

BASIC PROJECT DATA			
Full project title:	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)		
Short project title: (acronym)	-	Project logo:	-
Project website:	www.lebensader-donau.de	Project ID:	PA1A122
Need and added value for Danube Region Strategy:	<p>The German federal waterway Danube between Straubing and Vilshofen in Lower Bavaria is a major bottleneck of the Trans-European Rhine/Meuse-Main-Danube inland waterway axis in particular with regard to draught. While the rest of the waterway axis has been adapted to 2.5 m draught almost all year round, this value is only attainable 144 days per year for the (free flowing) section from Straubing to Vilshofen due to alternating water levels. In low water periods only 1.6 m draught (or less) is possible.</p> <p>A variant study (conducted 2008-2013) compared the two remaining variants (named A and C2.80) regarding impacts on navigation and environment in order to provide a secure basis for an informed political decision. At the same time, the existing flood protection system has to be enhanced up to a 100-year-event in due consideration of interdependencies relating to waterway development. Policy-makers finally decided to develop the critical sector from Straubing to Vilshofen according to variant A by implementing solely river regulation measures (i.e. without lock/storage) and to immediately realize flood protection measures. Therefore, two projects (navigation and flood protection) were set up and two subsections were defined for the waterway upgrading project: Straubing - Deggendorf (subsection 1) and Deggendorf - Vilshofen (subsection 2).</p> <p>(c) German Ministry of Transport and digital Infrastructure; adaptations by viadonau</p> <p>Upgrading both subsections is part of the overall development in order to improve navigation conditions in the existing bottleneck between Straubing and Vilshofen (and thus on the entire TEN-T axis) and to simultaneously enhance flood protection. The fairway is developed to increase draught by at least 0.2 m at low navigable water</p>		

	<p>level (RNW). This would correspond to fairway depths of 2.20 m. Moreover, fairway maintenance, sediment management (incl. progressive bed erosion), safety and ease of shipping (incl. nautical difficulties and naval hazard spots) are to be optimized. Concerning flood prevention, the existing level of protection is to be increased from about HQ30 to HQ100.</p>
<p>Objective(s) of project:</p>	<p>This overall study laid out the necessary preconditions to obtain the construction permissions and budget approvals for the upgrading of subsection 1 Straubing-Deggendorf. It essentially involved planning works and the drawing up of documents in preparation of the building project. This included the draft and approval planning for section 1, Straubing–Deggendorf. Objectives of both projects (navigation and flood protection) have to be achieved pari passu in a coordinated technical planning in combination with a suitable landscape management plan. That means an interactive, interdisciplinary and iterative planning procedure of engineering and ecological measures to fulfil the technical targets was necessary. Therefore, all relevant documents to obtain the required building and financing permissions had to be prepared.</p> <p>Additionally, all measures and expenditures concerning public relation and public participation were included. Plan-related public information at an early stage considerably increases project acceptance. Obligations and responsibilities under environmental law include public and stakeholder involvement. Planning approval procedures under public law therefore contain announcement, display, consultation, review, and debate of the plan which is an essential element in the administrative hearing procedure to obtain building permission.</p>
<p>Conducted project activities:</p>	<ul style="list-style-type: none"> • Preparation and completion of draft as well as approval planning documents: <ul style="list-style-type: none"> ○ Technical planning: Waterway development and design of flood protection measures ○ Landscape management planning: Environmental impact assessment in compliance with European and national legislation (e.g. Water Framework Directive, Fauna-Flora-Habitat Directive, Conservation of Wild Birds Directive, Federal Nature Conservation Act incl. Species Protection) to prevent, minimize, and finally compensate all unavoidable aquatic or terrestrial impacts ○ Technical modelling (above all numerical simulations): hydrodynamic, hydrological, morphologic, and groundwater modelling ○ Identification of affected issues (e.g. agricultural/forestry concerns, hunting/fishery purpose, property and ownership) and consideration of personal, municipal and regional interests when indicated ○ Submission of final documents to the competent bodies • Public participation during planning approval procedure: Public consultation/hearing, i.e. statements/objections as regards the plan made by public agencies, associations or affected private persons were to be reviewed, in some cases analysed in detail, discussed in debates, and commented on to provide an informed deliberation. • Public relations work and Project information: All measures and expenditures to provide public information during all project phases, like information centre in Deggendorf, information pavilions along the Danube, internet presence (www.lebensader-donau.de), film, flyer, press releases, official announcements, miscellaneous informative meetings in towns and municipalities, co-ordination meetings with agencies i.a.

