

Z A K O N
O POTVRĐIVANJU EVROPSKOG SPORAZUMA O
GLAVNIM UNUTRAŠNJIM VODNIM PUTEVIMA
OD MEĐUNARODNOG ZNAČAJA (AGN)

Član 1.

Potvrđuje se Evropski sporazum o glavnim unutrašnjim vodnim putevima od međunarodnog značaja (AGN), sačinjen 19. januara 1996. godine u Ženevi, u originalu na engleskom, ruskom i francuskom jeziku.

Član 2.

Tekst Evropskog sporazuma o glavnim unutrašnjim vodnim putevima od međunarodnog značaja (AGN), u originalu na engleskom jeziku i u prevodu na srpski jezik glasi:

**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 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

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 consists of inland waterways and ports of international importance as described in annexes I and II to this Agreement.

Article 2

TECHNICAL AND OPERATIONAL CHARACTERISTICS
OF THE NETWORK

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.

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. Trunk 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. Trunk 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 trunk 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 righthand-side branches and odd numbers for left-hand-side branches.

List of inland waterways of international importance

NUMBER OF E WATERWAY			DESCRIPTION OF THE ROUTE*
Trunk waterways	Other main waterways	Branches	
1	2	3	4
	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 Herogenbosch
	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

NUMBER OF E WATERWAY			DESCRIPTION OF THE ROUTE*
Trunk waterways	Other main waterways	Branches	
1	2	3	4
	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	Blaton-Ath-Aalst-Dendermonde via Blaton-Ath Canal and Dender
		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
		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]

NUMBER OF E WATERWAY			DESCRIPTION OF THE ROUTE*
Trunk waterways	Other main waterways	Branches	
1	2	3	4
		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 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 Starckenborgh Kanaal, Eemskanaal, Ems, Dortmund- Ems-Kanal, Küstenkanal and Hunte
		E 15-01	Van Harinxma Canal from Fonejacht to Harlingen

NUMBER OF E WATERWAY			DESCRIPTION OF THE ROUTE*
Trunk waterways	Other main waterways	Branches	
1	2	3	4
E 20			River Elbe from the North Sea via Hamburg, Magdeburg, Usti-nad-Labem, Melnik and Pardubice-[Elbe-Danube Connection]
		E 20-02	Elbe-Seitenkanal
		E 20-04	River Saale up to Leipzig
		E 20-06	River Vltava: Melnik-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 40-02	River Pivdenny Buh up to Mykolaiv
	E 41		Klaipeda-Kurshskiy Zaliv-river Nemunas-Kaunas
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 o Solikamsk

NUMBER OF E WATERWAY			DESCRIPTION OF THE ROUTE*
Trunk waterways	Other main waterways	Branches	
1	2	3	4
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 Waddensee 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

NUMBER OF E WATERWAY			DESCRIPTION OF THE ROUTE*
Trunk waterways	Other main waterways	Branches	
1	2	3	4
		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
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 Wisłany-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

NUMBER OF E WATERWAY			DESCRIPTION OF THE ROUTE*	
Trunk waterways	Other main waterways	Branches		
1	2	3	4	
		E 70-08	Mittellandkanal branch to Salzgitter	
		E 70-05	Havelkanal	
		E 70-10	Spree	
		E 70-12	Berlin-Spandauer Schifffahrtskanal	
	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	

NUMBER OF E WATERWAY			DESCRIPTION OF THE ROUTE*
Trunk waterways	Other main waterways	Branches	
1	2	3	4
		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 Vah from its mouth to Žilina and [Vah-Oder link]
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
		E 91-02	Po from Conca di Cremona to Casale Monferrato

NUMBER OF E WATERWAY			DESCRIPTION OF THE ROUTE*
Trunk waterways	Other main waterways	Branches	
1	2	3	4
		E 91-04	Ferrara Waterway from Ferrara to Porto Garibaldi
		E 91-06	Po Grande from Volta Grimana to its mouth
		E 91-01	Mantova-Volta Grimana via the Fissero-Tartaro-Canalbianco Waterway
		E 91-08	Po di Levante from Po-Brondolo Canal to the Adriatic Sea
		E 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 04-04	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 05-04-01	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-Ossenber* (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	Homburg, 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) <u>1/</u>
P 20-02	Brunsbüttel (Elbehafen, 693.0 km) <u>1/</u>
P 20-03	Bützfleet* (Elbe, 668.0 km) <u>1/</u>
P 20-04	Hamburg (Elbe, 618.0–639.0 km) <u>1/</u>
P 20-05	Lauenburg (Elbe, 568.0 km) <u>1/</u>
P 20-06	Tangermünde (Elbe, 388.0 km) <u>1/</u>
P 20-07	Kieswerk Rogätz* (Elbe, 354.0 km) <u>1/</u>
P 20-08	Magdeburger Häfen (Elbe, 330.0 and 333.0 km) <u>1/</u>
P 20-09	Schönebeck (Elbe, 315.0 km) <u>1/</u>
P 20-10	Aken (Elbe, 277.0 km) <u>1/</u>
P 20-11	Torgau (Elbe, 154.0 km) <u>1/</u>
P 20-12	Kieswerk Mühlberg* (Elbe, 125.0 km) <u>1/</u>
P 20-13	Riesa (Elbe, 109.0 km) <u>1/</u>
P 20-14	Dresden (Elbe, 57 and 61 km) <u>1/</u>
P 20-15	Děčín (Elbe, 98.2 and 94.2 km) <u>1/</u>
P 20-16	Ústí nad Labem (Elbe, 75.3 and 72.5 km) <u>1/</u>
P 20-17	Mělník (Elbe, 3.0 km) <u>1/</u>
P 20-04-01	Halle-Trotha (Saale, 86.0 km)
P 20-06-01	Praha (Vltava, 46.5 and 55.5 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 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)
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	Chernihiv (Dnipro, 1070.0 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 40-08	Dniprodzerzhynsk (Dnipro, 429.0 km)
P 40-09	Dnipropetrovsk (Dnipro, 393.0 km)
P 40-10	Zaporizhyya (Dnipro, 308.0 km)
P 40-11	Nova Kakhovka (Dnipro, 96.0 km)
P 40-12	Kherson (Dnipro, 28.0 km)
P 40-02-01	Mykolaiv (Pivdenny Buh, 95.0 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) <u>2/</u>
P 50-02	Sankt-Peterburg river port (Neva, 1385.0 km) <u>2/</u>
P 50-03	Podporozhie (Volgo-Baltijskiy Waterway, 1045.0 km) <u>2/</u>
P 50-04	Cherepovets (Volgo-Baltijskiy Waterway, 540.0 km) <u>2/</u>
P 50-05	Yaroslavl (Volga, 520.0 km) <u>2/</u>
P 50-06	Nizhniy Novgorod (Volga, 907.0 km) <u>2/</u>
P 50-07	Kazan (Volga, 1313.0 km) <u>2/</u>
P 50-08	Ulianovsk (Volga, 1541.0 km) <u>2/</u>
P 50-09	Samara (Volga, 1746.0 km) <u>2/</u>
P 50-10	Saratov (Volga, 2175.0 km) <u>2/</u>
P 50-11	Volgograd (Volga, 2560.0 km) <u>2/</u>
P 50-12	Astrakhan (Volga, 3051.0 km) <u>2/</u>
P 50-02-01	Moskva Northern Port (Kanal imeni Moskvyy, 42.0 km) <u>2/</u>
P 50-02-02	Moskva Western Port (Kanal imeni Moskvyy, 32.0 km) <u>2/</u>
P 50-02-03	Moskva Southern Port (Kanal imeni Moskvyy, 0.0 km) <u>2/</u>
P 50-02-02-01	Tver (Volga, 279.0 km) <u>2/</u>

2/ Distance from Moskva Southern Port.

P 50-01-01	Perm (Kama, 2269.0 km) <u>2/</u>
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) <u>2/</u>
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-Wasserstrasse, 60.0 km)
P 70-11	Brandenburg* (Untere Havel- Wasserstrasse, 57.0 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 Schifffahrtskanal, 9.0 km)
P 71-01	Teltowkanal Cargo-Handling Point* (Teltowkanal, 31.0-34.0 km)
P 71-02	Oberschöneeweide 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	Merttert (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	Kalsterbach* (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	Daggingendorf* (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	Győr-Gönyü (Danube, 1807.0 km)
P 80-40	Komarno (Danube, 1767.1 km)
P 80-41	Šturovo (Danube, 1722.0 km)
P 80-42	Budapest (Danube, 1640.0 km)
P 80-43	Százhalombatta (Danube, 1618.7 km)
P 80-44	Dunaujvaros (Danube, 1579.0 km)
P 80-45	Dunaföldvár (Danube 1563.0 km)
P 80-46	Baja (Danube, 1480.0 km)

P 80-47	Vukovar (Danube, 1333.1 km)
P 80-48	Beograd (Danube, 1170.0 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) <u>3/</u>
P 80-63	Reni (Danube, 128.0 km)
P 80-64	Tulcea (Danube, 73.5-70.0 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, 0.0 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 90-01	Taganrog (Taganrog Bay)
P 90-02	Eysk (Taganrog Bay)

P 90-03	Azov (Don, 3168.0 km) <u>2/</u>
P 90-04	Rostov (Don, 3134.0 km) <u>2/</u>
P 90-05	Oust-Donetsk (Don, 2997.0 km) <u>2/</u>
P 90-03-01	Belgorod Dnestrovskiy (mouth of the Dneestr River)
P 90-03-02	Bender (Nistru, 228.0 km)
P 91-01	Milano Terminale (Milano-Po Canal, 0.0 km) <u>4/</u>
P 91-02	Lodi (Milano-Po Canal, 20.0 km from Milano Terminale) <u>4/</u>
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) <u>4/</u>
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) <u>4/</u>
P 91-01-03	Legnago (Fissero-Tartaro-Canalbianco Waterway, 65.0 km) <u>4/</u>
P 91-01-04	Rovigo (Fissero-Tartaro-Canalbianco Waterway, 140.0 km) <u>4/</u>
P 91-01-05	Conca di Volta Grimana (Fissero-Tartaro-Canalbianco Waterway, 170.0 km)

4/ Under construction or planned.

Annex IIITECHNICAL 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 85 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; 5/
- (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;
- (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). 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.

5/ 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.

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.

