

Distr.: Restricted  
25 June 2018

English only

---

## **Working Party on Inland Water Transport**

### **Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation**

#### **Fifty-third session**

Geneva, 27-29 June 2018

Item 7 of the provisional agenda

#### **Terms and definitions related to inland water transport**

## **Amendments to the Terminology on Benchmarking Inland Waterways Transport Infrastructure Construction Costs (ECE/TRANS/WP.5/GE.4/2018/3)**

### **Note by the secretariat**

SC.3/WP.3 may wish to complement the terms and definitions proposed in ECE/TRANS/WP.5/GE.4/2018/3 with the classification of inland waterways and related terms used in the European Agreement on Main Inland Waterways of International Importance, the Blue Book and Resolution No. 30.

1. Categories of navigable inland waterways (paragraph 14 of ECE/TRANS/WP.5/GE.4/2018/3 could be complemented with more detailed UNECE/CEMT classification of navigable inland waterways (see the table below).

The draught (d) and the minimum height under bridges (H) indicated in the table are given in relation to LNWL for the draught and HNWL for the height under bridges.

Low Navigable Water Level (LNWL) corresponds to a long-term mean water level reached or exceeded in all but 20 ice-free days per year (approximately between 5 per cent and 6 per cent of the ice-free period).

High Navigable Water Level (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 height under bridges is determined in the middle of the bridge with due regard of the fairway and the shape of the bridge; it takes into account the security clearance of about 30 cm between the uppermost point of the vessel's structure or its load and a bridge.

On the Rhine, the Danube and the Mosel specific reference levels are applied that may differ from the definitions given above.



2. Suitability for combined transport

Inland navigation vessels with a width of 11.4 m and a length of approximately 110 m must be able to operate with three or more layers of containers; otherwise a permissible length of pushed convoys of 185 m should be ensured, in which case they could operate with two layers of containers.

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 110,0 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 185,0 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.

3. E ports are classified in accordance with their annual cargo-handling capacity (0.5-3 million tons, 3-10 million tons and more than 10 million tons).

---