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Inland waterway infrastructure: Inventory of main standards and parameters of the E waterway network (“Blue Book”)

Information on the second revision of the UNECE Inventory of Main Standards and Parameters of the E-Waterway Network (“Blue Book”)

Note by the secretariat

I. Introduction

1. This document contains the draft second revised edition of the UNECE Inventory of Main Standards and Parameters of the E-Waterway Network (“Blue Book”) (ECE/TRANS/SC.3/144/Rev.1), prepared in accordance with the decision of the fifty-fourth session of the Working Party on Inland Water Transport (SC.3) (ECE/TRANS/SC.3/187, para.16). The current draft incorporates the information submitted by the Governments of Belarus, Belgium, Bulgaria, Croatia, Czech Republic, France*, Germany, Italy, Lithuania, Luxembourg, Netherlands, Russian Federation, Serbia, Switzerland, Ukraine and United Kingdom of Great Britain and Northern Ireland.

2. In accordance with the SC.3 decision to use in the revision of the Blue book the information available in the 2009 PLATINA Inventory of bottlenecks and missing links on the European waterway network (ECE/TRANS/SC.3/187, para. 15), the section on “Bottlenecks and Missing Links in the Network of Main Inland Waterways of International Importance” was revised based on the information provided by PLATINA.

3. The Working Party may wish to approve the draft of the revised Blue Book and issue instructions to the secretariat, if any, on the format of the final publication.

* The information was provided by Voies Navigables de France and will be submitted to the Government of France for final approval.

II. Draft content of the second revised edition of the UNECE Inventory of Main Standards and Parameters of the E-Waterway Network (“Blue Book”)

4. In accordance with the original content of the Blue Book, the second revision will contain the following information:

A. List of bottlenecks and missing links in the network of main inland waterways of international importance

5. The draft content of the list is presented in Annex I.

B. Navigational Characteristics of Main European Inland Waterways of International Importance

6. The draft table on navigational characteristics of main European inland waterways of international importance is presented in Annex II.

C. Parameters of Locks of Inland Waterways of International Importance

7. The draft table on Parameters of Locks of Inland Waterways of International Importance is presented in Annex III.

D. Technical Characteristics of Inland Navigation Ports of International Importance.

8. The draft table on Technical Characteristics of Inland Navigation Ports of International Importance is presented in Annex IV.

Annex I

List of bottlenecks and missing links in the network of main inland waterways of international importance

Austria

Missing links: Danube-Oder-Elbe Connection (E 20).

Basic bottlenecks: none.

Strategic bottlenecks: Danube (E 80) from 2,037.0 to 2,005.0 – low fairway depth (in some locations down to 2.20 m).

Belarus

Missing links: none.

Basic bottlenecks: none.

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).
- Pripyat (E 40) from Pkhov to Belarus/Ukrainian border – low maximum draught (1.5 m).

Belgium

Missing links:

- Meuse – Rhine link.*
- Maldegem – Zeebrugge (E 07).

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.

* This link is not mentioned in the AGN Agreement and its inclusion into the Inventory has been suggested by the Government of Belgium.

- Harelbeke – Halluin lock (E 02) – upgrading from class II to class IV. The project is under way.
- Plassendale – Nieuwpoort Canal (E 02-02-01).
- Charleroi-Bruxelles Canal (E 04), Lembeek – Bruxelles section – upgrading 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.

Strategic bottlenecks:

- Condé-Pommeroeul Canal (E 01) – re-opening of section currently not in service.
- Nimy-Blaton-Peronnes Canal (E 01) – upgrading to class Va.
- Canal du Centre (E 01) – upgrading to class Va.
- Charleroi-Bruxelles Canal (E 01) – upgrading to class Va.
- Meuse (E 01) in Ivoz-Ramet and Ampsin-Neuville (E 01) – upgrading to class VIb.
- Meuse (E 01) from Pont d'Ougrée to Liège – upgrading from class Vb to class VIb is envisaged.
- Canal de Lanaye (E 01) – building of a class VIb lock is under way.
- 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 Va to class VIb is envisaged.
- Haut Escaut (E 05) on section Bléharies-Hérinnes – Tournai passage – upgrading to class Va.
- Boven-Zeeschlede (E 05) on section Gent circular canal – Baasrode – upgrading from class IV to class Va is under consideration.
- Albertkanaal (E 05), Wijnegem passage and section Kanne – Liège – upgrading from class Vb to class VIb is envisaged.

Bosnia and Herzegovina

Missing links: none.

Basic bottlenecks: Sava (E 80-12) 507.0–174.8 km – upgrading from classes III/IV to classes IV/Va.

Strategic bottlenecks: none.

Bulgaria

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks: Danube from 845.5 to 375.0 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 610.0 km, with fairway depth limited to 2.10–2.20 m for 10–15 days a year, and
- from 610.0 to 375.0 km, with fairway depth limited to 1.80–2.00 m for 20–40 days a year.

Croatia

Missing links: Danube – Sava Canal (E 80-10) from Vukovar to Samac.

Basic bottlenecks: Sava (E 80-12) from Sisak to Serbian/Croatian State border – upgrading from class III/IV to classes IV (section between Sisak and Brčko) and Va (section between Brčko and Serbian/Croatian State border).

Strategic bottlenecks: none.

Czech Republic

Missing links: Danube – Oder – Elbe Connection (E 20 and E 30).

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

Strategic bottlenecks:

- Elbe (E 20) from Mělník to Chvaletice – narrow width of lock gates (12.0 m); from Chvaletice to Pardubice the construction of a lock at Přelouč is necessary.
- Vltava (E 20-06) – From Mělník to Praha – low height under bridges (4.5 m) and narrow width of lock gates (11.0 m).

Finland

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks: Saimaa Canal (E 60-11) from Vyborg (Russian Federation) to Kuopio/Joensuu – upgrading to class Va is envisaged.

France

Missing links:

- Seine – Moselle Link (E 80).

- Seine – Escaut Link (E 05).*
- Saône – Moselle Link (E 10-02)/Saône – Rhine Link (E 10).**

Basic bottlenecks:

- Meuse (E 01-02) between Givet and the Belgian border – upgrading to class IV is under way.
- Seine (E 80-04) between Bray-sur-Seine et Nogent – upgrading is envisaged.

Strategic bottlenecks:

- Oise (E 80) from Creil to Compiègne – low draught and height under bridges (3.00 m and 5.76 m, respectively) – increasing the water draught up to 4.00 m is envisaged.
- Oise (E 80) from Conflans to Creil – low draught and height under bridges (3.40 m and 5.18 m, respectively) – increasing the water draught up to 4.00 m is under way.
- Moselle (E 80) – lifting of bridges between Metz and Apach enabling 3-layer container transport – works completed, service available 300 days per year.
- Network Nord Pas-de-Calais (E 02 and E 05) – lifting of bridges and upgrading of links with Belgium to class Va. Lifting to 5.25 m is being finalized, lifting to 7.00 m is envisaged.
- Deûle and Deûle Canal (E 02) from Quesnoy/Deûle to Lille – upgrading to class Va is under way, increasing the water draught up to 3.50 m is envisaged, from Lille to Bauvin – low height under bridges (5.06 m), lifting to 5.25 m is being finalized.
- Lys mitoyenne (E 02) – increasing the water draught up to 3.50 m is envisaged.
- Dunkerque – Escaut link and Escaut (E 01) up to Condé – low height under bridges (4.44 m), lifting to 5.25 m is being finalized.
- Escaut (E 01) – increasing the water draught up to 3.50 m is under way.
- Condé – Pommeroeul Canal (E 01) – increasing the water draught up to 3.50 m is envisaged.
- Rhône – Sète Canal (E 10-04) – upgrading to class Va is under way.
- Saône (E 10) – extension of Couzon lock to 190.0 m by 11.40 m is envisaged.

Germany

Missing link: none.

Basic bottlenecks:

- Saale (E 20-04) from Calbe to the mouth into the Elbe upgrading to class IV is under way.

* Currently Voies Navigables de France are implementing the Seine-Schelde waterway project, including the 106 km long Seine-Nord Europe Canal (E 05, class Vb). The canal will provide a link from the Rhine basin to the currently isolated western part of E 80 and E 80-04.

** Public debate on the possibility of a Saône-Moselle/Saône-Rhine Link provided by the Grenelle Law.

- Mittellandkanal (E 70) – sections which have not yet been modernized are being upgraded to class Vb. The project is under way.
- Elbe – Havel – Kanal (E 70) – upgrading from class IV to class Vb is under way.
- Untere Havel – Wasserstraße (E 70) from Plauen to Spree – upgrading from class IV to class Vb is under way.
- Berlin region waterways (various sections) upgrading to classes IV and Va is under way.
- Havel – Oder – Wasserstraße (E 70) – upgrading from class IV to class Va is under way to enable navigation of vessels with to layers of containers.

Strategic bottlenecks:

- Rhine (E 10) – low fairway depth at dry seasons: downstream from Duisburg (2.5 m) and from St. Goar to Mainz (1.9 m) and low height under bridges at Kehl/Strasbourg (6.75 m).
- 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): lower Elbe – need for lifting of bridges for container transport with three layers of containers; middle Elbe from Lauenburg upstream to the border between Germany and the Czech Republic – low fairway depth at dry season (1.4 m).
- Mosel (E 80) – construction of 10 second lock chambers is under way.
- Main (E 80) upstream from Würzburg – low fairway depth (2.5 m).
- Danube (E 80) from Straubing to Vilshofen – low fairway depth (1.55 m).
- Danube (E 80) – low height under the railway bridge in Deggendorf (km 2,285.87) – 4.70 m – upgrading to 7.00 m is under way.
- Danube (E 80) – low height under bridges at Bogen (km 2,311.27) – 5.00 m; at Passau (km 2,225.75) – 5.15 m and (km 2,230.28) – 6.30 m – upgrading to 7.00 m is necessary.
- Weser (E 14) – upgrading of Minden and Dörverden Locks.

Other bottlenecks, the elimination of which is anticipated to become economically viable only in the framework of a replacement programme supported by a particular investment scheme:

- Dortmund – Ems Kanal (E 13) to the North of the Mittellandkanal – a number of locks have a width of only 10.00 m.
- Datteln – Hamm Kanal (E 10-01) – to the East of the Hamm Harbour.
- Neckar (E 10-07) – adaptation of fairway width and lock dimensions to class Va waterway.
- Canals branching off from the Mittellandkanal (E 70-02, 70-04 and 70-06) – low fairway depth and height under bridges (2.00 m and 4.00 m, respectively), insufficient dimensions of locks.

- Oder – Spree Kanal (E 71) – upgrading from class III to class IV is required especially with regard to locks.

Hungary

Missing links: none.

Basic bottlenecks: none.

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 (1,806.35 km) – 8.85 m; railway bridge Komárno (1,770.4 km) – 8.10–8.15 m; road bridge Komárno (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 1,433.0 km – low maximum draught (1.50–1.70 m)
- Danube (E 80) – low height under the road/rail bridge at Dunaföldvár (1,560.55 km) – 8.73 m – upgrading to 9.10 m is required.
- Danube (E 80) – low height under the road/rail bridge at Baja (km 1,480.22) – 8.09 m – upgrading to 9.10 m is required.

Italy

Missing links:

- Milano – Po Canal (E 91) from Milano to Pizzighettone.
- Padova – Venezia Canal (E 91-03) from Romea Dock to Padova.

Basic bottlenecks:

- Cremona – Casale Monferrato (E 91-02) – upgrading from class III to class IV is envisaged.

Strategic bottlenecks:

- Fissero – Tartato – Canalbianco waterway (E 91-01) from Ostiglia to Baricetta lock – upgrading from class IV to class Va is envisaged.
- Veneta Lateral Waterway (E 91) from Marghera to Porto Nogaro – upgrading from class IV to class Va is envisaged.

Lithuania

Missing links: none.

Basic bottlenecks: Nemunas (E 41) from Kaunas to Jurbarkas and from Jurbarkas to Klaipeda – insufficient depth of the fairway (1.20 m and 1.50 m, respectively).

Strategic bottlenecks: none.

Luxembourg

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks: none.

Moldova

Missing links: none.

Basic bottlenecks:

- Prut (E 80-07) from the mouth to Branest – upgrading from class II to class Va is required.
- Nistru (E 90-03) from Ukraine/Moldova State border to Bender – upgrading from class III to class Va is required.

Strategic bottlenecks: none.

Netherlands

Missing links: none.

Basic bottlenecks: Zuid-Willemsvaart up to Veghel (E 70-03) – upgrading to class IV is under way.

Strategic bottlenecks:

- IJssel (E 70) from Arnhem to Zutphen – upgrading to class Va is under way.
- Upgrading of the Zwartsluis at Meppel-Ramspol (E 12-02) is under way.
- Upgrading of the Lemmer-Delfzijl section (E 15) to class Va enabling 4-layer container transport is under way.
- Twente Canal (E 70) – upgrading to class Va is under way and an increase of the capacity of the Eefde lock to be carried.
- Lekkanaal (E 11-02) – upgrading of the Beatrix lock.
- Maas route (E 01) – upgrading to class Vb enabling 4-layer container transport.*
- E 06 waterway – increasing the capacity of the Kreekrak locks.**
- E 03 waterway – increasing the capacity of the Volkerak locks and Terneuzen locks.**
- IJsselmeer – Meppel (E 12) – insufficient fairway depth and/or width.
- Amsterdam – Rijnkanaal (E 11) – upgrading of the Zeeburg locks to class VIb is under way.

* The project is under study and is expected to be carried out in 2012–2018.

** The realization of this project is conditional upon agreement between the Governments of the Netherlands and Belgium.

- Zaan (E 11-01) – adaptation to class Va with regard to fairway depth and/or width – height under the bridges and lock capacity is required.
- Noordzeekanaal (E 11) – upgrading of sea locks at IJmuiden to class VIc is envisaged.

Poland

Missing links: Danube – Oder – Elbe Connection (E 30).

Basic bottlenecks:

- Oder (E 30) from Widuchova to Kozle – upgrading from classes II and III to class Va is required.
- Glivice Canal (E 30-01) – upgrading from class III to class Va is required.
- Wisla (E 40) from Biala Gora to Wloclawek and from Plock to Warszawa – upgrading from classes I and II to class Va is required.
- Zeran Canal (E 40) from Zeran to Zegrze Lake – upgrading from class III to class Va is required.
- Bug (E 40) from Zegrze Lake to Brest – upgrading to class Va is required. The depth is limited to 0.80 m for 210 days a year.
- Warta – Notec – Bydgoski Canal (E 70) from Kostrzyn to Bydgoszcz – upgrading from class II to class Va is required.
- Wisla (E 70) from Bydgoszcz to Biala Gora – upgrading from class II to class Va is required.
- Szkarpada (E 70) from Gdanska Glova to Elblag – upgrading from class III to class Va is required.

Strategic bottlenecks: Oder (E 30) from Szczecin to Widuchova – upgrading from class IV to class Vb is expected.

Romania

Missing links:

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

Basic bottlenecks:

- Prut (E 80-07) from the mouth to Ungheni.
- Bega Canal (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 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.

Russian Federation

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks:

- Don (E 90) from Kalach to Azov – low water depth below the Kochetov Lock (162.0 km).*
- Volga (E 50) – low water depth from the Gorkovsky hydroelectric complex to Nizhni Novgorod.**
- Volgo-Baltiyskiy waterway (E 50) – the Nijne-Svirski hydro-electrical complex.***

Serbia

Missing links: none

Basic bottlenecks: Begej (E 80-01-02) from its mouth to the Serbian/Romanian border – upgrading from class III to at least class Va is required.

Strategic bottlenecks:

- Danube (E 80) from 1,405.6 to 1,227.9 km – narrow fairway conditions.
- Danube (E 80) – low height under the railway bridge at Bogojevo (1,366.5 km) – 8.15 m – upgrading to 9.10 m is required.

* In 2008 the second lock at the Kochetovsky hydraulic complex became operational. To eliminate the insufficient draught, the construction of a low-head hydraulic complex near the Bagaevsky village is being considered.

** Due to the fact that the Tcheboksary Reservoir is not filled up to the project level and that the water level of the Volga River at the Nijniy Novgorod – Gorodets section went down, the depth of 3.50 m at sill of the Gorodetski Lock is only ensured for 2–3 hours a day. To eliminate the insufficient draught it is planned to build a low-head hydraulic complex in the area of Boljshoe or increase the water level of the Tcheboksary Reservoir.

*** The construction of a second lock is planned.

- 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.
- Danube (E 80) at Novi Sad (1,254.25 km) – low height under a temporary road/railway bridge (6.82 m).
- Sava (E 80-12) from its mouth to the State border – upgrading to at least class Va is required.
- Tisza (E 80-01) – upgrading from class IV to class Va is under study.

Slovakia

Missing links:

- Danube – Oder – Elbe Connection (E 20 and E 30).
- Váh – Oder Link (E 81).

Basic bottlenecks: Váh (E 81), from Sered'/Hlohovec (73.0–74.0 km) to Žilina (242.0–243.0 km) – insufficient fairway depth. Canalization of the river and its upgrading from class III to class Va in conjunction with the construction of new locks, and reconstruction of existing locks, are required.

Strategic bottlenecks:

- Danube (E 80) from Devín (1,880.26 km) to Bratislava (1,867.0 km) – upgrading from class VIb to class VIc when going downstream.
- Danube (E 80) from Devín (1,880.26 km) to Devínska 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 Ipeľ River (1,708.2 km) – insufficient depth at low water level and insufficient height under the bridges.
- Váh (E 81) from Kráľová (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.
- Váh (E 81) from Komárno (0.0 km) to Selice (42.0 km) – low maximum draught (1.6 m). Navigable conditions will improve after the construction downstream on the Danube of the Gabčíkovo-Nagymaros hydraulic works.

Switzerland

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks: none.

Ukraine

Missing links: none.

Basic bottlenecks:

- Desna (E 40-01) from the mouth to Chernihiv – upgrading from class III to class IV is required.
- Danube, Kilia arm (E 80-09) – upgrading the fairway depth and/or width.
- Dnestr (E 90-03) from Belgorod Dnestrovsky to Ukraine/Moldova border – upgrading from class III to class Va is required.

Annex II

Table I

Navigational Characteristics of Main Inland Waterways of International Importance

Explanations of Table I



Data for each section of E waterways are given in two lines: the upper line represents target values to be achieved as a result of envisaged modernization of existing waterway or construction of a new water link, while the lower one shows existing parameters. Maximum admissible length and width of vessels/convoys are separated by a slash.

The draught (d) and the minimum height under bridges (H) indicated in Table I are given in relation to the Low Navigable Water Level (LNWL) for the draught and the Highest Navigable Water Level (HNWL) for the height under bridges. The LNWL corresponds to a long-term mean water level reached or exceeded on all but 20 ice-free days per year (approximately between 5 per cent and 6 per cent of the ice-free period). The HNWL corresponds to a level existing for not less than 1 per cent of the navigation period, established on the basis of observations over a substantial number of years (30 to 40 years), excluding periods when there was ice.

The suitability of a particular waterway for combined transport is marked as follows:

- A – Waterways suitable for combined transport. This means that inland navigation vessels with a width of 11.40 or 11.45 m and a length of approximately 110 m are able to operate on such waterways carrying three or more layers of containers, 50 per cent of containers being empty. Otherwise a permissible length of pushed convoys of 185 m should be possible, in which case they could operate with two layers of containers, 50 per cent of containers being empty;
- B – Waterways suitable for combined transport but restrictions apply. This is mainly interpreted by Governments as inland waterways allowing the transport of at least two layers of containers, 50 per cent or less of them being empty, sometimes with the use of ballasting;
- C – Waterways not suitable for combined transport. These are the waterways where the transport of even two layers of containers is impossible.

| 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 | DUNKERQUE - VALENCIENNES CANAL | 148.0 | .../143.0 | 11.40/11.40 | 3.00 | 6.50 | Va | A | |
| | Dunkerque - Bouchain | | .../143.0 | 11.40/11.40 | 3.00 | 4.54 | Va | ... | |
| | ESCAUT | 13.0 | .../143.0 | 11.40/11.40 | 2.50 | 6.50 | Va | A | Canalized |
| | Bouchain - Condé | | .../143.0 | 11.40/11.40 | 2.50 | 4.75 | Va | ... | |
| | CONDÉ - POMMEROEUL CANAL | 5.9 | 84.7/143.0 | 10.00/11.40 | 2.50 | 6.80 | IV | A | Currently not in service |
| | Condé - Hensies | | 84.7/143.0 | 10.00/11.40 | - | 6.80 | IV | A | |
| | CONDÉ - POMMEROEUL CANAL | 6.1 | 145.0/145.0 | 11.40/11.40 | 3.00 | 7.10 | Va | A | Re-opening of section currently not in service |
| | Hensies - Pommeroeul | | 145.0/145.0 | 11.40/11.40 | 3.00 | 7.10 | Va | A | |
| | NIMY - BLATON - PERONNES CANAL | 16.8 | 145.0/145.0 | 11.40/11.40 | 2.50 | 5.25 | Va | A | |
| | Pommeroeul - Nimy | | 145.0/145.0 | 11.40/11.40 | 2.50 | 5.25 | Va | A | |
| | CANAL DU CENTRE | 24.8 | 110.0/110.0 | 11.40/11.40 | 2.50 | 5.25 | Va | A | |
| | Nimy - Seneffe | | 110.0/110.0 | 11.40/11.40 | 2.50 | 5.25 | Va | A | |
| | CHARLEROI - BRUXELLES CANAL | 26.2 | 110.0/110.0 | 11.40/11.40 | 2.50 | 6.05 | Va | A | |
| | Seneffe - Charleroi | | 110.0/110.0 | 11.40/11.40 | 2.50 | 6.05 | Va | A | |
| | SAMBRE | 48.8 | 110.0/110.0 | 11.40/11.40 | 2.50 | 6.05 | Va | A | |
| | Charleroi - Namur | | 110.0/110.0 | 11.40/11.40 | 2.50 | 6.05 | Va | A | |
| | MEUSE | 50.6 | 196.0/196.0 | 12.50/12.50 | 3.00 | 6.60 | Va | A | |
| | Namur - Ivoz-Ramet | | 196.0/196.0 | 12.50/12.50 | 3.00 | 6.60 | Va | A | |
| | MEUSE | 16.6 | 196.0/196.0 | 12.50/12.50 | 3.40 | 7.00 | Vb | A | |
| | Ivoz-Ramet - Liège | | 196.0/196.0 | 12.50/12.50 | 3.40 | 7.00 | Vb | A | |
| ALBERTKANAAL | 17.0 | 196.0/196.0 | 23.00/23.00 | 3.40 | 7.50 | Vlb | A | | |
| Liège - Lanaye | | 196.0/196.0 | 23.00/23.00 | 3.40 | 7.50 | Vlb | A | | |
| CANAL DE LANAYE | 1.9 | 196.0/196.0 | 23.00/23.00 | 3.20 | 8.50 | Vlb | A | | |
| Lanaye | | 135.0/135.0 | 15.00/15.00 | 3.20 | 8.50 | Va | A | | |

* Upper line – target value. 
Lower line – present value. 

** A – Suitable for combined transport.
B – Suitable, but restrictions apply.
C – Not suitable for combined transport.

*** Values applicable to single units/convoys.
**** Takes into account security clearance of about 30 cm between the uppermost point of the vessel's structure or its load and a bridge.

| 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 (continued) | MAAS | 12.3 | 137.5/185.0 | 14.00/12.50 | 3.00 | 6.70 | Va | A | |
| | Lanaye - Maastricht | | 137.5/100.0 | 14.00/12.00 | 3.00 | 6.70 | Va | A | |
| | MAAS | 119.6 | 110.0/137.5 | 12.00/11.50 | 3.00 | 7.00 | Vb | A | |
| | Maastricht - Heumen | | 110.0/137.5 | 12.00/11.50 | 3.00 | 7.00 | Va | A | |
| | MAAS | 84.9 | 137.5/185.0 | 13.50/13.50 | 3.00 | 7.00 | Vb | A | |
| | Heumen - Moerdijk | | 137.5/113.5 | 13.50/13.50 | 3.00 | 7.00 | Va | A | |
| DORDTSCHIE KIL AND NOORD Moerdijk - Rotterdam | 22.0 | 225.0/229.5 | 23.50/22.90 | 5.00 | 42.50 ¹ | Vlc | A | Sea vessels route | |
| | | 225.0/153.0 | 23.50/34.35 ² | | | | | | |
| | | 225.0/229.5 | 23.50/22.90 | 5.00 | 42.50 ¹ | Vlc | A | | |
| E 01-02 | MEUSE | 46.4 | 98.0/99.70 | 11.80/11.80 | 2.50 | 5.63 | IV | A | |
| | Namur - Givet (site of 3 fontaines) | | 98.0/99.70 | 11.80/11.80 | 2.50 | 5.63 | IV | A | |
| E 01-04 | BASSE MEUSE | 13.8 | 135.0/135.0 | 15.00/15.00 | 2.80 | 7.90 | Va | A | |
| | Liège - Visé | | 135.0/135.0 | 15.00/15.00 | 2.80 | 7.90 | Va | A | |
| E 01-04-01 | MONSIN CANAL | 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 01-01 | KANAAL DESSEL - KWAADMECHELEN | 15.8 | 110.0/110.0 | 11.50/11.50 | 2.80 | 5.50 | Va | B | |
| | Kwaadmechelen - Kom van Dessel | | 110.0/110.0 | 11.50/11.50 | 2.80 | 5.20 | Va | C | |
| | KANAAL BOCHOLT - HERENTALS | 4.1 | 85.0/85.0 | 9.50/9.50 | 2.80 | 5.50 | IV | B | |
| | Kom Dessel - sluis 1 Lommel | | 55.0/55.0 | 7.30/7.30 | 2.10 | 4.93 | II | C | |
| | KANAAL BOCHOLT - HERENTALS | 27.1 | 85.0/85.0 | 9.50/9.50 | 2.80 | 5.50 | IV | B | |
| | Sluis 1 Lommel - Bocholt | | 85.0/85.0 | 8.30/8.30 | 2.50 | 5.50 | II | C | |
| | ZUID - WILLEMSVAART | 4.9 | 85.0/85.0 | 9.50/9.50 | 2.80 | 5.50 | IV | B | |
| | Bocholt - up to the Belgium/Netherlands border | | 52.0/52.0 | 6.70/6.70 | 1.90 | 5.15 | II | C | |
| | ZUID - WILLEMSVAART | 14.2 | 85.0/85.0 | 9.50/9.50 | 2.50 | 5.30 | IV | B | |
| | From the Belgium/Netherlands border to Nederweert | | 65.0/65.0 | 7.25/7.25 | 2.10 | 5.30 | II | C | |
| WESSEM - NEDERWEERT KANAAL | 16.3 | 85.0/85.0 | 9.50/9.50 | 2.50 | 5.20 | IV | B | | |
| | | 65.0/65.0 | 7.25/7.25 | 2.10 | 5.20 | II | C | | |
| E 01-06 | KANAAL VAN ST. ANDRIES | 1.9 | 110.0/110.0 | 13.50/13.50 | 3.50 | 11.90 | Va | A | |
| | | | 110.0/110.0 | 13.50/13.50 | 3.50 | 11.90 | Va | A | |

| 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 01-03 | ZUID - WILLEMSVAART | 5.9 | 90.0/90.0 | 12.00/12.00 | 3.00 | 7.00 | IV | B | |
| | Maas - 's Hertogenbosch | | 90.0/90.0 | 12.00/12.00 | 2.70 | 5.80 | IV | B | |
| | ZUID - WILLEMSVAART | 19.0 | 85.0/85.0 | 9.50/9.50 | 3.00 | 7.00 | IV | B | |
| | 's Hertogenbosch - Veghel | | 90.0/90.0 | 6.70/6.70 | 2.70 | 5.80 | IV | B | |
| E 02 | BOUDEWIJN CANAL | 12.0 | .../... | .../... | ... | ... | Vlb | A | Sea vessels route |
| | Zeebrugge - Brugge | | 125.0/125.0 | 12.00/12.00 | 4.75 | ... | Vlb | A | |
| | GENT - OOSTENDE CANAL | 13.8 | 89.7/89.7 | 10.20/10.20 | 2.50 | 7.50 | IV | B | |
| | Brugge - Beernem | | 89.7/89.7 | 10.20/10.20 | 2.50 | 7.50 | IV | B | |
| | GENT - OOSTENDE CANAL | 19.1 | 100.0/100.0 | 10.20/10.20 | 2.50 | 7.00 | IV | B | |
| | Beernem - Schipdonk | | 100.0/100.0 | 10.20/10.20 | 2.50 | 7.00 | IV | C | |
| | LYS BYPASS CANAL | 14.9 | 185.0/185.0 | 11.40/11.40 | 2.50 | 7.50 | Vb | A | |
| | Schipdonk - Deinze | | 110.0/110.0 | 11.40/11.40 | 2.50 | 7.50 | Va | A | |
| | LYS | 15.5 | 185.0/185.0 | 11.40/11.40 | 2.50 | 7.00 | Vb | A | |
| | Deinze - Ooigem | | 110.0/110.0 | 11.40/11.40 | 2.50 | 5.53 | Va | A | |
| | LYS | 6.5 | 185.0/185.0 | 11.40/11.40 | 2.50 | 7.00 | Vb | A | |
| | Ooigem - Harelbeke lock | | 110.0/110.0 | 11.40/11.40 | 2.50 | 6.49 | Va | C | |
| | LYS | 15.8 | 185.0/185.0 | 11.40/11.40 | 2.50 | 7.00 | Vb | A | |
| | Harelbeke lock - Halluin | | 70.0/70.0 | 7.60/7.60 | 2.30 | 4.42 | II | C | |
| | LYS MITOYENNE | 9.1 | 185.0/185.0 | 11.40/11.40 | 2.50 | 7.00 | Vb | A | |
| | Halluin - Wervik | | 85.0/85.0 | 10.30/10.30 | 2.30 | 4.73 | IV | C | |
| | LYS MITOYENNE | 8.7 | 185.0/185.0 | 11.40/11.40 | 2.50 | 7.00 | Vb | A | |
| | Belgian Commune of Comines | | 85.0/85.0 | 10.30/10.30 | 2.30 | 4.73 | IV | C | |
| | DEÛLE AND DEÛLE CANAL | 6.0 | 110.0/110.0 | 11.40/11.40 | 2.50 | 6.50 | Va | A | Upgrading to class Va is under way |
| | Deûlémont - Quesnoy | | 70.0/80.0 | 5.05/7.00 | 2.30 | 5.55 | II | ... | |
| DEÛLE AND DEÛLE CANAL | 8.7 | 110.0/110.0 | 11.40/11.40 | 2.50 | 6.50 | Va | A | Upgrading to class Va is under way | |
| Quesnoy/Deûle - Lille (Grand Carré) | | 70.0/80.0 | 5.05/7.00 | 2.30 | 4.50 | II | ... | | |
| DEÛLE AND DEÛLE CANAL | 19.2 | .../143.0 | 11.40/11.40 | 3.00 | 6.50 | Va | A | | |
| Lille (Grand Carré) - Bauvin | | .../143.0 | 11.40/11.40 | 3.00 | 5.09 | Va | B | | |
| E 02-02 | GENT - OOSTENDE CANAL | 21.0 | 125.0/185.0 | 12.00/12.00 | 3.35 | 7.00 | Vb | A | |
| | Brugge - Oostende | | 125.0/185.0 | 12.00/12.00 | 2.50 | 5.50 | Vb | B | |

