EUROPEAN AGREEMENT ON MAIN INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE (AGN)

The Contracting Parties,

Conscious of the need to facilitate and develop international transport by inland waterways in Europe,

Aware of the expected increase in the international transport of goods as a result of growing international trade,

Emphasizing the important role of inland water transport, which in comparison with other modes of inland transport has economic and ecological advantages and offers spare infrastructure and vessel capacity and is therefore capable of lowering social costs and negative impacts on the environment by inland transport as a whole,

Convinced that, in order to make international inland water transport in Europe, including the transport by sea-river vessels using coastal routes, more efficient and attractive to customers, it is essential to establish a legal framework which lays down a coordinated plan for the development and construction of a network of inland waterways of international importance, based on agreed infrastructure and operational parameters,

Have agreed as follows:

Article 1

DESIGNATION OF THE NETWORK

1. The Contracting Parties adopt the provisions of this Agreement as a coordinated plan for the development and construction of a network of inland waterways, hereinafter referred to as the "network of inland waterways of international importance" or "E waterway network", which they intend to undertake within the framework of their relevant programmes. The E waterway network, in terms of this Agreement, consists of inland waterways and coastal routes used by sea-river vessels as well as of ports of international importance situated on these waterways and routes, as described in annexes I and II to this Agreement.

{Amended in accordance with TRANS/SC.3/168/Add.1; Entered into force on 1 June 2007 pursuant C.N.245.2007.TREATIES-1}

2. The Contracting Parties shall take necessary measures with a view to effectively protect the envisaged route of the portions of E waterways, with due regard to their future parameters, which do not exist at present but which are included in relevant infrastructure development programmes until the date when the decision on their construction is taken.

{Amended in accordance with ECE/TRANS/SC.3/174/Add.1, entered into force on 31 January 2008 pursuant C.N.1039.2007.TREATIES-1}

Article 2

TECHNICAL AND OPERATIONAL CHARACTERISTICS OF THE NETWORK

1. The network of inland waterways of international importance referred to in article 1 shall conform to the characteristics set out in annex III to this Agreement or will be brought into conformity with the provisions of this annex in future improvement work.

2. Contracting Parties are called upon to establish national action plans and/or bilateral or multilateral agreements, such as international treaties, guidelines, memoranda of understanding, joint studies or any other similar arrangements, aimed at elimination of existing bottlenecks and completion of missing links in the network of E waterways crossing the territories of countries concerned.

Article 3

ANNEXES

The annexes to this Agreement form an integral part of the Agreement.

Article 4

DESIGNATION OF THE DEPOSITARY

The Secretary-General of the United Nations shall be the depositary of this Agreement.

Article 5

SIGNATURE

1. This Agreement shall be open at the Office of the United Nations in Geneva for signature by States which are members of the United Nations Economic Commission for Europe or have been admitted to the Commission in a consultative capacity in conformity with paragraphs 8 and 11 of the Terms of Reference of the Commission, from 1 October 1996 to 30 September 1997.

2. Such signatures shall be subject to ratification, acceptance or approval.

Article 6

RATIFICATION, ACCEPTANCE OR APPROVAL

1. This Agreement shall be subject to ratification, acceptance or approval in accordance with paragraph 2 of article 5.

2. Ratification, acceptance or approval shall be effected by the deposit of an instrument with the Secretary-General of the United Nations.

Article 7

ACCESSION

1. This Agreement shall be open for accession by any State referred to in paragraph 1 of article 5 from 1 October 1996 onwards.

2. Accessions shall be effected by the deposit of an instrument with the Secretary-General of the United Nations.

Article 8

ENTRY INTO FORCE

1. This Agreement shall enter into force 90 days after the date on which the Governments of five States have deposited an instrument of ratification, acceptance, approval or accession, provided that one or more waterways of the network of inland waterways of international importance link, in a continuous manner, the territories of at least three of the States which have deposited such an instrument.

2. If this condition is not fulfilled, the Agreement shall enter into force 90 days after the date of the deposit of the instrument of ratification, acceptance, approval or accession, whereby the said condition will be satisfied.

3. For each State which deposits an instrument of ratification, acceptance, approval or accession after the commencement of the period of 90 days specified in paragraphs 1 and 2 of this article, the Agreement shall enter into force 90 days after the date of the deposit of the said instrument.

Article 9

LIMITS TO THE APPLICATION OF THE AGREEMENT

1. Nothing in this Agreement shall be construed as preventing a Contracting Party from taking such action, compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation, as it considers necessary for its external or internal security.

2. Such measures, which must be temporary, shall be notified immediately to the depositary and their nature specified.

Article 10

SETTLEMENT OF DISPUTES

1. Any dispute between two or more Contracting Parties which relates to the interpretation or application of this Agreement and which the Parties in dispute are unable to settle by negotiation or other means shall be referred to arbitration if any of the Contracting Parties in dispute so requests and shall, to that end, be submitted to one or more arbitrators selected by mutual agreement between the Parties in dispute. If the Parties in dispute fail to agree on the choice of an arbitrator or arbitrators within three months after the request for arbitration, any of those

Parties may request the Secretary-General of the United Nations to appoint a single arbitrator to whom the dispute shall be submitted for decision.

2. The award of the arbitrator or arbitrators appointed in accordance with paragraph 1 of this article shall be binding upon the Contracting Parties in dispute.

Article 11

RESERVATIONS

Any State may, at the time of signing this Agreement or of depositing its instrument of ratification, acceptance, approval or accession, declare that it does not consider itself bound by article 10 of this Agreement.

Article 12

AMENDMENT OF THE AGREEMENT

1. This Agreement may be amended in accordance with the procedure specified in this article, except as provided for under articles 13 and 14.

2. At the request of a Contracting Party, any amendment proposed by it to this Agreement shall be considered by the Principal Working Party on Inland Water Transport of the United Nations Economic Commission for Europe.

3. If the proposed amendment is adopted by a two-thirds majority of the Contracting Parties present and voting, it shall be communicated by the Secretary-General of the United Nations to all Contracting Parties for acceptance.

4. Any proposed amendment communicated in accordance with paragraph 3 of this article shall come into force with respect to all Contracting Parties 3 months after the expiry of a period of 12 months following the date of its communication, provided that during such period of 12 months no objection to the proposed amendment shall have been notified to the Secretary-General of the United Nations by a State which is a Contracting Party.

5. If an objection to the proposed amendment has been notified in accordance with paragraph 4 of this article, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

Article 13

AMENDMENT OF ANNEXES I AND II

1. Annexes I and II to this Agreement may be amended in accordance with the procedure laid down in this article.

2. At the request of a Contracting Party, any amendment proposed by it to annexes I and II to this Agreement shall be considered by the Principal Working Party on Inland Water Transport of the United Nations Economic Commission for Europe.

3. If the proposed amendment is adopted by the majority of the Contracting Parties present and voting, it shall be communicated by the Secretary-General of the United Nations to the Contracting Parties directly concerned for acceptance. For the purpose of this article, a Contracting Party shall be considered directly concerned if, in the case of inclusion of a new inland waterway or port of international importance or in the case of their respective modification, its territory is crossed by that inland waterway or if the considered port is situated on the said territory.

4. Any proposed amendment communicated in accordance with paragraphs 2 and 3 of this article shall be deemed accepted if, within a period of six months following the date of its communication by the depositary, none of the Contracting Parties directly concerned has notified the Secretary-General of the United Nations of its objection to the proposed amendment.

5. Any amendment thus accepted shall be communicated by the Secretary-General of the United Nations to all Contracting Parties and shall enter into force three months after the date of its communication by the depositary.

6. If an objection to the proposed amendment has been notified in accordance with paragraph 4 of this article, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

7. The depositary shall be kept promptly informed by the secretariat of the Economic Commission for Europe of the Contracting Parties which are directly concerned by a proposed amendment.

