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Fairway Rehabilitation and Maintenance Master Plan

Setting standards for the Danube

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10 riparian states / 10 states in charge of waterway maintenance

- 7 EU Member States/3 non-EU Member States
 - Waterway rehabilitation and maintenance is and will remain a national responsibility
 - Budget decisions and operational measures are ultimately taken (or not) at national level
- Logistics waterway users need stable fairway conditions and a continuous level of service
- The quality of the Danube corridor is as strong as its weakest link



→ Corridor approach in waterway maintenance is essential

Our tool kit to achieve stable fairway conditions along the Danube

1. Strong partnership and cooperation among waterway administrations and stakeholders
2. Definition of common levels of service and work plans
3. Development of good practices in waterway maintenance
4. Joint implementation projects
5. Up-to-date fairway information for waterway users
6. Close performance monitoring and reporting



1. Strong partnership and coordination among waterway administrations and stakeholders

- Network of Danube Waterway Administrations (NEWADA) operational since 2009
- EU-Strategy for the Danube Region: Austria (bmvit and viadonau) and Romania (Ministry of Transport) have been coordinating Priority Area 1a (Waterways) since 2012
- European Commission (DG MOVE/DG REGIO) set Danube waterway maintenance high on the political agenda



→ The conditions for better cooperation are in place

→ More information www.danube-navigation.eu



2. Definition of common levels of service and work plans

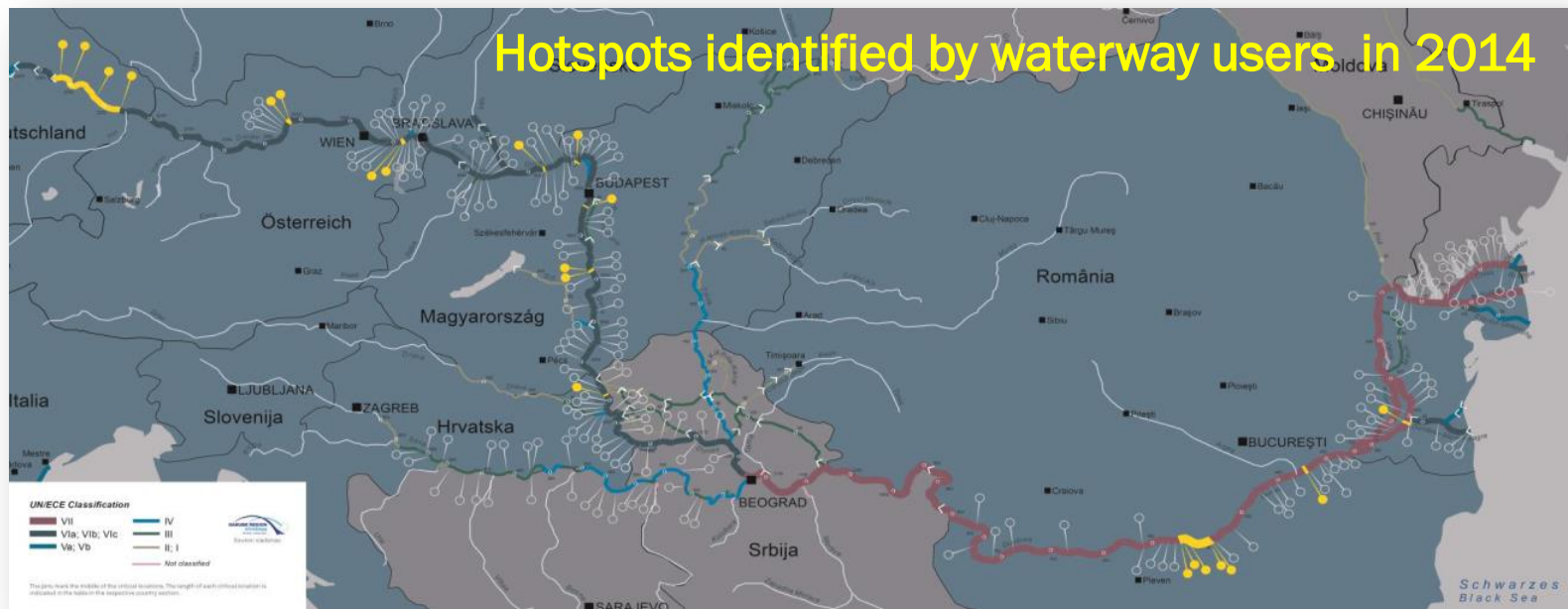
Fairway Rehabilitation and Maintenance Master Plan

- Initiated in April 2014 by Danube Region Strategy (Priority Area 1a) in cooperation with the NEWADA duo project
- Prepared in close cooperation between PA1a, the European Commission and the Danube waterway administrations
- Endorsed in December 2014 and June 2016 by the majority of Danube Transport Ministers



