UNECE

Inventory of Main Standards and Parameters of the E Waterway Network

Blue Book

Fourth Revised Edition

UNITED NATIONS

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

INVENTORY OF MAIN STANDARDS AND PARAMETERS OF THE E WATERWAY NETWORK

"BLUE BOOK"

Fourth Revised Edition

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The United Nations Economic Commission for Europe (UNECE) is one of the 5 United Nations regional commissions, administered by the Economic and Social Council (ECOSOC). It was established in 1947 with the mandate to help rebuild post-war Europe, develop economic activity and strengthen economic relations among European countries, and between Europe and the rest of the world. During the Cold War, UNECE served as a unique forum for economic dialogue and cooperation between East and West. Despite the complexity of this period, significant achievements were made, with consensus reached on numerous harmonization and standardization agreements.

In the post-Cold War era, UNECE acquired not only many new member States, but also new functions. Since the early 1990s the organization has focused on assisting the countries of Central and Eastern Europe, Caucasus and Central Asia with their transition process and their integration into the global economy.

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TRANSPORT IN ECONOMIC COMMISSION FOR EUROPE

Today, UNECE services 60 United Nations inland transport legal instruments. Several of the legal instruments are global either by design or because their success has caused them to grow beyond the ECE region. In addition to negotiating the amendments to existing legal instruments, UNECE has been active in facilitating new legal instruments. Its normative activities are enhanced with developing methodologies, guidelines, and definitions on subjects such as transport planning, data collection and the collection of transport statistics. UNECE's work on transport is governed by the Inland Transport Committee (ITC) and its 21 Working Parties, which are in turn supported by more than 40 formal and informal expert groups and in cooperation with 9 treaty bodies (Administrative Committees). Annual sessions of ITC are the key moments of this comprehensive intergovernmental work, when the results from all subsidiary bodies, as well as the UNECE Sustainable Transport Division, are presented to ITC members and contracting parties.

In addition to servicing ITC and its subsidiary bodies, the Division also services other intergovernmental bodies including the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, as well as 9 treaty bodies of United Nations legal instruments and the TIR Executive Board. In cooperation with UNESCAP, UNECE Sustainable Transport Division supports the United Nations Special Programme for the Economies of Central Asia (SPECA). It also annually alternates with UNESCAP as the secretariat to the SPECA Thematic Working Group on Sustainable Transport, Transit and Connectivity. In cooperation with the UNECE Environment Division and WHO Europe, the Division services the Transport, Health and Environment Pan-European Programme (THE PEP). It ensures the management and oversight of the Trans-European North-South Motorway (TEM) and the Trans-European Railway (TER) projects. The Division supports the accession to and implementation of the UN legal instruments through policy dialogues, technical assistance, and analytical activities with the priority of promoting regional and subregional cooperation and capacity building. Finally, since 2015, UNECE hosts the secretariat of the United Nations Secretary-General's Special Envoy for Road Safety and since 2018 the secretariat of the United Nations Road Safety Fund (UNRSF).

PREFACE

At its fortieth session in 1996, the UNECE Working Party on Inland Water Transport (SC.3) agreed to proceed with the drafting of the so-called "Blue Book" which would contain technical characteristics of European inland waterways and ports of international importance (E waterways and ports) identified in the European Agreement on Main Inland Waterways of International Importance (AGN).

The objective of the Blue Book is to establish an inventory of existing and envisaged standards and parameters of E waterways and ports in Europe and to show, on an internationally comparable basis, the current inland navigation infrastructure parameters in Europe as compared to the minimum standards and parameters prescribed in the AGN Agreement. This would enable member States and intergovernmental organizations concerned to use the Blue Book as a basic instrument for monitoring the progress made in implementing AGN. A consolidated non-official text of the AGN Agreement, as amended, may be found in ECE/TRANS/120/Rev.4 (see https://unece.org/fileadmin/DAM/trans/doc/2019/sc3/ECE-TRANS-120r4efr.pdf).

The Blue Book was published in 1998 as TRANS/SC.3/144, the first revision in 2006, the second revision in 2012 and the third revision in 2017. This fourth revised edition of the Blue Book has been prepared on the basis of the information received by the secretariat from member States and River Commissions as of 30 April 2023 and was approved by SC.3 at its sixty-seventh session in October 2023.

The Blue Book data is also available in an online database at https://unece.org/blue-book-database. This database allows to search, filter and export the E waterways and E ports data. An online map showing the data combined with topographical and satellite maps gives an overview of the E waterway network at the pan-European level.

CONTENTS

INVENTORY OF MAIN STANDARDS AND PARAMETERS OF THE E WATERWAY NETWORK ("BLUE BOOK")

Fourth revised edition

I. 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. In total, 29,265 km of European inland waterways have been earmarked by Governments as E waterways. This Annex also includes a number of sections that do not exist at present and are considered as missing links. The above length excludes the double counting of sections on which two or more E waterways overlap. In its Annex III, the Agreement stipulates the requirements for the classification of E waterways.

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, class Vb (missing link); E 30/E 70 of 49 km, class IV; E 40/E 70 of 114 km (41 km — class IV; 73 km — class VIa); E 41/E 70 of 39 km, class IV; E 50/E 60 of 503 km, class Vb and E 50/E 90 of 453 km, class VIc.

The portions of E waterways considered as missing links in accordance with the network laid down in the AGN Agreement and as listed in chapter II below, are given in the table below.

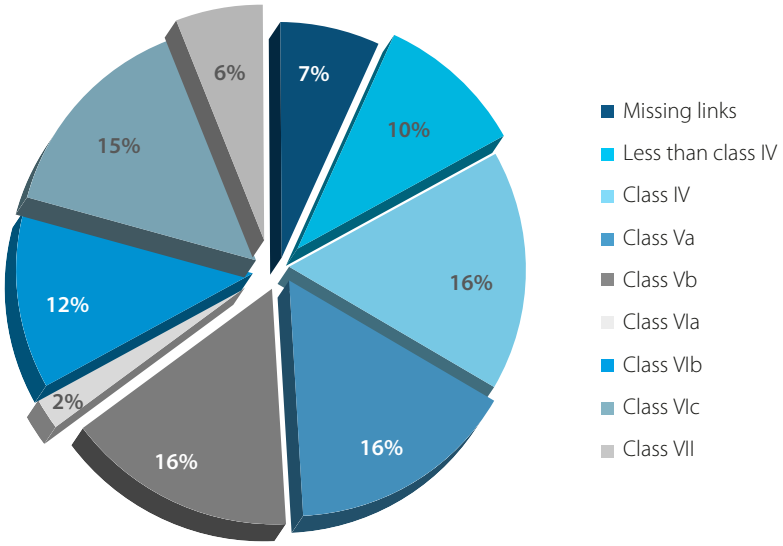
List of Missing Links in the E Waterway Network

E Waterway	Section of E Waterway	Countries concerned	Length (km)	Class
E 05	CANAL SEINE–NORD EUROPE Compiègne–Aubencheul au Bac	France	106.0	Vb
E 07	LEIE BYPASS CANAL Maldegem–Zeebrugge	Belgium	25.6	Vb
E 10	SAÔNE–RHINE CONNECTION Mulhouse–St. Symphorien	France	206.0	...
E 10-02	SAÔNE–MOSELLE LINK	France	304.0	Vb
E 20	ELBE–DANUBE CONNECTION Pardubice–Přerov–Bratislava	Czechia, Slovakia	325.0	Vb
E 30	ODER–DANUBE CONNECTION Kozle–Přerov	Czechia, Poland, Slovakia	154.4	Vb
E 40	WISLA Gdansk–Brest Connection	Poland	430.4	IV
E 70	TWENTE–MITTELLANDKANAL Enschede–Bergeshövede	Germany, Netherlands	55.0	Vb
E 80	SEINE–MOSELLE LINK Compiègne–Neuves Maisons	France	250.0	...
E 80-03	OLT Up to Slatina	Romania	135.0	...
E 80-05	DANUBE–BUCURESTI CANAL	Romania	73.0	Va
E 80-10	DANUBE–SAVA CANAL Vukovar–Samac	Croatia	61.0	Vb
E 81	VÁH–ODER LINK	Czechia, Poland, Slovakia	80.0	Va
E 91	MILANO–PO CANAL Milano–Pizzighettone	Italy	60.0	Va
E 91-05	PADOVA–VENEZIA CANAL	Italy	27.0	Va

As a result, the breakdown by classes of European inland waterways of international importance may be summarized as in the figure 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)	1 988	2 968	4 825	4 602	4 587	630	3 578	4 341	1 746	29 265
%	6.8	10.1	16.5	15.7	15.7	2.2	12.2	14.8	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 ×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.

II. Definition of Bottlenecks and Missing Links in the Network of Main Inland Waterways of International Importance

The Working Party on Inland Water Transport applies 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 (TRANS/SC.3/133, parapraph 18 and TRANS/SC.3/WP.3/AC.1/4, paragraph 18):

> "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."

In accordance with the above definition the following list of bottlenecks and missing links, by country, has been established.

III. 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 km 2,037.0 to km 2,005.0 and from km 1,921.0 to km 1,873.0 — low fairway depth (in some locations down to 2.20 m).

Belarus

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks:

- Mukhavets (E 40) from Brest to Kobrin — low maximum draught (1.80 m).
- Dneprovsko-Buzkiy Canal (E 40) from Kobrin to Pererub — low maximum draught (1.80 m); upgrading of locks to class Va is envisaged.
- Pina (E 40) from Pererub to Pinsk — low maximum draught (1.80 m).
- Pripyat (E 40) from Pinsk to Stakhovo — low maximum draught (1.80 m); upgrading of locks to class Va is envisaged.[i]
- Pripyat (E 40) from Stakhovo to the mouth of Mikashevichi Canal — low maximum draught (1.40 m).
- Pripyat (E 40) from the mouth of Mikashevichi Canal to Pkhov — low maximum draught (1.35 m).
- Pripyat (E 40) from Pkhov to the border of Belarus/Ukraine — low maximum draught (1.45 m).

Belgium

Missing links:

- Meuse–Rhine link.[ii]
- Maldegem–Zeebrugge (E 07).

Basic bottlenecks:

- Bocholt–Herentals Canal (E 01-01), Bocholt–Dessel section.
- Zuid-Willemsvaart (E 01-01), section Bocholt–the border of Belgium/Netherlands.
- Gent–Oostende Canal (E 02), Brugge–Beernem section.
- Plassendale–Nieuwpoort Canal (E 02-02-01).

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[i] Completion of upgrading of lock No. 4 Ovzichi and lock No. 11 Kachanovichi is scheduled by 2025 under the State Programme "Transport Complex" for 2021–2025.

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

- 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.
- 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, Viesville 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.
- Bovenschelde (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 Kanne–Liège section — 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) from km 515.2 to km 178.0 — 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 km 845.5 to km 375.0 — low fairway depth during dry seasons (below 2.50 m — value recommended by the Danube Commission) at several critical sections, i.e.:
  - From km 845.5 to km 610.0, with fairway depth limited to 2.10–2.20 m for 10–15 days a year, and
  - From km 610.0 to km 375.0, 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), two sections from Slavonski Šamac to Oprisavci[iii] and from Slavonski Brod to Sisak — upgrading from class III to class IV.

Strategic bottlenecks:

- Danube (E 80) from km 1,433.1 to km 1,295.5 — 17 critical sections with inadequate fairway parameters:
  - Km 1,429.0–km 1,425.0, reduced fairway width
  - Km 1,424.2–km 1,414.4, reduced fairway width
  - Km 1,408.2–km 1,400.0, reduced depth and fairway width
  - FKm 1,397.2–km 1,389.0, reduced depth and fairway width
  - Km 1,384.0–km 1,381.6, reduced fairway width
  - Km 1,381.4–km 1,378.2, reduced fairway width
  - Km 1,376.8–km 1,373.4, reduced depth and fairway width
  - Km 1,371.4–km 1,366.4, reduced fairway width
  - Km 1,366.2–km 1,361.4, reduced fairway width
  - Km 1,357.0–km 1,351.0, reduced fairway width
  - Km 1,348.6–km 1,343.6, reduced depth and fairway width
  - Km 1,340.6–km 1,338.0, reduced fairway width
  - Km 1,332.0–km 1,325.0, reduced fairway width
  - Km 1,324.0–km 1,320.0, reduced depth and fairway width
  - Km 1,315.4–km 1,314.6, reduced fairway width
  - Km 1,311.4–km 1,307.6, reduced depth and fairway width
  - Km 1,302.0–km 1,300.0, reduced fairway width.
- Drava (E 80-08) from km 0 to km 12 — 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 border of Serbia/Croatia — upgrading from class IV to class Va.

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

Czechia

Missing links: Danube–Oder–Elbe Connection (E 20 and E 30).

Basic bottlenecks: Elbe (E 20) from the 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:

- Elbe (E 20) from Chvaletice to Pardubice — the construction of locks at Přelouč is necessary.
- 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).

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).[iv]
- Seine–Nord Europe Link (E 05).[v]
- Saône–Moselle Link (E 10-02)/Saône — Rhine Link (E 10).[vi]

Basic bottlenecks:

- Seine (E 80-04) between Bray-sur-Seine and Nogent — upgrading is envisaged.

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 finalized, lifting up to 7.00 m is envisaged.

[iv] The secretariat was informed by the Government of France that the project concerning the Seine–Moselle link has been abandoned.

[v] The secretariat was informed by the Government of France that the Seine–Schelde connection project had been modified.

[vi] The secretariat was informed by the Government of France that the project concerning the Saône–Moselle Link/Saône–Rhine Link has been abandoned.

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

Strategic bottlenecks:

- Rhine–Herne Kanal (E 10-03) — upgrading to class Vb is under way.
- Dortmund–Ems Kanal (E 13) from km 108.3 to km 21.5 — upgrading to class Vb is under way.
- Weser (E 14) from km 360.7 to Minden — upgrade to Va under way.
- Elbe (E 20): middle Elbe from Lauenburg upstream to the border of Germany/Czechia — 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).[vii]
- Danube (E 80) — low height under bridges at Bogen (km 2,311.27) — 5.00 m; at Passau (km 2,225.75) — 5.15 m — upgrading to 7.00 m is required.
- 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, E 70-04 and E 70-06) — low fairway depth and height under bridges, insufficient dimensions of locks.

[vii] Low Navigable Water Level; see the explanations to table 1.

Hungary

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks:

- Danube (E 80), joint Slovak-Hungarian section from Sap (km 1,811.0) to km 1,708.2 — low maximum draught during dry seasons (1.50 m as registered in the course of years up to November 2011) and at HNWL[viii] — low height under bridges: road bridge Medved'ov (km 1,806.35) — 9.09 m between pillars[ix] II–III and 9.19 m between pillars I and II; railway bridge Komárno (km 1,770.4) — 8.65 m between pillars IV–V and 8.68 m between pillars III–IV; road bridge Komárno (km 1,767.8) — 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 km 1,708.2 to km 1,433.0 — 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 (km 1,560.55) — 8.85 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 (km 1,480.22) — 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), from km 1,811.0 to km 1,433.0 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.

[viii] High Navigable Water Level; see the explanations to table 1.

[ix] Numbering of pillars of bridges starts from the left bank on the Danube.

Lithuania

Missing links: none.

Basic bottlenecks: Nemunas (E 41) from Kaunas to Jurbarkas and from Jurbarkas to Klaipėda — 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).[x]

Strategic bottlenecks: none.

Luxembourg

Missing links: none.

Basic bottlenecks: none.

Strategic bottlenecks: none.

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.
- Twentekanaal (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.
- Zaan (E 11-01) — adaptation to class Va with regard to fairway depth and/or width — height under the bridges and lock capacity is under way.
- Noordzeekanaal (E 11) — upgrading of sea locks at IJmuiden to class VIc is being studied.

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

Poland

Missing links:

- Danube–Oder–Elbe Connection (E 30).
- Gdansk–Brest Connection (E 40), excluding its existing navigable sections.

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 the border of Ukraine/Republic of Moldova 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 km 845.5 to km 175 — low fairway depth during dry seasons (below 2.50 m — value recommended by the Danube Commission) at several critical sections, i.e.:
  - From km 845.5 to km 610, with fairway depth limited to 1.90–2.50 m for 12–46 days a year
  - From km 610 to km 375, with fairway depth limited to 1.60–2.00 m for 20–40 days a year
  - From km 375 to km 300, 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 km 300 to km 175, with fairway depth limited to 2.00–2.50 m for 5–32 days a year.
- Danube (E 80) from km 170 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).[xi]
- Volga (E 50) — low water depth from the Gorkovsky hydroelectric complex to Nizhny Novgorod.[xii]
- Volgo-Baltiyskiy waterway (E 50) — the Nizhne-Svirski hydro-electrical complex.

[xi] To eliminate the insufficient draught downstream the Kochetovsky hydraulic complex, the construction of the Bagayevsky hydraulic complex near the village of Arpachin is in progress.

[xii] Reconstruction works at locks No.15 and No. 16 of the Gorodetsky hydraulic complex are in progress, including construction of an additional lock chamber and a ship canal between Gorodets and Nizhny Novgorod.

Serbia

Missing links: none.

Basic bottlenecks: Begej (E 80-01-02) from its mouth to the border of Serbia/Romania — upgrading from class III to at least class Va is required.

