ECE/TRANS/SC.3/144/Rev.2

ECONOMIC COMMISSION FOR EUROPE

INVENTORY OF MAIN STANDARDS AND PARAMETERS OF THE E WATERWAY NETWORK

"BLUE BOOK"

Second Revised Edition

UNITED NATIONS
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NOTE

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PREFACE

At its fortieth session in 1996, the UNECE Working Party on Inland Water Transport (SC.3) agreed to proceed with the drafting of the so-called "Blue Book" which would contain technical characteristics of European inland waterways and ports of international importance (E waterways and ports) identified in the European Agreement on Main Inland Waterways of International Importance (AGN). The first edition of the Blue Book was published in 1998 as TRANS/SC.3/144.

The objective of the Blue Book is to establish an inventory of existing and envisaged standards and parameters of E waterways and ports in Europe and to show, on an internationally comparable basis, the current inland navigation infrastructure parameters in Europe as compared to the minimum standards and parameters prescribed in the AGN Agreement. This would enable member Governments and intergovernmental organizations concerned to use the Blue Book as a basic instrument for monitoring the progress made in implementating the AGN.

This second revised edition of the Blue Book has been prepared by the Transport Division with due regard to the draft set out in document ECE/TRANS/SC.3/2011/3 and in accordance with the additional information received by the secretariat from member Governments as of 15 December 2011. The second revised version of the Blue Book is based on the AGN Agreement, as amended according to relevant Depository Notifications. A consolidated non-official text of the Agreement may be found in document ECE/TRANS/120/Rev.2 (see www.unece.org/fileadmin/DAM/trans/doc/2012/sc3wp3/ECE-TRANS-120r2efr-forWeb.pdf).

INVENTORY OF MAIN STANDARDS AND PARAMETERS OF THE E WATERWAY NETWORK ("BLUE BOOK")

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INVENTORY OF MAIN STANDARDS AND PARAMETERS OF THE E WATERWAY NETWORK ("BLUE BOOK")

INTRODUCTION

1. INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE

The European Agreement on Main Inland Waterways of International Importance (AGN) in its annex I lays down the network of E waterways including a few portions that do not exist at present and are considered as missing links. In its annex III, the Agreement stipulates the requirements for the classification of E waterways. In total, 29,172 km of European inland waterways have been earmarked by Governments as E waterways. The above length excludes the double counting of sections on which two or more E waterways overlap.

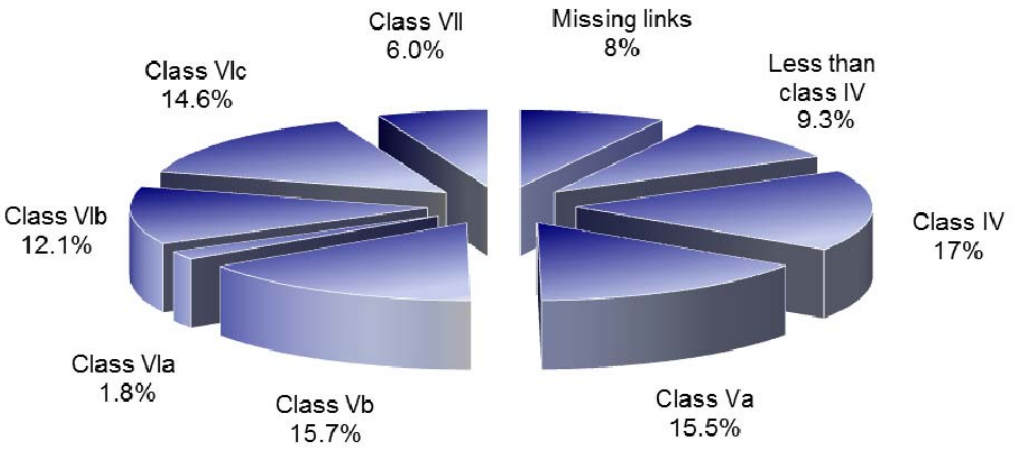
For the purpose of calculating in the "Blue Book" the total length and structure of the E waterway network the following portions of E waterways have been considered as overlapping: E 01/E 05 of 46 km, class Va; E 03/E 04 of 38 km, class VIb; E 04/E 05 of 16 km, class VIb; E 10/E 12 of 19 km, class VIc; E 10/E 80 of 96 km (24 km — class VIa, 40 km — class VIb and 32 km — class VIc); E 12/E 70 of 38 km, class Va; E 13/E 15 of 93 km (68 km — class VIb and 25 km — class IV); E 20/E 30 of 173 km, missing link; E 30/E 70 of 49 km, class IV; E 40/E 70 (41 km — class IV; 73 km — class VIa); E 50/E 60 of 503 km, class Vb and E 50/E 90 of 453 km, class VIc.

The following portions of E waterways have been considered as missing links in accordance with the network laid down in the AGN Agreement and as listed in section 2 below: Canal Seine-Nord Europe E 05 of 106 km; Maldegem-Zeebrugge E 07 of 26 km; Saône-Rhine Link E 10 of 206 km; Saône-Moselle Link E 10–02 of 304 km; Danube-Oder-Elbe Connection E 20/E 30 of 479 km; Gdansk-Brest E 40 of 430 km, excluding its existing navigable sections; Twente-Mittellandkanal E 70 of 55 km; Seine-Moselle Link E 80 of 250 km; Olt E 80–03 of 135 km; Danube-Bucaresti Canal E 80–05 of 73 km; Danube-Sava Canal E 80–10 of 61 km; Vah–Oder Link E 81 of 80 km; Milano-Po Canal E 91 of 96 km and Padova-Venezia Canal E 91–05 of 27 km.

As a result, the breakdown by classes of European inland waterways of international importance may be summarized in the table below.

Structure of E waterways

	Missing links	Less than class IV	Class IV	Class Va	Class Vb	Class VIa	Class VIb	Class VIc	Class VII	Total
Length (km)	2 328	2 719	4 963	4 514	4 590	524	3 532	4 255	1 747	29 172
%	8.0	9.3	17.0	15.5	15.7	1.8	12.1	14.6	6.0	100



In accordance with the AGN Agreement, only waterways meeting the basic minimum requirements of class IV (minimum dimensions of vessels: 80.00 m x 9.50 m) can be considered as E waterways. The Agreement recommends that the new E waterways to be built (for the completion of missing links) should meet, at least, the requirements of class Vb, while the waterways to be modernized should meet the requirements of at least class Va.

2. DEFINITION OF BOTTLENECKS AND MISSING LINKS IN THE NETWORK OF MAIN INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE

In the course of its work on the draft AGN the Working Party on Inland Water Transport endorsed the following definitions of "bottlenecks" and "missing links" in the inland navigation network, elaborated by the ad hoc Group of Experts on Inland Waterway Infrastructure:

"Those sections of the European waterway network of international importance that have parameter values being substantially lower than target requirements are called bottlenecks.

There are two kinds of bottlenecks:

"Basic bottlenecks" are the sections of E waterways whose parameters, at the present time, are not in conformity with the requirements applicable to inland waterways of international importance in accordance with the new classification of European inland waterways (class IV).

"Strategic bottlenecks" are other sections satisfying the basic requirements of the class IV but which, nevertheless, ought to be modernized in order to improve the structure of the network or to increase the economic capacity of inland navigation traffic.

"Missing links" are such parts of the future network of inland waterways of international importance which do not exist at present.

The basic condition for the elimination of bottlenecks and completion of missing links is the positive result of economic evaluation." (TRANS/SC.3/133, paragraph 18 and TRANS/SC.3/WP.3/AC.1/4, paragraph 18)

In accordance with the above definition the following list of bottlenecks and missing links, by country, has been established.

3. LIST OF BOTTLENECKS AND MISSING LINKS IN THE E WATERWAY NETWORK BY COUNTRY

Austria

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

Basic bottlenecks: none.

Strategic bottlenecks: Danube (E 80) from 2,037.0 km to 2,005.0 km and from 1,921.0 km to 1,873.0 km — 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 (1.60 m).
- Dneprovsko-Bugskiy Canal (E 40) from Kobrin to Pererub — low maximum draught (1.60 m).
- Pina (E 40) from Pererub to Pinsk — low maximum draught (1.60 m).
- Pripyat (E 40) from Stakhovo to Pkhov — low maximum draught (1.30 m).
- Pripyat (E 40) from Pkhov to Belarus/Ukrainian border — low maximum draught (1.50 m).

Belgium

Missing links:

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

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

Basic bottlenecks:

- Bocholt — Herentals Canal (E 01–01), Bocholt — Dessel section.
- Zuid — Willemsvaart (E 01–01), section Bocholt — Belgium/Netherlands border.
- Gent — Oostende Canal (E 02), Brugge — Beernem section.
- 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. Project is under study.
- Bossuit — Kortrijk Canal (E 05–01), Zwevegem — Kortrijk section — upgrading from class I to class Va. Project is under study.
- Dender (E 05–04), Aalst — Dendermonde section — upgrading from class II to class IV. Project is under study.
- Beneden-Nete (E 05–06) upgrading the height under bridges. Project is under way.

Strategic bottlenecks:

- Condé-Pommeroeul Canal (E 01) — re-opening of a section currently not in service.
- Nimy-Blaton — Peronnes Canal (E 01) — upgrading from class IV to class Va is envisaged.
- Canal du Centre (E 01), Obourg Lock — construction of a new class Va lock is envisaged.
- Charleroi-Bruxelles Canal (E 01), Marchienne, Viesvilles and Gosselies Locks — construction of new class Va locks is envisaged.
- Meuse (E 01) — construction of class VIb locks is envisaged at Ivoz-Ramet and Ampsin-Neuville.
- Meuse (E 01) from Pont d'Ougrée to Liège — upgrading from class Vb to class VIb is envisaged.
- Canal de Lanaye (E 01) — construction 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. Project is under way.
- Roeselare-Leie Canal (E 02–04) — improvement of waterway for class Va. Project is under study.
- Sea Canal Bruxelles — Schelde (E 04) — improvement of section Wintam — Willebroek. Project is under way.
- Haut Escaut (E 05) on section Bléharies-Hérinnes — Tournai passage — upgrading to class Va.
- Boven-Schelde (E 05) — upgrading lock capacity. Project is under study.
- Boven-Zeeschlede (E 05) on section Gent circular canal — Baasrode — upgrading from class IV to class Va is under study.

- 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 (E 80) from 845.5 to 375.0 km — low fairway depth during 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) section between Sisak and Brčko — upgrading from class III to class IV.

Strategic bottlenecks: Sava (E 80–12) section between Brčko and Serbian/Croatian State border— upgrading from class IV to class Va.

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 during 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 (12.00 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 (4.50 m) and narrow width of lock gates (11.00 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 — Nord Europe Link (E 05).**
- Saône — Moselle Link (E 10–02)/Saône — Rhine Link (E 10).***

Basic bottlenecks:

- Seine (E 80–04) between Bray-sur-Seine and Nogent — upgrading is envisaged. Public debate took place between the end of 2011 and the beginning of 2012.

Strategic bottlenecks:

- Condé — Pommeroeul Canal (E 01) — increasing the water depth up to 3.50 m is under consideration in the framework of the project on reopening this Canal for navigation.
- Dunkerque — Escaut link and Escaut (E 01) up to Condé — lifting of bridges up to 5.25 m is completed, lifting up 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 depth up to 3.50 m is envisaged, from Lille to Bauvin — lifting of bridges up to 5.25 m is completed, lifting up to 7.00 m is envisaged.
- Lys mitoyenne (E 02) — increasing the water depth to 4.50 m is considered.
- Network Nord Pas-de-Calais (E 02 and E 05) — lifting of bridges and upgrading of links with Belgium to class Va. Lifting of bridges up to 5.25 m is being finalized (summer 2012), lifting up to 7.00 m is envisaged.
- Saône (E 10) — extension of the Couzon Lock to 195.00 m by 12.00 m is envisaged.
- Rhône — Sète Canal (E 10–04) — works on upgrading to class Va are under way.
- Oise (E 80) from Conflans to Creil — low draught and height under bridges (3.40 m and 5.18 m, respectively) — increasing the water depth up to 4.00 m is under way.

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* The secretariat was informed by the Government of France that the project concerning the Seine — Moselle link has been abandoned.

** Currently, Voies Navigables de France undertake preparatory works regarding the Seine-Schelde connection project, that includes a 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. A procedure of competitive dialogue is under way for the Canal project. To become operational as of 2017.

*** Public debate on the possibility of a Saône-Moselle/Saône-Rhine Link is envisaged in 2013 in accordance with the Grenelle Law of 3 August 2009.

- Oise (E 80) from Creil to Compiègne — low draught (3.00 m), increasing the water depth up to 4.00 m is considered.

Germany

Missing links: none.

Basic bottlenecks:

- Saale (E 20–04) from Calbe to Elbe — upgrading to class IV is under way.
- 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 two layers of containers.

Strategic bottlenecks:

- Rhine (E 10) — low fairway depth during dry seasons: downstream from Duisburg (2.50 m) and from St. Goar to Mainz (1.90 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 (2.50 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 during dry seasons (1.40 m).
- Moselle (E 80) — construction of 10 second lock chambers is under way.
- Main (E 80) upstream from Würzburg — low fairway depth (2.50 m).
- Danube (E 80) from Straubing to Vilshofen — low fairway depth (1.55 m).
- Danube (E 80) — low height (4.70 m) under the railway bridge in Deggendorf (2,285.87 km) — upgrading to 7.00 m is under way.
- Danube (E 80) — low height under bridges at Bogen (2,311.27 km) — 5.00 m; at Passau (2,225.75 km) — 5.15 m and (2,230.28 km) — 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 during dry seasons (1.50 m as registered in the course of years up to November 2011) and at a High Navigable Water Level (HNWL) — low height under bridges: road bridge Medved'ov (1,806.35 km) — 8.85 m between pillars* II — III and 9,19 m between pillars I and II; railway bridge Komárno (1,770.4 km) — 8.65 m between pillars IV — V and 8.68 m between pillars III — IV; road bridge Komárno (1,767.8 km) — 9.08 m at centre point of the arches between pillars II — III and III — IV, respectively. Upgrading of the draught to 2.50 m and the height under bridges to 9.10 m is required.
- Danube (E 80), the section from 1,708.2 km to 1,433.0 km — low maximum draught (1.50 m — as registered in the course of years up to November 2011).
- Danube (E 80), at HNWL — low height under the road/rail bridge at Dunaföldvár (1,560.55 km) — 8.73 m between pillars II — III and III — IV, respectively. Upgrading to 9.10 m is required.
- Danube (E 80), at HNWL — low height under the road/rail bridge at Baja (1,480.22 km) — 8.09 m between pillars III — IV and 8.40 m between pillars II — III. Upgrading to 9.10 m is required.

Italy

Missing links:

- Milano — Po Canal (E 91) from Milano to Pizzighettone.
- Padova — Venezia Canal (E 91-05) from Romea lock to Padova.

* Numbering of pillars of bridges starts from the left bank on the Danube.

Basic bottlenecks:

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

Strategic bottlenecks:

- Mantova — Adriatic Sea Canal (E 91–03) from Ostiglia to Baricetta lock — adaptation 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.

Netherlands

Missing links: none.

Basic bottlenecks: Zuid-Willemsvaart up to Veghel (E 01–03) — upgrading to class IV is under way.

Strategic bottlenecks:

- IJssel (E 70) from Arnhem to Zutphen — upgrading to class Va is envisaged.
- Upgrading of the Zwartsluis at Meppel-Ramspol (E 12–02) 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 out.
- Lekkanaal (E 11–02) — upgrading of the Beatrix lock.
- Maasroute (E 01) — upgrading to class Vb enabling 4-layer container transport is under way.
- E 06 waterway — increasing the capacity of the Kreekrak locks.
- E 03 waterway — increasing the capacity of the Volkerak locks and Terneuzen locks is under study.

- IJsselmeer — Meppel (E 12) — insufficient fairway depth and/or width, the project is under study.
- Amsterdam — Rijnkanaal (E 11) — removing bottlenecks at the Zeeburg locks (upgrading to class VIb).
- 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 being studied.

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.
- Szkarpawa (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.

Republic of 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.

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 during 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 during 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 Aksay — insufficient depth downstream of the Kochetovski lock (of 116.3 km long).*

* In 2008 a 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.

- Volga (E 50) — low water depth from the Gorkovsky hydroelectric complex to Nizhni Novgorod.**
- Volgo — Baltijskiy 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.
- Danube (E 80) at Novi Sad (1,254.25 km) — low height under a temporary road/railway bridge (6.82 m).
- Danube (E 80) from 863 to 845.5 km — low fairway depth during 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.
- 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: none.

Strategic bottlenecks:

- Danube (E 80) from Devín (1,880.26 km) to Bratislava (1,867.0 km) — insufficient depth at low water level and insufficient height under bridges: at Bratislava (1,868.14 km) — 7.59 m, at locks of the Gabčíkovo Hydro Electrical Complex (1,819.3 km) — 8.90 m. Upgrading is required to 9.10 m.
- Danube (E 80) from Sap (1,811.0 km) to the mouth of the Ipeľ River (1,708.2 km) — insufficient depth at low water level and insufficient height under the bridges.

** 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 Kozino or increase the water level of the Tcheboksary Reservoir.

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

- Váh (E 81), from Komárno (0.0 km) to Žilina (240.0 km) — insufficient fairway depth. Canalization of the river and its upgrading to class VIa (Komarno–Hlohovec) and Va (Hlohovec–Žilina) in conjunction with the construction of new locks, and reconstruction of existing locks, are required.

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 the Ukraine/Moldova border — upgrading from class III to class Va is required.

Strategic bottlenecks: none.

4. COASTAL ROUTES

Coastal routes mentioned in annex I to AGN are intended to ensure the continuity of the E waterway network throughout Europe and, in principle, do not impose any restrictions on vessels using them. However, in the event that these coastal shipping vessels are supposed to regularly use inland waterways (mixed river-sea navigation) their dimensions should, where possible and economically viable, meet the requirements for self-propelled units suitable for navigation on inland waterways of classes Va and VIb as indicated in annex III of the Agreement.

