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Working Party on Inland Water Transport
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UPDATING THE MAP OF EUROPEAN INLAND WATERWAYS

Transmitted by the Government of Ukraine

Reproduced below are proposals from the Ukrainian delegation on improving the three maps of European inland waterways. The general proposals refer to the maps as a whole and the Working Party may wish to discuss them and take an appropriate decision with a view to the forthcoming reissue of the maps in 2005-2006.

1. The double-sided map “European Inland Waterways” published in 1999 by the United Nations Economic Commission for Europe (UNECE), which includes three multi-coloured maps, is a valuable resource for experts working in the field of inland water transport.
2. In preparing the new edition and an electronic version of the maps, certain modifications and additions are still necessary to make the map more reliable and informative. The suggestions below refer both to waterways in Ukrainian territory and to the entire network of waterways covered by the European Agreement on Main Inland Waterways of International Importance (AGN).
3. The city (port) of Cherkassy should be marked on the right bank of the river Dnieper (Kremenchug reservoir) between Kanev and Kremenchug, and the parameters $\frac{14.70}{3.65}$ should be changed to $\frac{13.20}{3.65}$. This clarification should appear on all the maps.
4. The parameter $\frac{\text{---}}{11.20}$ should be indicated between the mouth of the southern Bug river and the port of Nikolaev.
5. The parameter $\frac{\text{---}}{1.60}$ should be indicated on the river Pripyat on the Ukrainian border, and the place name “Chernobyl” should appear lower down.
6. The parameter $\frac{\text{---}}{1.20}$ should be indicated between the mouth of the river Desna and Chernigov.
7. The parameter $\frac{\text{---}}{1.20}$ on the river Dnieper above the Kyiv reservoir should be moved closer to the river Dnieper.
8. The section downstream of the Kakhovka hydroelectric plant to the mouth of the river Dnieper should be shown as a free-flowing river, i.e. should be coloured (shaded) blue rather than violet on the map.
9. The symbol and place name “Kherson” should be moved 4 mm upstream on the Dnieper. Correspondingly, the parameter $\frac{\text{---}}{3.65}$ should be moved upstream 5 mm.
10. The parameter $\frac{\text{---}}{8.25}$ should be placed under the dot indicating the city (port) of Kherson, referring to the section between Kherson and the mouth of the river Dnieper (Rvach branch).
11. For each country with E waterways, a sufficient number of the ports of international significance named in the AGN Agreement are shown on the large-scale map entitled “European

Inland Waterways”. The fact that there are fewer ports on the other two maps, which are on a smaller scale, is entirely justified. It seems wrong, however, for not a single Ukrainian or Croatian Danube port to be indicated on either map, although it would be technically feasible to include them.

12. For clarity’s sake, on all the maps it would be advisable to increase the number of seaports on the coastal routes specified in the AGN Agreement, especially given that no information appears on the blue areas representing seas.

13. The small maps have the following technical defects:

- The dots representing cities (ports) are frequently in the wrong place. Thus, for example, Sulina is identified only as a Black Sea port, away from the Danube;
- It is hard to distinguish between almost identically coloured sections of waterway with the permissible draught given variously as 2.50-2.99 m and as more than 3 m.

14. While the electronic version of the three maps of the AGN network currently being prepared will undoubtedly be useful, larger-scale regional (basin or country-specific) maps of waterways, likewise in electronic format, might also be of practical interest to experts.

15. Such maps could contain additional information not only about E-category inland waterways, but also about waterways of regional significance, ports and other transport infrastructure elements of interest, distances between ports and other distances, connections between the E-category inland waterways, railways and roads in a given region, and other information. This proposal is entirely in keeping with the secretariat’s intention to prepare an integrated map of the network of waterways and networks of other modes of transport (TRANS/SC.3/155, para. 23) and to reflect on such a map the data contained in the “Blue Book” (TRANS/SC.3/158, para. 26).