Strategic bottlenecks:

- Danube (E 80) from km 1,405.6 to km 1,227.9 — narrow fairway conditions.
- Danube (E 80) — low height under the railway bridge at Bogojevo (km 1,366.5) — 8.80 m — upgrading to 9.10 m is required.
- Danube (E 80) from km 863 to km 845.5 — 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 km 81 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:[xiii]

- Danube–Oder–Elbe Connection (E 20 and E 30).
- Váh–Oder Link (E 81).

Basic bottlenecks: none.

Strategic bottlenecks:

- Danube (E 80) from Devín (km 1,880.26) to Bratislava (km 1,867.0) — insufficient depth at low water level and insufficient height under bridges at locks of Gabčíkovo Hydro Electrical Complex (km 1,819.3) — 8.90 m. Upgrading is required to 9.10 m.
- Danube (E 80) from Sap (km 1,811.0) to the mouth of the Ipeľ (km 1,708.2) — insufficient depth at low water level and insufficient height under the bridges.
- Váh (E 81) from Komárno (km 0.0) to Žilina (km 240.0) — insufficient fairway depth. Canalization of the river and its upgrading to class VIa (Komárno–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.

[xiii] Portions of waterways which do not exist at present but which are included in relevant infrastructure development programmes.

Ukraine

Missing links: none.

Basic bottlenecks:

- Prypiat (E 40) from the border of Belarus/Ukraine to the mouth — insufficient maximum draught (1.20 m).
- Desna (E 40-01) from the mouth to Chernihiv — upgrading from class III to class IV is required.
- Danube, Kiliiske Mouth (E 80-09) — upgrading the fairway depth and/or width.
- Dnister (E 90-03) from Bilhorod Dnistrovskyi to the border of Ukraine/Republic of Moldova — upgrading from class III to class Va is required.

Strategic bottlenecks: none.

IV. 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 (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.

V. Tables 1, 2 and 3

Explanations

The three tables reproduced below reflect data on existing and target parameters of inland waterways, locks and ports of international importance as of 30 April 2023.

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 forward slash.

The draught (*d*) and the minimum height under bridges (*H*) indicated in table 1 are given in relation to LNWL for the draught and HNWL for the height under bridges. 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). 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 110,0 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 185,0 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 640 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 438 European inland navigation ports of international importance, at least 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	

* 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 (continued)	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	
	MEUSE	16.6	196.0/196.0	12.50/12.50	3.40	7.00	Vb	A	
	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 vessel 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[2]					
E 01-02	MEUSE	46.4	98.0/99.70	11.80/11.80	2.50	5.63	IV	B	
	Namur–Givet (Quai des Trois 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 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 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	
	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	2.50	4.93	II	C	
	KANAAL BOCHOLT–HERENTALS	27.1	86.0/86.0	9.50/9.50	2.80	5.50	IV	B	
	Sluis 1 Lommel–Bocholt		86.0/86.0	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–the border of Belgium/ Netherlands		52.0/52.0	6.70/6.70	2.00	5.15	II	C	
	ZUID-WILLEMSVAART	14.2	85.0/85.0	9.50/9.50	2.50	5.30	IV	B	
	The border of Belgium/ Netherlands–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	7.25/7.25	2.10	5.20	II	C	
			95.0/95.0	9.60/9.60					
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	9.50/9.50	3.00	7.00	IV	B	
			110.0/110.0	6.70/6.70					
			105.0/105.0	9.50/9.50	3.00	7.00	IV	B	
			110.0/110.0	6.70/6.70					
	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	9.60/9.60	3.00	7.00	IV	B	
			110.0/110.0[4]	7.25/7.25[4]					
E 02	BOUDEWIJN CANAL	12.0	.../...	.../...	...	...	VIb	A	Sea vessel route
	Zeebrugge–Brugge		125.0/125.0	12.00/12.00	4.75	...	Va	A	
	GENT–OOSTENDE CANAL	13.8	86.0/86.0	10.20/10.20	2.50	7.50	IV	A	
	Brugge–Beernem		86.0/86.0	10.20/10.20	2.50	7.29	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 02 (continued)	GENT–OOSTENDE CANAL	18.4	100.0/100.0	10.20/10.20	2.70	7.00	IV	A	
	Beernem–Schipdonk		100.0/100.0	10.20/10.20	2.70	7.26	IV	A	
	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 is under way
	Deûlémont–Quesnoy		110.0/110.0	5.05/7.00	2.30	5.55	II	B	
	DEÛLE AND DEÛLE CANAL	8.7	185.0/185.0	11.40/11.40	3.00	6.50	Vb	A	Upgrading to class Vb is under way
	Quesnoy/Deûle–Lille (Grand Carré)		110.0/110.0	11.40/11.40	2.30	5.25	Va	C	
	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 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	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	
	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	86.0/86.0	9.60/9.60	2.80	6.14	IV		
	Upstream Bruanebrug		86.0/86.0	9.60/9.60	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 vessel 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–Escaut link
	Gent–Terneuzen–Evergem (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–Bovenschelde (Westervak)		110.0/110.0	11.50/11.50	3.00	7.00	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 04	WESTERSCHELDE	65.0	135.0/195.0	15.00/22.80	4.50	No restrictions	VIb	A	Sea vessel 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 vessel route
	Antwerpen		135.0/195.0	15.00/22.80	4.50	No restrictions	VIb	A	
	BOVEN ZEESCHELDE	8.7	135.0/195.0	15.00/22.80	4.50	49.00	VIb	A	Sea vessel 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	7.00	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	

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)	BOVENSCHELDE	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	
	BOVENSCHELDE	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	
	BOVENSCHELDE	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	
	GENT CIRCULAR CANAL	1.0	110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
	Bovenschelde–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	The water level depends on the tide
	Merelbeke lock–Boven Zeeschelde–Zuidervak		85.0/85.0	9.50/9.50	[5]	[5]	IV	B	
	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	24.00/24.00	[5]	45.00	VIb	A	The water level depends on the tide
	Durme–Wintam		135.0/195.0	24.00/24.00	[5]	45.00	VIb	A	
	ALBERTKANAAL	9.7	135.0/200.0	15.00/23.00	3.40	9.10	VIb	A	
	Antwerpen–Wijnegem		135.0/200.0	15.00/23.00	3.40	6.70	Vb	A	
	ALBERTKANAAL	90.0	196.0/200.0	23.00/23.00	3.40	9.10	VIb	A	
	Wijnegem–Lanaken		196.0/200.0	23.00/23.00	3.40	6.90	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 05 (continued)	ALBERTKANAAL	1.0	196.0/196.0	23.00/23.00	3.40	9.10	VIb	A	
	Lanaken		196.0/196.0	23.00/23.00	3.40	7.00	Va	A	
	ALBERTKANAAL	10.0	196.0/196.0	23.00/23.00	3.40	9.10	VIb	A	
	Lanaken–Kanne		196.0/196.0	23.00/23.00	3.40	6.90	VIb	A	
	ALBERTKANAAL	1.7	196.0/196.0	23.00/23.00	3.40	7.50	VIb	A	
	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	2.0	110.0/110.0	11.50/11.50	3.00	7.00	Va	A	
	Calibrated section of 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	2.80	7.00	IV	B	
	Albertkanaal–Lier		81.3/81.3	10.30/10.30	2.80	5.43	IV	C	
	NETEKANAAL	5.7	85.0/85.0	10.30/10.30	2.80	7.00	Va	A	
	Lier–Duffelsluis		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	
	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 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 06	SCHELDE–RIJN CONNECTION	37.8	200.0/200.0	23.00/23.00	4.30	9.10	VIc	A	
	Antwerpen–Moerdijk		200.0/200.0	23.00/23.00	4.30	9.10	VIc	A	
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		38.5/38.5	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	22.80/22.80	4.00	4.00[7]	VIc	A	
	Rotterdam/Europoort–Hartelmond		125.0/193.0	22.80/34.20					
			110.0/269.5	22.80/22.80	4.00	4.00[7]	VIc	A	
			110.0/193.0	22.80/34.20					
	OUDE MAAS	30.8	225.0/229.5[8]	23.50/22.90[8]	5.00[8]	42.50[2]	VIc	A	
	Km 976.2–km 1,007.0		225.0/153.0	23.50/34.35					
			225.0/229.5[8]	23.50/22.90[8]	5.00[8]	42.50[2]	VIc	A	
			225.0/153.0	23.50/34.35					
	BENEDEN MERWEDE	14.9	225.0/229.5	23.50/22.90	3.80[9]	No restrictions[10]	VIc	A	
	Km 961.3–km 976.2		225.0/153.0	23.50/34.35[3]					
			225.0/229.5	23.50/22.90	3.80[9]	No restrictions[10]	VIc	A	
			225.0/153.0	23.50/34.35[3]					

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)	BOVEN MERWEDE Km 952.5–km 961.3	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	
			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	
	WAAL Km 867.4–km 952.5	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 Km 857.0–km 867.4	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 (km 863.0–km 688.0)	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[18]	VIc	A	
	RHINE Köln (km 688.0)–km 564.3	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[19]	VIc	A	
	RHINE Km 564.3–km 540.2	24.1	135.0[20]/116.5	22.80/22.90	2.10[17]	9.10	VIa	A	When going downstream
			135.0[20]/116.5	22.80/22.90	2.10[21]	9.10	VIa	A	
			135.0[20]/186.5	22.80/22.90	2.10[17]	9.10	VIb	A	When going upstream
			135.0[20]/186.5	22.80/22.90	2.10[21]	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 Km 540.2–km 359.8	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[21]	9.10	VIb	A	
	RHINE Km 359.8–Iffezheim (km 334.0)	25.8	135.0/193.0	22.80/22.90	2.10[17]	9.10	VIb	A	
			135.0/193.0	22.80/22.90	2.10[17]	9.10	VIb	A	
	RHINE Iffezheim (km 334.0)–km 287.4	46.6	135.0/270.0	22.80/22.90	3.00	7.00	VIc	A	
			135.0/270.0	22.80/22.90	3.00	7.00	VIc	A	
	RHINE Km 287.4–Niffer (km 186.0)	101.4	135.0/183.0	22.80[22]/22.80[22]	3.00	7.00	VIb	A	
			135.0/183.0	22.80[22]/22.80[22]	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[23]	206.0[6]	.../...	.../...	...	...	...	...	Project of a new link
			-	-	-	-	-	-	
	SAÔNE St. Symphorien–Chalon-sur-Saône	81.0	185.0/185.0	11.40/11.40	3.50	4.80	Vb	B	
			110.0/110.0	11.40/11.40	3.50	4.80	Va	B	
	SAÔNE Chalon–confluance with the Rhône	138.0	185.0/185.0	11.40/11.40	3.50	4.40	Vb	C	
			185.0/185.0	11.40/11.40	3.50	4.40	Vb	C	
	RHÔNE Lyon (km 0.00)–Avignon (km 244.0)	244.0	190.0/190.0	11.40/11.40	3.00	6.30[24]	Vb	A	
			190.0/190.0	11.40/11.40	3.00	6.30[24]	Vb	A	
	RHÔNE Avignon (km 244.0)–Tarascon (km 268.0)	22.0	190.0/190.0	11.40/11.40	3.00	7.40[24]	Vb	A	
			190.0/190.0	11.40/11.40	3.00	7.40[24]	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 10 (continued)	RHÔNE	15.0	190.0/190.0	11.40/11.40	3.00	7.88[24]	Vb	A	
	Tarascon (km 268.0)–Arles (km 283.0)		190.0/190.0	11.40/11.40	3.00	7.88[24]	Vb	A	
	RHÔNE	43.0	190.0/190.0	11.40/11.40	3.20	No restrictions	Vb	A	
	Arles (km 283.0)–Fos[25] 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[26]	C	
	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[26]	C	
	DATTELN-HAMM-KANAL	36.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
	To the West of Hamm Harbour		86.0/86.0	9.60/9.60	2.50	4.00	IV[26, 27]	C	
	DATTELN-HAMM-KANAL	11.0	85.0/85.0	9.50/9.50	2.50	4.00	IV[26, 27]	C	
	To the East of Hamm Harbour		82.0/82.0	9.50/9.50	2.50	4.00	IV[26, 27]	C	
E 10-03	RHEIN-HERNE-KANAL	39.8	110.0/185.0	11.45/11.45	2.80	5.25	Vb	B	
	Km 0.16 (Duisburg)–km 39.97		110.0/185.0	11.45/11.45	2.50[28]	4.50	Vb[26, 27]	C	
	RHEIN-HERNE-KANAL	5.6	110.0/185.0	11.45/11.45	2.80	5.25	Vb[27]	B	
	Km 39.97–Henrichenburg		105.0/160.0	9.60/9.50	2.50	4.50	IV[26]	C	
E 10-05	RUHR	4.5	110.0/185.0	12.00/12.00	2.80	6.50	Vb	B	
	Km 0.01–km 4.51		110.0/185.0	12.00/12.00	2.80	6.50	Vb	B	
	RUHR	7.2	110.0/110.0	12.00/12.00	2.80	6.50	Va	B	
	Km 4.51–km 11.65		110.0/110.0	12.00/12.00	2.80	6.50	Va	B	
E 10-07	NECKAR	136.1	105.0/105.0	11.45/11.45	2.60	6.00[29]	Va	B	
	Km 0.0–km 136.1		105.0/105.0	11.45/11.45	2.60	6.00[29]	Va	B	
	NECKAR	65.4	105.0/105.0	11.45/11.45	2.60	5.50	Va	B	
	Km 136.1–km 201.5		105.0/105.0	11.45/11.45	2.60	5.50	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 10-09	RHINE	9.1	110.0/183.0	11.40/22.80	3.00[30]	8.00	VIb	A	
	Niffer (Kembs)–Huningue		110.0/183.0	11.40/22.80	3.00[30]	8.00	VIb	A	
	RHINE	3.4	135.0/180.0	11.40/22.90	3.00	7.00	VIb	A	
	Huningue–Bâle (Mittlere Brücke)		135.0/180.0	11.40/22.90	3.00	7.00	VIb	A	
	RHINE	17.4	110.0/110.0	11.45/11.45	2.25[31]	5.10[32]	Va	A	
	Bâle (Mittlere Brücke)–Rheinfelden		110.0/110.0	11.45/11.45	2.25[31]	5.10[32]	Va	A	
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 vessel 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[33]	22.80/22.80	4.00[33]	No restrictions	VIb	A	Noordzeekanaal and Binnen-IJ
	IJmuiden–Zeeburg (Amsterdam) km 5.9–km 31.7		110.0/195.0[33]	22.80/22.80	4.00[33]	No restrictions	VIb	A	
	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	

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)	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	
	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 vessel route
	North Sea–Papenburg						Vb	A	
	DORTMUND–EMS KANAL	117.5	95.0/95.0	9.50/9.50	2.50	4.50	IV[26]	C	
	Km 225.82 (Papenburg)–km 108.35		95.0/95.0	9.50/9.50	2.50	4.25	IV[26, 27]	C	
	DORTMUND–EMS KANAL	86.9	110.0/185.0	11.45/11.45	2.80	5.25	Vb[27]	B	
	Km 108.35–km 21.50		110.0/185.0	11.45/11.45	2.50/2.00	4.25	IV[26]	C	
	DORTMUND–EMS KANAL	20.1	110.0/185.0	11.45/11.45	2.80	5.25	Vb[27]	B	
	Km 21.50–km 1.44		110.0/185.0	11.45/11.45	2.80	4.50	Vb[26, 27]	C	
E 14	WESER	84.0					VIb	A	Sea vessel route
	North Sea–Bremen (railway bridge)						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 14 (continued)	WESER	7.0	220.0/220.0	12.00/12.00	3.00	4.50	Vb	A	
	Bremen (railway bridge)–km 360.7		110.0/172.0	11.45/11.45	3.00	4.50	Vb[26, 27]	A	
	WESER	136.0	110.0/110.0	11.45/11.45	2.50	4.50	Va[26, 27]	C	
	Km 360.7–Mittellandkanal		85.0/85.0	9.50/9.50	2.20	4.50	IV[26, 34]	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	
	PRINSES MARGRIET KANAAL	65.0	110.5/110.5	11.50/11.50	3.50	7.30[3]	Va	A	
			110.5/110.5	11.50/11.50	3.20	7.30[3]	Va	A	
	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 vessel route
	Ems Kanal–Papenburg						Vb	A	
	DORTMUND–EMS KANAL	25.8	86.0/86.0	9.60/9.60	2.50	4.50	IV[26]	C	
	Km 225.8 (Papenburg)–km 200.0		86.0/86.0	9.60/9.60	2.50	4.25	IV[26, 27]	C	
	KÜSTENKANAL	69.6	86.0/86.0	9.60/9.60	2.50	4.50	IV[26, 27]	C	
	Km 69.6–km 0.0		86.0/86.0	9.60/9.60	2.50	4.50	IV[26, 27]	C	
	HUNTE	24.0					Va	A	Sea vessel 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 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	ELBE	89.0					VIb	A	Sea vessel route
	Lower Elbe						VIb	A	
	ELBE	38.0	110.0/190.0	11.45/24.00	2.70	5.50/9.50[35]	VIb[34]	A	
	Hamburg–Lauenburg		110.0/190.0	11.40/24.00	2.70	5.50/9.50[35]	VIb[34]	A	
	ELBE	113.0	110.0/190.0	11.45/24.00	1.60[36]	6.50	VIb[34]	B	
	Lauenburg–Wittenberge		110.0/190.0	11.45/24.00	1.40[36]	5.29/8.49[35]	VIb[34]	B	
	ELBE	455.0	110.0/137.0	11.45/11.45	1.60[36]	6.50	Va[34]	B	
	Wittenberge–the border of Germany/Czechia		110.0/137.0	11.45/11.45	1.40[36]	4.33/6.93[35]	Va[34]	B	
	ELBE	40.0	110.0/137.0	11.50/23.00	2.80	7.00	VIa	A	Regularized, canalization necessary
	The border of Germany/ Czechia–Ústí nad Labem		110.0/137.0	11.50/23.00	0.90–2.80[37]	7.00	Va	B	
	ELBE	69.0	110.0/185.0[38]	11.50/22.80[38]	2.80	7.00	VIb	A	Canalized
	Ústí nad Labem–Mělník		110.0/137.0	11.50/11.50	2.00–2.20[37]	5.66	Va	A	
	ELBE	102.2	110.0/185.0	12.00/12.00	2.80	7.00	Vb	A	Canalized
	Mělník–Chvaletice		84.0/84.0	11.50/11.50	2.10	4.90/5.25	IV	C	
	ELBE	24.8	110.0/185.0	11.50/11.50	2.80	7.00	Vb		Canalized
	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[39]	B	
E 20-04	SAALE	88.0	90.0/100.0	9.50/9.50	2.00	5.25	IV[27, 34]	B	
	Km 0.0–km 88.0		85.0/110.0	9.50/9.50	1.00	4.10	IV[27]	C	
	SAALE[40]	36.2	.../...	.../...	...	...	...	...	
	Km 88.0–km 124.2		.../...	.../...	...	...	I[6]	...	

