



via donau – Österreichische Wasserstraßen-Gesellschaft mbH

Transport of Renewable Resources on Inland Waterways – solutions for bulk transport on the Danube

Bettina Matzner
Pellets Workshop, 28 June 2013

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via donau is...



Established and owned by the Austrian Federal Ministry for Transport, Innovation and Technology (bmvit)

- via donau provides a reliable and safe waterway infrastructure
- preserves and enhances the Danube habitat
- supports environment-friendly navigation to strengthen Austria as a successful business location
- modernises and operates facilities aimed at protecting the population from floods

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Transport development – the role of via donau

- **Neutral platform** for contacts between supply and demand side as well as between logistics providers (including Business to Business platforms)
- Support logistics professionals by providing **technical know-how** regarding the Danube waterway, nautics and logistics
- Provide information on **available funding schemes** regarding inland waterway transport and Danube logistics
- Collect **data and information** on the Danube logistics axis and disseminate them to relevant stakeholders



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State of the art in Danube Logistics

- Active addressing of players and lobbies as a strong signal of customer orientation (**key account management**)
- Information about **logistics developments** along the Danube and monitoring of success of projects
- Specific **know-how** and relevant **network** for the execution of projects in the **field of Danube logistics and multimodality**
- **Bundling of knowledge and expertise** in Danube navigation (incl. market analysis)
- **Internet services** on Danube Logistics



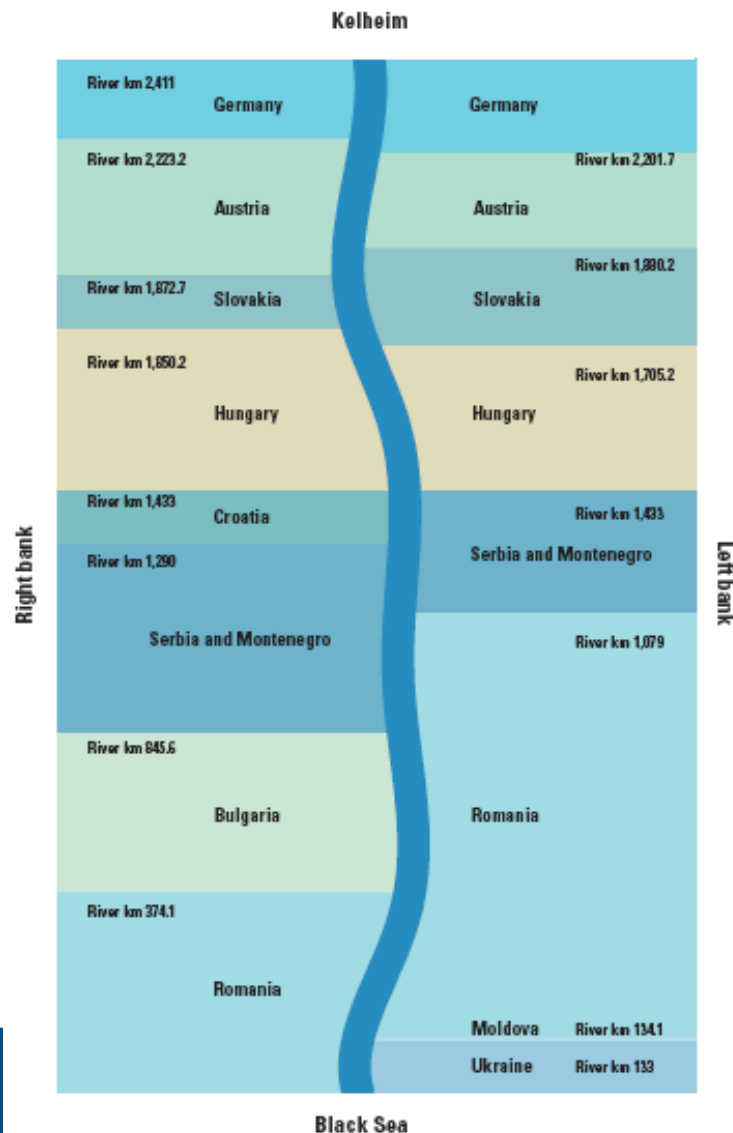
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The Danube waterway

