Inventory of Main Standards and Parameters of the E Waterway Network

"Blue Book"
First Revised Edition
ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE
Working Party on Inland Water Transport

INVENTORY OF MAIN STANDARDS AND PARAMETERS OF THE E WATERWAY NETWORK

“BLUE BOOK”
First Revised Edition

UNITED NATIONS
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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 the implementation of the AGN.

This first revised version of the “Blue book” has been prepared by the Transport Division in accordance with the instructions of Governments as set out in TRANS/SC.3/144 and Adds.1-4 and additional information received by the secretariat from member Governments and river commissions. The revised “Blue book” is based on the AGN Agreement, as amended in accordance with the Depository Notification C.N.670.2006.TREATIES-4 of 29 August 2006 and reflected in ECE/TRANS/120 and Corr.1 and TRANS/SC.3/168/Add.1.
CONTENTS

INTRODUCTION 1

1. INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE 1

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

3. COASTAL ROUTES 13

4. EXPLANATIONS OF TABLES 1, 2 AND 3 13

TABLE 1: NAVIGATIONAL CHARACTERISTICS OF MAIN EUROPEAN INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE 15

TABLE 2: PARAMETERS OF LOCKS OF INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE 51

TABLE 3: TECHNICAL CHARACTERISTICS OF INLAND NAVIGATION PORTS OF INTERNATIONAL IMPORTANCE 63

SCHEME OF THE NETWORK OF INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE 85
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 in its annex III stipulates the requirements for the classification of E waterways. In total, 27,913 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. The breakdown by classes of inland waterways of international importance may be summarized in the table below.

<table>
<thead>
<tr>
<th>Classification of E waterways</th>
</tr>
</thead>
<tbody>
<tr>
<td>Missing links</td>
</tr>
<tr>
<td>Length (km)</td>
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<tr>
<td>%</td>
</tr>
</tbody>
</table>
In accordance with the AGN Agreement only waterways meeting the basic minimum requirements of class IV (minimum dimensions of vessels: 80.0 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. 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 SC.3 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).

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

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

**Basic bottlenecks**: none.

**Strategic bottlenecks**: Danube (E 80) from 2,038.0 to 2,008.0 km and from 1,921.0 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 (1.6 m).
- Dneprovsko-Bugskiy Canal (E 40) from Kobrin to Pererub - low maximum draught (1.6 m).
- Pina (E 40) from Pererub to Pinsk - low maximum draught (1.6 m).
- Pripyat (E 40) from Stakhovo to Pkhov - low maximum draught (1.3 m).
- Pripyat (E 40) from Pkhov to Belarus/Ukrainian border - low maximum draught (1.5 m).
Belgium

**Missing links:**
- Meuse - Rhine link.\(^2\)/
- Maldegem - Zeebrugge (E 07).

**Basic bottlenecks:**
- Kanaal Bocholt - Herentals (E 01-01), Bocholt - Dessel section.
- Zuid - Willemsvaart (E 01-01), section Bocholt - Belgium/Netherlands border.
- Gent - Oostende Canal (E 02), Brugge - Beernem section.
- Harelbeke - Halluin lock (E 02) - upgrading from class II to class IV. The project is under way.
- Plassendale - Nieuwpoort Canal (E 02-02-01).
- Charleroi-Bruxelles Canal (E 04), Lembeek - Bruxelles section - upgrading the height under bridges and improvement of the waterway is required.
- Bossuit - Kortrijk Canal (E 05-01), Zwevegem - Kortrijk section.
- Dender (E 05-04), Aalst - Dendermonde section.
- Canal de Lanaye (E 01) - building of a class VIb lock. The project is under way.

**Strategic bottlenecks:**
- Meuse (E 01) from Pont d'Ougrée to Liège - upgrading from class Vb to class VIb is envisaged.
- Lys Mitoyenne - Lys (Menin - Deinze section) and Lys Derivation Canal up to Schipdonk (E 02) - upgrading from class IV to class Vb is envisaged within the Seine - Escaut link project.
- Bruxelles - Schelde (E 04) - upgrading from class Va to class VIb is envisaged.
- Albertkanaal (E 05), Wijnegem passage and section Kanne - Liège - upgrading from class Vb to class VIb is envisaged.

\(^2\)/ This link is not mentioned in the AGN Agreement and its inclusion into the Inventory has been suggested by the Government of Belgium.
Bulgaria

**Missing links:** none

**Basic bottlenecks:** none

**Strategic bottlenecks:** Danube from 845.5 to 375.0 km - low fairway depth at dry seasons (below 2.50 m - value recommended by the Danube Commission) at several critical sections i.e.:

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

Croatia

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

**Basic bottlenecks:** Sava (E 80-12) from Serbian/Croatian State border to Sisak - upgrading from class III to class Vb is required.

**Strategic bottlenecks:** none.

Czech Republic

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

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

**Strategic bottlenecks:**

- Elbe (E 20) from Mělník to Chvaletice - low height under bridges (3.4 m) and narrow width of lock gates (12.0 m); from Chvaletice to Pardubice the construction of one lock is necessary.
- Vltava (E 20-06) - From Mělník to Praha - low height under bridges (4.5 m) and narrow width of lock gates (11.0 m).
**Finland**

**Missing links:** none.

**Basic bottlenecks:** none.

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

**France**

**Missing links:**
- Rhône - Rhine Canal (E 10).
- Seine - Moselle Link (E 80).
- Seine - Escaut Link (E 05).
- Saône - Moselle Link (E 10-02).

**Basic bottlenecks:** Meuse (E 01-02) between Givet and the Belgian border - upgrading to class IV.

**Strategic bottlenecks:**
- Rhine (E 10) from Ifezheim to Niffer - length of convoys is limited by 183 m, upgrading to class VIb (186.5 m). The project is under way.
- Oise (E 80) from Conflans to Creil - low height under bridges (5.18 m), from Creil to Compiègne low draught and height under bridges (2.50 m and 5.76 m, respectively).
- Oise (E 80) increasing the water draught up to 3.5 m between Creil and Conflans - Sainte-Honorine.
- Moselle (E 80) - lifting of bridges between Metz and Apach enabling 3-layer container transport.
- Network Nord Pas-de-Calais (E 02 and E 05) - lifting of bridges and upgrading of links with Belgium to class Va.
- Dunkerque - Escaut link and Escaut (E 01) up to Condé - low height under bridges (4.44 m).
- Deûle and Deûle Canal (E 02) from Quesnoy/Deûle to Lille - upgrading to class Va is under way, from Lille to Bauvin - low height under bridges (5.06 m).

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\* The secretariat has been informed by the Government of France that the project concerning the Rhône - Rhine Canal (E 10) had been abandoned.
Germany

**Missing link**: none.

**Basic bottlenecks**:
- Saale (E 20-04) from Halle 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 to class Vb is under way.
- Untere Havel - Wasserstraße (E 70) from Plauen to Spree - upgrading to class Vb is under way.
- Berlin region waterways (various sections) upgrading to class IV and higher classes is under way.
- Havel - Oder - Wasserstraße (E 70) - upgrading to class Va is under way.