Article 14

AMENDMENT OF ANNEX III

1. Annex III to this Agreement may be amended in accordance with the procedure specified in this article.

2. At the request of a Contracting Party, any amendment proposed by it to annex III to this Agreement shall be considered by the Principal Working Party on Inland Water Transport of the United Nations Economic Commission for Europe.

3. If the proposed amendment is adopted by the majority of the Contracting Parties present and voting, it shall be communicated by the Secretary-General of the United Nations to all Contracting Parties for acceptance.

4. Any proposed amendment communicated in accordance with paragraph 3 of this article shall be deemed accepted unless, within a period of six months following the date of its communication, one fifth or more of the Contracting Parties have notified the Secretary-General of the United Nations of their objection to the proposed amendment.

5. Any amendment accepted in accordance with paragraph 4 of this article shall be communicated by the Secretary-General of the United Nations to all Contracting Parties and shall enter into force three months after the date of its communication with regard to all

Contracting Parties except those which have already notified the Secretary-General of the United Nations of their objection to the proposed amendment within a period of six months following the date of its communication according to paragraph 4 of this article.

6. If one fifth or more of the Contracting Parties have notified an objection to the proposed amendment in accordance with paragraph 4 of this article, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

Article 15

DENUNCIATION

1. Any Contracting Party may denounce this Agreement by written notification addressed to the Secretary-General of the United Nations.

2. The denunciation shall take effect one year after the date of receipt by the Secretary-General of the said notification.

Article 16

TERMINATION

If, after the entry into force of this Agreement, the number of Contracting Parties for any period of 12 consecutive months is reduced to less than five, the Agreement shall cease to have effect 12 months after the date on which the fifth State ceased to be a Contracting Party.

Article 17

NOTIFICATIONS AND COMMUNICATIONS BY THE DEPOSITARY

In addition to such notifications and communications as this Agreement may specify, the functions of the Secretary-General of the United Nations as depositary shall be as set out in Part VII of the Vienna Convention on the Law of Treaties, concluded on 23 May 1969.

Article 18

AUTHENTIC TEXTS

The original of this Agreement, of which the English, French and Russian texts are equally authentic, shall be deposited with the Secretary-General of the United Nations.

In witness whereof, the undersigned, being duly authorized to that effect, have signed this Agreement.

Done at Geneva on the nineteenth day of January 1996.

Annex I

INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE

Numbering of inland waterways of international importance

1. All inland waterways of international importance (E waterways) shall have two-, four-or six-digit numbers preceded by the letter "E".

2. Main elementary parts of the E waterway network shall have two-digit numbers and their branches and secondary branches ("branches of branches") shall have four-and six-digit numbers, respectively.

3. Main inland waterways which follow a mainly north-south direction providing access to sea ports and connecting one sea basin to another shall be numbered 10, 20, 30, 40 and 50 in ascending order from west to east.

4. Main inland waterways which follow a mainly west-east direction crossing three or more inland waterways mentioned in 3 above shall be numbered 60, 70, 80 and 90 in ascending order from north to south.

5. Other main inland waterways shall be identified by two-digit numbers between the numbers of the two main inland waterways, as mentioned in 3 and 4 above, between which they are located.

6. In the case of branches (or branches of branches), the first two (or four) digits shall indicate the relevant higher element of the waterway network and the last two shall indicate individual branches numbered in order from the beginning to the end of the higher element as described in the table below. Even numbers shall be used for right-hand-side branches and odd numbers for left-hand-side branches.

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Annex I as amended in accordance with TRANS/SC.3/168/Add.1, entered into force on 29 November 2009 pursuant C.N.670.2006.TREATIES-4.

List of inland waterways of international importance

NUMBER OF E WATERWAY		DESCRIPTION OF THE ROUTE */
Main Waterway	**Branches**	
1	2	3
E 01		Dunkerque-Douai-Valenciennes-Condé-Pommeroeul-Mons-Charleroi-Namur-Liège-Maastricht, Moerdijk to Rotterdam/Europoort via rivers Maas, Kil, Noord and Nieuwe Maas
	E 01-02	Meuse from Namur to Givet
	E 01-04	Liège-Visé Canal
	E 01-04-01	Monsin Canal
	E 01-01	Kwaadmechelen-Dessel-Bocholt- Nederweert-Wessem-Canal de la Meuse
	E 01-06	Kanaal van St. Andries
	E 01-03	Zuid-Willemsvaart from Maas to 's Hertogenbosch
E 02		Zeebrugge-Brugge-Deinze-Kortrijk-Lille-Bauvin
	E 02-02	Brugge-Oostende Canal
	E 02-02-01	Plassendale-Nieuwpoort Canal
	E 02-04	Leie-Roeselare Canal
E 03		Gorinchem-Moerdijk-Terneuzen-Gent via Nieuwe Merwede, Schelde-Rijn Connection, Terneuzen-Gent Canal and Gent Circular Canal
E 04		Vlissingen-Antwerpen-Rupelmonde-Bruxelles-Seneffe via Westerschelde, Boven-Zeeschelde, Rupel, Bruxelles-Rupel and Charleroi-Bruxelles Canals
E 05		[Compiègne-Escaut]-Valenciennes-Condé-Tournai-Gent-Dendermonde-Antwerpen-Hasselt-Genk-Liège via Oise, Seine-Nord Connection, Haut Escaut, Bovenschelde, Gent Circular Canal, Boven-Zeeschelde and Albertkanaal
	E 05-02	Peronnes-Pommeroeul via Nimy-Blaton-Peronnes Canal
	E 05-01	Bossuit-Kortrijk Canal
	E 05-04	River Dender up to Aalst
	E 05-06	Viersel-Duffel-Mouth of the Rupel via Netekanaal, Beneden-Nete and Rupel
E 06		Antwerpen-Schelde-Rhine Connection
E 07		Gent Circular Canal-Merendree-Eeklo, via Gent-Oostende Canal-[Maldegem-Zeebrugge]
E 10		Rotterdam/Europoort-Lobith via Oude Maas, Merwede and Waal, Rhine [Niffer, Mulhouse, Besançon-St. Symphorien]-Lyon-Marseille-Fos
	E 10-01	Wesel-Datteln-Kanal, Datteln-Hamm-Kanal
	E 10-03	Rhein-Herne-Kanal

NUMBER OF E WATERWAY		DESCRIPTION OF THE ROUTE */
Main Waterway	Branches	
1	2	3
	E 10-05	Ruhr
	E 10-07	River Neckar downstream of Plochingen
	E 10-09	River Rhine from Niffer to Rheinfelden
	E 10-02	[Saône-Moselle]
	E 10-04	Rhône-Sète Connection
	E 10-06	Rhône and St. Louis Canal: Barcarain-Fos
E 11		IJmuiden-Tiel via Noordzeekanaal and Amsterdam-Rhine Canal
	E 11-01	Zaan
	E 11-02	Lekkanaal
E 12		Heumen-Nijmegen-Arnhem-Zwolle-Waddenzee via Maas-Waal Kanaal, Waal, Nederrijn, IJssel and IJsselmeer
	E 12-02	Zwolle-Meppel via Zwarte Water and Meppeldiep
	E 12-04	Ketelmeer-Zwartsluis via Ramsdiep
E 13		North Sea-Emden-Dortmund via Ems and Dortmund-Ems-Kanal
E 14		River Weser from the North Sea via Bremerhaven and Bremen to Minden
E 15		Amsterdam-Lemmer-Groningen-Delfzijl-Emden-Dörpen-Oldenburg-Elsfleth via IJsselmeer, Prinses Margariet Kanaal, Van Starkenborgh Kanaal, Eemskanaal, Ems, Dortmund-Ems-Kanal, Küstenkanal and Hunte
	E 15-01	Van Harinxma Canal from Fonejacht to Harlingen
E 20		River Elbe from the North Sea via Hamburg, Magdeburg, Ústí-nad-Labem, Mělník and Pardubice-[Elbe-Danube Connection]
	E 20-02	Elbe-Seitenkanal
	E 20-04	River Saale up to Leipzig
	E 20-06	River Vltava: Mělník-Praha-Slapy
E 21		River Trave from the Baltic Sea via Elbe-Lübeck-Kanal to Elbe
E 30		Swinoujscie-Szczecin-river Oder from Szczecin via Wroclaw to Kozle, [Oder-Danube Connection]
	E 30-01	Gliwice Canal
E 31		Szczecin-Westoder-Hohensaaten-Friedrichsthaler Wasserstraße
E 40		[River Wisla from Gdansk to Warszawa-Brest]-Pinsk-river Dnipro via Kyiv to Kherson
	E 40-01	River Desna from the mouth to Chernihiv
	E 40-02	River Pivdenny Buh up to Mykolaiv
E 41		Klaipeda-Kurshskiy Zaliv-river Nemunas-Kaunas

