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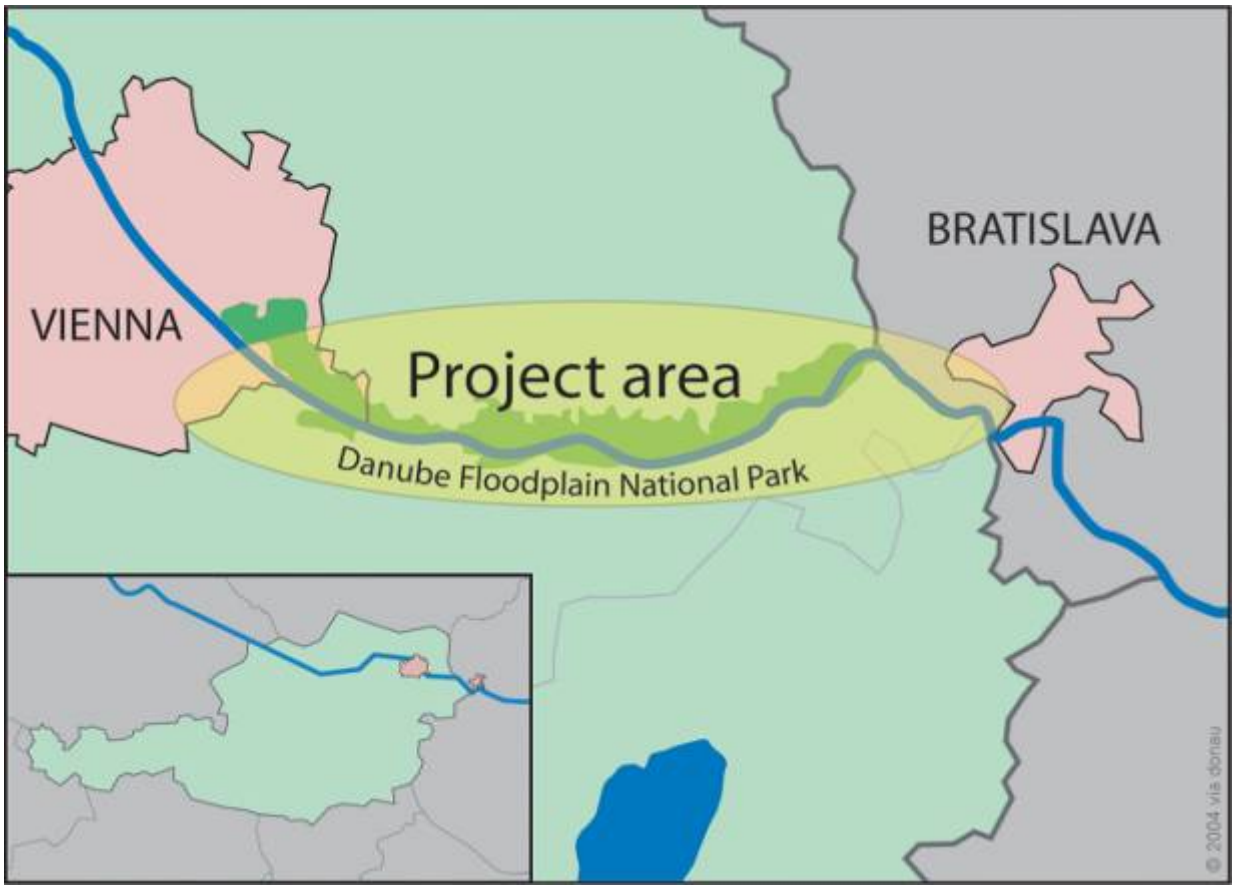
Integrated River Engineering Project on the Danube to the East of Vienna

MR DI Dr. Leo GRILL
Budapest, January 29th 2009

www.donau.bmvit.gv.at

Co-financed by the European Union
Trans-European Transport Network (TEN-T)

