



MINISTRY OF TRANSPORT, TELECOMMUNICATION AND ENERGY

# **Improvement of navigability of the Danube on the Slovak-Hungarian and Hungarian sections**

with special attention paid to the Joint Statement on  
sustainable river management

**Zagreb, 9th-10th March 2010**

**A presentation made by the  
Ministry of Transport,  
Telecommunication and Energy  
Republic of Hungary**



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## Improvement of navigability of the Danube

- Decision of the European Parliament and of the Council 884/2004/EC on Community guidelines for the development of the trans-European transport network;
- The Decision of the European Parliament and of the Council lays down Community guidelines for the trans-European transport network, identifying projects of common interest intended to contribute to the development of that network and, in Annex III, identifying the specific projects to which the European Council attached particular importance at its meetings;
- In order to ensure international mobility, sustainable and dynamic economic development, it is therefore necessary to optimise the capacity of the trans-European transport network and the distribution of tasks between the different modes of transport.



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## Why Hungary is asked to improve navigability of its Danube sections?

- Hungary is situated just in the middle of the Danube – Main – Rhine Trans-European waterway;
- Economically sustainable access to the sea trade for Hungary can be ensured through the DMR waterway;
- The Danube section in Hungary is an important transit route for a number of countries as this can be seen on the next slide. One can see the location of the second phase of studies being visibly marked.



