

Distr.: Restricted  
12 October 2011

English only

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## Working Party on Inland Water Transport

### Fifty-fifth session

Geneva, 12–14 October 2011

Item 5 (b) of the provisional agenda

**Inland waterway infrastructure: Inventory of main standards and parameters of the E waterway network (“Blue Book”)**

## Preparation of the map of European inland waterways

### Note by the secretariat

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Presented below are some remarks on the preparation of the fourth edition of the map of European inland waterways. The Working Party may wish to take note of and, if desired, to comment on the approach used by the secretariat and the choices made with respect to visually displaying information on inland waterway parameters.

#### 1. Interpretation

Any map is the result of an exercise in interpretation, and choices have to be made. Some choices are practically imposed by the scale, but there are many solutions available to present the picture which the publisher feels the most appropriate. We have tried to anticipate the choices that could be made by the delegates and their governments, but it is important to have an understanding of the principles underlying the proposed choices.

#### 2. Principle 1 – Follow the Blue Book

The point of departure for this 4th edition is the Blue Book. The map is intended to reflect the contents of the revisions that are now being compiled. Working on the revisions, and reading the 85 notes, it is clear that the map cannot provide all the information. However, it would be a reasonable objective to provide – as far as possible – a graphic representation of the Blue Book. This raises a few questions.

#### 3. Missing links

Is it not appropriate to add, in a suitably faint style, the missing links which are included in the AGN? By not placing projects which are not yet programmed, are we not presenting a picture which is inconsistent with the AGN and the Blue Book?

### Proposal

- Missing links in AGN network, not currently planned for implementation
- Liaisons manquantes du réseau AGN, non encore projetées
- Недостающие звенья в сети СМВП; реализация в ближайшем будущем не предусматривается

Showing them does not mean that we are prejudging the results of further economic and environmental studies, and the note to that effect could be added.

#### 4. Dimensions and restrictions

Many different situations apply on the network, and although common definitions have been agreed, the draft map contains indications which at present do not convey a truly consistent picture. Applying the revisions has meant departing from the practice adopted for previous editions of the map. Examples:

##### (a) Variable depths

Some governments have supplied two figures for available draught.

For the Seine, Montereau-Bray, we have

5.20  
2.20-2.80

For the Lower Oise we display

5.25 >6.50

2.50 >3.00 (the arrow indicates the dimensions are increased by works in progress)

For the Elbe Ústí nad Labem we display

6.50  
0.90-2.80

For the Gelderse IJssel we have

5.25/9.10  
3.00

For the Po upstream from Pavia we give the draught of 2.50m, although this is only 150 days per year

### Proposal

Show the first (more critical) figure in red, suggesting a restriction, with a definition in the legend designed to cover the different situations, such as

- the first figure applies to drought or flood conditions OR the current situation pending works in progress.

##### (b) Variable air draught

The height available above the highest navigable flood level does not establish a 'level playing field' since the frequency of occurrence of this flood level (days/year) varies according to the characteristics of the river. For the IWT industry it would be valuable to know the headroom available above the normal level, since this will determine - in particular - the normal pattern for combined transport.

### Proposal

Add the headroom above normal operating level.

### 5. Locks

We have positioned all locks on waterways of international importance, plus those of Class III.

For waterways of Classes I and II, we continue the previous practice of indicating the number of locks on each section (separate lock symbol and number of locks on each side of a summit level).

### 6. Locks under construction or programmed

These are shown in a different style, with the symbol itself dotted (like waterways under construction).

### 7. Enlargements

#### (a) Benelux

The enlargement for Benelux meant that the coverage of that area on the main map was poor in previous editions. That area on the main map has now been filled in with sufficient detail for the overview to be meaningful for this part of the network.

#### (b) Iberian peninsula

An inset added to show Guadalquivir and Douro/Duero

### 8. Legend

Changed to show the missing links (cf. §3) and - ! - local reductions in Class (short lengths of the Albert Canal and Rhein-Herne Kanal on main map)

### 9. Towns

A third category of place names is proposed, in regular type and with a smaller dot, because it is not appropriate to show Bad Salzig in the same type as Bonn (for example). This process can be continued, with a view to showing many of the place names included in the Blue Book. Other towns added in this category are, e.g. Apach on the Moselle, Hamm, Mainz, Wittenberge, Slav. Šamac on the Sava.

### 10. Cover

A new design of cover will be proposed, perhaps adopting the same two shades of blue as the Blue Book cover. Suggestions welcomed.

### 11. AGN map

The new edition of the AGN map should perhaps not distinguish between Saône-Moselle and Saône-Rhine, which are being envisaged as parallel and complementary projects.

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