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Working Party on Inland Water Transport

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Item 6 (b) of the provisional agenda
European inland waterway network:
Inventory of Main Standards and Parameters
of the E Waterway Network ("Blue Book")

Final draft of the Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book"), third revision

Note of the secretariat

Following the decision of the Working Party on Inland Water Transport to prepare the third revision of the Blue Book and the road map approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation at its forty-eighth session (ECE/TRANS/SC.3/WP.3/96, para. 22), the secretariat prepared the final draft of the third revision of the Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book") based on ECE/TRANS/SC.3/WP.3/96, ECE/TRANS/SC.3/WP.3/2016/12, ECE/TRANS/SC.3/2016/5, ECE/TRANS/SC.3/2016/16, Informal documents SC.3/WP.3 No. 3, 4 and 24 (2016).

The consolidated text is represented in the annex.

Annex

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.

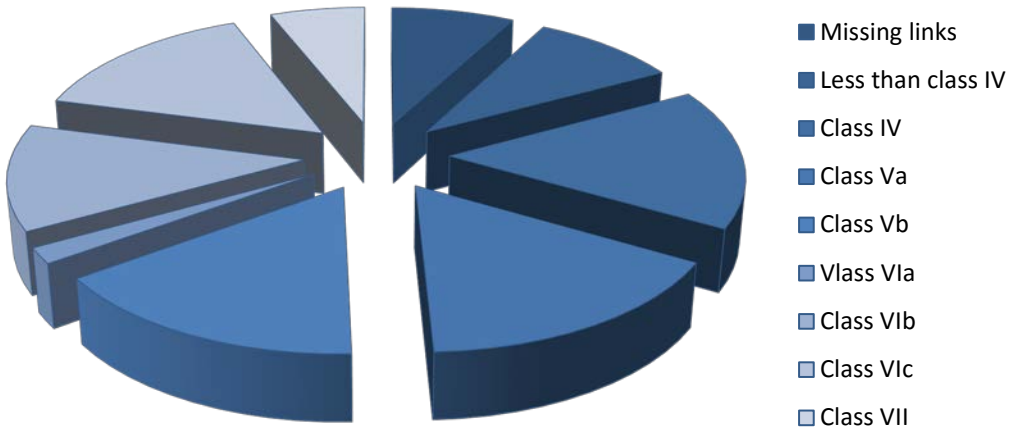
For the purpose of calculating in the “Blue Book” the total length and structure of the E waterway network the following portions of E waterways have been considered as overlapping: E 01/E 05 of 46 km, class Va; E 03/E 04 of 38 km, class VIb; E 04/E 05 of 16 km, class VIb; E 10/E 12 of 19 km, class VIc; 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 41/E 70 (39.1 km — class IV); 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 60 km, and Padova-Venezia Canal E 91–05 of 27 km excluding the completed sections.

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)	**2 292**	**2 718**	**4 737**	**4 715**	**4 588**	**524**	**3 568**	**4 351**	**1 747**	**29 240**
%	**7.8**	**9.3**	**16.2**	**16.1**	**15.7**	**1.8**	**12.2**	**14.9**	**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 (1.70 m).
- Dneprovsko-Bugskiy Canal (E 40) from Kobrin to Pererub — low maximum draught (1.70 m); upgrading of locks to class Va is envisaged∗.
- Pina (E 40) from Pererub to Pinsk — low maximum draught (1.70 m).
- Pripyat (E 40) from Stakhovo to Pkhov — low maximum draught (1.40m).
- 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).
- Maldegem — Zeebrugge (E 07).

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 up to 7 m and improvement of the waterway is required. Project is under study.

∗ Upgrading of lock No. 3 Ragodosch was started in 2015, the startup is planned for 2019; upgrading of lock No. 4 Ovzichi is planned for 2019–2020.

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

- 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), Roeselare — Ooigem section — improvement of waterway for class Va. Project is under study.
- Sea Canal Bruxelles — Schelde (E 04) — improvement of section Wintam — Willebroek to class Vb. Project is under way.
- Haut Escaut (E 05) on section Bléharies-Hérinnes — Tournai passage — upgrading to class Va.
- Boven-Schelde (E 05), Kerkhove — Asper section — renewal of weirs and upgrading lock capacity to class Vb. Project is under study.
- Boven-Zeeschelde (E 05) on section Gent circular canal — Baasrode — upgrading from class IV to class Va. Project is under study.
- Albertkanaal (E 05), Wijnegem passage and section Kanne — Liège — upgrading from class Vb to class VIb is envisaged.
- Charleroi-Bruxelles Canal (E 04), Lembeek — Bruxelles section —upgrading the waterway and the locks to class Va. Project is under study.

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;

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

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

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

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.
- 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.
- 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:

- 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.

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

** The secretariat was informed by the Government of France that the Seine-Schelde connection project had been modified.

*** The secretariat was informed by the Government of France that the project concerning the Saône — Moselle Link / Saône — Rhine Link has been abandoned.

- Berlin region waterways (connection to Westhafen Berlin) upgrading to classes IV and Vbis under way.
- Havel — Oder — Wasserstraße (E 70) — upgrading from class IV to class Va is under way.

Strategic bottlenecks:

- Rhine (E 10) — low fairway depth during dry seasons: from St. Goar to Mainz (1.90 m) and low height under bridges at Kehl/Strasbourg.
- Rhine — Herne Kanal (E 10–03) — upgrading to class Vb is under way.
- 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 — upgrade to Va under way.
- Elbe (E 20): middle Elbe from Lauenburg upstream to the border between Germany and the Czech Republic — low fairway depth during dry seasons (1.20 m).
- Main (E 80) upstream from Würzburg — low fairway depth (2.50 m); project is under way).
- Danube (E 80) from Straubing to Vilshofen — low fairway depth (2,00 m at LNWL∗).
- 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— upgrading to 7.00 m is necessary.
- Weser (E 14) — upgrading of Minden and Dörverden Locks is under way.

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.
- Datteln — Hamm Kanal (E 10–01) — to the east of the Hamm harbour.
- Neckar (E 10–07) — adaptation of fairway width and lock dimensions.
- Canals branching off from the Mittellandkanal (E 70–02, 70–04 and 70–06) — low fairway depth and height under bridges, insufficient dimensions of 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

∗ Low Navigable Water Level; see the explanations to Table 1.

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

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.
- Danube (E 80), between 1,811.0–1,433.0 km the draught of 2.5 m is assured during 180–260 days a year depending on the water level. The project aimed at the elimination of bottlenecks is under way.

Italy

Missing links:

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

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.
- Ferrara waterway (E 91–04) from Ferrara to Porto Garibaldi — upgrading to class Va is under way.

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; the depth of 12.5 km fairway stretch in Kaunas is less than 1.20 m)*.

Strategic bottlenecks: none.

Luxembourg

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks: none.

* Nemunas (E 41): insufficient depth of the fairway stretch along 100 km of Nemunas river stretch in the border area and on the territory of the Russian Federation

Netherlands

Missing links: none.

Basic bottlenecks: none.

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 Vlb).
- 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 845.5 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 845.5 to 610 km, with fairway depth limited to 1.90–2.50 m for 12–46 days a year;
    - from 610 to 375 km, with fairway depth limited to 1.60–2.00 m for 20–40 days a year;
    - from 375 to 300 km, with fairway depth limited to 1.40–2.50 m for 61–126 days a year; navigation on the sector km 346 – km 240 is diverted via Bala – Borcea branch when the depths in Cernavodă are 1.50 m with decreasing tendency;
    - from 300 to 175 km, with fairway depth limited to 2–2.50 m for 5–32 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 7.01 m for 2–16 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).*
- 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 (E80) from Devín (1,880.26 km) to Bratislava (1,867.0 km) — insufficient depth at low water level and insufficient height 8.90 m at locks of Gabčíkovo Hydro Electrical Complex (1,819.3 km). Upgrading is required to 9.10 m.

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* 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.

** 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, 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.

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

- 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.
- 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 2016.

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 440 European inland navigation ports of international importance, 17 of which are at the stage of planning. 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	

* 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.