Table 1

CLASSIFICATION OF EUROPEAN INLAND WATERWAYS OF INTERNATIONAL IMPORTANCE */

Type of inland waterways	Classes of navigable waterways	Motor vessels and barges				Pushed convoys				Minimum height under bridges	Graphical symbols on maps		
		Type of vessel: General characteristics				Type of convoy: General characteristics							
		Designation	Maximum length L(m)	Maximum beam B(m)	Draught d(m)	Tonnage T(t)	Length L(m)	Beam B(m)	Draught d(m)			Tonnage T(t)	
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	2.50-2.80	1,250-1,450	5.25 or 7.00	
	Va	Large Rhine vessels	95-110	11.4	2.50-2.80	1,500-3,000		95-110	11.4	2.50-4.50	1,600-3,000	5.25 or 7.00 or 9.10	
	Vb							172-185	11.4	2.50-4.50	3,200-6,000		
	Via							95-110	22.8	2.50-4.50	3,200-6,000	7.00 or 9.10	
	Vib	*/	140	15.0	3.90			185-195	22.8	2.50-4.50	6,400-12,000	7.00 or 9.10	
	Vic							270-280	22.8	2.50-4.50	9,600-18,000	9.10	
	VII							275-285	33.0-34.2	2.50-4.50	14,500-27,000	9.10	

*/ 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.

EKONOMSKA KOMISIJA UJEDINJENIH NACIJA ZA EVROPU
KOMITET ZA UNUTRAŠNJI TRANSPORT

**EVROPSKI SPORAZUM O GLAVNIM UNUTRAŠNJIM VODNIM PUTEVIMA
OD MEĐUNARODNOG ZNAČAJA (AGN)**

SACINJENO U ŽENEVI 19. JANUARA 1996. GODINE

ORGANIZACIJA UJEDINJENIH NACIJA

EVROPSKI SPORAZUM O GLAVNIM UNUTRAŠNJIM VODNIM PUTEVIMA OD MEĐUNARODNOG ZNAČAJA (AGN)

Strane ugovornice,

Uviđajući neophodnost olakšavanja i razvoja međunarodnog transporta unutrašnjim vodnim putevima u Evropi,

Uzimajući u obzir očekivano povećanje međunarodnog transporta roba usled širenja međunarodne trgovine,

Naglašavajući značajnu ulogu unutrašnjeg vodnog transporta koji u poređenju sa drugim vidovima unutrašnjeg transporta ima ekonomske i ekološke prednosti i koga karakterišu višak kapaciteta infrastrukture i nosivosti brodova što može dovesti do smanjenja društvenih troškova i smanjenja negativnog uticaja na životnu sredinu od strane svih vidova unutrašnjeg transporta u celini,

Uverene da je, u cilju stvaranja međunarodnog transporta evropskim unutrašnjim vodnim putevima, uključujući prevoz rečno-morskim brodovima morskim priobalnim trasama, što efikasnijim i privlačnijim za korisnike, neophodno stvoriti pravnu osnovu koja određuje usaglašeni plan razvoja i izgradnje mreže unutrašnjih vodnih puteva od međunarodnog značaja, zasnovanoj na usaglašenju infrastrukture i eksploatacionim parametrima,

Dogovorile su se kako sledi:

Član 1.

ODREĐIVANJE MREŽE

Strane ugovornice usvajaju odredbe ovog sporazuma u svojstvu usaglašenog plana razvoja i izgradnje mreže unutrašnjih vodnih puteva (u daljem tekstu: "mreža unutrašnjih vodnih puteva od međunarodnog značaja" ili "mreža vodnih puteva kategorije E"), koji one nameravaju da realizuju u okviru svojih odgovarajućih programa. Mreža unutrašnjih vodnih puteva kategorije E uključuje unutrašnje vodne puteve i luke od međunarodnog značaja koji su navedeni u prilogima I i II ovog sporazuma.

Član 2.

TEHNIČKE I EKSPLOATACIONE KARAKTERISTIKE MREŽE

Mreža unutrašnjih vodnih puteva od međunarodnog značaja iz člana 1. ovog sporazuma mora odgovarati karakteristikama navedenim u prilogu III ovog sporazuma, ili će biti usklađena sa odredbama navedenog priloga u toku radova na daljoj modernizaciji.

Član 3.

PRILOZI

Prilozi ovog sporazuma čine sastavni deo ovog sporazuma.

Član 4.

ODREĐIVANJE DEPOZITARA

Depozitar ovog sporazuma je generalni sekretar Ujedinjenih nacija.

Član 5.**POTPISIVANJE**

Ovaj sporazum je otvoren za potpisivanje od strane država koje su članice Ekonomske komisije Ujedinjenih nacija za Evropu ili im je dozvoljeno da učestvuju u radu Komisije sa pravom savetodavnog glasa u skladu sa tač. 8. i 11. Pravilnika o radu Komisije, u periodu od 1. oktobra 1996. godine do 30. septembra 1997. godine.

Ovo potpisivanje podleže potvrđivanju, prihvatanju ili odobrenju.

Član 6.**POTVRĐIVANJE, PRIHVATANJE ILI ODOBRENJE**

Ovaj sporazum podleže potvrđivanju, prihvatanju ili odobrenju u skladu sa članom 5. stav 2. ovog sporazuma.

Potvrđivanje, prihvatanje ili odobrenje vrši se putem polaganja odgovarajućeg instrumenta kod generalnog sekretara Ujedinjenih nacija.

Član 7.**PRISTUPANJE**

Ovom sporazumu može pristupiti svaka država iz člana 5. stav 1. ovog sporazuma, počevši od 1. oktobra 1996. godine.

Pristupanje se vrši putem polaganja odgovarajućeg instrumenta kod generalnog sekretara Ujedinjenih nacija.

Član 8.**STUPANJE NA SNAGU**

Ovaj sporazum stupa na snagu po isteku 90 dana od dana kada vlade pet država polože instrument o potvrđivanju, prihvatanju, odobrenju ili pristupanju, pod uslovom da jedan ili više unutrašnjih vodnih puteva mreže unutrašnjih vodnih puteva od međunarodnog značaja bez prekida povezuje teritorije barem tri države koje su položile takav instrument.

U slučaju da ovaj uslov nije ispunjen, Sporazum stupa na snagu po isteku 90 dana od dana polaganja onog instrumenta o potvrđivanju, prihvatanju, odobrenju ili pristupanju čijim polaganjem će ovaj uslov biti ispunjen.

Za svaku državu koja deponuje instrument o potvrđivanju, prihvatanju, odobrenju ili pristupanju nakon datuma od kojeg se računa rok od 90 dana naveden u st. 1. i 2. ovog člana, Sporazum stupa na snagu po isteku 90 dana od dana polaganja navedenog instrumenta.

Član 9.**OGRANIČENJA U PRIMENI OVOG SPORAZUMA**

Ni jedna odredba ovog sporazuma ne sme se tumačiti kao smetnja bilo kojoj od strana ugovornica da preduzima, u skladu sa Poveljom Ujedinjenih nacija, mere koje su uslovljene nastalom situacijom, a koje ona smatra neophodnim radi obezbeđenja svoje spoljne ili unutrašnje sigurnosti.

O ovim merama koje moraju biti privremenog karaktera odmah se obaveštava depozitar, uz navođenje njihove prirode.

Član 10.

REŠAVANJE SPOROVA

Bilo koji spor između dve ili više strana ugovornica u vezi s tumačenjem ili primenom ovog sporazuma koji strane u sporu ne mogu rešiti putem pregovora ili na drugi način, uputiće se na arbitražu na zahtev jedne od strana ugovornica između kojih je spor nastao, i podnosi se na razmatranje jednom ili više arbitara koji se biraju na osnovu zajedničke saglasnosti strana u sporu. Ukoliko se u roku od tri meseca od dana podnošenja molbe za razmatranje predmeta u arbitraži strane u sporu ne slože u pogledu izbora arbitra ili arbitara, svaka od ovih strana može zahtevati od generalnog sekretara Ujedinjenih nacija da imenuje jednog arbitra kojem se spor predaje na odlučivanje.

Odluka arbitra ili arbitara imenovanih u skladu sa odredbama stava 1. ovog člana obavezujuća je za strane ugovornice u sporu.

Član 11.

REZERVE

Svaka država prilikom potpisivanja ovog sporazuma ili prilikom polaganja dokumenta o potvrđivanju, prihvatanju, odobrenju ili pristupanju može dati izjavu o tome da ne smatra sebe obavezanom članom 10. ovog sporazuma.

Član 12.

IZMENA I DOPUNA SPORAZUMA

Ovaj sporazum može biti izmenjen i dopunjen na način predviđen ovim članom, osim u slučajevima predviđenim u čl. 13. i 14. ovog sporazuma.

Na zahtev bilo koje strane ugovornice svaku izmenu i dopunu ovog sporazuma koju ona predloži razmatra Radna grupa za unutrašnji vodni transport Ekonomske komisije Ujedinjenih nacija za Evropu.

U slučaju da predloženu izmenu i dopunu odobri dvotrećinska većina strana ugovornica koje su prisutne i koje su učestvovala u glasanju, generalni sekretar Ujedinjenih nacija prosleđuje je svim stranama ugovornicama radi njenog prihvatanja.

Svaka predložena izmena i dopuna prosleđena u skladu sa stavom 3. ovog člana stupa na snagu u odnosu na sve strane ugovornice tri meseca od momenta isteka perioda od dvanaest meseci koji se računa od dana njenog prosleđivanja, ukoliko u toku ovog dvanaestomesečnog perioda generalni sekretar Ujedinjenih nacija ne bude obavešten o tome da je neka država, koja je strana ugovornica, protiv predložene izmene i dopune.

Ukoliko je protiv predložene izmene i dopune dostavljeno obaveštenje o protivljenju u skladu sa stavom 4. ovog člana, smatra se da izmena nije prihvaćena i da ne proizvodi pravno dejstvo.

Član 13.

IZMENA I DOPUNA PRILOGA I I II

Prilozi I i II ovog sporazuma mogu biti izmenjeni i dopunjeni na način predviđen ovim članom.

Na zahtev bilo koje strane ugovornice svaku izmenu i dopunu Priloga I i II ovog sporazuma koju ona predloži razmatra Radna grupa za unutrašnji vodni transport Ekonomske komisije Ujedinjenih nacija za Evropu.

U slučaju da predloženu izmenu i dopunu usvoji većina strana ugovornica koje su prisutne i koje su učestvovala u glasanju, generalni sekretar Ujedinjenih nacija prosleđuje je neposredno zainteresovanim stranama ugovornicama radi njenog prihvatanja. U svrhu ovog člana strana ugovornica smatra se neposredno zainteresovanom ukoliko se uključivanjem novog unutrašnjeg vodnog puta ili luke od međunarodnog značaja, ili njihovom odgovarajućom izmenom njena teritorija preseca ovim unutrašnjim vodnim putem ili se razmatrana luka nalazi na navedenoj teritoriji.