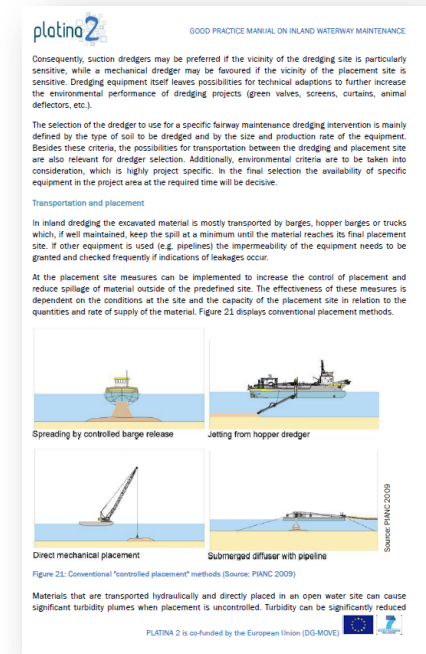
Fairway Rehabilitation and Maintenance Master Plan

- Defines a recommended minimum level of service (2.50m fairway depth at Low Navigable Water Level)
- Highlights critical locations (as identified by waterway administrations and Danube waterway users)
- Specifies the required national measures and budget needs



3. Development of good practices

- The EU co-financed PLATINA-2 project established a European expert group for inland waterway maintenance
- Focus on free-flowing river sections, as these are most critical in terms of performance and maintenance needs
- Good practice manual on inland waterway maintenance
 - Exchange of practical approaches applied in different river corridors all over Europe
 - Guidelines for practical implementation of economically and ecologically sustainable waterway maintenance procedures



→ More information www.naiades.info

4. Joint implementation projects

FAIRway Danube project

- Implementation of specific parts of Fairway Rehabilitation and Maintenance Master Plan
- Set up and evaluate pilot activities for improved hydrological services
 - Surveying of riverbed and water level monitoring
 - Integrated data analysis and water level forecast
 - Exploit potential of dynamic fairway marking
- Procurement of equipment
- Physical interventions (dredging) are out of project scope
 - National responsibility
- Pre-feasibility study for lock rehabilitation Gabčíkovo

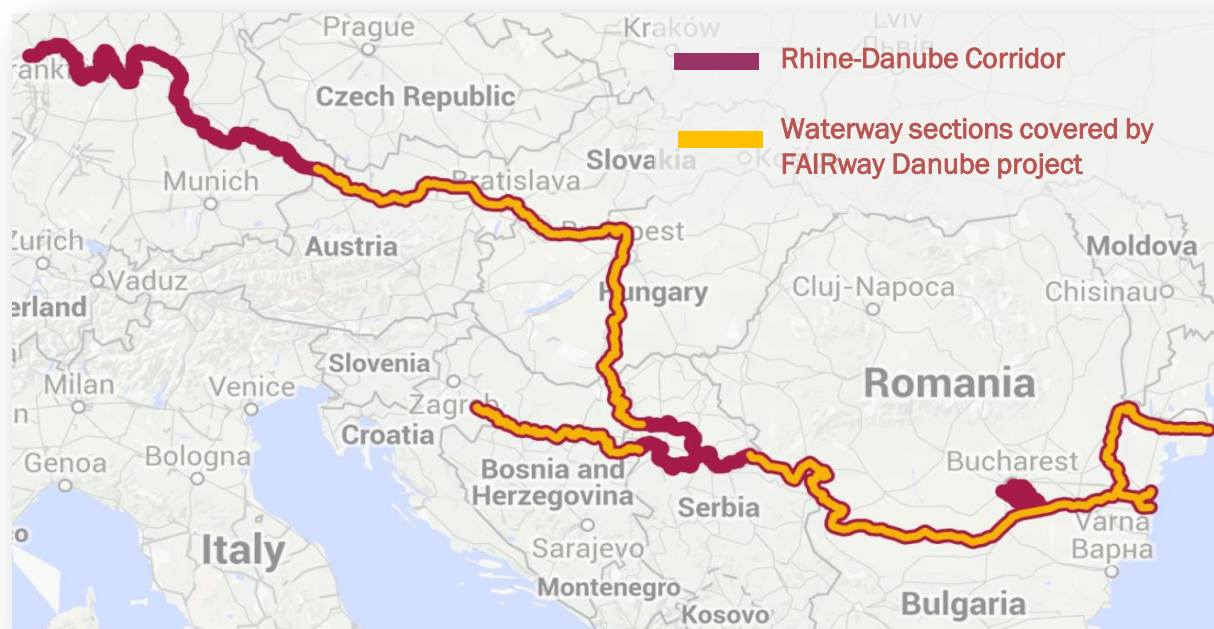


→ Significantly improve data quality, data coherence and coordination of actions along the Danube waterway corridor