**Strategic bottlenecks**:
- Rhine (E 10) - low fairway depth at dry seasons: downstream from Duisburg (2.5 m) and from St. Goar to Mainz (1.9 m).
- Datteln - Hamm Kanal (E 10-01) to the West of Hamm Harbour - upgrading to class Vb is under way.
- Rhine - Herne Kanal (E 10-03) - upgrading to class Vb is under way on sections which have not yet been modernized.
- Dortmund - Ems Kanal (E 13) from 108.3 km to 21.5 km - upgrading to class Vb is under way.
- Weser (E 14) from 360.7 km to Minden - low fairway depth (2.5 m).
- Elbe (E 20) from Lauenburg upstream to the border between Germany and the Czech Republic low fairway depth at dry season (1.4 m).
- Mosel (E 80) - construction of second lock chambers is under way.
- Main (E 80) upstream from Würzburg - low fairway depth (2.5 m).
- Danube (E 80) from Straubing to Vilshofen - low fairway depth (1.55 m).

**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**:
- Weser (E 14) - upgrading of Minden and Dörverden Locks.
- 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.
- Canals branching off from the Mittellandkanal (E 70-02, 70-04 and 70-06) - low fairway depth and height under bridges (2.00 m and 4.00 m, respectively), insufficient dimensions of locks.
- Oder - Spree Kanal (E 71) - upgrading from class III to class IV is required especially with regard to locks.

**Hungary**

**Missing links:** none.

**Basic bottlenecks:** none.

**Strategic bottlenecks:**
- Danube (E 80) joint Slovak - Hungarian section from Sap (1,810.0 km) to 1,708.2 km - low maximum draught at dry seasons (1.70 m) and height under bridges: road bridge Medved'ov (1,806.35 km) - 8.85 m; railway bridge Komárno (1,770.4 km) - 8.10-8.15 m; road bridge Komárno (1,767.8 km) - 7.75 m. Upgrading to 2.50 m and 9.10 m respectively is required.
- Danube (E 80), the section from 1,708.2 km to Budapest (1,652.0 km) - low maximum draught (1.50 - 1.70 m) and height under the railway bridge Ujpest (1,654.5 km) - 7.66m. Upgrading to 2.50 m and 9.10 m respectively is required.

**Lithuania**

**Missing links:** none.

**Basic bottlenecks:** Nemunas (E 41) from Jurbarkas to Kaunas - upgrading from class III to class Vb is required.

**Luxembourg**

**Missing links:** none.

**Basic bottlenecks:** none.

**Strategic bottlenecks:** none.

**Moldova**

**Missing links:** none.

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

**Strategic bottlenecks:** none.
Netherlands

Missing links: none.

Basic bottlenecks: Zuid-Willemsvaart up to Veghel (E 70-03) - upgrading to class IV.*

Strategic bottlenecks:
- Ijssel (E 70) from Arnhem to Zutphen - upgrading to class Vb 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 at least 3-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 after 2010.
- Lekkanaal (E 11-02) - upgrading of the Beatrix lock.
- Maas route (E 01) - upgrading to class Vb enabling 4-layer container transport.**
- E 06 waterway - increasing the capacity of the Kreekrak locks.***
- E 03 waterway - increasing the capacity of the Volkerak locks (expected to be carried out after 2010) and Terneuzen locks.****

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 Vb is required.
- Glivice Canal (E 30-01) - upgrading from class III to class Vb is required.
- Wisla (E 40) from Biala Gora to Wloclawek and from Plock to Warszawa - upgrading from classes I and II to class Vb is required.
- Zeran Canal (E 40) from Zeran to Zegrze Lake - upgrading from class III to class Vb is required.
- Bug (E 40) from Zegrze Lake to Brest - upgrading to class Vb 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 Vb is required.

* Project is under study and is expected to be carried out after 2006.
** The project is under study and is expected to be carried out in 2005-2019.
*** The realization of this project is conditional upon agreement between the Governments of the Netherlands and Belgium.
- Wisla (E 70) from Bydgoszcz to Biala Gora - upgrading from class II to class Vb is required.

- Szkarpawa (E 70) from Gdanska Glova to Elblag - upgrading from class III to class Vb is required.

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

**Romania**

**Missing links:**

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

**Basic bottlenecks:**

- Prut (E 80-07) from the mouth to Ungheni.
- Bega Canal (E 80-01-02) up to Timisoara.

**Strategic bottlenecks:**

- Danube (E 80) from 863 to 175 km - low fairway depth at dry seasons (below 2.50 m - value recommended by the Danube Commission) at several critical sections, i.e.:

  from 863 to 845.5 km, with fairway depth limited to 2.20-2.30 m for 7-15 days a year;

  from 845.5 to 610 km, with fairway depth limited to 2.10-2.20 m for 10-15 days a year;

  from 610 to 375 km, with fairway depth limited to 1.80-2.00 m for 20-40 days a year;

  from 375 to 300 km, with fairway depth limited to 1.60-2.20 m for 30-70 days a year;

  from 300 to 175 km, with fairway depth limited to 1.90-2.10 m for 15-30 days a year.

- Danube (E 80) from 170 km to the Black Sea - low fairway depth at dry seasons (below 7.30 m - value recommended by the Danube Commission) at several critical points, i.e. at 73, 57, 47, 41 and 37 nautical miles and at the Sulina bar at the mouth of the Sulina Canal where it meets the Black Sea, where the fairway depth is limited to 6.90-7.00 m for 10-20 days a year.
**Russian Federation**

**Missing links**: none.

**Basic bottlenecks**: none.

**Strategic bottlenecks**: 
- Don (E 90) from Kalach to Azov - low water depth (3.40 m) at sill of the Kochetov Lock (162.0 km).*
- Volga (E 50) - low water depth at sill of the Gorodetski Lock (850.0 km).**

**Serbia**

**Missing links**: none

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

**Strategic bottlenecks**: 
- Danube (E 80) from 863 to 845.5 km - low fairway depth at dry seasons (below 2.50 m - value recommended by the Danube Commission) with fairway depth limited to 2.20-2.30 m for 7-15 days a year.
- Danube (E 80) at Novi Sad (1,254.25 km) - low height under a temporary road/railway bridge (6.82 m).
- Sava (E 80-12) from its mouth to the State border - upgrading to class Vb is required.

**Slovakia**

**Missing links**: 
- Danube - Oder - Elbe Connection (E 20 and E 30).
- Váh - Oder Link (E 81).

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

**Strategic bottlenecks**: 
- Danube (E 80) from Devín (1,880.26 km) to Bratislava (1,867.0 km) - upgrading from class VIb to class VIc when going downstream.

* The construction of a second parallel lock is under way with a depth at sill of 4.00 m.

** 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. Currently, the Government is considering the appropriate level for the filling of the Tcheboksary Reservoir. Thereafter, a decision will be taken on the way to improve the navigable conditions on this section.
- Danube (E 80) from Devín (1,880.26 km) to Devínska Nová Ves (Morava (E 30), 6.0 km) - upgrading to class Vb.

- Danube (E 80) - insufficient height under bridges: at Bratislava (1,868.14 km) - 7.59 m, at locks of the Gabčíkovo Hydro Electrical Complex (1,826.55 km and 1,819.3 km) - 8.90 m. Upgrading is required up to 9.10 m.