| 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 02-02-01 | PLASSEDALE - NIEUWPOORT CANAL | 21.0 | 110.0/110.0 | 11.50/11.50 | 2.50 | 7.00 | Va | A | |
| | Plassendale - Gistelbrug | | 60.0/60.0 | 6.35/6.35 | 2.00 | 5.40 | I | C | |
| | PLASSEDALE - NIEUWPOORT CANAL | | 110.0/110.0 | 11.50/11.50 | 2.50 | 7.00 | Va | A | |
| | Gistelbrug - Snaaskerke | | 60.0/60.0 | 8.05/8.05 | 2.00 | 5.50 | 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 | NIEUWE MERWEDE Gorinchem - Moerdijk | 22.5 | 225.0/229.5 | 23.50/22.90 | 4.00 | 7.80 | Vlb | ... | |
| | | | 225.0/153.0 | 23.50/34.35 ² | | | | | |
| | | | 225.0/229.5 | 23.50/22.90 | 4.00 | 7.80 | Vlb | ... | |
| | SCHELDE - RIJN CONNECTION Moerdijk - Terneuzen | 101.7 | 150.0/200.0 | 23.50/23.50 | 4.00 | 9.10 | Vlb | A | |
| | | | 150.0/200.0 | 23.50/23.50 | 4.00 | 9.10 | Vlb | A | |
| | GENT - TERNEUZEN CANAL | 32.6 | 140.0/193.0 | 22.80/22.80 | 5.50 - 12.50 | 51.00 | Vlb | A | Sea vessels route |
| | | | 140.0/193.0 | 22.80/22.80 | 5.50 - 12.50 | 51.00 | Vlb | 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 Vlissingen - Terneuzen - Hansweert - Antwerpen | 65.0 | 135.0/195.0 | 15.00/22.80 | 4.50 | No restrictions | Vlb | A | Sea vessels route |
| | | | 135.0/195.0 | 15.00/22.80 | 4.50 | No restrictions | Vlb | A | |
| | BENEDEN-ZEESCHELDE Antwerpen | 30.8 | 135.0/195.0 | 15.00/22.80 | 4.50 | No restrictions | Vlb | A | Sea vessels route |
| | | | 135.0/195.0 | 15.00/22.80 | 4.50 | No restrictions | Vlb | A | |
| | BOVEN-ZEESCHELDE Antwerpen - Wintam | 8.7 | 135.0/195.0 | 15.00/22.80 | 4.50 | 45.00 | Vlb | A | Sea vessels route |
| | | | 135.0/195.0 | 15.00/22.80 | 4.50 | 45.00 | Vlb | A | |
| | BRUXELLES - SCHELDE CANAL Wintam - Sauvegarde | 3.6 | 220.0/220.0 | 23.00/23.00 | 9.00 | 45.00 | Vlb | A | |
| | | | 220.0/220.0 | 23.00/23.00 | 8.50 | 45.00 | Vlb | A | |
| | BRUXELLES - SCHELDE CANAL Sauvegarde - Bruxelles | 28.0 | 205.0/205.0 | 22.80/22.80 | 5.80 | 32.00 | Vlb | A | |
| | | | 205.0/205.0 | 15.00/15.00 | 5.80 | 30.00 | Vb | A | |
| CHARLEROI - BRUXELLES 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 | | |

| 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 04 (continued) | CHARLEROI - BRUXELLES CANAL | 19.7 | 85.0/85.0 | 10.30/10.30 | 2.50 | 4.75 | IV | B | Dredging in progress |
| | Clabecq - Seneffe | | 85.0/85.0 | 10.30/10.30 | 2.50 | 4.75 | IV | B | |
| E 05 | SEINE - ESCAUT LINK Compiègne - Escaut | 48.1 | .../180.0 | 11.40/11.40 | 3.00 | 6.50 | Vb | A | New link to be built |
| | | | .../... | .../... | ... | ... | ... | ... | |
| | HAUT ESCAUT Condé - Bléharies | 15.0 | 84.7/84.7 | 10.00/10.00 | 2.50 | 5.80 | IV | B | |
| | | | 84.7/84.7 | 10.00/10.00 | 2.50 | 5.80 | IV | B | |
| | HAUT ESCAUT Bléharies - Herinnes | 32.8 | 110.0/110.0 | 11.40/11.40 | 2.60 | 6.18 | Va | A | |
| | | | 110.0/110.0 | 11.40/11.40 | 2.60 | 6.18 | Va | A | |
| | 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 | ³ | 7.00 | Vb | A | |
| | | | 110.0/110.0 | 11.40/11.40 | ³ | 6.70 | Vb | B | |
| | BOVEN-ZEESCHELDE Gent Circular Canal - Dender | 28.2 | 110.0/110.0 | 11.40/11.40 | ³ | 7.00 | Va | A | |
| | | | 85.0/85.0 | 9.50/9.50 | ³ | 6.77 | IV | B | |
| | BOVEN-ZEESCHELDE Dender - Baasrode | 10.9 | 110.0/110.0 | 12.00/12.00 | ³ | 7.00 | Va | A | |
| | | | 85.0/85.0 | 12.00/12.00 | ³ | 7.00 | IV | A | |
| | BOVEN-ZEESCHELDE Baasrode - Durme | 10.5 | 110.0/110.0 | 12.00/12.00 | ³ | 7.00 | Va | A | |
| | | | 95.0/95.0 | 12.00/12.00 | ³ | 7.00 | Va | A | |
| | BOVEN-ZEESCHELDE Durme - Wintam | 10.9 | 135.0/195.0 | 15.00/22.80 | ³ | 45.00 | Vlb | A | |
| | | | 135.0/195.0 | 15.00/22.80 | ³ | 45.00 | Vlb | A | |
| | ALBERTKANAAL Antwerpen - Wijnegem | 9.7 | 134.0/200.0 | 12.50/22.80 | 3.40 | 9.10 | Vlb | 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 | Vlb | A | |
| | | | 134.0/196.0 | 12.50/23.00 | 3.40 | 6.90 | Vlb | A | |

| 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 05 (continued) | ALBERTKANAAL | 1.0 | 134.0/196.0 | 12.50/23.00 | 3.40 | 9.10 | Vlb | A | |
| | Lanaken | | 134.0/134.0 | 12.50/12.50 | 3.40 | 7.00 | Va | A | |
| | ALBERTKANAAL | 10.0 | 134.0/196.0 | 12.50/23.00 | 3.40 | 9.10 | Vlb | A | |
| | Lanaken - Kanne | | 134.0/196.0 | 12.50/23.00 | 3.40 | 6.90 | Vlb | A | |
| | ALBERTKANAAL | 1.7 | 196.0/196.0 | 23.00/23.00 | 3.40 | 7.50 | Vlb | A | |
| Eben-Emael-Lanaye | 196.0/196.0 | | 23.00/23.00 | 3.40 | 7.50 | Vlb | A | | |
| E 05-02 | NIMY - BLATON - PERONNES CANAL | 22.1 | 85.0/85.0 | 10.50/10.50 | 2.50 | 5.20 | IV | B | |
| | Peronnes - Pommeroeul | | 85.0/85.0 | 10.50/10.50 | 2.50 | 5.20 | IV | B | |
| E 05-01 | BOSSUIT - KORTRIJK CANAL | 12.7 | 110.0/110.0 | 10.00/10.00 | 2.50 | 6.36 | IV | B | |
| | Bossuit - Zwevegem | | 110.0/110.0 | 10.00/10.00 | 2.50 | 4.50 | IV | C | |
| | BOSSUIT - KORTRIJK CANAL | 2.5 | 110.0/110.0 | 10.00/10.00 | 2.50 | 6.50 | IV | B | |
| | Zwevegem - Kortrijk | | 38.7/38.7 | 5.15/5.15 | 1.80 | 3.93 | I | C | |
| E 05-04 | DENDER | 1.3 | 41.55/41.55 | 5.00/5.00 | 1.90 | 3.95 | I | C | |
| | Railway bridge Erembodegem - Aalst Lock (incl.) | | 41.55/41.55 | 5.00/5.00 | 1.90 | 3.95 | I | C | |
| | DENDER | 11.0 | 110.0/110.0 | 9.50/9.50 | 2.50 | 7.00 | IV | B | |
| | Aalst Lock - calibrated section of Dendermonde | | 55.0/55.0 | 7.30/7.30 | 2.50 | 5.06 | II | C | |
| | DENDER Calibrated section of | 2.4 | 110.0/110.0 | 16.00/16.00 | 2.50 | 7.22 | Va | A | |
| | Dendermonde - Dendermonde Lock (incl.) | | 110.0/110.0 | 11.50/11.50 | 2.50 | 7.22 | Va | A | |
| | DENDER | 0.2 | 110.0/110.0 | 16.00/16.00 | ³ | 7.00 | Va | A | |
| | Sluis Dendermonde - Boven-Zeeschelde | | 110.0/110.0 | 16.00/16.00 | ³ | 6.45 | Va | B | |
| E 05-06 | NETEKANAAL | 0.1 | 81.3/81.3 | 10.30/10.30 | 2.50 | 6.95 | IV | B | |
| | Albertkanaal - Vierselsluis | | 81.3/81.3 | 10.30/10.30 | 2.50 | 6.95 | IV | B | |
| | NETEKANAAL | 9.4 | 81.3/81.3 | 10.30/10.30 | 2.50 | 7.00 | IV | B | |
| | Vierselsluis - Lier | | 81.3/81.3 | 10.30/10.30 | 2.50 | 5.00 | IV | B | |
| | NETEKANAAL | 5.7 | 95.0/95.0 | 11.40/11.40 | 2.50 | 6.95 | Va | A | |
| | Lier - Duffelsluis | | 95.0/95.0 | 10.30/10.30 | 2.50 | 6.95 | IV | A | |
| | NETEKANAAL | 0.4 | 95.0/95.0 | 11.40/11.40 | ³ | 6.95 | Va | A | |
| | From Duffelsluis to Beneden - Nete | | 95.0/95.0 | 10.30/10.30 | ³ | 6.95 | IV | A | |
| | BENEDEN - NETE | 10.2 | 95.0/95.0 | 11.40/11.40 | ³ | 7.00 | Va | A | |
| | | | 80.0/80.0 | 9.50/9.50 | ³ | 4.50 | IV | C | |

| 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 05-06 (continued) | RUPEL | 12.0 | 110.0/110.0 | 11.40/11.40 | 3 | 35.00 | Va | A | |
| | | | 95.0/95.0 | 11.40/11.40 | 3 | 35.00 | Va | A | |
| E 06 | SCHELDE - RIJN CONNECTION Antwerpen - Moerdijk | 37.8 | 150.0/200.0 | 23.00/23.00 | 4.00 | 9.10 | Vlc | A | |
| | | | 150.0/200.0 | 23.00/23.00 | 4.00 | 9.10 | Vlc | A | |
| E 07 | GENT - OOSTENDE CANAL Gent Circular Canal - Lovendegem | 6.8 | 185.0/185.0 | 11.50/11.50 | 2.80 | 7.50 | Vb | A | |
| | | | 110.0/110.0 | 11.50/11.50 | 2.80 | 7.50 | Va | A | |
| | 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 | |
| ... | ... | ... | ... | ... | ... | ... | ... | | |
| E 10 | HARTELKANAAL Rotterdam/Europoort - Hartelmond | 23.7 | 125.0/269.5 | 22.80/22.80 | 4.00 | 4.00 ⁴ | Vlc | A | |
| | | | 125.0/193.0 | 22.80/34.20 | | | | | |
| | | | 110.0/269.5 | 22.80/22.80 | 4.00 | 4.00 ⁴ | Vlc | A | |
| | | | 110.0/193.0 | 22.80/34.20 | | | | | |
| | OUDE MAAS 976.2 km - 1007.0 km | 30.8 | 225.0/229.5 ⁵ | 23.50/22.90 ⁵ | 5.00 ⁵ | 42.50 ¹ | Vlc | A | |
| | | | 225.0/153.0 | 23.50/34.35 | | | | | |
| | | | 225.0/229.5 ⁵ | 23.50/22.90 ⁵ | 5.00 ⁵ | 42.50 ¹ | Vlc | A | |
| | | | 225.0/153.0 | 23.50/34.35 | | | | | |
| | BENEDEN MERWEDE 961.3 km - 976.2 km | 14.9 | 225.0/229.5 | 23.50/22.90 | 3.80 ⁶ | No restrictions ⁷ | Vlc | A | |
| | | | 225.0/153.0 | 23.50/34.35 ² | | | | | |
| | | | 225.0/229.5 | 23.50/22.90 | 3.80 ⁶ | No restrictions ⁷ | Vlc | A | |
| | | | 225.0/153.0 | 23.50/34.35 ² | | | | | |
| BOVEN MERWEDE 952.5 km - 961.3 km | 8.8 | 225.0/229.5 | 23.50/22.90 | 4.15 ⁸ | No restrictions ⁹ | Vlc | A | | |
| | | 225.0/153.0 ⁵ | 23.50/34.35 ² | | | | | | |
| | | 225.0/229.5 | 23.50/22.90 | 4.15 ⁸ | No restrictions ⁹ | Vlc | A | | |
| | | 225.0/153.0 ⁵ | 23.50/34.35 ² | | | | | | |

| 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 10 (continued) | WAAL 867.4 km - 952.5 km | 85.1 | 135.0/269.5 | 22.80/22.80 | 2.50 ¹⁰ | 9.00 ¹¹ | Vlc | A | |
| | | | 135.0/193.0 | 22.80/34.20 ² | | | | | |
| | BOVEN-RIJN 857.0 km - 867.4 km | 9.7 | 135.0/269.5 | 22.80/22.80 | 2.50 ¹⁰ | 9.00 ¹¹ | Vlc | A | |
| | | | 135.0/193.0 | 22.80/34.20 ² | | | | | |
| | RHINE Lobith - Köln | 175.0 | 135.0/193.0 | 22.90/34.35 | 2.50 ¹² | 9.10 | Vlc | A | |
| | | | /269.5 | /22.90 | | | | | |
| | RHINE Köln - Koblenz | 95.0 | 135.0/193.0 | 22.90/34.35 | 2.50 ¹⁴ | 9.10 | Vlc | A | |
| | | | /269.5 | /22.90 | | | | | |
| | RHINE Köln - Koblenz | 95.0 | 135.0/193.0 | 22.90/34.35 | 2.50 ¹⁴ | 9.10 | Vlc | A | |
| | | | /269.5 | /22.90 | | | | | |
| | RHINE Koblenz - Iffezheim | 258.0 | 135.0/186.5 | 22.90/22.90 | 2.10 ¹⁴ | 9.10 | Vlb | A | |
| | | | 135.0/186.5 | 22.90/22.90 | 2.10 ¹⁵ | 9.10 | Vlb | A | |
| | RHINE Iffezheim - Niffer | 148.0 | 135.0/186.5 | 22.80/22.80 | 3.00 | 7.00 | Vlb | A | |
| | | | 110.0/183.0 | 22.80/22.80 | 3.00 | 7.00 ¹⁶ | Vlb | A | |
| | RHÔNE - RHINE CANAL Niffer - Mulhouse | 15.5 | 110.0/190.0 | 11.45/11.45 | 4.00 | 6.75 | Vb | A | |
| | | | 110.0/190.0 | 11.45/11.45 | 4.00 | 6.75 | Vb | B | |
| RHÔNE - RHINE CANAL ¹⁷ Mulhouse - Besançon - St. Symphorien | 221.1 | - | - | - | - | - | - | | |
| | | 38.7/38.7 | 5.10/5.10 | 1.80 | 3.50 | I | C | | |
| SAÔNE St. Symphorien - Chalons s/Saône | 81.0 | 110.0/185.0 | 11.40/11.40 | 3.50 | 4.80 | Vb | A | | |
| | | 110.0/110.0 | 11.40/11.40 | 3.50 | 4.80 | Va | A | | |
| SAÔNE From Chalons to the confluence with the Rhône | 138.0 | 110.0/185.0 | 11.40/11.40 | 3.50 | 4.40 | Vb | A | | |
| | | 110.0/185.0 | 11.40/11.40 | 3.50 | 4.40 | Vb | A | | |
| RHÔNE Lyon (0.00 km) - Avignon (244.0 km) | 244.0 | .../190.0 | 11.40/11.40 | 3.00 | 6.30 ¹⁸ | Vb | A | | |
| | | .../190.0 | 11.40/11.40 | 3.00 | 6.30 ¹⁸ | Vb | A | | |

| 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 10 (continued) | RHÔNE | 22.0 | .../190.0 | 11.40/11.40 | 3.00 | 7.40 ¹⁸ | Vb | A | |
| | Avignon (244.0 km) - Tarascon (268.0 km) | | .../190.0 | 11.40/11.40 | 3.00 | 7.40 ¹⁸ | Vb | A | |
| | RHÔNE | 15.0 | .../190.0 | 11.40/11.40 | 3.00 | 7.88 ¹⁸ | Vb | A | |
| | Tarascon (268.0 km) - Arles (283.0 km) | | .../190.0 | 11.40/11.40 | 3.00 | 7.88 ¹⁸ | Vb | A | |
| RHÔNE | 43.0 | .../190.0 | 11.40/11.40 | 3.20 | No restrictions | Vb | A | | |
| Arles (283.0 km) - Fos ¹⁹ via the Rhône - Fos Canal | | .../190.0 | 11.40/11.40 | 3.20 | No restrictions | Vb | A | | |
| E 10-01 | WESEL - DATTELN - KANAL | 60.0 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb | B | |
| | | | 110.0/185.0 | 11.45/11.45 | 2.80 | 4.50 | Vb ²⁰ | C | |
| | DORTMUND - EMS - KANAL | 2.0 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb | B | |
| | | | 110.0/185.0 | 11.45/11.45 | 2.80 | 4.25 | Vb ²⁰ | C | |
| | DATTELN - HAMM - KANAL | 36.0 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb | B | |
| | To the West of Hamm Harbour | | 86.0/86.0 | 9.60/9.60 | 2.50 | 4.00 | IV ^{20 21} | C | |
| DATTELN - HAMM - KANAL | 11.0 | 85.0/85.0 | 9.50/9.50 | 2.50 | 4.00 | IV ^{20 21} | C | | |
| To the East of Hamm Harbour | | 82.0/82.0 | 9.50/9.50 | 2.50 | 4.00 | IV ^{20 21} | C | | |
| E 10-03 | RHEIN - HERNE - KANAL | 39.8 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb | B | |
| | 0.16 km (Duisburg) - 39.97 km | | 110.0/185.0 | 11.45/11.45 | 2.50 ²² | 4.50 | Vb ^{20 21} | C | |
| | RHEIN - HERNE - KANAL | 5.6 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb ²¹ | B | |
| | 39.97 km - Henrichenburg | | 105.0/160.0 | 9.60/9.50 | 2.50 | 4.50 | IV ²⁰ | C | |
| E 10-05 | RUHR | 4.5 | 110.0/185.0 | 12.00/12.00 | 2.80 | 6.50 | Vb | B | |
| | 0.01 km - 4.51 km | | 110.0/185.0 | 12.00/12.00 | 2.80 | 6.50 | Vb | B | |
| | RUHR | 7.2 | 110.0/110.0 | 12.00/12.00 | 2.80 | 6.50 | Va | B | |
| | 4.51 km - 11.65 km | | 110.0/110.0 | 12.00/12.00 | 2.80 | 6.50 | Va | B | |
| E 10-07 | NECKAR | 136.1 | 105.0/105.0 | 11.45/11.45 | 2.60 | 6.00 ²³ | Va | B | |
| | 0.0 km - 136.1 km | | 105.0/105.0 | 11.45/11.45 | 2.60 | 6.00 ²³ | Va | B | |
| | NECKAR | 65.4 | 105.0/105.0 | 11.45/11.45 | 2.60 | 5.50 | Va | B | |
| | 136.1 km - 201.5 km | | 105.0/105.0 | 11.45/11.45 | 2.60 | 5.50 | Va | B | |
| E 10-09 | RHINE | 9.1 | 110.0/183.0 | 11.40/22.80 | 3.00 ²⁴ | 8.00 | Vlb | A | |
| | Niffer (Kembs) - Huningue | | 110.0/183.0 | 11.40/22.80 | 3.00 ²⁴ | 8.00 | Vlb | A | |
| | RHINE | 3.4 | 110.0/180.0 | 11.40/22.80 | 3.00 | 7.00 | Vlb | A | |
| | Huningue - Bâle (Mittlere Brücke) | | 110.0/180.0 | 11.40/22.80 | 3.00 | 7.00 | Vlb | A | |

| 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 10-09 (continued) | RHINE | 17.4 | 110.0/110.0 | 11.45/11.45 | 2.25 ²⁵ | 5.10 ²⁶ | Va | A | |
| | Bâle (Mittlere Brücke) - Rheinfelden | | 110.0/110.0 | 11.45/11.45 | 2.25 ²⁵ | 5.10 ²⁶ | Va | A | |
| E 10-02 | SAÔNE - MOSELLE LINK | 304.0 | .../185.0 | 11.40/11.40 | 3.00 | 7.00 | Vb | A | Embranchment to the Rhine (Saône-Moselle/Saône-Rhine project) |
| | | | 38.5/38.5 | 5.00/5.00 | 1.80 | 3.50 | I | C | |
| E 10-04 | PETIT RHÔNE | 21.0 | .../190.0 | 11.40/11.40 | 2.20 | 5.24 | Vb | A | Modification in progress |
| | Fourques - Saint-Gilles | | .../190.0 | 11.40/11.40 | 2.20 | 5.24 | Vb | A | |
| | RHÔNE - SÈTE CANAL | 70.0 | .../110.0 | 11.40/11.40 | 2.50 | 5.94 | Va | A | |
| | Saint-Gilles - Sète | | .../110.0 | 10.50/10.50 | 2.50 | 4.95 | IV | B | |
| E 10-06 | RHÔNE AND SAINT-LOUIS CANAL | 45.0 | .../135.0 | .../19.00 | 4.25 | No restrictions | Va | A | Sea vessels route |
| | Barcarin - Fos | | .../135.0 | .../19.00 | 4.25 | No restrictions | Va | A | |
| E 11 | NOORDZEEKANAAL AND AMSTERDAM - RIJNKANAAL | 25.8 | 125.0/195.0 ²⁷ | 22.80/22.80 | 4.00 ²⁷ | No restrictions | Vlb | A | Noordzeekanaal and Binnen-IJ |
| | Ijmuiden - Zeeburg (A'dam) 5.9 km - 31.7 km | | 110.0/195.0 ²⁷ | 22.80/22.80 | 4.00 ²⁷ | No restrictions | Vlb | A | |
| | AMSTERDAM - RIJNKANAAL | 70.8 | 200.0/200.0 | 23.50/23.50 | 4.00 | 9.05 | Vlb | A | Amsterdam-Rijnkanaal |
| | Zeeburg - Tiel (5.9 km 31.7 km) | | 200.0/200.0 | 23.50/23.50 | 4.00 | 9.05 | Vlb | A | |
| E 11-01 | ZAAN | 20.3 | 110.0/110.0 | 11.50/11.50 | 2.80 | 2.35 ² | Va | ... | |
| | Noordzeekanaal - Noord Hollands Kanaal | | 110.0/110.0 | 11.50/11.50 | 2.80 | 2.35 ² | Va | ... | |
| E 11-02 | LEKKANAAL | 4.2 | 200.0/200.0 | 17.70/17.70 | 3.50 | 9.05 | Vb | A | |
| | | | 200.0/200.0 | 17.70/17.70 | 3.50 | 9.05 | Vb | A | |
| E 12 | MAAS - WAAL KANAAL | 10.72 | 137.5/193.0 | 15.50/13.50 | 3.20 | 9.79 | Vb | A | |
| | Maas - Nijmegen Haven | | 137.5/193.0 | 15.50/13.50 | 3.20 | 9.79 | Vb | A | |
| | MAAS - WAALKANAAL | 2.65 | 193.00/193.00 | 15.50/15.50 | 3.70 | 12.30 | Vb | A | |
| | Nijmegen Haven - Waal | | 193.00/193.00 | 15.50/15.50 | 3.70 | 12.30 | Vb | A | |
| | WAAL | 19.36 | 125.0/269.5 | 22.80/22.80 | 2.50 ¹⁰ | 9.00 ¹¹ | Vlc | A | |
| | Maas-Waalkanaal - Pannerdense Kop | | 125.0/193.0 | 22.80/34.20 ² | 2.50 ¹⁰ | 9.00 ¹¹ | Vlc | A | |
| | NEDER-RIJN | 11.0 | 110.0/185.0 | 17.00/17.00 | 2.80 | 9.10 | Va | A | |
| | Pannerdensche Kop - IJsselkop | | 110.0/110.0 | 17.00/17.00 | 2.50 ¹⁰ | 9.10 | Va | A | |
| | IJSSEL | 118.5 | 110.0/110.0 | 12.00/12.00 | 3.00 | 9.10 | Va | A | |
| | IJsselkop - Ketelmeer | | 110.0/110.0 | 12.00/12.00 | 3.00 | 9.10 | Va | A | |

| 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 12 (continued) | IJSSELMEER | 62.5 | 120.0/190.0 | 13.00/23.00 | 3.90 | 12.70 | Vb | A | | |
| | Ketelmeer - Lorentzsluis | | 120.0/120.0 | 13.00/13.00 | 3.50 | 12.70 | Vb | A | | |
| E 12-02 | ZWARTE WATER AND MEPPERLIEDIEP | 22.7 | 110.0/110.0 | 12.00/12.00 | 3.25 | 5.00 ² | Va | A | Via Meppelerdiep lock | |
| | Zwolle - Meppel | | 110.0/110.0 | 12.00/12.00 | 3.25 | 5.00 ² | Va | A | | |
| E 12-04 | RAMSDIEP | 23.8 | 110.0/110.0 | 11.50/11.50 | 3.00 | 5.00 | Va | A | | |
| | Ketelmeer - Zwartsluis | | 110.0/110.0 | 11.50/11.50 | 3.00 | 5.00 | Va | A | | |
| E 13 | EMS | 68.0 | | | | | Vb | A | Sea vessels route | |
| | North Sea - Papenburg | | | | | | Vb | A | | |
| | DORTMUND - EMS KANAL | 117.5 | 95.0/95.0 | 9.50/9.50 | 2.50 | 4.50 | IV ²⁰ | C | | |
| | 225.82 km (Papenburg) - 108.35 km | | 95.0/95.0 | 9.50/9.50 | 2.50 | 4.25 | IV ^{20 21} | C | | |
| | DORTMUND - EMS KANAL | 86.9 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb ²¹ | B | | |
| | 108.35 km - 21.50 km | | 110.0/185.0 | 11.45/11.45 | 2.50/2.00 | 4.25 | IV ²⁰ | C | | |
| DORTMUND - EMS KANAL | 20.1 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb ²¹ | B | | | |
| 21.50 km - 1.44 km | | 110.0/185.0 | 11.45/11.45 | 2.80 | 4.50 | Vb ^{20 21} | C | | | |
| E 14 | WESER | 84.0 | | | | | Vlb | A | Sea vessels route | |
| | North Sea - Bremen (Eisenbahnbrücke) | | | | | | Vlb | A | | |
| | WESER | 7.0 | 220.0/220.0 | 12.00/12.00 | 3.00 | 4.50 | Vb | A | | |
| | Bremen (Eisenbahnbrücke) - 360.7 km | | 110.0/172.0 | 11.45/11.45 | 3.00 | 4.50 | Vb ^{20 21} | A | | |
| | WESER | 136.0 | 110.0/110.0 | 11.45/11.45 | 2.50 | 4.50 | Va ^{20 21} | C | | |
| 360.7 km - Mittellandkanal | 85.0/85.0 | | 9.50/9.50 | 2.20 | 4.50 | IV ^{20 28} | C | | | |
| E 15 | IJSSELMEER | 77.5 | 190.0/190.0 | 17.50/17.50 | 3.50 | No restrictions | Vb | A | | |
| | Oranjesluizen - Prinses Margrietsluis | | 190.0/190.0 | 17.50/17.50 | 3.50 | No restrictions | Vb | A | | |
| | PRINSES MARGRIET KANAAL | 65.0 | 110.0/110.0 | 11.40/11.40 | 3.50 | 7.30 ² | Va | A | | |
| | | | 110.0/110.0 | 11.40/11.40 | 3.20 | 7.30 ² | Va | A | | |
| | VAN STARKENBORGH KANAAL | 27.3 | 110.5/110.5 | 11.50/11.50 | 3.50 | 9.10 | Va | A | | |
| | | | 110.5/110.5 | 11.50/11.50 | 3.20 | 6.80 | IV | A | | |
| | EEMSKANAAL | Groningen - Woldbrug | 19.7 | 144.0/144.0 | 13.00/13.00 | 4.50 | No restrictions | Va | A | |
| | | | | 144.0/144.0 | 13.00/13.00 | 4.50 | No restrictions | Va | A | |
| EEMSKANAAL | Woldbrug - Delfzijl | 7.0 | 144.0/144.0 | 13.00/13.00 | 5.00 | No restrictions | Va | A | | |
| | | | 144.0/144.0 | 13.00/13.00 | 5.00 | No restrictions | Va | A | | |