NUMBER OF E WATERWAY		DESCRIPTION OF THE ROUTE */
Main Waterway	**Branches**	
1	2	3
E 50		St. Petersburg, via Volgo-Baltijskiy Waterway to Vytegra-Rybinsk-river Volga from Rybinsk via Nizhnij Novgorod, Kazan and Volgograd to Astrakhan
	E 50-02	Rybinsk-Moskva
	E 50-02-02	River Volga from Dubna to Tver
	E 50-01	River Kama from its mouth to Solikamsk
E 60		Coastal route from Gibraltar to the north along the coast of Portugal, Spain, France, Belgium, Netherlands and Germany, via the Kiel Canal, along the coast of Germany, Poland, Lithuania, Estonia and Russia to Sankt-Peterburg-Volgo-Baltijskiy Waterway, Belomorsko-Baltijskiy Canal, along the coast of the White Sea to Arkhangelsk, together with inland waterways which are only accessible from that route
	E 60-02	River Guadalquivir up to Sevilla
	E 60-04	River Douro up to Portuguese/Spanish State border
	E 60-06	Gironde and Garonne up to Castets-en-Dorthe
	E 60-08	Loire up to Nantes
	E 60-01	Coastal route along the western coast of the United Kingdom to Liverpool, including the Manchester-Liverpool Canal
	E 60-03	Coastal route along the eastern coast of the United Kingdom, including the river Humber
	E 60-10	From coastal route to Waddenzee up to Harlingen
	E 60-12	From coastal route to Ems-Dollard
	E 60-05	Coastal route along the western coast of Denmark and Norway
	E 60-07	Coastal route along the western coast of Sweden, including the river Göta
	E 60-09	Coastal route along the eastern coast of Sweden, including Lake Mälaren
	E 60-14	Stralsund-Peenemünde-Wolgast-Szczecin
	E 60-11	Coastal route to Finland, then via the Saimaa Canal to Savonlinna-Iisalmi
	E 60-11-02	From E 60-11 to Joensuu-Nurmes
E 61		River Peene downstream of Anklam

NUMBER OF E WATERWAY		DESCRIPTION OF THE ROUTE */
Main Waterway	**Branches**	
1	2	3
E 70		From Europoort/Rotterdam to Arnhem via Lek and Benedenrijn-Zutphen-Enschede-[Twente-Mittelland Canal]-Bergeshövede-Minden-Magdeburg-Berlin-Hohensaaten-Kostrzyn-Bydgoszcz-Elblag-Zalew Wiślany-Kaliningrad-rivers Pregolia and Dayma-Kurshskiy Zaliv-Klaipeda
	E 70-01	Hollandsche Ijssel from Krimpen to Gouda
	E 70-03	Zijkanaal up to Almelo
	E 70-02	Mittellandkanal branch to Osnabrück
	E 70-04	Mittellandkanal branch to Hannover-Linden
	E 70-06	Mittellandkanal branch to Hildesheim
	E 70-08	Mittellandkanal branch to Salzgitter
	E 70-05	Havelkanal
	E 70-10	Spree
	E 70-12	Berlin-Spandauer Schiffahrtskanal
E 71		Teltowkanal, Britzer Verbindungskanal and Spree-Oder-Wasserstrasse
	E 71-02	Potsdamer Havel
	E 71-04	Teltowkanal-Oststrecke
	E 71-06	Dahme-Wasserstrasse, downstream of Königs Wusterhausen
E 80		Le Havre-Conflans via Le Havre-Tancarville Canal, Seine et Oise-[Compiègne-Toul], via river Moselle to Koblenz, river Rhine to Mainz, river Main to Bamberg, Main-Donau-Kanal, river Danube from Kelheim to Sulina
	E 80-02	River Seine from Tancarville to estuary
	E 80-04	River Seine from Conflans to Nogent
	E 80-06	River Saar up to Saarbrücken
	E 80-08	River Drava up to Osijek
	E 80-10	[Danube-Sava Canal from Vucovar to Samac]
	E 80-01	River Tisza up to Szeged
	E 80-01-02	River Bega up to Timisoara
	E 80-12	River Sava up to Sisak
	E 80-03	River Olt up to Slatina
	E 80-05	Danube-Bucuresti Canal
	E 80-14	Danube-Black Sea Canal
	E 80-14-01	Poarta Alba-Navodari Canal
	E 80-07	River Prut up to Ungheni
	E 80-09	Danube-Kilia arm
	E 80-16	Danube-St. George arm
E 81		River Váh from its mouth to Žilina and [Váh-Oder link]

NUMBER OF E WATERWAY		DESCRIPTION OF THE ROUTE */
Main Waterway	**Branches**	
1	2	3
E 90		Coastal route from Gibraltar to the south along the coast of Spain, France, Italy, Greece, Turkey, Bulgaria, Romania and Ukraine along the southern coast of the Crimea to Azov, via the river Don to Rostov-Kalach-Volgograd-Astrakhan, together with inland waterways which are only accessible from that route
	E 90-01	Coastal route in the Adriatic Sea to Trieste
	E 90-02	Coastal route in the Black Sea
	E 90-03	River Dnestr from Belgorod Dnestrovskiy to Bender
	E 90-05	Coastal route in the Caspian Sea
E 91		[Milano-Po Canal], river Po from Cremona to Volta Grimana, Po-Brondolo Canal and Veneta Lateral Waterway to Monfalcone-Trieste
	91-02	Po from Conca di Cremona to Casale Monferrato
	91-04	Ferrara Waterway from Ferrara to Porto Garibaldi
	91-06	Po Grande from Volta Grimana to its mouth
	91-01	Mantova-Volta Grimana via the Fissero-Tartaro-Canalbianco Waterway
	91-08	Po di Levante from Po-Brondolo Canal to the Adriatic Sea
	91-03	[Padova-Venezia Canal]

*/ Portions of E waterways which do not exist at present but which are included in relevant infrastructure development programmes are indicated in square brackets [...].

Annex II

INLAND NAVIGATION PORTS OF INTERNATIONAL IMPORTANCE

Numbering of inland navigation ports of international importance

All inland navigation ports of international importance (E ports) shall have numbers consisting of the number of the waterway they belong to followed by a hyphen followed by two digits corresponding to a port on a specific waterway, numbered in order from west to east and from north to south and preceded by the letter "P". Private ports belonging to particular enterprises shall be marked with an asterisk (*).