Project Data Sheet

Transboundary impact:	<p>The improvement of shipping conditions in the existing bottleneck from Straubing to Vilshofen has positive effects for the entire Trans-European Rhine/Meuse-Main-Danube inland waterway axis. It serves to support an eco-friendly mode of transport, the merging of south-eastern European states with the rest of the EU (interconnection between Black and North Sea), and, as far as possible, the unobstructed transport of goods within the EU.</p> <p>Transboundary environmental impact assessment between Austria and Germany according to Espoo convention (inure 1997) with focus on possible negative downstream flood effects.</p>		
Project beneficiaries / target groups:	<p>As the transport of goods on the waterway Rhine-Main-Danube has an international and long-distance character, a wide range of stakeholders relating to the European transport will benefit from the waterway subproject.</p> <p>Population, industry, material assets, and agriculture along the Danube in Lower Bavaria will gain a higher safety standard with regard to flood hazard.</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:	April 2013	End date:	December 2015
Notes:	-		
PROJECT TEAM			
Project leader:	<p>Project promoters/sponsors are the Federal Republic of Germany and the Free State of Bavaria, both represented by RMD Wasserstraßen GmbH.</p> <p>Steering group to monitor work and to coordinate/clarify fundamental issues composed of competent authorities of the Federal (State) government of Germany (Bavaria) as well as representatives of RMD.</p>		
Project partner(s):	<ul style="list-style-type: none"> • Federal Waterways and Shipping Administration, subordinate body of the Ministry of Transport and Digital Infrastructure • Bavarian Ministry of the Interior, for Building and Transport • Bavarian Water Resources Management Administration, subordinate body of the Ministry of the Environment and Consumer Protection • RMD Wasserstraßen GmbH 		
Contact person:	Name:	-	
	Organisation:	RMD Wasserstraßen GmbH	
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Project Data Sheet

	Website:	www.rmd-wasserstrassen.de
FINANCING		
Available: (please tick a box)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Partly <input type="checkbox"/> No
Total budget:	EUR 7,800,000	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	<input checked="" type="checkbox"/> National/regional funds:	National budget: EUR 3,900,000
	<input checked="" type="checkbox"/> EU funds:	TEN-T 2007-2013: EUR 3,900,000 (max. 50 % of total costs)
	<input type="checkbox"/> IFI loans:	-
	<input type="checkbox"/> Private funds:	-
	<input type="checkbox"/> Other:	-
PROJECT ENVIRONMENT		
Project cross-reference:	Preceding project (2008 - 2013): Upgrade of the Danube between Straubing and Vilshofen: Variant-independent investigation on the development of the Danube waterway between Straubing and Vilshofen	
Cross-reference ID(s):	PA1A030	
Strategic reference:	<ul style="list-style-type: none"> Part of Priority Project 18 of the Trans-European Transport Network (TEN-T) Recommendations Danube Commission 	
Relevant legislation:	<ul style="list-style-type: none"> Water Framework Directive Fauna-Flora-Habitat Directive Conservation of Wild Birds Directive TEN-T Regulation (TEN-T Guidelines) Espoo Convention 1997 "Duisburger Vertrag" 16.09.1966 & "Donaukanalisierungsvertrag" 21.07./23.07./11.08.1976 Federal Waterway Act Federal Water (Resources) Act Environmental Impact Assessment Act Federal Nature Conservation Act Administrative Procedures Law Bavarian Compensation Regulation 	

Other:	-
EUSDR EMBEDDING	
Relation to other Priority Areas of the Danube Region Strategy:	<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 2020. <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 2020. <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.

Project Data Sheet

	<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 <input type="checkbox"/> Education and jobs
OTHER RELEVANT ISSUES	
Project requirements:	-
Follow-up project:	<p>Upgrade of the Danube between Straubing and Vilshofen: Pursuing Variant A</p> <p>Germany and Bavaria agreed on the realization of Variant A aiming to increase the possible draught loaded at low navigable water level by 20cm, from 1.60m to 1.80m, and the number of days per year with an effective draught of 2.50m by 56 days to 200 days/year. (This would correspond to fairway depths of 2.20m.)</p> <p>In a first step urgent flood prevention measures and selected activities of Variant A will be realized in the section from Straubing to Deggendorf. In the course of the works in subsection 1 (Straubing - Deggendorf) 67 of the 139 existing groynes will be adapted, 5 groynes will be removed and 24 groynes will be newly constructed. Of the 22 existing longitudinal training structures 5 will be adapted. 6 training structures will be newly constructed and 4 gravel banks will be established. Dredging works in the new fairway amount to 400,000 m³.</p> <p>For the subsection 2 (Deggendorf - Vilshofen) the planning currently envisages the construction of 40 new groynes and 7 longitudinal training structures. 76 existing groynes and 5 training structures will be adapted and 10 groynes removed. Additionally, 6 gravel banks will be established.</p> <p>Total costs of 208 million Euros are financed nationally (Bundesverkehrswegeplan). Costs amount to 460 million Euros including additional flood protection measures.</p>
Any other issues:	-