| 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 15 (continued) | EMS | 53.0 | | | | | Vb | A | Sea vessels route |
| | Eemskanal - Papenburg | | | | | | Vb | A | |
| | DORTMUND - EMS KANAL | 25.8 | 86.0/86.0 | 9.60/9.60 | 2.50 | 4.50 | IV ²⁰ | C | |
| | 225.8 km (Papenburg) - 200.0 km | | 86.0/86.0 | 9.60/9.60 | 2.50 | 4.25 | IV ^{20 21} | C | |
| | KÜSTENKANAL | 69.6 | 86.0/86.0 | 9.60/9.60 | 2.50 | 4.50 | IV ^{20 21} | C | |
| | 69.6 - 0.0 km | | 86.0/86.0 | 9.60/9.60 | 2.50 | 4.50 | IV ^{20 21} | C | |
| HUNTE | 24.0 | | | | | Va | A | Sea vessels route | |
| | | | | | | IV | B | | |
| E 15-01 | VAN HARINXMA CANAL | 37.8 | 85.0/85.0 | 10.00/10.00 | 2.60 | 5.45 ² | IV | A | |
| | Fonejacht - Harlingen | | 90.0/90.0 | 10.50/10.50 | 2.75 | 5.45 ² | IV | A | |
| E 20 | ELBE | 89.0 | | | | | Vlb | A | Sea vessels route |
| | Lower Elbe | | | | | | Vlb | A | |
| | ELBE | 38.0 | 110.0/190.0 | 11.45/24.00 | 2.70 | 5.50/9.50 ²⁹ | Vlb ²⁸ | A | |
| | Hamburg - Lauenburg | | 110.0/190.0 | 11.40/24.00 | 2.70 | 5.50/9.50 ²⁹ | Vlb ²⁸ | A | |
| | ELBE | 113.0 | 110.0/190.0 | 11.45/24.00 | 1.60 ³⁰ | 6.50 | Vlb ²⁸ | B | |
| | Lauenburg - Wittenberge | | 110.0/190.0 | 11.45/24.00 | 1.40 ³⁰ | 5.29/8.49 ²⁹ | Vlb ²⁸ | B | |
| | ELBE | 455.0 | 110.0/137.0 | 11.45/11.45 | 1.60 ³⁰ | 6.50 | Va ²⁸ | B | |
| | Wittenberge - German/Czech Rep. State Border | | 110.0/137.0 | 11.45/11.45 | 1.40 ³⁰ | 4.33/6.93 ²⁹ | Va ²⁸ | B | |
| | ELBE | 40.0 | 110.0/137.0 | 11.50/23.00 | 2.80 | 7.00 | Vla | A | Regularized, canalization necessary |
| | German/Czech State border - Ústí nad Labem | | 110.0/137.0 | 11.50/23.00 | 0.90 - 2.80 ³¹ | 6.50 | Va | B | |
| | ELBE | 69.0 | 110.0/185.0 | 11.50/22.80 | 2.80 | 7.00 | Vlb | A | Canalized. Maximum dimensions of pushed convoys shall be 137x23m or 170x11.5m |
| | Ústí nad Labem - Mělník | | 110.0/170.0 | 11.50/23.00 | 2.00 - 2.20 ³¹ | 5.66 | IV | B | |
| ELBE | 102.2 | 110.0/185.0 | 12.00/12.00 | 2.80 | 7.00 | Vb | A | Canalized | |
| Mělník - Chvaletice | | 85.0/85.0 | 12.00/12.00 | 2.10 | 4.70 | IV | C | | |
| ELBE | 24.8 | 110.0/185.0 | 12.00/12.00 | 2.80 | 7.00 | Vb | A | Canalized. Přelouč II lock in project | |
| Chvaletice - Pardubice | | - | - | - | - | - | - | | - |
| ELBE - DANUBE CONNECTION | 325.0 | 110.0/185.0 | 11.40/11.40 | 2.80 | 7.00 | Vb | A | New link to be built | |
| Pardubice - Přerov - Bratislava | | - | - | - | - | - | - | | C |
| E 20-02 | ELBE - SEITENKANAL | 115.0 | 100.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb | B | |
| | Lauenburg - Mittellandkanal | | 100.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb ³² | B | |

| 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 20-04 | SAALE 0.0 km - 88.0 km | 88.0 | 90.0/100.0 | 9.50/9.50 | 2.00 | 5.25 | IV ^{21 28} | B | |
| | | | 85.0/110.0 | 9.50/9.50 | 1.00 | 4.10 | IV ²¹ | C | |
| | SAALE ³³ 88.0 km - 124.2 km | 36.2 | .../... | .../... | ... | ... | ... | ... | |
| | | | .../... | .../... | ... | ... | ... | ... | |
| E 20-06 | VLTAVA Mělník - Praha - (Slapy) | 91.0 | 110.0/110.0 | 11.40/11.40 | 2.50 | 5.25 | Va | B | |
| | | | 110.0/110.0 | 10.50/10.50 | (1.20) 1.80 ³⁴ | 4.50 | IV | C | |
| E 21 | TRAVE | 21.0 | | | | | Vlb | A | Sea vessels route |
| | | | | | | | Vlb | A | |
| | KANALTRAVE, ELBE - LÜBECK KANAL Lübeck - Lauenburg | 68.0 | 80.0/80.0 | 9.50/9.50 | 2.00 | 4.40 | IV ^{20 28 35} | C | |
| | | | 80.0/80.0 | 9.50/9.50 | 2.00 | 4.40 | IV ^{20 28 35} | C | |
| E 30 | ODER Swinoujście - Szczecin | 67.0 | 110.0/185.0 | 22.80/22.80 | 4.00 | 11.00 | Vlb | A | Sea vessels route |
| | | | 110.0/185.0 | 22.80/22.80 | 4.00 | 11.00 | Vlb | A | |
| | ODER Szczecin - Widuchowa (741.6 km - 704.1 km) | 37.5 | 82.0/156.0 | 11.45/11.45 | 3.50 | 5.25 | Va | B | Free-flowing |
| | | | 82.0/156.0 | 11.45/11.45 | 2.50 | 5.17 | IV | B | |
| | ODER Widuchowa - Mouth of the Warta River ³⁷ 704.1 km - 617.6 km | 86.5 | 82.0/125.0 | 11.45/11.45 | 2.50 | 5.25 | Va ³⁶ | B | When going downstream |
| | | | 82.0/125.0 | 11.45/18.0 | 1.80 ³¹ | 4.54 | IV | C | |
| | | | 82.0/125.0 | 11.45/11.45 | 2.50 | 5.25 | Va ³⁶ | B | When going upstream |
| | | | 82.0/125.0 | 11.45/11.45 | 1.50 ³¹ | 4.54 | IV | C | |
| | ODER Mouth of the Warta River - Mouth of the Nysa Luzycka River ³⁷ 617.6 km - 542.4 km | 75.2 | 82.0/125.0 | 11.45/11.45 | 1.80 | 5.25 | IV ³⁶ | B | When going downstream |
| | | | 82.0/125.0 | 11.45/11.45 | 1.40 ³¹ | 4.47 | III | C | |
| 82.0/125.0 | | | 11.45/11.45 | 1.80 | 5.25 | IV ³⁶ | B | When going upstream | |
| 82.0/125.0 | | | 11.45/11.45 | 1.30 ³¹ | 4.47 | III | C | | |

| 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 30 (continued) | ODER Widuchova - Mouth of the Nysa Luzyccka River ³⁹ 704.1 km - 542.4 km | 161.7 | 82.0/125.0 | 11.45/11.45 | 1.20 ³⁸ | 4.20 | IV ^{20 28} | C | When going downstream |
| | | | 82.0/125.0 | 11.45/11.45 | 1.20 ³⁸ | 4.20 | IV ^{20 28} | C | |
| | | | 82.0/125.0 | 11.45/11.45 | 1.20 ³⁸ | 4.20 | IV ^{20 28} | C | When going upstream |
| | | | /156.0 | /9.50 | | | | | |
| | ODER, Mouth of the Nysa Luzyccka River - Brzeg Dolny (542.4 km - 282.6 km) | 259.8 | 70.0/118.0 | 9.0/9.0 | 1.60 ³¹ | 4.00 | III | C | Free-flowing |
| | | | 70.0/118.0 | 9.0/9.0 | 1.20 ³¹ | 3.72 | II | C | |
| | ODER Brzeg Dolny - Kozle (282.6 km - 95.6 km) | 187.0 | 70.0/118.0 | 9.0/9.0 | 1.70 | 5.25 | IV | B | Canalized |
| | | | 70.0/118.0 | 9.0/9.0 | 1.60 | 3.72 | III | C | |
| | ODER - DANUBE CONNECTION Kozle - Přerov | 154.4 | .../185.0 | 11.40/11.40 | 2.80 | 7.00 | Vb | A | New link to be built |
| | | | - | - | - | - | - | C | |
| ODER - DANUBE CONNECTION Přerov - Bratislava | 173.0 | .../185.0 | 11.40/11.40 | 2.80 | 7.00 | Vb | A | New link to be built | |
| | | - | - | - | - | - | C | | |
| E 30-01 | GLIWICE CANAL | 41,2 | 70.0/118.0 | 11.40/11.40 | 2.50 | 4.04 | IV | C | Canal |
| | | | 70.0/118.0 | 11.40/11.40 | 1.70 | 4.04 | III | C | |
| E 31 | WESTODER | 33.35 | 110.0/156.0 | 11.45/11.45 | 3.50 | 5.25 | Va ²⁸ | B | |
| | | | 82.0/156.0 | 11.45/11.45 | 2.50 | 4.25 | IV ^{20 28} | C | |
| | HOHNSAATEN - FRIEDRICHSTHALER WASSERSTRAÙE | 43.0 | 110.0/156.0 | 11.45/9.50 | 2.20 | 5.25 | Va ²⁸ | B | |
| | | | 82.0/135.0 | 9.50/8.25 | 2.00 | 4.25 | IV ^{20 28} | C | |
| E 40 | WISLA Gdansk - Mouth of the Wda River (813.5 km) | 141.1 | 110.0/125.0 | 11.40/25.0 | 2.50 | 5.28 | Va | B | Free-flowing |
| | | | 110.0/125.0 | 11.40/25.0 | 2.50 | 5.28 | Va | B | |
| | WISLA Mouth of the Wda River - Bydgoszcz (813.5 km - 772.4 km) | 41.1 | 85.0/110.0 | 11.40/11.40 | 2.50 | 5.25 | IV | B | Free-flowing |
| | | | 85.0/110.0 | 11.40/11.40 | 1.40 ³¹ | 5.13 | II | B | |
| | WISLA Bydgoszcz - Wloclawek (772.4 km - 674.8 km) | 97.6 | 85.0/110.0 | 11.40/11.40 | 2.50 | 5.25 | IV | B | Practically non-navigable free-flowing section |
| | | | 85.0/110.0 | 11.40/11.40 | 0.80 ³¹ | 4.90 | - | C | |
| | WISLA Wloclawek - Plock (674.8 km - 632.8 km) | 42.0 | 110.0/110.0 | 11.40/11.40 | 2.50 | 7.00 | IV | A | Canalized |
| | | | 110.0/110.0 | 11.40/11.40 | 2.50 | 7.00 | IV | A | |

| 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 40 (continued) | WISLA | 112.8 | .../... | .../... | ... | ... | | A | Practically non-navigable free-flowing section |
| | Plock - Warszawa (632.8 km - 520.0 km) | | 85.0/- | 11.40/- | 0.80 ³¹ | 5.80 | - | B | |
| | ZERAN CANAL | 25.0 | 83.0/83.0 | 11.40/11.40 | 2.50 | 5.90 | IV | B | |
| | Zeran - Zegrze Lake | | 83.0/83.0 | 11.40/11.40 | 2.00 | 5.90 | III | B | |
| | BUG | 220.0 | .../... | .../... | ... | ... | ... | ... | Free-flowing |
| | Zegrze Lake - Brest ⁴⁰ | | - | - | 0.80 ³¹ | - | < I | C | Canalization necessary |
| | MUKHOVETS | 62.6 | .../... | .../... | ... | ... | ... | ... | Canalized |
| | Brest - Kobrin | | 100.0/100.0 ⁴¹ | 10.20/10.20 | 1.70 | 8.70 | IV ²⁸ | B | |
| | DNEPROVSKO - BUGSKIY KANAL | 91.4 | .../... | .../... | ... | ... | ... | ... | |
| | Kobrin - Pererub | | 100.0/100.0 ⁴¹ | 10.20 | 1.70 | 10.0 | IV ²⁸ | B | |
| | PINA | 40.0 | .../... | .../... | ... | ... | ... | ... | Canalized |
| | Pererub - Pinsk | | 100.0/100.0 ⁴¹ | 10.20/10.20 | 1.70 | 10.1 | IV ²⁸ | B | |
| | PRIPYAT | 49.2 | .../... | .../... | ... | ... | ... | ... | Canalized |
| | Pinsk - Stakhovo | | 100.0/100.0 | 10.20/10.20 | 2.10 | No restrictions | IV ²⁸ | B | |
| | PRIPYAT | 64.9 | .../... | .../... | ... | ... | ... | ... | |
| | Stakhovo - Mouth of the Mikashevichi Canal | | 100.0/100.0 | 10.20/10.20 | 1.40/1.45 | 10.00 | IV ²⁸ | B | |
| | PRIPYAT | 235.6 | .../... | .../... | ... | ... | ... | ... | |
| | Mouth of the Mikashevichi Canal - Mozyr | | 100.0/100.0 | 20.00/20.00 | 1.45 | 10.20 | IV ²⁸ | B | |
| | PRIPYAT | 107.0 | .../... | .../... | ... | ... | ... | ... | |
| | Mozyr - Belarus/Ukrainian state border | | 100.0/100.0 | 20.00/20.00 | 1.45/1.50 | No restrictions | IV ²⁸ | B | |
| | DNIPRO | 83.0 | 150.0/150.0 | 18.00/18.00 | 2.65 | No restrictions | Va | A | Canalized |
| | Mouth of the Pripjat River - Kyiv | | 85.2/114.8 | 15.30/15.20 | 2.65 | No restrictions | Va | A | |
| | DNIPRO Kyiv - Kanev Hydroelectric Power Plant (GES) (856.0 km - 722.0 km) | 134.0 | 270.0/270.0 | 18.00/18.00 | 3.65 | No restrictions | Vb | A | Canalized |
| | | | 114.1/170.0 | 13.23/15.20 | 3.65 | No restrictions | Vb | A | |
| | DNIPRO, Kanev GES - Kremenchuk GES 722.0 km - 556.0 km | 166.0 | 270.0/270.0 | 18.00/18.00 | 3.65 | 13.20 | Vb | A | Canalized |
| | | | 114.0/170.0 | 13.23/15.20 | 3.65 | 13.20 | Vb | A | |
| | DNIPRO Kremenchuk GES - Dniprodzerzhynsk GES (556.0 km - 433.0 km) | 123.0 | 270.0/270.0 | 18.00/18.00 | 3.65 | No restrictions | Vb | A | Canalized |
| | | | 138.3/170.0 | 16.70/15.20 | 3.65 | No restrictions | Vb | A | |
| | DNIPRO, Dniprodzerzhynsk GES - Dnipro GES 433.0 km - 305.0 km | 128.0 | 270.0/270.0 | 18.00/18.00 | 3.65 | 14.70 | Vb | A | Canalized |
| | | | 138.3/170.0 | 16.70/15.20 | 3.65 ⁴² | 14.70 | Vb | A | |

| 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 40 (continued) | DNIPRO | 212.0 | 270.0/270.0 | 18.00/18.00 | 3.65 | No restrictions | Vb | A | Canalized |
| | Dnipro GES - Kakhovka GES (305.0 km - 93.0 km) | | 138.3/170.0 | 16.70/15.20 | 3.65 | No restrictions | Vb | A | |
| | DNIPRO Kakhovka GES - Kherson (93.0 km - 28.0 km) | 65.0 | 270.0/270.0 | 18.00/18.00 | 3.65 | No restrictions | Vb | A | Free-flowing |
| | | | 138.3/170.0 | 16.70/15.20 | 3.65 | No restrictions | Vb | A | |
| | DNIPRO Kherson - Entry to Rvach Branch | 28.0 | 200.0/200.0 | 32.50/32.50 | 7.60 | No restrictions | VII | A | Sea vessels route |
| | | | 200.0/200.0 | 32.50/32.50 | 7.60 | No restrictions | VII | A | |
| MORSKOY KANAL (KHERSON MARITIME CANAL) Entry to Rvach Branch - Clearing line of Adzhigolskaya Kosa | 40.0 | 200.0/200.0 | 32.50/32.50 | 7.60 | No restrictions | VII | A | Sea vessels route | |
| | | 200.0/200.0 | 32.50/32.50 | 7.60 | No restrictions | VII | A | | |
| E 40-01 | DESNA | 198.0 | .../... | .../... | 1.60 | ... | IV | ... | Free-flowing |
| | From the mouth to Chernihiv (0.00 km - 198.0 km) | | .../... | .../... | 1.30 | ... | III | ... | |
| E 40-02 | PIVDENNY BUH Up to Mykolaiv | ... | 270.0/270.0 | 16.00/18.00 | 4.00 | No restrictions | Vb | A | Sea vessels route |
| | | | 138.3/170.0 | 18.00/18.00 | 4.00 | No restrictions | Vb | A | |
| | BUHSCO - DNIPRO - LIMANSKIY KANAL (BDLK) | 81.4 | 215.0/215.0 | 32.50/32.50 | 10.30 | No restrictions | VII | A | Sea vessels route |
| | | | 215.0/215.0 | 32.50/32.50 | 10.30 | No restrictions | VII | A | |
| E 41 | KURSHSKIY ZALIV AND NEMUNAS Klaipeda - Jurbarkas | 190.5 | 110.0/110.0 | 12.00/12.00 | 1.80 | 2.50 | IV | C | Free-flowing |
| | | | 100.0/100.0 | 10.00/10.00 | 1.30 ⁴³ | 2.50 | IV | C | |
| | NEMUNAS Jurbarkas - Kaunas | 87.4 | 110.0/110.0 | 12.00/12.00 | 1.80 | 4.20 | IV | C | Free-flowing |
| | | | 100.0/100.0 | 10.00/10.00 | 1.00 | 4.20 | IV | C | |
| E 50 | VOLGO - BALTIJSKIY WATERWAY AND RYBINSK RESERVOIR St. Petersburg - Rybinsk Lock | 947.0 | .../170.0 | 16.80/16.80 | 3.60 | 14.60 | Vb | A | Canalized |
| | | | .../170.0 | 16.80/16.80 | 3.60 | 14.60 | Vb | A | |
| | VOLGA Rybinsk lock - Astrakhan | 2640.0 | .../280.0 | .../28.50 | 3.10 | 12.10 | Vlc | A | |
| | | | .../280.0 | .../28.50 | 3.10 ⁴⁴ | 12.10 | Vlc | A | |

| 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 50-02 | VOLGA Rybinsk - Dubna | 257.0 | .../280.0 | .../29.00 | 3.60 | 13.60 | Vlc | A | Canalized |
| | KANAL IMENI MOSKVI Dubna - Moscow Nothern Port | | .../290.0 | .../29.00 | 3.60 | 13.60 | Vlc | A | |
| | KANAL IMENI MOSKVI AND MOSKVA Moscow Northern Port - Moscow Southern Port | 45.6 | .../290.0 | .../29.00 | 2.80 | 8.60 ⁴⁵ | Vlc | A | Canalized |
| | | | .../290.0 | .../29.00 | 2.80 | 8.60 ⁴⁵ | Vlc | A | |
| | E 50-02-02 | VOLGA Dubna - Tver | 115.0 | 135.0/135.0 | .../29.00 | 3.70 | No restrictions | Vla | A |
| | | 135.0/135.0 | | .../29.00 | 3.70 | No restrictions | Vla | A | |
| E 50-01 | KAMA Mouth of the Kama River - Solikamsk | 1112.0 | .../230.0 | .../27.90 | 2.90 ⁴⁶ | 11.00 | Vlb | A | Canalized |
| | | | .../230.0 | .../27.90 | 2.90 ⁴⁶ | 11.00 | Vlb | A | |
| E 60 | KIEL CANAL Brunsbüttel - Kiel - Holtenau | 99.0 | | | | | Vlb | A | Sea vessels route |
| | | | | | | | Vlb | A | |
| | VOLGO - BALTIJSKIY WATERWAY St. Petersburg - Vytegra | 503.0 | .../170.0 | 16.80/16.80 | 3.60 | 14.60 | Vb | A | Canalized |
| | | | .../170.0 | 16.80/16.80 | 3.60 | 14.60 | Vb | A | |
| | ONEGA LAKE Vytegra - Povenets | 217.0 | .../250.0 | 23.00/23.00 | 3.70 | No restrictions | Vlb | A | |
| | | | .../250.0 | 23.00/23.00 | 3.70 | No restrictions | Vlb | A | |
| BELOMORSKO - BALTIJSKIY CANAL Povenets - Belomorsk | 221.0 | 126.0/126.0 | 13.20/13.20 | 3.60 | No restrictions | Va | A | Canalized | |
| | | 126.0/126.0 | 13.20/13.20 | 3.60 | No restrictions | Va | A | | |
| E 60-02 | GUADALQUIVIR From the mouth to Sevilla | 80.0 | .../220.0 | .../24.36 | 7.00 | 42.00 | Vlb | A | Sea vessels route |
| | | | .../220.0 | .../24.36 | 7.00 | 42.00 | Vlb | A | |
| E 60-04 | DOURO Porto - Spanish border | 210.0 | .../... | .../... | ... | ... | ... | ... | Canalized |
| | | | 83.0/83.0 ⁴⁷ | 11.40/11.40 | 3.80 ⁴⁸ | 7.00 ⁴⁹ | IV | A | |
| E 60-06 | GIRONDE AND GARONNE From the mouth to Bec d'Ambes/le Verdon | 70.0 | | | | | VII | A | Sea vessels route |
| | | | | | | | VII | A | |
| | GIRONDE AND GARONNE Bec d'Ambes/le Verdon - Cadillac | 49.0 | .../... | .../... | 3.50 | ... | ... | ... | |
| | | | 100.0/100.0 | 15.00/15.00 | 3.50 | 6.50 | Va | A | |
| GIRONDE AND GARONNE From Cadillac to Castets-en-Dorthe | 19.0 | .../... | .../... | ... | ... | | A | | |
| | | 90.0/90.0 | 15.00/15.00 | 2.50 | 7.00 | IV | A | | |
| E 60-08 | LOIRE From Saint-Nazaire to Nantes | 52.0 | | | | | VII | A | Sea vessels route |
| | | | | | | | VII | A | |

| 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 60-10 | WADDENZEE | 44.6 | 140.0/140.0 | No restrictions | 6.00 | No restrictions | Vlc | A | Sea vessels route |
| | From Outer Buoy to Harlingen | | 140.0/140.0 | No restrictions | 6.00 | No restrictions | Vlc | A | |
| E 60-12 | WADDENZEE | 60.0 | 260.0/260.0 | 40.00/40.00 | 10.60 | No restrictions | Vlc | A | Sea vessels route |
| | From Outer Buoy to Delfzijl | | 260.0/260.0 | 40.00/40.00 | 10.60 | No restrictions | Vlc | A | |
| E 60-01 | MERSEY | 17.0 | | | 10.00 | | Vla | A | Sea vessels route |
| | Waterway Limit - Eastham Locks | | | | 10.00 | | Vla | A | |
| | MANCHESTER SHIP CANAL | 8.0 | 170.7/170.7 | 21.94/21.94 | 8.78 | No restrictions | Vla | A | Sea vessels route |
| | Eastham Locks - Ince | | 170.7/170.7 | 21.94/21.94 | 8.78 | No restrictions | Vla | A | |
| | MANCHESTER SHIP CANAL | 10.0 | 161.5/161.5 | 19.35/19.35 | 8.07 | No restrictions | Vla | A | Sea vessels route |
| | Ince - Runcom | | 161.5/161.5 | 19.35/19.35 | 8.07 | No restrictions | Vla | A | |
| | MANCHESTER SHIP CANAL | 36.0 | 161.5/161.5 | 19.35/19.35 | 7.31 | 21.33 | Vla | A | Sea vessels route |
| | Runcom - Mode Wheel Locks | | 161.5/161.5 | 19.35/19.35 | 7.31 | 21.33 | Vla | A | |
| | MANCHESTER SHIP CANAL | 2.0 | 161.5/161.5 | 19.35/19.35 | 5.48 | 21.33 | Vla | A | Sea vessels route |
| | Mode Wheel Locks - Trafford Road Bridge | | 161.5/161.5 | 19.35/19.35 | 5.48 | 21.33 | Vla | A | |
| E 60-01-01 | MEDWAY / SWALE | 10.0 | 102.0/102.0 | 17.00/17.00 | 6.20 | No restrictions | Va | A | Sea vessels route |
| | Sheerness - Ridham | | 102.0/102.0 | 17.00/17.00 | 6.20 | No restrictions | Va | A | |
| E 60-01-03 | MEDWAY | 11.0 | | | 13.00 | No restrictions | Vlb | A | Sea vessels route |
| | Sheerness - Kings North | | | | 13.00 | No restrictions | Vlb | A | |
| | MEDWAY | 11.0 | 118.8/118.8 | No restrictions | 8.00 | No restrictions | Vla | A | Sea vessels route |
| | Kings North - Rochester | | 118.8/118.8 | No restrictions | 8.00 | No restrictions | Vla | A | |
| E 60-01-05 | THAMES | 50.0 | | | 13.00 ³ | 54.00 | Vlb | A | Sea vessels route |
| | Canvey Point - Thames Barrier | | | | 13.00 ³ | 54.00 | Vlb | A | |
| | THAMES | 14.0 | 160.0/160.0 | 30.00/30.00 | 4.20 ³ | 42.00 | Vla | A | Sea vessels route |
| | Thames Barrier - London Bridge | | 160.0/160.0 | 30.00/30.00 | 4.20 ³ | 42.00 | Vla | A | |
| | THAMES | 15.0 | 90.0/90.0 | 20.00/20.00 | 1.40 ³ | 4.90 ⁵⁰ | Va | B | |
| | London Bridge - Hammersmith Bridge | | 90.0/90.0 | 20.00/20.00 | 1.40 ³ | 4.90 ⁵⁰ | Va | B | |
| E 60-01-07 | COLNE | 12.0 | 96.0/96.0 | | 4.50 | No restrictions | Va | A | Sea vessels route |
| | Up to Rowhedge | | 96.0/96.0 | | 4.50 | No restrictions | Va | A | |
| E 60-01-09 | STOUR (SUFFOLK) | 15.0 | 75.0/75.0 | 18.00/18.00 | 4.00 | No restrictions | IV | A | Sea vessels route |
| | Up to Mistley | | 75.0/75.0 | 18.00/18.00 | 4.00 | No restrictions | IV | A | |