FAIRway Danube project - key facts

- 23.4 million Euro | co-financed by the Connecting Europe Facility
- 6 participating countries + Advisory Board including stakeholders



- Coordinated by bmvit + viadonau
- Lead time July 2015–June 2020

→ More information www.fairwaydanube.eu



5. Up-to-date fairway information for waterway users

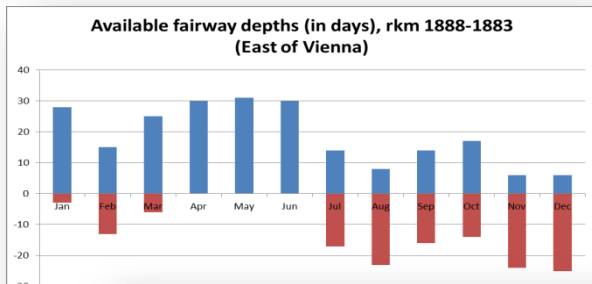
Features of available online services

- Water levels
- Shallow section information
- Lock status
- Notices to skippers
- Position service
- Easy access to data
 - www.danubeportal.com
 - www.doris.bmvit.gv.at
 - DoRIS mobile app

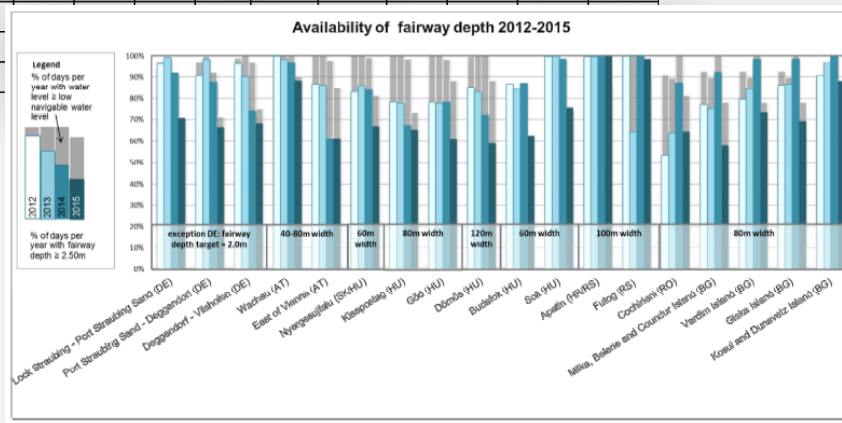




6. Close performance monitoring and reporting



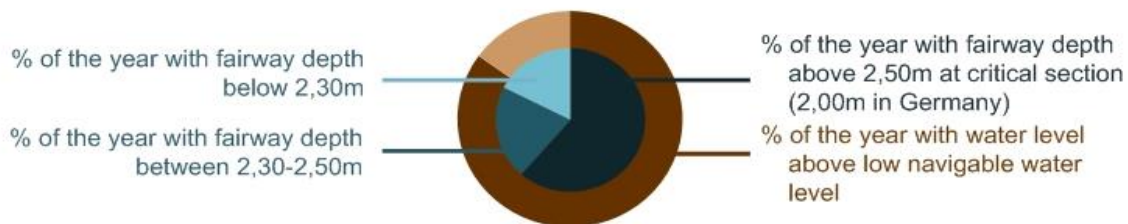
Designation of assignment	Dredging site		Dumping or placement site		Beginning of service	End of service	Material	Utilisation	m³	Referenced and relevant permits (see next table)
	from river-km	to river-km	from river-km	to river-km						
Petronell-Witzelsdorf	1.892,30	1.891,80	1.899,70	1.899,00	08.12.2014	30.01.2015	Gravel	Dumping	27.552,91	1
Treuschütt	1.888,40	1.888,70	1.906,80	1.906,20	10.03.2015	07.05.2015	Gravel	Dumping	31.625,68	1
Bad Deutsch-Altensburg	1.886,90	1.886,10	1.904,60	1.903,40	10.03.2015	05.05.2015	Gravel	Dumping	36.865,64	1
Petronell-Witzelsdorf	1.893,40	1.891,80	1.906,80	1.906,20 left	03.08.2015	28.08.2015	Gravel	Dumping	37.928,41	1



National Action Plans

- Monitoring of progress on implementation of Master Plan through yearly monitoring reports
- Status and outlook on
 - critical locations
 - hydrological conditions
 - rehabilitation/maintenance activities
 - environmental impacts
 - budget needs

Status of Danube waterway in 2015



Conclusions



The tools are in our hands - let's use them!

Danube waterway rehabilitation and maintenance is on our radar

- Corridor approach is crucial
- Active engagement of stakeholders needed
- Fairway Rehabilitation and Maintenance Master Plan is a living document with annual monitoring reports
- The National Action Plans create a level of transparency in national waterway maintenance issues, which was previously not available

Thank you for your attention!

Contact



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Graphics

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