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Improvement of waterway infrastructure

Introduction

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Logistics supply chains need reliable transport modes

- Logistics is all about ensuring that goods are provided in the right place and at the right time
- Reliable logistics supply chains using inland waterway transport depend on **reliable fairway conditions** (fairway depth/width and lock availability) on the entire transport corridor
- Reliable fairway conditions are achieved by
 - Intensive river bed surveying of dynamic stretches
 - Pro-active fairway maintenance of critical sectors (marking, dredging, dumping of gravel) as well as optimisation of river engineering structures
 - Timely information and forecasting services for waterway users (to allow for logistics contingency planning)

Achieving reliable fairway conditions on the entire Danube corridor is challenging

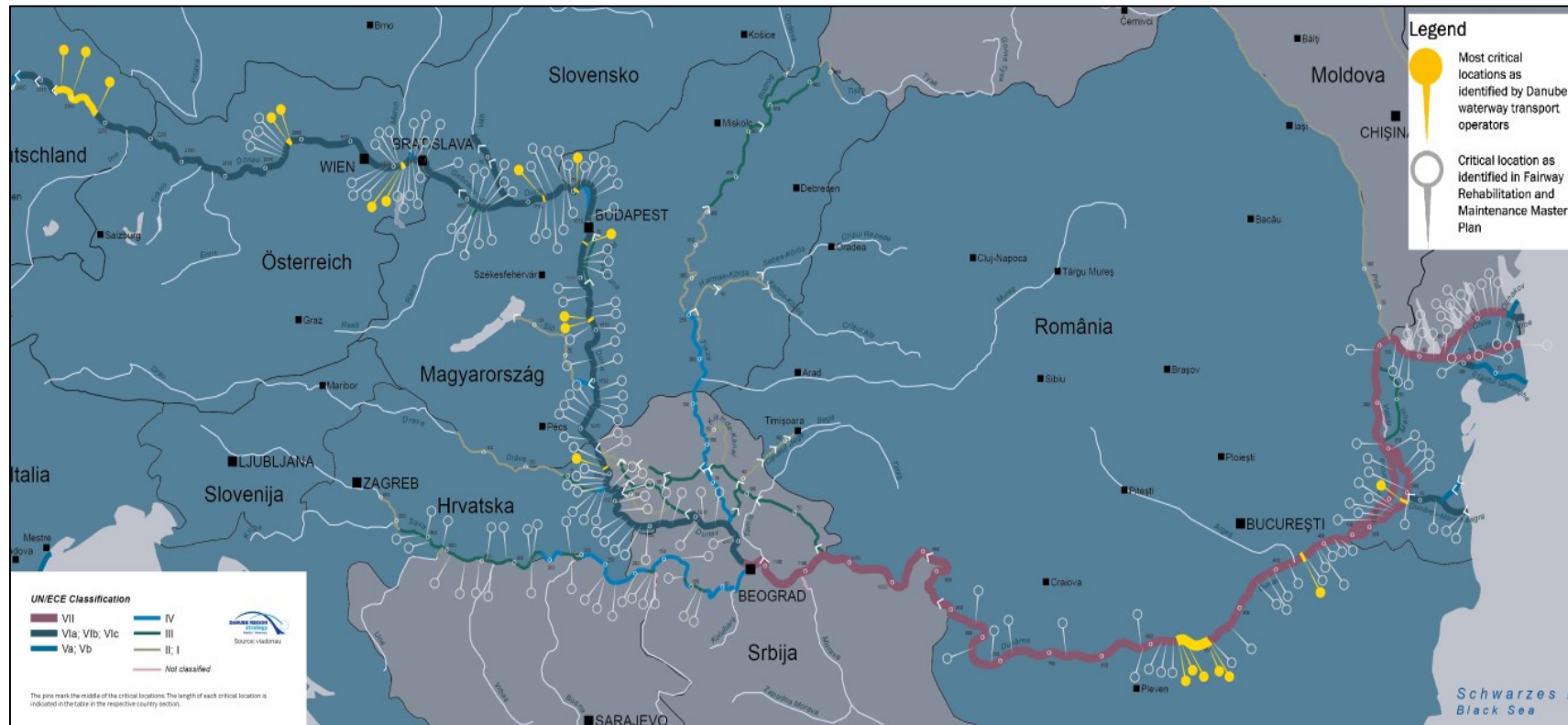
- Strongly varying hydromorphological and discharge conditions
 - Dispersed institutional landscape and responsibilities:
 - 7 EU Member States/3 non-EU Member States, whereby waterway maintenance is and will remain a national responsibility
 - we can counteract this through better cooperation and coordination among Danube states
- Corridor approach in waterway maintenance is essential