| 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 60-01-11 | ORWELL | 20.0 | 140.0/140.0 | | 7.40 | | V1a | A | Sea vessels route |
| | Up to Ipswich | | 140.0/140.0 | | 7.40 | | V1a | A | |
| E 60-01-13 | GREAT OUSE | 3.0 | 140.0/140.0 | 20.00/20.00 | 5.52 | No restrictions | V1a | A | Sea vessels route |
| | The Wash - Kings Lyn | | 140.0/140.0 | 20.00/20.00 | 5.52 | No restrictions | V1a | A | |
| E 60-01-15 | NENE | 23.0 | 120.0/120.0 | 17.00/17.00 | 6.00 | No restrictions | Va | A | Sea vessels route |
| | The Wash - Bevis Hill (nr Wisbech) | | 120.0/120.0 | 17.00/17.00 | 6.00 | No restrictions | Va | A | |
| E 60-01-17 | WELLAND | 8.0 | 90.0/90.0 | | | No restrictions | Va | A | Sea vessels route |
| | The Wash - Fosdyke Bridge | | 90.0/90.0 | | | No restrictions | Va | A | |
| E 60-01-19 | WITHAM | 8.0 | 120.0/120.0 | 13.60/13.60 | 5.30 | No restrictions | Va | A | Sea vessels route |
| | The Wash - Boston (i.e., the Haven) | | 120.0/120.0 | 13.60/13.60 | 5.30 | No restrictions | Va | A | |
| E 60-01-21 | TRENT | 15.0 | | | 5.00 | No restrictions | Va | A | Sea vessels route |
| | Trent Falls - Keadby Bridge | | | | 5.00 | No restrictions | Va | A | |
| | TRENT | 27.0 | | | 3.05 | 5.10 | IV | C | Sea vessels route |
| E 60-03 | HUMBER | 18.0 | | | | | V1b | A | Sea vessels route |
| | Up to Hull | | | | | | V1b | A | |
| E 60-03-02 | HUMBER | 27.0 | | | | 30.00 | V1b | A | Sea vessels route |
| | Hull - Trent Falls | | | | | 30.00 | V1b | A | |
| E 60-03-04 | OUSE (YORKSHIRE) | 2.0 | 88.0/88.0 | 14.00/14.00 | 5.00 | No restrictions | Va | A | Sea vessels route |
| | Goole - Howdendyke | | 88.0/88.0 | 14.00/14.00 | 5.00 | No restrictions | Va | A | |
| E 60-03-02 | TAY | 12.0 | 240.0/240.0 | 40.00/40.00 | 8.90 | No restrictions | V1b | A | Sea vessels route |
| | Buddon Ness - Tay Road Bridge | | 240.0/240.0 | 40.00/40.00 | 8.90 | No restrictions | V1b | A | |
| | TAY | 10.0 | 240.0/240.0 | 40.00/40.00 | 8.90 | 22.00 | V1b | A | Sea vessels route |
| | Tay Road Bridge - Balmerino | | 240.0/240.0 | 40.00/40.00 | 8.90 | 22.00 | V1b | A | |
| | TAY | 28.0 | 90.0/90.0 | 13.50/13.50 | 4.90 | 22.00 | Va | A | Sea vessels route |
| Belmerino - Perth | 90.0/90.0 | | 13.50/13.50 | 4.90 | 22.00 | Va | A | | |
| E 60-03-04 | FORTH | 21.0 | 183.0/183.0 | 26.20/26.20 | 11.00 | No restrictions | V1b | A | Sea vessels route |
| | Inland Waterway Limit - Grangemouth | | 183.0/183.0 | 26.20/26.20 | 11.00 | No restrictions | V1b | A | |
| E 60-03-06 | TYNE | 18.0 | | | 11.00 | No restrictions | V1b | A | Sea vessels route |
| | Mouth - Newcastle | | | | 11.00 | No restrictions | V1b | A | |

| 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 60-03-08 | TEES | 14.0 | | | 10.90 | No restrictions | Vlb | A | Sea vessels route |
| | Mouth - Middlesbrough | | | | 10.90 | No restrictions | Vlb | A | |
| 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 | ... | IV | A | |
| | | | 89.0/89.0 | 13.40/13.40 | 5.40 | ... | IV | A | |
| E 60-09 | LAKE MÄLAREN | ... | .../... | .../... | ... | ... | ... | ... | |
| | | | .../... | .../... | ... | ... | ... | ... | |
| | SÖDERTÄLJE CANAL ⁵¹ | 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 | |
| E 60-14 | Stralsund - Peenemünde - Wolgast - Szczecin | ... | | | | | Vlb | A | Sea vessels route |
| | | | | | | | Vlb | A | |
| E 60-11 | SAIMAA CANAL | 40.0 | 110.0/110.0 | 15.00/15.00 | 4.35 | 24.50 | Va | A | Canalized |
| | Vyborg - Mälkiä Lock | | 82.5/82.5 | 12.60/12.60 | 4.35 | 24.50 | IV | A | |
| | Mälkiä Lock - Kuopio | 300.0 | 110.0/110.0 | 15.00/15.00 | 4.35 | 24.50 | Va | A | |
| | | | 110.0/110.0 | 12.60/12.60 | 4.35 | 24.50 | Va | A | |
| | Kuopio - Iisalmi | 100.0 | 110.0/110.0 | 12.60/12.60 | 3.60 | 12.00 | Va | A | |
| | | | 110.0/110.0 | 12.60/12.60 | 2.40 | 12.00 | Va | A | |
| E 60-11-02 | From E 60-11 to Joensuu | 140.0 | 110.0/110.0 | 12.60/12.60 | 4.35 | 24.50 | Va | A | Canalized |
| | | | 110.0/110.0 | 12.60/12.60 | 4.35 | 24.50 | Va | A | |
| | Joensuu - Nurmes | 150.0 | 80.0/80.0 | 11.80/11.80 | 2.40 | 10.50 | IV | A | Partly canalized |
| | | | 80.0/80.0 | 11.80/11.80 | 2.40 | 10.50 | IV | A | |
| E 61 | PEENE | 65.0 | 82.0/156.0 | 9.50/9.50 | 2.20 | 5.00 | IV ²⁰ | C | |
| | From Peenestrom to Demmin | | 82.0/156.0 | 9.50/9.50 | 2.20 | 5.00 | IV ²⁰ | C | |
| E 70 | NIEUWE WATERWEG | 19.7 | 200.0/200.0 | 23.50/23.50 | 12.20 | No restrictions | Vlb | A | |
| | Europoort - Botlek | | 200.0/200.0 | 23.50/23.50 | 12.20 | No restrictions | Vlb | A | |
| | NIEUWE MAAS | 23.8 | 200.0/200.0 | 23.50/23.50 | 6.00 | 11.50 ² | Vlb | A | Sea vessels route |
| | | | Botlek - Krimpen | 200.0/200.0 | 23.50/23.50 | 6.00 | 11.50 ² | Vlb | |
| | LEK | 60.7 | 110.0/185.0 | 11.50/22.80 | 3.00 | 9.10 | Va | A | |
| | | | Krimpen - Wijk bij Duurstede | 110.0/185.0 | 11.50/22.80 | 3.00 | 9.10 | Va | |

| 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 70 (continued) | NEDER-RIJN | 52.7 | 110.0/185.0 | 11.50/17.00 | 3.00 | 9.10 | Vb | A | Canalized | |
| | Wijk bij Duurstede - IJsselkop | | 110.0/185.0 | 11.50/17.00 | 3.00 | 9.10 | Vb | A | | |
| | IJSSEL | 43.6 | 110.0/110.0 | 11.50/11.50 | 3.00 | 9.10 | Va | A | Bridge height in closed position 5.25 | |
| | IJsselkop - Zutphen | | 110.0/110.0 | 11.50/11.50 | 3.00 | 9.10 | Va | B | | |
| | TWENTEKANAAL | 49.8 | 110.0/110.0 | 9.50/9.50 | 2.50 | 6.00 | Va/IV | A | | |
| | Zutphen - Enschede | | 110.0/110.0 | 9.50/9.50 | 2.50 | 6.00 | Va/IV | A | | |
| | TWENTE - MITTELLANDKANAL ³³ | 55.0 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb | B | | |
| | Enschede - Bergeshövede | | - | - | - | - | - | - | | |
| | MITTELLANDKANAL (including the Rothenseer - Verbindungskanal) | 326.0 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb | B | | |
| | | | 110.0/185.0 | 11.45/11.45 | 2.50 | 4.00 | IV ^{20 28} | C | | |
| | ELBE - HAVEL KANAL | 56.0 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb | B | | |
| | | | 80.0/125.0 | 9.00/8.25 | 2.00 | 4.30 | IV ^{20 28} ₅₂ | C | | |
| | UNTERE HAVEL - WASSERSTRAË | 68.0 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb | B | | |
| | Plaue - Spree | | 86.0/86.0 | 9.50/9.50 | 1.90 | 3.55 | IV ^{20 28} | C | | |
| | HAVEL - ODER-WASSERSTRAË | 92.5 | 110.0/110.0 | 11.45/11.45 | 2.20 | 5.25 | Va ²⁸ | B | Spandau Lock not in operation | |
| | 0.0 km - 92.5 km | | /156.0 | /9.00 | | | | | | |
| | | | | 82.0/82.0 | 9.50/9.50 | 1.65 | 4.25 | IV ^{20 28} | C | |
| | ODER | Mouth of the Havel - Oder-Wasserstraße - Kostrzyn ³⁹ | 49.4 | 82.0/125.0 | 11.45/11.45 | 1.20 ³⁸ | 4.20 | IV ^{20 28} | C | When going downstream |
| | | | | 82.0/125.0 | 11.45/11.45 | 1.20 ³⁸ | 4.20 | IV ^{20 28} | C | |
| | | | | 82.0/125.0 | 11.45/11.45 | 1.20 ³⁸ | 4.20 | IV ^{20 28} | C | When going upstream |
| | /156.0 | | | /9.50 | | | | | | |
| | | | 82.0/125.0 | 11.45/11.45 | 1.20 ³⁸ | 4.20 | IV ^{20 28} | C | | |
| | | | /156.0 | /9.50 | | | | | | |
| ODER | Mouth of the Havel - Oder-Wasserstraße- Kostrzyn ³⁷ | 49.4 | 82.0/125.0 | 11.45/11.45 | 1.80 | 5.25 | IV ³⁶ | B | When going downstream | |
| | | | 82.0/125.0 | 11.45/11.45 | ³¹ | 4.54 | III | C | | |
| | | | 82.0/125.0 | 11.45/11.45 | 1.80 | 5.25 | IV ³⁶ | B | When going upstream | |
| | | | /137.0 | /11.45 | 1.60 | | | | | |
| | | | /156.0 | /9.50 | | | | | | |
| | | | 82.0/125.0 | 11.45/11.45 | ³¹ | 4.54 | III | C | | |
| | | | /156.0 | /9.50 | 1.60 | | | | | |

| 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 70 (continued) | WARTA - NOTEC - BYDGOSKI CANAL - BRDA Kostrzyn - Bydgoszcz | 294.0 | .../... | .../... | ... | ... | ... | | Canal and free-flowing rivers |
| | WISLA Mouth of River Brda - Biala Gora (772.5 km - 886.6 km) | 114.1 | 85.0/110.0 | 11.40/11.40 | 1.60 ³¹ | 5.25 | IV | B | |
| | | | 85.0/110.0 | 11.40/11.40 | 1.30 ³¹ | 5.03 | II | B | |
| | WISLA Biala Gora - Gdanska Glova (886.6 km-931.0 km) | 44.4 | 110.0/150.0 | 11.40/11.40 | 2.50 | 7.00 | Va | A | Free-flowing |
| | | | 110.0/150.0 | 11.40/11.40 | 2.50 | 6.80 | Va | A | |
| | SZKARPAWA Gdanska Glova - Elblag | 25.4 | 85.0/118.0 | 11.40/11.40 | 2.50 | 7.08 | IV | A | |
| | | | 85.0/118.0 | 11.40/11.40 | 1.60 | 7.08 | II | B | |
| | NOGAT Biala Gora - Elblag ⁵³ | 62.0 | 56.0/118.0 | 9.00/9.00 | 2.00 | 4.60 | III | C | Canalized |
| | | | 56.0/118.0 | 9.00/9.00 | 1.60 | 4.60 | II | C | |
| | ZALEW WISLANY Elblag - Kaliningrad | 96.0 | 110.0/185.0 | 11.40/11.40 | 2.50 | No restrictions | Vb | A | |
| | | 110.0/185.0 | 11.40/11.40 | 2.50 | No restrictions | Vb | A | | |
| Kaliningrad - Klajpeda | ... | .../... | .../... | ... | ... | ... | ... | | |
| | | .../... | .../... | ... | ... | ... | ... | | |
| E 70-01 HOLLANDSCHE IJSSEL Krimpen - Gouda | 19.7 | 110.0/110.0 | 11.50/11.50 | 3.60 | 8.50 ² | Va | A | | |
| | | 110.0/110.0 | 11.50/11.50 | 3.60 | 8.50 ² | Va | A | | |
| E 70-03 ZIJKANAAL From Twentekanaal to Almelo | 17.6 | 110.0/110.0 | 9.75/9.75 | 2.50 | 6.00 | IV | B | | |
| | | 110.0/110.0 | 9.75/9.75 | 2.50 | 6.00 | IV | B | | |
| E 70-02 Mittellandkanal branch to Osnabrück | 13.0 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb ²¹ | B | | |
| | | 82.0/82.0 | 9.50/9.50 | 2.00 | 4.00 | IV ^{20 21} ₂₈ | C | | |
| E 70-04 Mittellandkanal branch to Hannover - Linden | 10.0 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb | B | | |
| | | 82.0/82.0 | 9.50/9.50 | 2.20 | 4.00 | IV ^{20 28} | C | | |
| E 70-06 Mittellandkanal branch to Hildesheim | 15.0 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb ²¹ | B | | |
| | | 82.0/82.0 | 9.50/9.50 | 2.20 | 4.00 | IV ^{20 28} | C | | |
| E 70-08 Mittellandkanal branch to Salzgitter | 18.0 | 100.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb | B | | |
| | | 100.0/185.0 | 11.45/11.45 | 2.50 | 5.25 | Vb | B | | |
| E 70-05 HAVELKANAL | 35.0 | 110.0/110.0 | 11.45/11.45 | 2.00 | 5.25 | Va ^{21 28} ₅₄ | B | | |
| | | 86.0/125.0 | 9.50/8.25 | 1.90 | 4.50 | IV ^{20 28} | C | | |

| 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 70-10 | SPREE From km 0.0 to Westhafenkanal and Westhafenkanal | 9.0 | 110.0/110.0 | 11.45/11.45 | 2.80 | 5.25 | Va/Vb | B | | |
| | | | 110.0/185.0 | | | | | | | |
| | SPREE From Westhafen Berlin to Britzer Verbindungskanal | 14.0 | 82.0/82.0 | 9.50/9.50 | 1.90 | 4.60 | IV ^{20 28} | C | | |
| | | | 82.0/82.0 | 9.50/9.50 | 2.00 | 3.51 | IV ^{20 28} | C | | |
| E 70-12 | BERLIN - SPANDAUER SCHIFFFAHRTSKANAL From km 0.0 to Westhafen Berlin | 8.0 | 110.0/110.0 | 11.45/11.45 | 2.20 | 4.00 | Va ^{20 28} | C | | |
| | | | /156.0 | /9.00 | | | | | | |
| E 71 | TELTOWKANAL AND BRITZER VERBINDUNGSKANAL | 31.0 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb ²¹ | B | | |
| | | | 80.0/91.0 | 9.00/9.00 | 1.75 | 4.40 | IV ^{20 28} | C | | |
| | SPREE - ODER - WASSERSTRASSE From the Britzer Verbindungskanal to Oder - Spree Kanal | 18.0 | 82.0/156.0 | 9.50/8.25 | 2.00 | 2.97 | IV ^{20 28} | C | | |
| | | | /91.0 | /9.00 | | | | | | |
| | SPREE - ODER - WASSERSTRASSE From Oder - Spree Kanal to Oder | 86.0 | 82.0/125.0 | 9.50/8.25 | 2.00 | 2.97 | IV ^{20 28} | C | | |
| | | | /91.0 | /9.00 | | | | | | |
| E 71-02 | POTS DAMER HAVEL | 30.0 | 86.0/86.0 | 9.50/9.50 | 2.00 | 3.80 | IV ^{20 28} | C | | |
| | | | 86.0/86.0 | 9.50/9.50 | 1.90 | 3.80 | IV ^{20 28} | C | | |
| E 71-04 | TELTOWKANAL - OSTSTRECKE | 7.0 | 82.0/82.0 | 9.50/9.50 | 2.00 | 4.30 | IV ^{20 28} | C | | |
| | | | 82.0/82.0 | 9.50/9.50 | 1.75 | 4.30 | IV ^{20 28} | C | | |
| E 71-06 | DAHME - WASSERSTRASSE From 0.0 km to 8.65 km and Notte | 10.0 | 82.0/82.0 | 9.50/9.50 | 2.00 | 3.95 | IV ^{20 28} | C | | |
| | | | /156.0 | /8.25 | | | | | | |
| | | | 82.0/82.0 | 9.50/9.50 | 1.90 | 3.95 | IV ^{20 28} | C | | |
| E 80 | LE HAVRE - TANCARVILLE CANAL | 19.0 | .../185.0 | 14.00/14.00 | 3.50 | 7.00 ⁵⁵ | Vb | A | | |
| | | | .../185.0 | 14.00/14.00 | 3.50 | 7.00 ⁵⁵ | Vb | A | | |
| | SEINE Tancarville - Rouen | 96.1 | | | | | VII | A | Free-flowing | |
| | | | | | | | VII | A | Sea vessels route | |
| | SEINE Rouen - Conflans | 171.0 | .../180.0 | 11.40/15.00 | 3.50 | ... | Vb | A | Canalized | |
| | | .../180.0 | 11.40/15.00 | 3.50 | 5.95 - 11.82 | Vb | A | | | |

| 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 80 (continued) | OISE | 59.0 | .../180.0 | 11.40/11.40 | 3.00 | 6.50 | Vb | A | Completion of works in progress |
| | Conflans - Creil | | .../180.0 | 11.40/11.40 | 2.50 | 5.25 | Vb | B | |
| | OISE | 39.7 | .../180.0 | 11.40/11.40 | 3.00 | 6.50 | Vb | A | |
| | Creil - Compiègne | | .../180.0 | 11.40/11.40 | 2.50 | 5.25 | Vb | B | |
| | SEINE - MOSELLE LINK | 250.0 | .../185.0 | 11.40/11.40 | 3.00 | 7.00 | Vb | A | New link to be built |
| | Compiègne - Reims - Ambly-sur-Meuse - Toul | | - | - | - | - | - | - | |
| | MOSELLE | 128.4 | .../170.0 | 11.40/11.40 | 3.00 | 6.17 | Vb | A | |
| | Toul - Apach | | .../170.0 | 11.40/11.40 | 2.50 | 5.04 | Vb | B | |
| | MOSELLE | 242.4 | 110.0*/185.0 | 11.45/11.45 | 2.80 | 6.17 | Vb | B | * 135.0 under certain conditions |
| | Apach - Koblenz (242.4 km - 0.0 km) | | 110.0*/172.1 | 11.45/11.45 | 2.80 | 6.00 ⁵⁶ | Vb | B | |
| | RHINE | 27.0 | 135.0/193.0 | 22.90/22.90 | 2.10 ¹⁴ | 9.10 | Vlc | A | |
| | Koblenz - Bad Salzig | | 110.0/193.0 | 22.90/34.35 ¹³ | 2.10 ¹⁴ | 9.10 | Vlc | A | |
| | | | 110.0/269.5 | 22.90/22.90 | | | | | |
| | RHINE | 61.0 | 135.0/186.5 | 22.90/22.90 | 2.10 | 9.10 | Vlb | A | |
| | Bad Salzig - Mainz | | 110.0/186.5 | 22.90/22.90 | 2.10 ¹⁵ | 9.10 | Vlb | A | |
| | MAIN | 37.2 | 110.0/190.0 | 14.00/14.00 | 2.90 | 6.00 | Vb | B | |
| | 0.0 km - 37.2 km | | 110.0/190.0 | 14.00/14.00 | 2.70 | 6.00 | Vb | B | |
| | MAIN | 46.8 | 110.0/190.0 | 11.45/11.45 | 2.90 | 6.00 ⁵⁷ | Vb | B | |
| | 37.2 km - 84.0 km | | 110.0/190.0 | 11.45/11.45 | 2.70 | 6.00 ⁵⁷ | Vb | B | |
| | MAIN | 176.0 | 110.0/190.0 | 11.45/11.45 | 2.70 | 6.00 | Vb | B | |
| | 84.0 km - 260.0 km | | 110.0/190.0 | 11.45/11.45 | 2.70 | 6.00 | Vb | B | |
| | MAIN | 124.0 | 110.0/190.0 | 11.45/11.45 | 2.70 | 6.00 | Vb ²¹ | B | |
| | 260.0 km - 384.0 km | | 110.0 ⁵⁸ /110.0 | 11.45/11.45 | 2.30 | 6.00 | Va ^{21 28} | B | |
| | MAIN - DONAU KANAL | 7.4 | 110.0 ⁵⁸ /190.0 | 11.45/11.45 | 2.80 | 6.00 ⁵⁹ | Vb ²¹ | B | |
| | 0.0 km - 7.4 km | | 110.0 ⁵⁸ /190.0 | 11.45/11.45 | 2.60 | 6.00 ⁵⁹ | Vb ²¹ | B | |
| | MAIN - DONAU KANAL | 163.6 | 110.0 ⁵⁸ /190.0 | 11.45/11.45 | 2.80 ⁶⁰ | 6.00 | Vb ²¹ | B | |
| | 7.4 km - 171.0 km | | 110.0 ⁵⁸ /190.0 | 11.45/11.45 | 2.70 ⁶⁰ | 6.00 | Vb ²¹ | B | |
| | DANUBE | 34.8 | 110.0/185.0 | 11.45/11.45 | 2.70 ⁶¹ | 6.00 | Vb ²¹ | B | |
| | 2411.6 km - 2376.8 km | | 110.0/185.0 | 11.40/11.40 | 2.70 ⁶¹ | 6.00 | Vb ²¹ | B | |
| | DANUBE | 48.4 | 110.0/185.0 | 11.45/22.90 | 2.70 ⁶¹ | 8.00 | Vlb ⁶² | A | |
| | 2376.8 km - 2328.4 km | | 110.0/185.0 | 11.40/22.80 | 2.70 ⁶¹ | 5.75 ⁶³ | Vlb ⁶² | A | |

| 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 80 (continued) | DANUBE 2328.4 km - 2249.0 km | 79.4 | 110.0/185.0 | 11.45/22.90 ⁶⁴ | 2.70 ⁶¹ | 8.00 | Vlb ^{21 62} | A | |
| | | | 110.0/110.0 | 11.40/22.80 ⁶⁴ | 2.70 ⁶¹ | 4.74 ^{63 65} | Vla ^{20 21 28} | B | |
| | DANUBE 2249.0 km - 2201.8 km | 47.2 | 120.0/180.0 | 22.90/22.90 | 2.70 ⁶¹ | 8.00 | Vlb ^{20 21 28} | A | |
| | | | 120.0/185.0 | 22.80/22.80 | 2.70 ⁶¹ | 4.61 ⁶⁶ | Vlb ^{20 21 62} | B | |
| | DANUBE 2201.8 km - 2038.2 km | 163.6 | .../230.0 | 23.00/23.00 | 3.00 ⁶⁷ | 8.00 | Vlb | A | |
| | | | .../230.0 | 23.00/23.00 | 3.00 ⁶⁷ | 7.42 ⁶⁸ | Vlb | A | |
| | DANUBE 2038.2 km - 2008.0 km | 30.2 | .../230.0 | 23.00/23.00 | 3.00 ⁶⁹ | 8.00 | Vlb | A | |
| | | | .../230.0 | 23.00/23.00 | 3.00 ⁷⁰ | 8.00 | Vlb | A | |
| | DANUBE 2008.0 km - 1949.2 km | 58.8 | .../230.0 | 23.00/23.00 | 3.00 ⁶⁷ | 8.00 | Vlb | A | |
| | | | .../230.0 | 23.00/23.00 | 3.00 ⁶⁷ | 7.85 ⁷¹ | Vlb | A | |
| | DANUBE 1949.2 km - 1921.0 km | 28.2 | .../275.0 | 23.00/23.00 | 3.00 ⁶⁷ | 8.00 | Vlc | A | |
| | | | .../275.0 | 23.00/23.00 | 3.00 ⁶⁷ | 8.00 | Vlc | A | |
| | DANUBE 1921.0 km - 1880.3 km | 40.7 | .../195.0 | 23.00/23.00 | 3.00 ⁶⁹ | 10.00 | Vlb | A | When going downstream. |
| | | | .../110.0 | 23.00/35.00 | | | | | Maximum |
| | | | .../195.0 | 23.00/23.00 | 3.00 ⁷⁰ | 10.00 | Vlb | A | 4 barges/cargo vessels |
| | | | .../110.0 | 23.00/35.00 | | | | | |
| | | | .../275.0 | 23.00/12.00 | 3.00 ⁶⁹ | 10.00 | Vlb | A | When going upstream. |
| | | | .../195.0 | 23.00/23.00 | | | | | Maximum |
| | DANUBE Devin - Bratislava 1880.3 km - 1862.0 km | 18.3 | .../275.0 | 22.80/22.80 | 3.50 | 9.10 | Vlc | A | When going downstream |
| | | | .../195.0 | 22.80/34.20 | 2.50 | 7.06 ⁷² | Vlb | A | |
| | | | .../275.0 | 22.80/22.80 | 3.50 | 9.10 | Vlc | A | When going upstream |
| | | | .../195.0 | 22.80/22.80 | 2.50 | 7.06 ⁷² | Vlb | A | |
| | DANUBE DERIVATION CANAL Bratislava - Sap, 1862.0 km - 1811.0 km | 51.0 | 275.0/275.0 | 33.40/33.40 | 3.50 | 9.10 | Vlc | A | |
| | | | 275.0/275.0 | 33.40/33.40 | 3.50 | 9.10 | Vlc | A | |

| 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 80 (continued) | DANUBE ⁷³ Sap - Klížska Nemá 1811.0 km - 1791.0 km | 20.0 | 195.0/275.0 | 22.80/33.40 | 3.50 | 9.10 | Vlc | A | When going downstream |
| | | | 195.0/140.0 | 22.80/33.40 | 1.70 | 9.10 | Vlc | A | |
| | | | 195.0/275.0 | 33.40/33.40 | 3.50 | 9.10 | Vlc | A | When going upstream |
| | | | 195.0/195.0 | 33.40/33.40 | 1.70 | 9.10 | Vlc | A | |
| | DANUBE ⁷³ Klízska Nema - Szob 1791.0 km - 1708.2 km | 82.8 | 195.0/275.0 | 22.80/33.40 | 3.50 | 9.10 | Vlc | A | When going downstream |
| | | | 195.0/140.0 | 22.80/33.40 | 1.70 | 9.10 | Vlc | A | |
| | | | 195.0/275.0 | 33.40/33.40 | 3.50 | 9.10 | Vlc | A | When going upstream |
| | | | 195.0/195.0 | 33.40/33.40 | 1.70 | 9.10 | Vlc | A | |
| | DANUBE Szob - Budapest (1708.2 km - 1652.0 km) | 56.2 | .../... | .../... | ... | ... | ... | A | |
| | | | No restrictions | No restrictions | 1.70 | ... | Vlb | A | |
| | DANUBE 1652.0 km - 1642.5 km | 9.5 | .../... | .../... | ... | ... | ... | A | When going downstream |
| | | | .../175.0 | .../50.00 | 2.50 | 7.30 ⁷⁴ | Vlb | A | |
| | | | .../... | .../... | ... | ... | ... | A | When going upstream |
| | | | .../240.0 | .../35.00 | 2.50 | 7.30 ⁷⁴ | Vlb | A | |
| | DANUBE 1642.5 km - 1433.0 km | 109.5 | .../... | .../... | ... | ... | ... | A | Free-flowing |
| | | | No restrictions | No restrictions | 1.70 | 8.40 ⁷⁵ | Vlc | A | |
| | DANUBE 1433.0 km - 1366.0 km | 67.0 | 110.0/280.0 | 11.40/34.20 | 2.50 | 9.10 | Vlc | A | Free-flowing |
| | | | No restrictions | No restrictions | 2.50 | 8.15 | Vlc | A | |
| | DANUBE 1366.0 km - 1295.5 km | 70.5 | 110.0/280.0 | 11.40/34.20 | 2.50 | 9.10 | Vlc | A | Free-flowing |
| | | | No restrictions | No restrictions | 2.50 | 9.70 | Vlc | A | |
| DANUBE 1295.5 km - 1215.0 km | 80.5 | 110.0/285.0 | 11.40/22.80 | ... | 9.10 | Vlc | A | Free-flowing | |
| | | 110.0/285.0 | 11.40/22.80 | 2.50 | 6.82 ⁷⁶ | Vlc | B | | |
| DANUBE 1215.0 km - 1175.0 km | 40.0 | 110.0/285.0 | 11.40/34.20 | ... | ... | ... | A | Free-flowing | |
| | | No restrictions | No restrictions | 2.50 | No restrictions | Vlc | A | | |
| DANUBE 1175.0 km - 1075.0 km | 100.0 | .../... | .../... | ... | ... | VII | A | Canalized | |
| | | No restrictions | No restrictions | 3.50 | 9.15 | VII | A | | |
| DANUBE 1075.0 km - 947.0 km | 128.0 | .../... | .../... | ... | ... | VII | A | Canalized | |
| | | No restrictions | No restrictions | 3.50 | No restrictions | VII | A | | |
| DANUBE 947.0 km - 931.0 km | 16.0 | .../... | .../... | ... | ... | VII | A | Canalized | |
| | | .../300.0 | .../33.00 | 4.50 ⁷⁷ | 10.00 ⁷⁷ | VII | A | | |