The international dimension of the Danube waterway

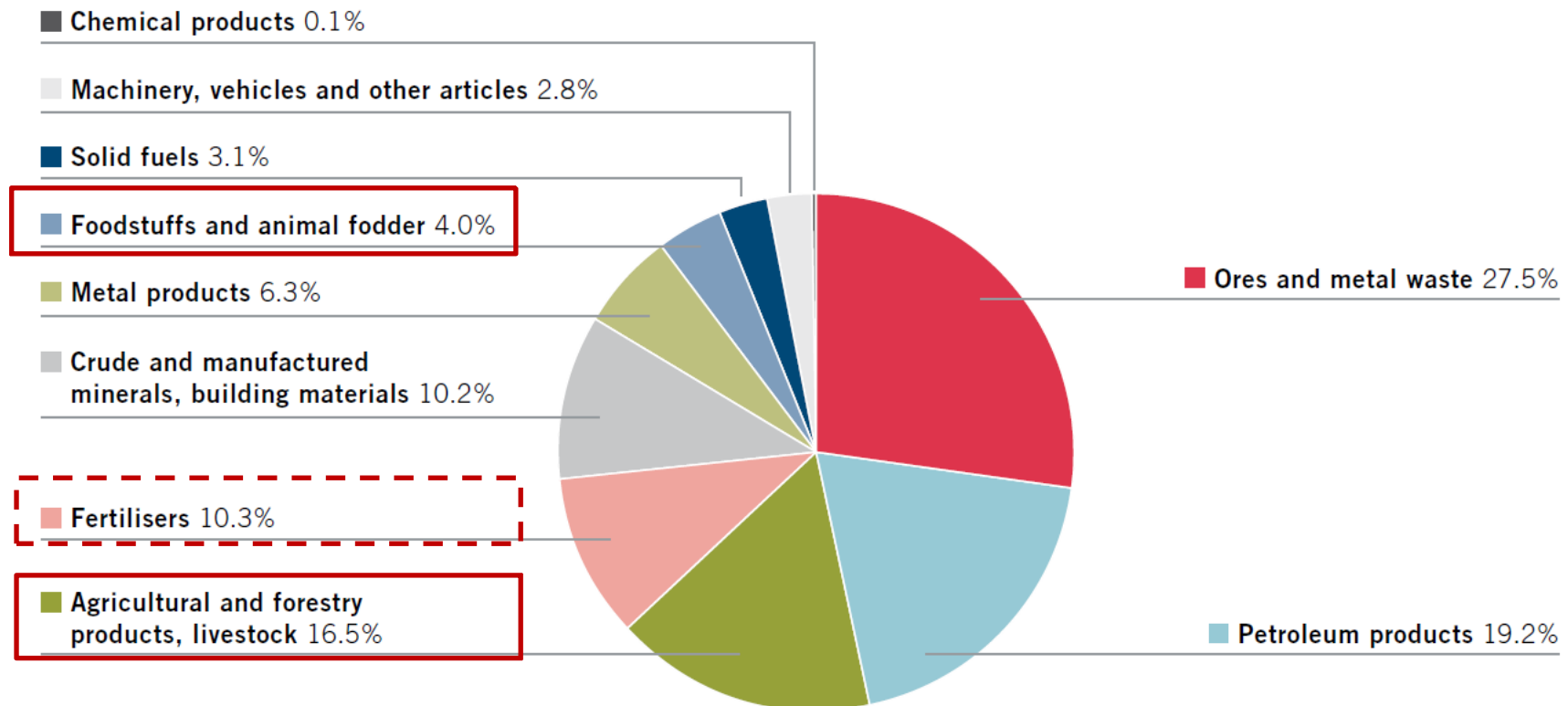


- Most international river of the world (10 riparian countries)
- 2nd longest river of Europe (2,850 km entire length)
- Navigable length of 2,411 km, whereof 1,156 km (48%) are border sections
- Riparian Canals:
 - Danube-Black Sea Canal (opened 1984) links the Danube to the Black Sea Port of Constanța
 - Main-Danube Canal (opened 1992): direct connection to the river Rhine, linking the North Sea with the Black Sea

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Transport volume on the Austrian Danube by commodity group 2012



*) NST/R = Standard Goods Classification for Transport Statistics/Revised

Source: Statistics Austria, table and diagram created by via donau

Total	10,7 Mio. tons
Agricultural sector	2,2 Mio. tons



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Potentials for the transport of renewable resources on the Danube waterway