5. EXPLANATIONS OF TABLES 1, 2 AND 3

The three tables reproduced below reflect data on existing and target parameters of inland waterways, locks and ports of international importance as of 15 December 2011.

Table 1: Navigational Characteristics of Main Inland Waterways of International Importance

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 the envisaged modernization of existing waterways or construction of a new water link, while the lower one shows existing parameters. The 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 1 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.

Table 2: Parameters of locks of inland waterways of international importance

The table contains detailed data on some 630 locks or lock complexes, ship lifts and inclined planes situated on E waterways. This also includes data on locks which are under construction or planned.

Table 3: Technical characteristics of inland navigation ports of international importance

This table provides data on 439 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.

Table 1: Navigational Characteristics of Main European Inland Waterways of International Importance *

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	143.0/143.0	11.40/11.40	3.00	5.25	Va	B	
	Dunkerque – Bouchain		143.0/143.0	11.40/11.40	3.00	5.25	Va	B	
	ESCAUT	13.0	143.0/143.0	11.40/11.40	2.50	5.25	Va	B	Canalized
	Bouchain – Condé		143.0/143.0	11.40/11.40	2.50	5.25	Va	B	
	CONDÉ – POMMEROEUL CANAL	5.9	143.0/143.0	11.40/11.40	2.50	5.30	IV	B	
	Condé – Hensies[1]		143.0/143.0	11.40/11.40	-	5.30	IV	B	
	CONDÉ – POMMEROEUL CANAL	6.1	145.0/145.0	11.40/11.40	3.00	7.10	Va	A	
	Hensies – Pommeroeul[1]		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	Vb	A	
	Namur – Ivoz-Ramet		196.0/196.0	12.50/12.50	3.00	6.60	Vb	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	VIb	A	
	Liège – Lanaye		196.0/196.0	23.00/23.00	3.40	7.50	VIb	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)	CANAL DE LANAYE	1.9	196.0/196.0	23.00/23.00	3.20	8.50	VIb	A	
	Lanaye		135.0/135.0	15.00/15.00	3.20	8.50	Va	A	
	MAAS	12.3	137.5/185.0	14.00/12.50	3.00	6.70	Vb	A	
	Lanaye – Maastricht		137.5/100.0	14.00/12.00	3.00	6.70	Va	A	
	MAAS	119.6	125.0/185.0	13.50/13.50	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	
	DORDTSCHE KIL AND NOORD	22.0	225.0/229.5	23.50/22.90	5.00	42.50[2]	VIc	A	Sea vessels route
	Moerdijk – Rotterdam		225.0/153.0	23.50/34.35[3]					
			225.0/229.5	23.50/22.90	5.00	42.50[2]	VIc	A	
			225.0/153.0	23.50/34.35[3]					
E 01–02	MEUSE	46.4	98.0/99.70	11.80/11.80	2.50	5.63	IV	B	
	Namur – Givet (site of 3 fontaines)		98.0/99.70	11.80/11.80	2.50	5.63	IV	B	
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	

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 01–01 (continued)	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 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	II	B	
E 02	BOUDEWIJN CANAL	12.0	.../...	.../...	...	...	VIb	A	Sea vessels route
	Zeebrugge – Brugge		125.0/125.0	12.00/12.00	4.75	...	Va	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	18.4	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	B	
	LEIE BYPASS CANAL	14.9	185.0/185.0	11.50/11.50	3.50	7.50	Vb	A	Seine-Escaut link
	Schipdonk – Deinze		110.0/110.0	11.50/11.50	2.80	7.50	Va	A	
	LEIE	15.5	185.0/185.0	11.50/11.50	3.50	7.00	Vb	A	Seine-Escaut link
	Deinze – Ooigem		110.0/110.0	11.50/11.50	2.80	5.53	Va	A	
	LEIE	5.6	185.0/185.0	11.50/11.50	3.50	7.00	Vb	A	Seine-Escaut link
	Ooigem – Harelbeke lock		110.0/110.0	11.50/11.50	2.80	6.49	Va	C	
	LEIE	17.1	185.0/185.0	11.40/11.40	3.50	7.00	Vb	A	Seine-Escaut link
	Harelbeke lock – Halluin		86.0/86.0	9.60/9.60	2.50	4.42	IV	C	
	LYS MITOYENNE	9.1	185.0/185.0	11.40/11.40	3.50	7.00	Vb	A	Seine-Escaut link
	Halluin – Wervik		86.0/86.0	10.30/10.30	2.40	4.73	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 02 (continued)	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	185.0/185.0	11.40/11.40	3.00	6.50	Vb	A	Upgrading to class Vb
	Deûlémont – Quesnoy		110.0/110.0	5.05/7.00	2.30	5.55	II	B	is under way
	DEÛLE AND DEÛLE CANAL	8.7	185.0/185.0	11.40/11.40	3.00	6.50	Vb	A	Upgrading to class Vb
	Quesnoy/Deûle – Lille (Grand Carré)		110.0/110.0	11.40/11.40	2.30	5.25	Va	C	is under way
	DEÛLE AND DEÛLE CANAL	19.2	143.0/143.0	11.40/11.40	3.00	6.50	Va	A	
	Lille (Grand Carré) – Bauvin		143.0/143.0	11.40/11.40	3.00	5.25	Va	B	
E 02–02	GENT – OOSTENDE CANAL	17.0	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
	Brugge – Oostende		110.0/110.0	11.50/11.50	2.50	5.50	Va	B	
E 02–02–01	PLASSENDALE – NIEUWPOORT CANAL	21.0	85.0/85.0	9.50/9.50	2.50	7.00	IV	B	
	Plassendale – Gistelbrug		38.5/38.5	5.10/5.10	2.00	5.40	I	C	
	PLASSENDALE – NIEUWPOORT CANAL		85.0/85.0	9.50/9.50	2.50	7.00	IV	B	
	Gistelbrug – Snaaskerke		38.5/38.5	5.10/5.10	2.00	5.50	I	C	
	PLASSENDALE – NIEUWPOORT CANAL		85.0/85.0	9.50/9.50	2.50	7.00	IV	B	
	Snaaskerke – Nieuwpoort		38.5/38.5	5.10/5.10	2.00	7.00	I	C	
E 02–04	ROESELARE – LEIE CANAL	16.5	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
			110.0/110.0	11.50/11.50	2.80	6.00	Va	B	
E 03	NIEUWE MERWEDE	22.5	225.0/229.5	23.50/22.90	4.00	7.80	VIb	A	
	Gorinchem – Moerdijk		225.0/153.0	23.50/34.35[3]					
			225.0/229.5	23.50/22.90	4.00	7.80	VIb	A	
			225.0/153.0	23.50/34.35[3]					
	SCHELDE – RIJN CONNECTION	101.7	150.0/200.0	23.50/23.50	4.00	9.10	VIb	A	
	Moerdijk – Terneuzen		150.0/200.0	23.50/23.50	4.00	9.10	VIb	A	
	GENT – TERNEUZEN CANAL	32.6	140.0/193.0	22.80/22.80	5.50–12.50	51.00	VIb	A	Sea vessels route
			140.0/193.0	22.80/22.80	5.50–12.50	51.00	VIb	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 03 (continued)	GENT CIRCULAR CANAL	5.3	185.0/185.0	11.50/11.50	3.50	7.00	Vb	A	Seine – Esccaut link
	Gent – Terneuzen – Evergem (Noordervak)		135.0/135.0	11.50/11.50	3.50	7.00	Va	A	
	GENT CIRCULAR CANAL	11.9	110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
	Evergem lock – Boven-Schelde (Westervak)		110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
E 04	WESTERSCHELDE	65.0	135.0/195.0	15.00/22.80	4.50	No restrictions	VIb	A	Sea vessels route
	Vlissingen – Terneuzen – Hansweert – Antwerpen		135.0/195.0	15.00/22.80	4.50	No restrictions	VIb	A	
	BENEDEN-ZEESCHELDE	30.8	135.0/195.0	15.00/22.80	4.50	No restrictions	VIb	A	Sea vessels route
	Antwerpen		135.0/195.0	15.00/22.80	4.50	No restrictions	VIb	A	
	BOVEN-ZEESCHELDE	8.7	135.0/195.0	15.00/22.80	4.50	49.00	VIb	A	Sea vessels route
	Antwerpen – Wintam		135.0/195.0	15.00/22.80	4.50	49.00	VIb	A	
	BRUXELLES – SCHELDE CANAL	6.3	220.0/220.0	23.00/23.00	9.00	45.00	VIb	A	
	Wintam – Sauvegarde		180.0/180.0	24.00/24.00	8.80	45.00	VIb	A	
	BRUXELLES – SCHELDE CANAL	2.4	205.0/205.0	22.80/22.80	9.00	32.00	VIb	A	
	Sauvegarde – Willebroek		140.0/140.0	24.00/24.00	6.00	32.00	VIa	A	
	BRUXELLES – SCHELDE CANAL	18.3	205.0/205.0	22.80/22.80	5.80	32.00	VIb	A	
	Willebroek – Bruxelles		140.0/140.0	19.00/19.00	5.80	32.00	Va	A	
	CHARLEROI – BRUXELLES CANAL	21.6	81.6/81.6	10.50/10.50	3.00	7.00	IV	B	Canal
	Bruxelles – Clabecq		81.6/81.6	10.50/10.50	2.50	4.50	IV	C	
	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	CANAL SEINE – NORD EUROPE	106.0	185.0/185.0	11.40/11.40	4.50	7.00	Vb	A	Project of a new link
	Compiègne – Aubencheul au Bac		.../...	.../...	...	...	...	...	
	HAUT ESCAUT	15.0	110.0/110.0	11.40/11.40	2.50	5.80	Va	B	
	Condé – Bléharies		110.0/110.0	11.40/11.40	2.50	5.80	Va	B	
	HAUT ESCAUT	32.8	110.0/110.0	11.40/11.40	2.60	6.18	Va	A	
	Bléharies – Herinnes		110.0/110.0	11.40/11.40	2.60	6.18	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 05 (continued)	BOVEN-SCHELDE	5.6	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
	Herinnes – Bossuit		110.0/110.0	11.50/11.50	2.60	6.10	Va	B	
	BOVEN-SCHELDE	30.6	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
	Bossuit – Asper Lock		110.0/110.0	11.50/11.50	2.60	6.50	Va	B	
	BOVEN-SCHELDE	14.6	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
	Asper Lock – Gent Circular Canal		110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
	GENT CIRCULAR CANAL	1.0	110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
	Boven-Schelde – Merelbeke lock – Westervak		110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
	GENT CIRCULAR CANAL	3.7	110.0/110.0	11.40/11.40	4	4	Va	A	
	Merelbeke lock – Boven-Zeeschelde – Zuidervak		85.0/85.0	9.50/9.50	4	4	IV	B	
	BOVEN-ZEESCHELDE	28.2	110.0/110.0	11.40/11.40	4	4	Va	A	
	Gent Circular Canal – Dender		85.0/85.0	9.50/9.50	4	4	IV	B	
	BOVEN-ZEESCHELDE	10.9	110.0/110.0	12.00/12.00	4	4	Va	A	
	Dender – Baasrode		85.0/85.0	12.00/12.00	4	4	IV	B	
	BOVEN-ZEESCHELDE	10.5	110.0/110.0	12.00/12.00	4	45.00	Va	A	
	Baasrode – Durme		95.0/95.0	12.00/12.00	4	45.00	Va	A	
	BOVEN-ZEESCHELDE	10.9	135.0/195.0	15.00/24.00	4	45.00	VIb	A	
	Durme – Wintam		135.0/195.0	15.00/24.00	4	45.00	VIb	A	
	ALBERTKANAAL	9.7	134.0/200.0	12.50/22.80	3.40	9.10	VIb	A	
	Antwerpen - Wijnegem		134.0/200.0	12.50/12.50	3.40	6.70	Vb	A	
	ALBERTKANAAL	90.0	134.0/196.0	12.50/23.00	3.40	9.10	VIb	A	
	Wijnegem – Lanaken		134.0/196.0	12.50/23.00	3.40	6.90	VIb	A	
	ALBERTKANAAL	1.0	134.0/196.0	12.50/23.00	3.40	9.10	VIb	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	VIb	A	
	Lanaken – Kanne		134.0/196.0	12.50/23.00	3.40	6.90	VIb	A	