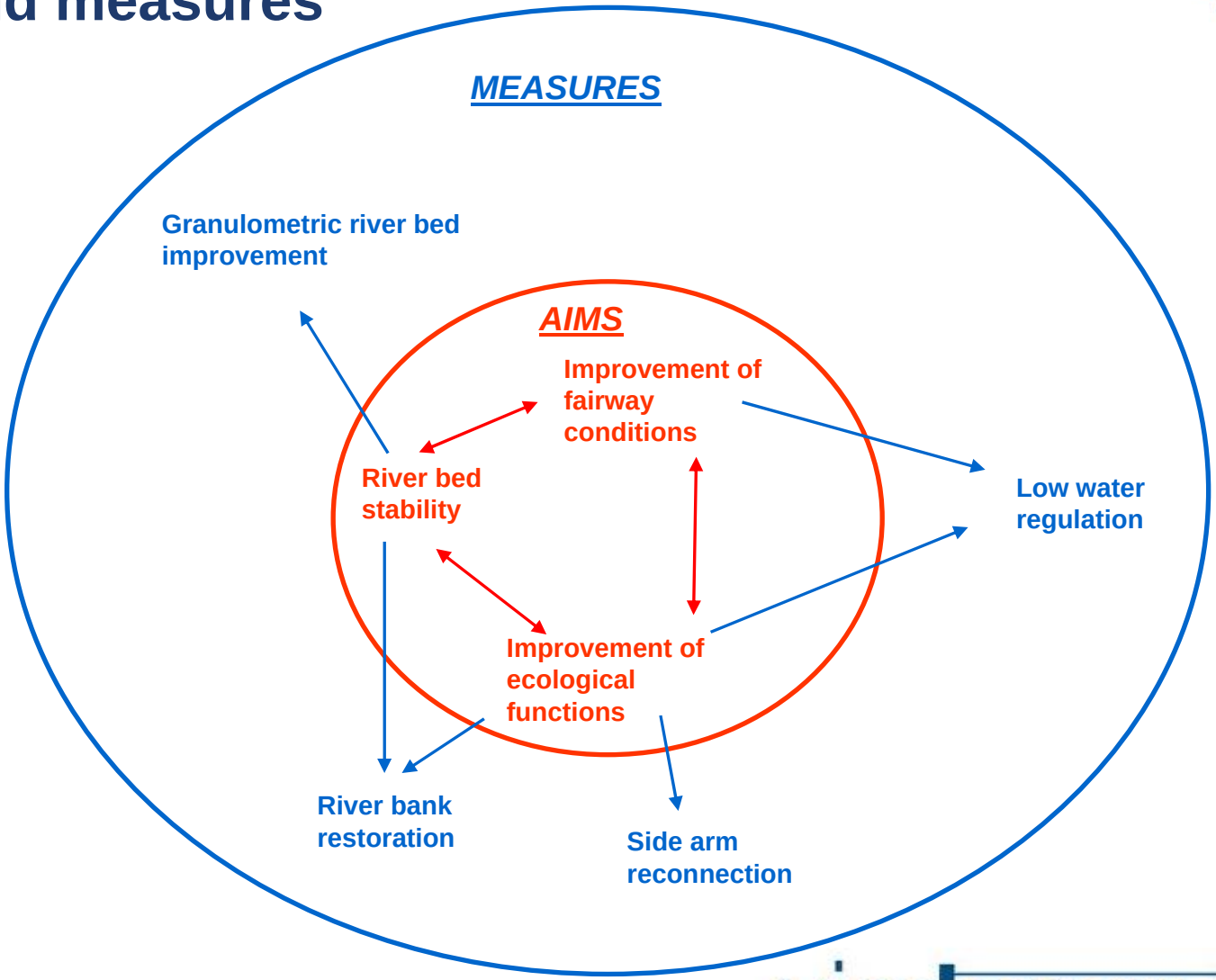
Integrated River Engineering Project
Project area



Project area: stream-km 1.921,0 - 1.872,7
from the Freudenau Power Plant to the Austrian-Slowak border

Integrated River Engineering Project

Aims and measures



Integrated River Engineering Project & Joint Statement

The Integrative River Engineering Project …

- is the **result of an integrative planning approach** (official starting point: installation of an interdisciplinary steering committee by the bmvit in 2002)
- therefore **complies with the objective of the Joint Statement**
- presents a **living and successful example** for integrative planning for combining the needs of navigation and ecology
- is honoured as **best practice** for integrated planning approaches in the Joint Statement

- The process for achieving the Joint Statement was supported by the bmvit, via donau and the Danube Floodplain Nationalpark by
  - sending experts
  - hosting the first workshop in April 2007

Integrated River Engineering Project
Project status

- Environmental Impact Assessment

  March 2006 – approx. 2nd quarter of 2009

  Submission of the Environmental Impact Statement (EIS) – March 2006

  public edition of the EIS: December 2007 – January 2008

  public hearing: October 21st – October 23rd, 2008
- Afterwards: detail planning, approval and construction of the lots

- Detailed Model Studies completed
- Implementation of 1:1 Pilot Projects

  Pilot Project Witzelsdorf: construction work started in late2007

  Pilot Project Bad Deutsch-Altenburg: tender in progress; beginning of construction work is anticipated for 2009
- Integrated Monitoring-Program

  since 2005 and further on accompanying implementation

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Pilot Project Witzelsdorf

example for combining the needs of navigation and ecology

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Pilot Project Witzelsdorf
Overview

Pilot Project Thurnhaufen

river bank restoration

innovative groynes

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Pilot Project Witzelsdorf
Overview

- stream-km 1.893,4 to 1.891,7
- river bank restoration and reconstruction of low water regulation

Aims:

- increasing dynamics at the riverbank
- implementing innovative groynes (new shape, fewer and lower groynes with same effect during low water conditions)
- gaining building experience for the Integrated River Engineering Project

- construction works: since late 2007 to approx. March 2009

Pilot Project Witzelsdorf

Reconstruction of low water regulation

New groynes are downstream faced for redirecting the current to the river bank > higher dynamics at the river bank.

Pilot Project Witzelsdorf

Reconstruction of low water regulation

Removal of an old groyne – note the height.

Pilot Project Witzelsdorf

Reconstruction of low water regulation

Lower new groyne at the same day / water level.
Effective under low water conditions only.

Pilot Project Witzelsdorf

Reconstruction of low water regulation

By-pass channel at low water level for higher dynamics in the groyne field and as fish path for young fish along the river bank.

Pilot Project Witzelsdorf
River bank restoration

River bank before the construction work

Pilot Project Witzelsdorf
River bank restoration

Construction work - excavators in the service for ecology.

Pilot Project Witzelsdorf

River bank restoration

River bank just after the construction work. The river will shape its new river bank for its own.

Pilot Project Witzelsdorf
River bank restoration

Typical natural river bank after some months/years (depending on hydrological conditions).

Picture taken at the already completed river bank restoration section Thurnhafen vis-à-vis Hainburg.

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