Svaka predložena izmena i dopuna prosleđena u skladu sa st. 2. i 3. ovog člana smatra se prihvaćenom ukoliko u roku od šest meseci od dana njenog prosleđivanja od strane depozitara ni jedna od neposredno zainteresovanih strana ugovornica ne obavesti generalnog sekretara Ujedinjenih nacija o tome da je protiv predložene izmene i dopune.

Svaku izmenu i dopunu prihvaćenu na ovaj način generalni sekretar Ujedinjenih nacija prosleđuje svim stranama ugovornicama i ona stupa na snagu tri meseca od dana njenog prosleđivanja od strane depozitara.

Ukoliko je protiv predložene izmene i dopune dostavljeno obaveštenje o protivljenju u skladu sa stavom 4. ovog člana, smatra se da izmena i dopuna nije prihvaćena i da neće proizvoditi pravno dejstvo.

Sekretarijat Ekonomske komisije Ujedinjenih nacija za Evropu bez odlaganja informiše depozitara o stranama ugovornicama koje su neposredno zainteresovane za predloženu izmenu i dopunu.

Član 14.

IZMENA I DOPUNA PRILOGA III

Prilog III ovog sporazuma može biti izmenjen i dopunjen na način predviđen ovim članom.

Na zahtev bilo koje strane ugovornice svaku izmenu i dopunu Priloga III ovog sporazuma koju ona predloži razmatra Radna grupa za unutrašnji vodni transport Ekonomske komisije Ujedinjenih nacija za Evropu.

Ukoliko predloženu izmenu i dopunu odobri većina strana ugovornica koje su prisutne i koje su učestvovala u glasanju, generalni sekretar Ujedinjenih nacija prosleđuje je svim stranama ugovornicama radi njenog prihvatanja.

Svaka predložena izmena i dopuna prosleđena u skladu sa stavom 3. ovog člana smatra se prihvaćenom ukoliko u roku od šest meseci od dana njenog prosleđivanja jedna petina ili više strana ugovornica ne obavesti generalnog sekretara Ujedinjenih nacija o tome da su protiv predložene izmene i dopune.

Svaku izmenu i dopunu prihvaćenu u skladu sa stavom 4. ovog člana generalni sekretar Ujedinjenih nacija prosleđuje svim stranama ugovornicama i ona stupa na snagu tri meseca od dana njenog prosleđivanja svim stranama ugovornicama, osim onih koje su u skladu sa stavom 4. ovog člana u roku od šest meseci od dana njenog prosleđivanja već obavestile generalnog sekretara Ujedinjenih nacija da su protiv predložene izmene i dopune.

Ukoliko jedna petina ili više strana ugovornica, u skladu sa stavom 4. ovog člana, obavesti da je protiv predložene izmene i dopune smatra se da izmena i dopuna nije prihvaćena i da neće proizvoditi pravno dejstvo.

Član 15.**OTKAZIVANJE**

Svaka strana ugovornica može otkazati ovaj sporazum putem pismenog obaveštenja upućenog generalnom sekretaru Ujedinjenih nacija.

Otkazivanje Sporazuma stupa na snagu po isteku jedne godine od dana kada generalni sekretar Ujedinjenih nacija primi navedeno obaveštenje.

Član 16.**PRESTANAK VAŽENJA**

Ako posle stupanja na snagu ovog sporazuma broj strana ugovornica u bilo kom periodu od dvanaest uzastopnih meseci bude manji od pet, Sporazum prestaje da važi po isteku dvanaest meseci od dana kada je peta država prestala da bude strana ugovornica.

Član 17.**OBAVEŠTENJA I SAOPŠTENJA DEPOZITARA**

Pored obaveštenja i saopštenja koja se mogu utvrditi ovim sporazumom, funkcije generalnog sekretara Ujedinjenih nacija kao depozitara određuju se u delu VII Bečke konvencije o ugovornom pravu, sačinjene 23. maja 1969. godine.

Član 18.**AUTENTIČNOST TEKSTOVA**

Original ovog sporazuma, čiji su tekstovi na engleskom, ruskom i francuskom jeziku podjednako autentični, deponuje se kod generalnog sekretara Ujedinjenih nacija.

Potvrđujući navedeno, dole potpisani, za to propisno ovlašćeni, potpisali su ovaj sporazum.

Sačinjeno u Ženevi devetnaestog januara 1996. godine.

Prilog I

UNUTRAŠNJI VODNI PUTEVI OD MEĐUNARODNOG ZNAČAJA

Numeracija unutrašnjih vodnih puteva od međunarodnog značaja

Svi unutrašnji vodni putevi od međunarodnog značaja (vodni putevi kategorije E) imaju dvocifrene, četvorocifrene ili šestocifrene brojeve ispred kojih stoji slovo "E".

Glavni elementi mreže vodnih puteva kategorije E ima dvocifrene brojeve, a njene pritoke i sekundarne pritoke ("pritoke pritoka") – četvorocifrene, odnosno šestocifrene brojeve.

Glavni unutrašnji vodni putevi, koji se najvećim delom pružaju u pravcu sever – jug, a koji obezbeđuju pristup morskim lukama i koji spajaju jedan morski basen sa drugim numerišu se brojevima 10, 20, 30, 40 i 50, u rastućem redosledu od zapada prema istoku.

Glavni unutrašnji vodni putevi, koji se u najvećem delu pružaju u pravcu zapad – istok, a koji presecaju tri ili više unutrašnjih vodnih puteva, navedenih u stavu 3, numerišu se brojevima 60, 70, 80 i 90, u rastućem redosledu od severa prema jugu.

Ostali glavni unutrašnji vodni putevi numerisani su dvocifrenim brojevima, koji se nalaze između brojeva dva glavna unutrašnja vodna puta, gore navedena u st. 3. i 4, između kojih se oni prostiru.

U slučaju pritoka (ili pritoka pritoka) prve dve (ili četiri) cifre ukazuju na odgovarajući važniji element mreže unutrašnjih vodnih puteva, a druge dve predstavljaju redne brojeve konkretnih pritoka, koji se utvrđuju u smeru od početka do kraja višeg elementa mreže, kako je opisano u tabeli u nastavku. Parni brojevi koriste se za obeležavanje desnih pritoka, a neparni – levih.

Spisak unutrašnjih vodnih puteva od međunarodnog značaja

OZNAKA VODNOG PUTA KATEGORIJE E		PRIKAZ TRASE VODNOG PUTA <u>*/</u>
Glavni vodni put	Ogranak	
1	2	3
E 01		Denkerk – Due – Valansijen – Konde – Pomrel – Mons – Šarlroa – Namur – Lijež – Matriht, Murdejk do Roterdama/ Europort preko reka Maas, Kil, Nord i Noe Maas
	E 01 – 02	Mez od Namura do Žive
	E 01 – 04	Kanal Lijež – Vize
	E 01 – 04 – 01	Kanal Monsan
	E 01 – 01	Kvadmehelen – Desel – Boholt – Nedervert – Vesem – Kanal Mez
	E 01 – 06	Kanal van Sent – Andre
	E 01 – 03	Zid – Vilemsvart, od Maasa do Hertogenboša
E 02		Zebriž – Briž – Dejnze – Kortrejk – Lil – Bove
	E 02 – 02	Kanal Briž – Ostende
	E 02 – 02 – 01	Kanal Plasendal – Njuport
	E 02 – 04	Kanal Lej – Ruselar
E 03		Gorinhem – Murdejk – Ternezen – Gent, preko Neve Merveđe, veznog kanala Šelda – Rajna, kanala Ternezen- Gent i obilaznog kanala Gent
E 04		Flisingen – Antwerpen – Rupelmond – Brisel – Senef preko Vester Šelde, Bove – Zešelđe, Rupela, kanala Brisel – Rupel i kanali Šarlroa – Brisel
E 05		[Kompjenj – Esko] – Valansijen – Konde – Turne – Gent – Dendermond – Antwerpen – Haselt – Genk – Lijež preko Oaze, veznog kanala Sena – Nord, Ot Eskoa, Bovnešelđe, obilaznog kanala Gent, Boven – Zešelđe i Albert kanala
	E 05 - 02	Peron – Pomrel preko kanala Nimi – Blaton – Peron
	E 05 - 01	Kanal Bosvit – Kortrejk
	E 05 - 04	Reka Dender do Alsta
	E 05 - 06	Virsel – Dufel – ušće reke Rupel preko Netekanala, Beneden – Nete i Rupela

OZNAKA VODNOG PUTA KATEGORIJE E		PRIKAZ TRASE VODNOG PUTA */
Glavni vodni put	Ogranak	
1	2	3
E 06		Antwerpen – Šelda – Rajna
E 07		Obilazni kanal Gent – Merendre – Eklo preko kanala Gent – Ostende - [Maldegem - Zebriž]
E 10		Rotterdam/Europort – Lobit preko Aude Maasa, Mervedea i Vala, Rajne [Nifer – Miluz – Bezanson – Sen Simforen] - Lion – Marselj – Fos
	E 10 – 01	Kanal Vezel – Dateln, kanal Dateln – Ham
	E 10 – 03	Kanal Rajna – Herne
	E 10 – 05	Rur
	E 10 – 07	Reka Nekar nizvodno od Plohingena
	E 10 - 09	Reka Rajna od Nifera do Rajnfeldena
	E 10 - 02	[Sona - Mozel]
	E 10 - 04	Vezni kanal Rona – Set
	E 10 - 06	Rona i kanal Sen Lui: Barkaren – Fos
E 11		Veza Ejmajden - Til preko Nordze kanala i kanala Amsterdam – Rajna
	E 11 - 01	Zan
E 12		Hemen – Nijmegen – Arnhem – Cvole – Vadenze preko kanala Maas – Vaal, Vaal, Nederrajn, Ajsel i Ajselmer
	E 12 - 02	Cvole – Mepel preko Cvarte Vatera i Mepeldipa
	<u>E 12 - 04</u>	Ketelmer –Cvartslus preko Ramsdipa
E 13		Severno more – Emden – Dortmund preko Emsa i kanala Dortmund – Ems
E 14		Reka Vezer od Severnog mora preko Bremershafena i Bremena do Mindena
E 15		Amsterdam – Lemer – Groningen – Delfzejl – Emden – Dorpen – Oldenburg – Elslet preko Ajzelmera, kanala Princes Margarit, kanala Van Starckenborg, Eems-kanala, Emsa, kanala Dortmund – Ems, Kisten kanala i Hunte
	E 15 - 01	Kanal Van Harinksma od Fonejahta do Harlingena