**** 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.

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	MEUSE	16.6	196.0/196.0	12.50/12.50	3.40	7.00	Vb	A	
(continued)	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	
	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	

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)	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	
	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 95.0/95.0	7.25/7.25 9.60/9.60	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	MAXIMAKANAAL	9.0	105.0/105.0 110.0/110.0	9.50/9.50 6.70/6.70	3.00	7.00	IV	B	
			105.0/105.0 110.0/110.0	9.50/9.50 6.70/6.70	3.00	7.00	IV	B	
	ZUID – WILLEMSVAART	13.7	85.0/85.0	9.50/9.50	3.00	7.00	IV	B	
	Maximakanaal – Lock No. 4		105.0/105.0 110.0/110.0[4]	9.60/9.60 7.25/7.25[4]	3.00	7.00	IV	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	86.0	10.20/10.20	2.50	7.50	IV	B	
	Brugge – Beernem		86.0	10.20/10.20	2.50	7.29	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 02 (continued)	GENT – OOSTENDE CANAL	18.4	100.0/100.0	10.20/10.20	2.70	7.00	IV	B	
	Beernem – Schipdonk		100.0/100.0	10.20/10.20	2.70	7.26	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	7.60	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	7.08	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	5.63	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		110.0	9.60/9.60	2.50	5.06	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		110.0	9.60	2.40	4.75	IV	C	
	LYS MITOYENNE	8.7	185.0/185.0	11.40/11.40	2.50	7.00	Vb	A	
	Belgian Commune of Comines		110.0/110.0	9.60/9.60	2.40	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	5.28	I	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 02–02–01 (continued)	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	5.17	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	5.17	I	C	
E 02–04	ROESELARE – LEIE CANAL	15.4	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
	downstream Bruanebrug		110.0/110.0	11.50/11.50	2.80	5.07	Va	B	
	ROESELARE – LEIE CANAL	1.1	86	9.60	2.80	6.14	IV		
	upstream Bruanebrug		86	9.60	2.80	6.14	IV		
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	
	GENT CIRCULAR CANAL	5.3	185.0/185.0	11.50/11.50	3.50	7.00	Vb	A	Seine – Esccaut link
	Gent – Terneuzen – ca (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	

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 04 (continued)	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	81.3/81.3	10.30/10.30	3.00	7.00	IV	B	Canal
	Bruxelles – Clabecq		81.3	10.30	2.50	4.60	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	
	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	7.57	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	7.11	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	7.42	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)	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	6.98	Va	A	
	GENT CIRCULAR CANAL	3.7	110.0/110.0	11.40/11.40	5	5	Va	A	
	Merelbeke lock – Boven-Zeeschelde – Zuidervak		85.0/85.0	9.50/9.50	5	5	IV	B	The water level depends on the tide
	BOVEN-ZEESCHELDE	28.2	110.0/110.0	11.40/11.40	5	5	Va	A	The water level depends on the tide
	Gent Circular Canal – Dender		85.0/85.0	9.50/9.50	5	5	IV	B	
	BOVEN-ZEESCHELDE	10.9	110.0/110.0	12.00/12.00	5	5	Va	A	The water level depends on the tide
	Dender – Baasrode		85.0/85.0	12.00/12.00	5	5	IV	B	
	BOVEN-ZEESCHELDE	10.5	110.0/110.0	12.00/12.00	5	45.00	Va	A	The water level depends on the tide
	Baasrode – Durme		95.0/95.0	12.00/12.00	5	45.00	Va	A	
	BOVEN-ZEESCHELDE	10.9	135.0/195.0	15.00/24.00	5	45.00	VIb	A	
	Durme – Wintam		135.0/195.0	15.00/24.00	5	45.00	VIb	A	The water level depends on the tide
	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	

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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	5.26	Va	C	
	BOSSUIT – KORTRIJK CANAL	2.5	110.0/110.0	11.50/11.50	3.50	7.00	Va	A	
	Zwevegem – Kortrijk		38.5/38.5	5.10/5.10	1.80	3.91	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	3.97	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	8.11	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	[5]	[5]	Va	A	The water level depends on the tide
			85.0/85.0	9.50/9.50	[5]	[5]	IV	C	
	RUPEL	11.8	110.0/110.0	11.50/11.50	[5]	31.00	Va	A	The water level depends on the tide
			110.0/110.0	11.50/11.50	[5]	31.00	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 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	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 (Bierstalkade)		110.0/110.0	11.50/11.50	3.00	No restrictions	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 (Bierstalkade)– Schipdonk		110.0/110.0	11.50/11.50	2.80	9.07	Va	A	
	LEIE BYPASS CANAL	13.4	185.0/185.0	11.40/11.40	3.50	7.00	Vb	A	
	Schipdonk – Maldegem		38.50/38.50	5.10/5.10	1.60	4,36	I	C	
	LEIE BYPASS CANAL	25.6[6]	185.0/185.0	11.40/11.40	3.50	7.00	Vb	A	New link to be built
	Maldegem – Zeebrugge		.../...	.../...	...	...	...	...	
E 10	HARTELKANAAL	23.7	125.0/269.5 125.0/193.0	22.80/22.80 22.80/34.20	4.00	4.00[7]	VIc	A	
	Rotterdam/Europoort – Hartelmond		110.0/269.5 110.0/193.0	22.80/22.80 22.80/34.20	4.00	4.00[7]	VIc	A	
	OUDE MAAS	30.8	225.0/229.5[8] 225.0/153.0	23.50/22.90[8] 23.50/34.35	5.00[8]	42.50[2]	VIc	A	
	976.2 km – 1 007.0 km		225.0/229.5[8] 225.0/153.0	23.50/22.90[8] 23.50/34.35	5.00[8]	42.50[2]	VIc	A	
	BENEDEN MERWEDE	14.9	225.0/229.5 225.0/153.0	23.50/22.90 23.50/34.35[3]	3.80[9]	No restrictions[10]	VIc	A	
	961.3 km – 976.2 km		225.0/229.5 225.0/153.0	23.50/22.90 23.50/34.35[3]	3.80[9]	No restrictions[10]	VIc	A	
	BOVEN MERWEDE	8.8	225.0/229.5 225.0/153.0[8]	23.50/22.90 23.50/34.35[3]	4.15[11]	No restrictions[12]	VIc	A	
	952.5 km – 961.3 km		225.0/229.5 225.0/153.0[8]	23.50/22.90 23.50/34.35[3]	4.15[11]	No restrictions[12]	VIc	A	

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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)	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[13]	9.00[14]	VIc	A	
			135.0/269.5 135.0/193.0	22.80/22.90 22.80/34.35[3]	2.50[13]	9.00[14]	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[13]	9.00[14]	VIc	A	
			135.0/269.5 135.0/193.0	22.80/22.90 22.80/34.35[3]	3.50[13]	9.00[14]	VIc	A	
	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[15]	9.10	VIc	A	
			135.0/193.0 /269.5	22.80/34.35[16] /22.90	2.50[17]	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[17]	9.10	VIc	A	
			135.0/193.0 /269.5	22.80/34.35[16] /22.90	2.50[17]	9.10	VIc	A	
	RHINE 564.3 km – 540.2 km	24.1	135.0[18]/116.5	22.80/22.90	2.10[17]	9.10	VIa	A	When going downstream
			135.0[18]/116.5	22.80/22.90	2.10[19]	9.10	VIa	A	
			135.0[18]/186.5	22.80/22.90	2.10[17]	9.10	VIb	A	When going upstream
			135.0[18]/186.5	22.80/22.90	2.10[19]	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[17]	9.10	VIb	A	
			135.0/193.0 /153.0	22.80/22.90 /34.35	2.10[19]	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 10 (continued)	RHINE	25.8	135.0/193.0	22.80/22.90	2.10[17]	9.10	VIb	A	
	359.8 km – Iffetzheim (334.0 km)		135.0/193.0	22.80/22.90	2.10[17]	9.10	VIb	A	
	RHINE	46.6	135.0/270.0	22.80/22.90	3.00	7.00	VIc	A	
	Iffezheim (334.0 km) – 287.4 km		135.0/270.0	22.80/22.90	3.00	7.00[20]	VIc	A	
	RHINE	101.4	135.0/183.0	22.80[21]/22.80[21]	3.00	7.00	VIb	A	
	287.4 km – Niffer (186.0 km)		135.0/183.0	22.80[21]/22.80[21]	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[22]	206.0[6]	.../...	.../...	...	...	...	...	Project of a new link
			-	-	-	-	-	-	
	SAÔNE	81.0	185.0/185.0	11.40/11.40	3.50	4.80	Vb	B	
	St. Symphorien – Chalon-sur-Saône		110.0/110.0	11.40/11.40	3.50	4.80	Va	B	
	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[23]	Vb	A	
	Lyon (0.00 km) – Avignon (244.0 km)		190.0/190.0	11.40/11.40	3.00	6.30[23]	Vb	A	
	RHÔNE	22.0	190.0/190.0	11.40/11.40	3.00	7.40[23]	Vb	A	
	Avignon (244.0 km) – Tarascon (268.0 km)		190.0/190.0	11.40/11.40	3.00	7.40[23]	Vb	A	
	RHÔNE	15.0	190.0/190.0	11.40/11.40	3.00	7.88[23]	Vb	A	
	Tarascon (268.0 km) – Arles (283.0 km)		190.0/190.0	11.40/11.40	3.00	7.88[23]	Vb	A	
	RHÔNE	43.0	190.0/190.0	11.40/11.40	3.20	No restrictions	Vb	A	
	Arles (283.0 km) – Fos[24] 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[25]	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 10–01 (continued)	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[25]	C	
	DATTELN – HAMM – KANAL To the West of Hamm Harbour	36.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
			86.0/86.0	9.60/9.60	2.50	4.00	IV[25, 26]	C	
	DATTELN – HAMM – KANAL To the East of Hamm Harbour	11.0	85.0/85.0	9.50/9.50	2.50	4.00	IV[25, 26]	C	
			82.0/82.0	9.50/9.50	2.50	4.00	IV[25, 26]	C	
E 10–03	RHEIN – HERNE – KANAL 0.16 km (Duisburg) – 39.97 km	39.8	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
			110.0/185.0	11.45/11.45	2.50[27]	4.50	Vb[25, 26]	C	
	RHEIN – HERNE – KANAL 39.97 km – Henrichenburg	5.6	110.0/185.0	11.45/11.45	2.80	5.25	Vb[26]	B	
			105.0/160.0	9.60/9.50	2.50	4.50	IV[25]	C	
E 10–05	RUHR 0.01 km – 4.51 km	4.5	110.0/185.0	12.00/12.00	2.80	6.50	Vb	B	
			110.0/185.0	12.00/12.00	2.80	6.50	Vb	B	
	RUHR 4.51 km – 11.65 km	7.2	110.0/110.0	12.00/12.00	2.80	6.50	Va	B	
			110.0/110.0	12.00/12.00	2.80	6.50	Va	B	
E 10–07	NECKAR 0.0 km – 136.1 km	136.1	105.0/105.0	11.45/11.45	2.60	6.00[28]	Va	B	
			105.0/105.0	11.45/11.45	2.60	6.00[28]	Va	B	
	NECKAR 136.1 km – 201.5 km	65.4	105.0/105.0	11.45/11.45	2.60	5.50	Va	B	
			105.0/105.0	11.45/11.45	2.60	5.50	Va	B	
E 10–09	RHINE Niffer (Kembs) – Huningue	9.1	110.0/183.0	11.40/22.80	3.00[29]	8.00	VIb	A	
			110.0/183.0	11.40/22.80	3.00[29]	8.00	VIb	A	
	RHINE Huningue – Bâle (Mittlere Brücke)	3.4	135.0/180.0	11.40/22.90	3.00	7.00	VIb	A	
			135.0/180.0	11.40/22.90	3.00	7.00	VIb	A	
	RHINE Bâle (Mittlere Brücke) – Rheinfelden	17.4	110.0/110.0	11.45/11.45	2.25[30]	5.10[31]	Va	A	
			110.0/110.0	11.45/11.45	2.25[30]	5.10[31]	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 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[32]	22.80/22.80	4.00[32]	No restrictions	VIb	A	Noordzeekanaal and
	IJmuiden – Zeeburg (Amsterdam) 5.9 km – 31.7 km		110.0/195.0[32]	22.80/22.80	4.00[32]	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, 7]	Va	A	
	Noordzeekanaal – Noord Hollands Kanaal		110.0/110.0	11.50/11.50	2.80	2.35[3, 7]	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 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[13]	9.00[14]	VIc	A	
	Maas-Waal Kanaal – Pannerdense Kop		125.0/193.0	22.80/34.20[3]	2.50[13]	9.00[14]	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[13]	9.10	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 12 (continued)	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[25]	C	
	225.82 km (Papenburg) – 108.35 km		95.0/95.0	9.50/9.50	2.50	4.25	IV[25, 26]	C	
	DORTMUND – EMS KANAL	86.9	110.0/185.0	11.45/11.45	2.80	5.25	Vb[26]	B	
	108.35 km – 21.50 km		110.0/185.0	11.45/11.45	2.50/2.00	4.25	IV[25]	C	
	DORTMUND – EMS KANAL	20.1	110.0/185.0	11.45/11.45	2.80	5.25	Vb[26]	B	
	21.50 km – 1.44 km		110.0/185.0	11.45/11.45	2.80	4.50	Vb[25, 26]	C	
E 14	WESER	84.0					VIb	A	Sea vessels route
	North Sea – Bremen (Railway bridge)						VIb	A	
	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[25, 26]	A	
	WESER	136.0	110.0/110.0	11.45/11.45	2.50	4.50	Va[25, 26]	C	
	360.7 km – Mittellandkanal		85.0/85.0	9.50/9.50	2.20	4.50	IV[25, 33]	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	