Better coordination and cooperation inland corridor approach in practice

1. Definition of common levels of service and work plans
2. Joint implementation and investment projects
3. Danube-wide exploitation of good practices in waterway maintenance
4. Up-to-date fairway information for waterway users
5. Close performance monitoring and reporting

The Fairway Rehabilitation and Maintenance Masterplan for the Danube and navigable tributaries (2014)

- Lists all potential critical fairway locations along the Danube
- Defines common levels of service and work plans
- Allows structured activity and progress monitoring along the Danube
- Politically endorsed by 10 Danube ministers of Transport

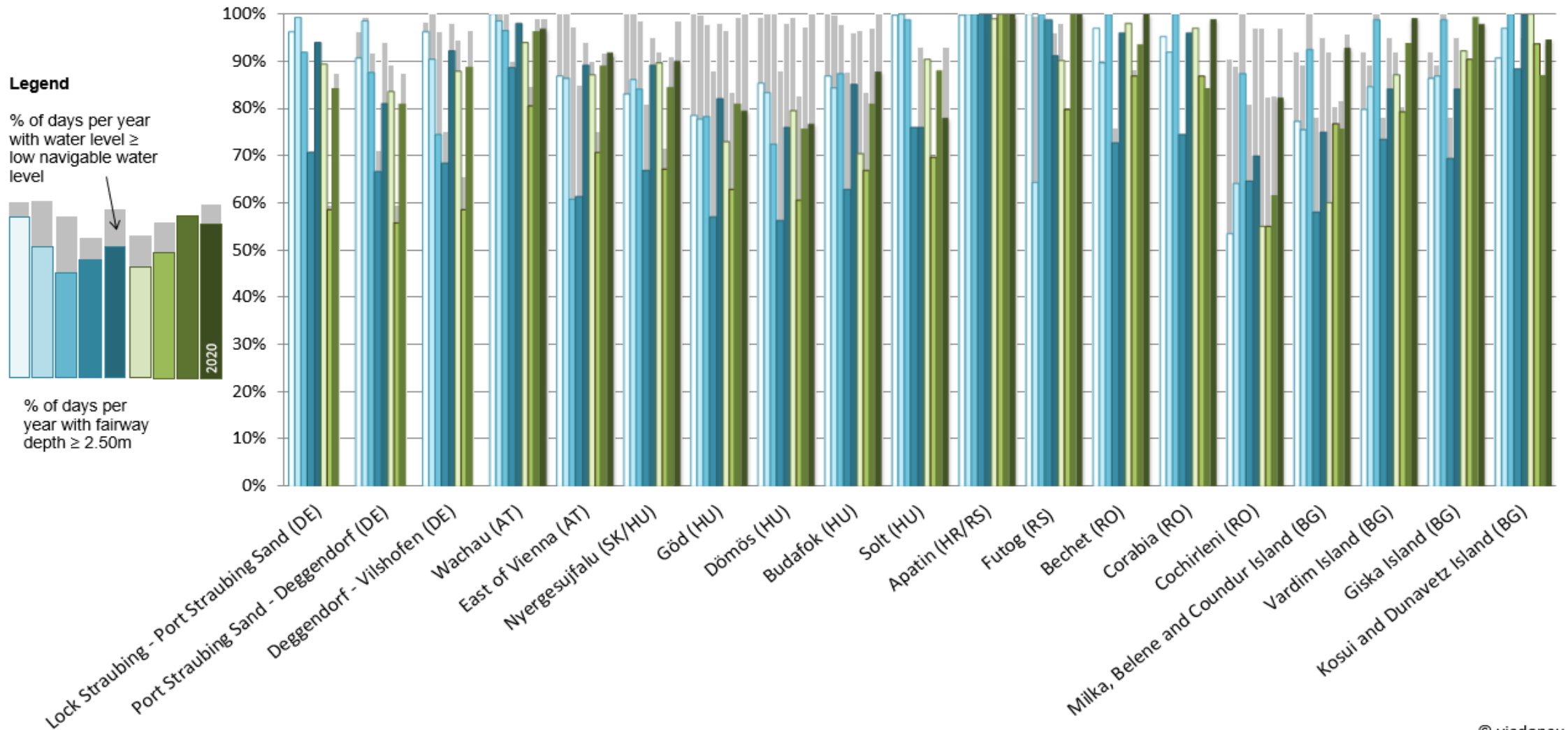


Key achievements since the endorsement of the Masterplan in 2014

- Large number of implementation and investment projects emerged (e.g. FAIRway Danube, FAST Danube, HUMARK)
- Investments since 2014: more than 70 million EUR, with EU co-financing as a crucial enabler (mainly CEF, Operational Programmes, IPA)
- Efforts are starting to bear fruit on the ground → fairway conditions are structurally improving at several critical locations