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 20-06	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-Radotín
			110.0/110.0	10.60/10.60	1.80	5.10	IV	C	
	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	
E 21	TRAVE	21.0					VIb	A	Sea vessel route
							VIb	A	
	KANALTRAVE, ELBE-LÜBECK-KANAL Lübeck–Lauenburg	68.0	80.0/80.0	9.50/9.50	2.00	4.40	IV[26, 34, 41]	C	
			80.0/80.0	9.50/9.50	2.00	4.40	IV[26, 34, 41]	C	
E 30	ODER Swinoujscie–Szczecin	67.0	110.0/185.0	22.80/22.80	4.00	11.00	VIb	A	Sea vessel route
			110.0/185.0	22.80/22.80	4.00	11.00	VIb	A	
	ODER Szczecin–Widuchova (km 741.6–km 704.1)	37.5	82.0/156.0	11.45/11.45	3.50	5.25	Va	B	Free-flowing
			82.0/156.0	11.45/11.45	2.50	5.17	IV	B	
	ODER Widuchova–Mouth of Warta Km 704.1–km 617.6	86.5	82.0/125.0	11.45/11.45	2.50	5.25	Va[42]	B	When going downstream
			82.0/125.0 /137.0	11.45/18.00 /11.45	1.80[37]	4.54	IV	C	
			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[37]	4.54	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 30 (continued)	ODER Mouth of Warta–Mouth of Nysa Luzycka Km 617.6–km 542.4	75.2	82.0/125.0	11.45/11.45	1.80	5.25	IV[42]	B	When going downstream
			82.0/125.0	11.45/11.45	1.40[37]	4.47	III	C	
			82.0/125.0	11.45/11.45	1.80	5.25	IV[42]	B	When going upstream
			82.0/125.0 /137.0 /156.0	11.45/11.45 /11.45 /9.50	1.30[37] 1.30 1.30	4.47	III	C	
	ODER Mouth of Nysa Luzycka–Brzeg Dolny (km 542.4–km 282.6)	259.8	70.0/118.0	9.00/9.00	1.60[37]	4.00	III	C	Free-flowing
			70.0/118.0	9.00/9.00	1.20[37]	3.72	II	C	
	ODER Brzeg Dolny–Kozle (km 282.6–km 95.6)	187.0	70.0/118.0	9.00/9.00	1.70	5.25	IV	B	Canalized
			70.0/118.0	9.00/9.00	1.60	3.72	III	C	
	ODER–DANUBE CONNECTION Kozle–Přerov	154.4	.../185.0	11.40/11.40	2.80	7.00	Vb	A	New link to be built
			-	-	-	-	-	-	
	ODER–DANUBE CONNECTION Přerov–Bratislava	173.0	.../185.0	11.40/11.40	2.80	7.00	Vb	A	New link to be built
			-	-	-	-	-	-	
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[34]	B	
			82.0/156.0	11.45/11.45	2.50	4.25	IV[26, 34]	C	
	HOHENSAATEN-FRIEDRICHSTHALER-WASSERSTRAßE	43.0	110.0/156.0	11.45/9.50	2.20	5.25	Va[34]	B	
			82.0/135.0	9.50/8.25	2.00	4.25	IV[26, 34]	C	
E 40	WISLA Gdansk–Mouth of Wda (km 813.5)	141.1	110.0/125.0	11.40/25.00	2.50	5.28	VIa	B	Free-flowing
			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 40 (continued)	WISLA	41.1	85.0/110.0	11.40/11.40	2.50	5.25	IV	B	Free-flowing
	Mouth of Wda–Bydgoszcz (km 813.5–km 772.4)		85.0/110.0	11.40/11.40	1.40[37]	5.13	IV	B	
	WISLA	97.6	85.0/110.0	11.40/11.40	2.50	5.25	IV	B	Practically non-navigable free-flowing section
	Bydgoszcz–Wloclawek (km 772.4–km 674.8)		85.0/110.0	11.40/11.40	0.80[37]	4.90	II	C	
	WISLA	42.0	110.0/110.0	11.40/11.40	2.50	7.00	Va	B	Canalized
	Wloclawek–Plock (km 674.8–km 632.8)		110.0/110.0	11.40/11.40	2.50	7.00	Va	B	
	WISLA	112.8	.../...	.../...	...	...	...	...	Practically non-navigable free-flowing section
	Plock–Warszawa (km 632.8–km 520.0)		85.0/-	11.40/-	0.80[37]	5.80	-	B	
	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. Canalization necessary
	Zegrze Lake–Brest[43]		-	-	0.80[37]	-	< I	C	
	MUKHAVETS	62.6	.../...	.../...	...	...	Va	...	Canalized
	Brest–Kobrin		100.0/100.0[44]	10.20/10.20	1.80	8.70	Va[34]	B	
	DNEPROVSKO–BUZKIY CANAL	91.4	.../...	.../...	...	...	Va	...	
	Kobrin–Pererub		100.0/100.0[44]	10.20/10.20	1.80	10.00	IV[34]	B	
	PINA	40.0	.../...	.../...	...	...	Va	...	Canalized
	Pererub–Pinsk		100.0/100.0[44]	10.20/10.20	1.80	10.10	IV[34]	B	
	PRIPYAT	49.2	.../...	.../...	...	...	Va	...	Canalized
	Pinsk–Stakhovo		100.0/100.0	10.20/10.20	1.80	No restrictions	Va[34]	B	
	PRIPYAT	64.9	.../...	.../...	...	...	...	...	
	Stakhovo–Mouth of Mikashevichi Canal		100.0/100.0	10.20/10.20	1.40	10.00	IV[34]	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 40 (continued)	PRIPYAT	216.6	.../...	.../...	...	...	...	...	
	Mouth of the Mikashevichi Canal–Mozyr (Pkhov)		100.0/100.0	20.00/20.00	1.35	10.20	IV[34]	B	
	PRIPYAT	107.0	.../...	.../...	...	...	...	...	
	Mozyr (Pkhov)–the border of Belarus/Ukraine		100.0/100.0	20.00/20.00	1.45	No restrictions	IV[34]	B	
	PRIPYAT	62.5	.../...	.../...	...	...	...	...	
	The border of Belarus/Ukraine–Mouth of Pripyat		100.0/100.0	20.00/20.00	1.20	No restrictions	IV[34]	B	
	DNIPRO	66.0	150.0/150.0	18.00/18.00	2.20	No restrictions	Va	A	Canalized
	Mouth of Prypiat–Kyivska Hydroelectric Power Station (HPS) (km 943.0–km 877.0)		85.2/114.8	15.30/15.20	2.20	No restrictions	Va	A	
	DNIPRO	150.0	270.0/270.0	18.00/18.00	3.20	No restrictions	Vb	A	Canalized
	Kyivska HPS–Kanivska HPS (km 877.0–km 727.0)		114.1/170.0	13.23/15.20	3.20	No restrictions	Vb	A	
	DNIPRO	171.0	270.0/270.0	18.00/18.00	3.20	13.20	Vb	A	Canalized
	Kanivska HPS–Kremenchutska HPS (km 727.0–km 556.0)		114.0/170.0	13.23/15.20	3.20	13.20	Vb	A	
	DNIPRO	123.0	270.0/270.0	18.00/18.00	3.20	No restrictions	Vb	A	Canalized
	Kremenchutska HPS–Serednodniprovska HPS (km 556.0–km 433.0)		138.3/170.0	16.70/15.20	3.20	No restrictions	Vb	A	
	DNIPRO	128.0	270.0/270.0	18.00/18.00	3.20	14.70	Vb	A	Canalized
	Serednodniprovska HPS–Dniprovska HPS (km 433.0–km 305.0)		138.3/170.0	16.70/15.20	3.20[45]	14.70	Vb	A	
	DNIPRO	212.0	270.0/270.0	18.00/18.00	3.20	No restrictions	Vb	A	Canalized
	Dniprovska HPS–Kakhovska HPS (km 305.0–km 93.0)		138.3/170.0	16.70/15.20	3.20	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 40 (continued)	DNIPRO	65.0	270.0/270.0	18.00/18.00	3.20	No restrictions	Vb	A	Free-flowing
	Kakhovska HPS–Kherson (km 93.0–km 28.0)		138.3/170.0	16.70/15.20	3.20	No restrictions	Vb	A	
	DNIPRO	28.0	200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A	Sea vessel route
	Kherson–entry to Rvach Arm		200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A	
	KHERSONSKYI SEA CHANNEL,	40.0	200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A	Sea vessel route
	entry to Rvach Arm–leading line of Adzhyholska Beak		200.0/200.0	32.50/32.50	7.60	No restrictions	VII	A	
E 40-01	DNIPRO	22.0	...	...	...	...	Va	...	
	Nizhnie Zhary–mouth of Pripyat		...	...	...	...	IV	...	
E 40-03	DESNA	194.5	.../...	.../...	...	...	IV	...	Free-flowing
	From the mouth to Chernihiv (km 0.0–km 194.5)		.../...	.../...	1.60	...	III	...	
E 40-02	PIVDENNYI BUH	81.4	215.0/215.0	32.50/32.50	10.30	No restrictions	VII	A	Sea vessel route
	Buzko-Dniprovsko-Lymanskyi Channel (BDLC), elbows 1–13		215.0/215.0	32.50/32.50	10.30	No restrictions	VII	A	
E 41	KURSHSKIY ZALIV AND NEMUNAS	65.3	110.0/110.0	12.00/12.00	1.80	No restrictions	IV	A	Free-flowing
	Klaipėda seaport–Nida–mouth of Nemunas		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
	Mouth of Nemunas–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 (the border of Lithuania/Russian Federation)		100.0/100.0	10.00/10.00	1.30	2.50	IV	C	
	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 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	VOLGO-BALTIYSKIY WATERWAY AND RYBINSK RESERVOIR	947.0	170.0/170.0	16.80/16.80	3.60	14.60	Vb	A	Canalized
	St. Petersburg–Rybinsk Lock		170.0/170.0	16.80/16.80	3.60	14.60	Vb	A	
	VOLGA	2 158.0	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–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	3.10	11.00	VIb	A	Free-flowing
	Mouth of Belaya–Mouth of Agidel canal–Oil loading terminal		166.0	27.00	3.10	11.00	VIb	A	
E 60	KIEL CANAL	99.0	.../...	...	...	...	VIb	A	Sea vessel route
	Brunsbüttel–Kiel–Holtenau		.../...	...	...	...	VIb	A	
	VOLGO-BALTIYSKIY 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	

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 (continued)	BELOMORSKO-BALTIYSKIY 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 vessel route
	Mouth–Sevilla		.../220.0	.../24.36	7.00	42.00	VIb	A	
E 60-04	DOURO	210.0	.../...	.../...	...	...	...	...	Canalized
	Porto–the border of Portugal/ Spain		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 vessel route
	Mouth–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	A	
	Cadillac–Castets-en-Dorthe		90.0/90.0	15.00/15.00	2.50	7.00	IV	A	
E 60-08	LOIRE	52.0					VII	A	Sea vessel route
	Saint-Nazaire–Nantes						VII	A	
E 60-10	WADDENZEE	44.6	140.0/140.0	No restrictions	6.00	No restrictions	VIc	A	Sea vessel route
	Outer Buoy–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 vessel route
	Outer Buoy–Delfzijl		260.0/260.0	40.00/40.00	10.60	No restrictions	VIc	A	
E 60-01	MERSEY	17.0			10.00		VIa	A	Sea vessel 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 vessel 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 vessel 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 vessel route
	Runcom–Mode Wheel Locks		161.5/161.5	19.35/19.35	7.31	21.33	VIa	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 (continued)	MANCHESTER SHIP CANAL	2.0	161.5/161.5	19.35/19.35	5.48	21.33	VIa	A	Sea vessel 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 vessel route
	Up to Hull						VIb	A	
	HUMBER	27.0				30.00	VIb	A	Sea vessel 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 vessel 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 vessel 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 vessel 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 vessel 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 vessel route
	Canvey Point–Thames Barrier				13.00[5]	54.00	VIb	A	
	THAMES	14.0	160.0/160.0	30.00/30.00	4.20[5]	42.00	VIa	A	Sea vessel 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 vessel 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	A	Sea vessel route
	Up to Mistley		75.0/75.0	18.00/18.00	4.00	No restrictions	IV	A	
E 60-03-11	ORWELL	20.0	140.0/140.0		7.40		VIa	A	Sea vessel route
	Up to Ipswich		140.0/140.0		7.40		VIa	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 60-03-13	GREAT OUSE	3.0	140.0/140.0	20.00/20.00	5.52	No restrictions	VIa	A	Sea vessel 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 vessel 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 vessel 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 vessel 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 vessel route
	Trent Falls–Keadby Bridge				5.00	No restrictions	Va	A	
	TRENT	27.0			3.05	5.10	IV	C	Sea vessel 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 vessel route
	Buddon Ness–Tay Road Bridge		240.0/240.0	40.00/40.00	8.90	No restrictions	VIb	A	
	TAY	10.0	240.0/240.0	40.00/40.00	8.90	22.00	VIb	A	Sea vessel 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 vessel 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 vessel 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 vessel 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 vessel route
	Mouth–Middlesbrough		/305.0	/48.00	17.00	87.90[53]	VIb	A	
E 60-05	OSLOFJORD	100.0[6]	.../...	.../...	...	...	...	A	Sea vessel route
			.../...	.../...	...	...	...	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 60-07	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 vessel 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	
	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[26]	C	
	From Peenestrom to Demmin		82.0/156.0	9.50/9.50	2.20	5.00	IV[26]	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	

