

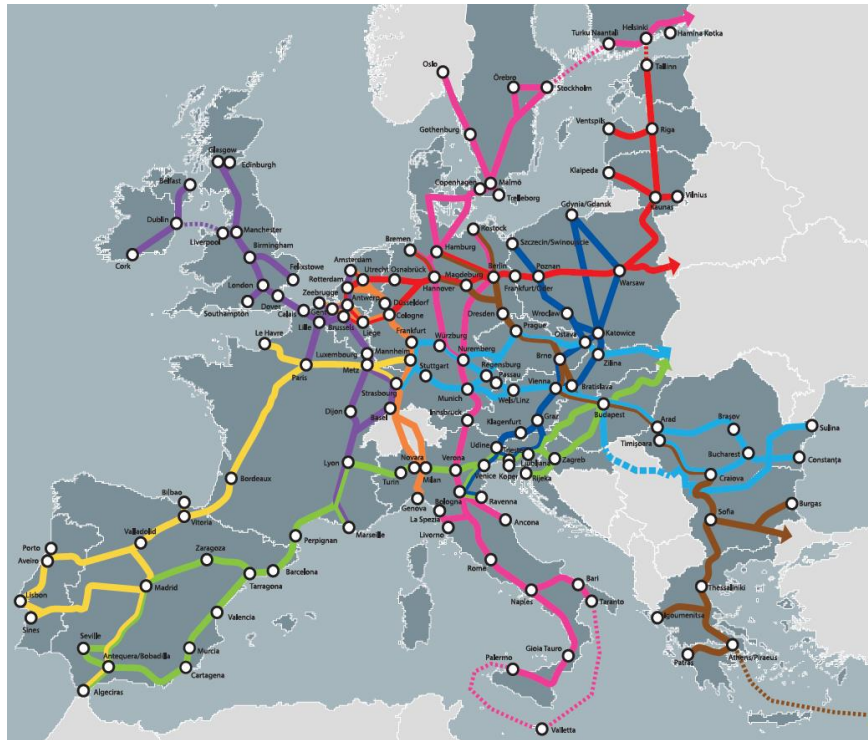


Second Work Plan
of the European Coordinator
Karla Peijs

EUSDR PA1a Working Group
in Vienna, 15th November 2016
Katja Rosner, viadonau



Evolution of the Work Plan



nine multimodal TEN-T Core Network Corridors

2013 TEN-T Guidelines & CEF Regulation

2014 Studies on the Core Network Corridors

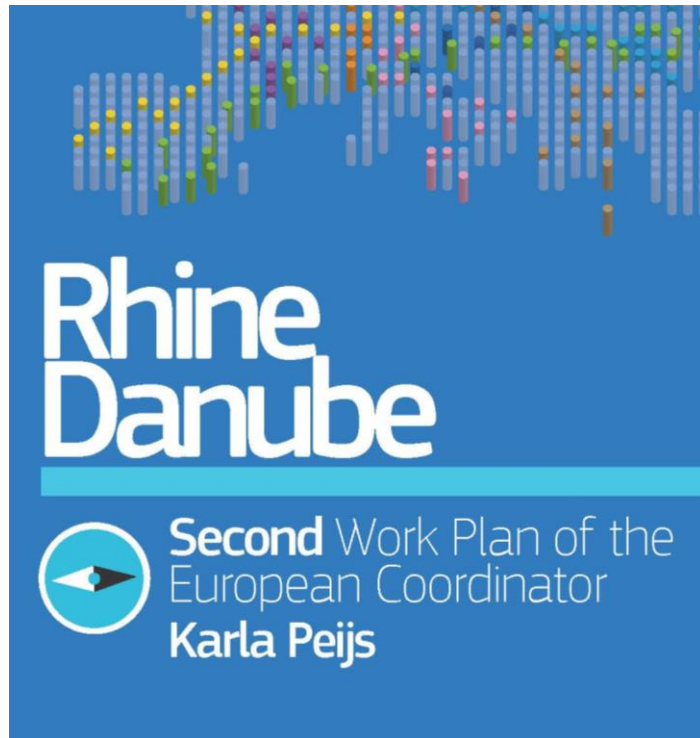
First Work Plans

2015/17 Studies on the Core Network Corridors – Phase 2

2016 Second Work Plan

2017 Third Work Plan

Motivation behind the Work Plans



2nd Work Plan of the Rhine-Danube Corridor to be published soon.