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 15 (continued)	PRINSES MARGRIET KANAAL	65.0	110.0/110.0	11.40/11.40	3.50	7.30[3]	Va	A	
			110.5/110.5	11.50/11.50					
			110.0/110.0	11.40/11.40	3.20	7.30[3]	Va	A	
			110.5/110.5	11.50/11.50					
	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[25]	C	
	225.8 km (Papenburg) – 200.0 km		86.0/86.0	9.60/9.60	2.50	4.25	IV[25, 26]	C	
	KÜSTENKANAL	69.6	86.0/86.0	9.60/9.60	2.50	4.50	IV[25, 26]	C	
	69.6 – 0.0 km		86.0/86.0	9.60/9.60	2.50	4.50	IV[25, 26]	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[34]	VIb[33]	A	
	Hamburg – Lauenburg		110.0/190.0	11.40/24.00	2.70	5.50/9.50[34]	VIb[33]	A	

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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[35]	6.50	VIb[33]	B	
	Lauenburg – Wittenberge		110.0/190.0	11.45/24.00	1.40[35]	5.29/8.49[34]	VIb[33]	B	
	ELBE	455.0	110.0/137.0	11.45/11.45	1.60[35]	6.50	Va[33]	B	
	Wittenberge – German/Czech State border		110.0/137.0	11.45/11.45	1.40[35]	4.33/6.93[34]	Va[33]	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[36]	6.50	Va	B	canalization necessary
	ELBE	69.0	110.0/185.0[37]	11.50/22.80[37]	2.80	7.00	VIb	A	Canalized
	Ústí nad Labem – Mělník		110.0/170.0	11.50/23.00	2.00 – 2.20[36]	5.66	Va	A	
	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[6]	…	
	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[38]	B	
E 20–04	SAALE	88.0	90.0/100.0	9.50/9.50	2.00	5.25	IV[26, 33]	B	
	0.0 km – 88.0 km		85.0/110.0	9.50/9.50	1.00	4.10	IV[26]	C	
	SAALE[39]	36.2	.../...	.../...	...	...	...	...	
	88.0 km – 124.2 km		.../...	.../...	...	...	I[6]	...	
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[40]	4.50	IV	C	
E 21	TRAVE	21.0					VIb	A	Sea vessels route
							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 21 (continued)	KANALTRAVE, ELBE – LÜBECK KANAL	68.0	80.0/80.0	9.50/9.50	2.00	4.40	IV[25, 33, 41]	C	
	Lübeck – Lauenburg		80.0/80.0	9.50/9.50	2.00	4.40	IV[25, 33, 41]	C	
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[42]	B	When going downstream
	Widuchova – Mouth of the Warta River		82.0/125.0 /137.0	11.45/18.00 /11.45	1.80[36]	4.54	IV	C	
	704.1 km – 617.6 km		82.0/125.0	11.45/11.45	2.50	5.25	Va[42]	B	When going upstream
			82.0/125.0 /137.0 /156.0	11.45/11.45 /11.45 /9.50	1.50[36]	4.54	IV	C	
	ODER	75.2	82.0/125.0	11.45/11.45	1.80	5.25	IV[42]	B	When going downstream
	Mouth of the Warta River		82.0/125.0	11.45/11.45	1.40[36]	4.47	III	C	
	– Mouth of the Nysa Luzycka River		82.0/125.0	11.45/11.45	1.80	5.25	IV[42]	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[36] 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[36]	4.00	III	C	Free-flowing
	– Brzeg Dolny (542.4 km – 282.6 km)		70.0/118.0	9.00/9.00	1.20[36]	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	

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 (continued)	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 31	WESTODER	33.35	110.0/156.0	11.45/11.45	3.50	5.25	Va[33]	B	
			82.0/156.0	11.45/11.45	2.50	4.25	IV[25, 33]	C	
	HOHENSAATEN – FRIEDRICHSTHALER	43.0	110.0/156.0	11.45/9.50	2.20	5.25	Va[33]	B	
	WASSERSTRAßE		82.0/135.0	9.50/8.25	2.00	4.25	IV[25, 33]	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[36]	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[36]	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[36]	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[43]		-	-	0.80[36]	-	< I	C	Canalization necessary

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)	MUKHOVETS	62.6	.../...	.../...	...	...	Va	...	Canalized
	Brest – Kobrin		100.0/100.0[44]	10.20/10.20	1.70	8.70	Va[33]	B	
	DNEPROVSKO – BUGSKIY CANAL	91.4	.../...	.../...	...	...	Va	...	
	Kobrin – Pererub		100.0/100.0[44]	10.20/10.20	1.70	10.00	IV[33]	B	
	PINA	40.0	.../...	.../...	...	...	Va	...	Canalized
	Pererub – Pinsk		100.0/100.0[44]	10.20/10.20	1.70	10.10	IV[33]	B	
	PRIPYAT	49.2	.../...	.../...	...	...	Va	...	Canalized
	Pinsk – Stakhovo		100.0/100.0	10.20/10.20	2.10	No restrictions	Va[33]	B	
	PRIPYAT	64.9	.../...	.../...	...	...	...	...	
	Stakhovo – Mouth of the Mikashevichi Canal		100.0/100.0	10.20/10.20	2.00	10.00	IV[33]	B	
	PRIPYAT	216.6	.../...	.../...	...	...	...	...	
	Mouth of the Mikashevichi Canal – Mozyr (Pkhov)		100.0/100.0	20.00/20.00	2.00	10.20	IV[33]	B	
	PRIPYAT	107.0	.../...	.../...	...	...	...	...	
	Mozyr – Belarus/Ukrainian state border		100.0/100.0	20.00/20.00	1.45/1.50	No restrictions	IV[33]	B	
	PRIPYAT	62.5	.../...	.../...	...	...	...	...	
	Belarus/Ukrainian state border – mouth of the Pripyat River		100.0/100.0	20.00/20.00	1.50	No restrictions	IV[33]	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	