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)	NIEUWE MAAS	23.8	200.0/200.0	23.50/23.50	6.00	11.50[3]	VIb	A	Sea vessel route
	Botlek–Krimpen		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 position 5.25 m
	IJsselkop–Zutphen		110.0/110.0	11.50/11.50	3.00	9.10	Va	B	
	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	9.75/9.75	2.60	6.00	Va	B	
			110.0/110.0	11.50/11.50	2.20				
	Delden–Enschede		110.0/110.0	9.50/9.50	2.50	6.00	IV	B	
	TWENTE–MITTELLANDKANAL[40]	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[26, 34]	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[26, 34, 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[26, 34]	C	
	HAVEL-ODER-WASSERSTRAßE Km 0.0–km 92.5	92.5	110.0/110.0 /156.0	11.45/11.45 /9.00	2.20	5.25	Va[34]	B	Spandau Lock not in operation
			82.0/82.0	9.50/9.50	1.65	4.25	IV[26, 34]	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 70 (continued)	ODER Mouth of Havel-Oder-Wasserstraße–Kostrzyn	49.4	82.0/125.0	11.45/11.45	1.80	5.25	IV[42]	B	When going downstream
			82.0/125.0 /137.0	11.45/11.45 /11.45	[37] 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	[37] 1.60	4.54	IV	C	
	WARTA–NOTEC–BYDGOSKI CANAL–BRDA Kostrzyn–Bydgoszcz	294.0	.../...	.../...	...	...	...	...	Canal and free-flowing rivers
			57.0/96.0	9.00/9.00	1.30	3.57	II	C	
	WISLA Mouth of Brda–Mouth of Wda	41.1	85.0/110.0	11.40/11.40	2.50	5.25	IV	B	Free-flowing
			85.0/110.0	11.40/11.40	1.40[37]	5.13	IV	B	
	WISLA Mouth of Wda–Biala Góra	73.0	110.0/125.0	11.40/25.00	2.50	5.28	VIa	B	Free-flowing
			110.0/125.0	11.40/25.00	2.50	5.28	VIa	B	
	WISLA Biala Góra–Gdanska Glova (km 886.6–km 931.0)	44.4	110.0/125.0	11.40/25.00	2.50	5.28	VIa	B	Free-flowing
			110.0/125.0	11.40/25.00	2.50	5.28	VIa	B	
	SZKARPAWA Gdanska Glova–Elblag	25.4	85.0/118.0	11.40/11.40	2.50	7.08	Vb	A	
			85.0/118.0	11.40/11.40	1.60	7.08	III	B	
	NOGAT Biala Góra–Elblag[58]	62.0	56.0/118.0	9.00/9.00	2.00	4.60	III	C	Canalized
			56.0/118.0	9.00/9.00	1.60	4.60	II	C	
	ZALEW WISLANY Elblag–Kaliningrad	96.0	110.0/185.0	11.40/11.40	2.50	No restrictions	Vb	A	
			110.0/185.0	11.40/11.40	2.50	No restrictions	Vb	A	
	PREGEL Kaliningrad–Gvardeysk	49.0	.../...	.../...	...	...	IV	B	Modernization and reconstruction necessary
			60.0/80.0	6.60/6.60	1.40[59]	5.70	II	B	
	DEYMA Gvardeysk–Mouth of Deyma	37.5	.../...	.../...	...	...	IV	B	
			60.0/80.0	5.05/5.05	1.20[59]	7.54	I	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)	KURSHSKIY ZALIV	77.9	.../...	.../...	...	No restrictions	IV	A	
	Mouth of Deyma–the border of Lithuania/Russian Federation		.../...	.../...	...	No restrictions	IV	A	
	KURSHSKIY ZALIV	4.0	.../...	.../...	1.80	No restrictions	IV	A	
	The border of Lithuania/Russian Federation–Nida		.../...	.../...	1.40	No restrictions	IV	A	
	KURSHSKIY ZALIV	39.1	110.0/110.0	12.00/12.00	1.80	No restrictions	IV	A	
	Nida–Klaipėda 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	
	Twentekanaal–Almelo		110.0/110.0	9.75/9.75	2.50	6.00	IV	B	
E 70-02	Mittellandkanal branch to Osnabrück	13.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb[27]	B	
			82.0/82.0	9.50/9.50	2.00	4.00	IV[26, 27, 34]	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[26, 34]	C	
E 70-06	Mittellandkanal branch to Hildesheim	15.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb[27]	B	
			82.0/82.0	9.50/9.50	2.20	4.00	IV[26, 34]	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[27, 34, 60]	B	
			86.0/125.0	9.50/8.25	1.90	4.50	IV[26, 34]	C	
E 70-10	SPREE	9.0	110.0/110.0 110.0/185.0	11.45/11.45	2.80	5.25	Va/Vb	B	
	From km 0.0 to Westhafenkanal and Westhafenkanal		82.0/82.0	9.50/9.50	1.90	4.60	IV[26, 34]	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 70-10 (continued)	SPREE	14.0	85.0/85.0	9.50/9.50	2.00	4.00	IV[26, 34]	C	
	Westhafen Berlin–Britzer Verbindungskanal		82.0/82.0	9.50/9.50	2.00	3.51	IV[26, 34]	C	
E 70-12	BERLIN–SPANDAUER SCHIFFAHRTSKANAL	8.0	110.0/110.0 /156.0	11.45/11.45 /9.00	2.20	4.00	Va[26, 34]	C	
	Km 0.0–Westhafen Berlin		67.0/91.0	9.00/9.00	2.00	3.72	III	C	
E 71	TELTOWKANAL AND BRITZER	31.0	110.0/185.0	11.45/11.45	2.80	5.25	Vb[27]	B	
	VERBINDUNGSKANAL		80.0/91.0	9.00/9.00	1.75	4.40	IV[26, 34]	C	
	SPREE-ODER-WASSERSTRAßE	18.0	82.0/156.0 /91.0	9.50/8.25 /9.00	2.00	2.97	IV[26, 34]	C	
	Britzer Verbindungskanal–Oder–Spree Kanal		82.0/125.0 /91.0	9.50/8.25 /9.00	2.00	2.97	IV[26, 34]	C	
	SPREE-ODER-WASSERSTRAßE	86.0	67.0/91.0	8.25/8.25	2.00	4.00	III	C	
	Oder–Spree Kanal–Oder		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[26, 34]	C	
			86.0/86.0	9.50/9.50	1.90	3.80	IV[26, 34]	C	
E 71-04	TELTOWKANAL–OSTSTRECKE	7.0	82.0/82.0	9.50/9.50	2.00	4.30	IV[26, 34]	C	
			82.0/82.0	9.50/9.50	1.75	4.30	IV[26, 34]	C	
E 71-06	DAHME-WASSERSTRASSE	10.0	82.0/82.0 /156.0	9.50/9.50 /8.25	2.00	3.95	IV[26, 34]	C	
	Km 0.0–km 8.65 and Notte		82.0/82.0 /156.0	9.50/9.50 /8.25	1.90	3.95	IV[26, 34]	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	96.1					VII	A	Free-flowing
	Tancarville–Rouen						VII	A	Sea vessel route

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	171.0	180.0/180.0	11.40/15.00	3.50	5.95–11.82	Vb	A	Canalized
	Rouen–Conflans		180.0/180.0	11.40/15.00	3.50	5.95–11.82	Vb	A	
	OISE	59.0	180.0/180.0	11.40/11.40	3.00	6.50	Vb	A	Works in progress
	Conflans–Creil		180.0/180.0	11.40/11.40	2.50	5.25	Vb	B	
	OISE	39.7	180.0/180.0	11.40/11.40	3.00	6.50	Vb	A	
	Creil–Compiègne		180.0/180.0	11.40/11.40	2.50	5.25	Vb	B	
	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 (km 242.4–km 0.0)		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 (km 596.0)–km 564.3		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
	Km 564.3–km 540.2		135.0[18]/116.5	22.80/22.90	2.10[21]	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[21]	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	
	Km 540.2–Mainz (km 500.0)		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 80 (continued)	MAIN	37.2	110.0/190.0	14.00/14.00	2.90	6.00	Vb	B	
	Km 0.0–km 37.2		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	
	Km 37.2–km 84.0		110.0/190.0	11.45/11.45	2.70	6.00[65]	Vb	B	
	MAIN	176.0	110.0/190.0	11.45/11.45	2.70	6.00	Vb	B	
	Km 84.0–km 260.0		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[27]	B	
	Km 260.0–km 384.0		110.0[66]/110.0	11.45/11.45	2.30	6.00	Va[27, 34]	B	
	MAIN–DONAU KANAL	7.4	110.0[66]/190.0	11.45/11.45	2.80	6.00[67]	Vb[27]	B	
	Km 0.0–km 7.4		110.0[66]/190.0	11.45/11.45	2.60	6.00[67]	Vb[27]	B	
	MAIN–DONAU KANAL	163.6	110.0[66]/190.0	11.45/11.45	2.80[68]	6.00	Vb[27]	B	
	Km 7.4 km–171.0 km		110.0[66]/190.0	11.45/11.45	2.70[68]	6.00	Vb[27]	B	
	DANUBE	34.8	110.0/185.0	11.45/11.45	2.70[69]	6.00	Vb[27]	B	
	Km 2 411.6–km 2 376.8		110.0/185.0	11.40/11.40	2.70[69]	6.00	Vb[27]	B	
	DANUBE	48.4	110.0/185.0	11.45/22.90	2.70[69]	8.00	VIb[70]	A	
	Km 2 376.8–km 2 328.4		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[27, 70]	A	
	Km 2 328.4–km 2 249.0		110.0/110.0	11.40/22.80[72]	2.70[69]	4.74[71, 73]	Via[26, 27, 34]	B	
	DANUBE	47.2	120.0/180.0	22.90/22.90	2.70[69]	8.00	VIb[26, 27, 34]	A	
	Km 2 249.0–km 2 201.8		120.0/185.0	22.80/22.80	2.70[69]	4.61[74]	VIb[26, 27, 70]	B	
	DANUBE	163.6	.../230.0	23.00/23.00	3.00[75]	8.00	VIb	A	
	Km 2 201.8–km 2 038.2		.../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	
	Km 2 038.2–km 2 008.0		.../230.0	23.00/23.00	3.00[75]	8.00	VIb	A	
	DANUBE	58.8	.../230.0	23.00/23.00	3.00[75]	8.00	VIb	A	
	Km 2 008.0–km 1 949.2		.../230.0	23.00/23.00	3.00[75]	7.67[79]	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 80 (continued)	DANUBE Km 1 949.2–km 1 921.0	28.2	.../275.0	23.00/23.00	3.00[75]	8.00	VIc	A	
			.../275.0	23.00/23.00	3.00[75]	7.71[80]	VIc	A	
	DANUBE Km 1 921.0–km 1 880.3	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 4 barges/ cargo vessels
			.../195.0 .../110.0	23.00/23.00 23.00/35.00	3.00[78]	10.00	VIb	A	
			.../275.0 .../195.0	23.00/12.00 23.00/23.00	3.00[77]	10.00	VIc	A	When going upstream Maximum 4 barges/ cargo vessels
			.../275.0 .../195.0	23.00/12.00 23.00/23.00	3.00[78]	10.00	VIb	A	
	DANUBE Devín–Bratislava (km 1 880.3–km 1 862.0)	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 (km 1 862.0–km 1 811.0)	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 Km 1 811.0–km 1 784.0[83]	27.0	.../200.0	.../34.20	3.50/2.50[82]	9.10	VIc	A	When going downstream
			.../160.0	.../38.00	2.50	9.09	VIb	A	
			.../280.0	.../22.80	3.50/2.50[82]	9.10	VIc	A	When going upstream
			.../220.0	.../24.00	2.50	9.09	VIb	A	
	DANUBE Km 1 784.0–km 1 708.2[83]	75.8	.../200.0	.../34.20	3.50/2.50[82]	9.10	VIc	A	When going downstream
			.../220.0	.../38.00	2.00	8.86	VIb	A	
			.../280.0	.../22.80	3.50/2.50[82]	9.10	VIc	A	When going upstream
			.../220.0	.../38.00	2.00	8.83	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 80 (continued)	DANUBE Mouth of Ipoly–Budapest (km 1 708.2 –km 1 652.0)[84]	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	A	
	DANUBE Budapest (km 1 652.0–km 1 632.0)[84, 85]	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 (km 1 641)	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 (km 1 641)	A	
	DANUBE Budapest–Mohács (km 1 632.0–km 1 449.0)[86]	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 Mohács–South border (km 1 449.0–km 1 433.0)[87]	16.0	/(300.0)	/(38.00)	2.50	-	VIc	A	
			/(300.0)	/(38.00)	2.50	-	VIc	A	
	DANUBE Km 1 433.0–km 1 366.0[88]	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 Km 1 366.0–km 1 295.5[89]	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 Km 1 295.5–km 1 215.0[90]	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	B	
	DANUBE Km 1 215.0–km 1 175.0	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	

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	100.0	.../...	.../...	...	...	VII	A	Canalized
	Km 1 175.0–1 075.0		No restrictions	No restrictions	3.50	9.15	VII	A	
	DANUBE	128.0	140.0/300.0	15.00/33.00	3.50	23.71[91]	VII	A	Canalized
	Km 1 075.0–km 947.0		No restrictions	No restrictions	3.50	No restrictions	VII	A	
	DANUBE	16.0	140.0/300.0	15.00/33.00	3.50	...	VII	A	Canalized
	Km 947.0–km 931.0		No restrictions	No restrictions	3.50	10.00[92]	VII	A	
	DANUBE	65.0	140.0/300.0	15.00/33.00	3.50	...	VII	A	Canalized
	Km 931.0–km 866.0		No restrictions	No restrictions	3.50	No restrictions	VII	A	
	DANUBE	6.0	140.0/300.0	15.00/33.00	3.50	...	VII	A	Free-flowing from km 863.0
	Km 866.0–km 860.0		No restrictions	No restrictions	3.50	13.50[93]	VII	A	
	DANUBE	15.0	140.0/300.0	15.00/33.00	3.50	...	VII	A	Free-flowing
	Km 860.0–km 845.0		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[94]	VII	A	Free-flowing
	Km 845.0–km 375.0		No restrictions	No restrictions	2.50	...	VII	A	
	DANUBE	205.0	140.0/300.0	15.00/33.00	...	...	VII	A	Free-flowing
	Km 375.0–km 170.0		No restrictions	No restrictions	...	...	VII	A	
	DANUBE	170.0	180.0/180.0	40.00/40.00	7.01	...	VII	A	Free-flowing
	Km 170.0–km 0.0		No restrictions	No restrictions	...	No restrictions	VII	A	
E 80-02	SEINE	26.0					VII	A	Free-flowing
	Tancarville–Estuary						VII	A	Sea vessel route
E 80-04	SEINE	62.0	180.0/180.0	11.40/11.40	3.00-3.50	5.15[95]	Vb	A	Canalized
	Conflans–Paris		180.0/180.0	11.40/11.40	3.00-3.50	5.15[95]	Vb	A	
	SEINE	110.0	180.0/180.0	11.40/11.40	2.80	5.50	Vb	B	Canalized
	Paris–Montereau (km 178.0–km 68.0)		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 (km 68.0–km 46.0)		180.0/180.0	11.40/11.40	2.20-2.80	5.20	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 80-04 (continued)	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 (km 46.0–km 19.0)		120.0/120.0	8.00/8.00	2.00	5.25[96]	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[27]	B	
	Völklingen–Saarbrücken		110.0/185.0	11.45/11.45	2.80	5.25	Vb[27]	B	
E 80-08	DRAVA	14.0	85.0/85.0	9.50/9.50	2.50	No restrictions	IV	A	Free-flowing
	Mouth (the confluence with the Danube)–Nemetin Port, Osijek[97]		85.0/85.0	9.50/9.50	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
	Km 0.0–km 63.4		85.0/172.0	8.20/11.40	2.50	No restrictions	Va	B	
	TISZA	96.6	.../...	.../...	...	7.00	...	B	Canalized
	Km 63.4–km 160.0		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 (km 160.0–km 173.0)[98]		.../140.0	.../23.00	2.50	–	IV	A	
E 80-01-02	BEGEJ	34.1	.../...	.../...	...	...	...	...	
	Mouth–Klek Lock		...	...	...	...	...	...	
	BEGEJ	31.5	.../...	.../...	...	...	...	...	
	Klek Lock–Itebej Lock		.../...	.../...	...	...	...	...	
	BEGA	45.5[99]	.../...	.../...	...	...	...	...	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
	Km 0.0–km 107.0		85.0/85.0	9.50/9.50	2.00	6.96	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 80-12 (continued)	SAVA	103.8	110.0/110.0	11.40/11.40	2.50	7.00	Va	B	Free-flowing
	Km 107.0–km 210.8		85.0/85.0	9.50/9.50	2.00	6.46	IV	B	
	SAVA	23.2	110.0/110.0	11.40/11.40	2.50	7.00	Va	A	Free-flowing
	Račinovci–Gunja (km 210.8–km 234.0)[100]		85.0/85.0	9.50/9.50	2.50	7.60	IV	A	
	SAVA	79.7	85.0/85.0	9.50/9.50	2.50	8.14	IV	A	Free-flowing
	Gunja–Slavonski Šamac (km 234.0m–km 313.7)[101]		85.0/85.0	9.50/9.50	2.50	8.14	IV	A	
	SAVA	24.5	85.0/85.0	9.50/9.50	2.50	No restrictions	IV	B	Free-flowing.
	Slavonski Šamac–Oprisavci km (313.7–km 338.2)[102]		70.0/85.0	9.00/9.00	1.60	No restrictions	III	B	
	SAVA	33.0	85.0/85.0	9.50/9.50	2.50	No restrictions	IV	A	Free-flowing
	Oprisavci–Slavonski Brod (km 338.2–km 371.2)		85.0/85.0	9.50/9.50	2.50	No restrictions	IV	A	
	SAVA	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
	Slavonski Brod–Sisak (Galdovo) (km 371.2–km 594.0)[103]		70.0/85.0	9.00/9.00	2.00	6.16	III	A	
E 80-03	OLT	135.0[104]	.../...	.../...	...	...	...	...	
	Up to Slatina		.../...	.../...	...	...	...	...	
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	85.0	.../...	.../...	...	...	...	...	Free-flowing
	Mouth–Kakhul		42.0/60.3	7.80/7.80	1.00	9.00	II	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 80-07 (continued)	PRUT	322.0	.../...	.../...	...	...	...	...	Free-flowing
	Kakhul–Ungheni		42.0/60.3	7.80/7.80	1.00	8.50	II	C	
E 80-09	DANUBE–KILIISKE MOUTH	98.0	125.0/300.0	17.50/40.00	7.20	No restrictions	VII	A	Free-flowing
	Izmail Chatal Cape–Vylkove (km 116.0–km 18.0)[105]		125.0/300.0	17.50/40.00	7.20	No restrictions	VII	A	
	DANUBE–KILIISKE MOUTH	7.0	125.0/300.0	17.50/40.00	7.20	No restrictions	VII	A	Free-flowing
	Vylkove–Bystre (Starostambulske) Mouth (km 18.0–km 11.0)		125.0/300.0	17.50/40.00	7.20	No restrictions	VII	A	
	DANUBE–KILIISKE MOUTH	9.43	125.0/300.0	17.50/40.00	7.20	No restrictions	VII	A	Free-flowing
	Bystre (Starostambulske) Mouth–Sea approach channel (km 11.0–km 1.57)		125.0/300.0	17.50/40.00	5.85	No restrictions	VII	A	
	SEA APPROACH CHANNEL	3.42	125.0/300.0	17.50/40.00	7.20	No restrictions	VII	A	Sea vessel route
	Km 1.57–km (–1.85)		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
	Km 0.0–km 89.0		.../...	.../...	2.50	...	Vb	...	
	DANUBE–ST. GEORGE ARM	19.0	.../...	.../...	...	...	...	...	Free-flowing
	Km 89.0–km 108.0		.../...	.../...	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 (km 0.0–km 27.4)		110.0/110.0	22.80/22.80	1.60[106]	10.20[107]	VIa	...	
	VÁH	14.7	110.0/110.0	22.80/22.80	2.50	7.00	VIa	A	Modernization necessary
	Kolarovo–Selice (km 27.4–km 42.1)		110.0/110.0	22.80/22.80	...	...	VIa	...	
	VÁH	21.0	110.0/110.0	22.80/22.80	2.50	7.00	VIa	A	Local navigation only
	Selice–Kráľová (km 42.1–km 63.1)		110.0/110.0	22.80/22.80	...	...	VIa	...	