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## PROJECT N° 18

DG TREN

Trans-European Transport Network  
Priority Projects

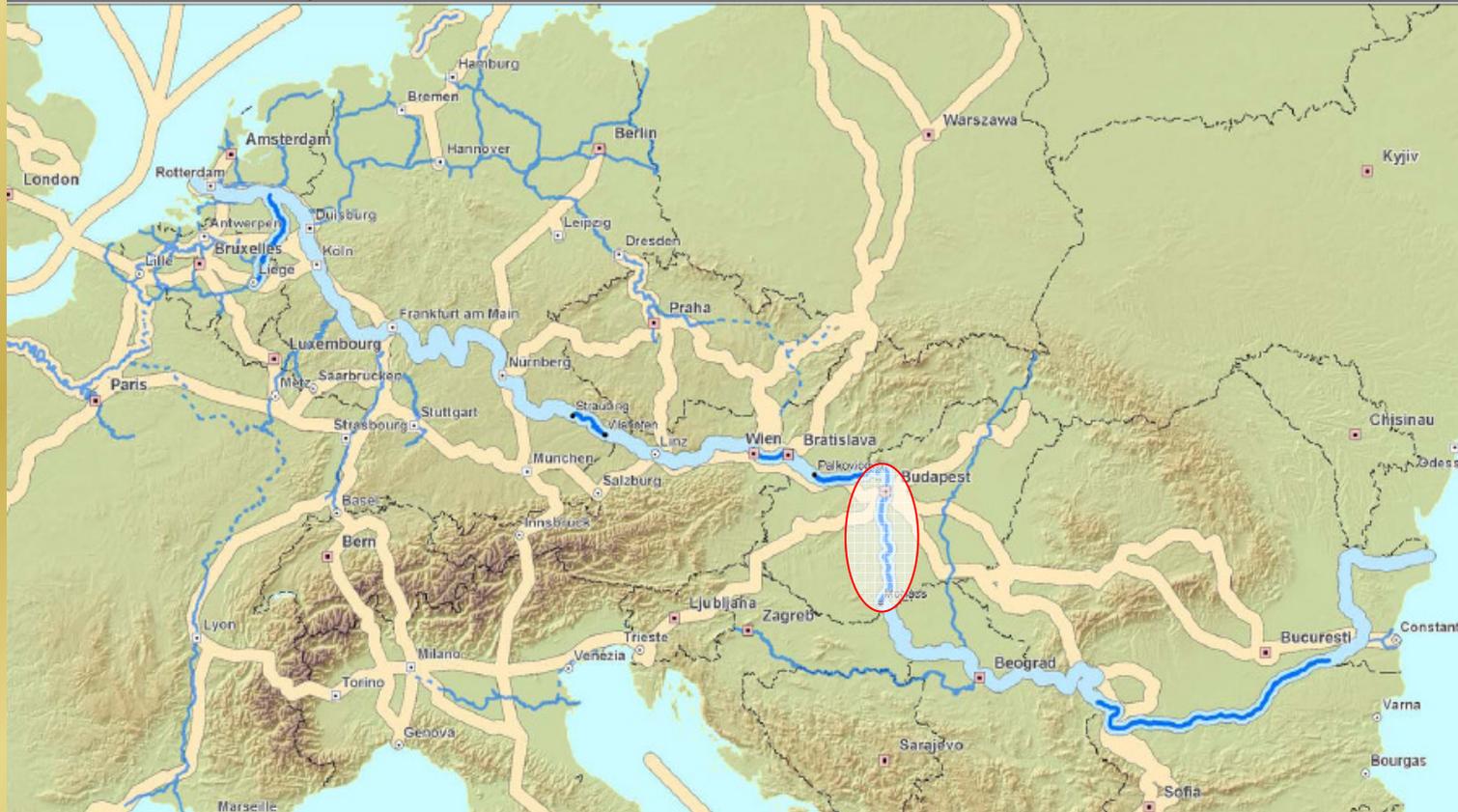
### WATERWAY AXIS

#### RHINE/MEUSE-MAIN-DANUBE



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Cartography: DG TREN, 16/02/05

- Existing inland waterway
- - - Planned inland waterway
- Priority axis n° 18
- Priority sections
- Other priority axes



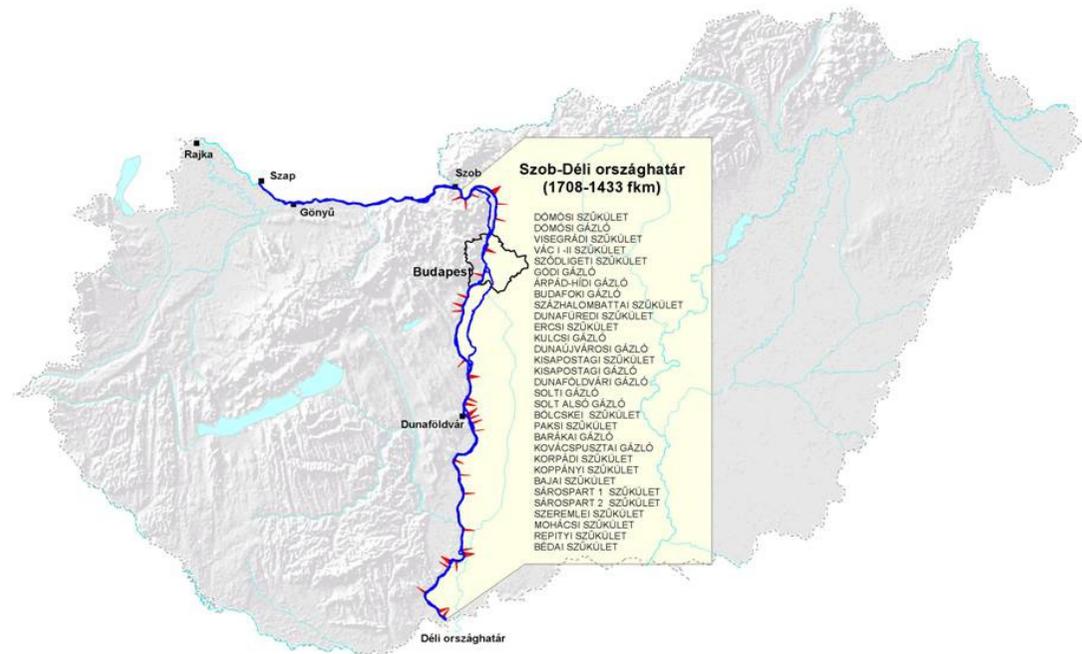


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There are over 50 locations on the Slovak-Hungarian and Hungarian sections of the Danube which adversely affect navigation

**39 of them are shown on this slide**

- 13 fords
- 20 narrows
- 6 ice jams





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## Use of the Danube for the variety of transportation needs

- Navigation is not meant to be a substitute for road transport but must be a real alternative for a number of tasks;
- For the enhancement of the participation of inland navigation in the transport tasks of the European Union's internal market ports and logistic multi-modal centres must be developed along the Danube;
- Container transports may take place and develop if adequate number of well situated trans-loading facilities will be established along the Danube;
- According to different studies on the subject, as a result of duly implemented measures there is a possibility increase the volume international transports on the Danube up to some 30 million tons by 2025;



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## **Improvement of navigability means improvement of reliability of the waterway**

- The Palkovicovo – Mohács section of the Danube is a 378 km long stretch;
- Reliability is a basic requirement for stakeholders in commercial activities as far as deliveries must be made just in time;
- According to the recommendations of the Danube Commission and the Decision 884/2004/EC reliability must be ensured during 94 % of the ice free time of a year;
- Depth of the waterway is the decisive parameter, a standard depth is required which allows the navigation of ships drawing up to 25 decimetres;