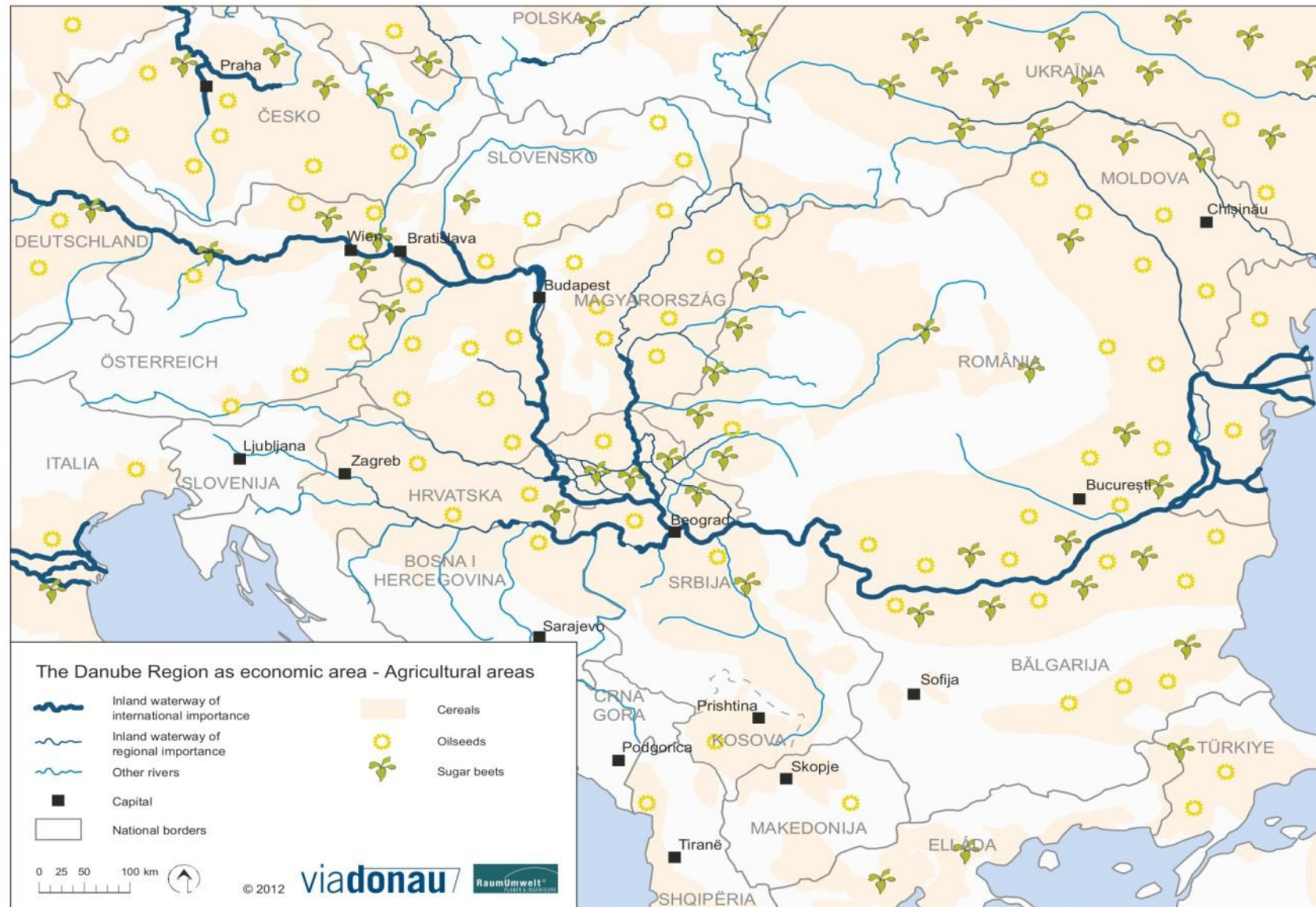
Advantages of Danube navigation for the transport of agricultural goods

- **Cost efficient transport solution**, especially for bulk cargo
- **High loading capacity** of Danube vessels compared to other modes of transport
- **Reliable partner** with longterm experience and well established transport chains
- High density of Danube ports with efficient **handling and storage facilities** for agricultural products
- Generally **good fairway conditions during the harvesting periods** and low specific weight in comparission to other goods