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 81 (continued)	VÁH	38.8	110.0/110.0	22.80/22.80	2.50	7.00	VIa	A	Partly canalized. Modernization necessary
	Král'ová–Hlohovec (km 63.1–km 101.9)		110.0/110.0	22.80/22.80	...	...	VIa	...	
	VÁH	138.1	110.0/110.0	11.40/11.40	2.50	7.00	Va	A	Modernization, construction and reconstruction necessary
	Hlohovec–Žilina (km 101.9–km 240.0)		110.0/110.0	11.40/11.40	...	...	Va	...	
	VÁH–ODER LINK	80.0[6]	110.0/110.0	11.40/11.40	...	...	Va	...	New link planned
			...	...	...	...	...	...	
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	545.0	141.0/141.0	16.20/16.20	3.20[108]	13.50	Va	A	Canalized upstream from Oust-Donetsk
	Km 3 121.0–Volgograd (Krasnoarmeysk)		141.0/141.0	16.20/16.20	3.20[108]	13.50	Va	A	
	VOLGA	453.3	280.0/280.0	28.50/28.50	3.60	12.30	VIc	A	
	Volgograd (Krasnoarmeysk)–Streletskoye		280.0/280.0	28.50/28.50	3.60	12.30	VIc	A	
E 90-03	DNISTER	39.0	65.0/85.0	14.00/14.00	1.80	6.30	III	B	Free-flowing
	Bilhorod-Dnistrovskyi–the border of Ukraine/Republic of Moldova		.../85.0	.../14.00	1.70	6.30	III	B	
	NISTRU (DNISTER)	98.0	.../...	.../...	...	...	...	...	Free-flowing
	The border of Ukraine/Republic of Moldova–Reskeet		85.0/85.0	14.00/14.00	1.80	6.30	III	B	
	NISTRU (DNISTER)	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 development
	Milano–Pizzighettone		.../...	.../...	...	...	...	...	
	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[109]	6.50	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 91 (continued)	PO	49.0	110.0/110.0	12.00/12.00	2.50	7.00	Va	A	
	Cremona–Casalmaggiore[110]		110.0/110.0	12.00/12.00	2.50[109]	5.25	Va	B	
	PO	70.0	110.0/110.0	12.00/12.00	2.50	7.00	Va	A	
	Casalmaggiore–mouth of Mincio (Mantova)[111]		110.0/110.0	12.00/12.00	2.50	5.74	Va	B	
	PO	126.0	110.0/110.0	12.00/12.00	2.50	7.00	Va	A	
	Mouth of Mincio (Mantova)–Volta Grimana[112]		80.0/80.0	11.00/11.00	2.50	5.72	IV	B	
	PO–BRONDOLO CANAL	20.0	110.0/110.0	12.00/12.00	2.50	7.00	Va	A	
	Volta Grimana (Po)–Brondolo[113]		110.0/110.0	12.50/12.50	2.50	3.75	Va	B	
	NAVIGABLE WATERWAY CONNECTING	35.0	110.0/110.0	12.00/12.00	2.50	7.00	Va	A	
	Brondolo–Marghera (Venezia)		110.0/110.0	12.50/12.50	2.50	...	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–Trieste: coastal route
	Porto Nogaro (Punta Sdobba)–Monfalcone–Trieste		285.0/285.0	33.0/34.2	2.50/4.50	7.00	VII	A	
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[114]	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[115]	6.50	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 91-04	FERRARA WATERWAY	35,0	110.0/110.0	12.00/12.00	2.80	7.00	Va	A	Upgrading to class Va is under construction
	Ferrara–Porto Garibaldi[116]		85.0/85.0	9.50/9.50	2.50	4.10	IV	B	
	FERRARA WATERWAY	35,0	110.0/110.0	12.00/12.00	2.80	7.00	Va	A	Upgrading to class Va is under construction. Ravenna: coastal route
	Porto Garibaldi–Ravenna		85.0/85.0	9.50/9.50	2.50	...	IV	A	
E 91-06	PO GRANDE[117]	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 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[115]		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
			.../...	.../...	...	...	...	...	

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 175.0 × 25.0 × 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 256.0 × 34.0 × 12.25 m.

13 For fixed low water level (OLR) at Lobith NAP + 7.95 m.

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 Gleichwertiger Wasserstand (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 GLW 2002.

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 (Südbrücke Düsseldorf, Rhine km 737.10) is 8.61 m at HNWL. The height under the bridge Kniebrucke Ousseldorf (Rhine km 743.57) is 8.82 m at HNWL.

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 (Kennedybrücke Bonn, Rhine km 654.94) of 9.10 m above HNWL is only available over a width of 115 m.

20 110.0 m at certain water levels.

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).

22 Smaller dimensions apply in case of closure of certain lock chambers.

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

24 Bridge at Avignon – 6.30 m, Bridge at Tarascon – 7.40 m, bridge at Arles – 7.88 m.

25 Fos–Port of Marseille section is not operable because of closure of the Rove tunnel.

26 The under-bridge headroom requirement for this class cannot be met.

27 Restrictions apply with regard to two-way traffic.

28 Single units and convoys of up to 90.0 m in length and 9.60 m in width, may draw up to 2.80 m.

29 From km 113.0 to km 124.0 — 5.50 m.

30 The draught may be reduced to 2.10 m for twenty days a year at low water level downstream of Iffezheim.

31 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.

32 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 HNWL.

33 No dimension established for inland navigation vessels; sea-going vessels measuring 325.0 × 42.0 × 13.10 m are admitted.

34 The depth required for this category cannot be guaranteed (depending on the water level prevailing).

35 Above mean water level.

36 Fairway depth, below GLW 89.

37 Depending on the water level prevailing.

38 Maximum dimensions of pushed convoys shall be 137.0 × 23.0 m or 170.0 × 11.5 m.

39 The total length of the Lüneburg Shiplift is 100.0 m; single units of up to 100.0 m in length are accepted.

40 This project is not expected to be realized in the near future.

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 drught is limited to 3.00 m.

[46] Limitation draught on the section from Gorodetsky Lock to Nizhny Novgorod (of 56.0 km in length).

[47] At a project water level.

[48] On the Sarapul–Chaikovsky section (of 68.0 km in length). On other sections, the maximum navigable draught is 3.30 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 km 126.0; from this point up to km 210.0 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 km 135.0 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 km 151.0.

[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 × 19.00 × 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 × 9.50 m and convoys of 147.0 × 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 km 59.56, 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 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 Gabčíkovo Lock 34.00 m.

[82] Detailed regulations are given in relevant Slovakian and/or Hungarian Notices to Skippers.

[83] 3.50 m — the Slovakian target value, 2.50 m — the Hungarian target value.

[84] When going upstream, both length/width parameters are for convoys, no restriction for vessels. If fairway narrower than 80.0 m, length/width=225.0/27.0 m.

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

[86] The following length/width parameters are applied:
- If fairway narrower than 120.0 m, length/width=225.0/38.0; if fairway narrower than 80.0 m, length/width=145.0/38.0 m; at the bridge at km 1,560.55 while Dunaföldvár water gauge lower than –50 cm, length/width=145.0/35.0 m; at the bridge at km 1,480.22 while Baja water gauge above 600 cm, length/width=225.0/38.0 m (when going downstream);
- If fairway narrower than 120.0 m, length/width=225.0/38.0 m or 300.0/27.0 m; if fairway narrower than 80.0 m, length/width=225.0/27.0 m (when going upstream).

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

[88] Km 1,366.63, road bridge Bogojevo; the height is 11.81 m.
Km 1,366.44, rail bridge Bogojevo; the height is 8.80 m.

[89] Km 1,297.05, road bridge Backa Palanka; the height is 10.66 m.

[90] Km 1,257,57, road bridge Sloboda, Novi Sad; the height is 11.12 m.
Km 1,255.07, road bridge Varadinska duga, Novi Sad; the height is 15.98 m.
Km 1,254.20, road and rail bridge Žeželj; the height is 9.51 m.
Km 1,232.17, road bridge Beška; the height is 43.09 m.

[91] Km 1,045.12 Moldova Veche — bridge with cables.

[92] Km 943.00 Iron Gates I. The higher values of draught and air draught of up to 10.00 m and 13.50 m, respectively, are ensured on request and against payment of costs.

[93] Km 863.55 Iron Gates II, locks and road bridge.

[94] Km 796.00, Calafat–Vidin bridge (road and rail), the height is 21.64 m;
Km 488.70, Giurgiu–Ruse bridge (road and rail) — the height is 13.91 m;
Km 300.07, Cernavoda bridge (road and rail) — the height is 24.90 m;
Km 300.00, Cernavoda bridge (rail) — the height is 30.96 m.

[95] Minimum height at normal water level varies from 8.54 m to 9.31 m; at HNWL it varies from 5.15 m to 6.89 m.

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

[97] From km 0.0 to km 12.0: depth is partly reduced to less than 2.5 m during the LNWL, 70 days per year.

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

[99] The length on the Romanian territory.

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

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

[102] Between Jaruge and Novi Grad: limited width, one way navigation throughout the year. On the 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.

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

[104] Estimation by the Government of Romania.

[105] *Footnote by Ukraine:* Data concerning this section of the E 80-09 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 Kiliiske Mouth and Bystre 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.

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

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

[108] On the section from the Kochetovsky hydroelectric complex to Aksay (of 116.3 km in length). On other sections, the maximum navigable draught is 3.45 m.

[109] 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.

[110] Limitation due to Casalmaggiore railway bridge calculated on maximum navigable water level Q_{30} (Q_{30} is the flow that is equaled or exceeded for a maximum of 30 days a year).

[111] Limitation due to Borgoforte road bridge calculated on Q_{30}.

[112] Limitation due to Revere road bridge calculated on Q_{30}.

[113] Limitation due to Rosolina Bridge.

[114] 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.

[115] 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.

[116] Limitation due to railway bridge Padova–Bologna.

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

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
	Km 148.0–km 0.0				
	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 × 112.0	2 × 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	

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 LATERAL CANAL	142.0	16.00	4.00	Heel lock complex
		142.0	16.00	4.00	
	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 Namur–Dinant	100.0	12.00	2.79	La Plante lock
		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 Dinant –Hastière	100.0	12.00	2.75	Anseremme lock
		100.0	12.00	2.75	Waulsort lock
		100.0	12.00	2.75	Hastière lock
	CANAL DE L'EST Givet (km 0.0–Quai des Trois Fontaines (km 7.1))	100.0	12.00	3.00	Quatre Cheminées lock (km 1.9)
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	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)
	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 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	BOUDEWIJN CANAL	500.0	57.00	15.00	Vandamme lock
	Zeebrugge–Brugge (km 12.0)	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	Dammepoort 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
	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	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	SCHELDE–RIJN CONNECTION	325.0	24.00	6.25	Volkeraksluizen
		325.0	24.00	6.25	
		325.0	24.00	6.25	
		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	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
	CHARLEROI–BRUXELLES CANAL				
	Bruxelles–Clabecq	81.6	10.50	3.70	6 locks
	CHARLEROI–BRUXELLES CANAL	90.0	12.00	3.48	Ittre lock
	Clabecq–Seneffe	2 × 85.5	2 × 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
	BOVENSCHELDE	125.0	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
		125.0	14.05	2.60	Spiere 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 (continued)	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
		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 05-02	NIMY–BLATON–PERONNES CANAL Péronnes–Pommeroeul	86.0	12.00	3.50	Peronnes I lock
		86.0	12.00	3.50	Peronnes II 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 Aalst–Dendermonde	55.0	7.50		Denderbelle lock
		168.0	16.00	Variable	Dendermonde lock
E 05-06	NETEKANAAL	81.6	10.50	2.50	Viersel 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]
		306.3	24.00	6.50	Rozenburgsesluis
	RHINE, downstream of Strasbourg	270.0	24.00	3.30[2]	Iffezheim and Gambsheim locks
	RHINE Strasbourg–Niffer	189.0	24.00	3.50	Strasbourg, large lock
		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

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 (continued)		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]
	NIFFER–MULHOUSE CANAL	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
	Km 219.0–km 0.0	196.0	12.00	3.50	Ormes 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 and 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 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	2 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	260.0	24.00	5.10	Prinses Irenesluis
		350.0	18.00	4.20	
		...	80.00	2.35	Keersluis[6]
		260.0	18.00	2.35	Prinses Marijkesluis
		260.0	18.00	2.35	Two chambers
		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 WATERWAY	SECTION OF E WATERWAY	DIMENSION OF LOCKS			COMMENTS
		LENGTH (m)	WIDTH (m)	DEPTH AT SILLS (m)	
1	2	3	4	5	6
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	MEPPELERDIEP	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 the 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 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	Gaarkeuken lock
		190.0	16.00	4.22/6.22	Ooster lock
	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 No. 1
	Tjerk Hiddes Locks	40.0	7.00	2.05	Lock No. 2
E 20	ELBE				
	From estuary to the border of Germany/Czechia	220.0	25.00	4.00[5]	Geesthacht locks
	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	

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 (continued)	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
E 20-02	ELBE–SEITENKANAL	100.0	12.00	3.50[4]	Lüneburg ship lift
		185.0	12.00	4.00[4]	Uelzen lock
E 20-04	SAALE (km 0.0–km 88.0)	102.5[9]	12.00[9]	3.31[5]	Wettin lock
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	Miřejovice 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)
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	23 locks
E 30-01	GLIWICKI CANAL	72.0	12.00	3.50	6 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	1 lock
	MUKHAVETS Brest–Kobrin	120.0	12.90	2.40/2.70	Lock No. 10 Trishin
		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-BUZKIY CANAL Kobrin–Pererub	120.0	12.70	2.70/2.55	Kobrin lock
		79.80	11.10[12]	4.10/2.17	Lock No. 5 Lyakhovichi
		79.85	11.10[12]	3.80/2.00	Lock No. 4 Ovzichi
		79.85	11.10	3.85/1.95	Lock No. 3 Ragodosch
		80.0	11.30[12]	3.90/1.76	Lock No. 2 Pererub

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 40 (continued)	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	Kyivskyi lock
	Mouth of Pripyat–Kherson	270.0	18.00	4.25	Kanivskyi lock
		270.0	18.00	3.85	Kremenchutskyi lock
		270.0	18.00	3.65	Dniprodzerzhynskyi lock
		120.0	18.00	4.40	Zaporizskyi 3-chamber lock
		290.0	18.00	5.50	Zaporizskyi 1-chamber lock
		270.0	18.00	3.65	Kakhovkskyi lock
E 50	VOLGO-BALTIYSKIY WATERWAY				
	St. Petersburg–Cherepovets	198.0	17.80	4.00	9 locks
	VOLGA				
	Rybinsk–Astrakhan	280.0	29.50	3.50[13]	8 locks
E 50-02	VOLGA				
	Rybinsk–Dubna	290.0	29.00	4.00	1 lock
	KANAL IMENI MOSKVI AND RIVER MOSKVA				
	Dubna–Moskva (Southern Port)	290.0	29.00	3.00[14]	9 locks
E 50-01	KAMA				
	Mouth–Solikamsk	240.0	28.90	3.30	3 locks
E 60	KIEL CANAL	310.0	42.00	14.00[4, 8]	
	BELOMORSKO-BALTIYSKIY CANAL				
	Povenets–Belomorsk	130.0	13.50	4.00	19 locks
E 60-02	GUADALQUIVIR	293.6	35.00	9.00	1 lock
E 60-04	DOURO				
	Porto –the border of Portugal/ Spain km 0.0–km 210.0	86.0–92.0	12.10	4.20	5 locks in total
E 60-07	TROLLHÄTTE CANAL	90.0	13.07	5.85	6 locks
E 60-09	SÖDERTÄLJE CANAL[15]	135.0	19.60	8.00	1 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	2 other locks
E 70	NEDER-RIJN				
	Driel, km 891.2	260.0	18.00	3.50	Normally passage through
	Amerongen, km 922.0	260.0	18.00	3.50	weir openings: 2 × 48.0 m
	Hagestein, km 946.8	260.0	18.00	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 70 (continued)	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 Rothensee–Verbindungskanal	190.0	12.50	4.25	Rothensee lock
	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	21 locks
	Kostrzyn–Bydgoszcz	115.0	12.00	3.50	Czersko Polskie lock
	SZKARPAWA Gdanska Glowa–Elblag	61.0/88.2[16]	12.50	3.00	1 lock[16]
	NOGAT Biala Gora–Elblag	56.6–57.3	9.50	2.50	4 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[4]	Northern Kersdorf lock
		65.6	8.54	2.49[4]	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

