



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 ≤ 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 ≤ 70.0 m

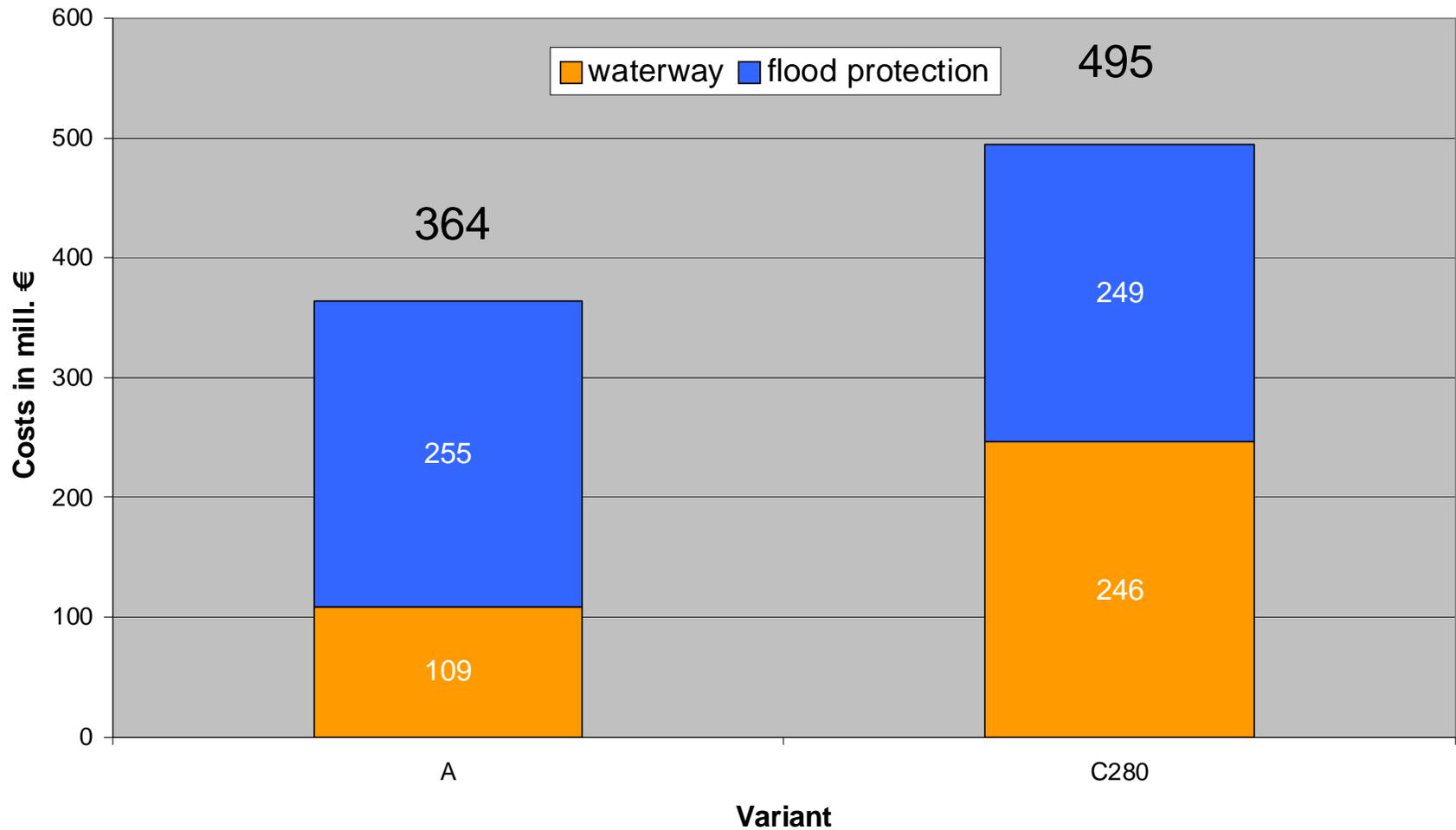
Actual state, variants A und C₂₈₀ in numbers



	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 C₂₈₀	yes, one at Aicha	2.30 m	290