- Danube (E 80) from Sap (1,810.0 km) to the mouth of the Ipeľ River (1,708.2 km) - insufficient depth at low water level and insufficient height under the bridges.

- Váh (E 81) from Kráľová (63.1 km) to Hlohovec (101.9 km) - construction of Sered’-Hlohovec hydraulic complex and reconstruction of canals and locks is required in order to upgrade this section of the river to class VIa.

- Váh (E 81) from Komárno (0.0 km) to Selice (42.0 km) - low maximum draught (1.6 m). Navigable conditions will improve after the construction downstream on the Danube of the Gabčíkovo-Nagymaros hydraulic works.

**Switzerland**

*Missing links*: none.

*Basic bottlenecks*: none.

*Strategic bottlenecks*: none.

**Ukraine**

*Missing links*: none.

*Basic bottlenecks:*

- Desna (E 40-01) from the mouth to Chernihiv - upgrading from class III to class IV is required.

- Dnestr (E 90-03) from Belgorod-Dnestrovsky to Ukraine/Moldova border - upgrading from class III to class Vb is required.
3. COASTAL ROUTES

Coastal routes mentioned in annex I to AGN are intended to ensure the continuity of the E waterways' 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.

4. 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 at 1 October 2005.

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 envisaged modernization of existing waterway or construction of a new water link, while the lower one shows existing parameters. Maximum admissible length and width of vessels/convoys are separated by a slash.

The draught (d) and the minimum height under bridges (H) indicated in Table 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% and 6% of the ice-free period). The HNWL corresponds to a level existing for not less than 1% 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% 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% 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% 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 600 locks, 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 391 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

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

<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>
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**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.
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1. **continued**
2. DORDTSCHE KIL AND NOORD
3. Sea vessels route
4. Vlc
5. Va
6. A
7. B
8. C
9. Va
10. A

Notes:
- **MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED**
- **MINIMUM HEIGHT UNDER BRIDGES****
- **CLASS**
- **SUITABILITY FOR COMBINED TRANSPORT**

Inventory of Main Standards and Parameters of the E Waterway Network
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## Inventory of Main Standards and Parameters of the E Waterway Network

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<sup>1</sup> Dimensions in meters. <sup>2</sup> Heights in meters. <sup>3</sup> Classifications: I = Free-flowing, II = Canalized, III = Canalized, IV = New link to be built. <sup>4</sup> Comments: C = When going downstream, B = When going upstream. <sup>5</sup> New link to be built.
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<td>Kyiv - Kanev Hydroelectric Power Plant (GES) (656.0 km - 722.0 km)</td>
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<td>13.23/15.20</td>
<td>3.65</td>
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<td>E WATERWAY</td>
<td>SECTION OF E WATERWAY</td>
<td>LENGTH</td>
<td>MAXIMUM DIMENSIONS OF VESSELS AND PUSHED CONVOYS WHICH MAY BE ACCOMMODATED</td>
<td>MINIMUM HEIGHT UNDER BRIDGES**** (m)</td>
<td>CLASS</td>
<td>SUITABILITY FOR COMBINED TRANSPORT**</td>
<td>COMMENTS</td>
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<td>DNIPRO, Kanev GES - Kremenchuk GES 722.0 km - 556.0 km</td>
<td>166.0</td>
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<td>DNIPRO, Dnipro GES - Dnipro GES - Dnipro GES 433.0 km - 305.0 km</td>
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<td>Dnipro GES - Kakhovka GES (305.0 km - 93.0 km)</td>
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<td>PIVDENNY BUH Up to Mykolaiv</td>
<td>…</td>
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<td>MINIMUM HEIGHT UNDER BRIDGES (m)</td>
<td>CLASS</td>
<td>SUITABILITY FOR COMBINED TRANSPORT</td>
<td>COMMENTS</td>
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<td>DRAUGHT (m)</td>
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<td>.../220.0</td>
<td>.../24.36</td>
<td>7.00</td>
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<td>83.0/83.0⁴⁸</td>
<td>11.40/11.40</td>
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<td>MINIMUM HEIGHT UNDER BRIDGES****</td>
<td>CLASS</td>
<td>SUITABILITY FOR COMBINED TRANSPORT**</td>
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<td>WIDTH*** (m)</td>
<td>DRAUGHT (m)</td>
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<td>From the mouth to Bec d'Ambes le Verdon</td>
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<td>Bec d'Ambes le Verdon - Cadillac</td>
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<td>From Cadillac to Castets-en-Dorthe</td>
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<td>From Outer Buoy to Harlingen</td>
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<td>MINIMUM HEIGHT UNDER BRIDGES*** (m)</td>
<td>CLASS</td>
<td>SUITABILITY FOR COMBINED TRANSPORT**</td>
<td>COMMENTS</td>
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<td>WIDTH*** (m)</td>
<td>DRAUGHT (m)</td>
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<td>13.00³</td>
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<td>4.20³</td>
<td>42.00</td>
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<td>4.90³</td>
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<td>20.00/20.00</td>
<td>1.40³</td>
<td>4.90³</td>
<td>Va</td>
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<td>COLNE</td>
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<td>96.0/96.0</td>
<td>4.50</td>
<td>75.0/75.0</td>
<td>18.00/18.00</td>
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<td>Up to Rowhedge</td>
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<td>96.0/96.0</td>
<td>4.50</td>
<td>75.0/75.0</td>
<td>18.00/18.00</td>
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<td>STOUR (SUFFOLK)</td>
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<td>75.0/75.0</td>
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<td>IV</td>
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<td>Up to Mistley</td>
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<td>5.20</td>
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**Note:** Totals are approximations and may vary slightly due to rounding.
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<th>MINIMUM HEIGHT UNDER BRIDGES (m)</th>
<th>CLASS</th>
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<td>Mouth of the Havel - Oder-Wasserstraße - Kostrzyn³⁸</td>
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<td>Mouth of River Brda - Biala Gora (772.5 km - 886.6 km)</td>
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<td>TELTOWKANAL AND BRITZER VERBINDUNGS Kanal</td>
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<td>79.4</td>
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<td>2249.0 km - 2201.8 km</td>
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<td>120.0/180.0 22.90/22.90 2.70&lt;sup&gt;63&lt;/sup&gt; 8.00</td>
<td>VIb&lt;sup&gt;20&lt;/sup&gt; 21 28</td>
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<td>DANUBE</td>
<td>2201.8 km - 2038.2 km</td>
<td>163.6</td>
<td>.../230.0 23.00/23.00 3.00&lt;sup&gt;69&lt;/sup&gt; 8.00</td>
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<td>DANUBE</td>
<td>2038.2 km - 2008.0 km</td>
<td>30.2</td>
<td>.../230.0 23.00/23.00 3.00&lt;sup&gt;71&lt;/sup&gt; 8.00</td>
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<td>2008.0 km - 1949.2 km</td>
<td>58.8</td>
<td>.../230.0 23.00/23.00 3.00&lt;sup&gt;69&lt;/sup&gt; 8.00</td>
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*DIMENSIONS: L - LENGTH (m), W - WIDTH (m), D - DRAUGHT (m), H - HEIGHT UNDER BRIDGES (m)
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### Notes to Table 1