OZNAKA VODNOG PUTA KATEGORIJE E		PRIKAZ TRASE VODNOG PUTA * /
Glavni vodni put	Ogranak	
1	2	3
E 20		Reka Elba (Laba) od Severnog mora do Hamburga, Magdeburga, Usti-nad-Labom, Mjelnika i Pardubice - [vezni kanal Laba – Dunav]
	E 20 - 02	Laba – Obilazni kanal
	E 20 - 04	Reka Zala do Bad Durenbereg
	E 20 - 06	Reka Vltava: Mjelnik- Prag – Slapi
E 21		Reka Trave od Baltičkog mora, kanalom Laba – Libek do Labe
E 30		Svinoujšće – Šćećin – reka Odra od Šćećina preko Vroclava do Kozle [vezni kanal Odra – Dunav]
	E 30 - 01	Kanal Glivice
E 31		Šćećin – Vestoder- Hohensaten – vodni put Fridrihstaler
E 40		[Reka Visla od Gdanjska do Varšave – Brest] - Pinsk – reka Dnjepar kroz Kijev do Hersona
	E 40 - 02	Reka Južni Bug do Nikolajeva
E 41		Klajpeda – Kurski zaliv – reka Njemen – Kaunas
E 50		Sankt-Peterburg, vodnim putem Volga-Baltik do Vitegre – Ribinska – reka Volga od Ribinska kroz Nižnji Novgorod, Kazanj i Volgograd do Astrahana
	E 50 - 02	Ribinsk – Moskva
	E 50 – 02 - 02	Reka Volga od Dubne do Tvera
	E 50 - 01	Reka Kama od njenog ušća do Solikamska

OZNAKA VODNOG PUTA KATEGORIJE E		PRIKAZ TRASE VODNOG PUTA * /
Glavni vodni put	Ogranak	
1	2	3
E 60		Morska priobalna ruta od Gibraltara na severu, duž obale Portugalije, Španije, Francuske, Belgije, Holandije i Nemačke, kroz Kilski kanal, duž obale Nemačke, Poljske, Litvanije, Estonije i Rusije do Sankt Peterburga – vodnog puta Volga-Baltik, Belomorsko-Baltički kanal, duž obala Belog mora do Arhangelska, kao i unutrašnji vodni putevi koji su dostupni samo sa ove trase
	E 60 - 02	Reka Gvadalkivir do Sevilje
	E 60 - 04	Reka Doru do portugalsko-španske državne granice
	E 60 - 06	Žironda i Garona do Kaste - an - Dort
	E 60 - 08	Reka Loara do Nanta
	E 60 - 01	Morska priobalna ruta duž zapadne obale Ujedinjenog Kraljevstva do Liverpula, uključujući kanal Mančester – Liverpul
	E 60 - 03	Morska priobalna ruta duž istočne obale Ujedinjenog Kraljevstva, uključujući reku Hamber
	E 60 - 10	Od morske priobalne rute do Harlingena na Vadenskom zalivu
	E 60 - 12	Od morske priobalne rute do Ems – Dolarda
	E 60 - 05	Morska priobalna ruta duž zapadne obale Danske i Norveške
	E 60 - 07	Morska priobalna ruta duž zapadne obale Švedske, uključujući reku Getu
	E 60 - 09	Morska priobalna ruta duž istočne obale Švedske, uključujući jezero Melar
	E 60 - 14	Štralzund – Peneminde – Volgast – Šćećin
	E 60 - 11	Morska priobalna ruta do Finske, Sajmaa kanala do Savonlina – Ijsalmi
	E 60 - 11 - 02	Od E 60 - 11 do Joensu – Nurmesa
E 61		Reka Pene nizvodno od Anklama

OZNAKA VODNOG PUTA KATEGORIJE E		PRIKAZ TRASE VODNOG PUTA * /
Glavni vodni put	Ogranak	
1	2	3
E 70		Od Europorta/Rotterdam do Arnhema preko Leka i Benedenrajna – Zitfen – Enšedea - [Tvente – Miteland kanala] - Bergeshevede – Minden – Magdeburg – Berlin – Hohensaten –Kostšin – Bidgošč – Elblag – Vislanski zaliv – Kalinjingrad – reke Pregola i Dejma – Kurski zaliv – Klajpeda
	E 70 - 01	Holandski Ajzel od Krimplena do Gaude
	E 70 - 03	Kanal Zej do Almela
	E 70 - 02	Ogranak Miteland kanala do Osnabrika
	E 70 - 04	Ogranak Miteland kanala do Hanover – Lindena
	E 70 - 06	Ogranak Miteland kanala do Hildeshajma
	E 70 - 08	Ogranak Miteland kanala do Salcgitera
	E 70 - 05	Kanal Hafel
	E 70 – 10	Špreja
	E 70 - 12	Plovni kanal Berlin – Špandau
E 71		Teltovkanal, vezni kanal Britcer i vodni put Odra – Špreja
	E 71 - 02	Hafel kod Potsdama
	E 71 - 04	Teltovkanal – istočna deonica
	E 71 - 06	Vodni put Dame, nizvodno od Kenigs Vusterhauzena

OZNAKA VODNOG PUTA KATEGORIJE E		PRIKAZ TRASE VODNOG PUTA * /
Glavni vodni put	Ogranak	
1	2	3
E 80		Avr – Konflan preko kanala Avr- Tankarvil, Sene i Oaze - [Kompjenj – Tul], preko reke Mozela do Koblenca, rekom Rajnom do Majnca, rekom Majnom do Bamberga, kanalom Majna – Dunav, rekom Dunav od Kelhajma do Suline
	E 80 - 02	Reka Sena od Tankarvila do ušća
	E 80 - 04	Reka Sena od Konflana do Nožana
	E 80 - 06	Reka Sar do Sarbrikena
	E 80 - 08	Reka Drava do Osijeka
	E 80 - 10	[Kanal Dunav – Sava od Vukovara do Šamca]
	E 80 - 01	Reka Tisa do Segedina
	E 80 - 01 - 02	Reka Begej do Temišvara
	E 80 - 12	Reka Sava do Siska
	E 80 - 03	Reka Olt do Slatine
	E 80 - 05	Kanal Dunav – Bukurešt
	E 80 - 14	Kanal Dunav – Crno more
	E 80 - 14 - 01	Kanal Poarta Albe – Navodari
	E 80 - 07	Reka Prut do Ungena
	E 80 - 09	Dunav – Kilijski rukavac
E 80 - 16	Dunav – rukavac Sveti Đorđe	
E 81		Reka Vah od njenog ušća do Žiline i [vezni kanal Vah – Odra]

OZNAKA VODNOG PUTA KATEGORIJE E		PRIKAZ TRASE VODNOG PUTA * /
Glavni vodni put	Ogranak	
1	2	3
E 90		Morska priobalna ruta od Gibraltara ka jugu duž obala Španije, Francuske, Italije, Grčke, Turske, Bugarske, Rumunije i Ukrajine, duž južne obale Krima do Azova, rekam Don do Rostova – Kalača – Volgograda – Astrahana, kao i unutrašnji vodni putevi koji su dostupni samo sa ove rute
	E 90 - 01	Priobalna ruta u Jadranskom moru do Trsta
	E 90 - 02	Priobalna ruta u Crnom moru
	E 90 - 03	Reka Dnjestar od grada Belgorod Dnjestrovski do Bendera
	E 90 - 05	Priobalna ruta u Kaspijskom moru
E 91		[Kanal Milano - Po], reka Po od Kremone do Volta Grimane, kanal Po – Brondolo i lateralni kanal Veneta do Monfalkonea – Trsta
	E 91 - 02	Po od Konka di Kremone do Kazale Monferato
	E 91 - 04	Vodni put Ferara od Ferare do Porto Garibaldia
	E 91 - 06	Po Grande od Volta Grimane do njenog ušća
	E 91 - 01	Mantova – Volta Grimana vodnim putem Fisero – Tartaro – Kanal Bjanko
	E 91 - 08	Po di Levante od kanala Po – Brondolo do Jadranskog mora
	E 91 - 03	[Kanal Padova – Venecija]

* / Deonice vodnih puteva kategorije E, koje trenutno ne postoje, a uključene su u odgovarajuće programe razvoja infrastrukture, date su u uglasnim zagradama [...].

Prilog II

**LUKE NA UNUTRAŠNJIM VODNIM PUTEVIMA OD
MEĐUNARODNOG ZNAČAJA**

Numeracija luka na unutrašnjim vodnim putevima od međunarodnog značaja

Sve luke od međunarodnog značaja (E luke) treba da imaju oznaku vodnog puta kome pripadaju, iza koga slede crtica i dve cifre koje odgovaraju rednom broju luke na konkretnom vodnom putu. Luke se numerišu u pravcu zapad – istok i sever – jug, a ispred svega se nalazi latinično slovo "P". Privatne luke koje pripadaju konkretnim privrednim društvima označene su zvezdicom (*).

Spisak luka unutrašnje plovidbe od međunarodnog značaja

R 01 – 01	Denkerk (kanal Denkerk – Valansijen, 20,5 km)
R 01 – 02	Šarloa (Sambra, 38,8 km)
R 01 – 03	Namur (Mez, 46,3 km)
R 01 – 04	Lijež (Mez, 113,7 km)
R 01 – 05	Mastriht (Maas, 4,5 km)
R 01 – 06	Štejn (Maas, 21,9 km)
R 01 – 07	Born (Maas, 29,7 km)
R 01 – 08	Masbraht (Maas, 41,8 km)
R 01 – 09	Rurmond (Maas, 74,3 km)
R 01 – 10	Os (Maas, 159,1 km)
R 01 – 11	Dordrecht (Merveve, 974,4 km)
R 01 – 12	Zvejndrecht (Ode Maas, 980,6 km)
R 01 – 13	Vlardingena (Neve Vatterveg, 1010,5 km)
R 01 – 14	Maasšljuz (Neve Vatterveg, 1018,7 km)
R 01 – 01 – 01	Overpelt (kanal Boholt – Herentals, 14,8 km)
R 01 – 03 – 01	Hertogenbos (Zid – Vilemsvart, 4,0 km)
R 02 – 01	Zebriž (Severno more)
R 02 – 02	Alter (kanal Ostende – Briž – Gent, 22,5 km)
R 02 – 03	Lil (Del, 42,0 km)
R 02 – 02 – 01	Ostende (Severno more)
R 02 – 04 – 01	Ruselar (kanal Lej – Ruselar, 0,5 km)
R 02 – 04 – 02	Izehem (kanal Lej – Ruselar, 6,4 km)
R 03 – 01	Murdejck (Holands – Dijep)
R 03 – 02	Ternezen (kanal Ternezen – Gent, 32,5 km)
R 03 – 03	Zelzat (kanal Ternezen – Gent, 19,6 km)
R 03 – 04	Gent (kanal Ternezen – Gent, 4,6 km)
R 04 – 01	Flisingen (Zapadna Šelda)
R 04 – 02	Beveren (Beneden Zešelda, 22,9 km)
R 04 – 03	Reisbruk (kanal Šarlerua – Brisel, 58,8 km)
R 04 – 04	Grimbergen (kanal Brisel – Rupel, 12,2 km)
R 04 – 05	Brisel (kanal Brisel – Rupel, 62,0 km)
R 05 – 01	Avelhem (Bovešelda, 35,7 km)
R 05 – 02	Mel (Bove – Zešelda, 9,9 km)