List of inland navigation ports of international importance

P 01-01	Dunkerque (Dunkerque-Valenciennes Canal, 20.5 km)
P 01-02	Charleroi (Sambre, 38.8 km)
P 01-03	Namur (Meuse, 46.3 km)
P 01-04	Liège (Meuse, 113.7 km)
P 01-05	Maastricht (Maas, 4.5 km)
P 01-06	Stein (Maas, 21.9 km)
P 01-07	Born (Maas, 29.7 km)
P 01-08	Maasbracht (Maas, 41.8 km)
P 01-09	Roermond (Maas, 74.3 km)
P 01-10	Oss (Maas, 159.1 km)
P 01-11	Dordrecht (Mervede, 974.4 km)
P 01-12	Zwijndrecht (Oude Maas, 980.6 km)
P 01-13	Vlaardingen (Nieuwe Waterweg, 1010.5 km)
P 01-14	Maassluis (Nieuwe Waterweg, 1018.7 km)
P 01-01-01	Overpelt (Kanaal Bocholt-Herentals, 14.8 km)
P 01-03-01	's-Hertogenbosch (Zuid-Willemsvaart, 4.0 km)
P 02-01	Zeebrugge (North Sea)
P 02-02	Aalter (Kanal Oostende-Brugge-Gent, 22.5 km)
P 02-03	Lille (Deûle, 42.0 km)
P 02-02-01	Oostende (North Sea)
P 02-04-01	Roeselare (Leie-Roeselare Canal, 0.5 km)
P 02-04-02	Izegem (Leie-Roeselare Canal, 6.4 km)
P 03-01	Moerdijk (Hollands Diep)
P 03-02	Terneuzen (Terneuzen-Gent Canal, 32.5 km)
P 03-03	Zelzate (Terneuzen-Gent Canal, 19.6 km)
P 03-04	Gent (Terneuzen-Gent Canal, 4.6 km)
P 04-01	Vlissingen (Westerschelde)
P 04-02	Beveren (Beneden Zeeschelde, 22.9 km)
P 04-03	Ruisbroek (Kanaal Charleroi-Bruxelles, 58.8 km)
P 04-03bis	Willebroek (Bruxelles-Schelde Canal, 61.3 km)
P 04-04	Grimbergen (Kanaal Bruxelles-Rupel, 12.2 km)
P 04-05	Bruxelles (Kanaal Bruxelles-Rupel, 62.0 km)
P 05-01	Avelgem (Bovenschelde, 35.7 km)
P 05-02	Melle (Boven-Zeeschelde, 9.9 km)
P 05-03	Meerhout (Albertkanaal, 80.7 km)

P 05-04	Ham (Albertkanaal, 73.7 km)
P 05-05	Hasselt (Albertkanaal, 51.5 km)
P 05-06	Genk (Albertkanaal, 42.9 km)
P 05-07	Centre and West (Schelde, 22.0 km)
P 05-04-01	Aalst (Dender, 53.7 km)
P 06-01	Antwerpen (Schelde, 102.9 km)
P 06-02	Bergen op Zoom (Schelde-Rijn Verbinding, 1031.8 km)
P 10-01	Rotterdam (Nieuwe Maas, 1002.5 km)
P 10-02	Albasserdam (Noord, 981.1 km)
P 10-03	Tiel (Waal, 914.6 km)
P 10-04	Emmerich (Rhine, 852.0 km)
P 10-05	Wesel (Rhine, 814.0 km)
P 10-06	Rheinberg-Ossenberg* (Rhine, 806.0 km)
P 10-07	Orsoy (Rhine, 794.0 km)
P 10-08	Walsum-Nordhafen* (Rhine, 793.0 km)
P 10-09	Walsum-Sud* (Rhine, 791.0 km)
P 10-10	Schwelgern* (Rhine, 790.0 km)
P 10-11	Homberg, Sachtleben* (Rhine, 774.0 km)
P 10-12	Duisburg-Ruhrort Häfen (Rhine, 774.0 km)
P 10-13	Krefeld (Rhine, 762.0 km)
P 10-14	Düsseldorf (Rhine, 743.0 km)
P 10-15	Neuss (Rhine, 740.0 km)
P 10-16	Stürzelberg* (Rhine, 726.0 km)
P 10-17	Leverkusen* (Rhine, 699.0 km)
P 10-18	Köln (Rhine, 688.0 km)
P 10-19	Wesseling-Godorf* (Rhine, 672.0 km)
P 10-20	Bonn (Rhine, 658.0 km)
P 10-21	Andernach (Rhine, 612.0 km)
P 10-22	Neuwied (Rhine, 606.0 km)
P 10-23	Bendorf (Rhine, 599.0 km)
P 10-24	Koblenz (Rhine, 596.0 km)
P 10-25	Bingen (Rhine, 527.0 km)
P 10-26	Wiesbaden (Rhine, 500.0 km)
P 10-27	Gernsheim (Rhine, 462.0 km)
P 10-28	Worms (Rhine, 444.0 km)
P 10-29	Mannheim (Rhine, 424.0 km)
P 10-30	Ludwigshafen (Rhine, 420.0 km)
P 10-31	Speyer (Rhine, 400.0 km)
P 10-32	Germersheim (Rhine, 385.0 km)
P 10-33	Wörth (Rhine, 366.0 km)
P 10-34	Karlsruhe (Rhine, 360.0 km)
P 10-35	Kehl (Rhine, 297.0 km)
P 10-36	Strasbourg (Rhine, 296.0 km)
P 10-37	Breisach (Rhine, 226.0 km)
P 10-38	Colmar-Neuf Brisach (Rhine, 225.8 km)
P 10-39	Mulhouse-Ottmarsheim (Grand Canal d'Alsace, 21.0 km)
P 10-40	Fort Louis Stattmatten (Grand Canal d'Alsace, 322.0 km)
P 10-41	Ile Napoléon (Rhône-Rhine Canal, 37.6 km)

P 10-42	Mulhouse (Rhône-Rhine Canal, 31.0 km)
P 10-43	Aproport (Chalon, Mâcon, Villefranche-sur-Saône) (Saône, 230.0 km, 296.0 km and 335.0 km, respectively)
P 10-44	Lyon (Saône, 375.0 km)
P 10-45	Marseille-Fos (Marseille-Rhône Canal, 0.0 km)
P 10-01-01	Rhein-Lippe-Hafen* (Wesel-Datteln-Kanal, 1.0 km)
P 10-01-02	Marl Hüls-AG* (Wesel-Datteln-Kanal, 38.0 km)
P 10-01-03	Auguste Victoria* (Wesel-Datteln-Kanal, 39.0 km)
P 10-01-04	Lünen (Datteln-Hamm-Kanal, 11.0 km)
P 10-01-05	Berkamen* (Datteln-Hamm-Kanal, 22.0 km)
P 10-01-06	Hamm (Datteln-Hamm-Kanal, 34.0 km)
P 10-01-07	Schmehausen* (Datteln-Hamm-Kanal, 47.0 km)
P 10-03-01	Essen (Rhein-Herne-Kanal, 16.0 km)
P 10-03-02	Coelln-Neuessen* (Rhein-Herne-Kanal, 17.0 km)
P 10-03-03	Ruhr-Oel* (Rhein-Herne-Kanal, 22.0 km)
P 10-03-04	Gelsenkirchen (Rhein-Herne-Kanal, 24.0 km)
P 10-03-05	Wanne-Eickel (Rhein-Herne-Kanal, 32.0 km)
P 10-05-01	Mülheim (Ruhr, 8.0 km)
P 10-07-01	Heilbronn (Neckar, 110.0 km)
P 10-07-02	Stuttgart (Neckar, 186.0 km)
P 10-07-03	Plochingen (Neckar, 200.0 km)
P 10-09-01	Huningue (Rhine, 168.4 km)
P 10-09-02	Rheinhäfen beider Basel (Rhine, 159.38-169.95 km)
P 10-04-01	Sète (Rhône-Sète Canal, 96.0 km)
P 10-06-01	Fos (Fos Bay, sea section)
P 11-01	IJmond (Noordzeekanaal, 4.7 km)
P 11-02	Zaanstad (Zaan, 1.4 km)
P 11-03	Amsterdam (Noordzeekanaal, 20.6 km)
P 11-04	Utrecht (Amsterdam-Rijnkanaal, 35.0 km)
P 11-01-01	Zaandam (Zaan, 2.0 km)
P 12-01	Nijmegen (Waal, 884.6 km)
P 12-02	Arnhem (Nederrijn, 885.8 km)
P 12-03	Zwolle (IJssel, 980.7 km)
P 12-02-01	Meppel (Meppelerdiep, 10.5 km)
P 13-01	Emsland* (Dortmund-Ems-Kanal, 151.0 km)
P 13-02	Münster (Dortmund-Ems-Kanal, 68.0 km)
P 13-03	Dortmund (Dortmund-Ems-Kanal, 1.0 km)
P 14-01	Bremerhaven (Weser, 66.0-68.0 km)
P 14-02	Nordenham (Weser, 54.0-64.0 km)
P 14-03	Brake (Weser, 41.0 km)
P 14-04	Bremen (Weser, 4.0-8.0 km)
P 15-01	Lelystad (IJsselmeer)
P 15-02	Lemmer (Prinses Margarietkanaal, 90.5 km)
P 15-03	Groningen (Starkenborghkanaal, 7.0 km)
P 15-04	Emden (Ems, 41.0 km)
P 15-05	Leer (Ems, 14.0 km)
P 15-06	Oldenburg* (Hunte, 0.0-5.0 km)
P 15-01-01	Leenwarden (Haringsmakanaal, 23.7 km)