| 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 80 (continued) | DANUBE 931.0 km - 866.0 km | 65.0 | .../... | .../... | ... | ... | VII | A | Canalized |
| | | | No restrictions | No restrictions | 3.50 | No restrictions | VII | A | |
| | DANUBE 866.0 km - 860.0 km | 6.0 | .../... | .../... | ... | ... | VII | A | Free-flowing from 863.0 km |
| | | | .../300.0 | .../33.00 | 4.50 ⁷⁷ 3.50 ⁷⁸ | 10.00 ⁷⁷ 17.70 ⁷⁸ | VII | A | |
| | DANUBE 860.0 km - 845.0 km | 15.0 | .../... | .../... | ... | ... | VII | A | Free-flowing |
| | | | No restrictions | No restrictions | 2.50 | No restrictions | VII | A | |
| DANUBE 845.0 km - 170.0 km | 675.0 | .../... | .../... | ... | ... | VII | A | Free-flowing | |
| | | No restrictions | No restrictions | 2.50 ⁴³ | 9.50 | VII | A | | |
| DANUBE 170.0 km - 0.0 km | 170.0 | .../... | .../... | ... | ... | VII | A | Free-flowing | |
| | | No restrictions | No restrictions | 7.30 ⁴³ | 38.00 | VII | A | | |
| E 80-02 | SEINE Tancarville - Estuary | 26.0 | | | | | VII | A | Free-flowing |
| | | | | | | | VII | A | Sea vessels route |
| E 80-04 | SEINE Conflans - Paris | 62.0 | .../180.0 | 11.40/11.40 | 3.00 - 3.50 | 5.15 ⁷⁹ | Vb | ... | Canalized |
| | | | .../180.0 | 11.40/11.40 | 3.00 - 3.50 | 5.15 ⁷⁹ | Vb | ... | |
| | SEINE Paris - Montereau (178.0 km - 68.0 km) | 110.0 | .../180.0 | 11.40/11.40 | 2.80 | 5.50 | Vb | ... | Canalized |
| | | | .../180.0 | 11.40/11.40 | 2.80 | 5.50 | Vb | B | |
| | SEINE Montereau - Bray (68.0 km - 46.0 km) | 22.0 | .../180.0 | 11.40/11.40 | 2.80 | 5.25 | Vb | ... | Canalized |
| | | | .../180.0 | 11.40/11.40 | 2.20 - 2.80 | 5.20 | Vb | B | |
| SEINE Bray - Nogent (46.0 km - 19.0 km) | 27.0 | 120.0/120.0 | 11.40/11.40 | 2.80 | 5.25 | Va | A/B | Link needs be significantly improved | |
| | | 120.0/120.0 | 8.00/8.00 | 2.00 | ... | II | C | | |
| E 80-06 | SAAR Moselle - Völklingen | 73.7 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.75 | Vb | B | |
| | | | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.75 | Vb | B | |
| | SAAR Völklingen - Saarbrücken | 17.7 | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb ²¹ | B | |
| | | | 110.0/185.0 | 11.45/11.45 | 2.80 | 5.25 | Vb ²¹ | B | |
| E 80-08 | DRAVA Ferdinadovac - Belišće (198.6 km - 55.45 km) | 143.15 | 57.0/57.0 | 6.60/6.60 | 1.60 | 3.00 | II | C | Free-flowing |
| | | | 57.0/57.0 | 6.60/6.60 | 1.60 | 3.00 | II | C | |
| | DRAVA Belišće - Port Nemetin (55.45 km - 14.0 km) | 41.45 | 67.0/67.0 | 9.00/9.00 | 1.60 | 5.25 | III | B | Free-flowing |
| | | | 67.0/67.0 | 9.00/9.00 | 1.60 | 5.25 | III | B | |

| 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 80-08 (continued) | DRAVA | 14.0 | 85.0/85.0 | 9.50/9.50 | 2.50 | No restrictions | IV | A | Free-flowing |
| | Port Nemetin - Mouth of the Danube (14.0 km - 0.0 km) | | 85.0/85.0 | 9.50/9.50 | 2.50 | No restrictions | IV | A | |
| E 80-10 | DANUBE - SAVA CANAL Vukovar - Samac | 61.0 | 110.0/185.0 | 11.40/11.40 | 2.50 | 9.60 | Vb | A | New link to be built |
| E 80-01 | TISZA 173.0 km - 160.0 km | 13.0 | .../140.0 | .../22.80 | 2.50 | 6.48 | Va | ... | Canalized |
| | TISZA 164.0 km - 63.4 km | 100.6 | .../... | .../... | ... | 7.00 | ... | B | |
| | TISZA 63.4 km - 0.0 km | 63.4 | .../... | .../... | ... | ... | ... | B | |
| | TISZA 63.4 km - 0.0 km | 63.4 | 85.0/172.0 | 8.20/11.40 | 2.50 | 7.76 | Va | B | |
| E 80-01-02 | BEGEJ From the mouth to the Klek Lock | 34.1 | .../... | .../... | ... | ... | ... | B | Canalized |
| | BEGEJ From the Klek Lock to the Itebej Lock | 31.5 | .../... | .../... | ... | ... | ... | B | |
| | BEGA Up to Timisoara | ... | .../... | .../... | ... | ... | ... | ... | Lock Itebej is out of order |
| | BEGA Up to Timisoara | ... | .../... | .../... | ... | ... | ... | ... | |
| E 80-12 | SAVA Rugvica - Sisak (Galdovo) (662.0 km - 594.0 km) | 68.0 | 57.0/57.0 | 6.60/6.60 | 1.60 | 3.00 | II | C | Free-flowing |
| | SAVA Sisak (Galdovo) - Slavonski Brod (594.0 km - 371.2 km) | 222.8 | 57.0/57.0 | 6.60/6.60 | 1.60 | 3.00 | II | C | |
| | SAVA Slavonski Brod - Oprisavci (371.2 km - 338.2 km) | 33.0 | 85.0/85.0 | 9.50/9.50 | 2.50 | 7.00 | IV | A | Free-flowing. Smaller radius, in some places, one way navigation |
| | SAVA Slavonski Brod - Oprisavci (371.2 km - 338.2 km) | 33.0 | 70.0/85.0 | 9.00/9.00 | 2.00 | 6.16 | III | B | |
| | SAVA Oprisavci - Slavonski Šamac (338.2 km - 313.7 km) | 24.5 | 85.0/85.0 | 9.50/9.50 | 2.50 | No restrictions | IV | A | Free-flowing |
| | SAVA Oprisavci - Slavonski Šamac (338.2 km - 313.7 km) | 24.5 | 70.0/85.0 | 9.00/9.00 | 1.60 | No restrictions | III/II | B | |
| | SAVA Gunja - Račinovci (234.0 km - 210.8 km) | 79.7 | 85.0/85.0 | 9.50/9.50 | 2.50 | 8.14 | IV | A | Free-flowing |
| | SAVA Gunja - Račinovci (234.0 km - 210.8 km) | 79.7 | 85.0/85.0 | 9.50/9.50 | 2.50 | 8.14 | IV | A | |
| SAVA Gunja - Račinovci (234.0 km - 210.8 km) | 23.2 | 110.0/110.0 | 11.40/11.40 | 2.50 | 7.00 | Va | A | Free-flowing | |
| SAVA Gunja - Račinovci (234.0 km - 210.8 km) | 23.2 | 85.0/85.0 | 9.50/9.50 | 2.50 | 7.60 | IV | A | | |

| 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 80-12 (continued) | SAVA 210.8 km - 107.0 km | 103.8 | 110.0/110.0 | 11.40/11.40 | 2.50 | 7.00 | Va | B | Free-flowing |
| | | | 85.0/85.0 | 9.50/9.50 | 2.00 | 6.46 | IV | B | |
| | SAVA 107.0 km - 0.0 km | 107.0 | 110.0/110.0 | 11.40/11.40 | 2.50 | 7.00 | Va | B | Canalized |
| | | | 85.0/85.0 | 9.50/9.50 | 2.00 | 6.96 | IV | B | |
| | KUPA Old Port Sisak - Mouth of the Sava (5.9 km - 0.0 km) | 5.9 | 41.0/41.0 | 4.70/4.70 | 1.60 | 3.00 | I | C | Free-flowing |
| | | | 41.0/41.0 | 4.70/4.70 | 1.60 | 7.02 | I | C | |
| UNA Hrvatska Dubica - Tanac (15.0 km - 4.0 km) | 11.0 | 41.0/41.0 | 4.70/4.70 | 1.60 | No restrictions | I | - | Free-flowing | |
| | | 41.0/41.0 | 4.70/4.70 | 1.60 | No restrictions | I | - | | |
| UNA Tanac - Mouth of the Sava (4.0 km - 0.0 km) | 4.0 | 57.0/57.0 | 6.60/6.60 | 2.00 | 3.00 | II | - | Free-flowing | |
| | | 57.0/57.0 | 6.60/6.60 | 1.60 | 6.24 | II | - | | |
| E 80-03 | OLT Up to Slatina | ... | .../... | .../... | ... | ... | ... | ... | |
| | | | .../... | .../... | ... | ... | ... | ... | |
| E 80-05 | DANUBE - BUCURESTI CANAL | 73.0 | .../106.6 | .../11.40 | 3.00 | 11.00 | Va | ... | Under construction |
| | | | - | - | - | - | - | - | |
| E 80-14 | DANUBE - BLACK SEA CANAL | 64.4 | 138.3/296.0 | 16.80/23.50 | 5.50/3.80 | 16.50 | Vlc | A | |
| | | | 138.3/296.0 | 16.80/23.50 | 5.50/3.80 | 16.50 | Vlc | A | |
| E 80-14-01 | POARTA ALBA - MIDIA - NAVODARY | 27.5 | 110.0/120.0 | 11.50/11.50 | 3.80 | 12.50 | Va | A | |
| | | | 110.0/120.0 | 11.50/11.50 | 3.80 | 12.50 | Va | A | |
| E 80-07 | PRUT From the mouth to Kakhul | 85.0 | .../... | .../... | ... | ... | ... | ... | Free-flowing |
| | | 42.0/60.3 | 7.80/7.80 | 1.00 | 9.00 | II | C | | |
| | PRUT From Kakhul to Ungheni | 322.0 | .../... | .../... | ... | ... | ... | ... | Free-flowing |
| | | 42.0/60.3 | 7.80/7.80 | 1.00 | 8.50 | II | C | | |
| E 80-09 | DANUBE - KILIA ARM ⁸⁰ Ismail Cape - Chatal - Vilково (116.0 km - 18.0 km) | 98.0 | 125.0/300.0 | 17.50/40.00 | 7.20 | No restrictions | VII | A | Free-flowing |
| | | | 125.0/300.0 | 17.50/40.00 | 7.20 | No restrictions | VII | A | |
| | DANUBE - KILIA ARM, Vilково - Bistroe Arm Outlet (Old Istanbul Arm) (18.0 km - 11.0 km) | 7.0 | 125.0/300.0 | 17.50/40.00 | 7.20 | No restrictions | VII | A | Free-flowing |
| | | | 125.0/300.0 | 17.50/40.00 | 7.20 | No restrictions | VII | A | |
| DANUBE - KILIA ARM, Bistroe Arm Outlet - Sea approach canal (11.0 km - 1.57 km) | 9.43 | 125.0/300.0 | 17.50/40.00 | 7.20 | No restrictions | VII | A | Free-flowing | |
| | | 125.0/300.0 | 17.50/40.00 | 5.85 | No restrictions | VII | A | | |

| 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 80-09 (continued) | SEA APPROACH CANAL | 3.42 | 125.0/300.0 | 17.50/40.00 | 7.20 | No restrictions | VII | A | Sea vessels route |
| | 1.57 - (-1.85) km | | 125.0/300.0 | 17.50/40.00 | 5.85 | No restrictions | VII | A | |
| E 80-16 | DANUBE - ST. GEORGE ARM | 89.0 | .../... | .../... | ... | ... | ... | ... | Free-flowing |
| | 0.0 km - 89.0 km | | .../... | .../... | 2.50 | ... | Vb | ... | |
| | DANUBE - ST. GEORGE ARM | 19.0 | .../... | .../... | ... | ... | ... | ... | Free-flowing |
| | 89.0 km - 108.0 km | | .../... | .../... | 2.50 | ... | Vlb | ... | |
| E 81 | VÁH | 42.1 | 110.0/110.0 | 22.80/22.80 | 2.80 | 7.00 | Vla | A | Modernization necessary |
| | Komárno - Selice (0.0 km - 42.1 km) | | 110.0/110.0 | 22.80/22.80 | 1.60 | 7.00 | Vla | A | |
| | VÁH | 21.0 | 110.0/110.0 | 22.80/22.80 | 2.80 | 7.00 | Vla | A | Local navigation only |
| | Selice - Král'ová (42.1 km - 63.1 km) | | 110.0/110.0 | 22.80/22.80 | 1.60 | 7.00 | Vla | A | |
| | VÁH | 38.8 | 110.0/110.0 | 22.80/22.80 | ... | 7.00 | Vla | A | Partly canalized Modernization necessary |
| | Král'ová - Hlohovec (63.1 km - 101.9 km) | | 110.0/110.0 | 22.80/22.80 | ... | 7.00 | Vla | A | |
| VÁH | 143.1 | 110.0/110.0 | 11.40/11.40 | ... | 7.00 | Va | A | Canalization necessary | |
| Hlohovec - Žilina (101.9 km - 245.0 km) | | 110.0/110.0 | 11.40/11.40 | ... | 7.00 | Va | A | | |
| VÁH - ODER LINK | 38.2 | 110.0/110.0 | 11.40/11.40 | ... | ... | Va | ... | New link to be built | |
| ... | | ... | ... | ... | ... | ... | ... | | |
| E 90 | KORINTHOS CANAL | ... | .../... | 24.60/24.60 | 6.70 | ... | Vlc | ... | |
| | ... | ... | .../... | 24.60/24.60 | 6.70 | ... | Vlc | ... | |
| | DON AND VOLGO - DONSKOY KANAL | 579.0 | .../141.0 | .../16.20 | 3.20 ⁸¹ | 11.00 | Va | A | Canalized upstream from Oust-Donetsk |
| | Azov - Krasnoarmeysk | | .../141.0 | .../16.20 | 3.20 ⁸¹ | 11.00 | Va | A | |
| VOLGA | 488.0 | .../269.0 | .../28.50 | 3.60 | 13.20 | Vlb | A | | |
| Krasnoarmeysk - Astrakhan | | .../269.0 | .../28.50 | 3.80 | 13.20 | Vlb | A | | |
| E 90-01 | ADRIATIC COASTAL ROUTE | 280.0 | | | | | | | Coastal route |
| From Ravenna to Trieste | | | | | | | VII | | |
| E 90-03 | DNESTR | 39.0 | 65.0/85.0 | 14.00/14.00 | 1.80 | 6.30 | III | B | Free-flowing |
| | Belgorod Dnestrovskiy - Ukraine/Moldova border | | .../85.0 | .../14.00 | 1.70 | 6.30 | III | B | |
| | NISTRU (DNESTR) | 98.0 | .../... | .../... | ... | ... | ... | ... | Free-flowing |
| | Ukraine/Moldova border - Reskeet | | 85.0/85.0 | 14.00/14.00 | 1.80 | 6.30 | III | B | |
| NISTRU (DNESTR) | 103.0 | .../... | .../... | ... | ... | ... | ... | Free-flowing | |
| Reskeet - Bender | | 85.0/85.0 | 14.00/14.00 | 1.80 | 13.50 | III | B | | |

| 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 91 | MILANO - PO CANAL From Milano to Pizzighettone | 96.0 | 110.0/110.0 | 12.00/12.00 | 2.50 | 6.50 | Va | B | Canalized – project under development |
| | .../... | | .../... | ... | ... | ... | ... | | |
| | MILANO - PO CANAL From Pizzighettone to Cremona | 14.0 | 110.0/110.0 | 12.00/12.00 | 2.50 | unlimited | Va | B | Canalized |
| | 110.0/110.0 | | 12.00/12.00 | 2.50 | unlimited | Va | B | | |
| | PO From Cremona to Casalmaggiore | 54.0 | 110.0/110.0 | 12.00/12.00 | 2.50 | 6.50 | Va | B | 2.5 m x 250 days per year - aim: 2.5 m x 300 days/year |
| | 110.0/110.0 | | 12.00/12.00 | 2.50 | 6.50 | IV | B | | |
| | PO From Casalmaggiore to the mouth of the Mincio River (Mantova) | 77.0 | 110.0/110.0 | 12.00/12.00 | 3.00 | 6.50 | Va | B | 2.5 m x 250 days per year - aim: 2.5 m x 310 days/year |
| | 110.0/110.0 | | 12.00/12.00 | 2.50 | 6.50 | IV | B | | |
| | MINCIO RIVER From Lago Inferiore (Mantova) to the mouth (Governolo) | 17.0 | 80.0/80.0 | 11.00/11.00 | 2.50 | 6.50 | IV | B | |
| | 80.0/80.0 | | 11.00/11.00 | 2.50 | 6.50 | IV | B | | |
| PO From the mouth of the Mincio River (Mantova) to Volta Grimana | 129.0 | 110.0/110.0 | 12.00/12.00 | 3.50 | 6.80 | Va | B | | |
| 80.0/80.0 | | 11.00/11.00 | 2.50 | 6.80 | IV | B | | | |
| PO - BRONDOLO CANAL From Volta Grimana (Po) to Marghera (Venezia) | 70.0 | 110.0/110.0 | 12.00/12.00 | 2.50 | 6.50 | Va | B | | |
| 99.0/99.0 | | 10.00/10.00 | 2.50 | 6.50 | IV | B | | | |
| LAGUNA VENETA From Marghera to Porto Nogaro (Punta Sdobba) | 120.0 | 110.0/110.0 | 12.00/12.00 | 2.50 | 6.50 | Va | B | | |
| 80.0/80.0 | | 9.50/9.50 | 2.50 | 6.50 | IV | B | | | |
| LAGUNA VENETA From Porto Nogaro (Punta Sdobba) to Monfalcone-Trieste | 60.0 | | | | | VII | A | From Punta Sdobba to Trieste coastal route navigation | |
| | | | | | | VII | A | | |
| E 91-02 | PO From Cremona to Piacenza | 37.0 | 110.0/110.0 | 12.00/12.00 | 2.50 | 6.50 | Va | B | 2.5 m x 200 days per year - aim: 2.5 m x 250 days/year |
| | 80.0/80.0 | | 9.50/9.50 | 2.50 | 6.50 | IV | B | | |
| | PO From Piacenza to Pavia | 60.0 | 80.0/80.0 | 9.50/9.50 | 2.50 | 6.50 | IV | B | 2.5 m x 200 days per year - aim: 2.5 m x 250 days/year |
| | 70.0/70.0 | | 8.00/8.00 | 2.50 | 6.50 | III | C | | |
| | PO From Pavia to Casale Monferrato | 85.0 | 80.0/80.0 | 9.50 | 2.50 | 6.50 | IV | B | 2.5 m x 150 days per year - aim: 2.5 m x 200 days/year |
| | 70.0/70.0 | | 8.00 | 2.50 | 6.50 | III | C | | |

| 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 91-04 | FERRARA WATERWAY | 80.0 | 110.0/110.0 | 12.00/12.0.0 | 2.50 | 6.50 | Va | B | Upgrade to class Va under project |
| | From Ferrara to Porto Garibaldi/Ravenna | | 96.0/96.0 | 12.00/12.00 | 2.50 | 4.10 | IV | B | |
| E 91-06 | PO GRANDE ⁸² | 35 | 110.0/110.0 | 12.00/12.00 | 2.50 | 6.50 | Va | B | |
| | From Volta Grimana to the mouth | | 110.0/110.0 | 12.00/12.00 | 2.80 | 6.36 | Va | B | |
| E 91-01 | MANTOVA-ADRIATICO CANAL | 25.0 | 110.0/110.0 | 12.00/12.00 | 3.50 | 6.50 | Va | A | |
| | From Mantova-Valdaro Lock to Ostiglia | | 110.0/110.0 | 12.00/12.00 | 3.00 | 6.50 | Va | A | |
| | MANTOVA-ADRIATICO CANAL | 80.0 | 110.0/110.0 | 12.00/12.00 | 3.50 | 6.50 | Va | A | |
| | From Ostiglia to Barricetta Lock | | 110.0/110.0 | 12.00/12.00 | 2.50 | 5.50 | IV | B | |
| | MANTOVA-ADRIATICO CANAL | 33.0 | 195.0/195.0 | 23.00/23.00 | 3.50 | 7.00 | Vlb | A | Upgrade under project |
| | From Barricetta Lock to Porto Levante | | 110.0/110.0 | 12.00/12.00 | 2.80 | 5.50 | Va | B | |
| E 91-08 | PO DI LEVANTE | 21.0 | 110.0/110.0 | 12.00/12.00 | 2.50 | 6.50 | Va | B | Upgrade to class Va under project |
| | From Po - Brondolo Canal to the Adriatic Sea ⁸² | | 110.0/110.0 | 12.00/12.00 | 2.50 | 6.50 | IV | B | |
| E 91-03 | PADOVA - VENEZIA CANAL | 27.0 | 110.0/110.0 | 12.00/12.00 | 2.50 | 6.50 | Va | B | Under construction |
| | | | ... | ... | ... | ... | ... | ... | |

Notes to Table 1

- ¹ When bridge is not open air draught is 11.50 m for mean high water (MHW) at normal Amsterdam Peil (Dutch reference water level = mean sea tide level) (NAP) + 0.96 m.
- ² Only permitted when proceeding downstream.
- ³ Depending on the tide water level prevailing.
- ⁴ All bridges are movable.
- ⁵ Sea-going vessels measuring 175.00 m x 25.00 m x 8.80 m are admitted.
- ⁶ For fixed low water level for rivers (OLW) NAP – 0.20 m.
- ⁷ When bridge is not open air draught is 12.00 m for MHW NAP + 0.96 m.
- ⁸ For OLW NAP + 0.15 m.
- ⁹ For sea-going vessels measuring 256.00 m x 34.00 m x 12.25 m.
- ¹⁰ For fixed low water level (OLR) at Lobith NAP + 7.95.
- ¹¹ For water level at high river discharge at Lobith NAP + 15.58 m (Marke II).
For mean water level at Lobith NAP + 10.10 m.
- ¹² Fairway depth, below GLW 2002 (between Emmerich and Duisburg: 2.80 m below GLW).
- ¹³ When going downstream; reduced to 22.90 m in low water conditions.
- ¹⁴ Fairway depth, below high water level (GLW) 2002.
- ¹⁵ Fairway depth, below GLW 2002 (between St. Goar and Mainz: 1.90 m below GLW).
- ¹⁶ The height under the railway bridge at Strasbourg Kehl is currently 6.75 m at HNWL (highest navigable water level).
- ¹⁷ The secretariat was informed by the Government of France that the Rhône-Rhine Canal project has been abandoned.
- ¹⁸ Bridge at Avignon – 6.30 m, Bridge at Tarascon – 7.40 m, bridge at Arles – 7.88 m.
- ¹⁹ Fos - Port of Marseille section is not operable because of closure of the Rove tunnel.
- ²⁰ The under-bridge headroom requirement for this class cannot be met.
- ²¹ Restrictions apply with regard to two-way traffic.
- ²² Single units and convoys of up to 90 m in length and 9.60 m in width, may draw up to 2.80 m.
- ²³ From 113.0 km to 124.0 km – 5.50 m.
- ²⁴ The draught may be reduced to 2.10 m for twenty days a year at low water level downstream of Iffezheim.
- ²⁵ These figures correspond to a level of 5.00 m on the scale at Bâle-Rheinhalle and take into account security clearance of 40 cm.
- ²⁶ The Mittlere Brücke is determining for the section Bâle-Rheinfelden. It has 5.10 m headroom for each arch over a width of 17.00 m at the highest navigable flood level.
- ²⁷ No dimension established for inland navigation vessels; sea-going ships measuring 325.0 m x 42.00 m x 13.10 m are admitted.
- ²⁸ The depth required for this category cannot be guaranteed (depending on the water level prevailing).
- ²⁹ Above mean water level.
- ³⁰ Fairway depth, below GLW 89.
- ³¹ Depending on the water level prevailing.
- ³² The total length of the Lüneburg Shiplift is 100 m; single units of up to 100 m in length are accepted.
- ³³ This project is not expected to be realized in the near future.

34 Maximum permissible draught on the section Mělník-Praha Radotín – 1.8 m and on the section Praha Radotín-Slapy – 1.2 m.
35 The permissible length-of-convoy requirement for this class cannot be met.
36 Class to be agreed by the Governments of Poland and Germany.
37 According to the information of the Government of Poland.
38 Estimated depth of the channel exceeded during 20 ice-free days a year on average.
39 According to the information received from the Government of Germany.
40 Non-navigable waterway. A weir in Kozlowice, downstream of Brest, has no navigational locks and constitutes a main obstacle.
41 During the locking procedure the pusher is to enter the chamber alongside the barges.
42 Periodically, at a low water level, the maximum draught is limited to 3.00 m.
43 Fairway depth.
44 Limitation draught on the section from Gorodetski Lock to Nizhniy Novgorod (length, 56 km).
45 At a project water level.
46 On the Sarapul-Chaikovsky section (68 km in length). On other sections the maximum navigable draught is 3.50 m.
47 Vessels of a greater length may be allowed if their width is approved. The length of pushed convoys of 83.0 m is allowed only up
48 to 126.0 km; from this point up to 210.0 km the length of up to 60.0 m is allowed.
49 The draught of 3.80 m is ensured on 162 km of the river (from its mouth to 135.0 km and on 27 km between the Pocinho weir and Spanish
50 port Vega Terron). On the rest of the river the draught of 2.00 m is ensured.
51 This figure is reduced to 6.60 m under the bridge of Ferradosa at 151.0 km.
52 The lowest height is under the Westminster Bridge.
53 The maximum dimensions of vessels are applicable in daylight and good visibility. The Swedish Maritime Administration can grant
54 exceptions from the maximum size up to 130 m x 19 m x 6.80 m.
55 Single units of 86.0 m x 9.50 m and convoys of 147.0 m x 9.00 m may obtain special permission for navigation.
56 As an alternative to the waterway via the Szkarpawa River.
57 Improvement of the Untere Havel Wasserstraße is under way to the south of Wustermark.
58 No restriction when bridges are open.
59 Under-bridge headroom at the Koblenz rail bridge is reduced to less than 6.00 m on about 50 days per year.
60 Except for road bridge Auheim at 59.56 km, where an under-bridge headroom of 4.39 m applies.
61 Vessels exceeding 90 m in length are subject to additional requirements regarding the carriage of equipment.
62 Except for Kettenbrücke and Löwenbrücke Bridges at Bamberg, where an under-bridge headroom of 5.41 m applies.
63 A special permit is required when the draught exceeds 2.50 m.
64 At the minimum regulated navigable water level (ENR) existing for 96 per cent of the ice-free period, established on the basis of the flows
65 observed over a period of 40 years (fairway depth).
66 The single-unit permissible length and width requirement for this class cannot be met.
67 Road bridge at Pfatter.
68 Only vessels with a beam of up to 11.40 m may navigate downstream.
69 Railway bridge at Deggendorf.
70 Luitpolbrücke at Passau.
71 Maximum draught according to Police Regulations; 2.70 m fairway depth at LNWL.
72 Road/railway bridge at Linz.

- 69 Maximum draught according to Police Regulations; 3.00 m fairway depth at LNWL.
- 70 Maximum draught according to Police Regulations; 2.20 m fairway depth at LNWL at several bars.
- 71 Road bridge at Stein/Mautern.
- 72 Bridge at Bratislava (1868.1 km). At a water level of + 619 cm according to the Bratislava/Devín hydrometric station.
- 73 Data concerning this section have been submitted by the Slovak Government.
- 74 Bridge at Budapest – Lánchíd (1647.0 km).
- 75 Bridge at Bajá (1480 km).
- 76 Temporary road/railway bridge at Novy Sad (1,254 km).
- 77 Data received from the Government of Serbia. The higher values of draught and air draught of up to 5 m and 13.50 m, respectively, are ensured on request and against payment of costs.
- 78 Data received from the Government of Romania.
- 79 Minimum height at normal water level varies from 8.54 m to 9.31 m; at the highest navigable water level (HNWL) it varies from 5.15 m to 6.89 m.
- 80 Footnote by Ukraine: Data concerning this section of the E80-09 waterway are based on the results of the completion of stage one of the Ukrainian project on the reopening of the Danube-Black Sea navigable waterway. Definitive data related to the project will be presented after the full completion of the project, to be undertaken in accordance with the provisions of applicable international environmental agreements and conventions.
- Footnote by Romania: Data concerning this section of the E 80-09 waterway are provisional. Definitive data related to the Ukrainian project of building a deep-water navigable waterway on the Kilia Arm and Bystroe outlet into the sea of the Danube River are pending the full assessment of the environmental impact and the full and faithful observance of applicable international agreements and conventions.
- 81 On the section from the Kochetovsky hydroelectric complex to Azov (165 km in length). On other sections, the maximum navigable draught is 3.50 m.
- 82 No direct link Po - Adriatic Sea is possible because of sand banks at the estuary of the Po River.

