JOINT STATEMENT ON INLAND NAVIGATION AND ENVIRONMENTAL SUSTAINABILITY IN THE DANUBE RIVER BASIN

Facts and Perspectives of European Inland Waterway Transport – Focus on the Danube River Basin

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Challenges for the European transport system

• Growing overseas trade and enlargement of the European Union towards Eastern Europe

• Freight transport volumes in Europe expected to increase by one third between 2005 and 2015

• Present transport growth leads to traffic gridlock and escalating logistics costs
Inland navigation is already important …

- Around 125 billion ton-km in Europe in 2005
- Impressive growth rates achieved in regional markets: e.g. increase by 57% between 1995 and 2005 on Flemish waterways
- Markets shares up to 43% in the catchment areas of major seaports like Rotterdam
- In Germany alone some 400,000 jobs directly or indirectly depend on the inland waterway sector and related companies.
... and offers high societal benefits

• Safest mode: in the Netherlands – the country with Europe’s highest densities of inland waterway traffic – the number of yearly fatalities caused by accidents is next to zero.

• Most environmental-friendly mode: without inland waterway transport, emissions to air in Europe would be at least 10% higher.

• Lowest external costs of IWT: 10 €/1000tkm (rail: 15 €/1000 tkm, road: 35 €/1000tkm)
Towards motorways of the seas ...
The Danube as a transport corridor
Priority axes and projects

Priority project N° 18

Trans-European transport network (TEN-T)
Priority axes and projects

1. Railway axis Berlin-Vienna/Vilnius-Brno-Bologna
2. High-speed railway axis Paris-Brussels-Brandenburg-Königs- 
   Amsterdan/London
3. High-speed railway axis of south-west Europe
4. High-speed railway axis of east
5. High-speed railway axis of north
6. Railway axis Lyon-Tours-Dijon-Strasbourg-Ljubljana-
   Zagreb-Monaco
7. Railway axis of the South of Europe
8. Railway axis of the North of Europe
9. Railway axis of the Danube corridor
10. Railway axis of the Baltic corridor
11. Civilian fixed link (completed 2000)
12. North European railway hard axes
13. Ultra-high-speed road axes
14. West coast main line
15. Motorway
16. Freight railway axis of the South of Europe
17. Railway axis Paris-Brussels-Brandenburg-Lyon Strasbourg-
   Aarau
18. Railway axis Main-Donau main railway axis
19. West coast main line
20. Petrohimia rail railway axis
21. Motorways of the sea
22. Railway axis of the Baltic Sea linking the Baltic Sea
   Member States with Member States in Central and
   Western Europe, including the route through the
   North Seafarers Sea Channel/Xin Canal,
   - Railway of the sea of central Europe (passing from
     Portugal and Spain via the Atlantic Ocean to the
     North Sea and the North Sea).
   - Railway of the sea of north Europe (connecting the
     Baltic Sea to the North and the Eastern
     Mediterranean to include Cyprus),
   - Railway of the sea of north Europe (Eastern
     Mediterranean), connecting Spain, France, Italy
     and including Sardinia and Corsica with the
     northern Mediterranean Sea
23. Railway axis Athens-Sofia-Budapest-Odessa-Podil-
   Nikolaev-Brokk
24. Railway axis Zslav-Prague-Wroclaw-Breslau-Wien
25. Railway axis of Kosovo-Serbia-Bulgaria
26. Railway axis of the Black Sea
27. "Malta" corridor of the Mediterranean
28. Railway axis of the South-East of the Mediterranean
29. Railway axis of the South-East of the Mediterranean

Important cities
- Capital
- 100,000 inhabitants
- 100,000-120,000 inhabitants
- 50,000-100,000 inhabitants
- Other

Corridor VII the danube
Trade volumes between Western Europe and Black Sea countries

Source: OIR (Austrian Institute for Spatial Planning), 2006
Bottlenecks on the Danube waterway

- Inadequacy of navigation conditions
- Need of international co-operation
- Appropriate solutions for different forms of bottlenecks
MAIN ISSUES:

• Physical Improvement of the River Danube
• Physical Improvements to the Ports
• Improvements to Shipyards
• Improvements to Fleets
• Improvements to Operations
• Institutional and Legal Issues
The “Danube belt” – an axis for development
Development of Modal-Split of transport volume in the Austrian Danube corridor

Source: OIR (Austrian Institute for Spatial Planning), 2006; figures include bilateral and transit traffic
Enormous growth of container traffic

Sources: Containerisation International, ISL, BRS, respective port authorities
* TEU (Twenty-Foot-Equivalent Unit)

Quelle: Hulocon 2005
Prognosis Danube Corridor 2015
Impacts of Measures for Danube Navigation [Mio. tons]

Source: ÖIR, Prognose ALSO DANUBE. Grenzüberschreitender und donauparalleler Binnenverkehr
Relation Constantza - Vienna

Container traffic
CO2-Balance:
Inland Vessel: 349 kg CO2/TEU
Rail: 567 kg CO2/TEU (+62% compared to vessel)
Road: 933 kg CO2/TEU (+167% compared to vessel)
Austrian Action Plan Danube Navigation

- Comprehensive and dynamic planning and decision-making instrument for Austrian shipping policy until 2015
- Austrian implementation strategy of the European NAIADES action programme
- Catalogue of measures developed in cooperation with inland ports and the inland navigation sector
NAIADDES Action Programme

• Presented by the European Commission on 17 January 2006
• Multi-annual Action Programme in order to foster transport by inland waterways in Europe (2006 – 2013)

• **Objectives:** Increase competitiveness of inland waterway transport & integrate into door-to-door logistic chains
  
  → More freight transport on European inland waterways

• **Addressee:** EU member states, industry, social partners, river commissions, European Commission and other EU institutions
Tri-modal Terminal Vienna - Freudenau
River Information Services

Telematics Systems and Information Services in order to increase the safety and efficiency of inland waterway transport
Vessel installation

280 vessels are already equipped through the Austrian equipment programme within DORIS
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