



Economic and Social Council

Distr.: General
31 January 2023
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

Sixty-second session

Geneva, 15–17 February 2023

Item 5 (b) of the provisional agenda

Inland Waterways Infrastructure: Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book)

Consolidated text of amendments to the Inventory of Main Standards and Parameters of the E Waterway Network

Note by the secretariat

Mandate

1. This document is submitted in line with the proposed Programme Budget for 2023, part V, Regional cooperation for development, section 20, Economic Development in Europe, Programme 17, Economic Development in Europe (A/77/6 (Sect. 20), table 20.6).
2. At its sixty-fifth session, the Working Party on Inland Water Transport (SC.3) decided to prepare the fourth revision of the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book) in 2023 under its programme of work for 2022–2023 (ECE/TRANS/SC.3/215, paragraph 96). Annex to this document contains the consolidated text of amendments Nos. 1 to 5 to the third revision of the Blue Book, adopted by SC.3 in 2018 to 2022 (ECE/TRANS/SC.3/144/Rev.3/Amends. 1 to 5).



Annex

Consolidated text of amendments to the Blue Book

I. List of Bottlenecks and Missing Links in the E Waterway Network by country

1. Page 6, Croatia, *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:

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

2. Page 6, Czech Republic, *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 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.

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:

- Elbe (E 20) from Chvaletice to Pardubice – the construction of locks at Přelouč is necessary.
 - Vltava (E 20-06) – From Měřejovice 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).
3. Page 8, Germany, Strategic bottlenecks, *delete*
 - 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.
 4. Serbia, Strategic bottlenecks, *modify*
 - (a) Page 13
 - Second bullet point
Replace 8.15 m with 8.80 m
 - *Delete* the third bullet point.
 - (b) Page 14, first bullet point
Replace from its mouth with from km 81.
 5. Page 14, Slovakia, Missing links, at the end of the title, *add* footnote xiii

^{xiii} Portions of waterways which do not exist at present but which are included in relevant infrastructure development programmes.
 6. Page 14, Ukraine, Basic bottlenecks, *add*
 - Prypiat (E 40) from the Belarus/Ukraine border to the mouth – insufficient maximum draught (1.20 m).

II. Table 1, Navigational Characteristics of Main European Inland Waterways of International Importance

7. Page 19, third to fifth entries, *modify*

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	KANAAL BOCHOLT–HERENTALS Kom Dessel – sluis 1 Lommel	4.1	85.0/85.0	9.50/9.50	2.80	5.50	IV	B	
			55.0/55.0	7.30/7.30	2.50	4.93	II	C	
	KANAAL BOCHOLT – HERENTALS Sluis 1 Lommel – Bocholt	27.1	86.0/86.0	9.50/9.50	2.80	5.50	IV	B	
			86.0/86.0	8.30/8.30	2.50	5.50	II	C	
	ZUID-WILLEMSVAART Bocholt – up to the Belgium/Netherlands border	4.9	85.0/85.0	9.50/9.50	2.80	5.50	IV	B	
52.0/52.0			6.70/6.70	2.00	5.15	II	C		

8. Page 22, eighth entry, *modify*

1	2	3	4	5	6	7	8	9	10
E 04	BRUXELLES – SCHELDE CANAL Sauvegarde – Willebroek	2.4	205.0/205.0	22.80/22.80	9.00	32.00	VIb	A	
			140.0/140.0	24.00/24.00	7.00	32.00	VIa	A	