Annex III

Table II

Parameters of locks of inland waterways of international importance

Explanations of Table II

The table contains detailed data on locks, ship lifts and inclined planes situated on E waterways. This also includes data on locks which are under construction or planned.

| 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 | DUNKERQUE-VALENCIENNES CANAL | 144.6 | 12.00 | 3.50 | | |
| | Dunkerque - Bouchain | 143.3 | 12.00 | 3.50 | Flandres locks | |
| | 148.0 km - 0.0 km | | | | | |
| | ESCAUT | 144.6 | 12.00 | 3.00 | | |
| | Bouchain - Condé | | | | | |
| | CONDÉ - POMMEROEUL CANAL | 149.0 | 12.50 | 4.00 | Hensies lock | |
| | Pommeroeul - Hensies | 151.75 | 12.50 | 4.00 | Pommeroeul lock | |
| | CANAL DU CENTRE | 96.0 | 12.00 | 4.00 | Obourg lock | |
| | Nimy - Seneffe | | 149.0 | 12.50 | 4.50 | Project Obourg lock |
| | | | 124.0 | 12.50 | 4.00 | Havre lock |
| | | | 2 x 112.0 | 2 x 12.0 | 4.00 | Strépy-Thieu I lift |
| | | | | | | |
| | CHARLEROI - BRUXELLES CANAL | 85.92 | 11.50 | 4.20 | Viesville lock | |
| | Seneffe - Charleroi | | 112.0 | 12.50 | 4.50 | Project Viesville lock |
| | | | 85.80 | 11.50 | 4.30 | Gosselies lock |
| | | | 112.0 | 12.50 | 4.50 | Project Gosselies lock |
| | | | 85.10 | 11.50 | 3.50 | Marchienne lock |
| | | | 112.0 | 12.50 | 4.50 | Project Marchienne lock |
| | SAMBRE | 119.40 | 12.50 | 3.44 | Marcinelle lock | |
| | Charleroi - Namur | | 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 |
| | | | 136.90 | 12.50 | 3.25 | Salzennes lock |
| | MEUSE | 200.0 | 25.00 | 4.95 | Grands Malades lock | |
| | Namur - Liège | | 200.0 | 25.00 | 3.90 | Andenne-Seilles lock |
| | | | 136.0 | 16.00 | 4.00 | Ampsin-Neuville parallel locks |
| | | | 225.0 | 25.00 | 4.50 | Project Ampsin-Neuville parallel locks |
| | | | 136.0 | 16.00 | 3.80 | Ivoz-Ramet parallel locks |
| | | | 225.0 | 25.00 | 4.50 | Project Ivoz-Ramet parallel locks |
| | | | | | | |
| | LANAYE CANAL | 136.0 | 16.00 | 4.00 | Lanaye lock | |
| | 225.0 | 25.00 | 4.50 | Project Lanaye lock | | |
| JULIANAKANAAL | 136.0 | 16.00 | 3.60 | Limmel lock complex | | |
| | 136.0 | 16.00 | 3.60 | | | |
| JULIANAKANAAL | 142.0 | 16.00 | 4.00 | Born lock complex | | |
| | 136.0 | 16.00 | 3.60 | | | |
| JULIANAKANAAL | 142.0 | 16.00 | 7.90 | Drielingsluis lock complex | | |
| | 142.0 | 16.00 | 7.90 | | | |
| | 142.0 | 16.00 | 7.90 | | | |

| 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 (continued) | MAAS LATERAL CANAL | 142.0 | 16.00 | 4.00 | Heel lock complex |
| | | 142.0 | 16.00 | 4.00 | |
| | MAAS | 260.0 | 16.00 | 3.30 | Belfeld lock complex |
| | | 142.0 | 16.00 | 6.75 | |
| | | 142.0 | 16.00 | 6.75 | |
| | MAAS | 260.0 | 16.00 | 3.30 | Sambeek lock complex |
| | | 142.0 | 16.00 | 6.75 | |
| 142.0 | | 16.00 | 6.75 | | |
| 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 | Hastière lock |
| | MEUSE Dinant - Hastière | 98.3 | 12.00 | 2.57 | Anseremme lock |
| | | 98.3 | 12.00 | 2.57 | Waulsort lock |
| | | 100.0 | 12.00 | 2.49 | Hastière lock |
| | Hastière - Givet | ... | ... | ... | One lock |
| | CANAL DE L'EST Givet (0.0 km) - Écluse des 3 fontaines (7.1 km) | 95.0 | 12.00 | 3.00 | One lock |
| | E 01-04-01 | MONSIN CANAL | 136.0 | 16.00 | 3.10 |
| E 01-01 | CANAL BOCHOLT - HERENTALS | 55.0 | 7.50 | 2.50 | Mol and Lommel locks (Nos. 1, 2 and 3) |
| | ZUID - WILLEMSVAART | 65.0 | 7.50 | 2.50 | Lock No. 15 |
| | | 70.0 | 7.50 | 2.50 | Lock No. 16 |
| | | 50.0 | 7.00 | 1.90 | Bocholt and Lozen locks (Nos. 18 and 17) |
| KANAAL WESSEM - NEDERWEERT | 150.0 | 12.60 | 3.95 | Panheel lock Complex | |
| E 01-06 | KANAAL VAN ST. ANDRIES | 110.0 | 14.00 | 3.00 | St. Andries lock |
| E 01-03 | ZUID - WILLEMSVAART | 82.0 | 9.50 | 1.90 | Lock No. 13 |
| | | 82.0 | 9.50 | 1.90 | Lock No. 12 |
| | | 82.0 | 9.50 | 1.90 | Lock No. 11 |
| | | 82.0 | 9.50 | 1.90 | Lock No. 10 |
| | | 110.0 | 12.60 | 1.90 | Helmond lock |
| | | 110.0 | 12.60 | 1.90 | Lock No. 6 |
| | | 110.0 | 12.60 | 1.90 | Lock No. 5 |
| | | 110.0 | 12.60 | 1.90 | Lock No. 4 |
| | | 110.0 | 12.60 | 2.10 | Schijndel lock |
| | | 124.2 | 26.40 | 2.10 | Lock No. 0 |
| | | 92.0 | 18.00 | 2.70 | Engelen lock |

| 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 | BOUDEWIJN CANAL | 125.0 | 12.00 | 4.75 | Boudewijn lock | |
| | Zeebrugge - Brugge (12.0 km) | 210.0 | 19.70 | 5.50 | Visart lock | |
| | | 500.0 | 57.00 | 15.00 | Vandamme lock | |
| | Harelbeke lock - Warneton | 195.0 | 12.50 | 2.30 | Menin lock | |
| | | 185.0 | 12.50 | 4.50 | Comines lock | |
| | Deulémont - Quesnoy | 110.0 | 12.00 | 2.80 | Quesnoy lock | |
| | | 195.0 | 12.50 | 5.00 | Project Quesnoy lock | |
| | Quesnoy - Lambersart | 144.6 | 12.00 | 3.50 | Grand Carré lock | |
| | Lambersart - Bauvin | 146.2 | 12.00 | 3.50 | Don lock | |
| E 02-02 | GENT - OOSTENDE CANAL | 120.0 | 17.50 | 4.70 | Demey lock | |
| | | 282.5 | 18.00 | ... | Dok lock | |
| | Brugge-Schipdonk | 89.7 | 10.20 | 2.50 | Dammepoort lock | |
| E 02-02-01 | PLASSEDALE - NIEUWPOORT | 90.0 | 6.35 | ... | Plassendale lock | |
| | | 124.0 | 12.50 | ... | Saint. Joris lock | |
| E 02-04 | ROESELARE - LEIE CANAL | 115.0 | 12.50 | 3.50 | Ooigem lock | |
| | Schipdonk - Ooigem | 136.0 | 16.00 | 2.50 | Sint-Baafs-Vijve lock | |
| | Ooigem - Harelbeke lock | 115.0 | 12.50 | 3.50 | Harelbeke lock | |
| E 03 | SCHELDE - RIJN CONNECTION | 325.0 | 24.00 | 6.25 | Volkeraksluizen | |
| | | 325.0 | 24.00 | 6.25 | | |
| | | 325.0 | 24.00 | 6.25 | | |
| | SCHELDE - RIJN CONNECTION | 280.0 | 24.00 | 5.05 | Krammersluizen | |
| | | 280.0 | 24.00 | 5.05 | | |
| | ZUID - BEVELAND CANAL | Hansweert | 280.0 | 24.00 | 7.30 | |
| | | | 280.0 | 24.00 | 7.30 | |
| | GENT - TERNEUZEN CANAL | | 290.0 | 38.00 | 13.50 | Terneuzen Westsluis Complex |
| | | | 140.0 | 18.00 | 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 | 90.0 | 12.00 | 3.48 | Ittre lock | |
| | Clabecq - Seneffe | 2 x 85.5 | 2 x 11.60 | 4.20 | Ronquières inclined plan | |
| E 05 | HAUTE 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 | |

| 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 05 (continued) | BENEDEN - ZEESCHELDE Port of Antwerpen | 180.0 | 22.00 | variable | Royers lock |
| | ALBERTKANAAL Antwerpen - Eben - Emael | | | | Six lock complexes of: |
| | | 136.0 | 16.00 | 5.00 | Two locks |
| | | 200.0 | 24.00 | 5.00 | One lock |
| E 05-02 | NIMY-BLATON-PERONNES CANAL Péronnes - Pommeroeul | 86.0 | 12.00 | 3.50 | Peronnes I lock |
| | | 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 |
| E 05-04 | DENDER Aalst - Dendermonde | 55.0 | 7.50 | ... | Denderbelle lock |
| | | 168.0 | 16.00 | variable | Dendermonde lock |
| E 06 | SCHELDE - RIJN CONNECTION | 318.0 | 24.00 | 5.05 | Kreekraksluizen |
| | | 318.0 | 24.00 | 5.05 | |
| E 10 | HARTELKANAAL | 280.0 | 24.00 | 5.50 | Grote Hartelsluis ¹ |
| | HARTELKANAAL | 306.3 | 24.00 | 6.50 | Rozenburgsesluis |
| | RHINE, downstream of Strasbourg | 270.0 | 24.00 | 3.30 ² | Iffezheim and Gambsheim locks |
| | RHINE Strasbourg - Niffer | 189.0 | 24.00 | 3.50 | Strasbourg, large lock |
| | | 189.0 | 12.00 | 3.50 | Strasbourg, small lock |
| | | 190.0 | 24.00 | 4.25 | Gerstheim, large lock |
| | | 190.0 | 12.00 | 4.25 | Gerstheim, small lock |
| | | 185.0 | 24.00 | 5.20 | Rhinau, large lock |
| | | 185.0 | 12.00 | 5.20 | Rhinau, small lock |
| | | 185.0 | 23.00 | 5.30 | Markolsheim, large lock |
| | | 185.0 | 12.00 | 5.30 | Markolsheim, small lock |
| | | 185.0 | 23.00 | 5.75 | Vogelgrun, large lock |
| | | 185.0 | 12.00 | 5.75 | Vogelgrun, small lock |
| | | 185.0 | 23.00 | 5.65 | Fessenheim, large lock |
| | | 185.0 | 12.00 | 5.65 | Fessenheim, small lock |
| | | 185.0 | 23.00 | 5.05 | Ottmarsheim, large lock |
| | 185.0 | 12.00 | 5.85 | Ottmarsheim, small lock | |
| | 182.9 | 25.00 | 5.00 | Kembs, western lock ³ | |
| | 190.0 | 25.00 | 5.00 | Kembs, eastern lock ³ | |
| | RHÔNE - RHINE CANAL Niffer - Mulhouse | 190.0 | 12.00 | 5.05 | Large chamber, draught 4.0 m |
| 85.0 | | 12.00 | 3.50 | Small chamber, draught 3.0 m | |
| RHÔNE - RHINE CANAL Mulhouse - St. Symphorien | 39.2 | 5.20 | 2.20 | Existing locks, draught 1.8 m | |
| SAÔNE St. Symphorien - Lyon 219.0 km - 0.0 km | 185.0 | 12.00 | 3.50 | | |

| 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 10 (continued) | RHÔNE AND RHÔNE-FOS CANAL | | | | |
| | Lyon - Fos via the Rhône-Fos canal | 190.0 | 12.00 | 3.00/3.20 | |
| E 10-01 | WESEL - DATTELN KANAL | 222.0 | 12.00 | 4.00 ⁴ | |
| | DATTELN - HAMM KANAL | 82.0 | 9.90 | 3.05 ⁴ | Hamm lock |
| E 10-03 | RHEIN - HERNE KANAL | 190.0 | 12.00 | 4.00 ⁴ | |
| E 10-05 | RUHR | 127.0 | 12.80 | 5.11 ⁵ | Raffelberg lock |
| E 10-07 | NECKAR, downstream of Plochingen | 106.0 | 11.88 | 3.20 ⁵ | Besigheim lock |
| E 10-09 | RHINE | 183.0 | 25.00 | 5.00 | Kembs |
| | Niffer - Huningue | 190.0 | 25.00 | 5.00 | Two large locks |
| | RHINE Huningue - Birsfelden | 180.0/187.5 | 11.45 | 3.20 | |
| | RHINE Birsfelden - Rheinfelden | 110.0 | 11.45 | 3.20 | |
| E 10-04 | RHÔNE - SÈTE CONNECTION Ecluse Saint-Gilles - Espeyran | 195.0 | 12.00 | 3.60 | |
| E 10-06 | RHÔNE AND PORT SAINT-LOUIS CANAL Lyon - Fos via the Port Saint-Louis Canal | 135.0 | 19.00 | 5.25 | Port Saint Louis lock |
| E 11 | AMSTERDAM - RIJNKANAAL | - | 50.00 | 5.13 | Keersluis Zeeburg ⁶ (no longer in use) |
| | | 120.0 | 14.00 | 4.20 | Zeeburg lock complex (no longer in use) |
| | AMSTERDAM - RIJNKANAAL | 260.0 | 24.00 | 5.10 | Prinses Irenesluis |
| | | 350.0 | 18.00 | 4.20 | |
| | AMSTERDAM - RIJNKANAAL | ... | 80.00 | 2.35 | Keersluis ⁶ |
| | | 260.0 | 18.00 | 2.35 | Prinses Marijkesluis |
| | | 260.0 | 18.00 | 2.35 | Two chambers |
| | AMSTERDAM - RIJNKANAAL | 260.0 | 24.00 | 2.35 | Prins Bernardsluis |
| 350.0 | | 18.00 | 2.35 | | |
| E 11-01 | ZAAN | 116.8 | 12.00 | 3.10 | Wilhelminasluis |
| E 11-02 | LEKKANAAL | 225.0 | 18.00 | 4.20 | Prinses Beatrixluizen (two chambers) |
| E 12 | MAAS - WAALKANAAL | 270.0 | 16.00 | 3.80 | Heumen lock ⁷ |
| | | 262.0 | 16.00 | 4.50 | Weurt lock complex |
| | | 266.0 | 16.00 | 6.00 | Two chambers |
| | IJSELMEER | 137.8 | 14.00 | 4.40 | Lorentzsluis Complex |
| | | 67.0 | 9.00 | 4.40 | |
| E 12-02 | MEPPELDIEP | 142.0 | 14.00 | 4.50 | Spoldersluis |
| E 13 | DORTMUND - EMS KANAL | 165.0 | 12.00 | 3.50 ^{5,8} | Herbrum locks |
| | To the North of the Mittellandkanal | 163.0 | 9.93 | 3.50 ⁴ | Gleesen lock |
| | DORTMUND - EMS KANAL | 190.0 | 12.50 | 4.00 ⁴ | Münster lock |
| | To the South of the Mittellandkanal | 190.0 | 12.00 | 4.00 ⁴ | Henrichenburg lock |

| 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 14 | WESER From estuary to Minden | 350.0 | 12.40 | 4.50 ^{5 8} | Hemeligen locks | |
| | | 85.0 | 12.30 | 3.25 ⁵ | Dörverden Kleine Schleuse | |
| | | 85.0 | 10.00 | 4.00 ⁵ | Minden Schachtschleuse | |
| | | 214.0 | 12.30 | 3.00 ⁵ | Other locks | |
| E 15 | IJSELMEER Oranjesluizen | 205.0 | 24.00 | 4.70 | | |
| | | 72.0 | 14.00 | 4.50 | | |
| | | 95.0 | 18.00 | 4.50 | | |
| | | 72.0 | 14.00 | 4.50 | | |
| | IJSELMEER Houtribsluizen | 190.0 | 17.50 | 4.50 | | |
| | | 190.0 | 17.50 | 4.50 | | |
| | PRINSES MARGRIET KANAAL Prinses Margrietsluis | | 260.0 | 15.90 | 3.84 | |
| | PRINSES MARGRIET KANAAL Terhornstersluis | | 260.0 | 16.00 | 4.00 | Gates are kept open |
| | VAN STARKENBORGH KANAAL Gaarkeukensluis | | 190.0 | 16.00 | 4.77/5.04 | |
| | Oostersluis | | 190.0 | 16.00 | 4.22/6.22 | |
| | EEMSKANAAL Zeesluizen Farmsum | | 123.0 | 7.00 | 3.02/4.20 | |
| | | | 144.0 | 16.00 | 5.45/6.07 | |
| | DORTMUND - EMS - KANAAL | | 165.0 | 12.00 | 3.50 ^{5 8} | Herbrum locks |
| | KÜSTENKANAL | | 104.0 | 11.90 | 3.00 ⁴ | Dörpen lock |
| 102.0 | | | 12.00 | 3.00 ^{4 8} | Oldenburg lock | |
| E 15-01 | VAN HARINXMA CANAL | 127.5 | 12.00 | 3.75 | Tjerk Hiddes Locks Lock 1 | |
| | | 40.0 | 7.00 | 2.05 | Lock 2 | |
| E 20 | ELBE From estuary to Czech border | | 220.0 | 25.00 | 4.00 ⁵ | Geesthacht locks |
| | ELBE German border - Ústí nad Labem | | 200.0 | 24.00 | 4.00 | Děčín lock in project |
| | ELBE Ústí nad Labem - Střekov - Mělník | | 173.7 | 13.00 | 2.60 | Střekov parallel locks |
| | | | 170.0 | 24.00 | 2.60 | |
| | | | 155.0 | 22.00 | 2.50 | Lovosice parallel locks |
| | | | 110.0 | 12.00 | 2.50 | |
| | | | 85.0 | 11.00 | 2.80 | České Kopisty parallel locks |
| | | | 155.0 | 22.00 | 3.00 | |
| | | | 85.0 | 11.00 | 2.70 | Roudnice nad Labem parallel locks |
| | | | 155.0 | 22.00 | 3.00 | |
| | | | 85.0 | 11.00 | 2.70 | Štětí parallel locks |
| | | | 155.0 | 22.00 | 2.70 | |
| | 85.0 | 11.00 | 3.00 | Dolní Beřkovice parallel locks | | |
| | 200.0 | 22.00 | 3.25 | | | |
| | ELBE | | 85.0 | 12.00 | 3.30 | Three locks |
| Mělník - Chvaletice | | 85.0 | 12.00 | 3.00 | Twelve locks | |

| 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 20 (continued) | ELBE | 115.0 | 12.50 | 4.00 | Přelouč II lock (in project) |
| | Chvaletice - Pardubice | 85.0 | 12.00 | 3.00 | Přelouč I lock |
| | | 85.0 | 12.00 | 3.00 | Srnjedy lock |
| E 20-02 | ELBE - SEITENKANAL | 100.0 | 12.00 | 3.50 ⁴ | Lüneburg shiplift |
| | | 185.0 | 12.00 | 4.00 ⁴ | Uelzen lock |
| E 20-04 | SAALE (0.0 km - 88.0 km) | 102.5 ⁹ | 12.00 ⁹ | 3.31 ⁵ | Wettin lock |
| E 20-06 | VLTAVA Mělník - Praha - Slapy | 73.0 | 11.00 | 2.50 | Hofín parallel locks ¹⁰ |
| | | 137.0 | 20.00 | 2.50 | |
| | | 69.0 | 11.00 | 2.50 | Miřejevica 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 | 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 |
| | | 192.0 | 12.00 | 3.50 | Modřany lock |
| | | 134.0 | 12.00 | 3.00 | Vrané nad Vltavou parallel locks |
| | | 85.0 | 12.00 | 3.00 | |
| | | 118.4 | 12.00 | 2.50 | Štěchovice lock |
| E 21 | TRAVE, ELBE - LÜBECK KANAL | 80.0 | 12.00 | 2.44 ⁴ | Büssau lock |
| E 30 | ODER | | | | |
| | Brzeg Dolny - Kozle | 187.0 | 9.60 | 2.50 | Twenty-three locks |
| E 30-01 | GLIWICKI CANAL | 72.0 | 12.00 | 3.50 | Six parallel locks |
| E 31 | WESTODER, HOHENSAATEN - FRIEDRICHSTHALER WASSERSTRAßE | 172.0 | 11.92 | 4.07 ⁵ | Hohensaaten West lock |
| E 40 | WISLA | | | | |
| | Gdansk - Bydgoszcz | 192.0 | 12.00 | 3.60 | Przegalina lock |
| | Bydgoszcz - Warszawa | 115.0 | 12.00 | 3.50 | Wloclawek lock |
| | ZERAN CANAL | 85.0 | 12.00 | 3.00 | One lock |
| | MUKHOVETS Brest - Kobrin | 80.0 | 11.12 ¹² | 1.80 | Three locks (Nos. 8 to 10) |
| | DNEPROVSKO - BUGSKIY KANAL Kobrin - Pererub | 80.0 | 11.10 ¹² | 1.80 | Five locks (2-"Kobrin") |
| | PINA Pererub - Pinsk | 120.0 | 12.70 ¹² | 2.40 | Lock No. 1 at 27.0 km |
| | PRIPYAT Pinsk - Stakhovo | 110.0 | 12.00 ¹² | 2.20 | Locks Nos. 11 and 12 |

| 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 40 (continued) | DNIPRO | 150.0 | 18.00 | 4.00 | Kyiv lock |
| | Mouth of the Pripjat River - Kherson | 270.0 | 18.00 | 4.25 | Kanev lock |
| | | 270.0 | 18.00 | 3.85 | Kremenchuk lock |
| | | 270.0 | 18.00 | 3.65 | Dniprodzerzhynsk lock |
| | | 120.0 | 18.00 | 4.40 | Zaporizhya three chambers lock |
| | | 290.0 | 18.00 | 5.50 | Zaporizhya one chamber lock |
| | | 270.0 | 18.00 | 3.65 | Kakhovka lock |
| E 50 | VOLGO - BALTIJSKIY WATERWAY St. Petersburg - Cherepovets | 198.0 | 17.80 | 4.00 | Ten locks |
| | VOLGA Rybinsk - Astrakhan | 280.0 | 29.50 | 3.50 ¹³ | Sixteen locks |
| E 50-02 | VOLGA Rybinsk - Dubna | 290.0 | 29.00 | 4.00 | One lock |
| | KANAL IMENI MOSKVI AND RIVER MOSKVA Dubna - Moskva (Southern Port) | 290.0 | 29.00 | 3.20 ¹⁴ | Nine locks |
| E 50-01 | KAMA Mouth of the Kama - Solikamsk | 240.0 | 28.90 | 3.30 | Six locks |
| E 60 | KIEL CANAL | 310.0 | 42.00 | 14.00 ^{4 8} | |
| | BELOMORSKO - BALTIJSKIY CANAL Povenets - Belomorsk | 130.0 | 13.50 | 4.00 | Nineteen locks |
| E 60-02 | GUADALQUIVIR | 190.0 | 24.36 | 7.00 | One lock |
| E 60-04 | DOURO Porto - Spanish border 0.0 km - 210.0 km | 86.0 - 92.0 | 12.10 | 4.20 | In total there are five locks on the Douro River |
| 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 |
| E 60-11 | SAIMAA CANAL Vyborg - Mälkiä Lock | 85.0 | 13.20 | 4.80 | |
| | Mälkiä Lock - Kuopio/Joensuu | 160.0 | 13.20 | 4.80 | |
| | Kuopio - Iisalmi | 165.0 | 16.00 | 4.00 | |
| E 60-11-02 | Joensuu - Nurmes | 165.0 | 16.00 | 3.00 | Joensuu lock |
| | | 85.0 | 16.00 | 3.00 | Other two locks |
| E 61 | PEENE, downstream of Dommin | - | - | - | |
| E 70 | NEDER-RIJN Driel, 891.2 km | 260.0 | 18.00 | 3.50 | Normally passage through weir openings: 2 x 48.0 m |
| | Amerongen, 922.0 km | 260.0 | 18.00 | 3.50 | |
| | Hagestein, 946.8 km | 260.0 | 18.00 | 3.50 | |

| 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 70 (continued) | TWENTEKANAAL | 200.0 | 24.00 | 1.30 | Eefde lock complex (normally open, only closed at low water) |
| | | 133.0 | 12.00 | 3.50 | Eefde lock complex |
| | | 133.0 | 12.00 | 3.45 | Delden lock complex |
| | | 133.0 | 12.00 | 3.75 | Hengelo lock complex |
| | MITTELLANDKANAL | 220.0 | 12.00 | 3.50 ⁴ | Anderten locks |
| | | 224.0 | 12.00 | 3.00 ⁴ | Sülfeld locks |
| | MITTELLANDKANAL Rothensee - Verbindungskanal | 190.0 | 12.50 | 4.25 | Rothensee lock |
| | MITTELLANDKANAL | 190.0 | 12.50 | 4.25 | Hohenwarthe parallel locks |
| | ELBE - HAVEL - KANAL | 165.0 | 11.70 | 3.49 ⁴ | Niegripp lock |
| | | 220.0 | 12.00 | 3.05 ⁴ | Zerben lock |
| | | 220.0 | 12.00 | 3.25 ⁴ | Wusterwitz lock |
| | UNTERE HAVEL - WASSERSTRAÙE | 210.0 | 9.93 | 3.24 ⁵ | Southern Brandenburg lock |
| | | 167.4 | 12.10 | 3.74 ⁵ | Northern Brandenburg lock |
| | HAVEL - ODER - WASSERSTRAÙE | ... | ... | ... | Spandau lock not in operation |
| | | 82.0 | 11.90 | 2.50 ⁵ | Niederfinow shiplift |
| | WARTA - NOTEC - BYDGOSKI CANAL Kostrzyn - Bydgoszcz | 57.4 | 9.60 | 2.50 | Twenty one locks |
| | | 115.0 | 12.00 | 3.50 | Czersko Polskie lock |
| | SZKARPAWA Gdanska Glowa - Elblag | 61.0/ 88.2 ¹⁵ | 12.50 | 3.00 | One lock ¹⁵ |
| | NOGAT Biala Gora - Elblag | 56.6 - 57.3 | 9.50 | 2.50 | Four locks |
| E 70-01 | HOLLANDSCHE IJSSEL | 112.0 (ebb) 135.0 (flood) | 24.00 | 5.20 | Algera lock. Normally passage through barrier opening of 80.0 m width |
| E 70-02 | Mittellandkanal branch to Osnabrück | 82.0 | 10.00 | 3.50 ⁴ | Hollage lock Haste lock |
| E 70-04 | Mittellandkanal branch to Hannover - Linden | 83.0 | 10.00 | 3.50 ⁴ | Hannover-Linden lock |
| E 70-06 | Mittellandkanal branch to Hildesheim | 82.0 | 12.00 | 3.00 ⁴ | Bolzum lock |
| E 70-08 | Mittellandkanal branch to Salzgitter | 223.0 | 12.00 | 3.30 | Wedtlenstedt locks |
| E 70-05 | HAVELKANAL | 82.2 | 12.00 | 3.21 ⁴ | Schönwalde lock |
| E 70-10 | SPREE | 82.0 | 10.00 | 2.30 ⁴ | Charlottenburg lock |
| E 70-12 | BERLIN - SPANDAUER SCHIFFFAHRTSKANAL | 67.2 | 10.00 | 3.00 ⁴ | Plötensee locks |
| E 71 | TELTOWKANAL, BRITZER VERBINDUNGSKANAL | 83.5 | 12.00 | 3.48 | Northern Kleinmachnow lock |
| | SPREE - ODER - WASSERSTRAÙE | 54.1 | 9.70 | 3.06 ⁵ | Northern Kersdorf lock |
| | | 65.6 | 8.54 | 2.49 ⁵ | Southern Kersdorf lock |

| 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 80 | LE HAVRE - TANCARVILLE CANAL | 205.3 | 24.00 | 10.40 | New lock | |
| | | 180.0 | 30.00 | 7.85 | Old lock | |
| | SEINE Rouen - Conflans | 220.0 | 17.00 | 4.50 | Poses-Amfreville lock | |
| | | 140.0 | 12.00 | 4.00 | | |
| | | 185.0 | 24.00 | 5.00 | Notre-Dame-de-la-Garenne lock | |
| | | 185.0 | 12.00 | 5.00 | | |
| | | 171.0 | 12.00/17.00 | 3.20 | | |
| | | 42.0 | 8.00 | 3.20 | | |
| | | 185.0 | 12.00/17.00 | 4.50 | Méricourt lock | |
| | | 160.0 | 17.00 | 4.50 | | |
| | | 140.0 | 12.00/17.00 | 2.50 | | |
| | | 185.0 | 24.00 | 3.50 | Andrésy lock | |
| | | 160.0 | 12.00 | 3.50 | | |
| | OISE Conflans - Creil | 185.0 | 12.00 | 3.00 | Pontoise lock | |
| | | 125.0 | 12.00 | 2.20 | Ile Adam lock | |
| | | 180.0 | 11.40 | 3.00/2.50 | Boran/Oise lock | |
| | | 125.0 | 12.00 | 2.50 | Creil lock | |
| | OISE Creil - Compiègne | 180.0 | 11.40 | 3.00/2.50 | Saron lock | |
| | | 125.0 | 12.00 | 2.50 | Verberie and Venettes locks | |
| | Compiègne - Reims | 46.2 | 8.00 | 2.25 | Authorized draught 2.00 m | |
| | MOSELLE Toul - Apach | 185.0 | 12.00 | 8.65 | 15 locks altogether | |
| | | 100.0 | 12.00 | 2.70 | | |
| | MOSELLE Apach - Koblenz | 172.0 | 12.00 | 3.20 ⁵ | 13 locks altogether | |
| | | | | | | |
| | MAIN, downstream of Frankfurt/Main | 341.5 | 15.00 | 4.66 ⁵ | Northern Kostheim lock | |
| | MAIN, upstream of Frankfurt/Main | 289.8 | 12.00 | 3.00 ⁵ | Viereth lock | |
| | MAIN - DONAU KANAL | 190.0 | 12.00 | 4.00 ⁴ | | |
| | DANUBE Upstream of Regensburg | | | | | |
| | | 190.0 | 12.00 | 4.00 ⁵ | Bad Abbach lock | |
| | DANUBE, Downstream of Regensburg to 2201.8 km | 226.5 | 24.00 | 4.70 ⁵ | Kachlet locks | |
| | | 230.0 | 24.00 | 3.65 ¹⁶ | Geisling lock | |
| | DANUBE 2201.8 km - 1880.3 km | Aschach, 2162.7 km | 230.0 | 24.00 | 4.00 | Two locks at each power station |
| | | Ottensheim - Wilhering, 2146.7 km | 230.0 | 24.00 | 4.00 | |
| Abwinden - Asten, 2119.5 km | | 230.0 | 24.00 | 4.00 | | |
| Wallsee - Mitterkirchen, 2094.5 km | | 230.0 | 24.00 | 4.00 | Depth at sills referring to LNWL | |
| Ybbs Persenbeug, 2060.4 km | | 230.0 | 24.00 | 4.00 | | |
| Melk, 2038.2 km | | 230.0 | 24.00 | 3.40 | | |
| Altenwörth, 1979.8 km | | 230.0 | 24.00 | 4.00 | | |
| Greifenstein, 1949.2 km | | 230.0 | 24.00 | 4.00 | | |
| Wien Freudenau, 1921.0 km | | 275.0 | 24.00 | 4.00 | | |