E WATERWAY	SECTION OF E WATERWAY	LENGTH (km)	MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED			MINIMUM HEIGHT UNDER 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	ALBERTKANAAL	1.7	196.0/196.0	23.00/23.00	3.40	7.50	VIb	A	
(continued)	Eben-Emael-Lanaye		196.0/196.0	23.00/23.00	3.40	7.50	VIb	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	11.50/11.50	3.50	7.00	Va	A	
	Bossuit – Zwevegem		110.0/110.0	11.50/11.50	2.60	4.50	Va	C	
	BOSSUIT – KORTRIJK CANAL	2.5	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
	Zwevegem – Kortrijk		38.50/38.50	5.10/5.10	1.80	3.93	I	C	
E 05–04	DENDER	11.7	110.0/110.0	9.50/9.50	3.00	7.00	IV	B	
	Aalst Lock – calibrated section of Dendermonde		55.0/55.0	7.50/7.50	2.50	5.06	II	C	
	DENDER Calibrated section of	2.0	110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
	Dendermonde – Dendermonde Lock (incl.)		110.0/110.0	11.50/11.50	2.50	7.00	Va	A	
E 05–06	NETEKANAAL	9.5	81.3/81.3	10.30/10.30	2.50	7.00	IV	B	
	Albertkanaal – Lier		81.3/81.3	10.30/10.30	2.50	5.00	IV	C	
	NETEKANAAL	5.7	95.0/95.0	11.40/11.40	2.50	7.00	Va	A	
	Lier – Duffelsluis		95.0/95.0	11.30/11.30	2.50	6.95	IV	B	
	BENEDEN – NETE	14.4	110.0/110.0	11.40/11.40	4	4	Va	A	
			85.0/85.0	9.50/9.50	4	4	IV	C	
	RUPEL	11.8	110.0/110.0	11.50/11.50	4	35.00	Va	A	
			110.0/110.0	11.50/11.50	4	35.00	Va	A	
E 06	SCHELDE – RIJN CONNECTION	37.8	150.0/200.0	23.00/23.00	4.00	9.10	VIc	A	
	Antwerpen – Moerdijk		150.0/200.0	23.00/23.00	4.00	9.10	VIc	A	
E 07	GENT – OOSTENDE CANAL	1.7	185.0/185.0	11.50/11.50	3.50	7.50	Vb	A	Seine – Escaut link
	Gent Circular Canal – Lovendegem		110.0/110.0	11.50/11.50	2.30	7.50	Va	A	
	GENT – OOSTENDE CANAL	5.2	185.0/185.0	11.50/11.50	3.50	7.50	Vb	A	Seine – Escaut link
	Lovendegem – Schipdonk		110.0/110.0	11.50/11.50	2.80	7.50	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 07 (continued)	LEIE BYPASS CANAL Schipdonk – Maldegem	13.4	185.0/185.0	11.40/11.40	3.50	7.00	Vb	A	
			38.50/38.50	5.10/5.10	1.60	4.50	I	C	
	LEIE BYPASS CANAL Maldegem – Zeebrugge	25.6[5]	185.0/185.0	11.40/11.40	3.50	7.00	Vb	A	New link to be built
			…/…	…/…	…	…	…	…	
E 10	HARTELKANAAL Rotterdam/Europoort – Hartelmond	23.7	125.0/269.5 125.0/193.0	22.80/22.80 22.80/34.20	4.00	4.00[6]	VIc	A	
			110.0/269.5 110.0/193.0	22.80/22.80 22.80/34.20	4.00	4.00[6]	VIc	A	
	OUDE MAAS 976.2 km – 1 007.0 km	30.8	225.0/229.5[7] 225.0/153.0	23.50/22.90[7] 23.50/34.35	5.00[7]	42.50[2]	VIc	A	
			225.0/229.5[7] 225.0/153.0	23.50/22.90[7] 23.50/34.35	5.00[7]	42.50[2]	VIc	A	
	BENEDEN MERWEDE 961.3 km – 976.2 km	14.9	225.0/229.5 225.0/153.0	23.50/22.90 23.50/34.35[3]	3.80[8]	No restrictions[9]	VIc	A	
			225.0/229.5 225.0/153.0	23.50/22.90 23.50/34.35[3]	3.80[8]	No restrictions[9]	VIc	A	
	BOVEN MERWEDE 952.5 km – 961.3 km	8.8	225.0/229.5 225.0/153.0[7]	23.50/22.90 23.50/34.35[3]	4.15[10]	No restrictions[11]	VIc	A	
			225.0/229.5 225.0/153.0[7]	23.50/22.90 23.50/34.35[3]	4.15[10]	No restrictions[11]	VIc	A	
	WAAL 867.4 km – 952.5 km	85.1	135.0/269.5 135.0/193.0	22.80/22.90 22.80/34.35[3]	2.50[12]	9.00[13]	VIc	A	
			135.0/269.5 135.0/193.0	22.80/22.90 22.80/34.35[3]	2.50[12]	9.00[13]	VIc	A	
	BOVEN-RIJN 857.0 km – 867.4 km	10.4	135.0/269.5 135.0/193.0	22.80/22.90 22.80/34.35[3]	3.50[12]	9.00[13]	VIc	A	
			135.0/269.5 135.0/193.0	22.80/22.90 22.80/34.35[3]	3.50[12]	9.00[13]	VIc	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)	RHINE Lobith – Köln (863.0 km – 688.0 km)	175.0	135.0/193.0 /269.5	22.80/34.35 /22.90	2.50[14]	9.10	VIc	A	
			135.0/193.0 /269.5	22.80/34.35[15] /22.90	2.50[16]	9.10	VIc	A	
	RHINE Köln (688.0 km) – 564.3 km	123.7	135.0/193.0 /269.5	22.80/34.35 /22.90	2.50[16]	9.10	VIc	A	
			135.0/193.0 /269.5	22.80/34.35[15] /22.90	2.50[16]	9.10	VIc	A	
	RHINE 564.3 km – 540.2 km	24.1	135.0[17]/116.5	22.80/22.90	2.10[16]	9.10	VIa	A	When going downstream
			135.0[17]/116.5	22.80/22.90	2.10[18]	9.10	VIa	A	
			135.0[17]/186.5	22.80/22.90	2.10[16]	9.10	VIb	A	When going upstream
			135.0[17]/186.5	22.80/22.90	2.10[18]	9.10	VIb	A	
	RHINE 540.2 km – 359.8 km	180.4	135.0/193.0 /153.0	22.80/22.90 /34.35	2.10[16]	9.10	VIb	A	
			135.0/193.0 /153.0	22.80/22.90 /34.35	2.10[18]	9.10	VIb	A	
	RHINE 359.8 km – Iffetzheim (334.0 km)	25.8	135.0/193.0	22.80/22.90	2.10[16]	9.10	VIb	A	
			135.0/193.0	22.80/22.90	2.10[16]	9.10	VIb	A	
	RHINE Iffezheim (334.0 km) – 287.4 km	46.6	135.0/270.0	22.80/22.90	3.00	7.00	VIc	A	
			135.0/270.0	22.80/22.90	3.00	7.00[19]	VIc	A	
	RHINE 287.4 km – Niffer (186.0 km)	101.4	135.0/183.0	22.80[20]/22.80[20]	3.00	7.00	VIb	A	
			135.0/183.0	22.80[20]/22.80[20]	3.00	7.00	VIb	A	
	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	A	
	SAÔNE – RHINE CONNECTION	206.0[5]	…/…	…/…	…	…	…	…	Project of a new link
			-	-	-	-	-	-	
	SAÔNE St. Symphorien – Chalon-sur-Saône	81.0	185.0/185.0	11.40/11.40	3.50	4.80	Vb	B	
			110.0/110.0	11.40/11.40	3.50	4.80	Va	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 10 (continued)	SAÔNE	138.0	185.0/185.0	11.40/11.40	3.50	4.40	Vb	C	
	From Chalon to the confluance with the Rhône		185.0/185.0	11.40/11.40	3.50	4.40	Vb	C	
	RHÔNE	244.0	190.0/190.0	11.40/11.40	3.00	6.30[21]	Vb	A	
	Lyon (0.00 km) – Avignon (244.0 km)		190.0/190.0	11.40/11.40	3.00	6.30[21]	Vb	A	
	RHÔNE	22.0	190.0/190.0	11.40/11.40	3.00	7.40[21]	Vb	A	
	Avignon (244.0 km) – Tarascon (268.0 km)		190.0/190.0	11.40/11.40	3.00	7.40[21]	Vb	A	
	RHÔNE	15.0	190.0/190.0	11.40/11.40	3.00	7.88[21]	Vb	A	
	Tarascon (268.0 km) – Arles (283.0 km)		190.0/190.0	11.40/11.40	3.00	7.88[21]	Vb	A	
	RHÔNE	43.0	190.0/190.0	11.40/11.40	3.20	No restrictions	Vb	A	
	Arles (283.0 km) – Fos[22] via the Rhône – Fos Canal		190.0/190.0	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[23]	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[23]	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[23, 24]	C	
	DATTELN – HAMM – KANAL	11.0	85.0/85.0	9.50/9.50	2.50	4.00	IV[23, 24]	C	
	To the East of Hamm Harbour		82.0/82.0	9.50/9.50	2.50	4.00	IV[23, 24]	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[25]	4.50	Vb[23, 24]	C	
	RHEIN – HERNE – KANAL	5.6	110.0/185.0	11.45/11.45	2.80	5.25	Vb[24]	B	
	39.97 km – Henrichenburg		105.0/160.0	9.60/9.50	2.50	4.50	IV[23]	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 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 10–07	NECKAR	136.1	105.0/105.0	11.45/11.45	2.60	6.00[26]	Va	B	
	0.0 km – 136.1 km		105.0/105.0	11.45/11.45	2.60	6.00[26]	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[27]	8.00	VIb	A	
	Niffer (Kembs) – Huningue		110.0/183.0	11.40/22.80	3.00[27]	8.00	VIb	A	
	RHINE	3.4	110.0/180.0	11.40/22.80	3.00	7.00	VIb	A	
	Huningue – Bâle (Mittlere Brücke)		110.0/180.0	11.40/22.80	3.00	7.00	VIb	A	
	RHINE	17.4	110.0/110.0	11.45/11.45	2.25[28]	5.10[29]	Va	A	
	Bâle (Mittlere Brücke) – Rheinfelden		110.0/110.0	11.45/11.45	2.25[28]	5.10[29]	Va	A	
E 10–02	SAÔNE – MOSELLE LINK	304.0	…/185.0	11.40/11.40	3.00	7.00	Vb	A	Project of a new link
			38.5/38.5	5.00/5.00	1.80	3.50	I	C	
E 10–04	PETIT RHÔNE	21.0	190.0/190.0	11.40/11.40	2.20	5.24	Vb	B	
	Fourques – Saint-Gilles		190.0/190.0	11.40/11.40	2.20	5.24	Vb	B	
	RHÔNE – SÈTE CANAL	70.0	190.0/190.0	11.40/11.40	2.50	5.94	Va	B	Modification in progress
	Saint-Gilles – Sète		110.0/110.0	9.50/9.50	2.50	4.95	IV	B	
E 10–06	RHÔNE AND SAINT-LOUIS CANAL	45.0	135.0/135.0	19.00/19.00	4.25	No restrictions	Va	A	Sea vessels route
	Barcarin – Fos		135.0/135.0	19.00/19.00	4.25	No restrictions	Va	A	
E 11	NOORDZEEKANAAL AND AMSTERDAM – RIJNKANAAL	25.8	125.0/195.0[30]	22.80/22.80	4.00[30]	No restrictions	VIb	A	Noordzeekanaal and
	IJmuiden – Zeeburg (Amsterdam) 5.9 km – 31.7 km		110.0/195.0[30]	22.80/22.80	4.00[30]	No restrictions	VIb	A	Binnen-IJ
	AMSTERDAM – RIJNKANAAL	70.8	200.0/200.0	23.50/23.50	4.00	9.05	VIb	A	Amsterdam-Rijnkanaal
	Zeeburg – Tiel		200.0/200.0	23.50/23.50	4.00	9.05	VIb	A	
E 11–01	ZAAN	20.3	110.0/110.0	11.50/11.50	2.80	2.35[3, 6]	Va	A	
	Noordzeekanaal – Noord Hollands Kanaal		110.0/110.0	11.50/11.50	2.80	2.35[3, 6]	Va	A	
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 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	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 – WAAL KANAAL	2.65	193.0/193.0	15.50/15.50	3.70	12.30	Vb	A	
	Nijmegen Haven – Waal		193.0/193.0	15.50/15.50	3.70	12.30	Vb	A	
	WAAL	19.36	125.0/269.5	22.80/22.80	2.50[12]	9.00[13]	VIc	A	
	Maas-Waal Kanaal – Pannerdense Kop		125.0/193.0	22.80/34.20[3]	2.50[12]	9.00[13]	VIc	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[12]	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	
	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 MEPPELERDIEP	22.7	110.0/110.0	12.00/12.00	3.25	5.00[3]	Va	A	Via Meppelerdiep lock
	Zwolle – Meppel		110.0/110.0	12.00/12.00	3.25	5.00[3]	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[23]	C	
	225.82 km (Papenburg) – 108.35 km		95.0/95.0	9.50/9.50	2.50	4.25	IV[23, 24]	C	
	DORTMUND – EMS KANAL	86.9	110.0/185.0	11.45/11.45	2.80	5.25	Vb[24]	B	
	108.35 km – 21.50 km		110.0/185.0	11.45/11.45	2.50/2.00	4.25	IV[23]	C	
	DORTMUND – EMS KANAL	20.1	110.0/185.0	11.45/11.45	2.80	5.25	Vb[24]	B	
	21.50 km – 1.44 km		110.0/185.0	11.45/11.45	2.80	4.50	Vb[23, 24]	C	
E 14	WESER	84.0					VIb	A	Sea vessels route
	North Sea – Bremen (Railway bridge)						VIb	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 14 (continued)	WESER	7.0	220.0/220.0	12.00/12.00	3.00	4.50	Vb	A	
	Bremen (Railway bridge) – 360.7 km		110.0/172.0	11.45/11.45	3.00	4.50	Vb[23, 24]	A	
	WESER	136.0	110.0/110.0	11.45/11.45	2.50	4.50	Va[23, 24]	C	
	360.7 km – Mittellandkanal		85.0/85.0	9.50/9.50	2.20	4.50	IV[23, 31]	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[3]	Va	A	
			110.0/110.0	11.40/11.40	3.20	7.30[3]	Va	A	
	VAN STARKENBORGH KANAAL	27.3	110.5/110.5	11.54/11.54	3.50	9.10	Va	A	
			110.5/110.5	11.50/11.50	3.20	6.80	Va	A	
	EEMSKANAAL	19.7	144.0/144.0	13.00/13.00	4.50	No restrictions	Va	A	
	Groningen – Woldbrug		144.0/144.0	13.00/13.00	4.50	No restrictions	Va	A	
	EEMSKANAAL	7.0	144.0/144.0	13.00/13.00	5.00	No restrictions	Va	A	
	Woldbrug – Delfzijl		144.0/144.0	13.00/13.00	5.00	No restrictions	Va	A	
	EMS	53.0					Vb	A	Sea vessels route
	Ems Kanal – Papenburg						Vb	A	
	DORTMUND – EMS KANAL	25.8	86.0/86.0	9.60/9.60	2.50	4.50	IV[23]	C	
	225.8 km (Papenburg) – 200.0 km		86.0/86.0	9.60/9.60	2.50	4.25	IV[23, 24]	C	
	KÜSTENKANAL	69.6	86.0/86.0	9.60/9.60	2.50	4.50	IV[23, 24]	C	
	69.6 – 0.0 km		86.0/86.0	9.60/9.60	2.50	4.50	IV[23, 24]	C	
	HUNTE	24.0					Va	A	Sea vessels route
							IV	B	
E 15–01	VAN HARINXMA CANAL	37.8	90.0/90.0	10.50/10.50	2.75	5.45[3]	IV	B	
	Fonejacht – Harlingen		90.0/90.0	10.50/10.50	2.75	5.45[3]	IV	B	
E 20	ELBE	89.0					VIb	A	Sea vessels route
	Lower Elbe						VIb	A	
	ELBE	38.0	110.0/190.0	11.45/24.00	2.70	5.50/9.50[32]	VIb[31]	A	
	Hamburg – Lauenburg		110.0/190.0	11.40/24.00	2.70	5.50/9.50[32]	VIb[31]	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 20 (continued)	ELBE	113.0	110.0/190.0	11.45/24.00	1.60[33]	6.50	VIb[31]	B	
	Lauenburg – Wittenberge		110.0/190.0	11.45/24.00	1.40[33]	5.29/8.49[32]	VIb[31]	B	
	ELBE	455.0	110.0/137.0	11.45/11.45	1.60[33]	6.50	Va[31]	B	
	Wittenberge – German/Czech State border		110.0/137.0	11.45/11.45	1.40[33]	4.33/6.93[32]	Va[31]	B	
	ELBE	40.0	110.0/137.0	11.50/23.00	2.80	7.00	VIa	A	Regularized,
	German/Czech State border – Ústí nad Labem		110.0/137.0	11.50/23.00	0.90 – 2.80[34]	6.50	Va	B	canalization necessary
	ELBE	69.0	110.0/185.0[35]	11.50/22.80[35]	2.80	7.00	VIb	A	Canalized
	Ústí nad Labem – Mělník		110.0/170.0	11.50/23.00	2.00 – 2.20[34]	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		.../...	.../...	...	...	IV[5]	...	
	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		-	-	-	-	-	-	
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[36]	B	
E 20–04	SAALE	88.0	90.0/100.0	9.50/9.50	2.00	5.25	IV[24, 31]	B	
	0.0 km – 88.0 km		85.0/110.0	9.50/9.50	1.00	4.10	IV[24]	C	
	SAALE[37]	36.2	.../...	.../...	...	...	...	...	
	88.0 km – 124.2 km		.../...	.../...	...	...	I[5]	...	
E 20–06	VLTAVA	91.0	110.0/110.0	11.40/11.40	2.50	5.25	Va	B	
	Mělník – Praha – (Slapy)		110.0/110.0	10.50/10.50	(1.20) 1.80[38]	4.50	IV	C	
E 21	TRAVE	21.0					VIb	A	Sea vessels route
							VIb	A	
	KANALTRAVE, ELBE – LÜBECK KANAL	68.0	80.0/80.0	9.50/9.50	2.00	4.40	IV[23, 31, 39]	C	
	Lübeck – Lauenburg		80.0/80.0	9.50/9.50	2.00	4.40	IV[23, 31, 39]	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	ODER	67.0	110.0/185.0	22.80/22.80	4.00	11.00	VIb	A	Sea vessels route
	Swinoujscie – Szczecin		110.0/185.0	22.80/22.80	4.00	11.00	VIb	A	
	ODER	37.5	82.0/156.0	11.45/11.45	3.50	5.25	Va	B	Free-flowing
	Szczecin – Widuchova (741.6 km – 704.1 km)		82.0/156.0	11.45/11.45	2.50	5.17	IV	B	
	ODER	86.5	82.0/125.0	11.45/11.45	2.50	5.25	Va[40]	B	When going downstream
	Widuchova – Mouth of the Warta River		82.0/125.0 /137.0	11.45/18.00 /11.45	1.80[34]	4.54	IV	C	
	704.1 km – 617.6 km		82.0/125.0	11.45/11.45	2.50	5.25	Va[40]	B	When going upstream
			82.0/125.0 /137.0 /156.0	11.45/11.45 /11.45 /9.50	1.50[34]	4.54	IV	C	
	ODER	75.2	82.0/125.0	11.45/11.45	1.80	5.25	IV[40]	B	When going downstream
	Mouth of the Warta River		82.0/125.0	11.45/11.45	1.40[34]	4.47	III	C	
	– Mouth of the Nysa Luzycka River		82.0/125.0	11.45/11.45	1.80	5.25	IV[40]	B	When going upstream
	617.6 km – 542.4 km		82.0/125.0 /137.0 /156.0	11.45/11.45 /11.45 /9.50	1.30[34] 1.30 1.30	4.47	III	C	
	ODER, Mouth of the Nysa Luzycka River	259.8	70.0/118.0	9.00/9.00	1.60[34]	4.00	III	C	Free-flowing
	– Brzeg Dolny (542.4 km – 282.6 km)		70.0/118.0	9.00/9.00	1.20[34]	3.72	II	C	
	ODER	187.0	70.0/118.0	9.00/9.00	1.70	5.25	IV	B	Canalized
	Brzeg Dolny – Kozle (282.6 km – 95.6 km)		70.0/118.0	9.00/9.00	1.60	3.72	III	C	
	ODER – DANUBE CONNECTION	154.4	.../185.0	11.40/11.40	2.80	7.00	Vb	A	New link to be built
	Kozle – Přerov		-	-	-	-	-	-	
	ODER – DANUBE CONNECTION	173.0	.../185.0	11.40/11.40	2.80	7.00	Vb	A	New link to be built
	Přerov – Bratislava		-	-	-	-	-	-	
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 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 31	WESTODER	33.35	110.0/156.0	11.45/11.45	3.50	5.25	Va[31]	B	
			82.0/156.0	11.45/11.45	2.50	4.25	IV[23, 31]	C	
	HOHENSAATEN – FRIEDRICHSTHALER WASSERSTRAßE	43.0	110.0/156.0	11.45/9.50	2.20	5.25	Va[31]	B	
			82.0/135.0	9.50/8.25	2.00	4.25	IV[23, 31]	C	
E 40	WISLA	141.1	110.0/125.0	11.40/25.00	2.50	5.28	VIa	B	Free-flowing
	Gdansk – Mouth of the Wda River (813.5 km)		110.0/125.0	11.40/25.00	2.50	5.28	VIa	B	
	WISLA	41.1	85.0/110.0	11.40/11.40	2.50	5.25	IV	B	Free-flowing
	Mouth of the Wda River – Bydgoszcz (813.5 km – 772.4 km)		85.0/110.0	11.40/11.40	1.40[34]	5.13	IV	B	
	WISLA	97.6	85.0/110.0	11.40/11.40	2.50	5.25	IV	B	Practically non-navigable
	Bydgoszcz – Wloclawek (772.4 km – 674.8 km)		85.0/110.0	11.40/11.40	0.80[34]	4.90	II	C	free-flowing section
	WISLA	42.0	110.0/110.0	11.40/11.40	2.50	7.00	Va	B	Canalized
	Wloclawek – Plock (674.8 km – 632.8 km)		110.0/110.0	11.40/11.40	2.50	7.00	Va	B	
	WISLA	112.8	.../...	.../...	...	...	...	...	Practically non-navigable
	Plock – Warszawa (632.8 km – 520.0 km)		85.0/-	11.40/-	0.80[34]	5.80	-	B	free-flowing section
	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	IV	B	
	BUG	220.0	.../...	.../...	...	...	...	...	Free-flowing
	Zegrze Lake – Brest[41]		-	-	0.80[34]	-	< I	C	Canalization necessary
	MUKHOVETS	62.6	.../...	.../...	...	...	...	...	Canalized
	Brest – Kobrin		100.0/100.0[42]	10.20/10.20	1.70	8.70	IV[31]	B	
	DNEPROVSKO – BUGSKIY CANAL	91.4	.../...	.../...	...	...	...	...	
	Kobrin – Pererub		100.0/100.0[42]	10.20/10.20	1.70	10.00	IV[31]	B	
	PINA	40.0	.../...	.../...	...	...	...	...	Canalized
	Pererub – Pinsk		100.0/100.0[42]	10.20/10.20	1.70	10.10	IV[31]	B	
	PRIPYAT	49.2	.../...	.../...	...	...	...	...	Canalized
	Pinsk – Stakhovo		100.0/100.0	10.20/10.20	2.10	No restrictions	IV[31]	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 40 (continued)	PRIPYAT	64.9	.../...	.../...	...	...	...	...	
	Stakhovo – Mouth of the Mikashevichi Canal		100.0/100.0	10.20/10.20	1.40/1.45	10.00	IV[31]	B	
	PRIPYAT	235.6	.../...	.../...	...	...	...	...	
	Mouth of the Mikashevichi Canal – Mozyr		100.0/100.0	20.00/20.00	1.45	10.20	IV[31]	B	
	PRIPYAT	107.0	.../...	.../...	...	...	...	...	
	Mozyr – Belarus/Ukrainian state border		100.0/100.0	20.00/20.00	1.45/1.50	No restrictions	IV[31]	B	
	DNIPRO	83.0	150.0/150.0	18.00/18.00	2.65	No restrictions	Va	A	Canalized
	Mouth of the Pripyat River – Kyiv		85.2/114.8	15.30/15.20	2.65	No restrictions	Va	A	
	DNIPRO Kyiv – Kanev Hydroelectric	134.0	270.0/270.0	18.00/18.00	3.65	No restrictions	Vb	A	Canalized
	Power Plant (GES) (856.0 km – 722.0 km)		114.1/170.0	13.23/15.20	3.65	No restrictions	Vb	A	
	DNIPRO, Kanev GES – Kremenchuk GES	166.0	270.0/270.0	18.00/18.00	3.65	13.20	Vb	A	Canalized
	722.0 km – 556.0 km		114.0/170.0	13.23/15.20	3.65	13.20	Vb	A	
	DNIPRO Kremenchuk GES –	123.0	270.0/270.0	18.00/18.00	3.65	No restrictions	Vb	A	Canalized
	Dniprodzerzhynsk GES (556.0 km – 433.0 km)		138.3/170.0	16.70/15.20	3.65	No restrictions	Vb	A	
	DNIPRO, Dniprodzerzhynsk GES – Dnipro GES	128.0	270.0/270.0	18.00/18.00	3.65	14.70	Vb	A	Canalized
	433.0 km – 305.0 km		138.3/170.0	16.70/15.20	3.65[43]	14.70	Vb	A	
	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	65.0	270.0/270.0	18.00/18.00	3.65	No restrictions	Vb	A	Free-flowing
	Kakhovka GES – Kherson (93.0 km – 28.0 km)		138.3/170.0	16.70/15.20	3.65	No restrictions	Vb	A	
	DNIPRO	28.0	200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A	Sea vessels route
	Kherson – Entry to Rvach Branch		200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A	
	KHERSON MARITIME CANAL, entry to Rvach Branch –	40.0	200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A	Sea vessels route
	clearing line of Adzhigolskaya Spit		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 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 40–02	PIVDENNY BUH	81.4	215.0/215.0	32.50/32.50	10.30	No restrictions	VII	A	Sea vessels route
	Buhsko-Dnipro-Limanskiy Kanal (BDLK), sections 1-13		215.0/215.0	32.50/32.50	10.30	No restrictions	VII	A	
E 41	KURSHSKIY ZALIV AND NEMUNAS	190.5	110.0/110.0	12.00/12.00	1.80	2.50	IV	C	Free-flowing
	Klaipeda – Jurbarkas		100.0/100.0	10.00/10.00	1.30[44]	2.50	IV	C	
	NEMUNAS	87.4	110.0/110.0	12.00/12.00	1.80	4.20	IV	C	Free-flowing
	Jurbarkas – Kaunas		100.0/100.0	10.00/10.00	1.00	4.20	IV	C	
E 50	VOLGO – BALTIJSKIY WATERWAY AND RYBINSK	947.0	170.0/170.0	16.80/16.80	3.60	14.60	Vb	A	Canalized
	RESERVOIR, St. Petersburg – Rybinsk Lock		170.0/170.0	16.80/16.80	3.60	14.60	Vb	A	
	VOLGA	2 605.3	280.0/280.0	28.50/28.50	3.10	11.70	VIc	A	
	Rybinsk Lock – Streletskoye		280.0/280.0	28.50/28.50	3.10[45]	11.70	VIc	A	
E 50–02	VOLGA	257.0	280.0/280.0	29.00/29.00	3.60	13.60	VIc	A	Canalized
	Rybinsk – Dubna		280.0/280.0	29.00/29.00	3.60	13.60	VIc	A	
	KANAL IMENI MOSKVI	126.0	290.0/290.0	29.00/29.00	3.60	13.60	VIc	A	
	Dubna – Moscow Nothern Port		290.0/290.0	29.00/29.00	3.60	13.60	VIc	A	
	KANAL IMENI MOSKVI AND MOSKVA	45.6	290.0/290.0	29.00/29.00	2.80	8.60[46]	VIc	A	
	Moscow Northern Port – Moscow Southern Port		290.0/290.0	29.00/29.00	2.80	8.60[46]	VIc	A	
E 50–02–02	VOLGA	115.0	135.0/135.0	29.00/29.00	3.70	No restrictions	VIa	A	Canalized
	Dubna – Tver		135.0/135.0	29.00/29.00	3.70	No restrictions	VIa	A	
E 50–01	KAMA	1 112.0	230.0/230.0	27.90/27.90	2.90[47]	11.00	VIb	A	Canalized
	Mouth of the Kama River – Solikamsk		230.0/230.0	27.90/27.90	2.90[47]	11.00	VIb	A	
E 60	KIEL CANAL	99.0					VIb	A	Sea vessels route
	Brunsbüttel – Kiel – Holtenau						VIb	A	
	VOLGO – BALTIJSKIY WATERWAY	503.0	170.0/170.0	16.80/16.80	3.60	14.60	Vb	A	Canalized
	St. Petersburg – Vytegra		170.0/170.0	16.80/16.80	3.60	14.60	Vb	A	
	ONEGA LAKE	217.0	250.0/250.0	23.00/23.00	3.70	No restrictions	VIb	A	
	Vytegra – Povenets		250.0/250.0	23.00/23.00	3.70	No restrictions	VIb	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	BELOMORSKO – BALTIJSKIY CANAL	221.0	126.0/126.0	13.20/13.20	3.60	No restrictions	Va	A	
(continued)	Povenets – Belomorsk		126.0/126.0	13.20/13.20	3.60	No restrictions	Va	A	
E 60–02	GUADALQUIVIR	80.0	.../220.0	.../24.36	7.00	42.00	VIb	A	Sea vessels route
	From the mouth to Sevilla		.../220.0	.../24.36	7.00	42.00	VIb	A	
E 60–04	DOURO	210.0	.../...	.../...	...	...	...	...	Canalized
	Porto – Spanish border		83.0/83.0[48]	11.40/11.40	3.80[49]	7.00[50]	IV	B	
E 60–06	GIRONDE AND GARONNE	70.0					VII	A	Sea vessels route
	From the mouth to Bec d'Ambès/le Verdon						VII	A	
	GIRONDE AND GARONNE	49.0	100.0/100.0	15.00/15.00	3.50	6.50	Va	A	
	Bec d'Ambès/le Verdon – Cadillac		100.0/100.0	15.00/15.00	3.50	6.50	Va	A	
	GIRONDE AND GARONNE	19.0	90.0/90.0	15.00/15.00	2.50	7.00	IV	B	
	From Cadillac to Castets-en-Dorthe		90.0/90.0	15.00/15.00	2.50	7.00	IV	B	
E 60–08	LOIRE	52.0					VII	A	Sea vessels route
	From Saint-Nazaire to Nantes						VII	A	
E 60–10	WADDENZEE	44.6	140.0/140.0	No restrictions	6.00	No restrictions	VIc	A	Sea vessels route
	From Outer Buoy to Harlingen		140.0/140.0	No restrictions	6.00	No restrictions	VIc	A	
E 60–12	WADDENZEE	60.0	260.0/260.0	40.00/40.00	10.60	No restrictions	VIc	A	Sea vessels route
	From Outer Buoy to Delfzijl		260.0/260.0	40.00/40.00	10.60	No restrictions	VIc	A	
E 60–01	MERSEY	17.0			10.00		VIa	A	Sea vessels route
	Waterway Limit – Eastham Locks				10.00		VIa	A	
	MANCHESTER SHIP CANAL	8.0	170.7/170.7	21.94/21.94	8.78	No restrictions	VIa	A	Sea vessels route
	Eastham Locks – Ince		170.7/170.7	21.94/21.94	8.78	No restrictions	VIa	A	
	MANCHESTER SHIP CANAL	10.0	161.5/161.5	19.35/19.35	8.07	No restrictions	VIa	A	Sea vessels route
	Ince – Runcom		161.5/161.5	19.35/19.35	8.07	No restrictions	VIa	A	
	MANCHESTER SHIP CANAL	36.0	161.5/161.5	19.35/19.35	7.31	21.33	VIa	A	Sea vessels route
	Runcom – Mode Wheel Locks		161.5/161.5	19.35/19.35	7.31	21.33	VIa	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	MANCHESTER SHIP CANAL	2.0	161.5/161.5	19.35/19.35	5.48	21.33	VIa	A	Sea vessels route
(continued)	Mode Wheel Locks – Trafford Road Bridge		161.5/161.5	19.35/19.35	5.48	21.33	VIa	A	
E 60–03	HUMBER	18.0					VIb	A	Sea vessels route
	Up to Hull						VIb	A	
	HUMBER	27.0				30.00	VIb	A	Sea vessels route
	Hull – Trent Falls					30.00	VIb	A	
	OUSE (YORKSHIRE)	4.5	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 60–03–01	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 60–03–03	MEDWAY	11.0			13.00	No restrictions	VIb	A	Sea vessels route
	Sheerness – Kings North				13.00	No restrictions	VIb	A	
	MEDWAY	11.0	118.8/118.8	No restrictions	8.00	No restrictions	VIa	A	Sea vessels route
	Kings North – Rochester		118.8/118.8	No restrictions	8.00	No restrictions	VIa	A	
E 60–03–05	THAMES	50.0			13.00[4]	54.00	VIb	A	Sea vessels route
	Canvey Point – Thames Barrier				13.00[4]	54.00	VIb	A	
	THAMES	14.0	160.0/160.0	30.00/30.00	4.20[4]	42.00	VIa	A	Sea vessels route
	Thames Barrier – London Bridge		160.0/160.0	30.00/30.00	4.20[4]	42.00	VIa	A	
	THAMES	15.0	90.0/90.0	20.00/20.00	1.40[4]	4.90[51]	Va	B	
	London Bridge – Hammersmith Bridge		90.0/90.0	20.00/20.00	1.40[4]	4.90[51]	Va	B	
E 60–03–07	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 60–03–09	STOUR (SUFFOLK)	15.0	75.0/75.0	18.00/18.00	4.00	No restrictions	IV	B	Sea vessels route
	Up to Mistley		75.0/75.0	18.00/18.00	4.00	No restrictions	IV	B	
E 60–03–11	ORWELL	20.0	140.0/140.0		7.40		VIa	A	Sea vessels route
	Up to Ipswich		140.0/140.0		7.40		VIa	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 60–03–13	GREAT OUSE	3.0	140.0/140.0	20.00/20.00	5.52	No restrictions	VIa	A	Sea vessels route
	The Wash – Kings Lyn		140.0/140.0	20.00/20.00	5.52	No restrictions	VIa	A	
E 60–03–15	NENE	23.0	120.0/120.0	17.00/17.00	6.00	No restrictions	Va	A	Sea vessels route
	The Wash – Bevis Hill (near Wisbech)		120.0/120.0	17.00/17.00	6.00	No restrictions	Va	A	
E 60–03–17	WELLAND	8.0	90.0/90.0			No restrictions	Va	A	Sea vessels route
	The Wash – Fossdyke Bridge		90.0/90.0			No restrictions	Va	A	
E 60–03–19	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 60–03–21	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
	Keadby Bridge – Gainsborough				3.05	5.10	IV	C	
E 60–03–02	TAY	12.0	240.0/240.0	40.00/40.00	8.90	No restrictions	VIb	A	Sea vessels route
	Buddon Ness – Tay Road Bridge		240.0/240.0	40.00/40.00	8.90	No restrictions	VIb	A	
	TAY	10.0	240.0/240.0	40.00/40.00	8.90	22.00	VIb	A	Sea vessels route
	Tay Road Bridge – Balmerino		240.0/240.0	40.00/40.00	8.90	22.00	VIb	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	VIb	A	Sea vessels route
	Inland Waterway Limit – Grangemouth		183.0/183.0	26.20/26.20	11.00	No restrictions	VIb	A	
E 60–03–06	TYNE	18.0			11.00	No restrictions	VIb	A	Sea vessels route
	Mouth – Newcastle				11.00	No restrictions	VIb	A	
E 60–03–08	TEES	14.0			10.90	No restrictions	VIb	A	Sea vessels route
	Mouth – Middlesbrough				10.90	No restrictions	VIb	A	
E 60–05	OSLOFJORD	100.0[5]	.../...	.../...	...	...	…	A	Sea vessels route
			.../...	.../...	...	...	…	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 60–07	GÖTA ÄLV	11.0[5]	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	B	
			89.0/89.0	13.40/13.40	5.40	…	IV	B	
E 60–09	SÖDERTÄLJE CANAL[52]	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	
	LAKE MÄLAREN	120.0[5]	.../...	.../...	...	...	Va[5]	...	
			.../...	.../...	...	...	Va[5]	...	
E 60–14	Stralsund – Peenemünde – Wolgast – Szczecin	60.0[5]					VIb	A	Sea vessels route
							VIb	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	B	
	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	B	Partly canalized
			80.0/80.0	11.80/11.80	2.40	10.50	IV	B	
E 61	PEENE	65.0	82.0/156.0	9.50/9.50	2.20	5.00	IV[23]	C	
	From Peenestrom to Demmin		82.0/156.0	9.50/9.50	2.20	5.00	IV[23]	C	
E 70	NIEUWE WATERWEG	19.7	200.0/200.0	23.50/23.50	12.20	No restrictions	VIb	A	
	Europoort – Botlek		200.0/200.0	23.50/23.50	12.20	No restrictions	VIb	A	
	NIEUWE MAAS	23.8	200.0/200.0	23.50/23.50	6.00	11.50[3]	VIb	A	Sea vessels route
	Botlek – Krimpen		200.0/200.0	23.50/23.50	6.00	11.50[3]	VIb	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 70 (continued)	LEK	60.7	110.0/185.0	11.50/22.80	3.00	9.10	VIb	A	
	Krimpen – Wijk bij Duurstede		110.0/185.0	11.50/22.80	3.00	9.10	VIb	A	
	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
	IJsselkop – Zutphen		110.0/110.0	11.50/11.50	3.00	9.10	Va	B	position 5.25 m
	TWENTEKANAAL	49.8	110.0/110.0	9.50/9.50	2.50	6.00	IV	B	
	Zutphen – Enschede		110.0/110.0	9.50/9.50	2.50	6.00	IV	B	
	TWENTE – MITTELLANDKANAL[37]	55.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
	Enschede – Bergeshövede		-	-	-	-	-	-	
	MITTELLANDKANAL	326.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
	(including the Rothenseer – Verbindungskanal)		110.0/185.0	11.45/11.45	2.50	4.00	IV[23, 31]	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[23, 31, 53]	C	
	UNTERE HAVEL – WASSERSTRAßE	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[23, 31]	C	
	HAVEL – ODER-WASSERSTRAßE	92.5	110.0/110.0	11.45/11.45	2.20	5.25	Va[31]	B	Spandau Lock not in
	0.0 km – 92.5 km		/156.0	/9.00					operation
			82.0/82.0	9.50/9.50	1.65	4.25	IV[23, 31]	C	
	ODER	49.4	82.0/125.0	11.45/11.45	1.80	5.25	IV [40]	B	When going
	Mouth of the Havel – Oder-Wasserstraße – Kostrzyn		82.0/125.0 /137.0	11.45/11.45 /11.45	[34] 1.60	4.54	IV	C	downstream
			82.0/125.0 .../156.0	11.45/11.45 .../9.50	1.80	5.25	IV[40]	B	When going upstream
			82.0/125.0 /156.0	11.45/11.45 /9.50	[34] 1.60	4.54	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 70 (continued)	WARTA – NOTEC – BYDGOSKI CANAL – BRDA	294.0	.../...	.../...	...	...	...	...	Canal and free-flowing rivers
	Kostrzyn – Bydgoszcz		57.0/96.0	9.00/9.00	1.30	3.57	II	C	
	WISLA	41.1	85.0/110.0	11.40/11.40	2.50	5.25	IV	B	Free-flowing
	Mouth of Brda River – Mouth of Wda River		85.0/110.0	11.40/11.40	1.40[34]	5.13	IV	B	
	WISLA	73.0	110.0/125.0	11.40/25.00	2.50	5.28	VIa	B	Free-flowing
	Mouth of Wda River – Biala Góra		110.0/125.0	11.40/25.00	2.50	5.28	VIa	B	
	WISLA	44.4	110.0/125.0	11.40/25.00	2.50	5.28	VIa	B	Free-flowing
	Biala Góra – Gdanska Glova (886.6 km – 931.0 km)		110.0/125.0	11.40/25.00	2.50	5.28	VIa	B	
	SZKARPAWA	25.4	85.0/118.0	11.40/11.40	2.50	7.08	IV	B	
	Gdanska Glova – Elblag		85.0/118.0	11.40/11.40	1.60	7.08	II	B	
	NOGAT	62.0	56.0/118.0	9.00/9.00	2.00	4.60	III	C	Canalized
	Biala Góra – Elblag[54]		56.0/118.0	9.00/9.00	1.60	4.60	II	C	
	ZALEW WISLANY	96.0	110.0/185.0	11.40/11.40	2.50	No restrictions	Vb	A	
	Elblag – Kaliningrad		110.0/185.0	11.40/11.40	2.50	No restrictions	Vb	A	
	PREGEL	56.7	.../...	.../...	...	...	IV	B	Modernization and reconstruction necessary
	Kaliningrad – Gvardeysk		60.0/80.0	6.60/6.60	1.40[44]	5.70	II	B	
	DAYMA	37.5	.../...	.../...	...	...	IV	B	
	Gvardeysk – Mouth of Dayma		60.0/80.0	5.05/5.05	1.20[44]	7.54	I	B	
	KURSHSKIY ZALIV	121.0[5]	.../...	.../...	...	No restrictions	Va	A	
	Mouth of Dayma – Klajpeda		.../...	.../...	2.00[44]	No restrictions	Va	A	
E 70–01	HOLLANDSCHE IJSSEL	19.7	110.0/110.0	11.50/11.50	3.60	8.50[3]	Va	A	
	Krimpen – Gouda		110.0/110.0	11.50/11.50	3.60	8.50[3]	Va	A	
E 70–03	ZIJKANAAL	17.6	110.0/110.0	9.75/9.75	2.50	6.00	IV	B	
	From Twentekanaal to Almelo		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[24]	B	
			82.0/82.0	9.50/9.50	2.00	4.00	IV[23, 24, 31]	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 70–04	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[23, 31]	C	
E 70–06	Mittellandkanal branch to Hildesheim	15.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb[24]	B	
			82.0/82.0	9.50/9.50	2.20	4.00	IV[23, 31]	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[24, 31, 55]	B	
			86.0/125.0	9.50/8.25	1.90	4.50	IV[23, 31]	C	
E 70–10	SPREE From km 0.0 to Westhafenkanal and Westhafenkanal	9.0	110.0/110.0 110.0/185.0	11.45/11.45	2.80	5.25	Va/Vb	B	
			82.0/82.0	9.50/9.50	1.90	4.60	IV[23, 31]	C	
	SPREE From Westhafen Berlin to Britzer Verbindungskanal	14.0	85.0/85.0	9.50/9.50	2.00	4.00	IV[23, 31]	C	
			82.0/82.0	9.50/9.50	2.00	3.51	IV[23, 31]	C	
E 70–12	BERLIN – SPANDAUER SCHIFFAHRTSKANAL From km 0.0 to Westhafen Berlin	8.0	110.0/110.0 /156.0	11.45/11.45 /9.00	2.20	4.00	Va[23, 31]	C	
			67.0/91.0	9.00/9.00	2.00	3.72	III	C	
E 71	TELTOWKANAL AND BRITZER VERBINDUNGSKANAL	31.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb[24]	B	
			80.0/91.0	9.00/9.00	1.75	4.40	IV[23, 31]	C	
	SPREE – ODER – WASSERSTRAßE From the Britzer Verbindungskanal to Oder – Spree Kanal	18.0	82.0/156.0 /91.0	9.50/8.25 /9.00	2.00	2.97	IV[23, 31]	C	
			82.0/125.0 /91.0	9.50/8.25 /9.00	2.00	2.97	IV[23, 31]	C	
	SPREE – ODER – WASSERSTRAßE From Oder – Spree Kanal to Oder	86.0	67.0/91.0	8.25/8.25	2.00	4.00	III	C	
			67.0/91.0	8.25/8.25	1.85	4.00	III	C	
E 71–02	POTSDAMER HAVEL	30.0	86.0/86.0	9.50/9.50	2.00	3.80	IV[23, 31]	C	
			86.0/86.0	9.50/9.50	1.90	3.80	IV[23, 31]	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 71–04	TELTOWKANAL – OSTSTRECKE	7.0	82.0/82.0	9.50/9.50	2.00	4.30	IV[23, 31]	C	
			82.0/82.0	9.50/9.50	1.75	4.30	IV[23, 31]	C	
E 71–06	DAHME – WASSERSTRASSE From 0.0 km to 8.65 km and Notte	10.0	82.0/82.0 /156.0	9.50/9.50 /8.25	2.00	3.95	IV[23, 31]	C	
			82.0/82.0 /156.0	9.50/9.50 /8.25	1.90	3.95	IV[23, 31]	C	
E 80	LE HAVRE – TANCARVILLE CANAL	19.0	185.0/185.0	14.00/14.00	3.50	7.00[56]	Vb	A	
			185.0/185.0	14.00/14.00	3.50	7.00[56]	Vb	A	
	SEINE	96.1					VII	A	Free-flowing
	Tancarville – Rouen						VII	A	Sea vessels route
	SEINE	171.0	180.0/180.0	11.40/15.00	3.50	5.95–11.82	Vb	A	Canalized
	Rouen – Conflans		180.0/180.0	11.40/15.00	3.50	5.95–11.82	Vb	A	
	OISE	59.0	180.0/180.0	11.40/11.40	3.00	6.50	Vb	A	Works in progress
	Conflans – Creil		180.0/180.0	11.40/11.40	2.50	5.25	Vb	B	
	OISE	39.7	180.0/180.0	11.40/11.40	3.00	6.50	Vb	A	
	Creil – Compiègne		180.0/180.0	11.40/11.40	2.50	5.25	Vb	B	
	SEINE – MOSELLE LINK[57]	250.0	.../...	.../...	...	...	...	...	Project of a new link
	Compiègne – Neuves Maisons		-	-	-	-	-	-	
	MOSELLE	96.0	170.0/170.0	11.40/11.40	3.00	6.17[58]	Vb	A	
	Neuves Maisons – Metz		170.0/170.0	11.40/11.40	3.00	6.17[58]	Vb	A	
	MOSELLE	55.0	170.0/170.0	11.40/11.40	3.00	6.17[58]	Vb	A	
	Metz – Apach		170.0/170.0	11.40/11.40	3.00	6.17[58]	Vb	A	
	MOSELLE	242.4	110.0[59]/185.0	11.45/11.45	2.80	6.17[58]	Vb	A	
	Apach – Koblenz (242.4 km – 0.0 km)		110.0[59]/172.1	11.45/11.45	2.80	6.17[58]	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)	RHINE Koblenz (596.0 km) – 564.3 km	31.7	135.0/193.0 /269.5	22.80/34.35[15] /22.90	2.50[16]	9.10	VIc	A	
			135.0/193.0 /269.5	22.80/34.35[15] /22.90	2.50[16]	9.10	VIc	A	
	RHINE 564.3 km – 540.2 km	24.1	135.0[17]/116.5	22.80/22.90	2.10[16]	9.10	VIa	A	When going downstream
			135.0[17]/116.5	22.80/22.90	2.10[18]	9.10	VIa	A	
			135.0[17]/186.5	22.80/22.90	2.10[16]	9.10	VIb	A	When going upstream
			135.0[17]/186.5	22.80/22.90	2.10[18]	9.10	VIb	A	
	RHINE 540.2 km – Mainz (500.0 km)	40.2	135.0/193.0 /153.0	22.80/22.90 /34.35	2.10[16]	9.10	VIb	A	
			135.0/193.0 /153.0	22.80/22.90 /34.35	2.10[18]	9.10	VIb	A	
	MAIN 0.0 km – 37.2 km	37.2	110.0/190.0	14.00/14.00	2.90	6.00	Vb	B	
			110.0/190.0	14.00/14.00	2.70	6.00	Vb	B	
	MAIN 37.2 km – 84.0 km	46.8	110.0/190.0	11.45/11.45	2.90	6.00[60]	Vb	B	
			110.0/190.0	11.45/11.45	2.70	6.00[60]	Vb	B	
	MAIN 84.0 km – 260.0 km	176.0	110.0/190.0	11.45/11.45	2.70	6.00	Vb	B	
			110.0/190.0	11.45/11.45	2.70	6.00	Vb	B	
	MAIN 260.0 km – 384.0 km	124.0	110.0/190.0	11.45/11.45	2.70	6.00	Vb[24]	B	
			110.0[61]/110.0	11.45/11.45	2.30	6.00	Va[24, 31]	B	
	MAIN – DONAU KANAL 0.0 km – 7.4 km	7.4	110.0[61]/190.0	11.45/11.45	2.80	6.00[62]	Vb[24]	B	
			110.0[61]/190.0	11.45/11.45	2.60	6.00[62]	Vb[24]	B	
	MAIN – DONAU KANAL 7.4 km – 171.0 km	163.6	110.0[61]/190.0	11.45/11.45	2.80[63]	6.00	Vb[24]	B	
			110.0[61]/190.0	11.45/11.45	2.70[63]	6.00	Vb[24]	B	
	DANUBE 2 411.6 km – 2 376.8 km	34.8	110.0/185.0	11.45/11.45	2.70[64]	6.00	Vb[24]	B	
			110.0/185.0	11.40/11.40	2.70[64]	6.00	Vb[24]	B	
	DANUBE 2 376.8 km – 2 328.4 km	48.4	110.0/185.0	11.45/22.90	2.70[64]	8.00	VIb[65]	A	
			110.0/185.0	11.40/22.80	2.70[64]	5.75[66]	VIb[65]	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	79.4	110.0/185.0	11.45/22.90[67]	2.70[64]	8.00	VIb[24, 65]	A	
	2 328.4 km – 2 249.0 km		110.0/110.0	11.40/22.80[67]	2.70[64]	4.74[66, 68]	VIa[23, 24, 31]	B	
	DANUBE	47.2	120.0/180.0	22.90/22.90	2.70[64]	8.00	VIb[23, 24, 31]	A	
	2 249.0 km – 2 201.8 km		120.0/185.0	22.80/22.80	2.70[64]	4.61[69]	VIb[23, 24, 65]	B	
	DANUBE	163.6	.../230.0	23.00/23.00	3.00[70]	8.00	VIb	A	
	2 201.8 km – 2 038.2 km		.../230.0	23.00/23.00	3.00[70]	7.42[71]	VIb	A	
	DANUBE	30.2	.../230.0	23.00/23.00	3.00[72]	8.00	VIb	A	
	2 038.2 km – 2 008.0 km		.../230.0	23.00/23.00	3.00[73]	8.00	VIb	A	
	DANUBE	58.8	.../230.0	23.00/23.00	3.00[70]	8.00	VIb	A	
	2 008.0 km – 1 949.2 km		.../230.0	23.00/23.00	3.00[70]	7.85[74]	VIb	A	
	DANUBE	28.2	.../275.0	23.00/23.00	3.00[70]	8.00	VIc	A	
	1 949.2 km – 1 921.0 km		.../275.0	23.00/23.00	3.00[70]	8.00	VIc	A	
	DANUBE	40.7	.../195.0 .../110.0	23.00/23.00 23.00/35.00	3.00[72]	10.00	VIb	A	When going downstream Maximum 4 barges/cargo vessels
	1 921.0 km – 1 880.3 km		.../195.0 .../110.0	23.00/23.00 23.00/35.00	3.00[73]	10.00	VIb	A	
			.../275.0 .../195.0	23.00/12.00 23.00/23.00	3.00[72]	10.00	VIb	A	When going upstream Maximum 4 barges/cargo vessels
			.../275.0 .../195.0	23.00/12.00 23.00/23.00	3.00[73]	10.00	VIb	A	
	DANUBE	18.3	.../275.0	22.80/22.80	3.50	9.10	VIc	A	
	Devín – Bratislava (1 880.3 km – 1 862.0 km)		.../210.0	22.80/22.80	2.50	7.59	VIb	A	
	DANUBE DERIVATION CANAL	51.0	.../275.0	22.80/34.20	3.50	9.10	VIc	A	
	Bratislava – Sap (1 862.0 km – 1 811.0 km)		.../275.0	22.80/34.20[75]	2.50	8.90	VIc	A	
	DANUBE[76]	20.0	.../275.0	22.80/34.20	3.50	9.10	VIc	A	When going downstream
	Sap – Klížska Nemá		.../210.0	22.80/22.80	2.50	8.85	VIb	A	
	1 811.0 km – 1 791.0 km		.../275.0	22.80/34.20	3.50	9.10	VIc	A	When going upstream
			.../210.0	22.80/22.80	2.50	9.10	VIb	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[76] Klizska Nema – Szob 1 791.0 km – 1 708.2 km	82.8	.../275.0	22.80/34.20	3.50	9.10	VIc	A	When going downstream
			.../210.0	22.80/22.80	2.00	8.65	VIb	A	
			.../275.0	22.80/34.20	3.50	9.10	VIc	A	When going upstream
			.../210.0	22.80/22.80	2.00	8.68	VIb	A	
	DANUBE Szob – Budapest (1 708.2 km – 1 652.0 km)	56.2	.../...	.../...	...	...	...	A	
			No restrictions	No restrictions	1.70	...	VIb	A	
	DANUBE 1 652.0 km – 1 642.5 km	9.5	.../...	.../...	...	...	...	A	When going downstream
			.../175.0	.../50.00	2.50	7.30[77]	VIb	A	
			.../...	.../...	...	...	...	A	When going upstream
			.../240.0	.../35.00	2.50	7.30[77]	VIb	A	
	DANUBE 1 642.5 km – 1 433.0 km	109.5	.../...	.../...	...	...	...	A	Free-flowing
			No restrictions	No restrictions	1.70	8.40[78]	VIc	A	
	DANUBE 1 433.0 km – 1 366.0 km	67.0	110.0/280.0	11.40/34.20	2.50	9.10	VIc	A	Free-flowing
			No restrictions	No restrictions	2.50	8.15	VIc	A	
	DANUBE 1 366.0 km – 1 295.5 km	70.5	110.0/280.0	11.40/34.20	2.50	9.10	VIc	A	Free-flowing
			No restrictions	No restrictions	2.50	9.70	VIc	A	
	DANUBE 1 295.5 km – 1 215.0 km	80.5	110.0/285.0	11.40/22.80	...	9.10	VIc	A	Free-flowing
			110.0/285.0	11.40/22.80	2.50	6.82[79]	VIc	B	
	DANUBE 1 215.0 km – 1 175.0 km	40.0	110.0/285.0	11.40/34.20	...	...	...	A	Free-flowing
			No restrictions	No restrictions	2.50	No restrictions	VIc	A	
	DANUBE 1 175.0 km – 1 075.0 km	100.0	.../...	.../...	...	...	VII	A	Canalized
			No restrictions	No restrictions	3.50	9.15	VII	A	
	DANUBE 1 075.0 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[80]	10.00[80]	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	65.0	.../...	.../...	...	...	VII	A	Canalized
	931.0 km – 866.0 km		No restrictions	No restrictions	3.50	No restrictions	VII	A	
	DANUBE	6.0	.../...	.../...	...	...	VII	A	Free-flowing from
	866.0 km – 860.0 km		.../300.0	.../33.00	4.50[80] 3.50[81]	10.00[80] 17.70[81]	VII	A	863.0 km
	DANUBE	15.0	.../...	.../...	...	...	VII	A	Free-flowing
	860.0 km – 845.0 km		No restrictions	No restrictions	2.50	No restrictions	VII	A	
	DANUBE	675.0	.../...	.../...	...	...	VII	A	Free-flowing
	845.0 km – 170.0 km		No restrictions	No restrictions	2.50[44]	9.50	VII	A	
	DANUBE	170.0	.../...	.../...	...	...	VII	A	Free-flowing
	170.0 km – 0.0 km		No restrictions	No restrictions	7.30[44]	38.00	VII	A	
E 80–02	SEINE	26.0					VII	A	Free-flowing
	Tancarville – Estuary						VII	A	Sea vessels route
E 80–04	SEINE	62.0	180.0/180.0	11.40/11.40	3.00–3.50	5.15[82]	Vb	A	Canalized
	Conflans – Paris		180.0/180.0	11.40/11.40	3.00–3.50	5.15[83]	Vb	A	
	SEINE	110.0	180.0/180.0	11.40/11.40	2.80	5.50	Vb	B	Canalized
	Paris – Montereau (178.0 km – 68.0 km)		180.0/180.0	11.40/11.40	2.80	5.50	Vb	B	
	SEINE	22.0	180.0/180.0	11.40/11.40	2.80	5.25	Vb	B	Canalized
	Montereau – Bray (68.0 km – 46.0 km)		180.0/180.0	11.40/11.40	2.20–2.80	5.20	Vb	B	
	SEINE	27.0	180.0/180.0	11.40/11.40	2.80	5.25	Va	B	Link needs to be
	Bray – Nogent (46.0 km – 19.0 km)		120.0/120.0	8.00/8.00	2.00	5.25[83]	II	C	significantly improved
E 80–06	SAAR	73.7	110.0/185.0	11.45/11.45	2.80	5.75	Vb	B	
	Moselle – Völklingen		110.0/185.0	11.45/11.45	2.80	5.75	Vb	B	
	SAAR	17.7	110.0/185.0	11.45/11.45	2.80	5.25	Vb[24]	B	
	Völklingen – Saarbrücken		110.0/185.0	11.45/11.45	2.80	5.25	Vb[24]	B	
E 80–08	DRAVA	14.0	85.0/85.0	9.50/9.50	2.50	No restrictions	IV	B	Free-flowing
	From the mouth up to Osijek (0.0 km – 14.0 km)		85.0/85.0	9.50/9.50	2.50	No restrictions	IV	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 80–10	DANUBE – SAVA CANAL	61.0	110.0/185.0	11.40/11.40	2.50	9.60	Vb	A	New link to be built
	Vukovar – Samac		-	-	-	-	-	-	
E 80–01	TISZA	63.4	.../...	.../...	...	...	...	B	Free-flowing
	0.0 km – 63.4 km		85.0/172.0	8.20/11.40	2.50	No restrictions	Va	B	
	TISZA	96.6	.../...	.../...	...	7.00	...	B	Canalized
	63.4 km – 160.0 km		85.0/172.0	8.20/11.40	2.50	7.76	Va	B	
	TISZA	13.0	.../140.0	.../22.80	2.50	6.48	VIa	B	
	160.0 km – 173.0 km		.../...	.../...	...	...	IV	...	
E 80–01–02	BEGEJ	34.1	.../...	.../...	...	...	...	B	Canalized
	From the mouth to the Klek Lock		85.0/132.0	8.20/11.40	2.50	...	Va	B	
	BEGEJ	31.5	.../...	.../...	...	...	...	B	Lock Itebej is out of
	From the Klek Lock to the Itebej Lock		70.0/...	8.20/9.00	2.00	...	III	B	order
	BEGA	35.0[5]	.../...	.../...	...	...	...	...	
	Up to Timisoara		.../...	.../...	...	...	II	...	
E 80–12	SAVA	107.0	110.0/110.0	11.40/11.40	2.50	7.00	Va	B	Canalized
	0.0 km – 107.0 km		85.0/85.0	9.50/9.50	2.00	6.96	IV	B	
	SAVA	103.8	110.0/110.0	11.40/11.40	2.50	7.00	Va	B	Free-flowing
	107.0 km – 210.8 km		85.0/85.0	9.50/9.50	2.00	6.46	IV	B	
	SAVA	23.2	110.0/110.0	11.40/11.40	2.50	7.00	Va	A	Free-flowing
	Račinovci – Gunja (210.8 km – 234.0 km)		85.0/85.0	9.50/9.50	2.50	7.60	IV	B	
	SAVA	79.7	85.0/85.0	9.50/9.50	2.50	8.14	IV	B	Free-flowing
	Gunja – Slavonski Šamac (234.0 km – 313.7 km)		85.0/85.0	9.50/9.50	2.50	8.14	IV	B	
	SAVA	24.5	85.0/85.0	9.50/9.50	2.50	No restrictions	IV	B	Free-flowing. Limited
	Slavonksi Šamac – Oprisavci (313.7 km – 338.2 km)		70.0/85.0	9.00/9.00	1.60	No restrictions	III/II	B	depth, reduced class
	SAVA	33.0	85.0/85.0	9.50/9.50	2.50	No restrictions	IV	B	Free-flowing
	Oprisavci – Slavonski Brod (338.2 km – 371.2 km)		85.0/85.0	9.50/9.50	2.50	No restrictions	IV	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 80–12 (continued)	SAVA	222.8	85.0/85.0	9.50/9.50	2.50	7.00	IV	B	Free-flowing. Smaller radius, in some places, one way navigation
	Slavonski Brod – Sisak (Galdovo) (371.2 km – 594.0 km)		70.0/85.0	9.00/9.00	2.00	6.16	III	B	
E 80–03	OLT	135.0[5]	.../...	.../...	...	...	...	...	
	Up to Slatina		.../...	.../...	...	...	...	...	
E 80–05	DANUBE – BUCURESTI CANAL	73.0	.../106.6	.../11.40	3.00	11.00	Va	A	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	VIc	A	
			138.3/296.0	16.80/23.50	5.50/3.80	16.50	VIc	A	
E 80–14–01	POARTA ALBA-MIDIA – NAVODARI CANAL	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	85.0	.../...	.../...	...	...	...	...	Free-flowing
	From the mouth to Kakhul		42.0/60.3	7.80/7.80	1.00	9.00	II	C	
	PRUT	322.0	.../...	.../...	...	...	...	...	Free-flowing
	From Kakhul to Ungheni		42.0/60.3	7.80/7.80	1.00	8.50	II	C	
E 80–09	DANUBE – KILIA ARM[84]	98.0	125.0/300.0	17.50/40.00	7.20	No restrictions	VII	A	Free-flowing
	Ismail Cape – Chatal – Vilkovo (116.0 km – 18.0 km)		125.0/300.0	17.50/40.00	7.20	No restrictions	VII	A	
	DANUBE – KILIA ARM, Vilkovo – Bistroe Arm Outlet	7.0	125.0/300.0	17.50/40.00	7.20	No restrictions	VII	A	Free-flowing
	(Old Istanbul Arm) (18.0 km – 11.0 km)		125.0/300.0	17.50/40.00	7.20	No restrictions	VII	A	
	DANUBE – KILIA ARM, Bistroe Arm Outlet –	9.43	125.0/300.0	17.50/40.00	7.20	No restrictions	VII	A	Free-flowing
	Sea approach canal (11.0 km – 1.57 km)		125.0/300.0	17.50/40.00	5.85	No restrictions	VII	A	
	SEA APPROACH CANAL	3.42	125.0/300.0	17.50/40.00	7.20	No restrictions	VII	A	Sea vessels route
	(1.57 km – (-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	...	VIb	...	