R 05 – 03	Merhaut (Albertov kanal, 80,7 km)
R 05 – 04	Ham (Albertov kanal, 73,7 km)
R 05 – 05	Haselt (Albertov kanal, 51,5 km)
R 05 – 06	Genk (Albertov kanal, 42,9 km)
R 05 – 04 – 01	Alst (Dender, 53,7 km)
R 06 – 01	Antwerpen (Šelda, 102,9 km)
R 06 – 02	Bergen–op–Zum (veza Šelda – Rajna, 1031,8 km)
R 10 – 01	Rotterdam (Neve Maas, 1002,5 km)
R 10 – 02	Albaserdam (Nord, 981,1 km)
R 10 – 03	Til (Val, 914,6 km)
R 10 – 04	Emerih (Rajna, 852,0 km)
R 10 – 05	Vezel (Rajna, 814,0 km)
R 10 – 06	Rajnberg – Osenberg * (Rajna, 806,0 km)
R 10 – 07	Orsoj (Rajna, 794,0 km)
R 10 – 08	Valsum – Nordhafen * (Rajna, 793,0 km)
R 10 – 09	Valsum – Sid * (Rajna, 791,0 km)
R 10 – 10	Švelgern * (Rajna, 790,0 km)
R 10 – 11	Homberg, Zahtleben * (Rajna, 774,0 km)
R 10 – 12	Duizburg – Rurort Hafen (Rajna, 774,0 km)
R 10 – 13	Krefeld (Rajna, 762,0 km)
R 10 – 14	Dizeldorf (Rajna, 743,0 km)
R 10 – 15	Nojs (Rajna, 740,0 km)
R 10 – 16	Šturcelberg * (Rajna, 726,0 km)
R 10 – 17	Leverkuzen * (Rajna, 699,0 km)
R 10 – 18	Keln (Rajna, 688,0 km)
R 10 – 19	Veseling – Godorf * (Rajna, 672,0 km)
R 10 – 20	Bon (Rajna, 658,0 km)
R 10 – 21	Andernah (Rajna, 612,0 km)
R 10 – 22	Nojvid (Rajna, 606,0 km)
R 10 – 23	Bendorf (Rajna, 599,0 km)
R 10 – 24	Koblenc (Rajna, 596,0 km)
R 10 – 25	Bingen (Rajna, 527,0 km)
R 10 – 26	Visbaden (Rajna, 500,0 km)
R 10 – 27	Gernshajm (Rajna, 462,0 km)
R 10 – 28	Vorms (Rajna, 444,0 km)
R 10 – 29	Manhajm (Rajna, 424,0 km)
R 10 – 30	Ludvigshafen (Rajna, 420,0 km)
R 10 – 31	Špajer (Rajna, 400,0 km)
R 10 – 32	Germershajm (Rajna, 385,0 km)
R 10 – 33	Vert (Rajna, 366,0 km)
R 10 – 34	Karlsruhe (Rajna, 360,0 km)
R 10 – 35	Kel (Rajna, 297,0 km)

R 10 – 36	Strazbur (Rajna, 296,0 km)
R 10 – 37	Brejzah (Rajna, 226,0 km)
R 10 – 38	Kolmar – Nef Brizah (Rajna, 225,8 km)
R 10 – 39	Miluz – Otmarshajm (Veliki alzaški kanal, 21,0 km)
R 10 – 40	Fort Luj Štatmaten (Veliki alzaški kanal, 322,0 km)
R 10 – 41	Il Napoleon (kanal Rona- Rajna, 37,6 km)
R 10 – 42	Milhaus (kanal Rona- Rajna, 31,0 km)
R 10 – 43	Aproport (Šalon, Makon, Vilfranš – sir – Son) (Sona, 230,0 km, odnosno 296,0 km i 335,0 km)
R 10 – 44	Lion (Sona, 375,0 km)
R 10 – 45	Marselj – Fos (kanal Marselj – Rona, 0,0 km)
R 10 – 01 – 01	Rajna – Lipe – Hafen * (kanal Vezel – Dateln, 1,0 km)
R 10 – 01 – 02	Marl Hils – AG * (kanal Vezel – Dateln, 38,0 km)
R 10 – 01 – 03	Avgust Viktorija * (kanal Vezel – Dateln, 39,0 km)
R 10 – 01 – 04	Linen (kanal Dateln – Ham, 11,0 km)
R 10 – 01 – 05	Berkamen * (kanal Dateln – Ham, 22,0 km)
R 10 – 01 – 06	Ham (kanal Dateln – Ham, 34,0 km)
R 10 – 01 – 07	Šmehauzen * (kanal Dateln – Ham, 47,0 km)
R 10 – 03 – 01	Esen (kanal Rajna – Herne, 16,0 km)
R 10 – 03 – 02	Keln – Nojsen * (kanal Rajna – Herne, 17,0 km)
R 10 – 03 – 03	Rur – Oel * (kanal Rajna – Herne, 22,0 km)
R 10 – 03 – 04	Gelzenkirhen (kanal Rajna – Herne, 24,0 km)
R 10 – 03 – 05	Van – Ejkel (kanal Rajna – Herne, 32,0 km)
R 10 – 05 – 01	Milhajm (Rur, 8,0 km)
R 10 – 07 – 01	Hajlbron (Nekar, 110,0 km)
R 10 – 07 – 02	Štuttgart (Nekar, 186,0 km)
R 10 – 07 – 03	Plohingen (Nekar, 200,0 km)
R 10 – 09 – 01	Huning (Rajna, 168,4 km)
R 10 – 09 – 02	Švajcarske luke na Rajni (Rajna, 159,38 – 169,95 km)
R 10 – 04 – 01	Set (kanal Rona – Set, 96,0 km)
R 10 – 06 – 01	Fos (zaliv Fos, morska deonica)
R 11 – 01	Ajmond (Severni kanal, 4,7 km)
R 11 – 02	Zanšlad (Zan, 1,4 km)
R 11 – 03	Amsterdam (Nordzeekanal, 20,6 km)
R 11 – 04	Utreht (Amsterdam – Rajnkanal, 35,0 km)
R 11 – 01 – 01	Zandam (Zan, 2,0 km)
R 12 – 01	Nijmegen (Val, 884,6 km)
R 12 – 02	Arnhem (Nederrajn, 885,8 km)
R 12 – 03	Zvole (Ajzel, 980,7 km)
R 12 – 02 – 01	Mepel (Mepelerdip, 10,5 km)
R 13 – 01	Emsland * (kanal Dortmund – Ems, 151,0 km)
R 13 – 02	Minster (kanal Dortmund – Ems, 68,0 km)
R 13 – 03	Dortmund (kanal Dortmund – Ems, 1,0 km)

R 14 – 01	Bremerhafen (Vezer, 66,0 – 68,0 km)
R 14 – 02	Nordenham (Vezer, 54,0 – 64,0 km)
R 14 – 03	Brak (Vezer, 41,0 km)
R 14 – 04	Bremen (Vezer, 4,0 – 8,0 km)
R 15 – 01	Lelištad (Ajzelmer)
R 15 – 02	Lemer (kanal Princeze Margarit, 90,5 km)
R 15 – 03	Groningen (Štarkenborg kanal, 7,0 km)
R 15 – 04	Emden (Ems, 41,0 km)
R 15 – 05	Ler (Ems, 14,0 km)
R 15 – 06	Oldenburg * (Hunte, 0,0 – 5,0 km)
R 15 – 01 – 01	Lejvarden (Harinksma kanal, 23,7 km)
R 20 – 01	Kukshafen (Elba, 724,0 km) <u>1/</u>
R 20 – 02	Brunsbittel (Elbehafen, 693,0 km) <u>1/</u>
R 20 – 03	Bitcflet * (Elba, 668,0 km) <u>1/</u>
R 20 – 04	Hamburg (Elba, 618,0 – 639,0 km) <u>1/</u>
R 20 – 05	Lauenburg (Elba, 568,0 km) <u>1/</u>
R 20 – 06	Tangermunde (Elba, 388,0 km) <u>1/</u>
R 20 – 07	Kisverk Rogetc * (Elba, 354,0 km) <u>1/</u>
R 20 – 08	Magdebirger Hefen (Elba, 330,0 i 333,0 km) <u>1/</u>
R 20 – 09	Šenebek (Elba, 315,0 km) <u>1/</u>
R 20 – 10	Aken (Elba, 277,0 km) <u>1/</u>
R 20 – 11	Torgau (Elba, 154,0 km) <u>1/</u>
R 20 – 12	Kisverk Milberg * (Laba, 125,0 km) <u>1/</u>
R 20 – 13	Riza (Elba, 109,0 km) <u>1/</u>
R 20 – 14	Drezden (Elba, 57 i 61 km) <u>1/</u>
R 20 – 15	Dječín (Elba, 98,2 i 94,2 km) <u>1/</u>
R 20 – 16	Usti nad Labom (Elba, 75,3 i 72,5 km) <u>1/</u>
R 20 – 17	Mjelnik (Elba, 3,0 km) <u>1/</u>
R 20 – 04 – 01	Hale – Trota (Zala, 86,0 km) <u>1/</u>
R 20 – 06 – 01	Prag (Vltava, 46,5 i 55,5 km) <u>1/</u>
R 21 – 01	Libek (Trave, 2,0 – 8,0 km)
R 30 – 01	Svinoujšće (Baltičko more – ušće reke Odre)
R 30 – 02	Šćećín (Odra, 741,0 km)
R 30 – 03	Koššin (Odra, 617,0 km)
R 30 – 04	Vroclav (Odra, 255,0 km)
R 30 – 05	Kozle (Odra, 96,0 km)
R 30 – 01 – 01	Glivice (Glivicki kanal, 41,0 km)

1/ Rastojanja do luka na reci Elbi računaju se: u Nemačkoj – od češko – nemačke državne granice; u Republici Češkoj – od ušća reke Elbe u Vltavu kod Mjelnika.