1. When bridge is not open air draught is 11.50 m for mean high water (MHW) at normal Amsterdam Peil (Dutch reference water level = mean sea tide level) (NAP) + 0.96 m.
2. Only permitted when proceeding downstream.
3. Depending on the tide water level prevailing.
4. All bridges are movable.
5. Sea-going vessels measuring 175.00 m x 25.00 m x 8.80 m are admitted.
6. For fixed low water level for rivers (OLW) NAP - 0.20 m.
7. When bridge is not open air draught is 12.00 m for MHW NAP + 0.96 m.
8. For OLW NAP + 0.15 m.
9. For sea-going vessels measuring 256.00 m x 34.00 m x 12.25 m.
10. For fixed low water level (OLR) at Lobith NAP + 7.95.
11. For water level at high river discharge at Lobith NAP + 15.58 m (Marke II).
12. Fairway depth, below GLW 92 (between Emmerich and Duisburg: 2.80 m below GLW).
13. When going downstream; reduced to 22.90 m in low water conditions.
14. Fairway depth, below high water level (GLW) 92.
15. Fairway depth, below GLW 92 (between St. Goar and Mainz: 1.90 m below GLW).
16. The height under the railway bridge at Strasbourg Kehl is currently 6.75 m at HNWL (highest navigable water level).
17. The secretariat was informed by the Government of France that the Rhône-Rhine Canal project has been abandoned.
18. Bridge at Avignon - 6.30 m, Bridge at Tarascon - 7.40 m, bridge at Arle - 7.88 m.
19. Fos - Port of Marseille section is not operable because of closure of the Rove tunnel.
20. The under-bridge headroom requirement for this class cannot be met.
21. Restrictions apply with regard to two-way traffic.
22. Single units and convoys of up to 90 m in length and 9.60 m in width, may draw up to 2.80 m.
23. From 113.0 km to 124.0 km - 5.50 m.
24. The draught may be reduced to 2.10 m for twenty days a year at low water level downstream of Iffezheim.
25. These figures correspond to a level of 5.00 m on the scale at Bâle-Rheinhalle.
26. The Mittlere Brücke has 4.80 m headroom for each arch over a width of 17.00 m at the highest navigable flood level.
27. No dimension established for inland navigation vessels; sea-going ships measuring 325.0 m x 42.00 m x 13.10 m are admitted.
28. The depth required for this category cannot be guaranteed (depending on the water level prevailing).
29. At the fixed water level in channel (KP).
30. Above mean water level.
31. Fairway depth, below GLW 89.
32. Depending on the water level prevailing.
The total length of the Lüneburg Shiplift is 100 m; single units of up to 100 m in length are accepted. This project is not expected to be realized in the near future. Maximum permissible draught on the section Mělník-Praha Radotín - 1.8 m and on the section Praha Radotín-Slapy - 1.2 m. The permissible length-of-convoy requirement for this class cannot be met. Class to be agreed by the Governments of Poland and Germany. According to the information of the Government of Poland. Estimated depth of the channel exceeded during 20 ice-free days a year on average. According to the information received from the Government of Germany. Non-navigable waterway. A weir in Kozłowice, downstream of Brest, has no navigational locks and constitutes a main obstacle. During the locking procedure the pusher is to enter the chamber alongside the barges. Periodically, at a low water level, the maximum draught is limited to 3.00 m. Fairway depth. Limitation draught on the section from Gorodetski Lock to Nizhniy Novgorod (length, 56 km). At a project water level. On the Sarapul-Chaikovsky section (68 km in length). On other sections the maximum navigable draught is 3.50 m. 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. The draught of 3.80 m is ensured on 162 km of the river (from its mouth to 135.0 km and on 27 km between the Pocinho weir and Spanish port Vega Terron). On the rest of the river the draught of 2.00 m is ensured. This figure is reduced to 6.60 m under the bridge of Ferradosa at 151.0 km. This waterway is not mentioned in the AGN Agreement. The lowest height is under the Westminster Bridge. 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 m x 19 m x 6.80 m. 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. As an alternative to the waterway via the Szkarpawa River. Improvement of the Untere Havel Wasserstraße is under way to the south of Wustermark. No restriction when bridges are open. Under-bridge headroom at the Koblenz rail bridge is reduced to less than 6.00 m on about 50 days per year. Except for road bridge Auheim at 59.56 km, where an under-bridge headroom of 4.39 m applies. Vessels exceeding 90 m in length are subject to additional requirements regarding the carriage of equipment. Except for Kettenbrücke and Löwenbrücke Bridges at Bamberg, where an under-bridge headroom of 5.41 m applies. A special permit is required when the draught exceeds 2.50 m.
At the minimum regulated navigable water level (ENR) existing for 96% of the ice-free period, established on the basis of the flows observed over a period of 40 years (fairway depth).

The single-unit permissible length and width requirement for this class cannot be met.

Road bridge at Pfatter.

Only vessels with a beam of up to 11.40 m may navigate downstream.

Railway bridge at Deggendorf.

Luitpolbrücke at Passau.

Maximum draught according to Police Regulations; 2.70 m fairway depth at LNWL.

Road/railway bridge at Linz.

Maximum draught according to Police Regulations; 3.00 m fairway depth at LNWL.

Maximum draught according to Police Regulations; 2.20 m fairway depth at LNWL at several bars.

Road bridge at Stein/Mautern.

Bridge at Bratislava (1868.1 km). At a water level of + 619 cm according to the Bratislava/Devín hydrometric station.

Data concerning this section have been submitted by the Slovak Government.

Bridge at Budapest - Lânchid (1647.0 km).

Bridge at Bajá (1480 km).

Temporary road/railway bridge at Novy Sad (1,254 km).

Data received from the Government of Serbia. The higher values of draught and air draught of up to 5 m and 13.50 m, respectively, are ensured on request and against payment of costs.

Data received from the Government of Romania.

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.

The difference in kilometrage is due to the difference in measurements between Serbia and Croatia.

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.

On the section from the Kochetovsky hydroelectric complex to Azov (165 km in length). On other sections, the maximum navigable draught is 3.50 m.

No direct link Po - Adriatic Sea is possible because of sand banks at the estuary of the Po River.
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<td>Amerongen, 922.0 km</td>
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<td>E 81</td>
<td>VÁH</td>
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<td>Azov - Kalach</td>
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<td>VOLGO - DONSKOY CANAL</td>
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<tr>
<td>E 91-03</td>
<td>PADOVA - VENEZIA CANAL</td>
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</table>
Notes to table 2

