

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network

Resolution No. 49

Revision 2

Amendment 1



UNITED NATIONS
Geneva, 2022

Note

At its sixty-fifth session, the Working Party on Inland Water Transport (SC.3) asked the secretariat to prepare a consolidated version of the approved amendments to the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (annex to resolution No. 49, revision 2) and issue them as amendment No. 1 (ECE/TRANS/SC.3/215, paragraph 41).

Amendment No. 1 to the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network contains a consolidated text of the amendments preliminarily approved by SC.3 at its sixty-second session (ECE/TRANS/SC.3/207, paragraph 22), sixty-fourth session (ECE/TRANS/SC.3/213, paragraph 38) and sixty-fifth session (ECE/TRANS/SC.3/215, paragraph 40).

Amendments to the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (resolution No. 49, revision 2)

Chapter III, Most important bottlenecks and missing links in the E waterway network by country

A. Croatia

Lists of basic and strategic bottlenecks, *modify*

Basic bottlenecks:

Sava (E 80-12), two sections from Slavonski Šamac to Oprisavci¹ and from Slavonski Brod to Sisak — upgrading from class III to class IV.

Strategic bottlenecks:

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

- From 1,429.0 km to 1,425.0 km, reduced fairway width
- From 1,424.2 km to 1,414.4 km, reduced fairway width
- From 1,408.2 km to 1,400.0 km, reduced depth and fairway width
- From 1,397.2 km to 1,389.0 km, reduced depth and fairway width
- From 1,384.0 km to 1,381.6 km, reduced fairway width
- From 1,381.4 km to 1,378.2 km, reduced fairway width
- From 1,376.8 km to 1,373.4 km, reduced depth and fairway width
- From 1,371.4 km to 1,366.4 km, reduced fairway width
- From 1,366.2 km to 1,361.4 km, reduced fairway width
- From 1,357.0 km to 1,351.0 km, reduced fairway width
- From 1,348.6 km to 1,343.6 km, reduced depth and fairway width
- From 1,340.6 km to 1,338.0 km, reduced fairway width
- From 1,332.0 km to 1,325.0 km, reduced fairway width
- From 1,324.0 km to 1,320.0 km, reduced depth and fairway width
- From 1,315.4 km to 1,314.6 km, reduced fairway width
- From 1,311.4 km to 1,307.6 km, reduced depth and fairway width
- From 1,302.0 km to 1,300.0 km, reduced fairway width.

2. Drava (E 80-08) from 0 km to 12 km — one critical section with inadequate fairway parameters (reduced fairway width; depth is partly reduced to less than 2.5 m during the low navigable water level, 70 days per year).

¹ Section between Slavonski Šamac–Jaruge and Novi Grad (from 310.0 km to 329.0 km) is considered by the Government of Croatia as a strategic bottleneck.

3. Sava (E 80-12), section between Gunja and the Serbia/Croatia border — upgrading from class IV to class Va.

B. Czech Republic

Lists of basic and strategic bottlenecks, *modify*

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 1997–2020, the draught was less than 1.40 m during 0–217 days a year making the section commercially non-navigable; the construction of locks and the improvement of the fairway are necessary.

Strategic bottlenecks:

1. Elbe (E 20) from Chvaletice to Pardubice – the construction of locks at Přelouč is necessary.
2. Vltava (E 20-06) — From Miřejovice to Praha — low height under bridges (5.25 m) and narrow width of lock gates (11.00 m); from Mělník to Vraňany — low available draught (1.8 m).

C. Germany

List of strategic bottlenecks, *delete*

1. 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.

D. Slovakia

Missing links, after the title, *add* footnote 13

- ¹³ Portions of waterways which do not exist at present but which are included in relevant infrastructure development programmes.

E. Ukraine

List of basic bottlenecks, *add* a new paragraph 2 and *renumber* the existing paragraphs 2 to 4 accordingly:

2. Prypiat (E 40) from the Belarus/Ukraine border to the mouth — insufficient maximum draught (1.20 m).
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