9. Page 24, first to fifth entries, *modify*

1	2	3	4	5	6	7	8	9	10
E 05	BOVEN ZEESCHELDE Durme – Wintam	10.9	135.0/195.0	24.00/24.00	5	45.00	VIb	A	The water level depends on the tide
			135.0/195.0	24.00/24.00	5	45.00	VIb	A	
	ALBERTKANAAL Antwerpen – Wijnegem	9.7	135.0/200.0	15.00/23.00	3.40	9.10	VIb	A	
			135.0/200.0	15.00/23.00	3.40	6.70	Vb	A	
	ALBERTKANAAL Wijnegem – Lanaken	90.0	196.0/200.0	23.00/23.00	3.40	9.10	VIb	A	
			196.0/200.0	23.00/23.00	3.40	6.90	VIb	A	
	ALBERTKANAAL Lanaken	1.0	196.0/196.0	23.00/23.00	3.40	9.10	VIb	A	
			196.0/196.0	23.00/23.00	3.40	7.00	Va	A	
	ALBERTKANAAL Lanaken – Kanne	10.0	196.0/196.0	23.00/23.00	3.40	9.10	VIb	A	
			196.0/196.0	23.00/23.00	3.40	6.90	VIb	A	

10. Page 25, first to third and fifth entries, *modify*

1	2	3	4	5	6	7	8	9	10
E 05-06	NETEKANAAL Albertkanaal – Lier	9.5	81.3/81.3	10.30/10.30	2.80	7.00	IV	B	
			81.3/81.3	10.30/10.30	2.80	5.43	IV	C	
	NETEKANAAL Lier – Duffelsluis	5.7	85.0/85.0	10.30/10.30	2.80	7.00	Va	A	
			85.0/85.0	10.30/10.30	2.80	6.94	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	10.30/10.30	5	5	IV	C	
...									
E 06	SCHELDE – RIJN CONNECTION Antwerpen – Moerdijk	37.8	200.0/200.0	23.00/23.00	4.30	9.10	VIc	A	
			200.0/200.0	23.00/23.00	4.30	9.10	VIc	A	

11. Page 27

(a) First entry, column 7, second line, *add* endnote 18

1	2	3	4	5	6	7	8	9	10
E 10	RHINE Lobith – Köln (863.0 km – 688.0 km)	175.0	135.0/193.0	22.80/34.35	2.50 ¹⁵	9.10	VIc	A	
			/269.5	/22.90					
			135.0/193.0	22.80/34.35 ¹⁶	2.50 ¹⁷	9.10 ¹⁸	VIc	A	
			/269.5	/22.90					

¹⁸ The height under the road bridge Rheinhausen-Ouisburg-Hochfeld (Rhine km 775.29) is 8.88 m at HNWL.

The height under the bridge Josef-Kardinal-Frings-Brücke (Sudbrücke Düsseldorf, Rhine km 737.10) is 8.61 m at HNWL.

The height under the bridge Kniebrücke Ousseldorf (Rhine km 743.57) is 8.82 m at HNWL.

(b) Second entry, column 7, second line, *add* endnote 19

1	2	3	4	5	6	7	8	9	10
E 10	RHINE Köln (688.0 km) – 564.3 km	123.7	135.0/193.0	22.80/34.35	2.50 ^{Error! Bookmark not defined.}	9.10	VIc	A	
			/269.5	/22.90					
			135.0/193.0	22.80/34.35 ¹⁶	2.50 ¹⁷	9.10 ¹⁹	VIc	A	
			/269.5	/22.90					

¹⁹ The height under the road bridge Köln-Deutz (Rhine km 687.93) of 9.10 m above HNWL is only available over a width of 94 m.

The height under the road bridge Bonn-Beuel (Kennedy-Brücke Bonn, Rhine km 654.94) of 9.10 m above HNWL is only available over a width of 115 m.

(c) Third entry, column 6, second line, endnote 19 *renumber* as endnote 21 and *modify*

²¹ Navigable channel depth below GLW 2012 (between St. Goar and Mainz: 1.90 m below GLW is guaranteed at least 345 days per year).

(d) Sixth entry, column 7, second line, *delete* the existing endnote 20.