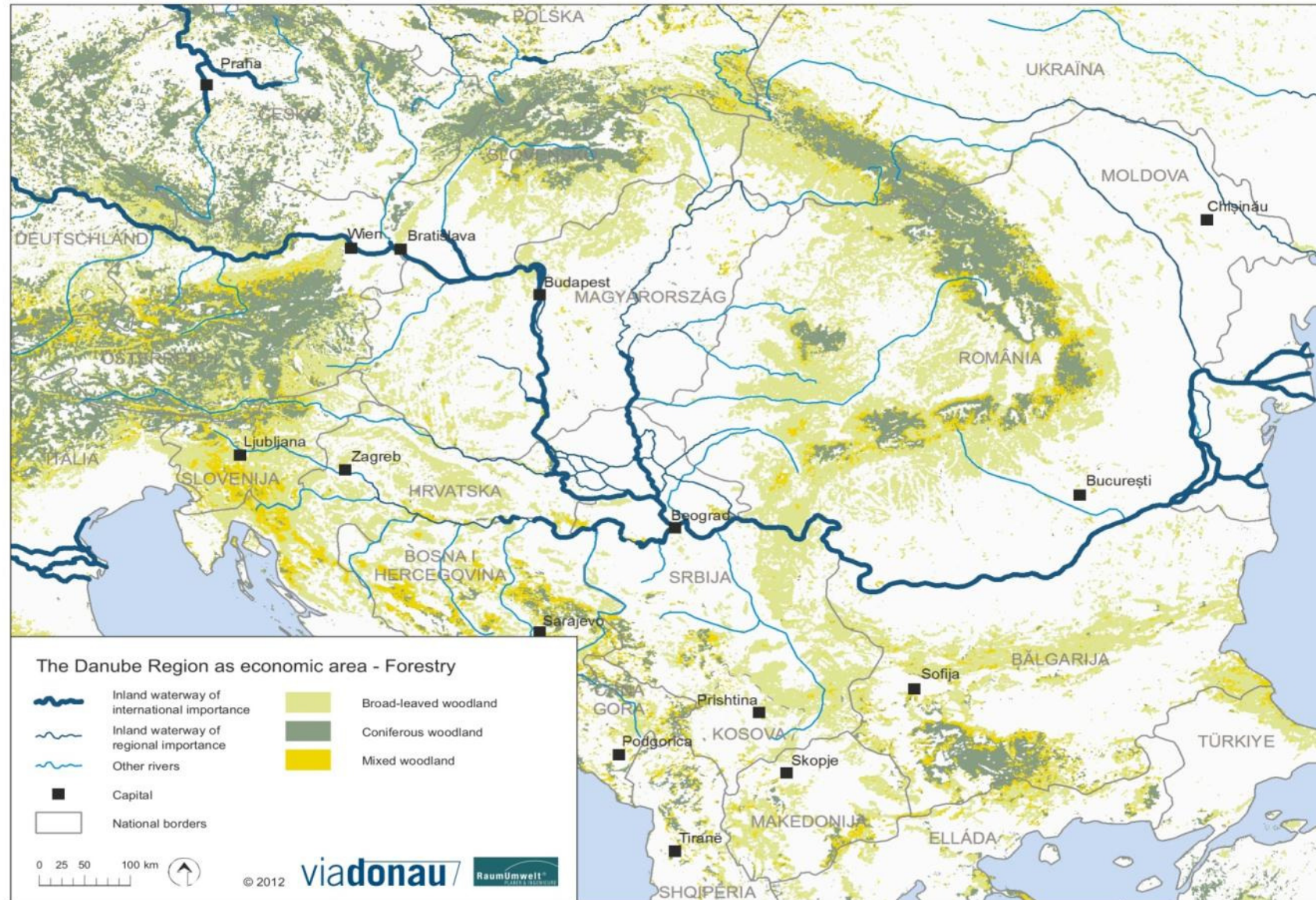


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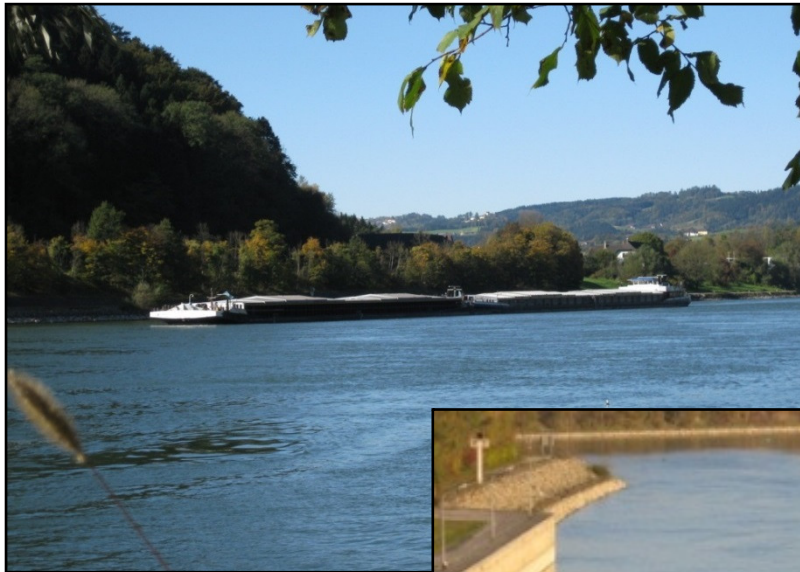
The Danube Region as economic area – Agricultural areas



The Danube Region as economic area – Forestry



Transport by inland vessel



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Transshipment