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

<table>
<thead>
<tr>
<th>E PORTS</th>
<th>CARGO HANDLING CAPACITY</th>
<th>CARGO HANDLING EQUIPMENT AVAILABLE FOR CONTAINERS **</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>20'</td>
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<tr>
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<td>1</td>
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<td>3</td>
<td>4</td>
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<tr>
<td>P 01-01</td>
<td>Dunkerque (Dunkerque-Valenciennes Canal, 20.5 km)</td>
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<td>P 01-02</td>
<td>Charleroi (Lower Sambre, 38.8 km)</td>
<td>...</td>
<td>x</td>
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<tr>
<td>P 01-03</td>
<td>Namur (Meuse, 46.3 km)</td>
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<tr>
<td>P 01-04</td>
<td>Liège (Meuse, 113.7 km)</td>
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<td>x</td>
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<td>P 01-05</td>
<td>Maastricht (Maas, 4.5 km)</td>
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<td>Stein (Maas, 21.9 km)</td>
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<td>P 01-08</td>
<td>Maasbracht (Maas, 41.8 km)</td>
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<td>Roermond (Maas, 74.3 km)</td>
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<td>Oss (Maas, 159.1 km)</td>
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<td>P 01-11</td>
<td>Dordrecht (Merwede, 974.4 km)</td>
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<td>P 01-12</td>
<td>Zwijndrecht (Oude Maas, 980.6 km)</td>
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<td>P 01-13</td>
<td>Vlaardingen (Nieuwe Waterweg, 1010.5 km)</td>
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<td>P 01-14</td>
<td>Maassluis (Nieuwe Waterweg, 1018.7 km)</td>
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<td>Overpelt (Kanaal Bocholt-Herentals, 14.8 km)</td>
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<td>P 01-03-01</td>
<td>'s-Hertogenbosch (Zuid-Willemsvaart, 4.0 km)</td>
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<td>Zeebrugge (North Sea)</td>
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<td>Aalter (Gent - Oostende Canal, 22.5 km)</td>
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<td>Lille (Deûle, 42.0 km)</td>
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<td>P 02-02-01</td>
<td>Oostende (North Sea)</td>
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<td>P 02-04-01</td>
<td>Roeselare (Roeselare-Leie Canal, 0.5 km)</td>
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<td>P 02-04-02</td>
<td>Izegem (Roeselare - Leie Canal, 6.4 km)</td>
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* Private Port
** Legend: x available - not available ... no information
**E PORTS** | **CARGO HANDLING CAPACITY** | **CARGO HANDLING EQUIPMENT AVAILABLE FOR CONTAINERS** | **RAIL ACCESS** | **OTHER CHARACTERISTICS AND COMMENTS**
---|---|---|---|---
<p>| | 0.5-3.0 million tonnes | 3.0-10.0 million tonnes | &gt; 10.0 million tonnes | 20' | 40' | **** | **** |
| 1 | | | | | | | |
| P 03-01 | Moerdijk (Hollands Diep) | | | | | | |
| | | | | | | | |
| P 03-02 | Terneuzen (Gent - Terneuzen Canal, 32.5 km) | | | | | | |
| | | | | | | | |
| P 03-03 | Zeltate (Gent - Terneuzen Canal, 19.6 km) | | | | | | |
| | | | | | | | |
| P 03-04 | Gent (Gent - Terneuzen Canal, 4.6 km) | | | | | | |
| | | | | | | | |
| P 04-01 | Vlissingen (Westerschelde) | | | | | | |
| | | | | | | | |
| 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) | | | | | | |
| | | | | | | | |
| P 04-04 | Grimbergen (Bruxelles-Schelde Canal, 75.8 km) | | | | | | |
| | | | | | | | |
| P 04-05 | Bruxelles (Bruxelles-Schelde Canal, 81.5 km) | | | | | | |
| | | | | | | | |
| P 05-01 | Avelgem (Boven-Schelde, 35.7 km) | | | | | | |
| | | | | | | | |
| P 05-02 | Melle (Boven-Zeeschelde, 9.9 km) | | | | | | |
| | | | | | | | |
| P 05-03 | Meerhout (Albertkanaal, 80.7 km) | | | | | | |
| | | | | | | | |
| P 05-04 | Ham (Albertkanaal, 73.7 km) | | | | | | |
| | | | | | | | |
| P 05-05 | Hasselt (Albertkanaal, 51.5 km) | | | | | | |
| | | | | | | | |
| P 05-06 | Genk (Albertkanaal, 42.9 km) | | | | | | |
| | | | | | | | |
| P 05-07 | Centre and West (Schelde, 22.0 km) | | | | | | |
| | | | | | | | |
| P 05-04-01 | Aalst (Dender, 53.7 km) | | | | | | |
| | | | | | | | |
| P 06-01 | Antwerpen (Schelde, 102.9 km) | | | | | | |
| | | | | | | | |
| P 06-02 | Bergen op Zoom (Scheld-Rijn Connection, 1031.8 km) | | | | | | |</p>
<table>
<thead>
<tr>
<th>E PORTS</th>
<th>CARGO HANDLING CAPACITY</th>
<th>CARGO HANDLING EQUIPMENT AVAILABLE FOR CONTAINERS **</th>
<th>RAIL ACCESS **</th>
<th>OTHER CHARACTERISTICS AND COMMENTS</th>
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<td>Wiesbaden (Rhone, 500.0 km)</td>
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<td>Gernsheim (Rhone, 462.0 km)</td>
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<td>Worms (Rhone, 444.0 km)</td>
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<td>Mannheim (Rhone, 424.0 km)</td>
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<td>Ludwigshafen (Rhone, 420.0 km)</td>
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<td>Speyer (Rhone, 400.0 km)</td>
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<td>Germersheim (Rhone, 385.0 km)</td>
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<td>Wörth (Rhone, 366.0 km)</td>
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<td>Karlsruhe (Rhone, 360.0 km)</td>
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<td>Kehl (Rhone, 297.0 km)</td>
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<td>Strasbourg (Rhone, 296.0 km)</td>
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<td>Breisach (Rhone, 226.0 km)</td>
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<td>Colmar-Neuf Brisach (Rhone, 225.8 km)</td>
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<td>Mulhouse-Ottmarsheim (Grand Canal d’Alsace, 21.0 km)</td>
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<td>Fort Louis Stattmatten (Grand Canal d’Alsace, 322.0 km)</td>
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<td>Île Napoléon (Rhone-Rhine Canal, 37.6 km)</td>
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<td>P 10-42</td>
<td>Mulhouse (Rhone-Rhine Canal, 31.0 km)²</td>
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<td>Aproport (Chalon, Mâcon, Villfranche-sur-Saône) (Saône, 230.0 km, 296.0 km, and 335.0 km)</td>
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<td>Pagny (Saône)³</td>
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<td>Lyon (Rhone, 375.0 km)</td>
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<td>Marseille-Fos (Marseille-Rhône Canal, 0.0 km)</td>
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<td>Rhein-Lippe-Hafen* (Wesel-Datteln-Kanal, 1.0 km)</td>
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<td>Marl Hüls-AG* (Wesel-Datteln-Kanal, 38.0 km)</td>
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<td>Auguste Victoria* (Wesel-Datteln-Kanal, 39.0 km)</td>
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<td>Lünen (Datteln-Hamm-Kanal, 11.0 km)</td>
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<td>Berkamen* (Datteln-Hamm-Kanal, 22.0 km)</td>
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<td>Hamm (Datteln-Hamm-Kanal, 34.0 km)</td>
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<td>Schmehausen* (Datteln-Hamm-Kanal, 47.0 km)</td>
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<td>Essen (Rhein-Herne-Kanal, 16.0 km)</td>
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<td>Coelln-Neuessen* (Rhein-Herne-Kanal, 17.0 km)</td>
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<td>Ruhr-Oel* (Rhein-Herne-Kanal, 22.0 km)</td>
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<td>Gelsenkirchen (Rhein-Herne-Kanal, 24.0 km)</td>
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<td>Wanne-Eickel (Rhein-Herne-Kanal, 32.0 km)</td>
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<td>Mühlheim (Ruhr, 8.0 km)</td>
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<td>Heilbronn (Neckar, 110.0 km)</td>
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<td>Stuttgart (Neckar, 186.0 km)</td>
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<td>Plochingen (Neckar, 200.0 km)</td>
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<td>Huningue (Rhine, 168.4 km)</td>
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<td>Rheinhäfen beider Basel (Rhine, 159.15-170.0 km)</td>
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<td>Fos (Fos Bay, sea section)</td>
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<td>E PORTS</td>
<td>CARGO HANDLING CAPACITY</td>
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<td>Zaandam (Zaan, 1.4 km)</td>
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<td>Nijmegen (Waal, 884.6 km)</td>
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<td>Brake (Weser, 41.0 km)</td>
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<td>Bremen (Weser, 4.0-8.0 km)</td>
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<td>Lelystad (Ijsselmeer)</td>
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<td>Emden (Ems, 41.0 km)</td>
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<td>Oldenburg* (Hunte, 0.0 - 5.0 km)</td>
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<td>Leenwarden (Haringsmakanaal, 23.7 km)</td>
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## E Ports