12. Page 33, fifth to eighth entries, *modify*

1	2	3	4	5	6	7	8	9	10
E 20	ELBE Germany/Czech Republic border – Ústí nad Labem	40.0	110.0/137.0	11.50/23.00	2.80	7.00	VIa	A	Free-flowing, canalization necessary
			110.0/137.0	11.50/23.00	0.90- 2.80 ³⁶	7.00	Va	B	
	ELBE Ústí nad Labem – Mělník	69.0	110.0/185.0 ³⁷	11.50/22.80 ³⁷	2.80	7.00	VIb	A	Canali- zed
			110.0/137.0	11.50/11.50	2.00- 2.20 ³⁶	5.66	Va	A	
	ELBE Mělník – Chvaletice	102.2	110.0/185.0	12.00/12.00	2.80	7.00	Vb	A	Canali- zed
			84.0/84.0	11.50/11.50	2.10	4.90/5.25	IV	C	
	ELBE Chvaletice – Pardubice	24.8	110.0/185.0	11.50/11.50	2.80	7.00	Vb	A	Canali- zed
			.../...	.../...	...	...	IV ⁶	...	

13. Page 34, second entry (E 20-06), *delete* endnote 40 and *modify*

1	2	3	4	5	6	7	8	9	10
E 20-06	VLTAVA Mělník – Praha	64.0	110.0/137.0	11.40/11.40	2.50	7.00	Va	B	Including the mouth of the Berounka watercourse to the port of Prague-Radošín
			110.0/110.0	10.60/10.60	1.80	5.10	IV	C	

1	2	3	4	5	6	7	8	9	10
	VLTAVA Praha – Slapy	27.0	110.0/110.0	11.40	1.20	5.25	IV	C	
			110.0/110.0	11.40	1.20	4.95	IV	C	

14. Page 37, fourth to last entries, and page 38, first to fifth entries, *modify*

1	2	3	4	5	6	7	8	9	10
E 40	PRYPIAT Belarus/Ukraine border – mouth of the Prypiat River	62.5	.../...	.../...	...	...	...	...
			100.0/100.0	20.00/20.00	1.20	No restrictions	IV33	B	
	DNIPRO Mouth of the Prypiat River – Kyivska Hydroelectric Power Station (HPS) (943.0 km – 877.0 km)	66.0	150.0/150.0	18.00/18.00	2.20	No restrictions	Va	A	Canali- zed
			85.2/114.8	15.30/15.20	2.20	No restrictions	Va	A	
	DNIPRO Kyivska HPS – Kanivska HPS (877.0 km – 727.0 km)	150.0	270.0/270.0	18.00/18.00	3.20	No restrictions	Vb	A	Canali- zed
			114.1/170.0	13.23/15.20	3.20	No restrictions	Vb	A	
	DNIPRO Kanivska HPS – Kremenchutska HPS (727.0 km – 556.0 km)	171.0	270.0/270.0	18.00/18.00	3.20	13.20	Vb	A	Canali- zed
			114.0/170.0	13.23/15.20	3.20	13.20	Vb	A	
	DNIPRO Kremenchutska HPS – Serednodniprovska HPS (556.0 km – 433.0 km)	123.0	270.0/270.0	18.00/18.00	3.20	No restrictions	Vb	A	Canali- zed
			138.3/170.0	16.70/15.20	3.20	No restrictions	Vb	A	
	DNIPRO Serednodniprovska HPS – Dniprovska HPS (433.0 km – 305.0 km)	128.0	270.0/270.0	18.00/18.00	3.20	14.70	Vb	A	Canali- zed
			138.3/170.0	16.70/15.20	3.2045	14.70	Vb	A	
	DNIPRO Dniprovska HPS – Kakhovska HPS (305.0 km – 93.0 km)	212.0	270.0/270.0	18.00/18.00	3.20	No restrictions	Vb	A	Canali- zed
			138.3/170.0	16.70/15.20	3.20	No restrictions	Vb	A	
DNIPRO Kakhovska HPS – Kherson (93.0 km – 28.0 km)	65.0	270.0/270.0	18.00/18.00	3.20	No restrictions	Vb	A	Free- flowing	
		138.3/170.0	16.70/15.20	3.20	No restrictions	Vb	A		
DNIPRO Kherson – Entry to Rvach Arm	28.0	200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A	Sea vessel route	
		200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A		
KHERSONSKYI SEA CHANNEL, entry to Rvach Arm – leading line of Adzhyholska Beak	40.0	200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A	Sea vessel route	
		200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A		
E 40-01	DESNA From the mouth to Chernihiv (0.0 km – 194.5 km)	194.5	.../...	.../...	1.60	...	IV	...	Free- flowing
			.../...	.../...	1.30	...	III	...	
E 40-02	PIVDENNYI BUH Buzko-Dniprovsko- Lymanskyi Channel (BDLC), elbows 1-13	81.4	215.0/215.0	32.50/32.50	10.30	No restrictions	VII	A	Sea vessel route
			215.0/215.0	32.50/32.50	10.30	No restrictions	VII	A	

