

**Economic and Social Council**Distr.: General  
17 April 2013

Original: English

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**Economic Commission for Europe****Inland Transport Committee****Working Party on Inland Water Transport****Working Party on the Standardization of Technical  
and Safety Requirements in Inland Navigation****Forty-third session**

Geneva, 26–28 June 2013

Item 2(b) of the provisional agenda

**Inland waterway infrastructure:****Inventory of Main Standards and Parameters of the  
E Waterway Network (“Blue Book”)****Draft Addendum to the Inventory of Main Standards and  
Parameters of the E Waterway Network (“Blue Book”)****Note by the secretariat****I. Mandate**

1. At its forty-second session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) requested the secretariat to update the UNECE online database and issue addenda to the Blue Book on receiving relevant information from Governments (ECE/TRANS/SC.3/WP.3/84, para. 19). The Working Party may wish to consider the amendments received by the secretariat to-date and reproduced below, amend and/or provisionally approve them and decide whether to submit them to SC.3 for adoption.

**II. Amendments to Part 3, List of bottlenecks and missing links  
in the E waterway network by country**

2. *Modify* the list of strategic bottlenecks for Belarus *to read*
- Mukhovets (E 40) from Brest to Kobrin – low maximum draught (1.70 m).
  - Dneprovsko-Bugskiy Canal (E 40) from Kobrin to Pererub – low maximum draught (1.70 m).

- Pina (E 40) from Pererub to Pinsk – low maximum draught (1.70 m).
- Pripyat (E 40) from Stakhovo to Pkhov – low maximum draught (1.35 m).
- Pripyat (E 40) from Pkhov to Belarus/Ukrainian border – low maximum draught (1.30 m).

## II. Amendments to Table 1, Navigational Characteristics of Main European Inland Waterways of International Importance

3. *Modify the maximum draught for E 40 sections below to read*

Section of the E waterway	Length (km)	Maximum dimensions of vessels and pushed convoys which may be accommodated (m)			Minimum height under bridges (m)	Class	Suitability for combined transport
		Length (m)	Width (m)	Draught (m)			
PRIPYAT		.../...	.../...	...	...	...	...
Stakhovo – Mouth of the Mikashevichi Canal	64.9	100.0/100.0	10.20/10.20	2.00	10.00	IV <sup>31</sup>	B
PRIPYAT		.../...	.../...	...	...	...	...
Mouth of the Mikashevichi Canal – Mozyr	235.6	100.0/100.0	20.00/20.00	2.00	10.20	IV <sup>31</sup>	B

4. *Modify E 50 to read*

Section of the E waterway	Length (km)	Maximum dimensions of vessels and pushed convoys which may be accommodated (m)			Minimum height under bridges (m)	Class	Suitability for combined transport
		Length (m)	Width (m)	Draught (m)			
VOLGA		280.0/280.0	28.50/28.50	3.10	11.70	VIc	A
Rybinsk Lock – Krasnoarmeysk	2 160.3	280.0/280.0	28.50/28.50	3.10 <sup>45</sup>	11.70	VIc	A
VOLGA		269.0/269.0	28.50/28.50	3.10	11.70	VIc	A
Krasnoarmeysk – Streletskoye	445.0	269.0/269.0	28.50/28.50	3.10	11.70	VIc	A

5. *Modify E 80–08 to read*

Section of the E waterway	Length (km)	Maximum dimensions of vessels and pushed convoys which may be accommodated (m)			Minimum height under bridges (m)	Class	Suitability for combined transport
		Length (m)	Width (m)	Draught (m)			
DRAVA <sup>1</sup>		85.0	9.50	2.50	No restrictions	VI	A
From the mouth of the Danube to Nemetin Port	14.0	85.0	9.50	2.50	No restrictions	VI	A

<sup>1</sup> From km 0.0 to km 12.0: depth is partly reduced to less than 2.5 m during the low navigable water level, 70 days per year.

6. For the E 80–12 section from 371.2 km to 594.0 km of the Sava between Slavonski Brod and Sisak (Galdovo), *modify* the target value of the suitability for combined transport in column 9 *to read*

A

7. For the E 80–12 section from 371.2 km to 594.0 km of the Sava between Slavonski Brod and Sisak (Galdovo), *add* a footnote *reading*

From km 515.0 to km 591.0: width restrictions on curves, in some parts, one way navigation throughout the year.

8. For the E 80–12 section from 338.2 km to 371.2 km of the Sava between Oprisavci and Slavonski Brod, *modify* the target and present values of the suitability for combined transport in column 9 *to read*

A

9. For the E 80–12 section from 234.0 km to 313.7 km of the Sava between Gunja and Slavonski Šamac, *modify* the target and present values of the suitability for combined transport in column 9 *to read*

A

10. For the E 80–12 section from 234.0 km to 313.7 km of the Sava between Gunja and Slavonski Šamac, *add* a footnote *reading*

From rkm 307.0 to rkm 329.0, i.e. between Slavonski Šamac and Novi Grad: unregulated sections.

11. For the E 80–12 section from 313.7 km to 338.2 km of the Sava between Slavonski Šamac and Oprisavci, *add* a cross-reference to the footnote *reading*

From rkm 307.0 to rkm 329.0, i.e. between Slavonski Šamac and Novi Grad: unregulated sections. Between Jaruge and Novi Grad: limited width, one way navigation throughout the year. On section from km 321.0 to km 329.0: depth is reduced to less than 2.0 m during the low navigable water level, 170 days per year.

12. For the E 80–12 section from 210.8 km to 234.0 km of the Sava between Račinovici and Gunja, *modify* the present value of the suitability for combined transport in column 9 *to read*

A

13. For the E 80–12 section from 210.8 km to 234.0 km of the Sava between Račinovici and Gunja, *add* a footnote *reading*

From km 211.0 to km 223.0, depth is reduced to less than 2.5 m approximately 50 days per year.

### III. Amendments to Table 3, Technical characteristics of inland navigation ports of international importance

14. *After* P 05–08 *add* new port

P 05–01–01            Bossuit Kortrijk (Bossuit – Kortrijk Canal, 7.6 km)