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 81	VÁH	27.4	110.0/110.0	22.80/22.80	2.50	7.00	VIa	A	New lock planned
	Komárno – Kolarovo (0.0 km – 27.4 km)		110.0/110.0	22.80/22.80	1.60[85]	10.20[86]	VIa	…	
	VÁH	14.7	110.0/110.0	22.80/22.80	2.50	7.00	VIa	A	Modernization
	Kolarovo – Selice (27.4 km – 42.1 km)		110.0/110.0	22.80/22.80	…	…	VIa	…	necessary
	VÁH	21.0	110.0/110.0	22.80/22.80	2.50	7.00	VIa	A	Local navigation only
	Selice – Král'ová (42.1 km – 63.1 km)		110.0/110.0	22.80/22.80	…	…	VIa	…	
	VÁH	38.8	110.0/110.0	22.80/22.80	2.50	7.00	VIa	A	Partly canalized
	Král'ová – Hlohovec (63.1 km – 101.9 km)		110.0/110.0	22.80/22.80	…	…	VIa	…	Modernization necessary
	VÁH	138.1	110.0/110.0	11.40/11.40	2.50	7.00	Va	A	Modernization, construction and reconstruction necessary
	Hlohovec – Žilina (101.9 km – 240.0 km)		110.0/110.0	11.40/11.40	…	…	Va	…	Modernization necessary
	VÁH – ODER LINK	80.0[5]	110.0/110.0	11.40/11.40	…	…	Va	…	New link planned
			…	…	…	…	…	…	
E 90	KORINTHOS CANAL	6.4[5]	.../...	24.60/24.60	6.70	...	VIc	...	
			.../...	24.60/24.60	6.70	...	VIc	...	
	DON AND VOLGO – DONSKOY KANAL	531.3	141.0/141.0	16.20/16.20	3.20[87]	13.50	Va	A	Canalized upstream
	Aksay – Krasnoarmeysk		141.0/141.0	16.20/16.20	3.20[87]	13.50	Va	A	from Oust-Donetsk
	VOLGA	453.3	280.0/280.0	28.50/28.50	3.60	12.30	VIc	A	
	Krasnoarmeysk – Streletskoye		280.0/280.0	28.50/28.50	3.60	12.30	VIc	A	
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 91	MILANO – PO CANAL	96.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B	Project under
	Milano-Pizzighettone		.../...	.../...	...	...	...	...	development

