United Nations ECE/TRANS/SC.3/WP.3/2015/8

Economic and Social Council

Distr.: General
15 June 2015
English
Original: English, French and Russian

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

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

Forty-seventh session
Geneva, 24–26 June 2015
Item 2 (b) of the provisional agenda
Inland waterway infrastructure: Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book")

Draft Addendum to the Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book")

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

I. Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2014–2015 (ECE/TRANS/2014/23) adopted by the Inland Transport Committee on 27 February 2014 (ECE/TRANS/240).

2. At its forty-second session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) requested the secretariat to update the UNECE online database and issue addenda to the Blue Book (ECE/TRANS/SC.3/144/Rev.2) on receiving relevant information from Governments (ECE/TRANS/SC.3/WP.3/84, para. 19). The Working Party may wish to consider the amendments received by the secretariat to-date and reproduced below, amend and/or provisionally approve them and decide whether to submit them to SC.3 for adoption.

II. Amendments to Part 3, List of bottlenecks and missing links in the E waterway network by country

A. Belgium

3. Page 4, Basic bottlenecks

Line 4

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

Line 5

Amend the text as follows

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

4. Page 4, Strategic bottlenecks

Line 9

Amend the text as follows

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

Line 12

Amend the text as follows

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

Line 13

Amend the text as follows

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

B. Croatia

5. Page 5, Basic bottlenecks

At the end, *insert*

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

6. Page 5, Strategic bottlenecks

At the end, *insert*

- Danube (E 80) from 1,433.1 km to 1,395.5 km – 17 critical sections with inadequate fairway parameters.

C. Russian Federation

7. Page 12, Strategic bottlenecks

Amend the second sentence of footnote** as follows

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

Amend footnote*** as follows

~~The construction of a second parallel lock is planned~~ **The second parallel lock is being now under construction, the startup is planned for 2021**.

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

8. Table 1, page 32, line 3, waterway E 50, column 6, lines 1 and 2

For 3.10 *read* 3.50

A*fter* line 6, waterway E 50–01 *insert*

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 50–01–01	BELAYA Mouth of the Belaya River – mouth of Agidel canal, 1786.3 km; Agidel canal – oil loading terminal	34.0	166.0	27.00	3.40	11.00	VIb	A	Free-flowing

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

9. Table 3, page 76

Delete line 6, P 50–02–02

A*fter* line 9, P 50–01–01 *insert*

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 50–01–02	Agidel (Belaya, 1 786.3 km)	x			-	-	-	-	Oil cargoes