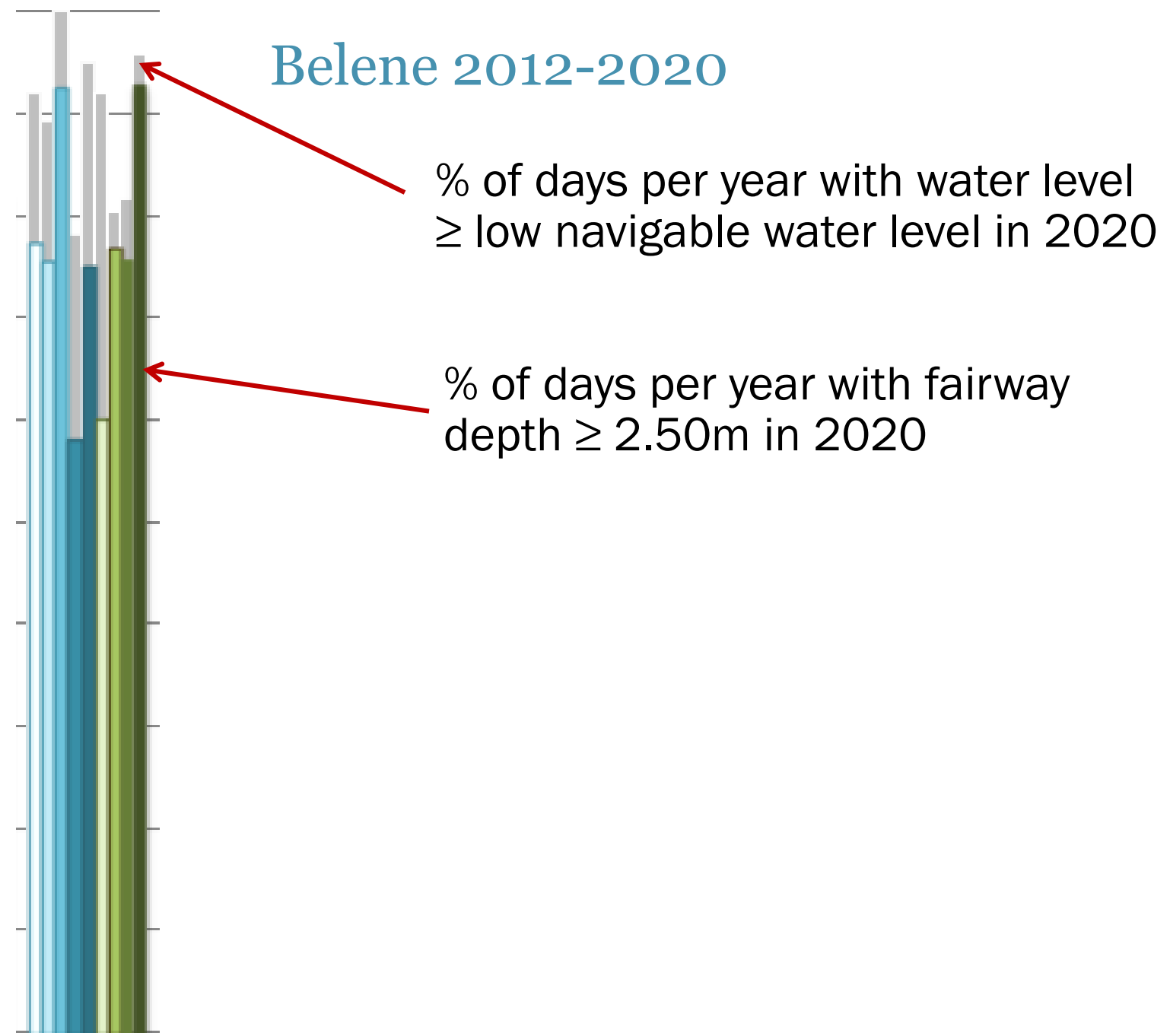
Availability of fairway depths 2012 - 2020



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- This graph shows on how many days per year fairway depth exceeded 2.50m, against the background of actual hydrological conditions in the particular year
- Structural improvements of fairway conditions since 2014 on most critical spots can be observed

Belene 2012-2020



Thank you for your attention!

Contact



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