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 (continued)	MILANO – PO CANAL	14.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	A	Canalized
	Pizzighettone-Cremona		110.0/110.0	12.00/12.00	2.50[88]	6.50	Va	A	
	PO	54.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B	
	Cremona-Casalmaggiore		110.0/110.0	12.00/12.00	2.50[88]	6.50	Va	B	
	PO	77.0	110.0/110.0	12.00/12.00	3.00	6.50	Va	B	
	Casalmaggiore-mouth of the Mincio River (Mantova)		110.0/110.0	12.00/12.00	2.50	6.50	Va	B	
	PO	129.0	110.0/110.0	12.00/12.00	3.50	6.80	Va	B	
	Mouth of the Mincio River (Mantova)-Volta Grimana		80.0/80.0	11.00/11.00	2.50	6.80	IV	B	
	PO – BRONDOLO CANAL	70.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B	
	Volta Grimana (Po)-Marghera (Venezia)		99.0/99.0	10.00/10.00	2.50	6.50	IV	B	
	LAGUNA VENETA	120.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B	
	Marghera-Porto Nogaro (Punta Sdobba)		80.0/80.0	9.50/9.50	2.50	6.50	IV	B	
	LAGUNA VENETA	60.0					VII	A	Punta Sdobba –
	Porto Nogaro (Punta Sdobba)-Monfalcone-Trieste						VII	A	Trieste: coastal route
E 91–02	PO	37.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B	
	Cremona-Piacenza		80.0/80.0	9.50/9.50	2.50[89]	6.50	IV	B	Trieste: coastal route
	PO	60.0	80.0/80.0	9.50/9.50	2.50	6.50	IV	B	
	Piacenza-Pavia		70.0/70.0	8.00/8.00	2.50[89]	6.50	III	C	
	PO	85.0	80.0/80.0	9.50/9.50	2.50	6.50	IV	B	
	Pavia-Casale Monferrato		70.0/70.0	8.00/8.00	2.50[90]	6.50	III	C	
E 91–01	MINCIO	17.0	80.0/80.0	11.00/11.00	2.50	6.50	IV	B	
	Mouth - Lago Inferiore (Mantova)		80.0/80.0	11.00/11.00	2.50[91]	6.50	IV	B	
E 91–04	FERRARA WATERWAY	80.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B	Upgrading to class Va is
	Ferrarra-Porto Garibaldi/Ravenna		96.0/96.0	12.00/12.00	2.50	4.10	IV	B	envisaged
E 91–06	PO GRANDE[92]	35.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	B	
	Volta Grimana-mouth		110.0/110.0	12.00/12.00	2.80	6.36	Va	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 91–03	MANTOVA-ADRIATIC SEA CANAL	25.0	110.0/110.0	12.00/12.00	3.50	6.50	Va	A	
	Mantova-Valdaro Lock-Ostiglia		110.0/110.0	12.00/12.00	3.00	6.50	Va	A	
	MANTOVA-ADRIATIC SEA CANAL	80.0	110.0/110.0	12.00/12.00	3.50	6.50	Va	A	
	Ostiglia-Baricetta Lock		110.0/110.0	12.00/12.00	2.50	5.50	Va	B	
	MANTOVA-ADRIATIC SEA CANAL	33.0	195.0/195.0	23.00/23.00	3.50	7.00	VIb	A	Upgrading is envisaged
	Baricetta Lock-Porto Levante		110.0/110.0	12.00/12.00	2.80	5.50	Va	B	
E 91–03–02	PO – MANTOVA-ADRIATIC SEA CANAL	2.2[5]	195.0/195.0	12.00/12.00	…	…	Vb	…	Canal
	Via S. Leone link		195.0/195.0	12.00/12.00	…	…	Vb	…	
E 91–05	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 Re-opening for navigation envisaged, currently not in service.
2 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.
3 Only permitted when proceeding downstream.
4 Depending on the tide water level prevailing.
5 Estimation by the secretariat.
6 All bridges are movable.
7 Sea-going vessels measuring 175.00 m x 25.00 m x 8.80 m are admitted.
8 For fixed low water level for rivers (OLW) NAP - 0.20 m.
9 When bridge is not open air draught is 12.00 m for MHW NAP + 0.96 m.
10 For OLW NAP + 0.15 m.
11 For sea-going vessels measuring 256.00 m x 34.00 m x 12.25 m.
12 For fixed low water level (OLR) at Lobith NAP + 7.95.
13 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.