15. Page 53, fifth to seventh entries, and page 54, first entry, *modify*

1	2	3	4	5	6	7	8	9	10
E 80	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	8.80	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	9.10	VIc	A	
	DANUBE 1 295.5 km – 1 215.0 km	80.5	110.0/280.0	11.40/34.20	2.50	9.10	VIc	A	Free-flowing
			No restrictions	No restrictions	2.50	9.10	VIc	A	
	DANUBE 1 215.0 km – 1 175.0 km	40.0	110.0/280.0	11.40/34.20	2.50	9.10	VIc	A	Free-flowing
			No restrictions	No restrictions	2.50	9.10	VIc	A	

16. Page 55, eighth entry, column 2, *replace* From the mouth of the Danube to Nemetin Port⁹⁶ by From the mouth (the confluence with the Danube) to Nemetin Port, Osijek.⁹⁶

17. Page 56, seventh to tenth entries, and page 57, first entry, *modify*

1	2	3	4	5	6	7	8	9	10
E 80-12	SAVA, Račinovci – Gunja (210.8 km–234.0 km) ²	23.2	110.0/110.0	11.40/11.40	2.50	7.00	Va	A	Free-flowing
			85.0/85.0	9.50/9.50	2.50	7.60	IV	A	
	SAVA, Gunja – Slavonski Šamac (234.0 km–313.7 km) ³	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, Slavonski Šamac – Oprisavci (313.7 km–338.2 km) ⁴	24.5	85.0/85.0	9.50/9.50	2.50	No restrictions	IV	B	Free-flowing
			70.0/85.0	9.00/9.00	1.60	No restrictions	III	B	
	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	
	Slavonski Brod – Sisak (Galdovo) (371.2 km–594.0 km) ⁵	222.8	85.0/85.0	9.50/9.50	2.50	7.00	IV	A	Free-flowing
			70.0/85.0	9.00/9.00	2.00	6.16	III	A	

18. *Renumber* the endnotes accordingly.

² From 210.8 km to 228.0 km, depth is reduced to less than 2.5 m approximately 50 days per year.

³ From 310.0 km to 329.0 km, i.e. between Slavonski Šamac and Novi Grad: unregulated sections.

⁴ Between Jaruge and Novi Grad: limited width, one-way navigation throughout the year. On the section from 321.0 km to 329.0 km: depth is reduced to less than 2.0 m during the low navigable water level, 170 days per year.

⁵ From 523.0 km to 588.1 km: reduced fairway width on curves; in some-places, one-way navigation throughout the year.

III. Table 2, Parameters of Locks of Inland Waterways of International Importance

19. Page 67, first and second entries for E 01-01 and first to third entries for E 02, *modify*

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 01-01	CANAL BOCHOLT – HERENTALS	55.0	7.50	2.50	Lommel lock (No. 1)
		55.0	7.50	2.50	Mol lock (No. 2)
		55.0	7.50	2.50	Mol lock (No. 3)
	ZUID–WILLEMSVAART	65.0	7.50	2.50	Lock No. 15
		70.0	7.50	2.50	Lock No. 16
		55.0	7.00	1.90	Bocholt and Lozen locks (Nos. 18 and 17)
...					
E 02	BOUDEWIJN CANAL Zeebrugge – Brugge (12.0 km)	500.0	57.00	15.00	Vandamme lock
		261.0	19.70	5.50	Visart lock
		125.0	12.50	4.75	Verbinding lock
	GENT – OOSTENDE CANAL	90.8	11.75	2.50	Dammeport lock
			16.0	2.50	Beernem Lock
	LEIE	235.0	16.00	2.50	Sint-Baafs-Vijve lock
		235.0	12.50	3.50	Harelbeke lock