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## The challenges for Hungary

- The most demanding task for Hungary with respect to development of inland navigation is the improvement of navigability of the Danube;
- Improvement of navigability must be achieved through the improvement of the quality of the environment;
- The Gabcikovo – Nagymaros dispute of the past decades and its economic and political consequences are well known, hence no solution can be approved which does not comply with the recommendations laid out in the Joint Statement;
- The Danube between Palkovicovo and Mohacs is a free flowing section of the Danube, therefore this section is ever changing;
- Nearly all of the Palkovicovo – Mohacs section is defined as Natura 2000 site;
- Substantial improvement of water quality of the Danube is required by the Water Framework Directive of the EU;
- Improvement of navigability shall be achieved without the construction of dams and the projected training works must comply with all of the exacting requirements defined by the legal acts of the European Union;
- An important achievement will be the revival of a series of side arms through the moderate stabilisation of water levels, hence a vast improvement flora and fauna along the river may take place;



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Studies are made in the interest of formulation and selection of scientifically proven methods and technologies for the improvement of the navigability and environmental conditions

- Between 2005 and 2007 the Hungarian VITUKI Institute and its partners worked out three alternatives for the achievement of the improvement of navigability and of the quality of environment;
- Flood protection, water management, possible industrial and agricultural impact, ice regime and many other aspects of development were scrutinised with a view to the multipurpose use of the river aimed at ensuring greater advantages for the society;
- In conformity with the decisions of the Bucharest Ministerial Conference of September 2006 exclusively the sustainable ways of river training are selected by the researchers;
- Dissemination events were organised where the widest possible participation of stakeholders was ensured and the stakeholders contributions were integrated into the scientific works;



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**A second stage of studies was launched in 2008 but the real start of this package of studies was hindered by late contracting until the summer of 2009**

- The aim of the second stage of the studies is to reach a state of preparedness for the start of the real works at the many sites on this section of the Danube;
- By the end of September 2009 the strategic environment assessment (SEA) for the section between Szob (confluent of the river Ipoly) and Mohacs was finalised and a similar assessment reached finalisation state for the Slovak – Hungarian common section of the Danube;
- The common Slovak - Hungarian Danube section between Palkovicovo and Szob also was scrutinised on the basis of a Slovak-Hungarian agreement concluded with respect to making a comprehensive Strategic Environmental Assessment;
- An approval of the SEA by the National Council for the Environment of Hungary has been issued just recently on January 8, 2010;
- The National Council for the Environment which is a conciliatory body for the Government parallel to the approval of the SEA made a series of demanding recommendations which are aimed at ensuring the best possible results of the planned works;
- Compliance with the principles laid out by the Joint Statement, strict monitoring and testing are integral parts of the safety management and quality control system which is being recommended by the National Council for the Environment for the efficient control of the training works;



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## Inland navigation and innovations

- Parallel to the training works for the improvement of navigability, improvement of inland navigation must also be ensured by the implementation of new services like River Information Services which through the deployment of reporting schemes, electronic charts will ensure a higher flexibility of inland navigation, higher safety of life and safety of the environment;
- Hungary along with its partners from Austria, Slovakia, Romania, Bulgaria, Croatia, Serbia and other riparian states of the Danube actively participates in the second phase of the implementation of RIS, the IRIS II phase;



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## Inland navigation and innovation

- We are aware that over one thousand new inland vessels were added to the European fleet from 2000 to 2010. This translates into an investment in vessels by private enterprises of more than four billion Euros. In the past few years, Northwest Europe invested more in inland vessels rather than maritime vessels. As a result, the West European inland shipping fleet is the most modern fleet worldwide;
- Danube transport can not be revived without adding new ships, hence shipbuilding and repair must be revived and contribute to the multiplication of possibilities of mass employment of the regional workforce, therefore efforts shall be made for the revival of shipbuilding and repair and by building new ships for the improvement of the quality and technological state of Danube fleets;



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## Inland navigation and innovation

- The inland shipping sector offers many opportunities for technological innovation in vessels and new logistical concepts, whereby vessels become part of new or existing supply chains. Government supported business innovation can be carried out by offering grants.
- Inland vessels for specific kinds of cargoes can be explored for the widest variety of tasks: municipal passenger transport, transport of containers, pallets, municipal waste, recyclables, perishables, town distribution, etc.
- In the frame of the implementation of the newly formulated Danube Strategy of the European Union there is a lot to do for the inland navigation and for the sustainable development.



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**Thank you  
for your kind attention !**

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