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)	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	
	OISE	185.0	12.00	3.00	Pontoise lock
	Conflans– Creil	125.0	12.00	2.20	Isle-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 Venette 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]	16 locks
	DANUBE Upstream of Regensburg– km 2 379.7	190.0	12.00	4.00	Bad Abbach lock
		190.0	12.00	4.00[5]	Regensburg lock
	DANUBE	230.0	24.00	3.65[17]	Geisling lock
	Km 2 379.7–km 2 201.8	230.0	24.00	4.30	Straubing lock
		226.0	24.00	2.50	Kachlet locks
		227.0	24.00	5.22	Jochenstein locks
	DANUBE Km 2 201.8–km 1 880.3 Aschach, km 2 162.67	230.0	24.00	4.61	2 locks at each power station
	Ottensheim–Wilhering, km 2 146.8	230.0	24.00	3.97	2 locks
	Abwinden–Asten, km 2 119.6	230.0	24.00	4.39	2 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 80 (continued)	Wallsee–Mitterkirchen, km 2 095.1	230.0	24.00	4.29	2 locks
	Ybbs Persenbeug, km 2 060.4	230.0	24.00	4.15	2 locks
	Melk, km 2 038.2	230.0	24.00	3.41	2 locks
	Altenwörth, km 1 980.1	230.0	24.00	4.69	2 locks
	Greifenstein, km 1 949.2	230.0	24.00	4.15	2 locks
	Wien Freudenau, km 1 921.0	275.0	24.00	4.87	2 locks
	DANUBE Čunovo, km 1 851.75[18]	130.7	24.00	3.50	1 lock (divided 130.70/55.70 m)
	DERIVATION CANAL GABČÍKOVO Km 1 819.15	280.0	34.00	5.00	2 locks
	DANUBE Km 1 075.0–km 0.0	310.0	34.00	5.00[19]	Iron Gates I locks, km 943.0
		310.0	34.00	4.50[20]	
		310.0	34.00	4.50[19]	Iron Gates II locks, km 863.0
		310.0	34.00	5.00[20]	
		140.0	17.00	2.50	Iron Gates II reserve lock
E 80-01	TISZA, km 164.0–km 0.0	85.0	12.00	3.00	Begej lock
E 80-01-02	BEGEJ, km 65.6–km 0.0	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 Tancarville–Estuary	180.0	24.00	3.50	Access to the Port of Le Havre (Seine km 338.5)
E 80-04	SEINE Conflans–Paris	220.0	12.00/17.00	3.20	Bougival locks
		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 Paris–Montereau, km 165.2–km 67.7	180.0	12.00/16.00	3.20	Port à l'Anglais
		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 Montereau–Bray, km 67.7–km 45.0	180.0	16.00	3.50	Varennes
		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

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 80-04 (continued)	SEINE Bray–Nogent, km 45.0–km 18.72	121.0	10.50	2.24	Villiers
		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–BUCURESTI CANAL	130.0	12.50	5.00	4 double locks under planning
E 80-14	DANUBE–BLACK SEA CANAL	310.0	25.00	7.50	Cernavodă (km 60.0)
		310.0	25.00	7.50	Agigea (km 1.3)
E 80-14-01	POARTA ALBA–MIDIA NAVODARI CANAL	145.0	12.50	6.50	Năvodari (km 60.0)
		145.0	12.50	6.50	Ovidiu (km 11.0)
E 81	VÁH				
	Kolárovo, km 27.4	110.0	24.00	4.00	1 lock is planned
	Selice, km 43.9	110.0	24.00	4.00	1 lock
	Kráľová, km 63.15	110.0	24.00	4.00	1 lock
	Sereď-Hlohovec, km 79.5	110.0	24.00	4.00	1 lock is planned
	Madunice, km 106.6	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.00	4.00	Not yet in operation
	Horná Streda, km 130.90	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.50	4.00	Not yet in operation
	Nové Mesto nad Váhom, km 143.70	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.50	4.00	Not yet in operation
	Kostolná, km 157.10	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.50	4.00	Not yet in operation
	Trenčianske Biskupice, km 161.90		12.00		Weir sluice planned for navigation
			12.00		Not yet in operation
	Trenčín (Skalka), km 168.80	110.0	12.00	4.00	Reconstruction and modernization planned
		85.0	12.50	4.00	Not yet in operation
	Dubnica, km 179.40	110.0	12.00	4.00	Reconstruction and modernization planned
	Ilava, km 187.45	31.00	7.00	4.00	Not yet in operation
		110.0	12.00	4.00	Reconstruction and modernization planned
	Ladce, km 194.25	31.00	7.00	4.00	Not yet in operation
		110.0	12.00	4.00	Reconstruction and modernization planned
	Dolné Kočkovce canal, km 200.20	31.00	7.00	4.00	Not yet in operation
			8.00		Weir sluice planned for navigation
	Nosice, km 199.80	110.0	12.00	4.00	Missing lock/lift planned
	Považská Bystrica, km 212.80	110.0	12.00	4.00	Missing lock planned

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)	Mikšová, km 221.33	110.0	12.00	4.00	Missing lock planned
	Hričov, km 237.70	110.0	12.00	4.00	Missing lock planned
E 90	DON Aksay–Kalach	145.0	17.80	4.00	5 locks
	VOLGO-DONSKOY CANAL Kalach–Krasnoarmeysk	145.0	17.80	4.00	13 locks
E 91	MILANO–PO CANAL Milano–Cremona	197.0	12.00	3.50	Cremona lock. The lock has 2 preterlocks of 110.0 × 12.00 × 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
		81.0	9.00	3.50	Bavazzana lock. Used for touristic purposes
E 91-02	PO Cremona lock–Casale Monferrato	110.0	12.50	4.00	Isola Serafini new lock is under construction
		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

Notes to table 2

1 In operation in case of storm flood, otherwise open connection.

2 Datum: GLW: LNWL.

3 Maximum dimensions of convoys admitted are 180.0 × 22.90 m and 186.5 × 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 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 This is the width of gates. The width of chambers is 16.00 m.

13 Limitation draught at the Gorodetsky Lock. At other locks a draught of 4.00 m is ensured.

14 From Dubna to the Moskva Northern Port depth at sills is 4.00 m.

15 After the reconstruction of the lock, which is planned to be finished in 2019, the dimensions of the lock will be 190.0 × 23.0 × 8.40 m.

16 Additional gate of the lock.

17 Datum: LNWL.

18 Leads to the old bed of the Danube. Practically not used.

19 Right bank.

20 Left bank.

Table 3
Technical Characteristics of Inland Navigation Ports of International Importance

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, km 20.5)			x	x	x	x	x	
P 01-02	Charleroi (Sambre, km 48.6)		x		x	x	x	x	
P 01-02bis	Charleroi (Charleroi–Bruxelles Canal, km 5.6)		x		-	-	-	-	
P 01-03	Namur (Sambre, km 65.5)		x		x	x	-	x	
P 01-03bis	Namur (Meuse, km 54.5)		x		-	-	-	-	
P 01-04	Liège (Meuse, km 105.0)			x	x	x	x	x	
P 01-04bis	Liège (Albert Canal, km 9.6)			x	x	x	x	x	
P 01-05	Maastricht (Maas, km 4.5)		x		-	-	-	x	
P 01-06	Stein (Maas, km 21.9)		x		x	x	-	x	
P 01-07	Born/Sittard-Geleen (Maas, km 29.7)	x			x	x	x	x	
P 01-08	Maasbracht (Maas, km 41.8)	x			-	-	-	x	
P 01-09	Roermond (Maas, km 74.3)	x			x	x	-	-	
P 01-09bis	Venlo (Maas, km 108.0–111.0)	x			x	x	-	x	
P 01-09ter	Meerlo/Wanssum (Maas, km 133.0)	x			x	x	-	-	
P 01-09quater	Gennep (Maas, km 153.0)		x		-	-	-	-	
P 01-09quinqies	Cuijk (Maas, km 167.0)		x		x	x	-	-	
P 01-09sexies	Grave (Maas, km 174.0)	x			-	-	-	-	

* Private port ** Legend: x available
- not available
... no information

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 01-10	Oss (Maas, km 193.0)		x		x	x	-	x	
P 01-10bis	Maasdriel (Maas, km 212.0)	x			-	-	-	-	
P 01-10ter	Waalwijk (Bergsche Maas, km 236.0)	x			x	x	-	-	
P 01-10quater	Geertruidenberg (Bergsche Maas, km 251.0)	x			-	-	-	-	
P 01-11	Dordrecht (Merwede, km 974.4)		x		-	-	-	x	
P 01-12	Zwijndrecht (Oude Maas, km 980.6)	x			-	-	-	x	
P 01-13	Vlaardingen (Nieuwe Waterweg, km 1 010.5)		x		-	-	x	x	
P 01-14	Maassluis (Nieuwe Waterweg, km 1 018.7)	x			x	x	-	-	
P 01-01-01	Overpelt (Kanaal Bocholt-Herentals, km 14.8)	...	...	...	...	...	...	...	
P 01-03-01	's-Hertogenbosch (Zuid-Willemsvaart, km 4.0)		x		x	x	-	-	
P 01-03-02	Veghel (Zuid-Willemsvaart, km 24.0)	x			x	x	-	-	
P 02-01	Zeebrugge (North Sea)	x		x[1]	x	x	x	x	
P 02-02	Aalter (Gent–Oostende Canal, km 22.5)	x			-	-	-	-	
P 02-03	Lille (Deûle, km 42.0)	x			x	x	-	x	
P 02-02-01	Oostende (North Sea)	...	...	...	...	...	...	...	
P 02-04-01	Roeselare (Roeselare–Leie Canal, km 0.5)		x		-	-	-	-	
P 02-04-02	Izegem (Roeselare–Leie Canal, km 6.4)		x		-	-	-	-	
P 03-01	Moerdijk (Hollands Diep, km 986.0)			x	x	x	x	x	
P 03-02	Terneuzen (Gent–Terneuzen Canal, km 32.5)			x	x	x	x	x	
P 03-03	Zelzate (Gent–Terneuzen Canal, km 19.6)	...	...	...	...	...	...	...	
P 03-04	Gent (Gent–Terneuzen Canal, km 4.6)	x			-	-	-	-	
P 04-01	Vlissingen (Westerschelde, km 14.0 from the mouth)			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 04-02	Beveren (Beneden Zeeschelde, km 22.9)	...	...	...	...	...	...	...	
P 04-03	Ruisbroek (Charleroi–Bruxelles Canal, km 58.8)	x			-	-	-	-	
P 04-03bis	Willebroek (Bruxelles–Schelde Canal, km 61.3)	x			x	x	x	x	
P 04-04	Grimbergen (Bruxelles–Schelde Canal, km 75.8)	x			-	-	-	-	
P 04-05	Bruxelles (Bruxelles–Schelde Canal, km 81.5)	...	...	...	...	...	...	...	
P 05-01	Avelgem (Bovenschelde, km 35.7)	x			x	x	-	-	
P 05-02	Melle (Boven Zeeschelde, km 9.9)	...	...	...	...	...	...	...	
P 05-03	Meerhout (Albertkanaal, km 80.7)	x			x	x	...	...	
P 05-04	Ham (Albertkanaal, km 73.7)	x			...	...	...	...	
P 05-05	Hasselt (Albertkanaal, km 51.5)	x			...	...	...	...	
P 05-06	Genk (Albertkanaal, km 42.9)	x			...	...	...	...	
P 05-07	Centre and West (Schelde, km 10.0)		x		x	x	x	x	
P 05-08	Centre and West (Canal du Centre, km 10.0)		x		x	x	x	x	
P 05-01-01	Bossuit Kortrijk (Bossuit–Kortrijk Canal, km 7.6)		x		-	-	-	-	Building materials, petroleum products and metal ores. Agricultural products, food products and chemicals
P 05-04-01	Aalst (Dender, km 53.7)	x			-	-	-	-	
P 06-01	Antwerpen (Schelde, km 102.9)	...	...	...	...	...	...	...	
P 06-02	Bergen op Zoom (Schelde–Rijn Connection, km 1 031.8)	x			x	x	-	-	
P 10-01	Rotterdam (Nieuwe Maas, km 1 002.5)			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 10-02	Alblasserdam (Noord, km 981.1)	x			x	x	-	-	
P 10-02bis	Gorinchem (Merwede, km 956.0)	x			x	x	-	-	
P 10-02ter	Zaltbommel (Waal, km 935.0)	x			-	-	-	-	
P 10-03	Tiel (Waal, km 914.6)	x			x	x	x	-	
P 10-04	Emmerich (Rhine, km 852.0)	x			x	x	...	x	
P 10-05	Wesel (Rhine, km 814.0)	x			x	x	...	x	
P 10-06	Rheinberg–Ossenberg* (Rhine, km 806.0)	x			...	...	...	...	
P 10-07	Orsoy (Rhine, km 794.0)	x			...	...	...	...	
P 10-08	Walsum–Nordhafen* (Rhine, km 793.0)	x			...	...	...	...	
P 10-09	Walsum Sud* (Rhine, km 791.0)	x			...	...	...	...	
P 10-10	Schwelgern* (Rhine, 790.0 km)			x	...	...	...	...	
P 10-11	Homberg, Sachtleben* (Rhine, km 774.0)			x	x	x	x	x	
P 10-12	Duisburg–Ruhrort Häfen (Rhine, km 774.0)			x	x	x	x	x	
P 10-13	Krefeld (Rhine, km 762.0)	x			x	x	...	x	
P 10-14	Düsseldorf (Rhine, km 743.0)	x			x	x	...	x	
P 10-15	Neuss (Rhine, km 740.0)		x		x	x	...	x	
P 10-16	Stürzelberg* (Rhine, km 726.0)	x			...	...	...	x	
P 10-17	Leverkusen* (Rhine, km 699.0)	x			x	x	...	x	
P 10-18	Köln (Rhine, km 688.0)			x	x	x	...	x	
P 10-19	Wesseling — Godorf* (Rhine, km 672.0)	x			...	...	...	x	
P 10-20	Bonn (Rhine, km 658.0)	x			x	x	-	-	
P 10-21	Andernach (Rhine, km 612.0)	x			-	-	-	x	
P 10-22	Neuwied (Rhine, km 606.0)	...	...	...	-	-	-	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 10-23	Bendorf (Rhine, km 599.0)	x			-	-	-	x	
P 10-24	Koblenz (Rhine, km 596.0)	x			x	x	-	x	
P 10-25	Bingen (Rhine, km 527.0)	...	...	...	-	-	-	x	
P 10-26	Wiesbaden (Rhine, km 500.0)	x			-	-	-	x	
P 10-27	Gernsheim (Rhine, km 462.0)	x			-	-	-	x	
P 10-28	Worms (Rhine, km 444.0)	x			-	-	-	x	
P 10-29	Mannheim (Rhine, km 424.0)		x		x	x	x	x	
P 10-30	Ludwigshafen (Rhine, km 420.0)		x		x	x	x	x	
P 10-31	Speyer (Rhine, km 400.0)	x			-	-	-	x	
P 10-32	Germersheim (Rhine, km 385.0)	x			x	x	-	x	
P 10-33	Wörth (Rhine, km 366.0)	x		x	x	x	-	x	
P 10-34	Karlsruhe (Rhine, km 360.0)	...	...	...	x	x	x	x	
P 10-35	Kehl (Rhine, km 297.0)	x			x	x	-	x	
P 10-36	Strasbourg (Rhine, km 296.0)		x		x	x	x	x	Sand, gravel, oil products, cereals, heavy packages
P 10-37	Breisach (Rhine, km 226.0)	x			-	-	-	-	
P 10-38	Colmar–Neuf Brisach (Rhine, km 225.8)	x			x	x	-	x	Minerals, gravel, aluminium, cereals
P 10-39	Mulhouse–Ottmarsheim (Grand Canal d'Alsace, km 21.0)		x		x	x	-	x	Minerals, agricultural products, metallurgical products and chemicals
P 10-40	Fort Louis Stattmatten (Grand Canal d'Alsace, km 322.0)	x			...	...	...	...	
P 10-41	Ile Napoléon (Niffer–Mulhouse Canal, km 37.6)	x			-	-	-	x	Oil products, minerals, fertilizers