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)	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[45]	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 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	26.2	110.0/110.0	12.00/12.00	1.80	No restrictions	IV	A	Free-flowing
	Nida – Nemunas mouth		100.0/100.0	10.00/10.00	1.30	No restrictions	IV	A	
	NEMUNAS	13.0	110.0/110.0	12.00/12.00	1.80	7.50	IV	B	Free-flowing
	Nemunas mouth – Rusnė		100.0/100.0	10.00/10.00	1.30	7.50	IV	B	
	NEMUNAS	100.0	110.0/110.0	12.00/12.00	1.80	2.50	IV	C	Free-flowing
	Rusnė – Smalininkai (Lithuania/Russian Federation State border)		100.0/100.0	10.00/10.00	1.30	2.50	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 41 (continued)	NEMUNAS	13.0	110.0/110.0	12.00/12.00	1.80	10.80	IV	A	Free-flowing
	Smalininkai – Jurbarkas		100.0/100.0	10.00/10.00	1.30	10.80	IV	A	
	NEMUNAS	99.9	110.0/110.0	12.00/12.00	1.80	3.40	IV	C	Free-flowing
	Jurbarkas – Kaunas		100.0/100.0	10.00/10.00	1.00	3.40	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	2 158	280.0/280.0	28.50/28.50	3.10	11.70	VIc	A	
	Rybinsk Lock – Krasnoarmeysk		280.0/280.0	28.50/28.50	3.10[46]	11.70	VIc	A	
	VOLGA	445.0	269.0/269.0	28.50/28.50	3.50	11.70	VIc	A	
	Krasnoarmeysk - Streletskoye		269.0/269.0	28.50/28.50	3.50	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[47]	VIc	A	
	Moscow Northern Port – Moscow Southern Port		290.0/290.0	29.00/29.00	2.80	8.60[47]	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[48]	11.00	VIb	A	Canalized
	Mouth of the Kama River – Solikamsk		230.0/230.0	27.90/27.90	2.90[48]	11.00	VIb	A	
E 50–01–01	BELAYA	34.0	166.0	27.00	3.40	11.00	VIb	A	Free-flowing
	Mouth of the Belaya River – mouth of Agidel canal, 1 786.3 km; Agidel canal – oil loading terminal		166.0	27.00	3.40	11.00	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 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	
	BELOMORSKO – BALTIJSKIY CANAL	221.0	126.0/126.0	13.20/13.20	3.60	No restrictions	Va	A	
	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[49]	11.40/11.40	3.80[50]	7.00[51]	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 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	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	
	MANCHESTER SHIP CANAL	2.0	161.5/161.5	19.35/19.35	5.48	21.33	VIa	A	Sea vessels route
	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[5]	54.00	VIb	A	Sea vessels route
	Canvey Point – Thames Barrier				13.00[5]	54.00	VIb	A	

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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 60–03–05 (continued)	THAMES	14.0	160.0/160.0	30.00/30.00	4.20[5]	42.00	VIa	A	Sea vessels route
	Thames Barrier – London Bridge		160.0/160.0	30.00/30.00	4.20[5]	42.00	VIa	A	
	THAMES	15.0	90.0/90.0	20.00/20.00	1.40[5]	4.90[52]	Va	B	
	London Bridge – Hammersmith Bridge		90.0/80.0	20.00/20.00	1.40[5]	4.90[52]	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 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	

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 60–03–02 (continued)	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	/305.0	/48.00	17.00	87.90[53]	VIb	A	Sea vessels route
	Mouth – Middlesbrough		/305.0	/48.00	17.00	87.90	VIb	A	
E 60–05	OSLOFJORD	100.0[6]	.../...	.../...	...	...	…	A	Sea vessels route
			.../...	.../...	...	...	…	A	
E 60–07	GÖTA ÄLV	11.0[6]	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[54]	6.0	160.0[55]	23.00[55]	7.00[55]	…	Va	A	
			124.0/124.0	18.00/18.00	6.50	…	Va	A	
	LAKE MÄLAREN	120.0	160.0[55]	23.00[55]	7.00[55]	…	Va	A	
			.../...	.../...	...	...	Va	A	
E 60–14	Stralsund – Peenemünde – Wolgast – Szczecin	60.0[6]					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	

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 60–11 (continued)	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[25]	C	
	From Peenestrom to Demmin		82.0/156.0	9.50/9.50	2.20	5.00	IV[25]	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
	0		200.0/200.0	23.50/23.50	6.00	11.50[3]	VIb	A	
	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	36.2	110.0/110.0	11.50/11.50	2.80[56]	6.00	Va	B	
	Zutphen - Delden		110.0/110.0	9.50/9.50	2.50	6.00	IV	B	
	TWENTEKANAAL	14.0	110.0/110.0 110.0/110.0	9.75/9.75 11.50/11.50	2.60 2.20	6.00	Va	B	
	Delden – Enschede		110.0/110.0	9.50/9.50	2.50	6.00	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 70 (continued)	TWENTE – MITTELLANDKANAL[39]	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[25, 33]	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[25, 33, 57]	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[25, 33]	C	
	HAVEL – ODER-WASSERSTRAßE	92.5	110.0/110.0 /156.0	11.45/11.45 /9.00	2.20	5.25	Va[33]	B	Spandau Lock not in operation
	0.0 km – 92.5 km		82.0/82.0	9.50/9.50	1.65	4.25	IV[25, 33]	C	
	ODER	49.4	82.0/125.0	11.45/11.45	1.80	5.25	IV[42]	B	When going downstream
	Mouth of the Havel – Oder-Wasserstraße – Kostrzyn		82.0/125.0 /137.0	11.45/11.45 /11.45	[36] 1.60	4.54	IV	C	
			82.0/125.0 .../156.0	11.45/11.45 .../9.50	1.80	5.25	IV[42]	B	When going upstream
			82.0/125.0 /156.0	11.45/11.45 /9.50	[36] 1.60	4.54	IV	C	
	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[36]	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	