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<th>Cargo Handling Capacity</th>
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<th>Rail Access **</th>
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<td>P 20-03 Büttelfleet* (Elbe, 668.0 km)</td>
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<td>P 20-05 Lauenburg (Elbe, 568.0 km)</td>
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<td>P 20-06 Tangermünde (Elbe, 388.0 km)</td>
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<td>P 20-07 Kieswerk Rogätz* (Elbe, 354.0 km)</td>
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<td>P 20-08 Magdeburger Häfen (Elbe, 330.0 and 333.0 km)</td>
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<td>P 20-09 Schönebeck (Elbe, 315.0km)</td>
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<td>P 20-10 Aken (Elbe, 277.0 km)</td>
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<td>P 20-11 Torgau (Elbe, 154.0 km)</td>
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<td>P 20-12 Kieswerk Mühlberg* (Elbe, 125.0 km)</td>
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<td>P 20-13 Riesa (Elbe, 109.0 km)</td>
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<td>P 20-14 Dresden (Elbe, 57.0 and 61.0 km)</td>
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<td>P 20-15 Děčín (Elbe, 98.2 and 94.2 km)</td>
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<td>P 20-16 Ústí nad Labem (Elbe, 75.3 and 72.5 km)</td>
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<td>P 20-17 Mělník (Elbe, 3.0 km)</td>
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<td>P 20-06-01 Praha (Vltava, 47.4 and 55.5 km)</td>
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<td>P 21-01 Lübeck (Trave, 2.0 - 8.0 km)</td>
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<td>P 30-01</td>
<td>Swinoujscie (Baltic Sea-mouth of the Oder)</td>
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<td>P 30-02</td>
<td>Szczecin (Oder, 741.0 km)</td>
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<td>P 30-03</td>
<td>Kostrzyn (Oder, 617.0 km)</td>
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<td>P 30-04</td>
<td>Wroclaw (Oder, 255.0 km)</td>
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<td>P 30-05</td>
<td>Kozle (Oder, 96.0 km)</td>
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<td>P 30-01-01</td>
<td>Gliwice (Gliwicki Canal, 41.0 km)</td>
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<td>P 40-01</td>
<td>Gdansk (Baltic Sea-mouth of the Wisla)</td>
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<td>Bydgoszcz (Wisla, 772.3 km and Brda, 2.0 km)</td>
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<td>P 40-03*</td>
<td>Warszawa (Wisla, 520.0 km and Zeran Canal, 2.0 km)</td>
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<td>P 40-04</td>
<td>Brest (Mukhovets)</td>
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<td>Pinsk (Pina, 12.0 km)</td>
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<td>P 40-04ter</td>
<td>Mozyr (Pripyat, 185.0 km)</td>
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<td>P 40-05</td>
<td>Kyiv (Dnipro, 856.0 km)</td>
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<td>Cherkassy (Dnipro, 653.0 km)</td>
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<td>Kremenchuk (Dnipro, 541.0 km)</td>
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<td>Poltava Ore Mining and Processing Enterprize (Dnipro, 521.0 km)</td>
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<td>Dniprodzerzhynsk (Dnipro, 429.0 km)</td>
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<td>Cargo Handling terminal (Dnipro, 422.0 km)</td>
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<td>P 40-09</td>
<td>Dnipropetrovsk (Dnipro, 393.0 km)</td>
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<td>Zaporizhya (Dnipro, 308.0 km)</td>
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<td>P 40-11</td>
<td>Nova Kakovka (Dnipro, 96.0 km)</td>
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<td>P 40-12</td>
<td>Kherson (Dnipro, 28.0 km)</td>
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<td>P 40-02-02 Mykolaiv, sea port (Pivdenny Buh, 35.0 km)</td>
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<td>P 40-02-03 Dnipro-Buyskie (Pivdenny Buh, 16.0 km)</td>
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<td>P 41-03 Jurbarkas (Nemunas, 126.0 km)</td>
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<td>P 41-04 Kaunas (Nemunas, 219.0 km)</td>
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<td>P 50-01 Sankt-Petersburg sea port (Neva, 1397.0 km) 6</td>
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<tr>
<td>P 50-03 Podporozhie (Volgo-Baltijskiy Waterway, 1045.0 km) 6</td>
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<td>P 50-04 Cherepovets (Volgo-Baltijskiy Waterway, 540.0 km) 6</td>
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<td>P 50-05 Yaroslavl (Volga, 520.0 km) 6</td>
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<td>P 50-06 Nizhniy Novgorod (Volga, 907.0 km) 6</td>
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<td>P 50-07 Kazan (Volga, 1313.0 km) 6</td>
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<td>P 50-09 Samara (Volga, 1746.0 km) 6</td>
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<td>P 50-10 Saratov (Volga, 2175.0 km) 6</td>
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<td>P 50-11 Volgograd (Volga, 2560.0 km) 6</td>
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<td>P 50-02-01 Moskva Northern Port (Kanal imeni Moskvi, 42.0 km) 6</td>
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<td>P 50-02-02-01 Tver (Volga, 279.0 km) 6</td>
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<td>P 50-01-01 Perm (Kama, 2269.0 km) 6</td>
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<td>P 60-01 Scheveningen (North Sea)</td>
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<td>P 60-02 Den Helder (North Sea)</td>
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<td>P 60-06 Flensburg</td>
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<td>P 60-08 Rostock</td>
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<td>P 60-09 Stralsund</td>
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<td>P 60-11 Sventoji (Baltic Sea)</td>
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<td>P 60-13 Petrozavodsk (Lake Onega, 1009.0 km) 6</td>
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<td>P 60-02-01 Sevilla (Guadalquivir, 80.0 km)</td>
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<td>Douro (Douro, 5.0 km)</td>
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<td>Sardoura (Douro, 49.0 km)</td>
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<td>Régua-Lamego (Douro, 101.0 km)</td>
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<td>Nante (Loire, 645.0 km)</td>
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<td>Harlingen (Waddenzee)</td>
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<td>Delfzijl (Waddenzee)</td>
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<td>Mustola (39.0 km from the mouth of Saimaa Canal)</td>
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<td>Rapasaari* (52.0 km from the mouth of Saimaa Canal)</td>
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<td>Joutseno* (67.0 km from the mouth of Saimaa Canal)</td>
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<td>Varkaus (Port of Taipale) (270.0 km from the mouth of Saimaa Canal)</td>
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<td>Varkaus (Port of Akonniemi) (270.0 km from the mouth of Saimaa Canal)</td>
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<td>Joensuu (346.0 km from the mouth of Saimaa Canal)</td>
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<td>Anklarn (Peene, 95.0 km)</td>
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<td>Wageningen (Neder-Rijn, 903.2 km)</td>
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<td>P 70-03</td>
<td>Ibbenbüren (Mittellandkanal, 5.0 km)</td>
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<td>P 70-04</td>
<td>Minden (Mittellandkanal, 100.0-104.0 km)</td>
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<td>Hannover (Mittellandkanal, 155.0-159.0 km)</td>
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<td>P 70-06</td>
<td>Mehrum* (Mittellandkanal, 194.0 km)</td>
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<td>Braunschweig (Mittellandkanal, 220.0 km)</td>
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<td>P 70-08</td>
<td>Braunschweig/Thune* (Mittellandkanal, 223.0 km)</td>
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<td>Haldensleben (Mittellandkanal, 301.0 km)</td>
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<td>P 70-10</td>
<td>Niegripp* (Elbe-Havel-Kanal, 330.0 km)</td>
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<td>P 70-11</td>
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<td>P 70-12</td>
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<td>P 70-13</td>
<td>Deponie Deetz* (Untere Havel-Wasserstraße, 40.0 km)</td>
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<td>P 70-14</td>
<td>Spandau South Harbour (Untere Havel-Wasserstraße, 2.0 km)</td>
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<td>P 70-15</td>
<td>Eiblag (Zalew Wisłany)</td>
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<td>P 70-16</td>
<td>Kaliningrad sea port (Pregolia, 8.0 km)</td>
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<td>P 70-17</td>
<td>Kaliningrad river port (Pregolia, 9.0 km)</td>
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<td>P 70-01-01</td>
<td>Gouda (Hollandse IJssel, 1.4 km)</td>
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<td>Hengelo (Twentekanaal, 45.1 km)</td>
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<td>Almelo (Zijkanaal, 17.6 km)</td>
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<td>Rail Access</td>
<td>Ro-Ro Access</td>
<td>Available Containers</td>
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<td>P 70-04-01</td>
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<tr>
<td>P 70-06-01</td>
<td>&gt; 10.0</td>
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<td>P 70-08-01</td>
<td>20'</td>
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**NOTES:**
- **Ro-Ro** indicates the availability of Ro-Ro equipment.
- **Rail** indicates the availability of rail access.
- **Available Containers** indicates the number of containers available for handling.
- **Comments** provide additional notes or specific details about each port.