Costs of the measures





Political development

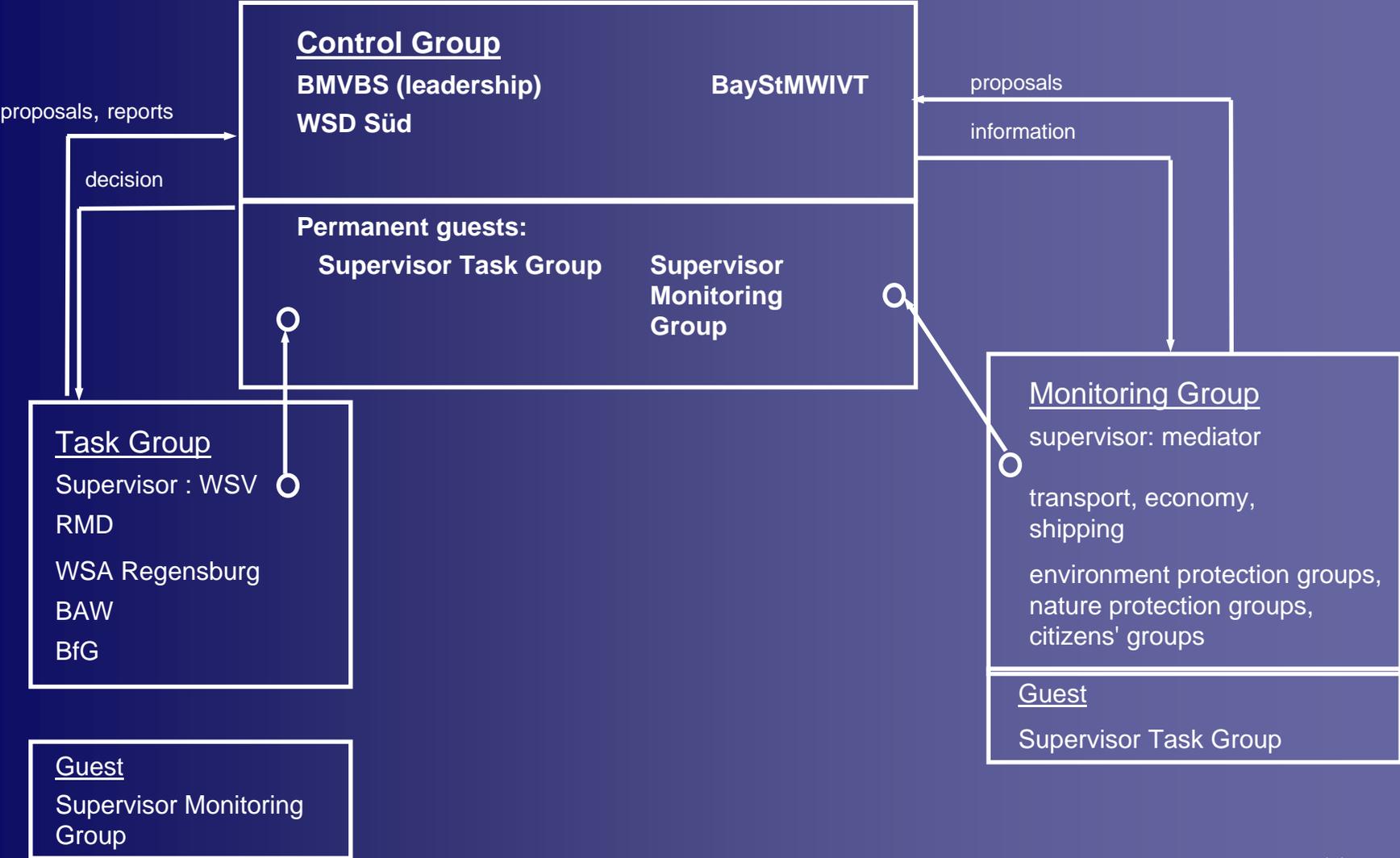
- 2002 decision of the red-green German Bundestag: variant A
Despite change of government (now black-red) position was maintained
- 2006 result of the regional planning procedure:
Result of the evaluation of the Government of Lower Bavaria:
only variant C₂₈₀ classified as complying with regional planning
- 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-independant studies about 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

Estimated structure of organisation that will be used for analyses for the EU-subsidized study



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

Basic principles that are postulated by the Joint Statement



“adequate waterway infrastructure”:

Balancing navigation and ecological needs,

“mutually acceptable solutions”:

Even in the regional planning procedure as well as in the planning approval procedure economic and ecologic concerns are pondered. Especially this idea is the foundation of the decision between the extension variants in the legally mandatory actions.