R 40 – 01	Gdanjsk (Baltičko more – ušće reke Visle)
R 40 – 02	Bidgošč (Visla, 772,3 km i reka Brda, 2,0 km)
R 40 – 03	Varšava (Visla, 520,0 km i kanal Zeran, 2.0 km)
R 40 – 04	Černihiv (Dnjepar, 1070,0 km)
R 40 – 05	Kijev (Dnjepar, 856,0 km)
R 40 – 06	Čerkasi (Dnjepar, 653,0 km)
R 40 – 07	Kremenčug (Dnjepar, 541,0 km)
R 40 – 08	Dnjeproderžinsk (Dnjepar, 429,0 km)
R 40 – 09	Dnjepropetrovsk (Dnjepar, 393,0 km)
R 40 – 10	Zaporožje (Dnjepar, 308,0 km)
R 40 – 11	Nova Kahovka (Dnjepar, 96,0 km)
R 40 – 12	Herson (Dnjepar, 28,0 km)
R 40 – 01 – 01	Černigov (Desna, 194,5 km)
R 41 – 01	Rečna luka Klajpeda (Kurski zaliv)
R 41 – 02	Neringa (Kurski zaliv)
R 41 – 03	Jurbarkas (Njemen, 126,0 km)
R 41 – 04	Kaunas (Njemen, 219,0 km)
R 50 – 01	Sankt Peterburg, morska luka (r. Neva, 1397,0 km) <u>2/</u>
R 50 – 02	Sankt Peterburg, rečna luka (r. Neva, 1385,0 km) <u>2/</u>
R 50 – 03	Podporožje (Volgo–Baltički vodni put, 1045,0 km) <u>2/</u>
R 50 – 04	Čerepovec (Volgo–Baltički vodni put, 540,0 km) <u>2/</u>
R 50 – 05	Jaroslavl (Volga, 520,0 km) <u>2/</u>
R 50 – 06	Nižnji Novgorod (Volga, 907,0 km) <u>2/</u>
R 50 – 07	Kazan (Volga, 1313,0 km) <u>2/</u>
R 50 – 08	Uljanovsk (Volga, 1541,0 km) <u>2/</u>
R 50 – 09	Samara (Volga, 1746,0 km) <u>2/</u>
R 50 – 10	Saratov (Volga, 2175,0 km) <u>2/</u>
R 50 – 11	Volgograd (Volga, 2560,0 km) <u>2/</u>
R 50 – 12	Astrahan (Volga, 3051,0 km) <u>2/</u>
R 50 – 02 – 01	Moskva, Severna luka (kanal Moskva, 42,0 km) <u>2/</u>
R 50 – 02 – 02	Moskva, Zapadna luka (kanal Moskva, 32,0 km) <u>2/</u>
R 50 – 02 – 03	Moskva, Južna luka (kanal Moskva, 0,0 km) <u>2/</u>
R 50 – 02 – 02- 01	Tver (Volga, 279,0 km) <u>2/</u>
R 50 – 01 – 01	Perm (Kama, 2269,0 km) <u>2/</u>

2/ Rastojanje od južne moskovske luke

R 60 – 01	Ševeningen (Severno more)
R 60 – 02	Den Helder (Severno more)
R 60 – 03	Brunsbittel (Kilski kanal, 2,0 – 5,0 km)
R 60 – 04	Rendzburg (Kilski kanal, 62,0 km)
R 60 – 05	Kil (Kilski kanal, 96,0 km)
R 60 – 06	Flenzburg
R 60 – 07	Vismar
R 60 – 08	Rostok
R 60 – 09	Štralzund
R 60 – 10	Grajfsvald
R 60 – 11	Šventoji (Baltičko more)
R 60 – 12	Viborg (Viborški zaliv)
R 60 – 13	Petrozavodsk (Onješko jezero, 1009,0 km) <u>2</u> /
R 60 – 14	Arhangelska morska luka (ušće Severne Dvine)
R 60 – 15	Rečna luka Arhangelsko (ušće Severne Dvine)
R 60 – 02 – 01	Sevilja (Gvadalkivir, 80,0 km)
R 60 – 04 – 01	Duro (Duro, 5,0 km)
R 60 – 04 – 02	Sardoru (Duro, 49,0 km)
R 60 – 04 – 03	Regua – Lamego (Duro, 101,0 km)
R 60 – 06 – 01	Bordo (Žironda i Garona, 359,0 km)
R 60 – 08 – 01	Nant (Loara, 645,0 km)
R 60 – 10 – 01	Harlingen (Vadenski zaliv)
R 60 – 12 – 01	Delfzejl (Vadenski zaliv)
R 60 – 11 – 01	Mustola (39,0 km od ušća Sajmanskog kanala)
R 60 – 11 – 02	Kaukas * (52,0 km od ušća Sajmanskog kanala)
R 60 – 11 – 03	Rapasari * (52,0 km od ušća Sajmanskog kanala)
R 60 – 11 – 04	Jutseno * (67,0 km od ušća Sajmanskog kanala)
R 60 – 11 – 05	Vuoksi * (85,0 km od ušća Sajmanskog kanala)
R 60 – 11 – 06	Varkaus (luka Tajpale, 270,0 km od ušća Sajmanskog kanala)
R 60 – 11 – 07	Varkaus (luka Kosulaniemi *, 270,0 km od ušća Sajmanskog kanala)
R 60 – 11 – 08	Varkaus (luka Akoniemi, 270,0 km od ušća Sajmanskog kanala)
R 60 – 11 – 09	Kuopio (352,0 km od ušća Sajmanskog kanala)
R 60 – 11 – 02 – 01	Puhos * (311,0 km od ušća Sajmanskog kanala)
R 60 – 11 – 02 – 02	Jonsu (346,0 km od ušća Sajmanskog kanala)
R 61 – 01	Anklam (Pene, 95,0 km)

R 70 – 01	Vageningen (Nederrajn, 903,2 km)
R 70 – 02	Enshede (Tvente kanal, 49,8 km)
R 70 – 03	Ibenbiren (Mitelland kanal, 5,0 km)
R 70 – 04	Minden (Mitelland kanal, 100,0 – 104,0 km)
R 70 – 05	Hanover (Mitelland kanal, 155,0 - 159,0 km)
R 70 – 06	Merum * (Mitelland kanal, 194,0 km)
R 70 – 07	Braunšvajg (Mitelland kanal, 220,0 km)
R 70 – 08	Braunšvajg/Tun * (Mitelland kanal, 223,0 km)
R 70 – 09	Haldensleben (Mitelland kanal, 301,0 km)
R 70 – 10	Nigrip * (Kanal Laba – Hafel, 330,0 km)
R 70 – 11	Brandenburg * (vodni put Unter Hafel, 60,0 km)
R 70 – 12	Brandenburg (vodni put Unter Hafel, 57,0 km)
R 70 – 13	Deponi Ditec * (vodni put Unter Hafel, 40,0 km)
R 70 – 14	Špandau, Južna luka (vodni put Unter Hafel, 2,0 km)
R 70 – 15	Elblag (Vislanski zaliv)
R 70 – 16	Kalinjingradska morska luka (Pregola, 8,0 km)
R 70 – 17	Kalinjingradsko rečna luka (Pregola, 9,0 km)
R 70 – 01 – 01	Gauda (Holanski Ajzel, 1,4 km)
R 70 – 03 – 01	Hengelo (Tventekanal, 45,1 km)
R 70 – 03 – 02	Almelo (Zejkanal, 17,6 km)
R 70 – 02 – 01	Osnabrik (Štihkanal, 13,0 km)
R 70 – 04 – 01	Hanover – Linden (Štihkanal, 11,0 km)
R 70 – 06 – 01	Hildezahjm (Štihkanal, 15,0 km)
R 70 – 08 – 01	Salcgiter (Štihkanal, 15,0 km)
R 70 – 10 – 01	Kargo kompleks * (rukavac Špreje, 0,0 km)
R 70 – 10 – 02	Nonendam (Špreja, 2,0 km)
R 70 – 10 – 03	Elektrana Rojter * (Špreja, 3,0 km)
R 70 – 10 – 04	Elektrana Šarlottenburg * (Špreja, 8,0 km)
R 70 – 10 – 05	Vesthafen Berlin (Vesthafen kanal, 3,0 km)
R 70 – 10 – 06	Osthafen Berlin (Špreja, 21,0 km)
R 70 – 10 – 07	Toplana Klingenberg (Špreja, 25,0 km)
R 70 – 12 – 01	Elektrana Moabit * (Berlin – Špandau Šifartskanal, 9,0 km)
R 71 – 01	Kargo terminal na Teltovom kanalu * (Teltov kanal, 31,0 – 34,0 km)
R 71 – 02	Kargo terminal Oberšenevejde (vodni put Odra – Špreja, 28,0 – 29,0 km)
R 71 – 03	Ejzenhidenštad EKO * (vodni put Odra – Špreja, 122,0 km)
R 71 – 04	Ejzenhidenštad (vodni put Odra – Špreja, 124,0 km)
R 71 – 02 – 01	Potsdam (Potsdam Hafel, 3,0 km)
R 71 – 06 – 01	Niderlem * (vodni put Dama, 8,0 km)
R 71 – 06 – 02	Kenigs Vusterhauzen (vodni put Dama, 8,0 km)