P 20-01	Cuxhaven (Elbe, 724.0 km) [1/]
P 20-02	Brunsbüttel (Elbehafen, 693.0 km) [1/]
P 20-03	Bützfleet* (Elbe, 668.0 km) [1/]
P 20-04	Hamburg (Elbe, 618.0-639.0 km) [1/]
P 20-05	Lauenburg (Elbe, 568.0 km) [1/]
P 20-06	Tangermünde (Elbe, 388.0 km) [1/]
P 20-07	Kieswerk Rogätz* (Elbe, 354.0 km) [1/]
P 20-08	Magdeburger Häfen (Elbe, 330.0 and 333.0 km) [1/]
P 20-09	Schönebeck (Elbe, 315.0 km) [1/]
P 20-10	Aken (Elbe, 277.0 km) [1/]
P 20-11	Torgau (Elbe, 154.0 km) [1/]
P 20-12	Kieswerk Mühlberg* (Elbe, 125.0 km) [1/]
P 20-13	Riesa (Elbe, 109.0 km) [1/]
P 20-14	Dresden (Elbe, 57 and 61 km) [1/]
P 20-15	Děčín (Elbe, 98.2 and 94.2 km) [1/]
P 20-16	Ústí nad Labem (Elbe, 75.3 and 72.5 km) [1/]
P 20-17	Mělník (Elbe, 3.0 km) [1/]
P 20-04-01	Halle-Trotha (Saale, 86.0 km)
P 20-06-01	Praha (Vltava, 46.5 and 55.5 km)
P 21-01	Lübeck (Trave, 2.0-8.0 km)
P 30-01	Swinoujscie (Baltic Sea-mouth of the Oder)
P 30-02	Szczecin (Oder, 741.0 km)
P 30-03	Kostrzyn (Oder, 617.0 km)
P 30-04	Wroclaw (Oder, 255.0 km)
P 30-05	Kozle (Oder, 96.0 km)
P 30-01-01	Gliwice (Gliwicki Canal, 41.0 km)

[1/] Distances to ports on the river Elbe are measured: in Germany - from the Czech/German State border; in the Czech Republic - from the junction of rivers Elbe and Vltava at Mělník.

P 40-01	Gdansk (Baltic Sea-mouth of the Wisla)
P 40-02	Bydgoszcz (Wisla, 772.3 km and Brda, 2.0 km)
P 40-03	Warszawa (Wisla, 520.0 km and Zeran Canal, 2.0 km)
P 40-04	Brest (Mukhovets, 1.5 km)
P 40-04bis	Pinsk (Pina, 12.0 km)
P 40-04ter	Mozyr (Pripyat, 185.0 km)
P 40-05	Kyiv (Dnipro, 856.0 km)
P 40-06	Cherkassy (Dnipro, 653.0 km)
P 40-07	Kremenchuk (Dnipro, 541.0 km)
P 40-07bis	Poltava Ore Mining and Processing Enterprise (Dnipro, 521.0 km)
P 40-08	Dniprodzerzhynsk (Dnipro, 429.0 km)
P 40-08bis	Cargo handling terminal (Dnipro, 422.0 km)
P 40-09	Dnipropetrovsk (Dnipro, 393.0 km)
P 40-10	Zaporizhya (Dnipro, 308.0 km)
P 40-11	Nova Kakhovka (Dnipro, 96.0 km)
P 40-12	Kherson (Dnipro, 28.0 km)
P 40-01-01	Chernihiv (Desna, 194.5 km)
P 40-02-01	Mykolaiv river port (Pivdenny Buh, 40.0 km)
P 40-02-02	Mykolaiv sea port (Pivdenny Buh, 35.0 km)
P 40-02-03	Dnipro-Buhskiy (Pivdenny Buh, 16.0 km)
P 41-01	Klaipeda river port (Kurshskiy Zaliv)
P 41-02	Neringa (Kurshskiy Zaliv)
P 41-03	Jurbarkas (Nemunas, 126.0 km)
P 41-04	Kaunas (Nemunas, 219.0 km)
P 50-01	Sankt-Peterburg sea port (Neva, 1397.0 km) [2/]
P 50-02	Sankt-Peterburg river port (Neva, 1385.0 km) [2/]
P 50-03	Podporozhie (Volgo-Baltijskiy Waterway, 1045.0 km) [2/]
P 50-04	Cherepovets (Volgo-Baltijskiy Waterway, 540.0 km) [2/]
P 50-05	Yaroslavl (Volga, 520.0 km) [2/]
P 50-06	Nizhniy Novgorod (Volga, 907.0 km) [2/]
P 50-07	Kazan (Volga, 1313.0 km) [2/]
P 50-08	Ulianovsk (Volga, 1541.0 km) [2/]
P 50-09	Samara (Volga, 1746.0 km) [2/]
P 50-10	Saratov (Volga, 2175.0 km) [2/]
P 50-11	Volgograd (Volga, 2560.0 km) [2/]
P 50-12	Astrakhan (Volga, 3051.0 km) [2/]
P 50-02-01	Moskva Northern Port (Kanal imeni Moskvy, 42.0 km) [2/]
P 50-02-02	Moskva Western Port (Kanal imeni Moskvy, 32.0 km) [2/]
P 50-02-03	Moskva Southern Port (Kanal imeni Moskvy, 0.0 km) [2/]
P 50-02-02-01	Tver (Volga, 279.0 km) [2/]
P 50-01-01	Perm (Kama, 2269.0 km) [2/]

[2/] Distance from Moskva Southern Port.