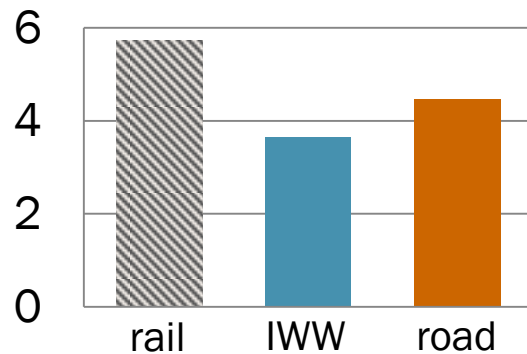
Report on

- Status of the Infrastructure
(key performance indicator)
- Transport volumes and modal share
- Projects
- Financial instruments
- Critical issues
(expected non-compliance with the TEN-T Regulation by 2030)

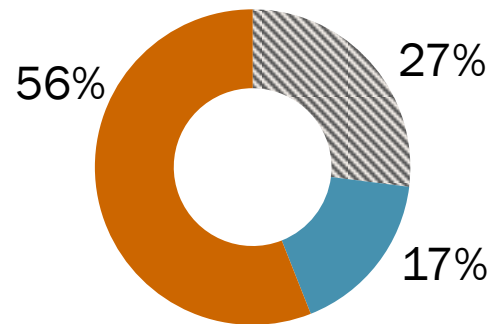
Political conclusions and recommendations

→ To coordinate and trigger actions.

Emphasis on Inland Waterways



Length of infrastructure
3,660 km of inland waterways are part of the Rhine-Danube Corridor



Modal split (2010)
Transported tonnes on rail and road infrastructure reach capacity limits

