

State of navigational bottlenecks in the German Danube section

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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





Extension variants



- Variant A river engineering works optimisation of the actual state
- Variants C and C₂₈₀ 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 \leq 70 m equals the actual state
- 46 existing bottlenecks remain

Variant C₂₈₀: 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 ≥ 80 m,
 - from Straubing to the Isarmouth \leq 70.0 m

Actual state, variants A und C_{280} in numbers



	barrage	guaranteed draught depth at low water	Days per year with draught depth of 2.50 m
Actual state	no	1.60 m	160
Variant A	no	1.80 m	185
Variant C ₂₈₀	yes, one at Aicha	2.30 m	290

Costs of the measures





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 C₂₈₀ 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 C₂₈₀, 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 multiannual 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 and Monitoring Group can decide independantly about the inclusion of further guests.

Several analyses within the EUsubsidized 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

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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