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 10-42	Aproport (Chalon-sur-Saône, Mâcon, Villefranche-sur-Saône) (Saône, km 230.0, km 296.0 and km 335.0)	x			x	x	-	x	Bulk cargoes, construction materials
P 10-43	Pagny (Saône, km 192.75)	x			x	x	x	-	
P 10-44	Lyon (Rhône, km 375.0)	x			x	x	x	x	Oil and metallurgical products, minerals
P 10-45	Marseille–Fos (Marseille–Rhône Canal, km 0.0)	x			x	x	x	x	Oil products, minerals
P 10-01-01	Rhein-Lippe-Hafen* (Wesel-Datteln Kanal, km 1.0)	x			...	...	...	x	
P 10-01-02	Marl Hüls-AG* (Wesel-Datteln Kanal, km 38.0)		x		...	...	...	x	
P 10-01-03	Auguste Victoria* (Wesel-Datteln Kanal, km 39.0)	x			...	...	...	...	
P 10-01-04	Lünen (Datteln-Hamm Kanal, km 11.0)	x			...	...	...	x	
P 10-01-05	Berkamen* (Datteln-Hamm Kanal, km 22.0)	x			...	...	...	...	
P 10-01-06	Hamm (Datteln-Hamm Kanal, km 34.0)	x			x	x	...	x	
P 10-01-07	Schmehausen* (Datteln-Hamm Kanal, km 47.0)	x			...	...	...	...	
P 10-03-01	Essen (Rhein-Herne Kanal, km 16.0)	x			...	...	...	x	
P 10-03-02	Coelln-Neuessen* (Rhein-Herne Kanal, km 17.0)	x			...	...	...	...	
P 10-03-03	Ruhr Oel* (Rhein-Herne Kanal, km 22.0)	x			x	x	...	x	
P 10-03-04	Gelsenkirchen (Rhein-Herne Kanal, km 24.0)		x		x	x	...	x	
P 10-03-05	Wanne-Eickel (Rhein-Herne Kanal, km 32.0)	x			...	...	...	x	
P 10-05-01	Mühlheim (Ruhr, km 8.0)	x			x	x	...	...	
P 10-07-01	Heilbronn (Neckar, km 110.0)		x		x	x	x	x	
P 10-07-02	Stuttgart (Neckar, km 186.0)	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 10-07-03	Plochingen (Neckar, km 200.0)	x			-	-	-	x	
P 10-09-01	Huningue (Rhine, km 168.4)	x			-	-	-	x	Oil products, minerals, fertilizers
P 10-09-02	Swiss Rhine Ports (Schweizerische Rheinhäfen) (Rhine, km 159.15–170.0)			x	x	x	x	x	
P 10-04-01	Sète (Rhône–Sète Canal, km 96.0)	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, km 4.7)			x	x	x	x	x	
P 11-02	Beverwijk (Noordzeekanaal, km 4.5)		x		x	x	-	-	
P 11-03	Amsterdam (Noordzeekanaal, km 20.6)			x	x	x	x	x	
P 11-04	Utrecht (Amsterdam-Rijnkanaal, km 35.0)		x		x	x	-	x	
P 11-01-01	Zaandam (Zaan, km 2.0)	x			x	x	-	-	
P 12-01	Nijmegen (Waal, km 884.6)		x		x	x	-	-	
P 12-02	Arnhem (Neder-Rijn, km 885.8)	x			-	-	-	-	
P 12-02bis	Deventer (Geldersche IJssel, km 57.3)	x			-	-	-	-	
P 12-03	Zwolle (IJssel, km 980.7)	x			-	-	-	-	
P 12-04	Kampen (Geldersche IJssel, km 106.8)	x			x	x	-	-	
P 12-02-01	Meppel (Meppelerdiep, km 10.5)	x			x	x	-	-	
P 13-01	Emsland* (Dortmund-Ems Kanal, km 151.0)	x			...	...	...	x	
P 13-02	Münster (Dortmund-Ems Kanal, km 68.0)	x			...	...	...	x	
P 13-03	Dortmund (Dortmund-Ems Kanal, km 1.0)	x			x	x	...	x	
P 14-01	Bremerhafen (Weser, km 66.0–68.0)	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 14-02	Nordenham (Weser, km 54.0–64.0)	x			x	x	-	x	
P 14-03	Brake (Weser, km 41.0)	x			x	x	-	x	
P 14-04	Bremen (Weser, km 4.0–8.0)		x		x	x	x	x	
P 15-01	Almere (IJsselmeer, km 15.0)	x			-	-	-	-	
P 15-01bis	Lelystad (IJsselmeer, km 32.0)	x			-	-	-	-	
P 15-02	Lemmer (Prinses Margrietkanaal, km 90.5)	x			-	-	-	-	
P 15-02bis	Sneek (Prinses Margrietkanaal, km 43.7)	x			-	-	-	-	
P 15-02ter	Zuidhorn (Van Starckenborghkanaal, km 15.0)	x			-	-	-	-	
P 15-03	Groningen (Van Starkenborghkanaal, km 7.0)	x			-	-	-	x	
P 15-04	Emden (Ems, km 41.0)	x			x	x	x	x	
P 15-05	Leer (Ems, km 14.0)	...	...	...	-	-	-	x	
P 15-06	Oldenburg* (Hunte, km 0.0–5.0)	x			-	-	-	x	
P 15-01-01	Leeuwarden (Haringsmakanaal, km 23.7)	x			x	x	-	-	
P 20-01	Cuxhaven (Elbe, km 724.0)[2]	x			x	x	x	x	
P 20-02	Brunsbüttel (Elbehafen, km 693.0)[2]	x			-	-	-	-	
P 20-03	Bützfleet* (Elbe, km 668.0)[2]		x		-	-	-	-	
P 20-04	Hamburg (Elbe, km 618.0–639.0)[2]			x	x	x	x	x	
P 20-05	Lauenburg (Elbe, km 568.0)[2]	x			-	-	-	-	
P 20-06	Tangermünde (Elbe, km 388.0)[2]	...	...	...	-	-	-	-	
P 20-07	Kieswerk Rogätz* (Elbe, km 354.0)[2]	x			-	-	-	x	
P 20-08	Magdeburger Häfen (Elbe, km 330.0 and 333.0)[2]	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 20-09	Schönebeck (Elbe, km 315.0)[2]	x			-	-	-	-	
P 20-10	Aken (Elbe, km 277.0)[2]	...	...	...	-	-	-	-	
P 20-11	Torgau (Elbe, km 154.0)[2]	...	...	...	-	-	-	-	
P 20-12	Kieswerk Mühlberg* (Elbe, km 125.0)[2]	x			-	-	-	x	
P 20-13	Riesa (Elbe, km 109.0)[2]	...	...	...	-	-	-	-	
P 20-14	Dresden (Elbe, km 57.0 and 61.0)[2]	...	...	...	-	-	-	-	
P 20-15	Děčín (Elbe, km 737.6 and 740.5)[2]	x			x	x	-	x	Bulk cargoes
P 20-16	Ústí nad Labem (Elbe, km 761.2 and 764.0)[2]	x			x	x	-	x	Bulk cargoes
P 20-17	Mělník (Elbe, km 834.4 and 836.7)[2]	x			x	x	x	x	Bulk cargoes
P 20-18	Týnec nad Labem (Elbe, km 933.7)[2]	x			-	-	x	-	
P 20-04-01	Halle-Trotha (Saale, km 86.0)	x			-	-	-	-	
P 20-06-01	Miřejovice (Vltava, km 18.9)	x			-	-	x	-	
P 20-06-02	Praha (Vltava, km 46.6 and 19.31)	x			-	-	-	-	Bulk cargoes
P 21-01	Lübeck (Trave, km 2.0–8.0)	x			x	x	x	x	
P 30-01	Swinoujscie (Baltic Sea–mouth of Oder)		x		x	x	x	x	
P 30-02	Szczecin (Oder, km 741.0)			x	x	x	x	x	
P 30-03	Kostrzyn (Oder, km 617.0)	x			-	-	-	x	
P 30-04	Wroclaw (Oder, km 255.0)	x			-	-	-	x	
P 30-05	Kozle (Oder, km 96.0)	x			-	-	-	x	
P 30-01-01	Glivice (Gliwicki Canal, km 41.0)	x			-	-	-	x	
P 40-01	Gdansk (Baltic Sea–mouth of Wisla)			x	x	x	x	x	
P 40-02	Bydgoszcz (Wisla, km 772.3 and Brda, km 2.0)	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 40-03	Brest (Mukhavets, km 1.5)	x			-	-	-	-	General and bulk cargo
P 40-04	Pinsk (Pina, km 9.0)	x			-	-	-	-	General and bulk cargo
P 40-04bis	Mikashevichi (Pripyat, km 40.5 and Mikashevichi Canal, km 7.0)	x			-	-	-	-	Bulk cargo
P 40-04ter	Mozyr (Pripyat, km 188.0)	x			-	-	-	x	General and bulk cargo
P 40-05	Kyiv (Dnipro, km 861.0)			x	x		-	x	Bulk and general cargo
P 40-06	Cherkasy (Dnipro, km 661.0)		x		x	-	-	x	Bulk and general cargo
P 40-07	Kremenchuk (Dnipro, km 541.0)			x	x	-	-	x	Bulk and general cargo
P 40-07bis	Poltavskyi Ore Mining and Processing Enterprise (Dnipro, km 521.0)		x		-	-	-	x	Ore, minerals
P 40-08	River port (city of Kamianske) (Dnipro, km 429.0)		x		-	-	-	x	Bulk and general cargo
P 40-09	Dnipro (Dnipro, km 392.0)			x	x		-	x	Bulk and general cargo
P 40-10	Zaporizhzhia (Dnipro, km 306.0)			x	x	x	-	x	Bulk and general cargo, lighters
P 40-11	Nova Kakhovka (Dnipro, km 94.0)	x			-	-	-	-	Bulk and general cargo
P 40-12	Kherson (Dnipro, km 28.0)		x		x	-	-	x	Bulk and general cargo, lighters
P-40-01-01	Nizhnie Zhary (Dnepr, km 965.0)								Planned
P 40-03-01	Chernihiv (Desna, km 194.5)		x		-	-	-	x	General and bulk cargo
P 40-02-01	Mykolaiv, river port (Pivdennyi Buh, km 40.0)	x			...	...	...	...	Cereals, scrap, minerals
P 40-02-02	Mykolaiv, sea port (Pivdennyi Buh, km 35.0)		x		x	x	-	x	Timber, oil products, metals, cereals, bulk cargo, scrap
P 40-02-03	Dnipro-Buzkyi (Pivdennyi Buh, km 16.0)		x		-	-	-	x	Ore, general cargo
P 41-01	Klaipėda sea port (Kurshskiy Zaliv)			x	x	x	x	x	
P 41-02	Nida (Kurshskiy Zaliv, km 42.7)[3]	...	...	...	...	...	...	...	

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 41-03	Uostadvaris (Nemunas river mouth)[3]	...	...	...	...	...	...	...	
P 41-04	Kaunas (Nemunas, km 209.0)	x			-	-	-	-	
P 41-05	Kaunas winter port (Nemunas, km 210.0)	x			-	-	-	-	
P 50-01	Sankt-Petersburg sea port (Neva, km 1 397.0)[4]			x	x	x	x	x	General cargoes, timber, cereals, coal
P 50-02	Podporozhie (Volgo-Baltiyskiy Waterway, km 1 054.0)[4]	x			x	-	-	x	General cargoes, timber, construction materials, ore, pipes
P 50-03	Cherepovets (Volgo-Baltiyskiy Waterway, km 540.0)[4]	x			x	x	-	x	General cargoes, timber, construction materials, coal
P 50-04	Yaroslavl (Volga, km 520.0)[4]		x		x	-	-	x	General cargoes, timber, construction materials, fertilizers
P 50-05	Nizhny Novgorod (Volga, km 905.0)[4]	x			-	-	-	x	General cargoes, timber, construction materials, coal
P 50-06	Kazan (Volga, km 1 311.0)[4]		x		x	...	...	x	General cargoes, construction materials, scrap, heavy goods
P 50-07	Ulianovsk (Volga, km 1 528.0)[4]	x			x	-	-	x	General cargoes, construction materials, coal
P 50-08	Samara (Volga, km 1 738.0)[4]		x		x	-	-	x	General cargoes, timber, construction materials, coal
P 50-09	Saratov (Volga, km 2 165.0)[4]	x			x	-	-	x	General cargoes, timber, construction materials, coal, cereals
P 50-10	Volgograd (Volga, km 2 551.0)[4]	x			x	-	-	x	General cargoes, timber, construction materials, coal
P 50-11	Astrakhan, sea port (Volga, km 3 051.0)[4]		x		x	-	-	x	General cargoes, construction materials, timber

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 50-02-01	Moskva Northern Port (Kanal imeni Moskvi, km 46.0)[4]	x			x	x	-	-	General cargoes, timber, construction materials, salt
P 50-02-02	Moskva Southern Port (Kanal imeni Moskvi, km 0.0, Moskva 151.0 km from its confluence with Oka)	x			x	x	...	x	General cargoes, timber, construction materials, salt
P 50-02-02-01	Tver (Volga, km 272.0)[4]		x		x	-	-	-	General cargoes, construction materials
P 50-01-01	Perm (Kama, km 2 260.0)[4]	x			x	-	-	x	General cargoes, timber, construction materials, coal, ore, cereals
P 50-01-02	Agidel (Belaya, km 1 786.3)	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, km 2.0–5.0)	x			-	-	-	x	
P 60-04	Rendsburg (Kiel Canal, km 62.0)				-	-	-	x	
P 60-05	Kiel (Kiel Canal, km 96.0)				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, km 1 009.0)[4]	x			-	-	-	x	General cargoes, construction materials

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 60-14	Arkhangelsk sea port (Mouth of Severnaja Dvina)	...	...	...	...	...	...	...	
P 60-15	Arkhangelsk river port (Mouth of Severnaja Dvina, km 0.0)	x			x	...	...	x	General cargoes, construction materials
P 60-02-01	Sevilla (Guadalquivir, km 80.0)		x		x	x	x	x	General and bulk cargoes
P 60-04-01	Douro (Douro, km 5.0)	...	...	...	...	...	...	...	
P 60-04-02	Sardoura (Douro, km 49.0)	...	...	...	...	...	...	...	
P 60-04-03	Régua–Lamego (Douro, km 101.0)	...	...	...	...	...	...	...	
P 60-06-01	Bordeaux (Gironde et Garonne, km 359.0)			x	x	x	-	x	
P 60-08-01	Nantes (Loire, km 645.0)	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 (km 39.0 from the mouth of Saimaa Canal)	x			x	x	x	x	Timber
P 60-11-02	Kaukas* (km 52.0 from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 60-11-03	Rapasaari* (km 52.0 from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 60-11-04	Joutseno* (km 67.0 from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 60-11-05	Vuoksi* (km 85.0 from the mouth of Saimaa Canal)	x			-	-	-	-	Timber
P 60-11-06	Varkaus (Port of Taipale) (km 270.0 from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 60-11-07	Varkaus (Port of Kosulanniemi)* (km 270.0 from the mouth of Saimaa Canal)	x			-	-	-	-	Timber

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 60-11-08	Varkaus (Port of Akonniemi) (km 270.0 from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 60-11-09	Kuopio (km 352.0 from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 60-11-02-01	Puhos* (km 311.0 from the mouth of Saimaa Canal)	x			-	-	-	-	Timber
P 60-11-02-02	Joensuu (km 346.0 from the mouth of Saimaa Canal)	x			-	-	-	x	Timber
P 61-01	Anklam (Peene, km 95.0)	x			-	-	-	x	
P 70-01	Wageningen (Neder-Rijn, km 903.2)	x			-	-	-	-	
P 70-01bis	Lochem (Twentekanaal, km 15.5)	x			-	-	-	-	
P 70-01ter	Hengelo (Twentekanaal, km 45.1)		x		x	x	-	x	
P 70-02	Enschede (Twentekanaal, km 49.8)	x			-	-	-	-	
P 70-03	Ibbenbüren (Mittellandkanal, km 5.0)	x			-	-	-	x	
P 70-04	Minden (Mittellandkanal, km 100.0–104.0)	x			-	-	-	x	
P 70-05	Hannover (Mittellandkanal, km 155.0–159.0)	x			x	x	-	x	
P 70-06	Mehrum* (Mittellandkanal, km 194.0)	x			-	-	-	-	
P 70-07	Braunschweig (Mittellandkanal, km 220.0)	x			-	-	-	x	
P 70-08	Braunschweig/Thune* (Mittellandkanal, km 223.0)	x			-	-	-	-	
P 70-09	Haldensleben (Mittellandkanal, km 301.0)	x			-	-	-	x	
P 70-10	Niegripp* (Elbe-Havel-Kanal, km 330.0)	x			-	-	-	-	
P 70-11	Brandenburg* (Untere Havel-Wasserstraße, km 60.0)	x			-	-	-	-	
P 70-12	Brandenburg (Untere Havel-Wasserstraße, km 57.0)	x			-	-	-	-	Gravel works