20. Page 68, entry for E 02-02-01, entry for E 02-04, fourth entry for E 03, first entry for E 04, second to fifth entries for E 05, entry for E 05-01, entry for E 05-04, *modify* and *add* a new entry for E 05-06

1	2	3	4	5	6
E 02-02-01	PLASSENDALE – NIEUWPOORT	90.0	6.35	2.00	Plassendale lock
		124.0	12.50	2.00	Saint Joris lock
E 02-04	ROESELARE – LEIE CANAL	115.0	12.50	2.80	Ooigem lock
...					
E 03	GENT CIRCULAR CANAL	230.0	25.00	5.00	Evergem Lock No. 1
		136.0	16.00	3.80	Evergem Lock No. 2
E 04	BRUXELLES – SCHELDE CANAL	250.0	25.00	9.50	Wintam lock
		220.0	24.20	6.50	Zemst lock
...					
E 05	BOVENSCHELDE Herinnes – Gent Circular Canal	125	14.05	3.50	Kerkhove lock
		125.0	14.00	3.50	Oudenaarde lock
		125.0	14.00	3.50	Asper lock
		125.0	14.05	2.60	Spiere lock
	GENT CIRCULAR CANAL	180.0	18.00	Variable	Merelbeke lock 1
		180.0	18.00	Variable	Merelbeke lock 2
	BENEDEN ZEESCHELDE Port of Antwerpen	180.0	22.00	Variable	Royers lock
	ALBERTKANAAL Antwerpen – Eben – Emael	136.0	16.00	5.00	Wijnegem lock
		136.0	16.00	3.40	Genk lock
		136.0	16.00	3.40	Hasselt lock
		136.0	16.00	3.40	Diepenbeek lock
		136.0	16.00	3.40	Kwaadmechelen lock
		136.0	16.00	3.40	Olen lock
	200.0	24.00	3.40	Genk push-towing lock	

1	2	3	4	5	6
		200.0	24.00	3.40	Hasselt push-towing lock
		200.0	24.00	3.40	Diepenbeek push-towing lock
		200.0	24.00	3.40	Kwaadmechelen push-towing lock
		200.0	24.00	3.40	Olen push-towing lock
		200.0	24.00	5.00	Wijnegem push-towing lock
...					
E 05-01	BOSSUIT – KORTRIJK CANAL	38.7	5.18	1.80	Kortrijk lock No. 9
		38.7	5.15	1.80	Kortrijk lock No. 10
		38.7	5.15	1.80	Kortrijk lock No. 11
		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 05-06	NETEKANAAL	81.60	10.50	2.50	Viersel lock

21. Page 70, *delete* the last entry for Elbe, German border – Ústí nad Labem.

22. Page 71, first to third entries for E 20, *modify*

1	2	3	4	5	6
E 20 (continued)	ELBE	173.7	13.00	2.60	Střekov parallel locks
	Ústí nad Labem – Střekov – Mělník	170.0	24.00	2.60	
		110.0	12.00	2.50	Lovosice parallel locks
		155.0	22.00	2.50	
	ELBE Mělník – Chvaletice	85.0	12.00	3.30	15 × one lock
ELBE Chvaletice – Pardubice	85.0	12.00	3.00	Srnojedy and Pardubice locks	