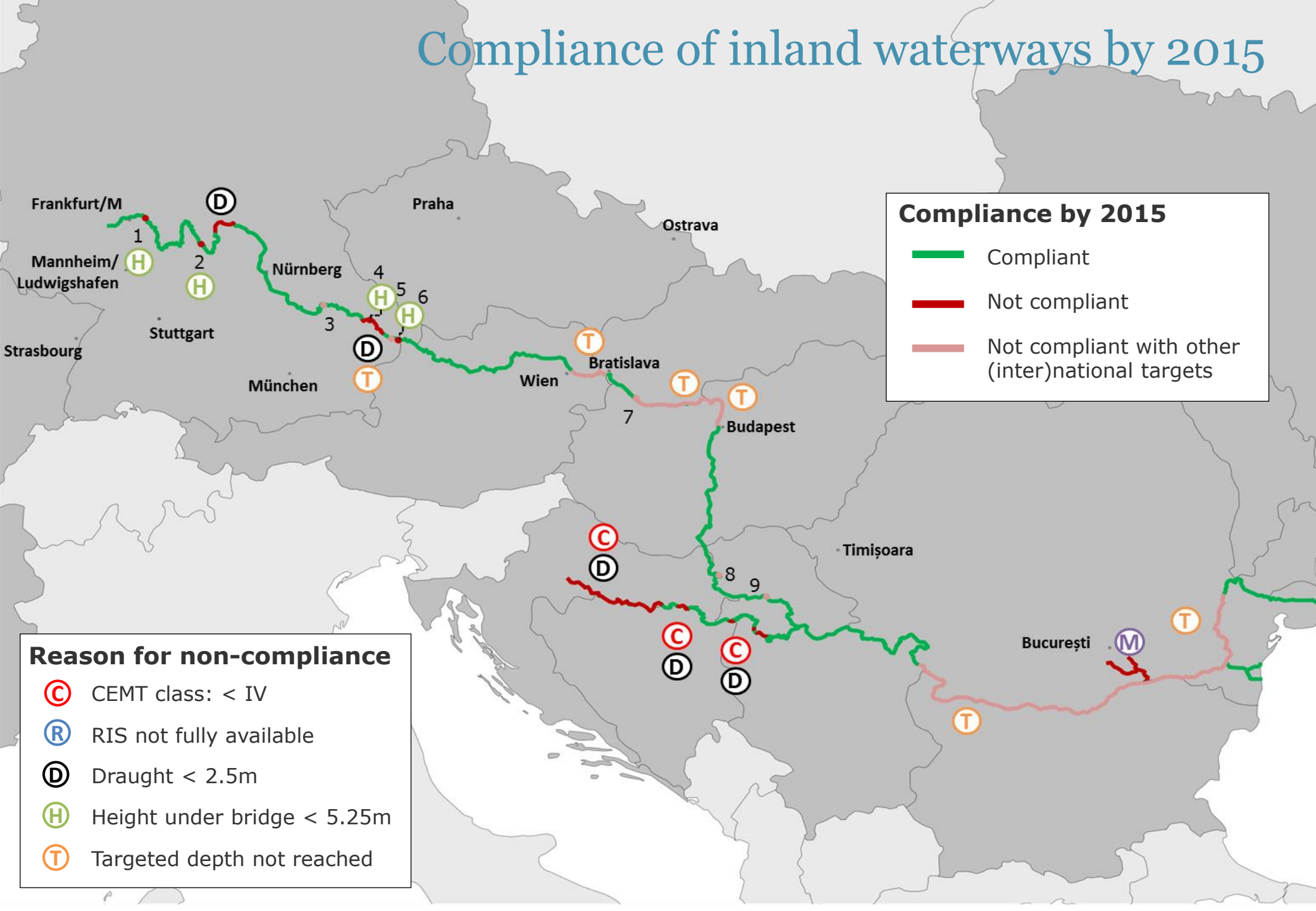


IWW are topic No. 1 ...

- ✓ Low investment costs
- ✓ Environmentally friendly
- ✓ Free capacities

... but not in every Member State

Compliance of inland waterways by 2015



Compliance by 2015

- Compliant
- Not compliant
- Not compliant with other (inter)national targets

Reason for non-compliance

- C CEMT class: < IV
- R RIS not fully available
- D Draught < 2.5m
- H Height under bridge < 5.25m
- T Targeted depth not reached

Improvement of infrastructure conditions through...

deepening of the Upper Main



How good are the inland waterways afterwards ?