P 60-01	Scheveningen (North Sea)
P 60-02	Den Helder (North Sea)
P 60-03	Brunsbüttel (Kiel Canal, 2.0-5.0 km)
P 60-04	Rendsburg (Kiel Canal, 62.0 km)
P 60-05	Kiel (Kiel Canal, 96.0 km)
P 60-06	Flensburg
P 60-07	Wismar
P 60-08	Rostock
P 60-09	Stralsund
P 60-10	Greifswald
P 60-11	Sventoji (Baltic Sea)
P 60-12	Vyborg (Vyborg Bay)
P 60-13	Petrozavodsk (Lake Onega, 1009.0 km) [2/]
P 60-14	Arkhangelsk sea port (Mouth of Severnaja Dvina)
P 60-15	Arkhangelsk river port (Mouth of Severnaja Dvina)
P 60-02-01	Sevilla (Guadalquivir, 80.0 km)
P 60-04-01	Douro (Douro, 5.0 km)
P 60-04-02	Sardoura (Douro, 49.0 km)
P 60-04-03	Régua-Lamego (Douro, 101.0 km)
P 60-06-01	Bordeaux (Gironde and Garonne, 359.0 km)
P 60-08-01	Nantes (Loire, 645.0 km)
P 60-10-01	Harlingen (Waddenzee)
P 60-12-01	Delfzijl (Waddenzee)
P 60-11-01	Mustola (39.0 km from the mouth of Saimaa Canal)
P 60-11-02	Kaukas* (52.0 km from the mouth of Saimaa Canal)
P 60-11-03	Rapasaari* (52.0 km from the mouth of Saimaa Canal)
P 60-11-04	Joutseno* (67.0 km from the mouth of Saimaa Canal)
P 60-11-05	Vuoksi* (85.0 km from the mouth of Saimaa Canal)
P 60-11-06	Varkaus (Port of Taipale, 270.0 km from the mouth of Saimaa Canal)
P 60-11-07	Varkaus (Port of Kosulanniemi*, 270.0 km from the mouth of Saimaa Canal)
P 60-11-08	Varkaus (Port of Akonniemi, 270.0 km from the mouth of Saimaa Canal)
P 60-11-09	Kuopio (352.0 km from the mouth of Saimaa Canal)
P 60-11-02-01	Puhos* (311.0 km from the mouth of Saimaa Canal)
P 60-11-02-02	Joensuu (346.0 km from the mouth of Saimaa Canal)
P 61-01	Anklam (Peene, 95.0 km)

P 70-01	Wageningen (Neder-Rijn, 903.2 km)
P 70-02	Enschede (Twentekanaal, 49.8 km)
P 70-03	Ibbenbüren (Mittellandkanal, 5.0 km)
P 70-04	Minden (Mittellandkanal, 100.0-104.0 km)
P 70-05	Hannover (Mittellandkanal, 155.0-159.0 km)
P 70-06	Mehrum* (Mittellandkanal, 194.0 km)
P 70-07	Braunschweig (Mittellandkanal, 220.0 km)
P 70-08	Braunschweig/Thune* (Mittellandkanal, 223.0 km)
P 70-09	Haldensleben (Mittellandkanal, 301.0 km)
P 70-10	Niegripp* (Elbe-Havel-Kanal, 330.0 km)
P 70-11	Brandenburg* (Untere Havel-Wasserstrasse, 60.0 km)
P 70-12	Brandenburg (Untere Havel-Wasserstrasse, 57.0 km)
P 70-13	Deponie Deetz* (Untere Havel-Wasserstrasse, 40.0 km)
P 70-14	Spandau South Harbour (Untere Havel-Wasserstrasse, 2.0 km)
P 70-15	Elblag (Zalew Wiślany)
P 70-16	Kaliningrad sea port (Pregolia, 8.0 km)
P 70-17	Kaliningrad river port (Pregolia, 9.0 km)
P 70-01-01	Gouda (Hollandsche IJssel, 1.4 km)
P 70-03-01	Hengelo (Twentekanaal, 45.1 km)
P 70-03-02	Almelo (Zijkanaal, 17.6 km)
P 70-02-01	Osnabrück (Stichkanal, 13.0 km)
P 70-04-01	Hannover-Linden (Stichkanal, 11.0 km)
P 70-06-01	Hildesheim (Stichkanal, 15.0 km)
P 70-08-01	Salzgitter (Stichkanal, 15.0 km)
P 70-10-01	Cargo Handling Complex* (branch of the Spree at 0.0 km)
P 70-10-02	Nonnendamm (Spree, 2.0 km)
P 70-10-03	Reuter Power Station* (Spree, 3.0 km)
P 70-10-04	Charlottenburg Power Station* (Spree, 8.0 km)
P 70-10-05	Westhafen Berlin (Westhafenkanal, 3.0 km)
P 70-10-06	Osthafen Berlin (Spree, 21.0 km)
P 70-10-07	Klingenberg Heating Station (Spree, 25.0 km)
P 70-12-01	Moabit Power Station* (Berlin-Spandauer Schiffahrtskanal, 9.0 km)
P 71-01	Teltowkanal Cargo-Handling Point* (Teltowkanal, 31.0-34.0 km)
P 71-02	Oberschöneweide Cargo-Handling Point (Spree-Oder-Wasserstrasse, 28.0-29.0 km)
P 71-03	Eisenhüttenstadt EKO* (Spree-Oder-Wasserstrasse, 122.0 km)
P 71-04	Eisenhüttenstadt (Spree-Oder-Wasserstrasse, 124.0 km)
P 71-02-01	Potsdam (Potsdamer Havel, 3.0 km)
P 71-06-01	Niederlehme* (Dahme-Wasserstrasse, 8.0 km)
P 71-06-02	Königs Wusterhausen (Dahme-Wasserstrasse, 8.0 km)

P 80-01	Le Havre (Le Havre-Tancarville Canal, 20.0 km)
P 80-02	Rouen (Seine, 242.0 km)
P 80-03	Conflans (Seine 239.0 km)
P 80-04	Frouard (Moselle, 346.5 km)
P 80-05	Metz (Moselle, 297.0-294.0 km)
P 80-06	Mondelange-Richemont (Moselle, 279.5-277.9 km)
P 80-07	Thionville-Illange (Moselle, 271.9-270.1 km)
P 80-08	Mertert (Moselle, 208.0 km)
P 80-09	Trier (Moselle, 184.0 km)
P 80-10	Bingen (Rhine, 527.0 km)
P 80-11	Wiesbaden (Rhine, 500.0 km)
P 80-12	Mainz (Rhine, 500.0 km)
P 80-13	Flörsheim* (Main, 9.0 km)
P 80-14	Raunheim* (Main, 14.0 km)
P 80-15	Hattersheim* (Main, 17.0 km)
P 80-16	Kelsterbach* (Main, 19.0 km)
P 80-17	Frankfurt* (Main, 22.0-29.0 km)
P 80-18	Frankfurt (Main, 31.0-37.0 km)
P 80-19	Offenbach (Main, 40.0 km)
P 80-20	Hanau (Main, 56.0-60.0 km)
P 80-21	Grosskrotzenburg* (Main, 62.0 km)
P 80-22	Stockstadt (Main, 82.0 km)
P 80-23	Aschaffenburg (Main, 83.0 km)
P 80-24	Triefenstein* (Main, 173.0 km)
P 80-25	Karlstadt* (Main, 227.0 km)
P 80-26	Würzburg (Main, 246.0-251.0 km)
P 80-27	Schweinfurt (Main, 330.0 km)
P 80-28	Bamberg (Main-Donau-Kanal, 3.0 km)
P 80-29	Erlangen (Main-Donau-Kanal, 46.0 km)
P 80-30	Nürnberg (Main-Donau-Kanal, 72.0 km)
P 80-31	Regensburg (Danube, 2370.0-2378.0 km)
P 80-32	Deggendorf* (Danube, 2281.0-2284.0 km)
P 80-33	Linz (Danube, 2128.2-2130.6 km)
P 80-34	Linz-Vöest* (Danube, 2127.2 km)
P 80-35	Enns-Ennsdorf (Danube, 2111.8 km)
P 80-36	Krems (Danube, 2001.5 km)
P 80-37	Wien (Danube, 1916.8-1920.2 km)
P 80-38	Bratislava (Danube, 1867.0 km)
P 80-39	Györ-Gönyu (Danube, 1807.0 km)
P 80-40	Komarno (Danube, 1767.1 km)
P 80-41	Štúrovo (Danube, 1722.0 km)
P 80-42	Budapest (Danube, 1640.0 km)
P 80-43	Szazhalombatta (Danube, 1618.7 km)
P 80-44	Dunaujvaros (Danube, 1579.0 km)
P 80-45	Dunaföldvar (Danube, 1563.0 km)
P 80-46	Baja (Danube, 1480.0 km)
P 80-46bis	Apatin (Danube, 1401.5 km)
P 80-47	Vukovar (Danube, 1333.1 km)