R 80 – 01	Avr (kanal Avr – Tankarvil, 20,0 km)
R 80 – 02	Ruan (Sena, 242,0 km)
R 80 – 03	Konflan (Sena, 239,0 km)
R 80 – 04	Fruar (Mozel, 346,5 km)
R 80 – 05	Mec (Mozel, 297,0 – 294,0 km)
R 80 – 06	Mondlanž – Rišmon (Mozel, 279,5- 277,9 km)
R 80 – 07	Tionvil – Ilanž (Mozel, 271,9 – 270,1 km)
R 80 – 08	Mertert (Mozel, 208,0 km)
R 80 – 09	Trir (Mozel, 184,0 km)
R 80 – 10	Bingen (Rajna, 527,0 km)
R 80 – 11	Vizbaden (Rajna, 500,0 km)
R 80 – 12	Majnc (Rajna, 500,0 km)
R 80 – 13	Flershajm * (Majna, 9,0 km)
R 80 – 14	Raunhajm * (Majna, 14,0 km)
R 80 – 15	Hatershajm * (Majna, 17,0 km)
R 80 – 16	Kelsterbah * (Majna, 19,0 km)
R 80 – 17	Frankfurt * (Majna, 22,0 – 29,0 km)
R 80 – 18	Frankfurt (Majna, 31,0 – 37,0 km)
R 80 – 19	Ofenbah (Majna, 40,0 km)
R 80 – 20	Hanau (Majna, 56,0 – 60,0 km)
R 80 – 21	Groskrotcenburg * (Majna, 62,0 km)
R 80 – 22	Štokšlad (Majna, 82,0 km)
R 80 – 23	Ašafenburg (Majna, 83,0 km)
R 80 – 24	Trifenštajn * (Majna, 173,0 km)
R 80 – 25	Karlšlad * (Majna, 227,0 km)
R 80 – 26	Virzburg (Majna, 246,0 – 251,0 km)
R 80 – 27	Švajnfurt (Majna, 330,0 km)
R 80 – 28	Bamberg (kanal Majna – Dunav, 3,0 km)
R 80 – 29	Erlangen (kanal Majna – Dunav, 46,0 km)
R 80 – 30	Nirnberg (kanal Majna – Dunav, 72,0 km)
R 80 – 31	Regenzburg (Dunav, 2370,0 – 2378,0 km)
R 80 – 32	Degendorf (Dunav, 2281,0 – 2284,0 km)
R 80 – 33	Linc (Dunav, 2128,2 – 2130,6 km)
R 80 – 34	Linc – Fest * (Dunav, 2127,2 km)
R 80 – 35	Ens – Ensdorf (Dunav, 2111,8 km)
R 80 – 36	Krems (Dunav, 2001,5 km)
R 80 – 37	Beč (Dunav, 1916,8 – 1920,2 km)
R 80 – 38	Bratislava (Dunav, 1867,0 km)
R 80 – 39	Đer – Genju (Dunav, 1807,0 km)
R 80 – 40	Komarno (Dunav, 1767,1 km)

R 80 – 41	Šturovo (Dunav, 1722,0 km)
R 80 – 42	Budimpešta (Dunav, 1640,0 km)
R 80 – 43	Sazonbata (Dunav, 1618,7 km)
R 80 – 44	Dunajvaroš (Dunav, 1579,0 km)
R 80 – 45	Dunafeldvar (Dunav, 1563,0 km)
R 80 – 46	Baja (Dunav, 1480,0 km)
R 80 – 47	Vukovar (Dunav, 1333,1 km)
R 80 – 48	Beograd (Dunav, 1170,0 km)
R 80 – 49	Smederevo (Dunav, 1116,3 km)
R 80 – 50	Oršava (Dunav, 954,0 km)
R 80 – 51	Turn - Severin (Dunav, 931,0 km)
R 80 – 52	Prahovo (Dunav, 861,0 km)
R 80 – 53	Lom (Dunav, 743,0 km)
R 80 – 54	Turn – Magurele (Dunav, 597,0 km)
R 80 – 55	Svištov (Dunav, 554,0 km)
R 80 – 56	Ruse (Dunav, 495,0 km)
R 80 – 57	Đurđu (Dunav, 493,0 km)
R 80 – 58	Oltenica (Dunav, 430,0 km)
R 80 – 59	Kalaraši (Dunav, 370,5 km)
R 80 – 60	Braila (Dunav, 168,5 – 172,0 km)
R 80 – 61	Galac (Dunav, 76,0 Mm – 160,0 Mm)
R 80 – 62	Đurđulešt (Dunav, 133,0 km) <u>3/</u>
R 80 – 63	Reni (Dunav, 128,0 km)
R 80 – 64	Tulča (Dunav, 34,0 Mm– 42,0 Mm)
R 80 – 04 – 01	Pariz, autonomna luka: Ženvilje (Sena, 194,7 km) Bonoj – Vinjo (Sena, 169,7 km) Evre (Sena, 137,8 km) Melen (Sena, 110,0 km) Lime – Poršvilj (Sena, 109,0 km) Montro (Sena, 67,4 km) Nanter (Sena, 39,4 km) Brujer – sir – Oaza (Oaza, 96,9 km) Sent – uan – l’Omon (Oaza, 119,2 km) Lani (Marna, 149,8 km)
R 80 – 06 – 01	Dilingen (Sar, 59,0 km)
R 80 – 08 – 01	Osijek (Drava, 14,0 km)

3/ Planira se izgradnja.

R 80 – 01 – 01	Segedin (Tisa, 170,0 km)
R 80 – 14 – 02	Medžidije (kanal Dunav – Crno more, 27,5 km)
R 80 – 14 – 03	Konstanca (kanal Dunav – Crno more, 64,0 km)
R 80 – 09 – 01	Izmail (Dunav – rukavac Kilija, 93,0 km)
R 80 – 09 – 02	Kilija (Dunav – rukavac Kilija, 47,0 km)
R 80 – 09 – 03	Ust – Dunajsk (Dunav – rukavac Kilija, 1,0 km)
R 90 – 01	Taganrog (Taganroški zaliv)
R 90 – 02	Jejsk (Taganroški zaliv)
R 90 – 03	Azov (Don, 3168,0 km) <u>2/</u>
R 90 – 04	Rostov (Don, 3134,0 km) <u>2/</u>
R 90 – 05	Ust – Donjeck (Don, 2997,0 km) <u>2/</u>
R 90 – 03 – 01	Belgorod – Dnjestrovski (ušće reke Dnjestar)
R 90 – 03 – 02	Benderi (Dnjestar, 228,0 km)
R 91 – 01	Milano Terminale (kanal Milano – Po, 0,0 km) <u>4/</u>
R 91 – 02	Lodi (kanal Milano – Po, 20,0 km od Milano Terminale) <u>4/</u>
R 91 – 03	Picigetone (kanal Milano – Po, 40,0 km od Milano Terminale)
R 91 – 04	Kremona (Po, 55,0 km od Milano Terminale)
R 91 – 05	Emilija Centrale (Po, 145,0 km od Milano Terminale) <u>4/</u>
R 91 – 06	Ferara (Po, 200,0 km od Milano Terminale)
R 91 – 07	Adrija (lateralni kanal Veneta, 265,0 km od luke Milano Terminale)
R 91 – 08	Kjođa (lateralni kanal Veneta, 285,0 km od luke Milano Terminale)
R 91 – 09	Margera (lateralni kanal Veneta, 300,0 km od luke Milano Terminale)
R 91 – 10	Nogaro (lateralni kanal Veneta, 355,0 km od luke Milano Terminale)
R 91 – 11	Monfalkone (obilazni kanal Veneta, 410,0 km od luke Milano Terminale)
R 91 – 12	Trst (Jadransko more)
R 91 – 02 – 01	Pjačenca (Po, 35,0 km od Konka di Kremone)
R 91 – 02 – 02	Pavija (Tičino, 98,0 km od Konka di Kremone)
R 91 – 02 – 03	Kazale Monferato (Po, 183,0 km od Konka di Kremone)
R 91 – 04 – 01	Garibaldi (vodni put Ferara, 80,0 km od Ferare)
R 91 – 06 – 01	Porto Tole (Po Grande, 260,0 km od luke Milano Terminale)
R 91 – 01 – 01	Mantova (vodni put Fisero – Tartaro – Kanal Bjanko, 0,0 km)
R 91 – 01 – 02	Ostilja (vodni put Fisero – Tartaro – Kanal Bjanko, 30,0 km) <u>4/</u>
R 91 – 01 – 03	Lenjago (vodni put Fisero – Tartaro – Kanal Bjanko, 65,0 km) <u>4/</u>
R 91 – 01 – 04	Rovigo (vodni put Fisero – Tartaro – Kanal Bjanko, 140,0 km) <u>4/</u>
R 91 – 01 – 05	Konka di Volta Grimana (vodni put Fisero – Tartaro – Kanal Bjanko, 170,0 km) <u>4/</u>

4/ U stadijumu izgradnje ili planiranja.

Prilog III

TEHNIČKE I EKSPLOATACIONE KARAKTERISTIKE UNUTRAŠNJIH VODNIH PUTEVA MEĐUNARODNOG ZNAČAJA

- a) Tehničke karakteristike vodnih puteva kategorije E

Osnovne tehničke karakteristike vodnih puteva kategorije E treba da budu u saglasnosti sa klasifikacijom evropskih vodnih puteva, datoj u Tabeli 1.

Radi procene različitih vodnih puteva kategorije E koriste se parametri IV – VII kategorije, imajući u vidu sledeće principe:

- (i) kategorija vodnog puta određuje se na osnovu gabarita plovila sa sopstvenim pogonom, potisnica i potiskivanih sastava projektovanih u horizontalnoj ravni, a prvenstveno osnovnim standardizovanim gabaritom (širinom);
- (ii) samo vodni putevi, koji odgovaraju najmanje osnovnim parametrima IV kategorije (minimalne dimenzije plovila 80 m h 9,5 m), mogu se smatrati vodnim putevima kategorije E. Ograničenja gaza (gaz manji od 2,50 m) i minimalne visine plovnog otvora ispod mostova (visina manja od 5,25 m) mogu se prihvatiti, kao izuzetak, samo na postojećim vodnim putevima;
- (iii) prilikom modernizacije vodnih puteva IV kategorije (kao i manjih regionalnih vodnih puteva) preporučuje se zadovoljenje parametara bar Va kategorije;
- (iv) međutim, novi vodni putevi kategorije E moraju odgovarati parametrima najmanje Vb kategorije. S tim u vezi, treba obezbediti prolazak brodova sa gazom od najmanje 2,80 m;
- (v) prilikom modernizacije postojećih i/ili izgradnje novih vodnih puteva trebalo bi imati u vidu plovila i sastave većih dimenzija;
- (vi) radi povećanja efikasnosti kontejnerskog transporta trebalo bi obezbediti maksimalnu moguću visinu plovnog otvora ispod mostova u skladu sa fusnotom 4 Tabele 1;^{5/}
- (vii) unutrašnji vodni putevi na kojima se očekuje značajan obim kontejnerskog i Ro-Ro transporta treba da odgovaraju, kao minimum, parametrima Vb kategorije. Radi zadovoljavanja potreba uslovljenih budućim promenama gabarita kontejnera i neophodnošću neometanog prevoza prikolica specijalizovanim plovilima koja plove na unutrašnjim vodnim putevima kategorije Va i viših kategorija, može se predvideti povećanje od 7–10% širine, koja sada iznosi 11,4 m;

^{5/} Međutim, ukoliko je udeo praznih kontejnera veći od 50%, treba uzeti u obzir obezbeđenje minimalne visine plovnog otvora ispod mostova koja je veća od veličine navedene u fusnoti 4.

