Draft amendments to the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”)

Transmitted by the Governments of Belgium, Croatia and the Russian Federation

I. Mandate


2. The Working Party may wish to consider and adopt the amendments to the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”) approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its forty-seventh session (ECE/TRANS/SC.3/WP.3/94, para. 15) and reproduced below.
II. Amendments to Part 3, List of bottlenecks and missing links in the E waterway network by country

A. Belgium

3. Page 4, Basic bottlenecks

Line 4

Delete Plassendale — Nieuwpoort Canal (E 02–02–01)

Line 5

Amend the text as follows

Charleroi-Bruxelles Canal (E 04), Lembeek — Bruxelles section — upgrading the height under bridges and improvement of the waterway is required length of the locks to class Va. Project is under study.

4. Page 4, Strategic bottlenecks

Line 9

Amend the text as follows

Roeselare-Leie Canal (E 02–04), Roeselare — Ooigem section — improvement of waterway for class Va. Project is under study.

Line 12

Amend the text as follows

Boven-Schelde (E 05), Kerkhove — Asper section — renewal of weirs and upgrading lock capacity to class Vb. Project is under study.

Line 13

Amend the text as follows

Boven-Zeeschlede (E 05) on section Gent circular canal — Baasrode — upgrading from class IV to class Va. Project is under study.

B. Croatia

5. Page 5, Basic bottlenecks

At the end, insert

- Drava (E 80–08) from 0 km to 14 km – 3 critical sections with inadequate fairway parameters.

6. Page 5, Strategic bottlenecks

At the end, insert

- Danube (E 80) from 1,433.1 km to 1,295.5 km – 17 critical sections with inadequate fairway parameters.

\[1\] Corrected during the forty-seventh session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/94, para. 15)
C. Russian Federation

7. Page 12, Strategic bottlenecks

Amend the second sentence of footnote** as follows

To eliminate the insufficient draught, it is planned to build a low-head hydraulic complex in the area of Bolshoye Kozino or increase the water level of the Tcheboksary Reservoir. Design works were started in 2014 to build a low-head hydraulic complex in the area of Bolshoye Kozino, the startup is planned for 2021.

Amend footnote*** as follows

The construction of a second parallel lock is planned is in progress. The startup is planned for 2021.

III. Amendments to table 1, Navigational Characteristics of Main European Inland Waterways of International Importance

8. Table 1, page 32, line “E 50 VOLGA Krasnoarmeysk – Streletskoye”, column 6, lines 1 and 2

For 3.10 read 3.50

After line “E 50–01”, insert

<table>
<thead>
<tr>
<th>E Waterway</th>
<th>Section of E Waterway</th>
<th>Length (km)</th>
<th>Maximum dimensions of vessels and pushed convoys which may be accommodated</th>
<th>Minimum height under bridges (m)</th>
<th>Class</th>
<th>Suitability for combined transport</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>E 50–01–01</td>
<td>BELAYA</td>
<td>34.0</td>
<td>166.0 27.00 3.40</td>
<td>11.00</td>
<td>Vlb</td>
<td>A</td>
<td>Free-flowing</td>
</tr>
</tbody>
</table>

Mouth of the Belaya River – mouth of Agidel canal,
1 786.3 km;
Agidel canal – oil loading terminal

IV. Amendments to table 3, Technical Characteristics of Inland Navigation Ports of International Importance

9. Table 3, page 76

Delete line “P 50–02–02”
After line "P 50–01–01" insert

<table>
<thead>
<tr>
<th>E ports</th>
<th>Cargo handling capacity</th>
<th>Cargo handling equipment available for</th>
<th>Rail access</th>
<th>Other characteristics and comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.5–3.0 million tonnes</td>
<td>3.0–10.0 million tonnes</td>
<td>&gt;10.0 million tonnes</td>
<td>Containers Ro-Ro 20’ 40’</td>
</tr>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>P 50–01–02</td>
<td>Agidel (Belaya, 1 786.3 km)</td>
<td>x</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>