[14] Fairway depth, below GLW 2002 (between Emmerich and Duisburg: 2.80 m below GLW).
[15] When going downstream; reduced to 22.90 m in low water conditions.
[16] Fairway depth, below high water level (GLW) 2002.
[17] 110.0 m at certain water levels.
[18] Fairway depth, below GLW 2002 (between St. Goar and Mainz: 1.90 m below GLW).
[19] The height under the railway bridge at Strasbourg Kehl is currently 6.75 m at HNWL.
[20] Smaller dimensions apply in case of closure of certain lock chambers.
[21] Bridge at Avignon — 6.30 m, Bridge at Tarascon — 7.40 m, bridge at Arles — 7.88 m.
[22] Fos — Port of Marseille section is not operable because of closure of the Rove tunnel.
[23] The under-bridge headroom requirement for this class cannot be met.
[24] Restrictions apply with regard to two-way traffic.
[25] Single units and convoys of up to 90 m in length and 9.60 m in width, may draw up to 2.80 m.
[26] From 113.0 km to 124.0 km — 5.50 m.
[27] The draught may be reduced to 2.10 m for twenty days a year at low water level downstream of Iffezheim.
[28] 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.
[29] The Mittlere Brücke determines the parameters 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.
[30] No dimension established for inland navigation vessels; sea-going ships measuring 325.0 m x 42.00 m x 13.10 m are admitted.
[31] The depth required for this category cannot be guaranteed (depending on the water level prevailing).
[32] Above mean water level.
[33] Fairway depth, below GLW 89.
[34] Depending on the water level prevailing.
[35] Maximum dimensions of pushed convoys shall be 137.0 x 23.00 m or 170.0 x 11.50 m.
[36] The total length of the Lüneburg Shiplift is 100.0 m; single units of up to 100.0 m in length are accepted.
[37] This project is not expected to be realized in the near future.
[38] Maximum permissible draught on the section Mělník-Praha Radotín — 1.80 m and on the section Praha Radotín-Slapy — 1.2 m.
[39] The permissible length-of-convoy requirement for this class cannot be met.
[40] Class to be agreed upon by the Governments of Poland and Germany.
[41] Non-navigable waterway. A weir in Kozlowice, downstream of Brest, has no navigational locks and constitutes a main obstacle.
[42] During the locking procedure, the pusher is to enter the chamber alongside the barges.
[43] Periodically, at a low water level, the maximum draught is limited to 3.00 m.
[44] Fairway depth.
[45] Limitation draught on the section from Gorodetski Lock to Nizhniy Novgorod (of 56 km in length).
[46] At a project water level.
[47] On the Sarapul-Chaikovsky section (of 68 km in length). On other sections the maximum navigable draught is 3.50 m.
[48] 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 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 162.0 km of the river (from its mouth to 135.0 km and on 27.0 km between the Pocinho weir and Spanish port Vega Terron). On the rest of the river the draught of 2.00 m is ensured.
[50] This figure is reduced to 6.60 m under the bridge of Ferradosa at 151.0 km.
[51] The lowest height is under the Westminster Bridge.
[52] The maximum dimensions of vessels are applicable in daylight and good visibility. The Swedish Maritime Administration can grant exceptions from the maximum size up to 130.0 m x 19.00 m x 6.80 m.
[53] 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.
[54] As an alternative to the waterway via the Szkarpawa River.
[55] Improvement of the Untere Havel Wasserstraße is under way to the south of Wustermark.
[56] No restriction when bridges are open.
[57] The secretariat was informed by the Government of France that the project concerning the Seine – Moselle link has been abandoned.
[58] Height ensured during 300 days per year.
[59] 135.0 m under certain conditions.
[60] Except for road bridge Auheim at 59.56 km, where an under-bridge headroom of 4.39 m applies.
[61] Vessels exceeding 90.0 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 low navigable water level (LNWL) (fairway depth).
[65] The single-unit permissible length and width requirement for this class cannot be met.
[66] Road bridge at Pfatter.
[67] Only vessels with a beam of up to 11.40 m may navigate downstream.
[68] Railway bridge at Deggendorf.
[69] Luitpolbrücke at Passau.
[70] Maximum draught according to Police Regulations; 2.70 m fairway depth at LNWL.
[71] Road/railway bridge at Linz.
[72] Maximum draught according to Police Regulations; 3.00 m fairway depth at LNWL.
[73] Maximum draught according to Police Regulations; 2.20 m fairway depth at LNWL at several bars.
[74] Road bridge at Stein/Mautern.
[75] Width limit of Gabcikovo Lock 34.00 m.
[76] Data concerning this section have been submitted by the Slovak Government.
[77] Bridge at Budapest — Lánchid (1,647.0 km).
[78] Bridge at Bajá (1,480.0 km).
[79] Temporary road/railway bridge at Novy Sad (1,254.0 km).
[80] Data received from the Government of Serbia. The higher values of draught and air draught of up to 5.00 m and 13.50 m, respectively, are ensured on request and against payment of costs.
[81] Data received from the Government of Romania.

[82] 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.

[83] Temporary decrease of water depth in the Beaulieu Canal is necessary to obtain this height.

[84] 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.

[85] Draught at a water level + 250 cm according to the hydrometric station Komarno (Danube).

[86] Height at a zero water level according to the hydrometric station Komarno (Danube).

[87] On the section from the Kochetovsky hydroelectric complex to Aksay (of 116.3 km in length). On other sections, the maximum navigable draught is 3.50 m.

[88] Draught of 2.50 m is ensured during 250 days per year, target data is to be ensured during 300 days per year.

[89] Draught of 2.50 m is ensured during 200 days per year, target data is to be ensured during 250 days per year.

[90] Draught of 2.50 m is ensured during 150 days per year, target data is to be ensured during 200 days per year.

[91] Draught of 2.50 m is ensured during 250 days per year, target data is to be ensured during 310 days per year.

[92] A direct link Po — Adriatic Sea is not possible because of sand banks at the estuary of the Po River.