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)	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[58]		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
	Kaliningrad – Gvardeysk		60.0/80.0	6.60/6.60	1.40[59]	5.70	II	B	reconstruction necessary
	DAYMA	37.5	.../...	.../...	...	...	IV	B	
	Gvardeysk – Mouth of Dayma		60.0/80.0	5.05/5.05	1.20[59]	7.54	I	B	
	KURSHSKIY ZALIV	77.9	.../...	.../...	...	No restrictions	IV	A	
	Mouth of Deyma – Lithuania/Russian Federation State border		.../...	.../...	…	No restrictions	IV	A	
	KURSHSKIY ZALIV	4.0	.../...	.../...	1.80	No restrictions	IV	A	
	Lithuania/Russian Federation State border – Nida		.../...	.../...	1.30	No restrictions	IV	A	
	KURSHSKIY ZALIV	39.1	110.0/110.0	12.00/12.00	1.80	No restrictions	IV	A	
	Nida – Klajpeda sea port		100.0/100.0	10.00/10.00	1.30	No restrictions	IV	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 11.50/11.50	2.50	6.00	Va	B	
	From Twentekanaal to Almelo		110.0/110.0	9.75/9.75	2.50	6.00	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 70–02	Mittellandkanal branch to Osnabrück	13.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb[26]	B	
			82.0/82.0	9.50/9.50	2.00	4.00	IV[25, 26, 33]	C	
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[25, 33]	C	
E 70–06	Mittellandkanal branch to Hildesheim	15.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb[26]	B	
			82.0/82.0	9.50/9.50	2.20	4.00	IV[25, 33]	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[26, 33, 60]	B	
			86.0/125.0	9.50/8.25	1.90	4.50	IV[25, 33]	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[25, 33]	C	
	SPREE From Westhafen Berlin to Britzer Verbindungskanal	14.0	85.0/85.0	9.50/9.50	2.00	4.00	IV[25, 33]	C	
			82.0/82.0	9.50/9.50	2.00	3.51	IV[25, 33]	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[25, 33]	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[26]	B	
			80.0/91.0	9.00/9.00	1.75	4.40	IV[25, 33]	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 (continued)	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[25, 33]	C	
			82.0/125.0 /91.0	9.50/8.25 /9.00	2.00	2.97	IV[25, 33]	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[25, 33]	C	
			86.0/86.0	9.50/9.50	1.90	3.80	IV[25, 33]	C	
E 71–04	TELTOWKANAL – OSTSTRECKE	7.0	82.0/82.0	9.50/9.50	2.00	4.30	IV[25, 33]	C	
			82.0/82.0	9.50/9.50	1.75	4.30	IV[25, 33]	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[25, 33]	C	
			82.0/82.0 /156.0	9.50/9.50 /8.25	1.90	3.95	IV[25, 33]	C	
E 80	LE HAVRE – TANCARVILLE CANAL	19.0	185.0/185.0	14.00/14.00	3.50	7.00[61]	Vb	A	
			185.0/185.0	14.00/14.00	3.50	7.00[61]	Vb	A	
	SEINE Tancarville – Rouen	96.1					VII	A	Free-flowing
							VII	A	Sea vessels route
	SEINE Rouen – Conflans	171.0	180.0/180.0	11.40/15.00	3.50	5.95–11.82	Vb	A	Canalized
			180.0/180.0	11.40/15.00	3.50	5.95–11.82	Vb	A	
	OISE Conflans – Creil	59.0	180.0/180.0	11.40/11.40	3.00	6.50	Vb	A	Works in progress
			180.0/180.0	11.40/11.40	2.50	5.25	Vb	B	
	OISE Creil – Compiègne	39.7	180.0/180.0	11.40/11.40	3.00	6.50	Vb	A	
			180.0/180.0	11.40/11.40	2.50	5.25	Vb	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 (continued)	SEINE – MOSELLE LINK[62]	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[63]	Vb	A	
	Neuves Maisons – Metz		170.0/170.0	11.40/11.40	3.00	6.17[63]	Vb	A	
	MOSELLE	55.0	170.0/170.0	11.40/11.40	3.00	6.17[63]	Vb	A	
	Metz – Apach		170.0/170.0	11.40/11.40	3.00	6.17[63]	Vb	A	
	MOSELLE	242.4	110.0[64]/185.0	11.45/11.45	2.80	6.17[63]	Vb	A	
	Apach – Koblenz (242.4 km – 0.0 km)		110.0[64]/172.1	11.45/11.45	2.80	6.17[63]	Vb	A	
	RHINE	31.7	135.0/193.0 /269.5	22.80/34.35[16] /22.90	2.50[17]	9.10	VIc	A	
	Koblenz (596.0 km) – 564.3 km		135.0/193.0 /269.5	22.80/34.35[16] /22.90	2.50[17]	9.10	VIc	A	
	RHINE	24.1	135.0[18]/116.5	22.80/22.90	2.10[17]	9.10	VIa	A	When going downstream
	564.3 km – 540.2 km		135.0[18]/116.5	22.80/22.90	2.10[19]	9.10	VIa	A	
			135.0[18]/186.5	22.80/22.90	2.10[17]	9.10	VIb	A	When going upstream
			135.0[18]/186.5	22.80/22.90	2.10[19]	9.10	VIb	A	
	RHINE	40.2	135.0/193.0 /153.0	22.80/22.90 /34.35	2.10[17]	9.10	VIb	A	
	540.2 km – Mainz (500.0 km)		135.0/193.0 /153.0	22.80/22.90 /34.35	2.10[19]	9.10	VIb	A	
	MAIN	37.2	110.0/190.0	14.00/14.00	2.90	6.00	Vb	B	
	0.0 km – 37.2 km		110.0/190.0	14.00/14.00	2.70	6.00	Vb	B	
	MAIN	46.8	110.0/190.0	11.45/11.45	2.90	6.00[65]	Vb	B	
	37.2 km – 84.0 km		110.0/190.0	11.45/11.45	2.70	6.00[65]	Vb	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 (continued)	MAIN	176.0	110.0/190.0	11.45/11.45	2.70	6.00	Vb	B	
	84.0 km – 260.0 km		110.0/190.0	11.45/11.45	2.70	6.00	Vb	B	
	MAIN	124.0	110.0/190.0	11.45/11.45	2.70	6.00	Vb[26]	B	
	260.0 km – 384.0 km		110.0[66]/110.0	11.45/11.45	2.30	6.00	Va[26, 33]	B	
	MAIN – DONAU KANAL	7.4	110.0[66]/190.0	11.45/11.45	2.80	6.00[67]	Vb[26]	B	
	0.0 km – 7.4 km		110.0[66]/190.0	11.45/11.45	2.60	6.00[67]	Vb[26]	B	
	MAIN – DONAU KANAL	163.6	110.0[66]/190.0	11.45/11.45	2.80[68]	6.00	Vb[26]	B	
	7.4 km – 171.0 km		110.0[66]/190.0	11.45/11.45	2.70[68]	6.00	Vb[26]	B	
	DANUBE	34.8	110.0/185.0	11.45/11.45	2.70[69]	6.00	Vb[26]	B	
	2 411.6 km – 2 376.8 km		110.0/185.0	11.40/11.40	2.70[69]	6.00	Vb[26]	B	
	DANUBE	48.4	110.0/185.0	11.45/22.90	2.70[69]	8.00	VIb[70]	A	
	2 376.8 km – 2 328.4 km		110.0/185.0	11.40/22.80	2.70[69]	5.75[71]	VIb[70]	A	
	DANUBE	79.4	110.0/185.0	11.45/22.90[72]	2.70[69]	8.00	VIb[26, 70]	A	
	2 328.4 km – 2 249.0 km		110.0/110.0	11.40/22.80[72]	2.70[69]	4.74[71, 73]	VIa[25, 26, 33]	B	
	DANUBE	47.2	120.0/180.0	22.90/22.90	2.70[69]	8.00	VIb[25, 26, 33]	A	
	2 249.0 km – 2 201.8 km		120.0/185.0	22.80/22.80	2.70[69]	4.61[74]	VIb[25, 26, 70]	B	
	DANUBE	163.6	.../230.0	23.00/23.00	3.00[75]	8.00	VIb	A	
	2 201.8 km – 2 038.2 km		.../230.0	23.00/23.00	3.00[75]	7.96[76]	VIb	A	
	DANUBE	30.2	.../230.0	23.00/23.00	3.00[77]	8.00	VIb	A	
	2 038.2 km – 2 008.0 km		.../230.0	23.00/23.00	3.00[78]	8.00	VIb	A	
	DANUBE	58.8	.../230.0	23.00/23.00	3.00[75]	8.00	VIb	A	
	2 008.0 km – 1 949.2 km		.../230.0	23.00/23.00	3.00[75]	7.67[79]	VIb	A	
	DANUBE	28.2	.../275.0	23.00/23.00	3.00[75]	8.00	VIc	A	U6 bridge at Wien
	1 949.2 km – 1 921.0 km		.../275.0	23.00/23.00	3.00[75]	7.71[80]	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 80 (continued)	DANUBE 1 921.0 km – 1 880.3 km	40.7	.../195.0 .../110.0	23.00/23.00 23.00/35.00	3.00[77]	10.00	VIc	A	When going downstream Maximum
			.../195.0 .../110.0	23.00/23.00 23.00/35.00	3.00[78]	10.00	VIb	A	4 barges/cargo vessels
			.../275.0 .../195.0	23.00/12.00 23.00/23.00	3.00[77]	10.00	VIc	A	When going upstream Maximum
			.../275.0 .../195.0	23.00/12.00 23.00/23.00	3.00[78]	10.00	VIb	A	4 barges/cargo vessels
	DANUBE Devín – Bratislava (1 880.3 km – 1 862.0 km)	18.3	.../275.0	22.80/22.80	3.50	9.10	VIc	A	
			.../210.0	22.80/22.80	2.50	9.10	VIc	A	
	DANUBE DERIVATION CANAL Bratislava – Sap (1 862.0 km – 1 811.0 km)	51.0	.../275.0	22.80/34.20	3.50	9.10	VIc	A	
			.../275.0	22.80/34.20[81]	2.50	8.90	VIc	A	
	DANUBE Sap – Klížska Nemá (Gonyü)[82] (1 811.0 km – 1 791.0 km)	20.0	.../275.0[83] /225.0[84]	22.80/34.20[83] /38.00[84]	3.50[83] 2.50[84]	9.10[83] 8.51[84]	VIc	A	When going downstream
			.../210.0[83] 160.0/210.0[84]	22.80/22.80[83] 38.00/24.00[84]	2.50[83] 1.80[84]	8.85[83] 8.51[84]	VIb	A	
			.../275.0[83] /285.0[84]	22.80/34.20[83] /24.00[84]	3.50[83] 2.50[84]	9.10[83] 9.18[84]	VIc	A	When going upstream
			.../210.083 /220.0[84]	22.80/22.80[83] /24.00[84]	2.50[83] 1.80[84]	9.10[83] 9.18[84]	VIb	A	
	DANUBE Klížska Nemá (Gonyü) - Szob (Ipoly mouth)[85]	82.8	.../275.0[83] /225.0[84]	22.80/34.20[83] /38.00[84]	3.50[83] 2.50[84]	9.10[83] 8.51[84] (Gonyü - Bánkeszi) 8.86 (Bánkeszi – Szob)	VIc	A	When going downstream