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Storage



Source: via donau

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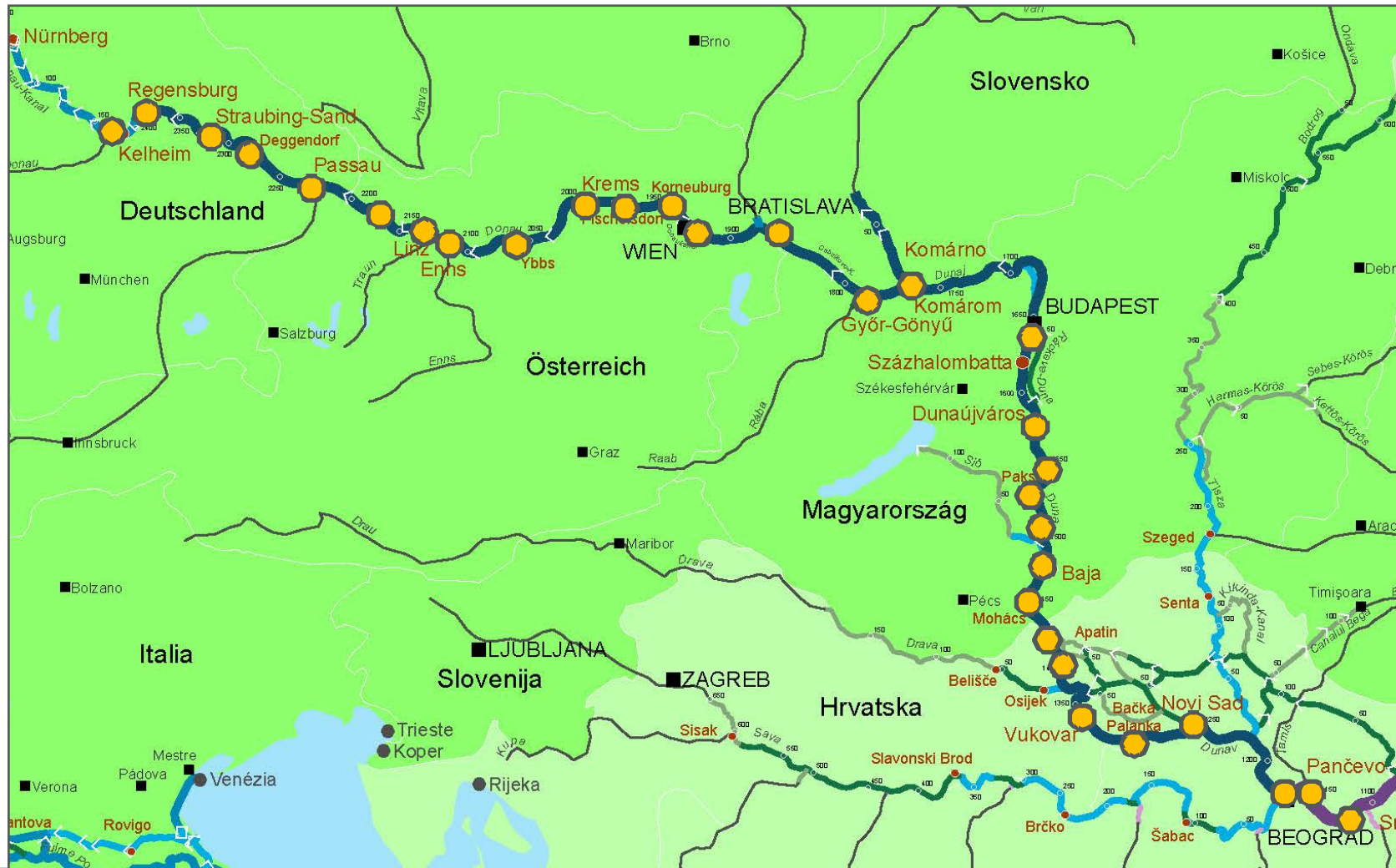
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Ports on the Danube Waterway for Agricultural goods