Table 2: Parameters of Locks of Inland Waterways of International Importance

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	3.50	
	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	Salzinnes 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	
	MAAS LATERAL CANAL	142.0	16.00	4.00	Heel lock complex
		142.0	16.00	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 01 (continued)	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 – Dinant	100.0	12.00	2.79	La Plante lock
		100.0	12.00	2.75	Tailfer lock
		100.0	12.00	2.75	Rivière lock
		100.0	12.00	2.75	Hun lock
		100.0	12.00	2.76	Houx lock
		100.0	12.00	2.75	Dinant lock
	MEUSE Dinant – Hastière	100.0	12.00	2.75	Anseremme lock
		100.0	12.00	2.75	Waulsort lock
		100.0	12.00	2.75	Hastière lock
	CANAL DE L'EST				
	Givet (0.0 km – Quai des 3 fontaines (7.1 km))	100.0	12.00	3.00	Quatre Cheminées lock (1.9 km)
E 01–04–01	MONSIN CANAL	136.0	16.00	3.10	Monsin lock
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 02	BOUDEWIJN CANAL Zeebrugge – Brugge (12.0 km)	500.0	57.00	15.00	Vandamme lock
		210.0	19.70	5.50	Visart lock
		125.0	12.00	4.75	Boudewijn lock
	GENT – OOSTENDE CANAL	89.7	10.20	2.50	Dammepoort lock
	LEIE	136.0	16.00	2.50	Sint-Baafs-Vijve lock
		115.0	12.40	3.50	Harelbeke 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 (continued)	LYS MITOYENNE	195.0	12.50	2.30	Menin lock
		185.0	12.50	4.50	Comines lock
	DEÛLE AND DEÛLE CANAL	110.0	12.00	4.20	Quesnoy lock
		195.0	12.50	5.00	Project Quesnoy/Deûle lock
		144.6	12.00	4.00	Grand Carré lock
		146.2	12.00	3.50	Don lock
E 02–02	GENT – OOSTENDE CANAL	120.0	17.50	4.70	Demey lock
	Brugge-Oostende	282.5	18.00	...	Dok lock
E 02–02–01	PLASSENDALE – 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
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	280.0	24.00	7.30	
	Hansweert	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	250.0	25.00	9.50	Wintam lock
		205.0	24.90	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	HAUT ESCAUT	125.0	14.05	2.89	Herinnes lock
	Blénaries – Herinnes	124.5	14.00	2.89	Kain lock
	BOVEN-SCHELDE	124.5	14.05	3.50	Kerkhove lock
	Herinnes – Gent Circular Canal	125.0	14.00	3.50	Oudenaarde lock
		125.0	14.00	3.50	Asper lock
	GENT CIRCULAR CANAL	180.0	18.00	variable	Two Merelbeke locks
	BENEDEN – ZEESCHELDE	180.0	22.00	variable	Royers lock
	Port of Antwerpen				
	ALBERTKANAAL				Six lock complexes of:
	Antwerpen – Eben – Emael	136.0	16.00	5.00	Two locks
		200.0	24.00	5.00	One lock
E 05–02	NIMY-BLATON-PERONNES CANAL	86.0	12.00	3.50	Peronnes I lock
	Péronnes – Pommeroeul	86.0	12.00	3.50	Peronnes II 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 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	55.0	7.50	…	Denderbelle lock
	Aalst – Dendermonde	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	189.0	24.00	3.50	Strasbourg, large lock
	Strasbourg – Niffer	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]
	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
	SAÔNE	187.0	12.00	3.50	Seurre lock
	St. Symphorien – Lyon	191.0	12.00	3.50	Ecuelle lock
	219.0 km – 0.0 km	196.0	12.00	3.50	Omes lock
		196.0	12.00	3.50	Dracé lock
		184.0	12.00	3.50	Couzon lock
	RHÔNE AND RHÔNE-FOS CANAL Lyon – Fos via the Rhone-Fos canal	190.0	12.00	3.00/3.20	Pierre-Bénite, Vaugris, Sablons, Gervans, Bourg-lès-Valence, Beauchastel, Logis-Neuf, Chateauneuf, Bollène, Caderousse, Avignon, Beaucaire et Barcarin locks
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 WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
E 10–07	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				
	Saint-Gilles lock – 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 Beatrixsluizen (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
	IJSSELMEER	137.8	14.00	4.40	Lorentzsluis Complex
		67.1	9.00	4.40	
E 12–02	MEPPELDIEP	142.0	14.00	4.50	Spooldersluis
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 14	WESER	350.0	12.40	4.50[5, 8]	Hemelingen locks
	From estuary to Minden	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	IJSSELMEER	205.0	24.00	4.70	
	Oranjesluizen	72.0	14.00	4.50	
		95.0	18.00	4.50	
		72.0	14.00	4.50	
	IJSSELMEER	190.0	17.50	4.50	
	Houtribsluizen	190.0	17.50	4.50	

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 15 (continued)	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	190.0	16.00	4.77/5.04	Gaarkeukensluis
		190.0	16.00	4.22/6.22	Oostersluis
	EEMSKANAAL	123.0	7.00	3.02/4.20	
	Zeesluizen Farmsum	144.0	16.00	5.45/6.07	
	DORTMUND – EMS – KANAL	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	Lock 1
	Tjerk Hiddes Locks	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	173.7	13.00	2.60	Střekov parallel locks
	Ústí nad Labem – Střekov – Mělník	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
	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	Srnojedy 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	73.0	11.00	2.50	Hořín parallel locks[10]
	Mělník – Praha – Slapy	137.0	20.00	2.50	
		69.0	11.00	2.50	Miřejovice 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	

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 20–06 (continued)		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	Wloclavek 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
	DNIPRO	150.0	18.00	4.00	Kyiv lock
	Mouth of the Pripyat 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	Nine locks
	VOLGA				
	Rybinsk – Astrakhan	280.0	29.50	3.50[13]	Eight 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	3.00[14]	Nine locks
E 50–01	KAMA				
	Mouth of the Kama – Solikamsk	240.0	28.90	3.30	Three 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 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	293.6	35.00	9.00	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 70	NEDER-RIJN				
	Driel, 891.2 km	260.0	18.00	3.50	Normally passage through weir
	Amerongen, 922.0 km	260.0	18.00	3.50	openings: 2 x 48.0 m
	Hagestein, 946.8 km	260.0	18.00	3.50	
	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	190.0	12.50	4.25	Rothensee lock
	Rothensee – Verbindungskanal				
	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 – WASSERSTRAßE	210.0	9.93	3.24[5]	Southern Brandenburg lock
		167.4	12.10	3.74[5]	Northern Brandenburg lock
	HAVEL – ODER – WASSERSTRAßE	…	…	…	Spandau lock not in operation
		82.0	11.90	2.50[5]	Niederfinow shiplift
	WARTA – NOTEC – BYDGOSKI CANAL	57.4	9.60	2.50	Twenty one locks
	Kostrzyn – Bydgoszcz	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)	23.90	5.20	Algera lock. Normally passage through barrier opening of 80.0 m width

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 70–02	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 SCHIFFAHRTSKANAL	67.2	10.00	3.00[4]	Plötzensee locks
E 71	TELTOWKANAL, BRITZER VERBINDUNGSKANAL	83.5	12.00	3.48	Northern Kleinmachnow lock
	SPREE – ODER – WASSERSTRAßE	54.1	9.70	3.06[5]	Northern Kersdorf lock
		65.6	8.54	2.49[5]	Southern Kersdorf lock
E 80	LE HAVRE – TANCARVILLE CANAL	205.3	24.00	10.40	New lock
		180.0	30.00	7.85	Old lock
	SEINE	220.0	17.00	4.50	Poses-Amfreville lock
	Rouen – Conflans	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	185.0	12.00	3.00	Pontoise lock
	Conflans – Creil	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	180.0	11.40	3.00/2.50	Saron lock
	Creil – Compiègne	125.0	12.00	2.50	Verberie and Venettes locks
	MOSELLE	185.0	12.00	8.65	17 locks altogether
	Toul – Neuves Maisons	180.0	12.00	2.70	
	MOSELLE	170.0	12.00	8.65	
	Fontenoy – Apach	170.0	12.00	2.70	
	MOSELLE	170.0	12.00		
	Access to the Port of Clévant	100.0	12.00		
	MOSELLE				
	Apach – Koblenz	172.0	12.00	3.20[5]	
	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]	Sixteen locks
	DANUBE				
	Upstream of Regensburg	190.0	12.00	4.005	Bad Abbach 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	DANUBE, Downstream	226.5	24.00	4.70[5]	Kachlet locks
(continued)	of Regensburg to 2 201.8 km	230.0	24.00	3.65[16]	Geisling lock
	DANUBE				
	2 201.8 km – 1 880.3 km				
	Aschach, 2 162.7 km	230.0	24.00	4.00	Two locks at each power station
	Ottensheim – Wilhering, 2 146.7 km	230.0	24.00	4.00	
	Abwinden – Asten, 2 119.5 km	230.0	24.00	4.00	
	Wallsee – Mitterkirchen, 2 094.5 km	230.0	24.00	4.00	Depth at sills referring to LNWL
	Ybbs Persenbeug, 2 060.4 km	230.0	24.00	4.00	
	Melk, 2 038.2 km	230.0	24.00	3.40	
	Altenwörth, 1 979.8 km	230.0	24.00	4.00	
	Greifenstein, 1 949.2 km	230.0	24.00	4.00	
	Wien Freudenau, 1 921.0 km	275.0	24.00	4.00	
	DANUBE				
	Čunovo, 1 851.75 km[17]	130.7	24.00	3.50	One lock (divided 130.70/55.70 m)
	DERIVATION CANAL GABČÍKOVO,	275.0	34.00	4.50	Two locks
	1 819.3 km				
	DANUBE	310.0	34.00	4.50	Iron Gates I locks, 942.95 km
	1 075.0 km – 0.0 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	180.0	24.00	3.50	Access to the Port of Le Havre
	Tancarville – Estuary				(Seine, 338.5 km)
E 80–04	SEINE	220.0	12.00/17.00	3.20	Bougival locks
	Conflans – Paris	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	180.0	12.00/16.00	3.20	Port à l'Anglais
	Paris – Montereau, 165.2 km – 67.7 km	180.0	12.00/16.00	3.50	Ablon
		180.0	12.00	3.30	Evry
		180.0	18.00	3.50	Le Coudray
		185.0	18.00	3.50	Vives-Eaux
		185.0	18.00	3.50	La Cave
		185.0	18.00	3.50	Champagne

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 80–04 (continued)	SEINE Montereau – Bray, 67.7 km – 45.0 km	180.0	16.00	3.50	Varennes
		185.0	12.00	4.00	Marolles
		185.0	12.00	4.00	La Grande Bosse
		121.0	10.50	2.76	Jaulnes
		185.0	12.00	4.00	Le Vezoult
	SEINE Bray – Nogent 45.0 km – 18.72 km	121.0	10.50	2.24	Villiers
		121.0	10.30	2.73	Melz
		121.0	10.30	2.50	Beaulieu
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 CANAL	145.0	12.50	6.50	Navodari lock (1.5 km) and Ovidiu lock (11.0 km)
E 81	VÁH				
	Kolárovo, 27.4 km	110.0	24.00	4.00	One lock is planned
	Selice, 43.9 km	110.0	24.00	4.00	One lock
	Kráľová, 63.15 km	110.0	24.00	4.00	One lock
	Sereď – Hlohovec 79.5 km	110.0	24.00	4.00	One lock is planned
	Medunice, 106.6 km	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.00	4.00	Not yet in operation
	Horná Streda, 130.90 km	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.50	4.00	Not yet in operation
	Nové Mesto nad Váhom, 143.70 km	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.50	4.00	Not yet in operation
	Kostolná, 157.10 km	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.50	4.00	Not yet in operation
	Trenčianske Biskupice, 161.90 km		12.00		Weir sluice planned for navigation
			12.00		Not yet in operation
	Trenčín (Skalka), 168.80 km	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.50	4.00	Not yet in operation
	Dubnica, 179.40 km	110.0	12.00	4.00	Reconstruction and modernization planned
		31.00	7.00	4.00	Not yet in operation
	Ilava, 187.45 km	110.0	12.00	4.00	Reconstruction and modernization planned
		31.00	7.00	4.00	Not yet in operation

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 81 (continued)	Ladce, 194.25 km	110.0	12.00	4.00	Reconstruction and modernization planned
		31.00	7.00	4.00	Not yet in operation
	Dolné Kočkovce canal, 200.20 km		8.00		Weir sluice planned for navigation
	Nosice, 199.80 km	110.0	12.00	4.00	Missing lock / lift planned
	Považská Bystrica, 212.80 km	110.0	12.00	4.00	Missing lock planned
	Mikšová, 221.33 km	110.0	12.00	4.00	Missing lock planned
	Hričov, 237.70 km	110.0	12.00	4.00	Missing lock planned
E 90	DON Aksay – Kalach	145.0	17.80	4.00	Five locks
	VOLGO – DONSKOY CANAL Kalach – Krasnoarmeysk	145.0	17.80	4.00	Thirteen locks
E 91	MILANO – PO CANAL Milano – Cremona	197.0	12.00	3.50	Cremona lock. The lock has two preterlocks of 110.0 x 12.00 x 3.50 m
		200.0	12.50	3.50	Acquanegra lock
	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	Isola Serafini lock. Improvement to class Va 110.0 x 12.50 x 3.5 m is under way
E 91-01	MINCIO	80.0	10.00	3.50	Governolo locks
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 91–03	MANTOVA – ADRIATIC SEA 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	Volta Grimana 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 91-03-02	PO – MANTOVA-ADRIATIC SEA CANAL	225.0	12.50	3.50	S. Leone lock
E 91–05	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 low navigable water level (LNWL).
[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 navigable water level (LNWL).
[17] Leads to the old bed of the Danube. Practically not used.

Table 3: Technical Characteristics of Inland Navigation Ports of International Importance

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 ** 20'	CONTAINERS ** 40'	RO-RO **		
1		2	3	4	5	6	7	8	9
P 01–01	Dunkerque (Dunkerque-Valenciennes Canal, 20.5 km)			x	x	x	x	x	
P 01–02	Charleroi (Sambre, 48.6 km)		x		x	x	x	x	
P 01–02bis	Charleroi (Charleroi-Bruxelles Canal, 5.6 km)		x		-	-	-	-	
P 01–03	Namur (Sambre, 65.5 km)		x		x	x	-	x	
P 01–03bis	Namur (Meuse, 54.5 km)		x		-	-	-	-	
P 01–04	Liège (Meuse, 105.0 km)			x	x	x	x	x	
P 01–04bis	Liège (Albert Canal, 9.6 km)			x	x	x	x	x	
P 01–05	Maastricht (Maas, 4.5 km)	x			-	-	-	x	
P 01–06	Stein (Maas, 21.9 km)	x			x	x	-	x	
P 01–07	Born/Sittard-Geleen (Maas, 29.7 km)	x			x	x	x	x	
P 01–08	Maasbracht (Maas, 41.8 km)	x			-	-	-	x	
P 01–09	Roermond (Maas, 74.3 km)	x			-	-	-	-	
P 01–09bis	Venlo (Maas, 108.0–111.0 km)	x			x	x	-	x	
P 01–09ter	Meerlo/Wanssum (Maas, 133.0 km)	x			x	x	-	-	
P 01–09quater	Gennep (Maas, 153.0 km)		x		-	-	-	-	
P 01–09quinqies	Cuijk (Maas, 167.0 km)		x		-	-	-	-	
P 01–09sexies	Grave (Maas, 174.0 km)	x			-	-	-	-	
P 01–10	Oss (Maas, 193.0 km)		x		x	x	-	x	
P 01–10bis	Maasdriel (Maas, 212.0 km)	x			-	-	-	-	
P 01–10ter	Waalwijk (Bergsche Maas, 236.0 km)	x			x	x	-	-	
P 01–10quater	Geertruidenberg (Bergsche Maas, 251.0 km)	x			-	-	-	-	
P 01–11	Dordrecht (Merwede, 974.4 km)		x		-	-	-	x	
P 01–12	Zwijndrecht (Oude Maas, 980.6 km)	x			-	-	-	x	

* Private Port

** Legend:
- x available
- \- not available
- … no information

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 ** 20'	CONTAINERS ** 40'	RO-RO **		
1		2	3	4	5	6	7	8	9
P 01–13	Vlaardingen (Nieuwe Waterweg, 1 010.5 km)		x		-	-	x	x	
P 01–14	Maassluis (Nieuwe Waterweg, 1 018.7 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 01–03–02	Veghel (Zuid-Willemsvaart, 24.0 km)	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, 986.0 km)			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, 14.0 km from the mouth)	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, 10.0 km)		x		x	x	x	x	
P 05–08	Centre and West (Canal du Centre, 10.0 km)		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, 1 031.8 km)	x			x	x	-	-	
P 10–01	Rotterdam (Nieuwe Maas, 1 002.5 km)			x	x	x	x	x	
P 10–02	Alblasserdam (Noord, 981.1 km)	x			x	x	-	-	
P 10–02bis	Gorinchem (Merwede, 956.0 km)	x			x	x	-	-	
P 10–02ter	Zaltbommel (Waal, 935.0 km)	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-Ossenberg* (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	

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 10–16	Stürzelberg* (Rhine, 726.0 km)	x			…	…	…	x	
P 10–17	Leverkusen* (Rhine, 699.0 km)	x			x	x	…	x	
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

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 10–40	Fort Louis Stattmatten (Grand Canal d'Alsace, 322.0 km)	x			…	…	…	…	
P 10–41	Ile Napoléon (Niffer – Mulhouse Canal, 37.6 km)	x			-	-	-	x	Oil products, minerals, fertilizers
P 10–42	Aproport (Chalon-sur-Saône, Mâcon, Villefranche-sur-Saône) (Saône, 230.0 km, 296.0 km and 335.0 km)	x			x	x	-	x	Bulk cargoes, construction materials
P 10–43	Pagny (Saône, 192.75 km)	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,			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 ** 20'	CONTAINERS ** 40'	RO-RO **		
1		2	3	4	5	6	7	8	9
	159.15 km – 170.0 km)								
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	
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, 4.5 km)	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 (Geldersche IJssel, 57.3 km)	x			-	-	-	-	
P 12–03	Zwolle (IJssel, 980.7 km)	x			-	-	-	-	
P 12–04	Kampen (Geldersche IJssel, 106.8 km)	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, 15.0 km)	x			-	-	-	-	
P 15–01bis	Lelystad (IJsselmeer, 32.0 km)	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 15–02	Lemmer (Prinses Margrietkanaal, 90.5 km)	x			-	-	-	-	
P 15–02bis	Sneek (Prinses Margrietkanaal, 43.7 km)	x			x	x	-	-	
P 15–02ter	Zuidhorn (Van Starckenborghkanaal, 15.0 km)	x			-	-	-	-	
P 15–03	Groningen (Van Starkenborghkanaal, 7.0 km)	x			-	-	-	x	
P 15–04	Emden (Ems, 41.0 km)	x			x	x	x	x	
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)[2]	x			x	x	x	x	
P 20–02	Brunsbüttel (Elbehafen, 693.0 km)[2]	x			-	-	-	-	
P 20–03	Bützfleet* (Elbe, 668.0 km)[2]		x		-	-	-	-	
P 20–04	Hamburg (Elbe, 618.0–639.0 km)[2]			x	x	x	x	x	
P 20–05	Lauenburg (Elbe, 568.0 km)[2]	x			-	-	-	-	
P 20–06	Tangermünde (Elbe, 388.0 km)[2]	…	…	…	-	-	-	-	
P 20–07	Kieswerk Rogätz* (Elbe, 354.0 km)[2]	x			-	-	-	x	
P 20–08	Magdeburger Häfen (Elbe, 330.0 and 333.0 km)[2]	x			-	-	-	x	
P 20–09	Schönebeck (Elbe, 315.0 km)[2]	x			-	-	-	-	
P 20–10	Aken (Elbe, 277.0 km)[2]	…	…	…	-	-	-	-	
P 20–11	Torgau (Elbe, 154.0 km)[2]	…	…	…	-	-	-	-	
P 20–12	Kieswerk Mühlberg* (Elbe, 125.0 km)[2]	x			-	-	-	x	
P 20–13	Riesa (Elbe, 109.0 km)[2]	…	…	…	-	-	-	-	
P 20–14	Dresden (Elbe, 57.0 and 61.0 km)[2]	…	…	…	-	-	-	-	
P 20–15	Děčín (Elbe, 737.3 and 739.3 km)[2]	x			x	x	-	x	Bulk cargoes
P 20–16	Ústí nad Labem (Elbe, 761.5 and 764.0 km)[2]	x			x	x	-	x	Bulk cargoes
P 20–17	Mělník (Elbe, 834.4 km)[2]	x			x	x	x	x	Bulk cargoes