- (viii) na vodnim putevima sa promenljivim vodostajima, vrednost preporučenog gaza mora odgovarati gazu koji je obezbeđen ili je veći od toga u proseku 240 dana godišnje (ili 60% navigacionog perioda)^{3/}. Tamo gde je to moguće i ekonomski opravdano, trebalo bi obezbediti preporučenu visinu vodnog otvora ispod mostova (5,25, 7,00 ili 9,10 m) pri najvišem plovidbenom nivou;
- (ix) jedinstvene parametre kategorije, gaza i visine plovnog otvora ispod mostova, trebalo bi obezbediti ili na celoj dužini vodnog puta ili bar na značajnom delu vodnog puta;

- (x) gde god je to moguće, trebalo bi obezbediti da parametri gravitirajućih vodnih puteva budu identični ili slični parametrima koji važe za glavnu mrežu vodnih puteva;
- (xi) najveći gaz (4,50 m) i minimalnu visinu plovnog otvora ispod mostova (9,10 m) trebalo bi obezbediti na svim delovima mreže koji su neposredno povezani sa obalnim morskim putevima;
- (xii) minimalna visina plovnog otvora ispod mostova od 7,00 m mora biti obezbeđena na vodnim putevima koji povezuju važne morske luke sa zaleđem, a koji su pogodni za kontejnerski transport i rečno-morski saobraćaj;
- (xiii) morske priobalne rute, navedene u Prilogu 1, treba da obezbede celovitost mreže evropskih unutrašnjih vodnih puteva kategorije E i namenjeni su, u smislu ovog sporazuma, za plovidbu rečno-morskih plovila, čije dimenzije moraju, kada je to moguće i ekonomski svrsishodno, odgovarati dimenzijama plovnih jedinica na sopstveni pogon koje plove na unutrašnjim vodnim putevima Va i VIb kategorije.

Smatra se da se za obezbeđenje uslova za kontejnerski saobraćaj na unutrašnjim vodnim putevima moraju poštovati sledeći minimalni uslovi:

Plovila unutrašnje plovidbe širine 11,4 m i dužine od oko 110 m treba da omoguće prevoz kontejnera na tri ili više nivoa; u suprotnom, dozvoljena dužina potiskivanih sastava treba da iznosi 185 m i u tom slučaju oni mogu da obavljaju prevoz kontejnera u dva nivoa.

^{3/} Međutim, na uzvodnim deonicama prirodnih rečnih tokova, koje karakteriše česta promena vodostaja (zbog direktne zavisnosti od vremenskih uslova), preporučuje se da navigacioni period traje najmanje 300 dana godišnje.

Табела 1

КЛАСИФИКАЦИЈА ЕВРОПСКИХ УНУТРАШЊИХ ВОДНИХ ПУТЕВА ОД МЕЂУНАРОДНОГ ЗНАЧАЈА */

Тип водног пута	Категорија водног пута	Моторна пловила и потиснице					Потискивани састави					Мин. висина испод мостова ² Н (m)	Графички симболи на картама
		Тип пловила: главне карактеристике					Тип састава: главне карактеристике						
		Назив	Макс. дужина L (m)	Макс. ширина В (m)	Газ ² d (m)	Носивост Т(t)		Дужина L (m)	Ширина В (m)	Газ ⁶ d (m)	Носивост Т(t)		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
ОД МЕЂУНАРОДНОГ ЗНАЧАЈА	IV	Јохан Фелкер	80 - 85	9,5	2,50	1.000 - 1.500		85	9,5 ⁵	2,50 - 2,80	1.250 - 1.450	5,25 ili 7,00 ⁴	
	Va	Велико рајнско пловило	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 ili 7,00 ili 9,10 ⁴	
	Vb							172 - 185 ¹	11,4	2,50 - 4,50	3.200 - 6.000		
	Vla							95 - 110 ¹	22,8	2,50 - 4,50	3.200 - 6.000	7,00 ili 9,10 ⁴	
	Vlb	³	140	15,0	3,90			185 - 195 ¹	22,8	2,50 - 4,50	6.400 - 12.000	7,00 ili 9,10 ⁴	
	Vlc							270 - 280 ¹	22,8	2,50 - 4,50	9.600 - 18.000	9,10 ⁴	
	Vlc							195 - 200 ¹	33,0 - 34,2 ₁	2,50 - 4,50	9.600 - 18.000		
VII							275 - 285 ⁷	33,0 - 34,2 ₁	2,50 - 4,50	14.500 - 27.000	9,10 ⁴		

*/ I - III категорија пловног пута нису поменуте у овој табели, јер су од регионалног значаја

Fusnote uz Tabelu 1

1 / Prva vrednost se koristi kada se ima u vidu postojeće stanje, a druga – imajući u vidu radove u budućnosti i, u pojedinim slučajevima, trenutnu situaciju.

2 / Dopušta bezbedno rastojanje od oko 0,30 m, između najviše tačke konstrukcije plovila ili njegovog tereta i mosta.

3 / Uzima u obzir predviđen budući razvoj Ro-Ro, kontejnerske i rečno-morskog plovidbe.

4 / Za prevoz kontejnera prihvaćene su sledeće vrednosti:

5,25 m – za brodove sa 2 nivoa utovarenih kontejnera;

7,00 m – za brodove sa 3 nivoa utovarenih kontejnera;

9,10 m – za brodove sa 4 nivoa utovarenih kontejnera;

50% kontejnera može biti prazno, u suprotnom, treba koristiti balast.

5 / Neki od postojećih vodnih puteva pripadaju IV kategoriji prema maksimalno dozvoljenoj dužini plovila i sastava, čak i ukoliko njihova maksimalna širina iznosi 11,4 m, a maksimalni gaz – 4,00 m.

6 / Gaz za konkretan vodni put treba definisati uzimajući u obzir lokalne uslove.

7 / Na nekim deonicama vodnih puteva VII kategorije mogu se, koristiti i sastavi sa velikim brojem potisnica. U tom slučaju horizontalni gabariti mogu premašivati veličine navedene u Tabeli.

b) Eksploatacione karakteristike vodnih puteva kategorije E

Za neometano obavljanje međunarodnog saobraćaja na vodnim putevima kategorije E ovi putevi moraju odgovarati sledećim osnovnim eksploatacionim kriterijumima:

- (i) plovidba se mora odvijati tokom čitavog plovidbenog perioda, osim tokom dole navedenih prekida;
- (ii) plovidbeni period može iznositi manje od 365 dana samo u regionima sa nepovoljnim klimatskim uslovima, gde je u zimskom periodu nemoguće održavati vodni put bez leda i gde je prema tome neophodan zimski prekid. U tim slučajevima neophodno je definisati datume početka i kraja plovidbe. Trajanje prekida plovidbe, uslovljenih prirodnim pojavama kao što su: led, poplave, itd., treba uz pomoć odgovarajućih tehničkih i organizacionih mera svesti na minimum;
- (iii) trajanje prekida u toku plovidbenog perioda, neophodnih za redovno tehničko održavanje prevodnica i druge hidrotehničke opreme, treba svesti na minimum. Korisnici vodnih puteva na kojima se planira obavljanje radova na tehničkom održavanju, moraju biti obavešteni o terminima i trajanju predviđenog prekida plovidbe. U slučaju nepredviđenog kvara na prevodnici ili drugim hidrotehničkim objektima, ili u drugim slučajevima više sile,

- trajanje prekida treba da bude ograničeno na račun preduzimanja svih neophodnih mera za otklanjanje nastale situacije;
- (iv) u periodu niskih vodostaja nisu dozvoljeni bilo kakvi prekidi u plovidbi. Međutim, dopušta se ograničenje dozvoljenog gaza na vodnim putevima sa promenljivim vodostajem. Ipak, tokom čitavog perioda treba obezbediti minimalni gaz od 1,20 m, s tim da preporučeni ili karakteristični gaz treba obezbediti tokom ili više od 240 dana u godini. U regionima navedenim u podtački (ii), minimalni gaz od 1,20 m treba obezbediti u proseku tokom 60% trajanja plovidbenog perioda;
 - (v) trajanje rada prevodnica, podižućih mostova i drugih objekata infrastrukture mora biti takvo da u slučaju ekonomske svrsishodnosti obezbeđuje celodnevnu (24 časa) plovidbu radnim danima. U pojedinim slučajevima mogu se dozvoliti izuzeci zbog organizacionih i/ili tehničkih razloga. Razumno vreme trajanja plovidbe potrebno je obezbediti i u dane praznika i vikendom.

s) Tehničke i eksploatacione karakteristike luka kategorije E

Mreža vodnih puteva kategorije E uključuje sistem luka od međunarodnog značaja. Svaka luka kategorije E mora da zadovolji sledeće tehničke i eksploatacione kriterijumime:

- (i) mora se nalaziti na vodnom putu kategorije E;
- (ii) mora raspolagati mogućnostima za prijem plovila ili potiskivanih sastava koji se koriste na konkretnom vodnom putu kategorije E u skladu sa njegovom kategorijom;
- (iii) mora biti povezano sa glavnim drumskim i železničkim saobraćajnicama (poželjno je da one pripadaju mreži međunarodnih drumskih i železničkih saobraćajnica navedenih u Evropskom sporazumu o glavnim međunarodnim saobraćajnim arterijama (AGR), Evropskom sporazumu o glavnim međunarodnim železničkim linijama (AGC) i u Evropskom sporazumu o važnim međunarodnim linijama za kombinovani transport i pratećim postrojenjima (AGTC));
- (iv) ukupni pretovar robe treba da iznosi najmanje 0,5 miliona tona godišnje;
- (v) mora da raspolaže odgovarajućim mogućnostima za razvoj lučke industrijske zone;
- (vi) mora da obezbedi pretovar standardnih kontejnera (osim luka koje su specijalizovane za pretovar rasutog tereta);
- (vii) mora da raspolaže celokupnom opremom neophodnom za obavljanje uobičajenih operacija u okviru međunarodnog saobraćaja;
- (viii) radi obezbeđenja zaštite životne sredine u lukama od međunarodnog značaja moraju biti na raspolaganju postrojenja za prihvat otpada sa brodova.

Član 3.

Prilikom predaje ratifikacionog instrumenta za Evropski sporazum o glavnim unutrašnjim vodnim putevima od međunarodnog značaja (AGN), Republika Srbije će dati izjavu sledeće sadržine:

„U skladu sa članom 11. Evropskog sporazuma o glavnim unutrašnjim vodnim putevima od međunarodnog značaja (AGN), Republika Srbija se neće smatrati obavezanom članom 10. ovog sporazuma”.

Član 4.

Ovaj zakon stupa na snagu osmog dana od dana objavljivanja u „Službenom glasniku Republike Srbije – Međunarodni ugovori”.