| 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 80 (continued) | DERIVATION CANAL GABČÍKOVO, 1819.15 km | 280.0 | 34.00 | 4.50 | Two locks |
| | DANUBE 1075.0 km - 0.0 km | 310.0 | 34.00 | 4.50 | Iron Gates I locks, 942.95 km |
| | | 310.0 | 34.00 | 5.00 | |
| | | 310.0 | 34.00 | 4.50 | Iron Gates II locks, 864.00 km |
| | | 310.0 | 34.00 | 4.50 | 863.00 km |
| | 140.0 | 17.00 | 2.50 | Iron Gates II reserve lock | |
| E 80-01 | TISZA, 164.0 km - 0.0 km | 85.0 | 12.00 | 3.00 | Becej lock |
| E 80-01-02 | BEGEJ, 65.6 km - 0.0 km | 72.1 | 10.00 | 2.40 | Itebej lock (out of order) |
| | | 72.1 | 10.00 | 2.40 | Klek lock |
| | | 85.0 | 12.00 | 3.00 | Stojcevo lock |
| E 80-02 | SEINE Tancarville - Estuary | 180.0 | 24.00 | 3.50 | Access to the Port of Le Havre (Seine, 338.5 km) |
| E 80-04 | SEINE Conflans - Paris | 220.0 | 12.00/17.00 | 3.20 | Bouguival locks |
| | | 113.5 | 12.00 | 2.00 | |
| | | 41.6 | 8.00 | 3.20 | |
| | | 185.0 | 18.00 | 5.00 | Chatou lock |
| | | 185.0 | 18.00 | 5.00 | Suresnes locks |
| | | 160.5 | 12.00/17.00 | 4.10 | |
| | 160.5 | 12.00 | 2.10 | | |
| | SEINE Paris - Montereau, 165.2 km - 67.7 km | 180.0 | 12.00/16.00 | 2.80 | |
| SEINE Montereau - Bray, 67.7 km - 45.0 km | 185.0 | 12.10 | 2.80 | | |
| | 121.0 | 10.50 | 2.00 | | |
| E 80-06 | SAAR, downstream of Völklingen | 190.0 | 12.00 | 4.00 ⁵ | |
| E 80-05 | DANUBE - BUCURESTI CANAL | 130.0 | 12.50 | 5.00 | Four double locks under construction |
| E 80-14 | DANUBE - BLACK SEA CANAL | 310.0 | 25.00 | 7.50 | Cernavoda (60.0 km) and Agigea (1.3 km) locks |
| E 80-14-01 | POARTA ALBA - MIDIA - NAVODARI | 145.0 | 12.50 | 6.50 | Navodari lock, 1.5 km |
| | | | | | Ovidiu lock, 11.0 km |
| E 81 | VÁH Kolárovo, 27.4 km | 110.0 | 24.00 | 4.00 | Construction is underway |
| | Selice, 43.9 km | 110.0 | 24.00 | 4.00 | One lock |
| | Kráľová, 62.8 km | 110.0 | 24.00 | 4.00 | One lock |
| | Sereď - Hlohovec 82.8 km | 110.0 | 24.00 | 4.00 | One lock to be built |
| | Hlohovec - Žilina | 110.0/191.0 ¹⁷ | 12.00 | 4.00 | Twelve locks to be reconstructed |
| | VÁH - ODER LINK | 110.0 | 12.00 | 3.50 | New link to be built |
| E 90 | DON Azov - Kalach | 145.0 | 17.80 | 4.00 ¹⁸ | Five locks |
| | VOLGO - DONSKOY CANAL Kalach - Krasnoarmeysk | 145.0 | 17.80 | 4.00 | Thirteen locks |

| 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 91 | MILANO - PO CANAL Milano - Cremona | 197.0 | 12.00 | 3.50 | Cremona lock. The lock has two preterlocks which measure 110.0 - 12.00 - 3.50. |
| | | 200.0 | 12.50 | 3.50 | Acquanegra lock |
| | PO Po - mouth of the Mincio River | 80.0 | 10.00 | 3.50 | Governolo lock. Improvement to class V not foreseen because of the construction of the Mantova-Valdaro lock. |
| | | Po - Mantova-Adriatico Canal | 225.0 | 12.50 | 3.50 |
| | PO - BRONDOLO CANAL | 100.0 | 10.50 | 3.50 | Cavanella d'Adige right lock |
| | | 110.0 | 12.50 | 3.50 | Cavanella d'Adige right new lock under construction |
| | | 100.0 | 10.50 | 3.50 | Cavanella d'Adige left lock |
| | | 110.0 | 12.50 | 3.50 | Cavanella d'Adige left new lock under construction |
| | | 100.0 | 10.50 | 3.50 | Brondolo lock |
| | | 110.0 | 12.50 | 3.50 | Brondolo new lock under construction |
| | LAGUNA VENETA | 81.0 | 20.00 | 3.50 | Cavallino lock. Used for touristic purposes |
| | | 81.0 | 10.00 | 3.50 | Cortellazzo lock. Used for touristic purposes. |
| | | 81.0 | 10.00 | 3.50 | Revedoli lock. Used for touristic purposes. |
| | | 81.0 | 10.00 | 3.50 | Bavazzana lock. Used for touristic purposes. |
| | E 91-02 | PO From Cremona lock to Casale Monferrato | 85.0 | 11.50 | 2.50 |
| E 91-04 | FERRARA WATERWAY Ferrara - Porto Garibaldi | 110.0 | 12.50 | 3.50 | Pontelagoscuro lock |
| | | 98.0 | 12.00 | 3.50 | Valpagliaro lock |
| | | 98.0 | 12.00 | 3.50 | Vallelepri lock |
| E 91-01 | MANTOVA - ADRIATICO CANAL | 110.0 | 12.50 | 3.50 | Valdaro lock under construction |
| | | 110.0 | 12.50 | 3.50 | Trevenzuolo lock |
| | | 110.0 | 12.50 | 3.50 | Torretta lock |
| | | 110.0 | 12.50 | 3.50 | Canda lock |
| | | 110.0 | 12.50 | 3.50 | Bussari lock |
| | | 110.0 | 12.50 | 3.50 | Barricetta lock |
| | | 224.5 | 24.00 | 3.50 | Voltagrmana lock |
| E 91-03 | PADOVA - VENEZIA CANAL | 80.0 | 10.00 | 3.50 | Romea lock |

Notes to table 2

- ¹ In operation in case of storm flood, otherwise open connection.
- ² Datum: Gleichwertiger Wasserstand "GLW" i.e. a long-term mean water level exceeded on all but 20 ice-free days per year.
- ³ Maximum dimensions of convoys admitted are 180.0 x 22.90 m and 186.5 x 22.90 m, respectively.
- ⁴ Datum: normal canal water level.
- ⁵ Datum: hydrostatic water level.
- ⁶ Normally open.
- ⁷ The lock is only used as a flood gate: the lock is normally open, it's only closed if the waterlevel on the Maas River reaches a certain limit.
- ⁸ Depending on the tide water level prevailing.
- ⁹ On account of the particular shape and outline of the locks' chambers, single units of not more than 80.0 m in length and 8.25 m in width are admitted.
- ¹⁰ Lock gate width is 11.00 m.
- ¹¹ These locks are located one after the other allowing the passage of convoys of up to 190.0 m in length.
- ¹² This is the width of gates. The width of chambers is 16.00 m.
- ¹³ Limitation draught at the Gorodetski Lock. At other locks a draught of 4.00 m is ensured.
- ¹⁴ From Dubna to the Moskva Northern Port depth at sills is 4.00 m.
- ¹⁵ Additional gate of the lock.
- ¹⁶ Datum: Low regulated navigable water level (LRN) i.e. a mean water level exceeded on 94 per cent of ice-free days per year.
- ¹⁷ 190.0 m after the completion of the reconstruction.
- ¹⁸ Limitation draught at the Kochetovski Lock.

Annex IV

Table III

Technical characteristics of inland navigation ports of international importance

Explanations of Table III

This table provides data on European inland navigation ports of international importance. E ports are classified in the table in accordance with their annual cargo-handling capacity (0.5–3 million tons, 3–10 million tons and more than 10 million tons). The annual cargo-handling capacity should be interpreted as the potential of a particular port with regard to its existing equipment.

| 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 01-11 | Dordrecht (Merwede, 974.4 km) | | x | | - | - | - | x | |
| P 01-12 | Zwijndrecht (Oude Maas, 980.6 km) | | x | | - | - | x | x | |
| P 01-13 | Vlaardingen (Nieuwe Waterweg, 1010.5 km) | x | | | - | - | - | x | |
| P 01-14 | Maassluis (Nieuwe Waterweg, 1018.7 km) | x | | | x | x | - | - | |
| P 01-01-01 | Overpelt (Kanaal Bocholt-Herentals, 14.8 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 01-03-01 | 's-Hertogenbosch (Zuid-Willemsvaart, 4.0 km) | x | | | x | x | - | - | |
| P 01-03-01bis | Veghel (Zuid-Willemsvaart) | x | | | x | x | - | - | |
| P 02-01 | Zeebrugge (North Sea) | x | | x ¹ | x | x | x | x | |
| P 02-02 | Aalter (Gent - Oostende Canal, 22.5 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 02-03 | Lille (Deûle, 42.0 km) | x | | | x | x | - | x | |
| P 02-02-01 | Oostende (North Sea) | ... | ... | ... | ... | ... | ... | ... | |
| P 02-04-01 | Roeselare (Roeselare-Leie Canal, 0.5 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 02-04-02 | Izegem (Roeselare - Leie Canal, 6.4 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 03-01 | Moerdijk (Hollands Diep) | | | x | x | x | x | x | |
| P 03-02 | Terneuzen (Gent - Terneuzen Canal, 32.5 km) | | | x | x | x | x | x | |
| P 03-03 | Zelzate (Gent - Terneuzen Canal, 19.6 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 03-04 | Gent (Gent - Terneuzen Canal, 4.6 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 04-01 | Vlissingen (Westerschelde) | x | | | x | x | x | x | |
| P 04-02 | Beveren (Beneden Zeeschelde, 22.9 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 04-03 | Ruisbroek (Charleroi-Bruxelles Canal, 58.8 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 04-03bis | Willebroek (Bruxelles-Schelde Canal, 61.3 km) | x | | | x | x | x | x | |
| P 04-04 | Grimbergen (Bruxelles-Schelde Canal, 75.8 km) | x | | | - | - | - | - | |
| P 04-05 | Bruxelles (Bruxelles-Schelde Canal, 81.5 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 05-01 | Avelgem (Boven-Schelde, 35.7 km) | x | | | x | x | ... | ... | |
| P 05-02 | Melle (Boven-Zeeschelde, 9.9 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 05-03 | Meerhout (Albertkanaal, 80.7 km) | x | | | x | x | ... | ... | |

| 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 05-04 | Ham (Albertkanaal, 73.7 km) | x | | | ... | ... | ... | ... | |
| P 05-05 | Hasselt (Albertkanaal, 51.5 km) | x | | | ... | ... | ... | ... | |
| P 05-06 | Genk (Albertkanaal, 42.9 km) | x | | | ... | ... | ... | ... | |
| P 05-07 | Centre and West (Schelde) | | x | | x | x | x | x | |
| P 05-07bis | Centre and West (Centre) | | x | | x | x | x | x | |
| P 05-04-01 | Aalst (Dender, 53.7km) | ... | ... | ... | ... | ... | ... | ... | |
| P 06-01 | Antwerpen (Schelde, 102.9 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 06-02 | Bergen op Zoom (Schelde-Rijn Connection, 1031.8 km) | x | | | x | x | - | - | |
| P 10-01 | Rotterdam (Nieuwe Maas, 1002.5 km) | | | x | x | x | x | x | |
| P 10-02 | Alblasserdam (Noord, 981.1 km) | x | | | x | x | - | - | |
| P 10-02bis | Gorinchem (Merwede) | x | | | x | x | - | - | |
| P 10-02ter | Zaltbommel (Waal) | x | | | - | - | - | - | |
| P 10-03 | Tiel (Waal, 914.6 km) | x | | | - | - | x | - | |
| P 10-04 | Emmerich (Rhine, 852.0 km) | x | | | x | x | ... | x | |
| P 10-05 | Wesel (Rhine, 814.0 km) | x | | | x | x | ... | x | |
| P 10-06 | Rheinberg-Ossenber* (Rhine, 806.0 km) | x | | | ... | ... | ... | ... | |
| P 10-07 | Orsoy (Rhine, 794.0 km) | x | | | ... | ... | ... | ... | |
| P 10-08 | Walsum-Nordhafen* (Rhine, 793.0 km) | x | | | ... | ... | ... | ... | |
| P 10-09 | Walsum-Sud* (Rhine, 791.0 km) | x | | | ... | ... | ... | ... | |
| P 10-10 | Schwelgern* (Rhine, 790.0 km) | | | x | ... | ... | ... | ... | |
| P 10-11 | Homberg, Sachtleben* (Rhine, 774.0 km) | | | x | x | x | x | x | |
| P 10-12 | Duisburg-Ruhrort Häfen (Rhine, 774.0 km) | | | x | x | x | x | x | |
| P 10-13 | Krefeld (Rhine, 762.0 km) | x | | | x | x | ... | x | |
| P 10-14 | Düsseldorf (Rhine, 743.0 km) | x | | | x | x | ... | x | |
| P 10-15 | Neuss (Rhine, 740.0 km) | | x | | x | x | ... | x | |
| P 10-16 | Stürzelberg* (Rhine, 726.0 km) | x | | | ... | ... | ... | x | |
| P 10-17 | Leverkusen* (Rhine, 699.0 km) | x | | | x | x | ... | x | |

| 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 10-18 | Köln (Rhine, 688.0 km) | | | x | x | x | ... | x | |
| P 10-19 | Wesseling-Godorf* (Rhine, 672.0 km) | x | | | ... | ... | ... | x | |
| P 10-20 | Bonn (Rhine, 658.0 km) | x | | | x | x | - | - | |
| P 10-21 | Andernach (Rhine, 612.0 km) | x | | | - | - | - | x | |
| P 10-22 | Neuwied (Rhine, 606.0 km) | | | | - | - | - | x | |
| P 10-23 | Bendorf (Rhine, 599.0 km) | x | | | - | - | - | x | |
| P 10-24 | Koblenz (Rhine, 596.0 km) | x | | | x | x | - | x | |
| P 10-25 | Bingen (Rhine, 527.0 km) | | | | - | - | - | x | |
| P 10-26 | Wiesbaden (Rhine, 500.0 km) | x | | | - | - | - | x | |
| P 10-27 | Gernsheim (Rhine, 462.0 km) | x | | | - | - | - | x | |
| P 10-28 | Worms (Rhine, 444.0 km) | x | | | - | - | - | x | |
| P 10-29 | Mannheim (Rhine, 424.0 km) | | x | | x | x | x | x | |
| P 10-30 | Ludwigshafen (Rhine, 420.0 km) | | x | | x | x | x | x | |
| P 10-31 | Speyer (Rhine, 400.0 km) | x | | | - | - | - | x | |
| P 10-32 | Germersheim (Rhine, 385.0 km) | x | | | x | x | - | x | |
| P 10-33 | Wörth (Rhine, 366.0 km) | x | | x | x | x | - | x | |
| P 10-34 | Karlsruhe (Rhine, 360.0 km) | | | | x | x | x | x | |
| P 10-35 | Kehl (Rhine, 297.0 km) | x | | | x | x | - | x | |
| P 10-36 | Strasbourg (Rhine, 296.0 km) | | x | | x | x | x | x | Sand, gravel, oil products, cereals, heavy packages |
| P 10-37 | Breisach (Rhine, 226.0 km) | x | | | - | - | - | - | |
| P 10-38 | Colmar-Neuf Brisach (Rhine, 225.8 km) | x | | | x | x | - | x | Minerals, gravel, aluminium, cereals |
| P 10-39 | Mulhouse-Ottmarsheim (Grand Canal d'Alsace, 21.0 km) | | x | | x | x | - | x | Minerals, agricultural products, metallurgical products and chemicals |
| P 10-40 | Fort Louis Stattmatten (Grand Canal d'Alsace, 322.0 km) | x | | | ... | ... | ... | ... | |
| P 10-41 | Ile Napoléon (Rhône-Rhine Canal, 37.6 km) | x | | | - | - | - | x | Oil products, minerals, fertilizers |
| P 10-42 | Aproport (Chalon-sur-Saône, Mâcon, Villefanche-sur-Saône) (Saône, 230.0 km, 296.0 km and 335.0 km) | x | | | x | x | - | x | |

| 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 10-43 | Pagny (Saône) | x | | | x | x | x | - | |
| P 10-44 | Lyon (Rhône, 375.0 km) | x | | | x | x | x | x | Oil and metallurgical products, minerals |
| P 10-45 | Marseille-Fos (Marseille-Rhône Canal, 0.0 km) | x | | | x | x | x | x | Oil products, minerals |
| P 10-01-01 | Rhein-Lippe-Hafen* (Wesel-Datteln-Kanal, 1.0 km) | x | | | ... | ... | ... | x | |
| P 10-01-02 | Marl Hüls-AG* (Wesel-Datteln-Kanal, 38.0 km) | | x | | ... | ... | ... | x | |
| P 10-01-03 | Auguste Victoria* (Wesel-Datteln-Kanal, 39.0 km) | x | | | ... | ... | ... | ... | |
| P 10-01-04 | Lünen (Datteln-Hamm-Kanal, 11.0 km) | x | | | ... | ... | ... | x | |
| P 10-01-05 | Berkamen* (Datteln-Hamm-Kanal, 22.0 km) | x | | | ... | ... | ... | ... | |
| P 10-01-06 | Hamm (Datteln-Hamm-Kanal, 34.0 km) | x | | | x | x | ... | x | |
| P 10-01-07 | Schmehausen* (Datteln-Hamm-Kanal, 47.0 km) | x | | | ... | ... | ... | ... | |
| P 10-03-01 | Essen (Rhein-Herne-Kanal, 16.0 km) | x | | | ... | ... | ... | x | |
| P 10-03-02 | Coelln-Neuessen* (Rhein-Herne-Kanal, 17.0 km) | x | | | ... | ... | ... | ... | |
| P 10-03-03 | Ruhr-Oel* (Rhein-Herne-Kanal, 22.0 km) | x | | | x | x | ... | x | |
| P 10-03-04 | Gelsenkirchen (Rhein-Herne-Kanal, 24.0 km) | | x | | x | x | ... | x | |
| P 10-03-05 | Wanne-Eickel (Rhein-Herne-Kanal, 32.0 km) | x | | | ... | ... | ... | x | |
| P 10-05-01 | Mühlheim (Ruhr, 8.0 km) | x | | | x | x | ... | ... | |
| P 10-07-01 | Heilbronn (Neckar, 110.0 km) | | x | | x | x | x | x | |
| P 10-07-02 | Stuttgart (Neckar, 186.0 km) | x | | | - | - | - | x | |
| P 10-07-03 | Plochingen (Neckar, 200.0 km) | x | | | - | - | - | x | |
| P 10-09-01 | Huningue (Rhine, 168.4 km) | x | | | - | - | - | x | Oil products, minerals, fertilizers |
| P 10-09-02 | Swiss Rhine Ports (Schweizerische Rheinhäfen) (Rhine, 159.15 km - 170.0 km) | | | x | x | x | x | x | |
| P 10-04-01 | Sète (Rhône-Sète Canal, 96.0 km) | x | | | x | x | x | x | Coal, cereals, oilcake |
| P 10-06-01 | Fos (Fos Bay, sea section) | | | x | x | x | x | x | |

| 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 11-01 | IJmond (Noordzeekanaal, 4.7 km) | | | X | X | X | X | X | |
| P 11-02 | Zaanstad (Zaan, 1.4 km) | | X | | X | X | - | X | |
| P 11-02bis | Beverwijk (Noordzeekanaal) | X | | | X | X | - | - | |
| P 11-03 | Amsterdam (Noordzeekanaal, 20.6 km) | | | X | X | X | X | X | |
| P 11-04 | Utrecht (Amsterdam-Rijnkanaal, 35.0 km) | | X | | X | X | - | X | |
| P 11-01-01 | Zaandam (Zaan, 2.0 km) | X | | | - | - | - | - | |
| P 12-01 | Nijmegen (Waal, 884.6 km) | X | | | X | X | - | - | |
| P 12-02 | Arnhem (Neder-Rijn, 885.8 km) | X | | | - | - | - | - | |
| P 12-02bis | Deventer (IJssel) | X | | | - | - | - | - | |
| P 12-03 | Zwolle (IJssel, 980.7 km) | X | | | - | - | - | - | |
| P 12-03bis | Kampen (IJssel) | X | | | - | - | - | - | |
| P 12-02-01 | Meppel (Meppelerdiep, 10.5 km) | X | | | X | X | - | - | |
| P 13-01 | Emsland* (Dortmund-Ems-Kanal, 151.0 km) | X | | | ... | ... | ... | X | |
| P 13-02 | Münster (Dortmund-Ems-Kanal, 68.0 km) | X | | | ... | ... | ... | X | |
| P 13-03 | Dortmund (Dortmund-Ems-Kanal, 1.0 km) | X | | | X | X | ... | X | |
| P 14-01 | Bremerhafen (Weser, 66.0-68.0 km) | X | | | X | X | X | X | |
| P 14-02 | Nordenham (Weser, 54.0-64.0 km) | X | | | X | X | - | X | |
| P 14-03 | Brake (Weser, 41.0 km) | X | | | X | X | - | X | |
| P 14-04 | Bremen (Weser, 4.0-8.0 km) | | X | | X | X | X | X | |
| P 15-01 | Almere (IJsselmeer) | X | | | - | - | - | - | |
| P 15-01bis | Lelystad (IJsselmeer) | X | | | - | - | - | - | |
| P 15-02 | Lemmer (Prinses Margrietkanaal, 90.5 km) | X | | | - | - | - | - | |
| P 15-02bis | Sneek | X | | | X | X | - | - | |
| P 15-02ter | Zuidhorn (Prinses Margrietkanaal) | X | | | - | - | - | - | |
| P 15-03 | Groningen (Starkenborghkanaal, 7.0 km) | X | | | - | - | - | X | |
| P 15-04 | Emden (Ems, 41.0 km) | X | | | X | X | X | X | |

| E PORTS | | CARGO HANDLING CAPACITY | | | CARGO HANDLING EQUIPMENT AVAILABLE FOR | | | RAIL ACCESS ** | OTHER CHARACTERISTICS AND COMMENTS |
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| | | 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 15-05 | Leer (Ems, 14.0 km) | | | | - | - | - | X | |
| P 15-06 | Oldenburg* (Hunte, 0.0 - 5.0 km) | X | | | - | - | - | X | |
| P 15-01-01 | Leeuwarden (Haringsmakanaal, 23.7 km) | X | | | - | - | - | X | |
| P 20-01 | Cuxhaven (Elbe, 724.0 km) | X | | | X | X | X | X | |
| P 20-02 | Brunsbüttel (Elbehafen, 693.0 km) | X | | | - | - | - | - | |
| P 20-03 | Bützfleet* (Elbe, 668.0 km) | | X | | - | - | - | - | |
| P 20-04 | Hamburg (Elbe, 618.0-639.0 km) | | | X | X | X | X | X | |
| P 20-05 | Lauenburg (Elbe, 568.0 km) | X | | | - | - | - | - | |
| P 20-06 | Tangermünde (Elbe, 388.0 km) | | | | - | - | - | - | |
| P 20-07 | Kieswerk Rogätz* (Elbe, 354.0 km) | X | | | - | - | - | X | |
| P 20-08 | Magdeburger Häfen (Elbe, 330.0 and 333.0 km) | X | | | - | - | - | X | |
| P 20-09 | Schönebeck (Elbe, 315.0km) | X | | | - | - | - | - | |
| P 20-10 | Aken (Elbe, 277.0 km) | | | | - | - | - | - | |
| P 20-11 | Torgau (Elbe, 154.0 km) | | | | - | - | - | - | |
| P 20-12 | Kieswerk Mühlberg* (Elbe, 125.0 km) | X | | | - | - | - | X | |
| P 20-13 | Riesa (Elbe, 109.0 km) | | | | - | - | - | - | |
| P 20-14 | Dresden (Elbe, 57.0 and 61.0 km) | | | | - | - | - | - | |
| P 20-15 | Děčín (Elbe, 737.3 and 739.3 km) | X | | | X | X | - | X | Bulk cargoes |
| P 20-16 | Ústí nad Labem (Elbe, 761.5 and 764.0 km) | X | | | X | X | - | X | Bulk cargoes |
| P 20-17 | Mělník (Elbe, 834.4 km) | X | | | X | X | X | X | Bulk cargoes |
| P 20-17bis | Týnec nad Labem (Elbe, 933.7 km) | X | | | - | - | - | - | |
| P 20-04-01 | Halle-Trotha (Saale, 86.0 km) | X | | | - | - | - | - | |
| P 20-06-01 | Miřejovice (Vltava, 18.9 km) | X | | | - | - | X | - | |
| P 20-06-01bis | Praha (Vltava, 47.4 and 55.5 km) | X | | | - | - | - | - | Bulk cargoes |
| P 21-01 | Lübeck (Trave, 2.0 - 8.0 km) | X | | | X | X | X | X | |

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| | | | | | 20' | 40' | | | |
| 1 | | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| P 30-01 | Swinoujscie (Baltic Sea-mouth of the Oder) | | x | | x | x | x | x | |
| P 30-02 | Szczecin (Oder, 741.0 km) | | | x | x | x | x | x | |
| P 30-03 | Kostrzyn (Oder, 617.0 km) | x | | | - | - | - | x | |
| P 30-04 | Wroclaw (Oder, 255.0 km) | x | | | - | - | - | x | |
| P 30-05 | Kozle (Oder, 96.0 km) | x | | | - | - | - | x | |
| P 30-01-01 | Glivice (Gliwicki Canal, 41.0 km) | x | | | - | - | - | x | |
| P 40-01 | Gdansk (Baltic Sea- mouth of the Wisla) | | | x | x | x | x | x | |
| P 40-02 | Bydgoszcz (Wisla, 772.3 km and Brda, 2.0 km) | x | | | - | - | - | - | |
| P 40-03 | Brest (Mukhovets, 1.5 km) | x | | | - | - | - | - | General and bulk cargo |
| P 40-04 | Pinsk (Pina, 9.0 km) | x | | | - | - | - | - | General and bulk cargo |
| P 40-04bis | Mikashevichi (Pripyat, 40.5 km and Mikashevichi Canal, 7.0 km) | x | | | - | - | - | - | Bulk cargo |
| P 40-04ter | Mozyr (Pripyat, 188.0 km) | x | | | - | - | - | x | General and bulk cargo |
| P 40-05 | Kyiv (Dnipro, 856.0 km) | | | x | x | | - | x | Bulk and general cargo |
| P 40-06 | Cherkassy (Dnipro, 653.0 km) | | x | | x | - | - | x | Bulk and general cargo |
| P 40-07 | Kremenchuk (Dnipro, 541.0 km) | | | x | x | - | - | x | Bulk and general cargo |
| P 40-07bis | Poltava Ore Mining and Processing Enterprise (Dnipro, 521.0 km) | | x | | - | - | - | x | Ore, minerals |
| P 40-08 | Dniprodzerzhynsk (Dnipro, 429.0 km) | | x | | - | - | - | x | Bulk and general cargo |
| P 40-08bis | Cargo Handling terminal (Dnipro, 422.0 km) | x | | | - | - | - | x | Bulk and general cargo |
| P 40-09 | Dnipropetrovsk (Dnipro, 393.0 km) | | | x | x | | - | x | Bulk and general cargo |
| P 40-10 | Zaporizhya (Dnipro, 308.0 km) | | | x | x | x | - | x | Bulk and general cargo, lighters |
| P 40-11 | Nova Kakhovka (Dnipro, 96.0 km) | x | | | - | - | - | - | Bulk and general cargo |
| P 40-12 | Kherson (Dnipro, 28.0 km) | | x | | x | - | - | x | Bulk and general cargo, lighters |
| P 40-01-01 | Chernihiv (Desna, 194.5 km) | | x | | - | - | - | x | General and bulk cargo |
| P 40-02-01 | Mykolaiv, river port (Pivdenny Buh, 40.0 km) | x | | | | | | | Cereals, scrap, minerals |
| P 40-02-02 | Mykolaiv, sea port (Pivdenny Buh, 35.0 km) | | x | | x | x | - | x | Timber, oil products, metals, cereals, bulk cargo, scrap |
| P 40-02-03 | Dnipro-Buhskiy (Pivdenny Buh, 16.0 km) | | x | | - | - | - | x | Ore, general cargo |