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 70-13	Deponie Deetz* (Untere Havel-Wasserstraße, km 40.0)	x			-	-	-	x	
P 70-14	Spandau South Harbour (Untere Havel-Wasserstraße, km 2.0)	x			-	-	-	x	
P 70-15	Elblag (Zalew Wislany)	x			-	-	-	-	
P 70-16	Kaliningrad sea port (Pregel, km 8.0)	...	...	...	x	...	...	x	
P 70-17	Kaliningrad river port (Pregel, km 9.0)	x			...	...	...	x	Current cargo turnover is 100,000 t
P 70-01-01	Gouda (Hollandse IJssel, km 1.4)	x			-	-	-	-	
P 70-01-02	Alphen aan den Rijn (Oude Rijn, km 39.5)	x			x	x	-	-	
P 70-03-01	Almelo (Zijkanaal, km 17.6)	x			x	x	-	-	
P 70-02-01	Osnabrück (Stichkanal, km 13.0)	...	...	...	-	-	x	x	
P 70-04-01	Hannover–Linden (Stichkanal, km 11.0)	x			-	-	-	x	
P 70-06-01	Hildesheim (Stichkanal, km 15.0)	...	...	...	-	-	-	x	
P 70-08-01	Salzgitter (Stichkanal, km 15.0)	x			x	-	-	x	
P 70-10-01	Cargo Handling Complex* (Spree branch at km 0.0)	x			-	-	-	-	
P 70-10-02	Nonnendamm (Spree, km 2.0)	x			-	-	-	x	
P 70-10-03	Reuter Power Station* (Spree, km 3.0)	x			-	-	-	x	
P 70-10-04	Charlottenburg Power Station (Spree, km 8.0)	...	...	...	-	-	-	-	
P 70-10-05	Westhafen Berlin (Westhafenkanal, km 3.0)	...	...	...	-	-	-	x	
P 70-10-06	Osthafen Berlin (Spree, km 21.0)	...	...	...	-	-	-	x	
P 70-10-07	Klingenberg Heating Station (Spree, km 25.0)	x			-	-	-	x	
P 70-12-01	Moabit Power Station* (Berlin-SpandauerSchiffahrtskanal, km 9.0)	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 71-01	Teltowkanal Cargo Handling Point* (Teltowkanal, km 31.0–34.0)	x			-	-	-	x	
P 71-02	Oberschöneweide Cargo Handling Point (Spree-Oder-Wasserstraße, km 28.0–29.0)	x			-	-	-	x	
P 71-03	Eisenhüttenstadt EKO* (Spree-Oder-Wasserstraße, km 122.0)	x			-	-	-	x	
P 71-04	Eisenhüttenstadt (Spree-Oder-Wasserstraße, km 124.0)	...	...	...	-	-	-	x	
P 71-02-01	Potsdam (Potsdamer Havel, km 3.0)	...	...	...	-	-	-	-	
P 71-06-01	Niederlehme* (Dahme-Wasserstraße, km 8.0)	...	...	...	-	-	-	-	
P 71-06-02	Königs Wusterhausen (Dahme-Wasserstraße, km 8.0)	x			-	-	-	x	
P 80-01	Le Havre (Le Havre–Tancarville Canal, km 20.0)	x			x	x	x	x	Oil products, fuels, minerals
P 80-02	Rouen (Seine, km 242.0)		x		x	x	x	x	Oil, cereals, sand, coal
P 80-03	Conflans (Seine, km 239.0)	x			...	...	...	...	
P 80-04	Frouard (Moselle, km 346.5)	x			x	x	x	x	Heavy goods
P 80-05	Metz (Moselle, km 297.0–294.0)	x			x	x	-	x	
P 80-06	Mondelange-Richemont (Moselle, km 279.5–277.9)	x			...	...	...	...	
P 80-07	Thionville-Illange (Moselle, km 271.9–270.1)	x			x	x	-	-	
P 80-08	Mertert (Moselle, km 208.0)	x			x	x	-	x	Oil products, wood shavings, construction materials, coal, agricultural products/fertilizers, 20- and 40-foot containers
P 80-09	Trier (Moselle, km 184.0)	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 80-10	Bingen (Rhine, km 527.0)	...	...	...	-	-	-	x	
P 80-11	Wiesbaden (Rhine, km 500.0)	x			-	-	-	x	
P 80-12	Mainz (Rhine, km 500.0)		x		x	x	x	x	
P 80-13	Flörsheim* (Main, km 9.0)	x			-	-	-	-	
P 80-14	Raunheim* (Main, km 14.0)	x			-	-	-	-	
P 80-15	Hattersheim* (Main, km 17.0)	x			-	-	-	-	
P 80-16	Kelsterbach* (Main, km 19.0)	x			-	-	-	-	
P 80-17	Frankfurt* (Main, km 22.0–29.0)	x			x	x	-	x	
P 80-18	Frankfurt (Main, km 31.0–37.0)		x		x	x	-	x	
P 80-19	Offenbach (Main, km 40.0)	...	...	...	-	-	-	x	
P 80-20	Hanau (Main, km 56.0–60.0)	x			-	-	-	x	
P 80-21	Grosskotzenburg* (Main, km 62.0)	x			-	-	-	-	
P 80-22	Stockstadt (Main, km 82.0)	x			x	-	-	x	
P 80-23	Aschaffenburg (Main, km 83.0)	x			x	-	-	x	
P 80-24	Triefenstein* (Main, km 173.0)	x			-	-	-	-	
P 80-25	Karlstadt* (Main, km 227.0)	x			-	-	-	-	
P 80-26	Würzburg (Main, km 246.0–251.0)	...	...	...	x	-	x	x	
P 80-27	Schweinfurt (Main, km 330.0)	...	...	...	-	-	-	x	
P 80-28	Bamberg (Main-Donau Kanal, km 3.0)	...	...	...	-	-	-	x	
P 80-29	Erlangen (Main-Donau Kanal, km 46.0)	x			-	-	-	x	
P 80-30	Nürnberg (Main-Donau Kanal, km 72.0)	...	...	...	-	-	x	x	
P 80-31	Regensburg (Danube, km 2 373.0–2 379.0)	x			x	x	x	x	General, bulk and liquid cargoes
P 80-32	Deggendorf* (Danube, km 2 282.4–2 283.7)	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 80-33	Linz (Danube, km 2 128.1–2 130.7)	x			x	x	x	x	All cargoes
P 80-34	Linz Voestalpine Werkshafen* (Danube, km 2 127.2)		x		x	x	-	x	Metallurgical products
P 80-35	Enns–Ennsdorf (Danube, km 2 111.8)	x			x	x	x	x	General and bulk cargoes, liquid gas
P 80-36	Krems (Danube, km 1 998.0)	x			x	-	-	x	All cargoes but oil and oil products
P 80-37	Wien (Danube, km 1 916.8–1 920.2)	x			x	x	x	x	All cargoes
P 80-38	Bratislava (Danube, km 1 867.0)		x		x	x	x	x	All cargoes
P 80-39	Győr-Gönyü (Danube, km 1 807.0)	x			x	x	x	x	Mainly bulk cargoes and oil products
P 80-40	Komárno (Danube, km 1 767.1)		x		-	-	-	x	
P 80-41	Štúrovo (Danube, km 1 722.0)	x			-	-	-	x	Dry bulk cargoes
P 80-42	Budapest (Danube, km 1 640.0)		x		x	x	x	x	
P 80-43	Szàzhalombatta (Danube, km 1 618.7)	x							Oil products
P 80-44	Dunaujvaros (Danube, km 1 579.0)		x		-	-	-	x	Mainly bulk cargo, general cargo
P 80-45	Dunaföldvàr (Danube, km 1 563.0)	x							Oil products
P 80-46	Baja (Danube, km 1 480.0)	x			x	x	x	x	
P 80-46bis	Apatin (Danube, km 1 401.5)	x			-	-	-	...	
P 80-47	Vukovar (Danube, km 1 333.1)	x			x	x	-	x	
P 80-47bis	Bačka Palanka (Danube, km 1 295.0)	x			-	-	-	x	General and bulk cargoes
P 80-47ter	Novi Sad (Danube, km 1 253.5)	x			x	...	-	x	
P 80-48	Beograd (Danube, km 1 170.0)	x			x	x		x	
P 80-48bis	Pančevo (Danube, km 1 152.8)	x			x	...	...	x	
P 80-49	Smederevo (Danube, km 1 116.3)	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 80-50	Orsova (Danube, km 954.0)	x			-	-	-	x	
P 80-51	Drobeta Turnu Severin (Danube, km 931.0)	x			-	-	x	x	
P 80-52	Prahovo (Danube, km 861.0)	x			x	x	...	x	
P 80-52bis	Vidin (Danube, km 790.0)	x			x	x	x	x	
P 80-53	Lom (Danube, km 743.0)		x		-	-	-	x	
P 80-53bis	Oriahovo (Danube, km 678.0)	x			-	-	x	x	
P 80-54	Turnu Magurele (Danube, km 597.0)	x			-	-	-	x	
P 80-55	Svistov (Danube, km 554.0)	x			x	x	x	x	
P 80-56	Ruse (Danube, km 495.0)		x		x	x	x	x	
P 80-57	Giurgiu (Danube, km 493.0)	x			x	x	x	-	
P 80-58	Oltenita (Danube, km 430.0)	x			-	-	x	-	
P 80-58bis	Silistra (Danube, km 375.5)	x			x	x	x	x	
P 80-59	Calarasi (Danube, km 370.5)	x				-	x	x	
P 80-59bis	Cernavoda (Danube, km 298.0)	x			-	-	-	x	
P 80-60	Braila (Danube, km 167.0–175.0)		x		-	-	x	x	General cargo, oil products, bulk cargo
P 80-61	Galati (Danube, Mm 76.0–km 160.0)			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, km 128.0)			x	x	x	x	x	General and bulk cargo, oil products
P 80-64	Tulcea (Danube, Mm 34.0–42.0)	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, km 194.7)			x	x	x	x	-	Construction materials, bulk cargo, metallurgy (ore, coils)
	Bonneuil–Vigneux (Seine, km 169.7)	x			x	x	-	-	Construction materials, bulk cargo, metallurgy (ore, coils)
	Evry (Seine, km 137.8)	x			x	x	x	x	Construction materials, bulk cargo, metallurgy (ore, coils)
	Melun (Seine, km 110.0)	x			...	...	...	...	
	Limay-Porcheville (Seine, km 109.0)	x			x	x	x	x	Construction materials, bulk cargo, metallurgy (ore, coils)
	Montereau (Seine, km 67.4)	x			x	x	x	x	2013 project: containers
	Nanterre (Seine, km 39.4)	x			...	...	...	...	
	Bruyères-sur-Oise (Oise, km 96.9)	x			x	x	x	x	Containers: under construction
	St. Ouen-l'Aumône (Oise, km 119.2)	x			...	...	...	x	
	Lagny (Marne, km 149.8)	x			x	x	-	-	Containers: project
P 80-06-01	Dillingen (Saar, km 59.0)		x		x	x	x	x	
P 80-08-01	Osijek (Drava, km 14.0)		x		x	x	-	x	
P 80-01-01	Szeged (Tisza, km 170.0)	x			...	...	...	x	
P 80-01-02	Senta (Tisza, km 122.0)	x			x	...	...	x	
P 80-14-01	Medgidia (Danube — Black Sea Canal, km 37.5)		x		-	-	-	x	
P 80-14-02	Constanta (Danube — Black Sea Canal, km 0.0)			x	x	x	x	x	
P 80-09-01	Izmail (Danube — Kiliiske Mouth, km 93.0)		x		x	x	-	x	General and bulk cargo
P 80-09-02	Kiliia (Danube — Kiliiske Mouth, km 47.0)	x			x	-	-	-	General cargo

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 80-09-03	Ust-Dunaisk (Danube — Kiliiske Mouth, km 0)[5]			x	x	x	-	-	General and bulk cargo
P 81-01	Šaľa (Váh, km ...)	x			...	...	...	x	Port is planned
P 81-02	Sereď (Váh, km ...)	x			...	...	...	...	Port is planned
P 81-03	Hlohovec (Váh, km ...)	x[5]			...	...	...	...	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, km 3 168.0)[4]	x			x	-	-	x	General cargoes, timber, construction materials, ore, dross
P 90-04	Rostov, sea port (Don, km 3 134.0)[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	Bilhorod Dnistrovskyi (mouth of Dnister)	...	...	...	...	...	...	...	
P 90-03-02	Bender (Nistru, km 228.0)	x			-	-	-	x	Dry bulk and general cargoes
P 91-01	Milano Terminale (Milano–Po Canal, km 0.0)	...	...	...	...	...	...	...	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	Pizzighettone (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

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 91-02-03	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
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, km 0.0 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, km 30.0)	x			...	...	...	...	
P 91-03-04	Verona Legnago (Mantova–Adriatic Sea Canal, km 65.0)	x			...	...	...	...	
P 91-03-05	Canda (Mantova–Adriatic Sea Canal)	x			...	...	...	...	
P 91-03-06	Rovigo (Mantova–Adriatic Sea Canal, km 140.0)		x		x	x	...	x	
P 91-03-07	Conca di Volta Grimana (Mantova–Adriatic Sea Canal, km 170.0)	...	...	...	...	...	...	...	
P 91-03-08	Porto Levante* (Po di Levante mouth)	...	...	...	...	...	...	...	Private ports. Public port in project

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 border of Germany/Czechia starting from km 0.0; in Czechia — from the border of Germany/Czechia starting from km 726.15 to avoid duplication of distances in the two countries concerned.

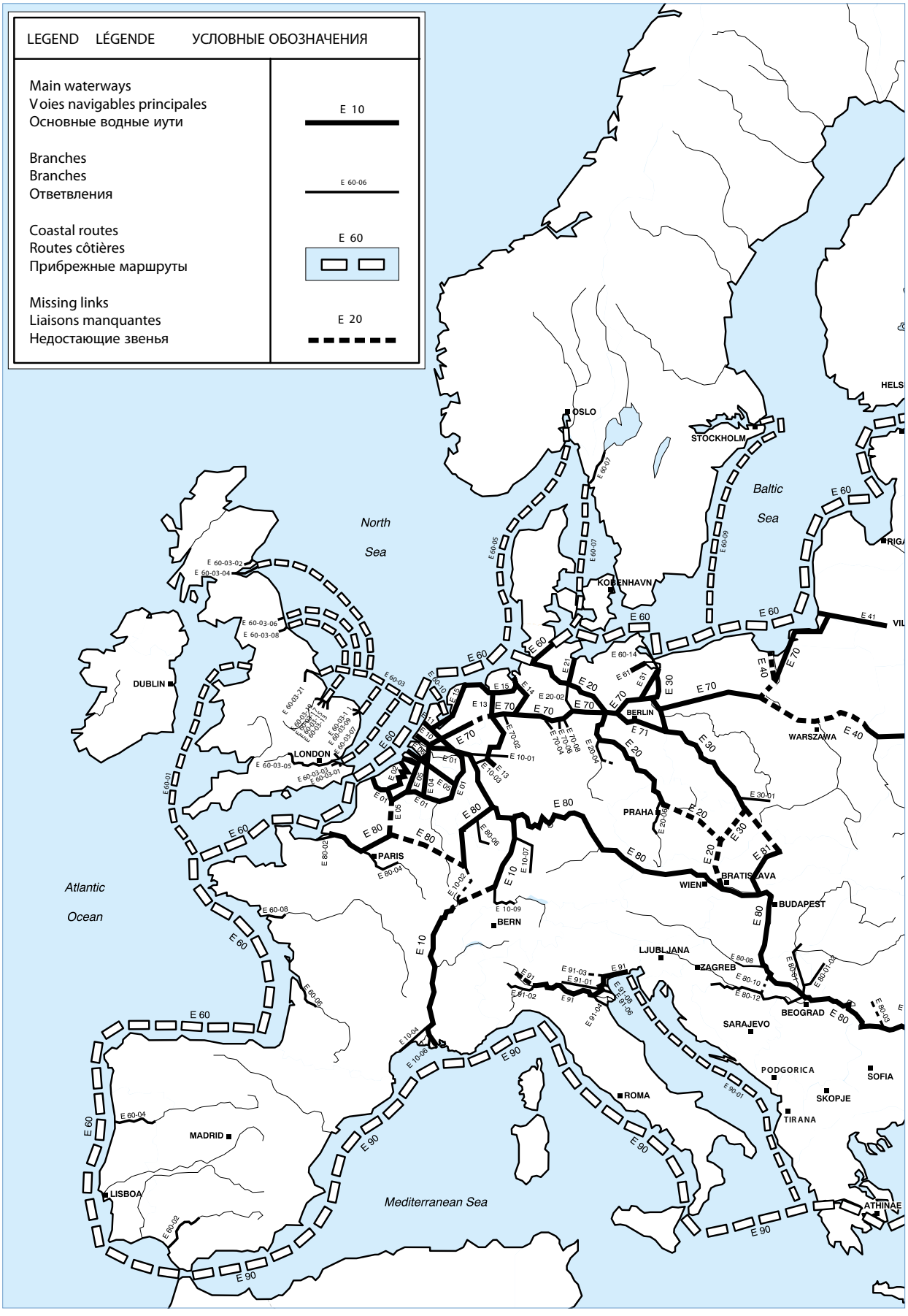
[3] The distance to Lithuanian ports is measured from the Klaipėda sea port.

[4] Distance from Moskva Southern Port.

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

VI. Scheme of the Network of Inland Waterways of International Importance

(In conformity with Annex I of the European Agreement on Main Inland Waterways of International Importance)

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РАЙОН БЕРЛИНА
Bernau
Hennigsdorf
Nauen
Schönwalde
Strausberg
Wustermark
Ketzin
Werder
Teltow
Schönefeld
Mittenwalde
Königs Wusterhausen
White Sea
TALLINN
MOSKVA
MINSK
KYIV
CHISINAU
BUCURESTI
ANKARA
TBILISI
YEREVAN
BAKU
ASHGABAT
Black Sea
Caspian Sea
Aral Sea
E 50
E 60
E 70
E 71
E 80
E 90
E 40

Inventory of Main Standards and Parameters of the E Waterway Network

Blue Book

Fourth Revised Edition

The Blue Book presents an inventory of existing and envisaged standards and parameters of E waterways and ports in Europe and shows, on an internationally comparable basis, the current inland navigation infrastructure parameters in Europe as compared to the minimum standards and parameters prescribed in the European Agreement on Main Inland Waterways of International Importance (AGN).

This fourth revised edition of the Blue Book has been prepared on the basis of the information received by the secretariat from member States and River Commissions and was approved by SC.3 at its sixty-seventh session.

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