P 80-47bis	Bačka Palanka (Danube, 1295.0 km)
P 80-47ter	Novi Sad (Danube, 1253.5 km)
P 80-48	Beograd (Danube, 1170.0 km)
P 80-48bis	Pančevo (Danube, 1152.8 km)
P 80-49	Smederevo (Danube, 1116.3 km)
P 80-50	Orsova (Danube, 954.0 km)
P 80-51	Turnu Severin (Danube, 931.0 km)
P 80-52	Prahovo (Danube, 861.0 km)
P 80-53	Lom (Danube, 743.0 km)
P 80-54	Turnu Magurele (Danube, 597.0 km)
P 80-55	Svistov (Danube, 554.0 km)
P 80-56	Rousse (Danube, 495.0 km)
P 80-57	Giurgiu (Danube, 493.0 km)
P 80-58	Oltenitza (Danube, 430.0 km)
P 80-59	Calarasi (Danube, 370.5 km)
P 80-60	Braila (Danube, 172.0-168.5 km)
P 80-61	Galati (Danube, 157.0-145.4 km)
P 80-62	Giurgiulesti (Danube, 133.0 km) [3/]
P 80-63	Reni (Danube, 128.0 km)
P 80-64	Tulcea (Danube, 73.5-70.0 km)
P 80-01-02	Senta (Tisza, 122.0 km)
P 80-04-01	Port Autonome de Paris: Gennevilliers (Seine, 194.7 km); Bonneuil-Vigneux (Seine, 169.7 km); Evry (Seine, 137.8 km); Melun (Seine, 110.0 km); Limay-Porcheville (Seine, 109.0 km); Montereau (Seine, 67.4 km) Nanterre (Seine, 39.4 km); Bruyères-sur-Oise (Oise, 96.9 km); St. Ouen-l'Aumône (Oise, 119.2 km); Lagny (Marne, 149.8 km).
P 80-06-01	Dillingen (Saar, 59.0 km)
P 80-08-01	Osijek (Drava, 14.0 km)
P 80-01-01	Szeged (Tisza, 170.0 km)
P 80-14-01	Cernavoda (Danube-Black Sea Canal, 00.0 km)
P 80-14-02	Medgidia (Danube-Black Sea Canal, 27.5 km)
P 80-14-03	Constanta (Danube-Black Sea Canal, 64.0 km)
P 80-09-01	Ismail (Danube-Kilia arm, 93.0 km)
P 80-09-02	Kilia (Danube-Kilia arm, 47.0 km)
P 80-09-03	Oust-Dunaisk (Danube-Kilia arm, 1.0 km)
P 81-01	Komárno (Váh, 0.0 km)
P 81-02	Šaľa (Váh, 54.4-54.8 km)
P 81-03	Sereď (Váh, 73.8-74.3 km)
P 81-04	Hlohovec (Váh, 124.4-124.7 km)
P 81-05	Piešťany (Váh, 124.4-127.7 km)

[3/] Planned.

P 81-06	Nové mesto nad Váhom (Váh, 137.4-137.7 km)
P 81-07	Trenčín (Váh, 158.5-159.0 km)
P 81-08	Dubnica (Váh, 168.1-168.5 km)
P 81-09	Púchov (Váh, 192.9-193.4 km)
P 81-10	Považská Bystrica (Váh, 210.8-211.2 km)
P 81-11	Žilina (Váh, 242.0-243.0 km)
P 81-12	Čadca (Váh – Oder Link, … km) [3/]
P 90-01	Taganrog (Taganrog Bay)
P 90-02	Eysk (Taganrog Bay)
P 90-03	Azov (Don, 3168.0 km) [2/]
P 90-04	Rostov (Don, 3134.0 km) [2/]
P 90-05	Oust-Donetsk (Don, 2997.0 km) [2/]
P 90-03-01	Belgorod Dnestrovskiy (mouth of the Dnestr River)
P 90-03-02	Bender (Nistru, 228.0 km)
P 91-01	Milano Terminale (Milano-Po Canal, 0.0 km) [4/]
P 91-02	Lodi (Milano-Po Canal, 20.0 km from Milano Terminale) [4/]
P 91-03	Pizzighettone (Milano-Po Canal, 40.0 km from Milano Terminale)
P 91-04	Cremona (Po, 55.0 km from Milano Terminale)
P 91-05	Emilia Centrale (Po, 145.0 km from Milano Terminale) [4/]
P 91-06	Ferrara (Po, 200.0 km from Milano Terminale)
P 91-07	Adria (Veneta Lateral Waterway, 265.0 km from Milano Terminale)
P 91-08	Chioggia (Veneta Lateral Waterway, 285.0 km from Milano Terminale)
P 91-09	Marghera (Veneta Lateral Waterway 300.0 km from Milano Terminale)
P 91-10	Nogaro (Veneta Lateral Waterway, 355.0 km from Milano Terminale)
P 91-11	Monfalcone (Veneta Lateral Waterway, 410,0 km from Milano Terminale)
P 91-12	Trieste (Adriatic Sea)
P 91-02-01	Piacenza (Po, 35.0 km from Conca di Cremona)
P 91-02-02	Pavia (Ticino, 98.0 km from Conca di Cremona)
P 91-02-03	Casale Monferrato (Po, 183.0 km from Conca di Cremona)
P 91-04-01	Garibaldi (Ferrara Waterway, 80.0 km from Ferrara)
P 91-06-01	Porto Tolle (Po Grande, 260.0 km from Milano Terminale)
P 91-01-01	Mantova (Fissero-Tartaro-Canalbianco Waterway, 0.0 km)
P 91-01-02	Ostiglia (Fissero-Tartaro-Canalbianco Waterway, 30.0 km) [4/]
P 91-01-03	Legnago (Fissero-Tartaro-Canalbianco Waterway, 65.0 km) [4/]
P 91-01-04	Rovigo (Fissero-Tartaro-Canalbianco Waterway, 140.0 km) [4/]
P 91-01-05	Conca di Volta Grimana (Fissero-Tartaro-Canalbianco Waterway, 170.0 km)

[4/] Under construction or planned.

Annex III

TECHNICAL AND OPERATIONAL CHARACTERISTICS OF INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE

(a) Technical characteristics of E waterways

The main technical characteristics of E waterways shall generally be in conformity with the classification of European inland waterways set out in Table 1.