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| | | | | | 20' | 40' | | | |
| 1 | | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| P 41-01 | Klaipeda sea port (Kurshtskiy Zaliv) | | | x | x | x | x | x | |
| P 41-02 | Nida (Kurshtskiy Zaliv, 42.7 km) ² | ... | ... | ... | ... | ... | ... | ... | |
| P 41-03 | Uostadvaris (Nemunas, 61.3 km) ² | ... | ... | ... | ... | ... | ... | ... | |
| P 41-04 | Kaunas (Nemunas, 209.0 km) | x | | | - | - | - | x | |
| P 50-01 | Sankt-Petersburg sea port (Neva, 1397.0 km) ³ | | | x | x | x | x | x | General cargoes, timber, cereals, coal |
| P 50-02 | Sankt-Petersburg river port (Neva, 1385.0 km) ³ | | x | | x | - | - | x | General cargoes, timber, construction materials, coal |
| P 50-03 | Podporozhie (Volgo-Baltiyskiy Waterway, 1045.0 km) ³ | | x | | x | - | - | x | General cargoes, timber, construction materials, ore, pipes |
| P 50-04 | Cherepovets (Volgo-Baltiyskiy Waterway, 540.0 km) ³ | x | | | x | x | - | x | General cargoes, timber, construction materials, coal |
| P 50-05 | Yaroslavl (Volga, 520.0 km) ³ | x | | | x | - | - | x | General cargoes, timber, construction materials, fertilisers |
| P 50-06 | Nizhniy Novgorod (Volga, 907.0 km) ³ | | x | | x | - | - | x | General cargoes, timber, construction materials, coal |
| P 50-07 | Kazan (Volga, 1313.0 km) ³ | ... | ... | ... | ... | ... | ... | ... | |
| P 50-08 | Ulianovsk (Volga, 1541.0 km) ³ | | x | | x | - | - | x | General cargoes, construction materials, coal |
| P 50-09 | Samara (Volga, 1746.0 km) ³ | | x | | x | - | - | x | General cargoes, timber, construction materials, coal |
| P 50-10 | Saratov (Volga, 2175.0 km) ³ | | x | | x | - | - | x | General cargoes, timber, construction materials, coal, cereals |
| P 50-11 | Volgograd (Volga, 2560.0 km) ³ | x | | | x | - | - | x | General cargoes, timber, construction materials, coal |
| P 50-12 | Astrakhan (Volga, 3051.0 km) ³ | | x | | x | - | - | x | General cargoes, construction materials, timber |
| P 50-02-01 | Moskva Northern Port (Kanal imeni Moskvi, 42.0 km) ³ | x | | | x | x | - | - | General cargoes, timber, construction materials, salt |
| P 50-02-02 | Moskva Western Port (Kanal imeni Moskvi, 32.0 km) ³ | ... | ... | | ... | ... | ... | ... | |
| P 50-02-03 | Moskva Southern Port (Kanal imeni Moskvi, 0.0 km) ³ | ... | ... | | ... | ... | ... | ... | |

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| | | | | | 20' | 40' | | | |
| 1 | | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| P 50-02-02-01 | Tver (Volga, 279.0 km) ³ | x | | | - | - | - | - | General cargoes, construction materials |
| P 50-01-01 | Perm (Kama, 2269.0 km) ³ | | x | | x | - | - | x | General cargoes, timber, construction materials, coal, ore, cereals |
| P 60-01 | Scheveningen (North Sea) | x | | | - | - | - | - | |
| P 60-02 | Den Helder (North Sea) | x | | | - | - | x | - | |
| P 60-03 | Brunsbüttel (Kiel Canal, 2.0 - 5.0 km) | x | | | - | - | - | x | |
| P 60-04 | Rendsburg (Kiel Canal, 62.0 km) | | | | - | - | - | x | |
| P 60-05 | Kiel (Kiel Canal, 96.0 km) | | | | x | x | x | x | |
| P 60-06 | Flensburg | | | | - | - | - | x | |
| P 60-07 | Wismar | x | | | x | x | x | x | |
| P 60-08 | Rostock | x | | | x | x | x | x | |
| P 60-09 | Stralsund | | | | - | - | - | x | |
| P 60-10 | Greifswald | x | | | - | - | - | - | |
| P 60-11 | Sventoji (Baltic Sea) | ... | ... | ... | ... | ... | ... | ... | |
| P 60-12 | Vyborg (Vyborg Bay) | ... | ... | ... | ... | ... | ... | ... | |
| P 60-13 | Petrozavodsk (Lake Onega, 1009.0 km) ³ | x | | | - | - | - | x | General cargoes, construction materials |
| P 60-14 | Arkhangelsk sea port (Mouth of Severnaja Dvina) | ... | ... | ... | ... | ... | ... | ... | |
| P 60-15 | Arkhangelsk river port (Mouth of Severnaja Dvina) | ... | ... | ... | ... | ... | ... | ... | |
| P 60-02-01 | Sevilla (Guadalquivir, 80.0 km) | | x | | x | x | x | x | General and bulk cargoes |
| P 60-04-01 | Douro (Douro, 5.0 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 60-04-02 | Sardoura (Douro, 49.0 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 60-04-03 | Régua-Lamego (Douro, 101.0 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 60-06-01 | Bordeaux (Gironde et Garonne, 359.0 km) | | | x | x | x | - | x | |
| P 60-08-01 | Nantes (Loire, 645.0 km) | x | | | x | x | - | x | Minerals, construction materials |

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| | | 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 60-10-01 | Harlingen (Waddenzee) | x | | | x | x | x | x | |
| P 60-12-01 | Delfzijl (Waddenzee) | | x | | x | x | x | x | |
| P 60-11-01 | Mustola (39.0 km from the mouth of Saimaa Canal) | x | | | x | x | x | x | Timber |
| P 60-11-02 | Kaukas* (52.0 km from the mouth of Saimaa Canal) | x | | | - | - | - | x | Timber |
| P 60-11-03 | Rapasaari* (52.0 km from the mouth of Saimaa Canal) | x | | | - | - | - | x | Timber |
| P 60-11-04 | Joutseno* (67.0 km from the mouth of Saimaa Canal) | x | | | - | - | - | x | Timber |
| P 60-11-05 | Vuoksi* (85.0 km from the mouth of Saimaa Canal) | x | | | - | - | - | - | Timber |
| P 60-11-06 | Varkaus (Port of Taipale) (270.0 km from the mouth of Saimaa Canal) | x | | | - | - | - | x | Timber |
| P 60-11-07 | Varkaus (Port of Kosulanniemi)* (270.0 km from the mouth of Saimaa Canal) | x | | | - | - | - | - | Timber |
| P 60-11-08 | Varkaus (Port of Akonniemi) (270.0 km from the mouth of Saimaa Canal) | x | | | - | - | - | x | Timber |
| P 60-11-09 | Kuopio (352.0 km from the mouth of Saimaa Canal) | x | | | - | - | - | x | Timber |
| P 60-11-02-01 | Puhos* (311.0 km from the mouth of Saimaa Canal) | x | | | - | - | - | - | Timber |
| P 60-11-02-02 | Joensuu (346.0 km from the mouth of Saimaa Canal) | x | | | - | - | - | x | Timber |
| P 61-01 | Anklam (Peene, 95.0 km) | x | | | - | - | - | x | |
| P 70-01 | Wageningen (Neder-Rijn, 903.2 km) | x | | | - | - | - | - | |
| P 70-03 | Ibbenbüren (Mittellandkanal, 5.0 km) | x | | | - | - | - | x | |
| P 70-04 | Minden (Mittellandkanal, 100.0 - 104.0 km) | x | | | - | - | - | x | |
| P 70-05 | Hannover (Mittellandkanal, 155.0 - 159.0 km) | x | | | x | x | - | x | |
| P 70-06 | Mehrum* (Mittellandkanal, 194.0 km) | x | | | - | - | - | - | |
| P 70-07 | Braunschweig (Mittellandkanal, 220.0 km) | x | | | - | - | - | x | |
| P 70-08 | Braunschweig/Thune* (Mittellandkanal, 223.0 km) | x | | | - | - | - | - | |
| P 70-09 | Haldensleben (Mittellandkanal, 301.0 km) | x | | | - | - | - | x | |
| P 70-10 | Niegripp* (Elbe-Havel-Kanal, 330.0 km) | x | | | - | - | - | - | |
| P 70-11 | Brandenburg* (Untere Havel-Wasserstraße, 60.0 km) | x | | | - | - | - | - | |

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| | | | | | 20' | 40' | | | |
| 1 | | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| P 70-12 | Brandenburg (Untere Havel-Wasserstraße, 57.0 km) | x | | | - | - | - | - | Gravel works |
| P 70-13 | Deponie Deetz* (Untere Havel-Wasserstraße, 40.0 km) | x | | | - | - | - | x | |
| P 70-14 | Spandau South Harbour (Untere Havel-Wasserstraße, 2.0 km) | x | | | - | - | - | x | |
| P 70-15 | Elblag (Zalew Wislany) | x | | | - | - | - | - | |
| P 70-16 | Kaliningrad sea port (Pregolia, 8.0 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 70-17 | Kaliningrad river port (Pregolia, 9.0 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 70-01-01 | Gouda (Hollandse IJssel, 1.4 km) | x | | | - | - | - | - | |
| P 70-01-01bis | Alphen aan den Rijn (Gouwe) | x | | | x | x | - | - | |
| P 70-03-01 | Enschede (Twentekanaal, 49.8 km) | x | | | - | - | - | - | |
| P 70-03-01bis | Hengelo (Twentekanaal, 45.1 km) | x | | | x | x | - | x | |
| P 70-03-02 | Almelo (Zijkanaal, 17.6 km) | x | | | - | - | - | - | |
| P 70-03-03 | Lochem (Twentekanaal) | x | | | - | - | - | - | |
| P 70-02-01 | Osnabrück (Stichkanal, 13.0 km) | | | | - | - | x | x | |
| P 70-04-01 | Hannover-Linden (Stichkanal, 11.0 km) | x | | | - | - | - | x | |
| P 70-06-01 | Hildesheim (Stichkanal, 15.0 km) | | | | - | - | - | x | |
| P 70-08-01 | Salzgitter (Stichkanal, 15.0 km) | x | | | x | - | - | x | |
| P 70-10-01 | Cargo-Handling Complex* (branch of the Spree at 0.0 km) | x | | | - | - | - | - | |
| P 70-10-02 | Nonnendamm (Spree, 2.0 km) | x | | | - | - | - | x | |
| P 70-10-03 | Reuter Power Station* (Spree, 3.0 km) | x | | | - | - | - | x | |
| P 70-10-04 | Charlottenburg Power Station (Spree, 8.0 km) | | | | - | - | - | - | |
| P 70-10-05 | Westhafen Berlin (Westhafenkanal, 3.0 km) | | | | - | - | - | x | |
| P 70-10-06 | Osthafen Berlin (Spree, 21.0 km) | | | | - | - | - | x | |
| P 70-10-07 | Klingenberg Heating Station (Spree, 25.0 km) | x | | | - | - | - | x | |
| P 70-12-01 | Moabit Power Station* (Berlin-SpandauerSchiffahrtskanal, 9.0 km) | x | | | - | - | - | - | |
| P 71-01 | Teltowkanal Cargo-Handling Point* (Teltowkanal, 31.0 - 34.0 km) | x | | | - | - | - | x | |
| P 71-02 | Oberschöneweide Cargo-Handling Point (Spree-Oder Wasserstraße, 28.0 - 29.0 km) | x | | | - | - | - | x | |

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| | | | | | 20' | 40' | | | |
| 1 | | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| P 71-03 | Eisenhüttenstadt EKO* (Spree-Oder Wasserstraße, 122.0 km) | x | | | - | - | - | x | |
| P 71-04 | Eisenhüttenstadt (Spree-Oder Wasserstraße, 124.0 km) | | | | - | - | - | x | |
| P 71-02-01 | Potsdam (Potsdamer Havel, 3.0 km) | | | | - | - | - | - | |
| P 71-06-01 | Niederlehme* (Dahme-Wasserstraße, 8.0 km) | | | | - | - | - | - | |
| P 71-06-02 | Königs Wusterhausen (Dahme-Wasserstraße, 8.0 km) | x | | | - | - | - | x | |
| P 80-01 | Le Havre (Le Havre-Tancarville Canal, 20.0 km) | x | | | x | x | x | x | Oil products, fuels, minerals |
| P 80-02 | Rouen (Seine, 242.0 km) | | x | | x | x | x | x | Oil, cereals, sand, coal |
| P 80-03 | Conflans (Seine, 239.0 km) | x | | | ... | ... | ... | ... | |
| P 80-04 | Frouard (Moselle, 346.5 km) | x | | | x | x | x | x | Heavy packages |
| P 80-05 | Metz (Moselle, 297.0 - 294.0 km) | x | | | x | x | - | x | |
| P 80-06 | Mondelange-Richemont (Moselle, 279.5 - 277.9 km) | x | | | ... | ... | ... | ... | |
| P 80-07 | Thionville-Illange (Moselle, 271.9 - 270.1 km) | x | | | x | x | - | - | |
| P 80-08 | Mertert (Moselle, 208.0 km) | x | | | - | - | - | x | Oil products, wood shavings, construction materials, coal |
| P 80-09 | Trier (Moselle, 184.0 km) | x | | | - | - | - | x | |
| P 80-10 | Bingen (Rhine, 527.0 km) | | | | - | - | - | x | |
| P 80-11 | Wiesbaden (Rhine, 500.0 km) | x | | | - | - | - | x | |
| P 80-12 | Mainz (Rhine, 500.0 km) | | x | | x | x | x | x | |
| P 80-13 | Flörsheim* (Main, 9.0 km) | x | | | - | - | - | - | |
| P 80-14 | Raunheim* (Main, 14.0 km) | x | | | - | - | - | - | |
| P 80-15 | Hattersheim* (Main, 17.0 km) | x | | | - | - | - | - | |
| P 80-16 | Kelsterbach* (Main, 19.0 km) | x | | | - | - | - | - | |
| P 80-17 | Frankfurt* (Main, 22.0 - 29.0 km) | x | | | x | x | - | x | |
| P 80-18 | Frankfurt (Main, 31.0 - 37.0 km) | | x | | x | x | - | x | |
| P 80-19 | Offenbach (Main, 40.0 km) | | | | - | - | - | x | |
| P 80-20 | Hanau (Main, 56.0 - 60.0 km) | x | | | - | - | - | x | |
| P 80-21 | Grosskotzenburg* (Main, 62.0 km) | x | | | - | - | - | - | |

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|------------|--|-------------------------|-------------------------|-----------------------|--|-----|----------|----------------|--------------------------------------|
| | | 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 80-22 | Stockstadt (Main, 82.0 km) | x | | | x | - | - | x | |
| P 80-23 | Aschaffenburg (Main, 83.0 km) | x | | | x | - | - | x | |
| P 80-24 | Triefenstein* (Main, 173.0 km) | x | | | - | - | - | - | |
| P 80-25 | Karlstadt* (Main, 227.0 km) | x | | | - | - | - | - | |
| P 80-26 | Würzburg (Main, 246.0-251.0 km) | | | | x | - | x | x | |
| P 80-27 | Schweinfurt (Main, 330.0 km) | | | | - | - | - | x | |
| P 80-28 | Bamberg (Main-Donau-Kanal, 3.0 km) | | | | - | - | - | x | |
| P 80-29 | Erlangen (Main-Donau-Kanal, 46.0 km) | x | | | - | - | - | x | |
| P 80-30 | Nürnberg (Main-Donau-Kanal, 72.0 km) | | | | - | - | x | x | |
| P 80-31 | Regensburg (Danube, 2370.0 - 2378.0 km) | x | | | x | x | - | x | |
| P 80-32 | Deggendorf* (Danube, 2281.0 - 2284.0 km) | x | | | x | x | - | - | |
| P 80-33 | Linz (Danube, 2128.2 - 2130.6 km) | x | | | x | x | x | x | All cargoes |
| P 80-34 | Linz-Vöest* (Danube, 2127.2 km) | | x | | x | x | - | x | Metallurgical products |
| P 80-35 | Enns-Ennsdorf (Danube, 2111.8 km) | x | | | x | x | x | x | General and bulk cargoes, liquid gas |
| P 80-36 | Krems (Danube, 998.0 km) | x | | | x | - | - | x | All cargoes but oil and oil products |
| P 80-37 | Wien (Danube, 1916.8 - 1920.2 km) | x | | | x | x | x | x | All cargoes |
| P 80-38 | Bratislava (Danube, 1867.0 km) | | x | | x | x | x | x | |
| P 80-39 | Győr-Gönyü (Danube, 1807.0 km) | x | | | ... | ... | ... | ... | Mainly bulk cargoes and oil products |
| P 80-40 | Komárno (Danube, 1767.1 km) | | x | | x | x | - | x | |
| P 80-41 | Štúrovo (Danube, 1722.0 km) | x | | | - | - | - | - | |
| P 80-42 | Budapest (Danube, 1640.0 km) | | x | | x | ... | x | x | |
| P 80-43 | Százhalombatta (Danube, 1618.7 km) | x | | | ... | ... | ... | ... | Oil products |
| P 80-44 | Dunaujvaros (Danube, 1579.0 km) | x | | | - | - | - | x | Mainly bulk cargo |
| P 80-45 | Dunaföldvár (Danube, 1563.0 km) | x | | | ... | ... | ... | ... | Oil products |
| P 80-46 | Baja (Danube, 1480.0 km) | x | | | x | | | x | |
| P 80-46bis | Apatin (Danube, 1401.5 km) | x | | | | | | | |

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| | | 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 80-47 | Vukovar (Danube, 1333.1 km) | x | | | x | x | - | x | |
| P 80-47bis | Backa Palanka (Danube, 1295.0 km) | x | | | x | | | x | |
| P 80-47ter | Novi Sad (Danube, 1253.5 km) | x | | | x | | | x | |
| P 80-48 | Beograd (Danube, 1170.0 km) | x | | | x | x | | x | |
| P 80-48bis | Pančevo (Danube, 1152.8 km) | x | | | x | | | x | |
| P 80-49 | Smederevo (Danube, 1116.3 km) | x | | | ... | ... | ... | x | |
| P 80-50 | Orsova (Danube, 954.0 km) | x | | | - | - | - | x | |
| P 80-51 | Tumu Severin (Danube, 931.0 km) | x | | | - | - | x | x | |
| P 80-52 | Prahovo (Danube, 861.0 km) | x | | | ... | ... | ... | x | |
| P 80-52bis | Vidin (Danube, 790.0 km) | x | | | | | x | x | |
| P 80-53 | Lom (Danube, 743.0 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 80-53bis | Oriahovo (Danube, 678.0 km) | x | | | | | x | x | |
| P 80-54 | Tumu Magurele (Danube, 597.0 km) | x | | | - | - | - | x | |
| P 80-55 | Svistov (Danube, 554.0 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 80-56 | Rousse (Danube, 495.0 km) | ... | ... | ... | ... | ... | ... | ... | |
| P 80-57 | Giurgiu (Danube, 493.0 km) | x | | | - | - | x | x | |
| P 80-58 | Oltenita (Danube, 430.0 km) | x | | | - | - | x | x | |
| P 80-58bis | Silistra (Danube, 375.5 km) | x | | | | | x | x | |
| P 80-59 | Calarasi (Danube, 370.5 km) | x | | | - | - | x | x | |
| P 80-59bis | Cernavoda (Danube, 298.0 km) | x | | | - | - | x | x | |
| P 80-60 | Braila (Danube, 168.5 - 172.0 km) | | x | | - | - | x | x | |
| P 80-61 | Galati (Danube, 76.0 - 160.0 km) | | | x | - | - | x | x | |
| P 80-62 | Giurgiulesti (Danube, 133.0 km) | ... | ... | ... | ... | ... | ... | ... | Under construction |
| P 80-63 | Reni (Danube, 128.0 km) | | | x | x | x | x | x | General and bulk cargo, oil products |
| P 80-64 | Tulcea (Danube, 34.0 - 42.0 km) | x | | | - | - | - | x | |

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|------------|--|-------------------------|-------------------------|-----------------------|--|-----|----------|----------------|--|
| | | 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 80-04-01 | Autonomous port of Paris: | | | x | x | x | x | | Agricultural products, fuels, construction materials |
| | Gennevilliers (Seine, 194.7 km) | | | x | x | x | x | - | |
| | Bonneuil-Vigneux (Seine, 169.7 km) | x | | | x | x | - | - | |
| | Evry (Seine, 137.8 km) | x | | | x | x | - | - | |
| | Melun (Seine, 110.0 km) | x | | | ... | ... | ... | ... | |
| | Limay-Porcheville (Seine, 109.0 km) | x | | | x | x | - | x | |
| | Montereau (Seine, 67.4 km) | x | | | x | x | x | x | 2013 project: containers |
| | Nanterre (Seine, 39.4 km) | x | | | ... | ... | ... | ... | |
| | Bruyères-sur-Oise (Oise, 96.9 km) | x | | | x | x | x | x | Containers: under construction |
| | St. Ouen-l'Aumône (Oise, 119.2 km) | x | | | ... | ... | ... | ... | |
| | Lagny (Marne, 149.8 km) | x | | | x | x | - | - | Containers: in planning stage |
| P 80-06-01 | Dillingen (Saar, 59.0 km) | | x | | x | x | x | x | |
| P 80-08-01 | Osijek (Drava, 14.0 km) | | x | | x | x | - | x | |
| P 80-01-01 | Szeged (Tisza, 170.0 km) | x | | | ... | ... | ... | x | |
| P 80-01-02 | Senta (Tisza, 122.0 km) | x | | | x | | | x | |
| P 80-14-01 | Medgidia (Danube-Black Sea Canal, 37.5 km) | | x | | - | - | - | x | |
| P 80-14-02 | Constanta (Danube-Black Sea Canal, 0.0 km) | | | x | x | x | x | x | |
| P 80-09-01 | Ismail (Danube-Kilia Arm, 93.0 km) | | x | | x | x | - | x | General and bulk cargo |
| P 80-09-02 | Kilia (Danube-Kilia Arm, 47.0 km) | x | | | x | - | - | - | General cargo |
| P 80-09-03 | Oust-Dunajsk (Danube-Kilia Arm, 0 km) | | | x | x | x | - | - | General and bulk cargo |
| P 81-01 | Komárno (Váh, 0.0 km) | | x | | x | x | - | x | |
| P 81-02 | Šaľa (Váh, 54.4 - 54.8 km) | x | | | | | | x | |
| P 81-03 | Sereď (Váh, 73.8 - 74.3 km) | x | | | x | x | x | x | |
| P 81-04 | Hlohovec (Váh, 124.4 - 124.7 km) | x | | | | | x | x | |
| P 81-05 | Piešťany (Váh, 124.4 - 124.7 km) | x | | | | | | | |
| P 81-06 | Nové mesto nad Váhom (Váh, 137.4 - 137.7 km) | x | | | | | | x | |

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| | | | | | 20' | 40' | | | |
| 1 | | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| P 81-07 | Trenčín (Váh, 158.5 - 159.0 km) | x | | | | | | x | |
| P 81-08 | Dubnica (Váh, 168.1 - 168.5 km) | x | | | x | x | x | x | |
| P 81-09 | Púchov (Váh, 192.9 - 193.4 km) | x | | | | | x | x | |
| P 81-10 | Považská Bystrica (Váh, 210.8 - 211.2 km) | x | | | | | | x | |
| P 81-11 | Žilina (Váh, 242.0 - 243.0 km) | x | | | x | x | x | x | |
| P 81-12 | Čadca (Váh-Oder Link, ... km) ⁴ | x | | | | | x | x | |
| P 90-01 | Taganrog (Taganrog Bay) | ... | ... | ... | ... | ... | ... | ... | |
| P 90-02 | Eysk (Taganrog Bay) | ... | ... | ... | ... | ... | ... | ... | |
| P 90-03 | Azov (Don, 3168.0 km) ³ | x | | | x | - | - | x | General cargoes, timber, construction materials, ore, dross |
| P 90-04 | Rostov (Don, 3134.0 km) ³ | | x | | x | - | - | x | General cargoes, timber, construction materials, coal, dross |
| P 90-05 | Oust-Donetsk (Don, 2997.0 km) ³ | | x | | x | - | - | x | General cargoes, timber, construction materials, coal, ore |
| P 90-03-01 | Belgorod Dnestrovskiy (mouth of the Dnestr River) | ... | ... | ... | ... | ... | ... | ... | |
| P 90-03-02 | Bender (Nistru, 228.0 km) | x | | | - | - | - | x | Dry bulk and general cargoes |
| P 91-01 | Milano Terminale (Milano-Po Canal, 0.0 km) | ... | ... | ... | ... | ... | ... | ... | Construction foreseen |
| P 91-02 | Lodi (Milano-Po Canal, 20.0 km from Milano Terminale) | ... | ... | ... | ... | ... | ... | ... | Construction foreseen |
| P 91-03 | Pizzighetone (Milano-Po Canal, 40.0 km from Milano Terminale) | x | | | ... | ... | ... | ... | Starting up |
| P 91-04 | Cremona (Milano-Po Canal, 55.0 km from Milano Terminale) | | x | | x | x | x | x | |
| P 91-04bis | Cremona-Casalmaggiore (Po) | x | | | ... | ... | ... | ... | |
| P 91-04ter | Mantova Viadana (Po) | x | | | ... | ... | ... | ... | Focused on chemical fluids through pipeline |
| P 91-05 | Boretto R. Emilia Centrale (Po, 120.0 km from Milano Terminale) | x | | | ... | ... | ... | ... | |
| P 91-05bis | Mantova S. Benedetto (Po) | x | | | ... | ... | ... | ... | |
| P 91-05ter | Mantova Revere (Po) | x | | | x | | | | |
| P 91-06 | Ferrara (Po, 200.0 km from Milano Terminale) | ... | ... | ... | ... | ... | ... | ... | |
| P 91-07 | Adria (Mantova-Adriatico Canal, 265.0 km from Milano Terminale) | x | | | ... | ... | ... | ... | |

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| | | 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 91-08 | Chioggia (Po-Brondolo Canal, 285.0 km from Milano Terminale) | | x | | x | x | | x | Sea port with connection to inland waterway |
| P 91-09 | Marghera (Laguna Veneta, 300.0 km from Milano Terminale) | | | x | x | x | x | x | Sea port with connection to inland waterway |
| P 91-10 | Nogaro (Veneta Lateral Waterway, 355.0 km from Milano Terminale) | | x | | x | x | | x | Sea port with connection to inland waterway |
| P 91-11 | Monfalcone (Veneta Lateral Waterway, 410.0 km from Milano Terminale) | | | x | x | x | x | x | Sea port with connection to inland waterway |
| P 91-12 | Trieste (Adriatic Sea) | | | x | x | x | x | x | Sea port with connection to inland waterway |
| P 91-02-01 | Piacenza (Po, 35.0 km from Conca di Cremona) | x | | | ... | ... | ... | ... | |
| P 91-02-02 | Pavia (Po, 98.0 km from Conca di Cremona) | ... | ... | ... | ... | ... | ... | ... | Construction foreseen |
| P 91-02-03 | Casale Monferrato (Po, 183.0 km from Conca di Cremona) | ... | ... | ... | ... | ... | ... | ... | Construction foreseen |
| P 91-04-01 | Ferrara (Ferrara-Porto Garibaldi Canal) | x | | | x | x | | x | |
| P 91-04-02 | Ferrara S. Giovanni Ostellato (Ferrara-Porto Garibaldi Canal) | x | | | ... | ... | ... | ... | |
| P 91-04-03 | Garibaldi (Ferrara Waterway, 80.0 km from Ferrara) | ... | ... | ... | ... | ... | ... | ... | Construction foreseen |
| P 91-04-04 | Ravenna | | | x | x | x | x | x | Sea port with connection to inland waterway |
| P 91-06-01 | Porto Tolle (Po Grande, 260.0 km from Milano Terminale) | ... | ... | ... | ... | ... | ... | ... | Construction foreseen |
| P 91-01-01 | Mantova (Valdaro and private ports) (Mantova-Adriatico Canal, 0.0 km and Mantova Lakes) | | x | | x | x | | x | |
| P 91-01-01bis | Mantova Roncoferraro/Governolo (Mantova-Adriatico Canal) | x | | | ... | ... | ... | ... | |
| P 91-01-02 | Mantova Ostiglia (Mantova-Adriatico Canal, 30.0 km) | x | | | ... | ... | ... | ... | |
| P 91-01-03 | Verona Legnago (Mantova-Adriatico Canal, 65.0 km) | x | | | ... | ... | ... | ... | |
| P 91-01-03bis | Canda (Mantova-Adriatico Canal) | x | | | ... | ... | ... | ... | |
| P 91-01-04 | Rovigo (Mantova-Adriatico Canal, 140.0 km) | | x | | x | x | | x | |
| P 91-01-04bis | Porto Levante* (Po di Levante Mouth) | ... | ... | ... | ... | ... | ... | ... | Private ports. Public port in project. |
| P 91-01-05 | Conca di Volta Grimana (Fissero-Tartaro-Canalbianco Waterway, 170.0 km) | ... | ... | ... | ... | ... | ... | ... | |

Notes to Table 3

- ¹ After the construction of a new link Gent-Zeebrugge (E 07).
 - ² The distance to Lithuanian ports is measured from the Klaipeda sea port.
 - ³ Distance from Moskva Southern Port.
 - ⁴ New port to be built.
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