In table 2, data relating to the locks situated on sections of the E 50 waterway should be modified as follows:

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 50	Volga Rybinsk-Astrakhan	... 280.0	29.50	3.50 ¹¹	Sixteen locks

FRANCE

15. Add the following to the list of basic bottlenecks:

“Basic bottlenecks:

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

16. Amend the French text relating to the strategic bottleneck concerning the Oise (concerns the French text only).

17. Add the following 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 80) increasing the water draught up to 3.5m between Creil and Conflans-Sainte-Honorine.”

LUXEMBOURG

18. Delete the texts referring to bottlenecks and missing links on the territory of Luxembourg.

NETHERLANDS

19. Delete the list of missing links.

20. Add the following to the list of basic bottlenecks:

“Basic bottlenecks:

- Zuid-Willemsvaart up to Veghel (E 70-03) - upgrading to class IV.¹¹”

21. Amend the list of strategic bottlenecks as follows:

“Strategic bottlenecks:

- IJssel (E 70) from Arnhem to Zutphen - upgrading to class Va is envisaged.
- Upgrading of the Zwartsluis at Meppel-Ramspol (E 12-02).¹²
- Upgrading of the Lemmer-Delfzijl section (E 15) to class Va enabling at least 3-layer container transport.¹³
- Twente Canal (E 70) - upgrading to class Va¹⁴ and increase of the capacity of the Eefde lock.¹⁵
- Lekkanaal¹⁶ - upgrading of the Beatrix lock.
- Maas route (E 01) - upgrading to class Vb enabling 4-layer container transport.¹⁷

¹¹ Project is under study and is expected to be carried out after 2006.

¹² Project is under way.

¹³ Project is under way.

¹⁴ Project is under way.

¹⁵ Project is expected to be carried out after 2010.

¹⁶ Although it does not appear in the AGN, this waterway is provisionally added to the list pending possible amendment of the Agreement.

¹⁷ Project is under study and is expected to be carried out in 2005-2019.

- E 06 waterway - increasing the capacity of the Kreekrak locks.¹⁸
- E 03 waterway - increasing the capacity of the Volkerak locks¹⁹ and Terneuzen locks.”²⁰

SERBIA AND MONTENEGRO

22. Add the following to the list of strategic bottlenecks:

“Strategic bottlenecks:

- Danube (E 80) from 863 to 845.5 km - low fairway depth at dry seasons (below 2.50 m - value recommended by the Danube Commission) with fairway depth limited to 2.20-2.30 m for 7-15 days a year.”

SLOVAKIA

23. Amend the list of missing links as follows:

“Missing links:

- Danube-Oder-Elbe connection (E 20 and E 30).
- Vah-Oder link (E 81).”

24. Amend the list of basic bottlenecks as follows:

“Basic bottlenecks:

- Vah (E 81) from Sered'/Hlohovec (75.0 km) to Žilina (250.0 km) - insufficient fairway depth. Canalization of the river and its upgrading from class III to class VIa in conjunction with the construction of new locks, and reconstruction of existing locks, are required.”

25. 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.

¹⁸ Realization of this project is conditional upon agreement between the Governments of the Netherlands and Belgium.

¹⁹ Project is expected to be carried out after 2010.

²⁰ Realization of the project is conditional upon agreement between the Governments of the Netherlands and Belgium.

- Danube (E 80) from Devin (1,880.26 km) to Děvínská 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 (1,811.0 km) to the mouth of the Ipel River (1,708.2 km) - insufficient depth and width of the fairway at low water level.
- Danube (E 80) from Bratislava (1,867.0 km) to the mouth of the Ipel River (1,708.2 km) - upgrading to class VII is required.
- Vah (E 81) from Kralova (63.1 km) to Hlohovec (101.9 km) - construction of Sered-Hlohovec hydraulic complex and reconstruction of canals and locks is required in order to upgrade this section of the river to class VIa.
- Vah (E 81) from Komarno (0.0 km) to Selice (42.0 km) - low maximum draught (1.6 m). Navigable conditions will improve after the construction of the lower hydraulic works of the Gabčíkovo-Nagymaros complex.”

SWEDEN

26. In table 1, “Navigational Characteristics of Main European Inland Waterways of International Importance,” data relating to the E 60-07 and E 60-09 waterways should be modified as follows:

E Waterway	Section of E Waterway	Length (km)	Maximum dimensions of vessels and pushed convoys which may be accommodated			Minimum height under bridge (m)	Class	Suitability for combined transport	Comments
			Length (m)	Width (m)	Draught (m)				
1	2	3	4	5	6	7	8	9	10
E 60-07	GÖTA ÄLV	...	125.0/125.0	16.50/16.50	5.40	...	Va	A	
			125.0/125.0	16.50/16.50	5.40	...	Va	A	
	TROLLHÄTTE CANAL	82.0	89.0/89.0	13.40/13.40	5.40	...	IVa	A	
			89.0/89.0	13.40/13.40	5.40	...	IVa	A	
E 60-09	SÖDERTÄLJE CANAL ²¹	6.0	124.0/124.0	18.00/18.00	6.50	...	Va	A	
			124.0/124.0	18.00/18.00	6.50	...	Va	A	

²¹ The maximum dimensions of vessels are applicable in daylight and good visibility. The Swedish Maritime Administration can grant exceptions from the maximum size up to 130 m x 19 m x 6.80 m.

27. In table 2, data relating to the locks situated on sections of the E 60-07 and E 60-09 waterways should be modified as follows:

E Waterway	Section of E Waterway	Dimension of locks			Comments
		Length (m)	Width (m)	Draught (m)	
1	2	3	4	5	6
E 60-07	TROLLHÄTTE CANAL	90.0	13.07	5.85	Six locks
E 60-09	SÖDERTÄLJE CANAL	135.0	19.60	8.00	One lock

ROMANIA

28. Amend the list of missing links as follows:

“Missing links:

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

29. Amend the list of basic bottlenecks as follows:

“Basic bottlenecks:

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

30. Add the following to the list of strategic bottlenecks:

“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 and 37 nautical miles and at the Sulina bar 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.”

UKRAINE

31. Add the following waterway to the list of basic bottlenecks:

- “Desna (E 40-01)²² from the mouth to Chernihiv - upgrading from class III to class IV is required.”

32. In table 1, data relating to the E 80-09 and E 40-01 waterways should be modified/added as follows:

²² For the time being this waterway is not mentioned in the AGN Agreement.

E Waterway	Section of E Waterway	Length (km)	Maximum dimensions of vessels and pushed convoys which may be accommodated			Minimum height under ridges (m)	Class	Suitability for combined transport	Comments
			Length (m)	Width (m)	Draught (m)				
1	2	3	4	5	6	7	8	9	10
E 80-09	DANUBE-KILIA (OCHAKOV) ARM, PRORVA ARM-PRORVA CANAL 6.0 km-0.0 km	6.0	121.5/135.0	17.50/22.00	4.50	No restrictions	Va	A	Prova Canal is silted; dredging has stopped
			121.5.135.0	17.50/22.00	4.50 ¹⁷	No restrictions	Va	A	
E 40-01	DESNA ²² From the mouth to Chernihiv, 0.00 km-198.0 km	198.0	...	...	1.60	...	IV	...	Free-flowing
			...	...	1.30	...	III	...	