**Portfolio:**
- **Cargo Handling** refers to the capacity of handling cargo.
- **Available Containers** indicates the number of containers that can be handled.
- **Ro-Ro** refers to the availability of Ro-Ro equipment for cargo handling.
- **Rail Access** indicates the availability of rail access for cargo handling.

**Inventories:**
- **Main Standards and Parameters of the E-Port Network**
- **Specific Characteristics of the E-Port Network**

**Further Information:**
- Additional details and specific parameters are provided in the appendices and supplementary materials.
<table>
<thead>
<tr>
<th>E PORTS</th>
<th>CARGO HANDLING CAPACITY</th>
<th>CARGO HANDLING EQUIPMENT AVAILABLE FOR CONTAINERS **</th>
<th>RAIL ACCESS **</th>
<th>OTHER CHARACTERISTICS AND COMMENTS</th>
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<tr>
<td></td>
<td>0.5-3.0 million tonnes</td>
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<tr>
<td>P 80-01</td>
<td>Le Havre (Le Havre-Tancarville Canal, 20.0 km)</td>
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<td>P 80-02</td>
<td>Rouen (Seine, 242.0 km)</td>
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<td>P 80-03</td>
<td>Conflant (Seine, 239.0 km)</td>
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<td>P 80-04</td>
<td>Frouard (Moselle, 346.5 km)</td>
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<td>P 80-05</td>
<td>Metz (Moselle, 297.0-294.0 km)</td>
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<td>P 80-06</td>
<td>Mondelange-Richemont (Moselle, 279.5-277.9 km)</td>
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<td>Thionville-Illange (Moselle, 271.9-270.1 km)</td>
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<td>Mertert (Moselle, 208.0 km)</td>
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<td>Trier (Moselle, 184.0 km)</td>
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<td>Bingen (Rhine, 527.0 km)</td>
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<td>P 80-11</td>
<td>Wiesbaden (Rhine, 500.0 km)</td>
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<td>P 80-12</td>
<td>Mainz (Rhine, 500.0 km)</td>
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<td>Flörsheim* (Main, 9.0 km)</td>
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<td>Frankfurt* (Main, 22.0 - 29.0 km)</td>
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<td>Frankfurt (Main, 31.0 - 37.0 km)</td>
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<td>Offenbach (Main, 40.0 km)</td>
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<td>P 80-20</td>
<td>Hanau (Main, 56.0 - 60.0 km)</td>
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<td>Grosskotzenburg* (Main, 62.0 km)</td>
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<td>Stockstadt (Main, 82.0 km)</td>
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<td>Aschaffenburg (Main, 83.0 km)</td>
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<td>Trieffenstein* (Main, 173.0 km)</td>
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<td>P 80-26 Würzburg (Main, 246.0-251.0 km)</td>
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<td>P 80-37 Wien (Danube, 1916.8-1920.2 km)</td>
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<td>Gennevilliers (Seine, 194.7 km)</td>
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<td>Bonneuil-Vigneux (Seine, 169.7 km)</td>
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<td>Evry (Seine, 137.8 km)</td>
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<td>Melun (Seine, 110.0 km)</td>
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<td>Limay-Porcheville (Seine, 109.0 km)</td>
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<td>Montereau (Seine, 67.4 km)</td>
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<td>Nanterre (Seine, 39.4 km)</td>
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<td>Bruyères-sur-Oise (Oise, 96.9 km)</td>
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<tr>
<td>St. Ouen-l'Aumône (Oise, 119.2 km)</td>
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<tr>
<td>Lagny (Marne, 149.8 km)</td>
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<tr>
<td>P 80-06-01</td>
<td>Dillingen (Saar, 59.0 km)</td>
<td>x</td>
<td>x</td>
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<tr>
<td>P 80-08-01</td>
<td>Osijek (Drava, 14.0 km)</td>
<td>x</td>
<td>x</td>
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<tr>
<td>P 80-01-01</td>
<td>Szeged (Tisza, 170.0 km)</td>
<td>x</td>
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<tr>
<td>P 80-01-02</td>
<td>Senta (Tisza, 122.0 km)</td>
<td>x</td>
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<tr>
<td>P 80-14-01</td>
<td>Medgidia (Danube-Black Sea Canal, 37.5 km)</td>
<td>x</td>
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<tr>
<td>P 80-14-02</td>
<td>Constanta (Danube-Black Sea Canal, 0.0 km)</td>
<td>x</td>
<td>x</td>
<td>x</td>
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<tr>
<td>P 80-09-01</td>
<td>Ismail (Danube-Kilia Arm, 93.0 km)</td>
<td>x</td>
<td>x</td>
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<tr>
<td>P 80-09-02</td>
<td>Kilia (Danube-Kilia Arm, 47.0 km)</td>
<td>x</td>
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<tr>
<td>P 80-09-03</td>
<td>Oust-Dunajek (Danube-Kilia Arm, 0 km)</td>
<td>x</td>
<td>x</td>
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<tr>
<td>E PORTS</td>
<td>CARGO HANDLING CAPACITY</td>
<td>CARGO HANDLING EQUIPMENT AVAILABLE FOR CONTAINERS **</td>
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<td>OTHER CHARACTERISTICS AND COMMENTS</td>
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<td>0.5-3.0 million tonnes</td>
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<td>&gt; 10.0 million tonnes</td>
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<tr>
<td>P 81-01 Komárno (Váh, 0.0 km)</td>
<td>x</td>
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<tr>
<td>P 81-02 Šaľa (Váh, 54.4 - 54.8 km)</td>