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)	(1791.0 km –1 708.2 km)		…/210.0[83] 160.0/210.0[84] (Gonyü - Bánkeszi[86]) /220.0 (Bánkeszi – Szob)	22.80/22.80[83] 24.00/38.00[84] (Gonyü - Bánkeszi) /38.00 (Bánkeszi – Szob)	2.00[83] 1.80[84] (Gonyü - Bánkeszi) 2.00 (Bánkeszi – Szob)	8.65[83] 8.51[84] (Gonyü - Bánkeszi) 8.86 (Bánkeszi – Szob)	VIb	A	
			…/275.0[83] /285.0[84]	22.80/34.20[83] /24.00[84]	3.50[83] 2.50[84]	9.10[83] 9.18[84] (Gonyü - Bánkeszi) 8.83 (Bánkeszi – Szob)	VIc	A	When going upstream
			…/210.0[83] 220.0[84] (Gonyü - Bánkeszi) 220.0/285.0 (Bánkeszi – Szob)	22.80/22.80[83] /24.00[84] (Gonyü - Bánkeszi) 38.00/24.00 (Bánkeszi – Szob)	2.00[83] 1.80[84] (Gonyü - Bánkeszi) 2.00 (Bánkeszi – Szob)	8.68[83] 9.18[84] (Gonyü - Bánkeszi) 8.83 (Bánkeszi – Szob)	VIb	A	
	DANUBE[87] Ipoly mouth – Budapest (1 708.2 km – 1 652.0 km)	56.2	/225.0	/38.00	2.50	8.81	VIc	A	When going downstream
			/225.0	/38.00	2.00	8.81	VIb	A	
			225.0/285.0	38.00/27.00	2.50	8.78	VIc	A	When going upstream
			225.0/285.0	38.00/27.00	2.00	8.78	VIb–VIc (1 641 km)	A	
	DANUBE[88], [89] Budapest (1 652.0 km – 1 632.0 km)	20.0	225.0	/38.00	2.50	8.87	VIc	A	When going downstream
			195.0/220.0	46.00/27.00	2.00	8.87	VIb–VIc (1 641 km)	A	
			225.0/285.0	38.00/27.00	2.50	8.78	VIc	A	When going upstream
			225.0/285.0	38.00/27.00	2.00	8.78	VIb–VIc (1 641 km)	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[90] Budapest – Mohács (1 632.0 km – 1 449.0 km)	183.0	/225.0	/48.00	2.50	8.47	VIc	A	When going downstream
			/225.0	/48.00	1.90	8.47	VIc	A	
			/300.0	/38.00	2.50	8.78	VIc	A	When going upstream
			/300.0	/38.00	1.90	8.78	VIc	A	
	DANUBE[91] Mohács – South border (1 449.0 km – 1 433.0 km)	16.0	/(300.0)	/(38.00)	2.50	-	VIc	A	
			/(300.0)	/(38.00)	2.50	-	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[92]	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	140.0/300.0	15.00/33.00	3.50	23.71[93]	VII	A	Canalized
			No restrictions	No restrictions	3.50	No restrictions	VII	A	
	DANUBE 947.0 km – 931.0 km	16.0	140.0/300.0	15.00/33.00	3.50	...	VII	A	Canalized
			No restrictions	No restrictions	3.50	10.00[94]	VII	A	
	DANUBE 931.0 km – 866.0 km	65.0	140.0/300.0	15.00/33.00	3.50	...	VII	A	Canalized
			No restrictions	No restrictions	3.50	No restrictions	VII	A	
	DANUBE 866.0 km – 860.0 km	6.0	140.0/300.0	15.00/33.00	3.50	...	VII	A	Free-flowing from 863.0 km
			No restrictions	No restrictions	3.50	13.50[95]	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	15.0	140.0/300.0	15.00/33.00	3.50	...	VII	A	Free-flowing
	860.0 km – 845.0 km		No restrictions	No restrictions	3.50	No restrictions	VII	A	
	DANUBE	470.0	140.0/300.0	15.00/33.00	2.50	13.91[96]	VII	A	Free-flowing
	845.0 km – 375.0 km		No restrictions	No restrictions	2.50	...	VII	A	
	DANUBE	205.0	140.0/300.0	15.00/33.00	...	...	VII	A	Free-flowing
	375.0 km – 170.0 km		No restrictions	No restrictions	...	...	VII	A	
	DANUBE	170.0	180.0	40.00	7.01	...	VII	A	Free-flowing
	170.0 km – 0.0 km		No restrictions	No restrictions	...	No restrictions	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[97]	Vb	A	Canalized
	Conflans – Paris		180.0/180.0	11.40/11.40	3.00–3.50	5.15[98]	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 significantly improved
	Bray – Nogent (46.0 km – 19.0 km)		120.0/120.0	8.00/8.00	2.00	5.25[98]	II	C	
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[26]	B	
	Völklingen – Saarbrücken		110.0/185.0	11.45/11.45	2.80	5.25	Vb[26]	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 80–08	DRAVA[99]								Free-flowing
	From the mouth of the Danube to Nemetin Port	14.0	85.0	9.50	2.50	No restrictions	IV	A	
			85.0	9.50	2.50	No restrictions	IV	A	
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	23.00	2.50	–	VIa	A	
	Szeged – State border[100] (160.0 km – 173.0 km)		140.0	23.00	2.50	–	IV	A	
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	
	From the Klek Lock to the Itebej Lock		70.0/...	8.20/9.00	2.00	...	III	B	
	BEGA	45.5[101]	.../...	.../...	...	...	...	...	Canalized
	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[102],	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	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 80–12 (continued)	SAVA[103], Gunja – Slavonski Šamac (234.0 km – 313.7 km)	79.7	85.0/85.0	9.50/9.50	2.50	8.14	IV	A	Free-flowing
			85.0/85.0	9.50/9.50	2.50	8.14	IV	A	
	SAVA[104], Slavonski Šamac – Oprisavci (313.7 km – 338.2 km)	24.5	85.0/85.0	9.50/9.50	2.50	No restrictions	IV	B	Free-flowing. Limited depth, reduced class
			70.0/85.0	9.00/9.00	1.60	No restrictions	III/II	B	
	SAVA Oprisavci – Slavonski Brod (338.2 km – 371.2 km)	33.0	85.0/85.0	9.50/9.50	2.50	No restrictions	IV	A	Free-flowing
			85.0/85.0	9.50/9.50	2.50	No restrictions	IV	A	
	SAVA[105] Slavonski Brod – Sisak (Galdovo) (371.2 km – 594.0 km)	222.8	85.0/85.0	9.50/9.50	2.50	7.00	IV	A	Free-flowing. Smaller radius, in some places, one way navigation
			70.0/85.0	9.00/9.00	2.00	6.16	III	A	
E 80–03	OLT Up to Slatina	135.0[106]	.../...	.../...	...	...	...	...	
			.../...	.../...	...	...	...	...	
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	Canalized
			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	Canalized
			110.0/120.0	11.50/11.50	3.80	12.50	Va	A	
E 80–07	PRUT From the mouth to Kakhul	85.0	.../...	.../...	...	...	...	...	Free-flowing
			42.0/60.3	7.80/7.80	1.00	9.00	II	C	
	PRUT From Kakhul to Ungheni	322.0	.../...	.../...	...	...	...	...	Free-flowing
			42.0/60.3	7.80/7.80	1.00	8.50	II	C	
E 80–09	DANUBE – KILIA ARM[107] Ismail Cape – Chatal – Vilkovo (116.0 km – 18.0 km)	98.0	125.0/300.0	17.50/40.00	7.20	No restrictions	VII	A	Free-flowing
			125.0/300.0	17.50/40.00	7.20	No restrictions	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 80–09 (continued)	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 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[108]	10.20[109]	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[6]	110.0/110.0	11.40/11.40	...	...	Va	...	New link planned
			...	...	...	...	...	...	

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 90	KORINTHOS CANAL	6.4[6]	.../...	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[110]	13.50	Va	A	Canalized upstream
	Aksay – Krasnoarmeysk		141.0/141.0	16.20/16.20	3.20[110]	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	[60.0]	110.0/110.0	12.00/12.00	2.50	7.00	Va	A	Project under
	Milano-Pizzighettone		.../...	.../...	...	...	...	...	development
	MILANO – PO CANAL	14.0	110.0/110.0	12.00/12.00	2.50	7.00	Va	A	Canalized
	Pizzighettone-Cremona		110.0/110.0	12.00/12.00	2.50[111]	6.50	Va	A	
	PO	49.0	110.0/110.0	12.00/12.00	2.50	7.00	Va	A	Limitation due to
	Cremona-Casalmaggiore		110.0/110.0	12.00/12.00	2.50[111]	5.25	Va	B	Casalmaggiore railway bridge calculated on maximum navigable waters Q_{30}[112]
	PO	70.0	110.0/110.0	12.00/12.00	2.50	7.00	Va	A	
	Casalmaggiore-mouth of the Mincio River (Mantova)		110.0/110.0	12.00/12.00	2.50	5.74	Va	B	Limitation due to Borgoforte road bridge calculated on maximum navigable waters Q_{30}

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)	PO	126.0	110.0/110.0	12.00/12.00	2.50	7.00	Va	A	Limitation due to Revere
	Mouth of the Mincio River (Mantova)-Volta Grimana		80.0/80.0	11.00/11.00	2.50	5.72	IV	B	road bridge calculated on maximum navigable waters Q_{30}
	PO – BRONDOLO CANAL	20.0	110.0/110.0	12.00/12.00	2.50	7.00	Va	A	Limitation due to Rosolina Bridge
	Volta Grimana (Po)-Marghera (Venezia)	35.0	110.0/110	12.50/12.50	2.50	3.75	Va	B	
	LAGUNA VENETA	120.0	110.0/110.0	12.00/12.00	2.50	7.00	Va	A	
	Marghera-Porto Nogaro (Punta Sdobba)		85.0/85.0	9.50/9.50	2.50	6.50	IV	B	
	LAGUNA VENETA	60.0	285.0/285.0	33.0/34.2	2.50/4.50	7.00	VII	A	Punta Sdobba –
	Porto Nogaro (Punta Sdobba)-Monfalcone-Trieste		285.0/285.0	33.0/34.2	2.50/4.50	7.00	VII	A	Trieste: coastal route
E 91–02	PO	38.0	110.0/110.0	12.00/12.00	2.50	6.50	Va	A	
	Cremona-Piacenza		85.0/85.0	9.50/9.50	2.50[113]	6.50	IV	B	
	PO	58.5	85.0/85.0	9.50/9.50	2.50	7.00	IV	A	
	Piacenza-Pavia		80.0/80.0	9.50/9.50	1.60/2.00	6.50	III	C	
	PO	85.0	85.0/85.0	9.50/9.50	2.50	7.00	IV	A	
	Pavia-Casale Monferrato		80.0/80.0	9.50/9.50	1.60/2.00	6.50	III	C	
E 91–01	MINCIO	17.0	85.0/85.0	9.50/9.50	2.50	7.00	IV	A	
	Mouth - Lago Inferiore (Mantova)		85.0/85.0	9.50/9.50	2.50[114]	6.50	IV	B	
E 91–04	FERRARA WATERWAY	70 + [35]	110.0/110.0	12.00/12.00	2.80	7.00	Va	A	Upgrading to class Va is under construction
	Ferrarra-Porto Garibaldi/Ravenna		85.0/85.0	9.50/9.50	2.50	4.10	IV	B	Limitation due to railway bridge Padova - Bologna Ravenna: coastal route
E 91–06	PO GRANDE[115]	33.0	110.0/110.0	12.00/12.00	2.80	7.00	Va	A	
	Volta Grimana-mouth		110.0/110.0	12.00/12.00	2.50	7.00	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	23.0	110.0/110.0	12.00/12.00	2.80	7.00	Va	A	
	Mantova-Valdaro Lock-Ostiglia		110.0/110.0	12.00/12.00	2.50	6.50	Va	A	
	MANTOVA-ADRIATIC SEA CANAL	80.0	110.0/110.0	12.00/12.00	2.80	7.00	Va	A	Limitation due to railway bridge Padova - Bologna
	Ostiglia-Baricetta Lock		110.0/110.0	12.00/12.00	2.50	4.90	Va	B	
	MANTOVA-ADRIATIC SEA CANAL	33.0	110.0/110.0	12.00/12.00	2.80	7.00	Va	A	Upgrading is envisaged
	Baricetta Lock-Porto Levante		110.0/110.0	12.00/12.00	2.50	5.50	Va	B	
E 91-03-02	PO – MANTOVA–ADRIATIC SEA CANAL	2.2	110.0/110.0	12.00/12.00	2.80	7.00	Va	A	Canal
	Via S. Leone link		110.0/110.0	12.00/12.00	2.50	6.50	Va	…	
E 91-05	PADOVA – VENEZIA CANAL	27.0	110.0/110.0	12.00/12.00	2.50	7.00	Va	A	Completed only for some sections. Completion in the design phase
			.../...	.../...	…	…	…	…	

