

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	Upgrade of the Danube between Straubing and Vilshofen: Variant-independent investigation on the development of the Danube waterway between Straubing and Vilshofen		
Short project title: (acronym)		Project logo:	
Project website:	www.donauausbau.wsv.de	Project ID:	PA1A030
Need and added value for Danube Region Strategy:	<p>The Danube river section from Straubing to Vilshofen is a major bottleneck in the Trans-European Network regarding loaded draught and nautical difficulties. For many years, possible packages of measures have been discussed to establish homogenous shipping transport conditions and to reduce the risk of naval accidents.</p> <p>While the rest of the waterway has been adapted to a draught depth of 2.5 m almost all year round, several restrictions arise frequently due to alternating water levels in the (free flowing) section between Straubing and Vilshofen. The possible loaded draught between Straubing and Vilshofen is only 1.6 m in case of low water. On average, a draught value of 2.50 m is only available 144 days p.a. At the same time, the existing flood prevention system has to be consistently enhanced up to a 100-year flood event in due consideration of the waterway development.</p> <p>After many years of interdisciplinary studies and political negotiations on the possibilities for improving shipping conditions, including flood control and implementation of a regional planning procedure, there was no agreement about the variant to be used.</p> <p>In the course of this already finalised study, two remaining variants with different benefits and different impacts (variant A and variant C2.80) were perused as part of Priority Project 18 (Waterway axis Rhine/Meuse-Main-Danube).</p>		
Objective(s) of project:	<p>The task of the study was to examine and prepare technical and ecological planning for the Danube development between Straubing and Vilshofen for both above-mentioned variants to bring about the final decision concerning the execution of the preferred variant, including the ability to carry out administrative procedures required as quickly as possible.</p> <p>Therefore, planning had to be executed in great detail (planning approval depth). All impacts and decision-related aspects, especially with regard to navigation, engineering, economic feasibility and environmental compatibility (regionally and globally), had to be assessed. The main objective was to provide a secure basis for informed political decision, but explicitly without giving any recommendation.</p>		
Conducted project activities:	<ul style="list-style-type: none"> • Baseline study (e.g. survey of groundwater, surveying and mapping of fauna/flora on about 185 km², subsoil investigation, etc.) • Modelling of river morphology, groundwater regime, hydrology and hydraulics in present situation and for prospective scenarios • Technical waterway planning respective variant A and C2.80 • Technical planning of flood protection measures • Environmental assessment (impact, compatibility, conservation with species and landscape), compliance with EU and national directives concerning nature protection and environment conservation (e.g. Water Framework Directive, Fauna-Flora-Habitat Directive, Conservation of Wild Birds Directive) • Transport forecast and economic feasibility study • Nautical dynamic calculations 		

Project Data Sheet

	In addition, the Federal Ministry of Transport, Building and Urban Affairs (BMVBS) had set up a project group consisting of transport, economic and environmental experts for regional surveys and monitoring purposes.		
Transboundary impact:	The study itself had no impact on other Danube riparian states. Nevertheless, the possible realisation of either variant would have an enormous impact on the whole Rhine/Meuse-Main-Danube axis, since the situation at the bottleneck Straubing-Vilshofen is decisive for transport decisions along the entire corridor.		
Project beneficiaries / target groups:	<p>The study provided the competent bodies of the Federal Republic of Germany and the Federal State of Bavaria with all necessary elements of evidence for taking their decision on the development of the Danube waterway between Straubing and Vilshofen.</p> <p>At the same time, planning results for both variants are now available in great detail. Final planning approval documents are based thereupon after the political decision was taken.</p>		
STATUS AND TIME FRAME			
Current project phase: (please tick a box)	<input type="checkbox"/> Definition (e.g. project idea, abstract) <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input type="checkbox"/> Implementation <input checked="" type="checkbox"/> Completion		
Start date:	02.10.2008	End date:	31.03.2013
Notes:	The period of the project was extended up to 31.03.2013 in agreement with the competent EU authorities.		
PROJECT TEAM			
Project leader:	<p>Steering committee composed of the competent authorities of the Federal Republic of Germany and the Federal State of Bavaria:</p> <ul style="list-style-type: none"> - Coordinator: German Ministry of Transport (BMVBS) - German Ministry of the Environment (BMU) - Bavarian Ministries of Economics (BayStMWIVT) and of the Environment (BayStMUG) 		
Project partner(s):	Task Group under the direction of "Wasser- und Schifffahrtsdirektion Süd" (since midyear 2013 legal successor: "Außenstelle Süd der Generaldirektion Wasserstraßen und Schifffahrt"), composed of RMD Wasserstrassen GmbH and various authorities of the Federal Republic of Germany and the Federal State of Bavaria.		
Contact person:	Name:	-	
	Organisation:	RMD Wasserstrassen GmbH	
	Address:	Blutenburgstraße 20, 80636 München	
	Phone:	-	
	E-Mail:	-	
	Website:	www.rmd-wasserstrassen.de	

