State of navigational bottlenecks in the German Danube section

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Speech

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Joint Statement Meeting

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The Danube in Bavaria
Competence of the Bavarian Republic for the extension of the Danube between Straubing and Vilshofen

- Principle: The waterway Main-Danube is a federal waterway and therefore in the exclusive competence of the Federal Government
- Exception:
  section Straubing-Vilshofen that is still not extended:
  1921: Main-Danube- treaty between the German Reich and Bavaria:
  - Realization of the Main-Danube-Waterway as soon as possible, as far
    as finance allows
  - Payment of costs: German Reich : Bavaria at a ratio of 2 : 1,
    Cost sharing of Bavaria is due to the fact that the waterway shall
    provide Bavaria that is far away from the German coal-mining
    districts
    with an economic route of transport for mass goods for its
    industrial
development
Bottleneck Straubing-Vilshofen

Bottleneck: comparable draught depth only at 44% of the days per year
Extension variants

- Variant A
  river engineering works
  optimisation of the actual state
- Variants C and C_{280}
  river engineering works
  with one barrage at Aicha
Variant A: river engineering works

• „Optimisation of the actual state“
• supplement of existing groynes and spur dikes
• draught depth 2.50 m within 185 days per year
• ongoing maintenance:
  dredging within the channel width and bed load management
• channel width ≤ 70 m equals the actual state
• 46 existing bottlenecks remain
Variant $C_{280}$: river engineering works and one barrage

- barrage at Aicha, height of the backwater:
  - 1.7 m at mean water level, 2.8 m at low water level
- tailback up to the Isarmouth (mean water level)
- Mühlham bend: free of navigation, revitalisation
- nature-like bypass channel for fish
- remaining reach: river engineering works like Variant A
- channel width within the tailback from Aicha to the Isarmouth $\geq 80$ m,
  from Straubing to the Isarmouth $\leq 70.0$ m
<table>
<thead>
<tr>
<th></th>
<th>barrage</th>
<th>guaranteed draught depth at low water</th>
<th>Days per year with draught depth of 2.50 m</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Actual state</strong></td>
<td>no</td>
<td>1.60 m</td>
<td>160</td>
</tr>
<tr>
<td><strong>Variant A</strong></td>
<td>no</td>
<td>1.80 m</td>
<td>185</td>
</tr>
<tr>
<td><strong>Variant C_{280}</strong></td>
<td>yes, one at Aicha</td>
<td>2.30 m</td>
<td>290</td>
</tr>
</tbody>
</table>
Costs of the measures

![Bar chart showing costs of measures in million euros (€).]

- **Variant A**:
  - Waterway: 109 million €
  - Flood protection: 255 million €
  - Total: 364 million €

- **Variant C280**:
  - Waterway: 246 million €
  - Flood protection: 249 million €
  - Total: 495 million €
Political development

- 2002 decision of the red-green German Bundestag: variant A
  Despite change of government (now black-red) position was maintained

- 2006 result of the regional planning procedure:
  Result of the evaluation of the Government of Lower Bavaria:
  only variant $C_{280}$ classified as complying with regional planning

- 2008: Bavarian coalition agreement between CSU and FDP:
  „We want to push the extension of the Danube. The coalition partners have different opinions on the way to achieve this goal. The CSU wants to realize variant $C_{280}$, the FDP variant A. At the request of the Federal Government the European Community grants Community financial aid for a study concerning the variants. The political decision between the variants will be made after the study is finished.“
EU-subsidized study

• Idea and motivation
  – Political decision finding
  – Preparation of the documents for the planning approval procedure
  – Speedup of the planning approval procedure
  – Participation of the different stakeholders in the opinion forming
  – Acceptance improvement of a later political decision

• 2007 the Federal Government applied for Community financial aid for the study
• Title: „Variant neutral studies of the extention of the Danube Straubing and Vilshofen“
• 2008 Decision concerning the granting of Community financial aid
• costs: 33 million €
  – 50 % is paid for by the European Community according to the multi-annual work programme for grants in the field of trans-European Transport network (TEN-T) for the period 2007-2013
  – 50 % is paid for by the German Government and Bavaria at a ratio of 2 : 1
• completion of the study is expected 2012
Variant neutral studies concerning the extension of the Danube (EU-subsidized study) – project organisation –

Control Group

Functions:
- Decision about work assignments to the WSD Süd
- Information and discussion with the Monitoring Group
- Preparation of the debate, decision-making of the results by mutual consent of the German federation and Bavaria

Supervision:
BMVB (Head of department WS)
BayStMWIVT, BMU, BayStMUG, BMVBS
(each one member and one permanent representative)

Permanent* guests:
- Supervisor Monitoring Group
- WSD Süd

Implementation of the studies

Functions:
- Coordination and implementation of studies
- Composition of proposals for the Control Group
- Implementation of decisions of the Control Group
- Commissioning of the studies (where required)

WSD Süd:
BAW, BIG, BIN, UBA, LJU, RMD,
WSA Regensburg, Reg. v. Niederbayern

Permanent* guest:
- Supervisor Monitoring Group

Monitoring Group

Functions:
- Proposals for work assignments
- Information concerning work process and course of studies
- Debate of results and recommendations

Supervision:
Professional mediator
Citizens’ groups, nature protection and environment protection groups, shipping, transport and economy
Permanent* guest:
- WSD Süd

Governance of the process:
BMVB
-AL WS -

Information

Suggestions, proposals

Decisions

Proposals, reports

*: Control and Monitoring Group can decide independently about the inclusion of further guests.

Version: 19.01.2010
Several analyses within the EU-subsidized study

- Update and amendments of the data bases
- analyses of the river morphology
- ground water shaping
- hydraulic discharge calculations and verification
- Technical planning of the waterway
- Technical planning of the flood control measures that are the result of the extension
- compatibility study of Natura 2000 areas
- expertise on the special protection of species survey
- environmental impact assessment
- landscape management accompanying planning
- account on the compliance with the Water Framework Directive
Implementation of the basic principles of the Joint Statement in the project „Straubing-Vilshofen“ (1)

I. The Joint Statement

- Starting position
  - Economic situation:
    Commercial transport along the Danube corridor has soared growing more than 100% in nearly all Danube countries in the last decade, with by far the largest increase registered in road transit.
  - Ecologic appraisal:
    IWT is, in comparison to air and road transport, seen as more environmentally friendly and energy efficient.
  - A multimodal use of available transport possibilities (road, rail and IWT) has to be ensured.

- Basic principles and aims
  - Balancing navigation and ecological needs
  - interdisciplinary approach and broader acceptance of the planning processes
Implementation of the basic principles of the Joint Statement in the project „Straubing-Vilshofen“ (1)(2)

- Solution
  - Integrated planning approach: Actions to improve the current situation should be seen from both perspectives IWT and ecological integrity.
  - Transparent planning process
  - Ensure the comparability of alternatives and assess the feasibility of a plan
  - Ensure that there are no technically viable, environmentally better and not disproportional costly alternative means to achieve the required objective
  - Minimise the impacts of engineering interventions

II. Procedural implementation
- Consideration of economic and ecological interests in the regional planning procedure and plan approval procedure
- EU-subsidized study: Monitoring-Group is made up of economy and ecology representatives in equal measure