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	100.0	12.00	2.79	La Plante lock
	Namur – Dinant	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	100.0	12.00	2.75	Anseremme lock
	Dinant – Hastière	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
	MAXIMAKANAAL	115.0	12.60	2.40	Empel lock
		115.0	12.60	2.75	Hintham lock
E 02	BOUDEWIJN CANAL	500.0	57.00	15.00	Vandamme lock
	Zeebrugge – Brugge (12.0 km)	210.0	19.70	5.50	Visart lock
		125.0	12.00	4.75	Boudewijn 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	GENT – OOSTENDE CANAL	89.7	10.20	2.50	Dammepoort lock
(continued)	LEIE	136.0	16.00	2.50	Sint-Baafs-Vijve lock
		115.0	12.40	3.50	Harelbeke lock
	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	230.0	25.00	5.00	Lock 1
		136.0	16.00	3.80	Lock 2
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 WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
E 05–02	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 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
		195.0	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 WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
E 10–03	RHEIN – HERNE KANAL	190.0	12.00	4.00[4]	
E 10–05	RUHR	127.0	12.80	5.11[5]	Raffelberg lock
E 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 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	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	
	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 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	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	Mířejovice 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	
		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	120.0	12.90	2.40/2.70	Lock No. 10 Trishin
	Brest – Kobrin	120.0	12.70	2.75/2.40	Lock No. 9 Novosady
		120.0	12.90	2.50/2.70	Lock No. 8 Zaluzje
	DNEPROVSKO – BUGSKIY KANAL	120.0	12.70	2.70/2.55	Kobrin lock
	Kobrin – Pererub	79.80	11.10	4.10/2.17	Lock No. 5 Lyakhovichi
		79.85	11.10	3.80/2.00	Lock No. 4 Ovzichi
		79.85	11.10	3.85/1.95	Lock No. 3 Ragodosch
		80.0	11.30	3.90/1.76	Lock No. 2 Pererub
	PINA				
	Pererub – Pinsk	120.0	12.70	2.45/2.60	Lock No. 1 Duboy
	PRIPYAT	110.0	11.90	4.40/2.20	Lock No. 11 Kachanovichi
	Pinsk – Stakhovo	110.0	12.00	5.20/2.20	Lock No. 12 Stakhovo
	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 WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
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[12]	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[13]	Nine locks
E 50–01	KAMA				
	Mouth of the Kama – Solikamsk	240.0	28.90	3.30	Three locks
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[1]	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				

[1] After the reconstruction of the lock which is planned to be finished in 2019, the dimensions of the lock will be 190.0 x 23.0 x 8.40 m.

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 (continued)	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[14]	12.50	3.00	One lock[14]
	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 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	

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 (continued)	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
	DANUBE, Downstream	226.5	24.00	4.70[5]	Kachlet locks
	of Regensburg to 2 201.8 km	230.0	24.00	3.65[15]	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[16]	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, 943 km
	1 075.0 km – 0.0 km	310.0	34.00	4.50	
		310.0	34.00	4.50	Iron Gates II locks, 863.00 km
		310.0	34.00	4.50	
		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 WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
E 80–01–02	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
	SEINE	180.0	16.00	3.50	Varennes
	Montereau – Bray, 67.7 km – 45.0 km	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	121.0	10.50	2.24	Villiers
	Bray – Nogent 45.0 km – 18.72 km	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 - BUCHAREST CANAL	130.0	12.50	5.00	Four double locks under planning
E 80–14	DANUBE – BLACK SEA CANAL	310.0	25.00	7.50	Cernavodă (60.0 km)
		310.0	25.00	7.50	Agigea (1.3 km)
E 80–14–01	POARTA ALBA – MIDIA NAVODARI	145.0	12.50	6.50	Năvodari (60.0 km)
	CANAL	145.0	12.50	6.50	Ovidiu (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

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)	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
	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	145.0	17.80	4.00	Five locks
	Aksay – Kalach				
	VOLGO – DONSKOY CANAL	145.0	17.80	4.00	Thirteen locks
	Kalach – Krasnoarmeysk				
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
		100.0	10.50	3.50	Cavanella d'Adige left lock
		110.0	12.50	3.50	Cavanella d'Adige left new lock
		100.0	10.50	3.50	Brondolo lock
		110.0	12.50	3.50	Brondolo new lock
	LAGUNA VENETA	81.0	10.00	3.50	Cavallino lock. Used for touristic purposes
		81.0	9.00	3.50	Cortellazzo lock. Used for touristic purposes
		81.0	9.00	3.50	Revedoli lock. Used for touristic purposes

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 (continued)		81.0	9.00	3.50	Bavazzana lock. Used for touristic purposes
E 91–02	PO	110.0	12.50	4.00	Isola Serafini new lock is under construction
	From Cremona lock to Casale Monferrato	85.0	11.50	2.50	Isola Serafini lock.
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
		102.0	12.20	3.50	Valpagliaro lock
		105.0	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 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

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 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	

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 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)	X			-	-	-	-	
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)		X		-	-	-	-	
P 02–04–02	Izegem (Roeselare – Leie Canal, 6.4 km)		X		-	-	-	-	
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)	X			-	-	-	-	
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)	X			-	-	-	-	
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)	…	…	…	…	…	…	…	

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 05–03	Meerhout (Albertkanaal, 80.7 km)	x			x	x	…	…	
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 05–01–01	Bossuit Kortrijk (Bossuit – Kortrijk Canal, 7.6 km)		X		-	-	-	-	Building materials, petroleum products and metal ores. Agricultural products, food products and chemicals
P 05–04–01	Aalst (Dender, 53.7 km)	X			-	-	-	-	
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			…	…	…	…	

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 10–10	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	
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	

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 10–34	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
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			…	…	…	…	

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 10–03–03	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, 159.15 km – 170.0 km)			x	x	x	x	x	
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	-	-	

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 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			-	-	-	-	
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			-	-	-	-	

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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 20–06	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
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	

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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 40–02	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
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 river mouth)[3]	…	…	…	…	…	…	…	

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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 41–04	Kaunas (Nemunas, 209.0 km)	x			-	-	-	-	
P 41-05	Kaunas winter port (Nemunas, 210.0 km)	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
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

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 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 50–01–02Error! Bookmark not defined.	Agidel (Belaya, 1 786.3 km)	x			-	-	-	-	Oil cargoes
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)	…	…	…	…	…	…	…	
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

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 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
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			-	-	-	-	

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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 70–01ter	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			-	-	-	-	
P 70–02–01	Osnabrück (Stichkanal, 13.0 km)	…	…	…	-	-	x	x	
P 70–04–01	Hannover-Linden (Stichkanal, 11.0 km)	x			-	-	-	x	

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					20'	40'			
1		2	3	4	5	6	7	8	9
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
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			…	…	…	…	

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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 80–07	Thionville-Illange (Moselle, 271.9–270.1 km)	x			x	x	-	-	
P 80–08	Mertert (Moselle, 208.0 km)	x			x	x	-	x	Oil products, wood shavings, construction materials, coal, agricultural products/fertilizers, 20 and 40 ft containers
P 80–09	Trier (Moselle, 184.0 km)	x	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	

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 80–28	Bamberg (Main-Donau-Kanal, 3.0 km)	…	…	…	-	-	-	x	
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	All cargoes
P 80–39	Györ-Gönyü (Danube, 1 807.0 km)	x					x	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	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, general 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	

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 80–48bis	Pančevo (Danube, 1 152.8 km)	x			x	…	…	x	
P 80–49	Smederevo (Danube, 1 116.3 km)	x			...	...	...	x	
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	-	
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	
P 80–60	Braila (Danube, 167.0–175.0 km)		x		-	-	x	x	General cargo, oil products, bulk cargo
P 80–61	Galati (Danube, 76.0 Mm – 160.0 km)			x	-	-	x	x	General cargo, containers, oil products, bulk cargo
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	Bulk cargo, passengers

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 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

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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 81–02	Sereď (Váh, … km)	x			…	…	…	…	Port is planned
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)	…	…	…	…	…	…	…	Study evaluation

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 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
P 91–05	Boretto R. Emilia Centrale (Po, 120.0 km from Milano Terminale)	x			…	…	…	…	Starting up
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)	…	…	…	…	…	…	…	Study evaluation
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			…	…	…	…	Study evaluation
P 91–02–02	Pavia (Po, 98.0 km from Conca di Cremona)	…	…	…	…	…	…	…	Study evaluation
P 91–02–03	Casale Monferrato (Po, 183.0 km from Conca di Cremona)	…	…	…	…	…	…	…	Study evaluation
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)	…	…	…	…	…	…	…	
P 91–04–04	Ravenna			x	x	x	x	x	Sea port with connection to inland waterway

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 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			…	…	…	…	
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.