23. Page 71, entry for E 20-06, *modify*

1	2	3	4	5	6
E 20-06	VLTAVA Mělník – Praha – Slapy	73.0	11.00	2.50	Hořín parallel locks ¹⁰
		137.0	12.00	2.50	
		215.0	11.00	2.50	Mířejovice double locks ^{10, 11}
		52.0	11.00	2.50	Dolánky double locks ^{10, 11}
		133.0	11.00	2.50	
		203.0	11.00	2.50	Roztoky double locks ^{10, 11}
		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 + 68 m)
		192.0	12.00	3.50	Modřany double lock (85 + 95 m)
		134.0	12.00	3.00	Vrané nad Vltavou parallel locks
		85.0	12.00	3.00	
118.4	12.00	2.50	Štěchovice double lock (40 + 73 m)		

24. Page 72, seventh entry for E 40, *modify*

1	2	3	4	5	6
E 40	DNIPRO	150.0	18.00	4.00	Kyivskiy lock
	Mouth of the Prypiat River – Kherson	270.0	18.00	4.25	Kanivskiy lock
		270.0	18.00	3.85	Kremenchutskiy lock
		270.0	18.00	3.65	Dniprodzerzhynskiy lock
		120.0	18.00	4.40	Zaporizskiy three-chamber lock
		290.0	18.00	5.50	Zaporizskiy one-chamber lock
		270.0	18.00	3.65	Kakhovskiy lock

IV. Table 3, Technical Characteristics of Inland Navigation Ports of International Importance

25. Page 88, entries 15 to 17, *modify*

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 20-15	Děčín (Elbe, 737.6 and 740.5 km) ²	x			x	x	-	x	Bulk cargoes
P 20-16	Ústí nad Labem (Elbe, 761.2 and 764.0 km) ²	x			x	x	-	x	Bulk cargoes
P 20-17	Mělník (Elbe, 834.4 and 836.7 km) ²	x			x	x	x	x	Bulk cargoes

26. Page 89, second and sixteenth to eighteenth entries, *modify*

1	2	3	4	5	6	7	8	9	
P 20-06-02	Praha (Vltava, 46.6 and 19.31 km)	x			-	-	-	-	Bulk cargoes
...									
P 40-05	Kyiv (Dnipro, 861.0 km)			x	x		-	x	Bulk and general cargo
P 40-06	Cherkasy (Dnipro, 661.0 km)		x		x	-	-	x	Bulk and general cargo
P 40-07	Kremenchuk (Dnipro, 541.0 km)			x	x	-	-	x	Bulk and general cargo

27. Page 90, first to eleventh entries, *modify*

1	2	3	4	5	6	7	8	9	
P 40-07bis	Poltavskiy Ore Mining and Processing Enterprise (Dnipro, 521.0 km)		x		-	-	-	x	Ore, minerals
P 40-08	River port (city of Kamianske) (Dnipro, 429.0 km)		x		-	-	-	x	Bulk and general cargo
P 40-09	Dnipro (Dnipro, 392.0 km)			x	x		-	x	Bulk and general cargo
P 40-10	Zaporizhzhia (Dnipro, 306.0 km)			x	x	x	-	x	Bulk and general cargo, lighters
P 40-11	Nova Kakhovka (Dnipro, 94.0 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 (Pivdennyi Buh, 40.0 km)	x			...	...	...	...	Cereals, scrap, minerals
P 40-02-02	Mykolaiv, sea port (Pivdennyi Buh, 35.0 km)		x		x	x	-	x	Timber, oil products, metals, cereals, bulk cargo, scrap
P 40-02-03	Dnipro-Buzkyi (Pivdennyi Buh, 16.0 km)		x		-	-	-	x	Ore, general cargo

28. Page 102

- P 80-09-02, *replace* Kilia *by* Kiliia
- P 80-09-03, *at the end* of the second column, *add* endnote 5

⁵ Navigation in the Ust-Dunaisk harbour basin (Danube – Kiliiske Mouth, 1.0 km) is prohibited.

29. Page 106, endnote 2

Replace 726.15 km *with* 730.00 km.