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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 20–18	Týnec nad Labem (Elbe, 933.7 km)[2]	x			-	-	x	-	
P 20–04–01	Halle-Trotha (Saale, 86.0 km)	x			-	-	-	-	
P 20–06–01	Miřejovice (Vltava, 18.9 km)	x			-	-	x	-	
P 20–06–02	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	
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

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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 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
P 41–01	Klaipeda sea port (Kurshskiy Zaliv)			x	x	x	x	x	
P 41–02	Nida (Kurshskiy Zaliv, 42.7 km)[3]	…	…	…	…	…	…	…	
P 41–03	Uostadvaris (Nemunas, 61.3 km)[3]	…	…	…	…	…	…	…	
P 41–04	Kaunas (Nemunas, 209.0 km)	x			-	-	-	x	
P 50–01	Sankt-Petersburg sea port (Neva, 1 397.0 km)[4]			x	x	x	x	x	General cargoes, timber, cereals, coal
P 50–02	Sankt-Petersburg river port (Neva, 1 385.0 km)[4, 5]		x		x	-	-	x	General cargoes, timber, construction materials, coal
P 50–03	Podporozhie (Volgo-Baltijskiy Waterway, 1 054.0 km)[4]	x			x	-	-	x	General cargoes, timber, construction materials, ore, pipes
P 50–04	Cherepovets (Volgo-Baltijskiy Waterway, 540.0 km)[4]	x			x	x	-	x	General cargoes, timber, construction materials, coal
P 50–05	Yaroslavl (Volga, 520.0 km)[4]		x		x	-	-	x	General cargoes, timber, construction materials, fertilizers
P 50–06	Nizhniy Novgorod (Volga, 905.0 km)[4]	x			-	-	-	x	General cargoes, timber, construction materials, coal
P 50–07	Kazan (Volga, 1 311.0 km)[4]		x		x	…	…	x	General cargoes, construction materials, scrap, heavy goods
P 50–08	Ulianovsk (Volga, 1 528.0 km)[4]	x			x	-	-	x	General cargoes, construction materials, coal

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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 50–09	Samara (Volga, 1 738.0 km)[4]		x		x	-	-	x	General cargoes, timber, construction materials, coal
P 50–10	Saratov (Volga, 2 165.0 km)[4]	x			x	-	-	x	General cargoes, timber, construction materials, coal, cereals
P 50–11	Volgograd (Volga, 2 551.0 km)[4]	x			x	-	-	x	General cargoes, timber, construction materials, coal
P 50–12	Astrakhan, sea port (Volga, 3 051.0 km)[4]		x		x	-	-	x	General cargoes, construction materials, timber
P 50–02–01	Moskva Northern Port (Kanal imeni Moskvi, 46.0 km)[4]	x			x	x	-	-	General cargoes, timber, construction materials, salt
P 50–02–02	Moskva Western Port (Kanal imeni Moskvi, 32.0 km)[4]	…	…		…	…	…	x	General cargoes, timber, construction materials, salt
P 50–02–03	Moskva Southern Port (Kanal imeni Moskvi, 0.0 km, Moskva River 151.0 km, from its confluence with Oka River)	x			x	x	…	x	General cargoes, timber, construction materials, salt
P 50–02–02–01	Tver (Volga, 272.0 km)[4]		x		x	-	-	-	General cargoes, construction materials
P 50–01–01	Perm (Kama, 2 260.0 km)[4]	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)	…	…	…	…	…	…	…	

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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 60–12	Vyborg (Vyborg Bay)	…	…	…	…	…	…	…	
P 60–13	Petrozavodsk (Lake Onega, 1 009.0 km)[4]	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, 0.0 km)	x			x	…	…	x	General cargoes, construction materials
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
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

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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 60–11–02–02	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 70–01bis	Lochem (Twentekanaal, 15.5 km)	x			-	-	-	-	
P 70–01ter	Hengelo (Twentekanaal, 45.1 km)		x		x	x	-	x	
P 70–02	Enschede (Twentekanaal, 49.8 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			-	-	-	-	
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)	…	…	…	x	…	…	x	
P 70–17	Kaliningrad river port (Pregolia, 9.0 km)	x			…	…	…	x	Actual cargo turnover is 100 000 t
P 70–01–01	Gouda (Hollandse IJssel, 1.4 km)	x			-	-	-	-	
P 70–01–02	Alphen aan den Rijn (Oude Rijn, 39.5 km)	x			x	x	-	-	
P 70–03–01	Almelo (Zijkanaal, 17.6 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 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	
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 goods

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					20'	40'			
1		2	3	4	5	6	7	8	9
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, agricultural products/fertilizers
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			-	-	-	-	
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	

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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 80–29	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, 2 370.0–2 378.0 km)	x			x	x	-	x	
P 80–32	Deggendorf* (Danube, 2 281.0–2 284.0 km)	x			x	x	-	-	
P 80–33	Linz (Danube, 2 128.2–2 130.6 km)	x			x	x	x	x	All cargoes
P 80–34	Linz-Vöest* (Danube, 2 127.2 km)		x		x	x	-	x	Metallurgical products
P 80–35	Enns-Ennsdorf (Danube, 2 111.8 km)	x			x	x	x	x	General and bulk cargoes, liquid gas
P 80–36	Krems (Danube, 1998.0 km)	x			x	-	-	x	All cargoes but oil and oil products
P 80–37	Wien (Danube, 1 916.8–1 920.2 km)	x			x	x	x	x	All cargoes
P 80–38	Bratislava (Danube, 1 867.0 km)		x		x	x	x	x	
P 80–39	Györ-Gönyü (Danube, 1 807.0 km)	x			...	...	...	...	Mainly bulk cargoes and oil products
P 80–40	Komárno (Danube, 1 767.1 km)		x		x	x	-	x	
P 80–41	Štúrovo (Danube, 1 722.0 km)	x			-	-	-	-	
P 80–42	Budapest (Danube, 1 640.0 km)		x		x	...	x	x	
P 80–43	Szàzhalombatta (Danube, 1 618.7 km)	x			...	...	...	...	Oil products
P 80–44	Dunaujvaros (Danube, 1 579.0 km)	x			-	-	-	x	Mainly bulk cargo
P 80–45	Dunaföldvàr (Danube, 1 563.0 km)	x			...	...	...	...	Oil products
P 80–46	Baja (Danube, 1 480.0 km)	x			x			x	
P 80–46bis	Apatin (Danube, 1 401.5 km)	x			…	…	…	…	
P 80–47	Vukovar (Danube, 1 333.1 km)	x			x	x	-	x	
P 80–47bis	Backa Palanka (Danube, 1 295.0 km)	x			x	…	…	x	
P 80–47ter	Novi Sad (Danube, 1 253.5 km)	x			x	…	…	x	
P 80–48	Beograd (Danube, 1 170.0 km)	x			x	x	…	x	
P 80–48bis	Pančevo (Danube, 1 152.8 km)	x			x	…	…	x	
P 80–49	Smederevo (Danube, 1 116.3 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 80–50	Orsova (Danube, 954.0 km)	x			-	-	-	x	
P 80–51	Turnu 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)		x		-	-	-	x	
P 80–53bis	Oriahovo (Danube, 678.0 km)	x			-	-	x	x	
P 80–54	Turnu Magurele (Danube, 597.0 km)	x			-	-	-	x	
P 80–55	Svistov (Danube, 554.0 km)	x			-	-	-	x	
P 80–56	Roussse (Danube, 495.0 km)		x		-	-	x	x	
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 Mm – 160.0 km)			x	-	-	x	x	
P 80–62	Giurgiulesti (Danube, 133.0 km)	x			x	x	-	x	Oil products, cereals and containers. Ro-Ro and general cargo terminals 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 Mm – 42.0 Mm)	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
	Gennevilliers (Seine, 194.7 km)			x	x	x	x	-	Construction materials, bulk cargo, metallurgy (ore, coils)
	Bonneuil-Vigneux (Seine, 169.7 km)	x			x	x	-	-	Construction materials, bulk cargo, metallurgy (ore, coils)
	Evry (Seine, 137.8 km)	x			x	x	x	x	Construction materials, bulk cargo, metallurgy (ore, coils)
	Melun (Seine, 110.0 km)	x			…	…	…	…	
	Limay-Porcheville (Seine, 109.0 km)	x			x	x	x	x	Construction materials, bulk cargo, metallurgy (ore, coils)
	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			…	…	…	x	
	Lagny (Marne, 149.8 km)	x			x	x	-	-	Containers: project
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	Šaľa (Váh, … km)	x			…	…	…	x	Port is planned
P 81–02	Sereď (Váh, … km)	x			…	…	…	…	Port is planned

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		0.5–3.0 million tonnes	3.0–10.0 million tonnes	> 10.0 million tonnes	CONTAINERS ** 20'	CONTAINERS ** 40'	RO-RO **		
1		2	3	4	5	6	7	8	9
P 81–03	Hlohovec (Váh, … km)	x			…	…	…	…	Port is planned
P 81–04	Piešťany (Váh, … km)	x			…	…	…	…	Port is planned
P 81–05	Nové mesto nad Váhom (Váh, … km)	x			…	…	…	…	Port is planned
P 81–06	Trenčín (Váh, … km)	x			…	…	…	…	Port is planned
P 81–07	Dubnica (Váh, … km)	x			…	…	…	…	Port is planned
P 81–08	Púchov (Váh, … km)	x			…	…	…	…	Port is planned
P 81–09	Považská Bystrica (Váh, … km)	x			…	…	…	…	Port is planned
P 81–10	Žilina (Váh, … km)	x			…	…	…	…	Port is planned
P 81–11	Čadca (Váh-Oder Link, ... km)	x			…	…	…	…	Port is planned
P 90–01	Taganrog, sea port (Taganrog Bay)	x			x	…	…	x	
P 90–02	Eysk, sea port (Taganrog Bay)	…	…	…	…	…	…	x	
P 90–03	Azov, sea port (Don, 3 168.0 km)[4]	x			x	-	-	x	General cargoes, timber, construction materials, ore, dross
P 90–04	Rostov, sea port (Don, 3 134.0 km)[4]		x		x	-	-	x	General cargoes, timber, construction materials, coal, dross
P 90–05	Oust-Donetsk (Severskiy Donets, 5.0 km from the mouth)	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

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					20'	40'			
1		2	3	4	5	6	7	8	9
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-Adriatic Sea Canal, 265.0 km from Milano Terminale)	x			…	…	…	…	
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 91–03–01	Mantova (Valdaro and private ports) (Mantova-Adriatic Sea Canal, 0.0 km and Mantova Lakes)		x		x	x	…	x	
P 91–03–02	Mantova Roncoferraro/Governolo (Mantova-Adriatic Sea Canal)	x			…	…	…	…	
P 91–03–03	Mantova Ostiglia (Mantova-Adriatic Sea Canal, 30.0 km)	x			…	…	…	…	

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					20'	40'			
1		2	3	4	5	6	7	8	9
P 91–03–04	Verona Legnago (Mantova-Adriatic Sea Canal, 65.0 km)	x			…	…	…	…	
P 91–03–05	Canda (Mantova-Adriatic Sea Canal)	x			…	…	…	…	
P 91–03–06	Rovigo (Mantova-Adriatic Sea Canal, 140.0 km)		x		x	x	…	x	
P 91–03–07	Conca di Volta Grimana (Mantova-Adriatic Sea Canal, 170.0 km)	…	…	…	…	…	…	…	
P 91–03–08	Porto Levante* (Po di Levante mouth)	…	…	…	…	…	…	…	Private ports. Public port in project.

Notes to Table 3

[1] After the construction of a new link Gent-Zeebrugge (E 07).

[2] Distances to ports on the river Elbe are measured: in Germany — from the Czech/German State border starting from 0.0 km; in the Czech Republic — from the German/Czech State border starting from 726.15 km to avoid duplication of distances in the two countries concerned.

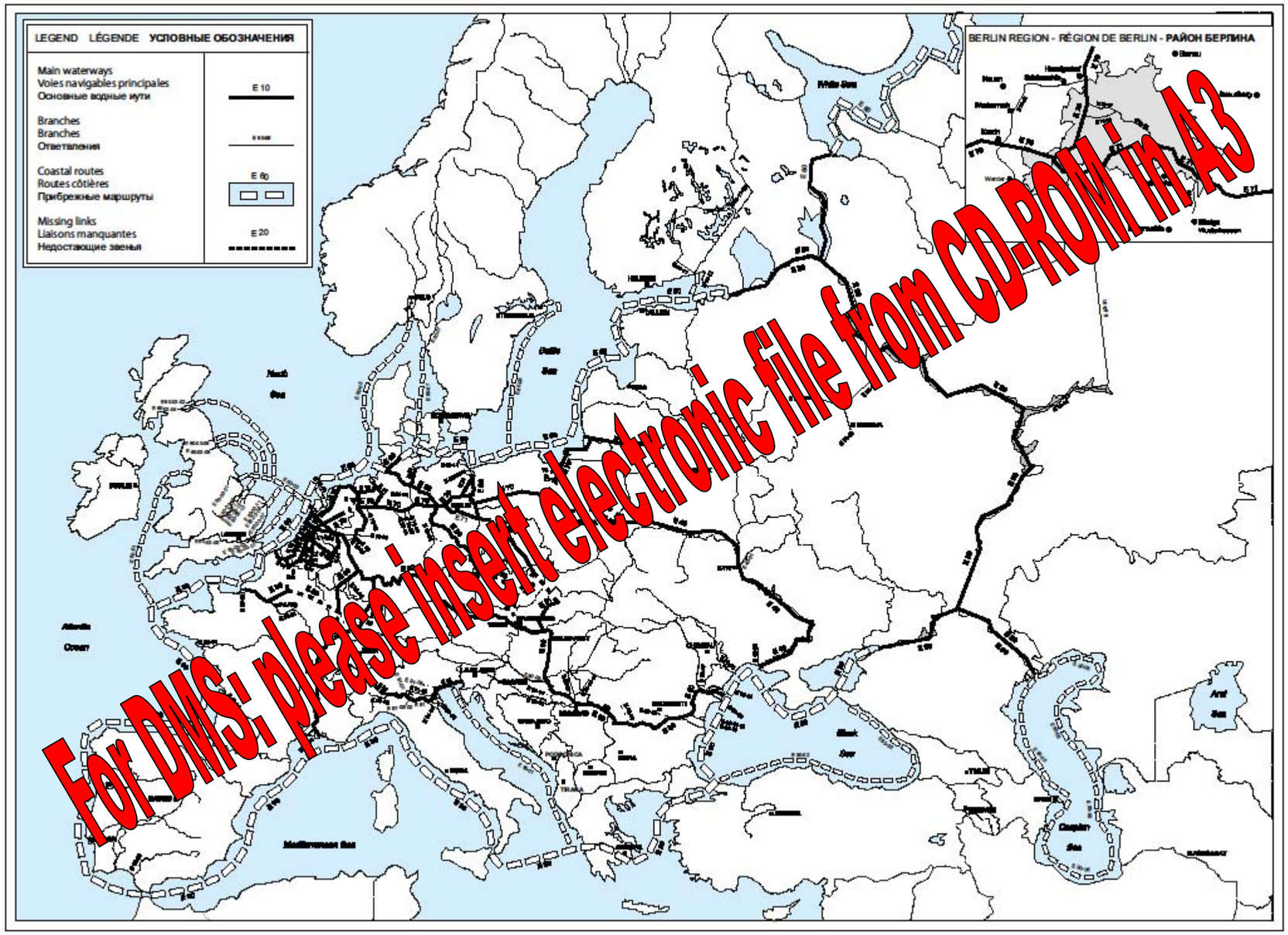
[3] The distance to Lithuanian ports is measured from the Klaipeda sea port.

[4] Distance from Moskva Southern Port.

[5] River port Sankt-Petersburg is currently included into a single Great Port of Sankt-Petersburg.

SCHEME OF THE NETWORK OF INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE

In conformity with Annex I of the
European Agreement on Main Inland Waterways of International Importance (AGN)


LEGEND LÉGENDE УСЛОВНЫЕ ОБОЗНАЧЕНИЯ
Main waterways
Voies navigables principales
Основные водные пути
E 10
Branches
Branches
Ответвления
Coastal routes
Routes côtières
Прибрежные маршруты
E 80
Missing links
Liaisons manquantes
Недостающие звенья
E 20
BERLIN REGION - RÉGION DE BERLIN - РАЙОН БЕРЛИНА
For DMS: please insert electronic file from CD-ROM in A3