Danube ports and transshipment sites with regular transshipment of agricultural goods (1)



Danube ports and transshipment sites with regular transshipment of agricultural goods (2)





Photo credits: Port of Linz, Port of Enns, Port of Krems, Port of Vienna

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Working initiative: „NAWARO“





What are renewable resources?

- Agricultural or forestry products
- for energetic or material use
- around 20% of the total transport volume on the Austrian Danube
- e.g. wood, wheat, vegetable oil and fats



Renewable resources

Seperated in different product groups:

- Wood
- Vegetable oils and fats
- Starch
- Sugar



Austrian initiative on the transport of renewable resources on the Danube waterway

- Starting in the End of 2012 – running till 2014
- Detailed survey: potential of specific renewable resources for inland navigation (incl. expert interviews)
- National and international expert working groups (supply and demand side)
- Stimulation of concrete projects
- Further promotion of renewable resources during fairs and other cooperation events

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Working Plan



- Information exchange during the workshops
- Different workshops dealing with product groups
 - Wood, Cellulose, Paper, Pellets
 - Oil seed, vegetable oils and fats, biodiesel
 - Grain, Starch, bioethanol
- Good practices and presentations from external experts
- Information about Danube Navigation
- Discussions of dedicated thematic questions in smaller expert groups

Working Status



two expert workshop already took place:

- Kick off: 6 December 2012
 - around 25 participants
 - All product groups discussed
- Expert workshop on Wooden products: 22 May 2013
 - around 40 participants
 - Focus on wood, paper, cellulose, pellets and other wooden products

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Spotlight



- Great potential and interest on pellets, woodchips and the needed equipment for transshipment
- Renewable resources as a new opportunity for Danube navigation
- Inland navigation offers very low transport costs especially for bulk cargo
- Wood from Eastern Europe has potential (especially round wood and pellets)
- Pellets (A1, A2) to Austria and Germany, transshipment and storage in Danube Ports

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Information on Danube Navigation

Everything to know about Danube Navigation

- Basic informationen
- useful downloads
- Facts & figures
- News & publications

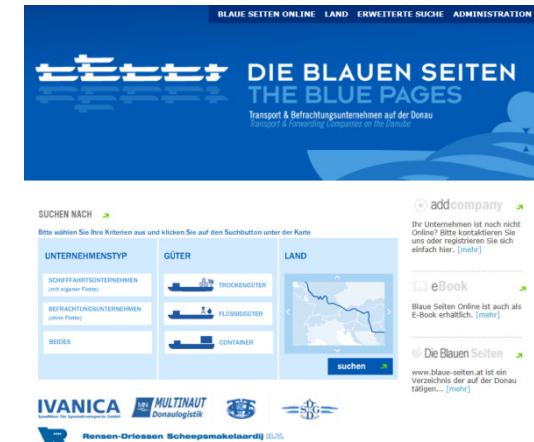


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Details on our online platforms

- **Blue Pages** – Website with transport and forwarding companies operating along the Danube: www.blue-pages.at
- **Danube Ports Online** – Website with data and information on Danube ports and transshipment sites between Kelheim and the Black Sea: www.danubeports.info



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