For the evaluation of different E waterways, the characteristics of classes IV - VII are to be used, taking account of the following principles:

(i) The class of a waterway shall be determined by the horizontal dimensions of motor vessels, barges and pushed convoys, and primarily by the main standardized dimension, namely their beam or width;

(ii) Only waterways meeting at least the basic requirements of class IV (minimum dimensions of vessels 80 m x 9.5 m) can be considered as E waterways. Restrictions of draught (less than 2.50 m) and of minimum height under bridges (less than 5.25 m) can be accepted only for existing waterways and as an exception;

(iii) When modernizing waterways of class IV (as well as smaller regional waterways), it is recommended that the parameters of at least class Va should be met;

(iv) New E waterways should, however, meet the requirements of class Vb as a minimum. In this regard, a minimum draught of 2.80 m should be ensured;

(v) When modernizing existing waterways and/or building new ones, vessels and convoys of greater dimensions should always be taken into account;

(vi) In order to ensure more efficient container transport, the highest possible bridge clearance value should be ensured in accordance with footnote 4 of Table 1; [1/]

(vii) Inland waterways expected to carry a significant volume of container and ro-ro traffic should meet, as a minimum, the requirements of class Vb. An increase of 7% to 10% in the beam value of 11.4 m of specific vessels navigating on inland waterways of class Va and higher classes may also be envisaged in order to allow for future developments in container dimensions and easy transport of trailers;

[1/] If, however, the proportion of empty containers exceeds 50%, observance of a value for the minimum height under bridges which is higher than that indicated in footnote 4 should be considered.

(viii) On waterways with fluctuating water levels, the value of the recommended draught should correspond to the draught reached or exceeded for 240 days on average per year (or for 60% of the navigation period). [2/] The value of the recommended height under bridges (5.25, 7.00 or 9.10 m) should be ensured over the highest navigation level, where possible and economically reasonable;

(ix) A uniform class, draught and height under bridges should be ensured either for the whole waterway or at least for substantial sections thereof;

(x) Where possible, the parameters of adjacent inland waterways should be the same or similar;

(xi) The highest draught (4.50 m) and minimum bridge clearance (9.10 m) values should be ensured on all parts of the network that are directly connected with coastal routes;

(xii) A minimum bridge clearance of 7.00 m should be ensured on waterways that connect important sea ports with the hinterland and are suitable for efficient container and river-sea traffic;

(xiii) Coastal routes listed in annex I above are intended to ensure the integrity of the E waterways' network throughout Europe and are meant to be used, within the meaning of this Agreement, by river-sea vessels whose dimensions should, where possible and economically viable, meet the requirements for self-propelled units suitable for navigating on inland waterways of classes Va and VIb.

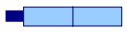
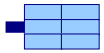
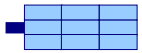
The following minimum requirements are considered necessary in order to make a waterway suitable for container transport:

inland navigation vessels with a width of 11.4 m and a length of approximately 110 m must be able to operate with three or more layers of containers; otherwise a permissible length of pushed convoys of 185 m should be ensured, in which case they could operate with two layers of containers.

[2/] However, for upstream sections of natural rivers characterized by frequently fluctuating water levels due to strong direct dependence of weather conditions, it is recommended to refer to a period of at least 300 days on average per year.

Table 1

CLASSIFICATION OF EUROPEAN INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE *)

Type of inland waterway	Classes of navigable waterways	Motor vessels and barges					Pushed convoys					Minimum height under bridges 2)	Graphical symbols on maps
		Type of vessel: General characteristics					Type of convoy: General characteristics						
		Designation	Maximum length L (m)	Maximum beam B (m)	Draught 2) d (m)	Tonnage T (t)		Length L (m)	Beam B (m)	Draught 6) d (m)	Tonnage T (t)	H (m)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
OF INTERNATIONAL IMPORTANCE	IV	Johann Welker	80-85	9.5	2.50	1,000-1,500		85	9.5 5)	2.50-2.80	1,250-1,450	5.25 or 7.00 4)	
	Va	Large Rhine vessels	95-110	11.4	2.50-2.80	1,500-3,000		95-110 1)	11.4	2.50-4.50	1,600-3,000	5.25 or 7.00 or 9.10 4)	
	Vb							172-185 1)	11.4	2.50-4.50	3,200-6,000		
	VIa							95-110 1)	22.8	2.50-4.50	3,200-6,000	7.00 or 9.10 4)	
	VIb	3)	140	15.0	3.90			185-195 1)	22.8	2.50-4.50	6,400-12,000	7.00 or 9.10 4)	
	VIc						 	270-280 1) 195-200 1)	22.8 33.0-34.2 1)	2.50-4.50 2.50-4.50	9,600-18,000 9,600-18,000	9.10 4)	
	VII						 7)	275-285	33.0-34.2 1)	2.50-4.50	14,500-27,000	9.10 4)	

*) Classes I - III are not mentioned in this table, being of regional importance.

Footnotes to Table 1

1/ The first figure takes into account the existing situations, whereas the second one represents both future developments and, in some cases, existing situations.

2/ Allows for a safety clearance of about 0.30 m between the uppermost point of the vessel's structure or its load and a bridge.

3/ Allows for expected future developments in ro-ro, container and river-sea navigation.

4/ Checked for container transport:

5.25 m for vessels transporting 2 layers of containers;
7.00 m for vessels transporting 3 layers of containers;
9.10 m for vessels transporting 4 layers of containers.

50% of the containers may be empty or ballast should be used.

5/ Some existing waterways can be considered as class IV by virtue of the maximum permissible length for vessels and convoys, even though the maximum beam is 11.4 m and the maximum draught 4.00 m.

6/ The draught value for a particular inland waterway to be determined according to the local conditions.

7/ Convoys consisting of a larger number of barges can also be used on some sections of waterways of class VII. In this case, the horizontal dimensions may exceed the values shown in the table.

(b) Operational criteria for E waterways

E waterways should meet the following essential operational criteria in order to be able to ensure reliable international traffic:

(i) Through traffic should be ensured throughout the navigation period, with the exception of the breaks mentioned below;

(ii) The navigation period may be shorter than 365 days only in regions with severe climatic conditions, where the maintaining of channels free of ice in the winter season is not possible and a winter break is therefore necessary. In these cases, dates should be fixed for the opening and closure of navigation. The duration of breaks in the navigation period caused by natural phenomena such as ice, floods, etc. should be kept to a minimum by appropriate technical and organizational measures;

(iii) The duration of breaks in the navigation period for regular maintenance of locks and other hydraulic works should be kept to a minimum. Users of a waterway where maintenance work is planned should be kept informed of the dates and duration of the envisaged break in navigation. In cases of unforeseen failure of locks or other hydraulic facilities, or other force majeure, the duration of breaks should be kept as limited as possible using all appropriate measures to remedy the situation;

(iv) No breaks shall be admissible during low water periods. A reasonable limitation of admissible draught may nevertheless be allowed on waterways with fluctuating

water levels. However, a minimum draught of 1.20 m should be ensured at all times, with the recommended or characteristic draught being ensured or exceeded for 240 days per year. In regions referred to in subparagraph (ii) above, the minimum draught of 1.20 m should be ensured for 60% of the navigation period on average;

(v) Operating hours of locks, movable bridges and other infrastructure works shall be such that round-the-clock (24-hour) navigation can be ensured on working days, if economically feasible. In specific cases, exceptions may be allowed due to organizational and/or technical reasons. Reasonable hours of navigation should also be ensured during public holidays and at weekends.

(c) Technical and operational characteristics of E ports

The network of E waterways shall be complemented by a system of inland navigation ports of international importance. Each E port should meet the following technical and operational criteria:

(i) It should be situated on an E waterway;

(ii) It should be capable of accommodating vessels or pushed convoys used on the relevant E waterway in conformity with its class;

(iii) It should be connected with main roads and railway lines (preferably belonging to the network of international roads and railway lines established by the European Agreement on Main International Traffic Arteries (AGR), the European Agreement on Main International Railway Lines (AGC) and the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC));

(iv) Its aggregate cargo handling capacity should be at least 0.5 million tonnes a year;

(v) It should offer suitable conditions for the development of a port industrial zone;

(vi) It should provide for the handling of standardized containers (with the exception of ports specialized in bulk cargo handling);

(vii) All the facilities necessary for usual operations in international traffic should be available;

(viii) With a view to ensuring the protection of the environment, reception facilities for the disposal of waste generated on board ships should be available in ports of international importance