* Private Port

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

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] For the water level near Empel NAP + 2.55 m.
[5] Depending on the tide water level prevailing.
[6] Estimation by the secretariat.
[7] All bridges are movable.
[8] Sea-going vessels measuring 175.00 m x 25.00 m x 8.80 m are admitted.
[9] For fixed low water level for rivers (OLW) NAP - 0.20 m.
[10] When bridge is not open air draught is 12.00 m for MHW NAP + 0.96 m.
[11] For OLW NAP + 0.15 m.
[12] For sea-going vessels measuring 256.00 m x 34.00 m x 12.25 m.
[13] For fixed low water level (OLR) at Lobith NAP + 7.95.
[14] 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.
[15] Fairway depth, below GLW 2002 (between Emmerich and Duisburg: 2.80 m below GLW).
[16] When going downstream; reduced to 22.90 m in low water conditions.
[17] Fairway depth, below high water level (GLW) 2002.
[18] 110.0 m at certain water levels.
[19] Fairway depth, below GLW 2002 (between St. Goar and Mainz: 1.90 m below GLW).
[20] The height under the railway bridge at Strasbourg Kehl is currently 6.75 m at HNWL.
[21] Smaller dimensions apply in case of closure of certain lock chambers.
[22] The secretariat was informed by the Government of France that the project concerning the Saône — Moselle Link / Saône — Rhine Link has been abandoned.
[23] Bridge at Avignon — 6.30 m, Bridge at Tarascon — 7.40 m, bridge at Arles — 7.88 m.
[24] Fos — Port of Marseille section is not operable because of closure of the Rove tunnel.
[25] The under-bridge headroom requirement for this class cannot be met.
[26] Restrictions apply with regard to two-way traffic.
[27] Single units and convoys of up to 90 m in length and 9.60 m in width, may draw up to 2.80 m.
[28] From 113.0 km to 124.0 km — 5.50 m.
[29] The draught may be reduced to 2.10 m for twenty days a year at low water level downstream of Iffezheim.
[30] 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.
[31] 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.
[32] No dimension established for inland navigation vessels; sea-going ships measuring 325.0 m x 42.00 m x 13.10 m are admitted.
[33] The depth required for this category cannot be guaranteed (depending on the water level prevailing).
[34] Above mean water level.
[35] Fairway depth, below GLW 89.
[36] Depending on the water level prevailing.
[37] Maximum dimensions of pushed convoys shall be 137.0 x 23.00 m or 170.0 x 11.50 m.
[38] The total length of the Lüneburg Shiplift is 100.0 m; single units of up to 100.0 m in length are accepted.
[39] This project is not expected to be realized in the near future.
[40] Maximum permissible draught on the section Mělník-Praha Radotín — 1.80 m and on the section Praha Radotín-Slapy — 1.2 m.
[41] The permissible length-of-convoy requirement for this class cannot be met.
[42] Class to be agreed upon by the Governments of Poland and Germany.

[43] Non-navigable waterway. A weir in Kozlowice, downstream of Brest, has no navigational locks and constitutes a main obstacle.
[44] During the locking procedure, the pusher is to enter the chamber alongside the barges.
[45] Periodically, at a low water level, the maximum draught is limited to 3.00 m.
[46] Limitation draught on the section from Gorodetski Lock to Nizhniy Novgorod (of 56 km in length).
[47] At a project water level.
[48] On the Sarapul-Chaikovsky section (of 68 km in length). On other sections the maximum navigable draught is 3.50 m.
[49] 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.
[50] 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.
[51] This figure is reduced to 6.60 m under the bridge of Ferradosa at 151.0 km.
[52] The lowest height is under the Westminster Bridge.
[53] Height is restricted due to power cables.
[54] 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.
[55] To be reached in 2019 after the reconstruction of the fairway which is under way.
[56] On the section Geldersche IJssel – Eefde the maximum draught is as much lower than 2.80 m as the outer water level at the lock Eefde is lower than NAP + 3.20 m.
[57] 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.
[58] As an alternative to the waterway via the Szkarpawa River.
[59] Fairway depth.
[60] Improvement of the Untere Havel Wasserstraße is under way to the south of Wustermark.
[61] No restriction when bridges are open.
[62] The secretariat was informed by the Government of France that the project concerning the Seine – Moselle link has been abandoned.
[63] Height ensured during 300 days per year.
[64] 135.0 m under certain conditions.
[65] Except for road bridge Auheim at 59.56 km, where an under-bridge headroom of 4.39 m applies.
[66] Vessels exceeding 90.0 m in length are subject to additional requirements regarding the carriage of equipment.
[67] Except for Kettenbrücke and Löwenbrücke Bridges at Bamberg, where an under-bridge headroom of 5.41 m applies.
[68] A special permit is required when the draught exceeds 2.50 m.
[69] At low navigable water level (LNWL) (fairway depth).
[70] The single-unit permissible length and width requirement for this class cannot be met.
[71] Road bridge at Pfatter.
[72] Only vessels with a beam of up to 11.40 m may navigate downstream.
[73] Railway bridge at Deggendorf.
[74] Luitpolbrücke at Passau.
[75] Maximum draught according to Police Regulations; 2.70 m fairway depth at LNWL.
[76] Nibelungenbrücke at Linz.
[77] Maximum draught according to Police Regulations; 3.00 m fairway depth at LNWL.
[78] Maximum draught according to Police Regulations: 2.50 m fairway depth at LNWL in the deep channel.
[79] Road bridge at Stein/Mautern.
[80] U6 bridge at Wien
[81] Width limit of Gabcikovo Lock 34.00 m.

[82] Footnote by Hungary: both length/width parameters are for convoys, no restriction for vessels. If fairway narrower than 80 m, length/width=160/24 m or 145/38 m (when going downstream), and 220/13 m or 160/24 m (when going upstream).

[83] Data received from the Government of Slovakia.

[84] Data received from the Government of Hungary.

[85] Footnote by Hungary:
for the section Klížska Nemá (Gonyü)- Bánkeszi: both length/width parameters are for convoys, no restriction for vessels. If fairway narrower than 80 m, length/width=160/24 m or 145/38 m (when going downstream), and 220/13 m or 160/24 m (when going upstream);
for the section Bánkeszi- Szob (Ipoly mouth): Both length/width parameters are for convoys, no restriction for vessels. If fairway narrower than 80 m, length/width=220/24 m (when going upstream).

[86] 1 784.0 km.

[87] When going upstream, both length/width parameters are for convoys, no restriction for vessels. If fairway narrower than 80 m, length/width=225/27 m.

[88] When going downstream, both length/width parameters are for convoys, no restriction for vessels.

[89] When going upstream, both length/width parameters are for convoys, no restriction for vessels. If fairway narrower than 80 m, length/width=225/27 m.

[90] The following length/width parameters are applied:
- If fairway narrower than 120 m, length/width=225/38; if fairway narrower than 80 m, length/width=145/38; at the bridge at 1,560.55 km while Dunaföldvár water gauge lower than -50 cm, length/width=145/35; at the bridge at 1,480.22 km while Baja water gauge above 600 cm, length/width=225/38 (when going downstream);
- If fairway narrower than 120 m, length/width=225/38 or 300/27; if fairway narrower than 80 m, length/width=225/27 (when going upstream).

[91] No restrictions for length/width; no bridges.

[92] Temporary road/railway bridge at Novy Sad (1,254.0 km).

[93] 1,045.12 km Moldova Veche – bridge with cables.

[94] 943 km Iron Gates I. 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.

[95] 863 km Iron Gates II, locks and road bridge.

[96] 796.00 km, Calafat, Vidin bridge (road and rail) , the height is 21.64 m;
488.70 km, Giurgiu – Ruse bridge (road and rail) – the height is 13.91 m;
300 +70 km, Cernavoda bridge (road and rail) – the height is 24.90 m;
300.00 km, Cernavoda bridge (rail) – the height is 30.96 m.

[97] 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.

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

[99] 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.

[100] Bridge at 173.6 km with a height 7.69 m.

[101] The length on the Romanian territory.

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

[103] From km 307.0 to km 329.0, i.e. between Slavonski Šamac and Novi Grad: unregulated sections.

[104] 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

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

[106] Estimation by the Government of Romania.

[107] *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.

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

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

[110] 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.

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

[112] Q_{30} is …

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

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

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

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] Limitation draught at the Gorodetski Lock. At other locks a draught of 4.00 m is ensured.

[13] From Dubna to the Moskva Northern Port depth at sills is 4.00 m.

[14] Additional gate of the lock.

[15] Datum: Low navigable water level (LNWL).

[16] Leads to the old bed of the Danube. Practically not used.

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.