Project Data Sheet

FINANCING											
Available: (please tick a box)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partly <input type="checkbox"/> No										
Total budget:	33,000,000 EUR (exclusive VAT)										
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"><input checked="" type="checkbox"/> National/regional funds:</td> <td>National Budget (F. R. Germany): 11,000,000 EUR Regional Budget (Bavaria): 5,500,000 EUR</td> </tr> <tr> <td><input checked="" type="checkbox"/> EU funds:</td> <td>16,500,000 EUR (TEN-T Multi-Annual Programme 2007-2013 (max. 50 % for studies))</td> </tr> <tr> <td><input type="checkbox"/> IFI loans:</td> <td></td> </tr> <tr> <td><input type="checkbox"/> Private funds:</td> <td></td> </tr> <tr> <td><input type="checkbox"/> Other:</td> <td></td> </tr> </table>	<input checked="" type="checkbox"/> National/regional funds:	National Budget (F. R. Germany): 11,000,000 EUR Regional Budget (Bavaria): 5,500,000 EUR	<input checked="" type="checkbox"/> EU funds:	16,500,000 EUR (TEN-T Multi-Annual Programme 2007-2013 (max. 50 % for studies))	<input type="checkbox"/> IFI loans:		<input type="checkbox"/> Private funds:		<input type="checkbox"/> Other:	
<input checked="" type="checkbox"/> National/regional funds:	National Budget (F. R. Germany): 11,000,000 EUR Regional Budget (Bavaria): 5,500,000 EUR										
<input checked="" type="checkbox"/> EU funds:	16,500,000 EUR (TEN-T Multi-Annual Programme 2007-2013 (max. 50 % for studies))										
<input type="checkbox"/> IFI loans:											
<input type="checkbox"/> Private funds:											
<input type="checkbox"/> Other:											
PROJECT ENVIRONMENT											
Project cross-reference:	Follow-up project 2013 - 2015: Upgrade of the Danube between Straubing and Vilshofen: Study for design, approval planning and public consultation within the frame of the planning approval procedure for subsection 1 (Straubing–Deggendorf)										
Cross-reference ID(s):	PA1A122										
Strategic reference:	-										
Relevant legislation:	<ul style="list-style-type: none"> “Duisburger Vertrag” 16.09.1966 “Donaukanalisierungsvertrag” 21.07./23.07./11.08.1976 Federal Waterway Act Water Framework Directive → Federal Water (Resources) Act 										
Other:	-										
EUSDR EMBEDDING											
Relation to other Priority Areas of the Danube Region Strategy:	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> PA1b: To improve mobility and multimodality – Road, rail and air links <input type="checkbox"/> PA02: To encourage more sustainable energy <input type="checkbox"/> PA03: To promote culture and tourism, people and people contacts <input type="checkbox"/> PA04: To restore and maintain the quality of waters <input checked="" type="checkbox"/> PA05: To manage environmental risks <input checked="" type="checkbox"/> PA06: To preserve biodiversity, landscapes and the quality of air and soils <input type="checkbox"/> PA07: To develop the knowledge society through research, education and information technologies <input type="checkbox"/> PA08: To support the competitiveness of enterprises, including cluster development 										

	<input type="checkbox"/> PA09: To invest in people and skills <input type="checkbox"/> PA10: To step up institutional capacity and cooperation <input type="checkbox"/> PA11: To work together to promote security and tackle organised and serious crime
EUSDR COMPLIANCE	
Compliance with targets of the Danube Region Strategy:	<input checked="" type="checkbox"/> Increase the cargo transport on the river by 20% by 2020 compared to 2010. <input checked="" type="checkbox"/> Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015. <input type="checkbox"/> Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020. <input type="checkbox"/> Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015. <input type="checkbox"/> Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.
Compliance with actions of the Danube Region Strategy:	<input checked="" type="checkbox"/> To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way. <input checked="" type="checkbox"/> To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections. <input type="checkbox"/> To modernise the Danube fleet in order to improve environmental and economic performance. <input type="checkbox"/> To coordinate national transport policies in the field of navigation in the Danube basin. <input type="checkbox"/> To support Danube Commission in finalising the process of reviewing the Belgrade Convention. <input type="checkbox"/> To develop ports in the Danube river basin into multimodal logistics centres. <input type="checkbox"/> To improve comprehensive waterway management of the Danube and its tributaries. <input type="checkbox"/> To promote sustainable freight transport in the Danube Region. <input type="checkbox"/> To implement harmonised River Information Services (RIS). <input type="checkbox"/> To invest in education and jobs in the Danube navigation sector.
Affiliation to thematic working group of Priority Area 1a of the EUSDR:	<input checked="" type="checkbox"/> Waterway infrastructure and management <input type="checkbox"/> Ports and sustainable freight transport <input type="checkbox"/> Danube fleet <input type="checkbox"/> River Information Services

Project Data Sheet

	<input type="checkbox"/> Education and jobs
OTHER RELEVANT ISSUES	
Project requirements:	-
Follow-up project:	see above project cross-reference
Any other issues:	-