<td>x</td>
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<tr>
<td>P 81-03 Sereď (Váh, 73.8 - 74.3 km)</td>
<td>x</td>
<td>x</td>
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<tr>
<td>P 81-04 Hlohovec (Váh, 124.4 - 124.7 km)</td>
<td>x</td>
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<tr>
<td>P 81-05 Tieňany (Váh, 124.4 - 124.7 km)</td>
<td>x</td>
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<tr>
<td>P 81-06 Nové mesto nad Váhom (Váh, 137.4 - 137.7 km)</td>
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<tr>
<td>P 81-07 Trenčín (Váh, 158.5-159.0 km)</td>
<td>x</td>
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<tr>
<td>P 81-08 Dubnica (Váh, 168.1-168.5 km)</td>
<td>x</td>
<td>x</td>
<td>x</td>
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<tr>
<td>P 81-09 Púchov (Váh, 192.9-193.4 km)</td>
<td>x</td>
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<tr>
<td>P 81-10 Považská Bystrica (Váh, 210.8-211.2 km)</td>
<td>x</td>
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<tr>
<td>P 81-11 Žilina (Váh, 242.0-243.0 km)</td>
<td>x</td>
<td>x</td>
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<tr>
<td>P 81-12 Čadca (Váh-Oder Link, ... km)</td>
<td>x</td>
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<tr>
<td>P 90-01 Taganrog (Taganrog Bay)</td>
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<td>P 90-02 Eysk (Taganrog Bay)</td>
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<tr>
<td>P 90-03 Azov (Don, 3168.0 km)</td>
<td>x</td>
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<tr>
<td>P 90-04 Rostov (Don, 3134.0 km)</td>
<td>x</td>
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<tr>
<td>P 90-05 Oust-Donetsk (Don, 2997.0 km)</td>
<td>x</td>
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<tr>
<td>P 90-03-01 Belgorod Dnestrovskiy (mouth of the Dnestr River)</td>
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<tr>
<td>P 90-03-02 Bender (Nistru, 228.0 km)</td>
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<tr>
<td>P 91-01</td>
<td>Milano Terminale</td>
<td>(Milano-Po Canal, 0.0 km)</td>
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<tr>
<td>P 91-02</td>
<td>Lodi</td>
<td>(Milano-Po Canal, 20.0 km from Milano Terminale)</td>
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<tr>
<td>P 91-03</td>
<td>Pizzighetone</td>
<td>(Milano-Po Canal, 40.0 km from Milano Terminale)</td>
<td>x</td>
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<tr>
<td>P 91-04</td>
<td>Cremona</td>
<td>(Milano-Po Canal, 55.0 km from Milano Terminale)</td>
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<tr>
<td>P 91-05</td>
<td>Emilia Centrale</td>
<td>(Milano-Po Canal, 120.0 km from Milano Terminale)</td>
<td>x</td>
<td>...</td>
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<tr>
<td>P 91-06</td>
<td>Ferrara</td>
<td>(Po, 200.0 km from Milano Terminale)</td>
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<tr>
<td>P 91-07</td>
<td>Adria</td>
<td>(Veneta Lateral Waterway, 265.0 km from Milano Terminale)</td>
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<tr>
<td>P 91-08</td>
<td>Chioggia</td>
<td>(Veneta Lateral Waterway, 285.0 km from Milano Terminale)</td>
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<tr>
<td>P 91-09</td>
<td>Marghera</td>
<td>(Veneta Lateral Waterway, 300.0 km from Milano Terminale)</td>
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<tr>
<td>P 91-10</td>
<td>Nogaro</td>
<td>(Veneta Lateral Waterway, 355.0 km from Milano Terminale)</td>
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<tr>
<td>P 91-11</td>
<td>Montfalcone</td>
<td>(Veneta Lateral Waterway, 410.0 km from Milano Terminale)</td>
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<td>P 91-12</td>
<td>Trieste</td>
<td>(Adriatic Sea)</td>
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<tr>
<td>P 91-02-01 Piacenza (Po, 35.0 km from Conca di Cremona)</td>
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<tr>
<td>P 91-02-02 Pavia (Ticino, 98.0 km from Conca di Cremona)</td>
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<tr>
<td>P 91-02-03 Casale Monferrato (Po, 183.0 km from Conca di Cremona)</td>
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<tr>
<td>P 91-04-01 Garibaldi (Ferrara Waterway, 80.0 km from Ferrara)</td>
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<tr>
<td>P 91-06-01 Porto Tolle (Po Grande, 260.0 km from Milano Terminale)</td>
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<tr>
<td>P 91-01-01 Mantova (Fissero-Tartaro-Canalbianco Waterway, 0.0 km)</td>
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<tr>
<td>P 91-01-02 Ostiglia (Fissero-Tartaro-Canalbianco Waterway, 30.0 km)</td>
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<td>P 91-01-03 Legnago (Fissero-Tartaro-Canalbianco Waterway, 65.0 km)</td>
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<tr>
<td>P 91-01-04 Rovigo (Fissero-Tartaro-Canalbianco Waterway, 140.0 km)</td>
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<tr>
<td>P 91-01-05 Conca di Volta Grimana (Fissero-Tartaro-Canalbianco Waterway, 170.0 km)</td>
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</table>
Notes to Table 3

1. After the construction of a new link Gent-Zeebrugge (E 07).
2. The secretariat has been informed by the Government of France that the port does not exist.
3. This port is not mentioned in the AGN Agreement.
4. Distances to ports on the River Elbe are measured: in Germany - from the Czech/German State border; in the Czech Republic - from the junction of the rivers Elbe and Vltava at Mělník.
5. The port of Warszawa is not equipped for cargo handling. The Polish Government proposes, therefore, to delete it from the Blue book and from the AGN Agreement.
6. Distance from Moskva Southern Port.
7. In the AGN Agreement this port is mentioned as P 80-14-01.
8. In the AGN Agreement this port is mentioned as P 80-14-03.
9. New port to be built.
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)