Compliance of inland waterways by 2030

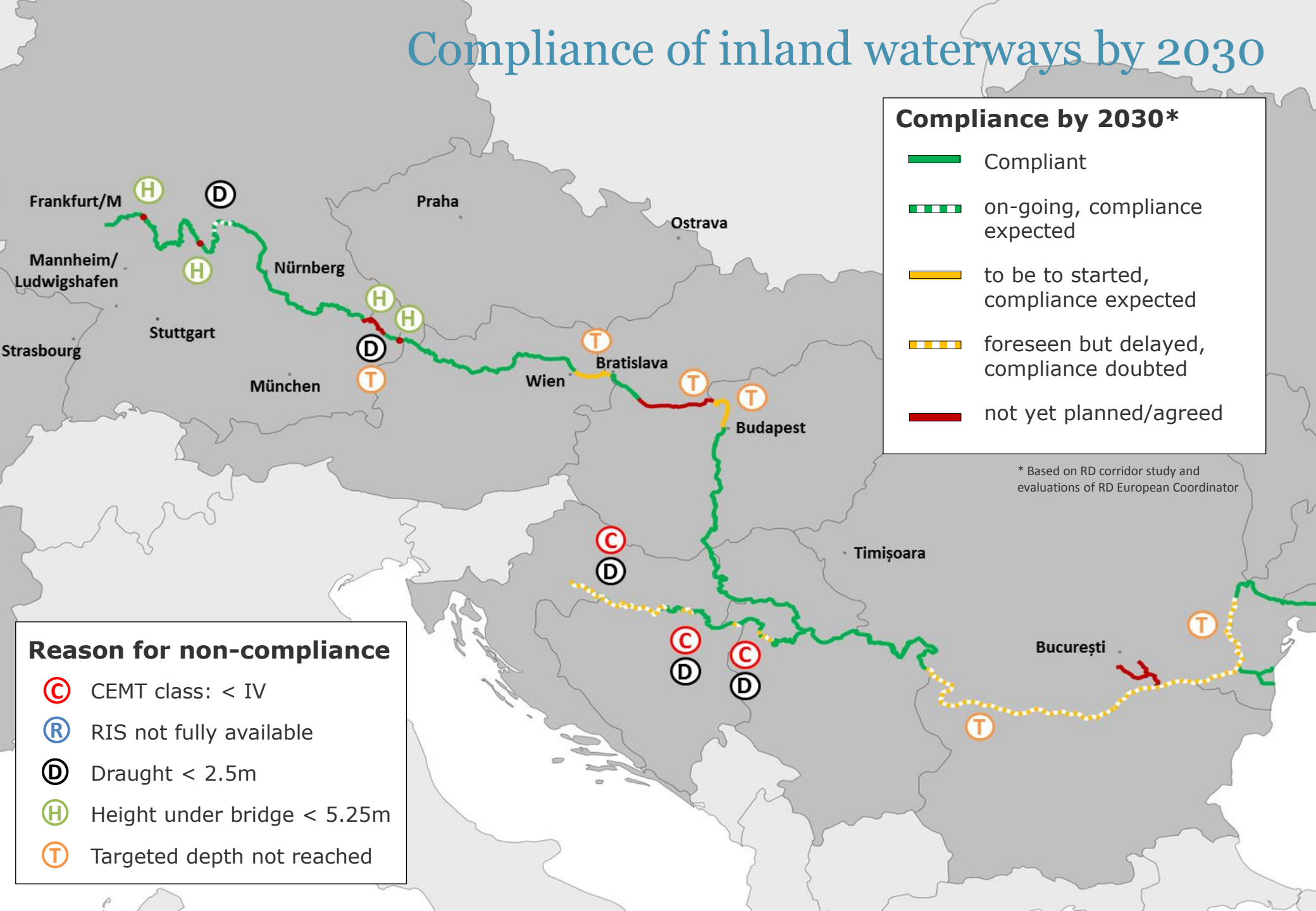
Compliance by 2030*

- █ Compliant
- ▤ on-going, compliance expected
- █ to be started, compliance expected
- ▤ foreseen but delayed, compliance doubted
- █ not yet planned/agreed

* Based on RD corridor study and evaluations of RD European Coordinator

Reason for non-compliance

- Ⓢ CEMT class: < IV
- Ⓢ RIS not fully available
- Ⓢ Draught < 2.5m
- Ⓢ Height under bridge < 5.25m
- Ⓢ Targeted depth not reached



It's not only the infrastructure that matters.

Operational and administrative barriers

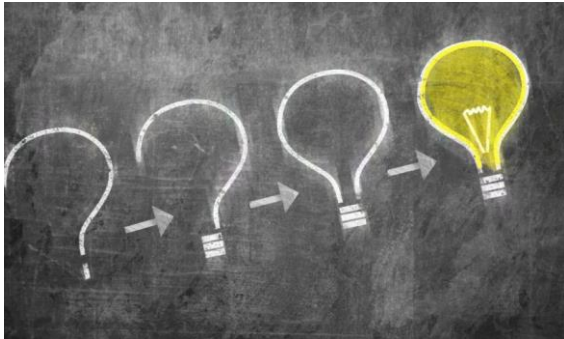
- National infrastructure managers lack budget and human resources
- Legally enforced restrictions of vessel draught and force majeure certificates
- Paper work connected with border controls are a competitive disadvantage
- Information on fairway conditions is not available or difficult to access
- Canal fees / port fees differ substantially and are hardly transparent

Recommendations by Karla Peijs

- Develop **reliable navigation conditions** and provide certainty to users
- Reduce the **environmental impact** as much as possible and set compensatory measures
- All countries involved need to **set steps** identified in the Fairway Rehabilitation and Maintenance Master Plan
- **Maintenance** is a prerequisite. National governments need to provide the yearly required **budget** (or international funds are needed)

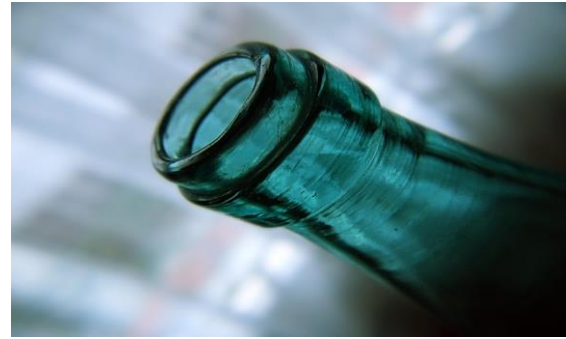
Political will is crucial.

You have something to contribute?



Project list

Submitted by Member States. Approach MoT to include projects in national Transport Programs.



Information on bottlenecks

Add or correct information on physical, operational or administrative bottlenecks by contacting viadonau.



Participation in IWW and port Working Groups

Next meeting: 7th December 2016 in Brussels.

Thank you for your attention!

Contact



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Links

1st Corridor Study (2014)

https://ec.europa.eu/transport/sites/transport/files/themes/infrastructure/ten-t-guidelines/corridors/doc/rhd_corridor.zip

1st Work Plan (May 2015)

https://ec.europa.eu/transport/sites/transport/files/themes/infrastructure/news/doc/2015-05-28-coordinator-work-plans/wp_rhine-d_final.pdf

2nd Work Plan to be published soon.

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