

The strategic importance of the Danube for a sustainable development of the region

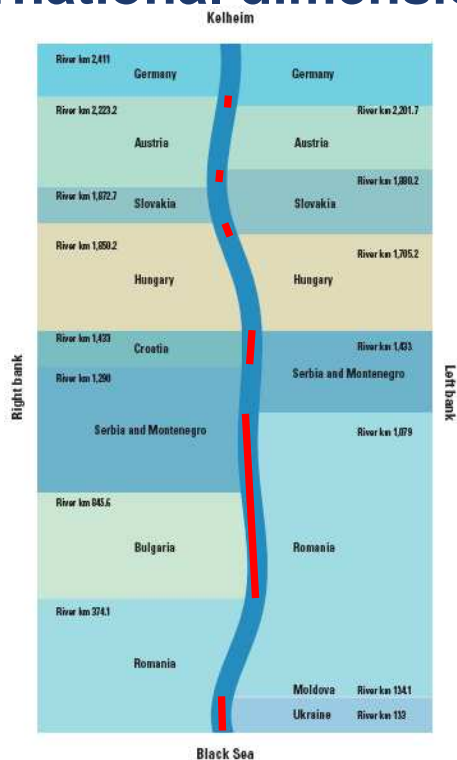
Transnational pilot-workshop “Cross-programme ETC Danube projects”

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28 September 2009

Course of presentation

- The river Danube as eco-efficient transport axis within the European transport system.
- Roadmap on how to integrate previous development activities into a strategic coordination project.

The international dimension of the river Danube



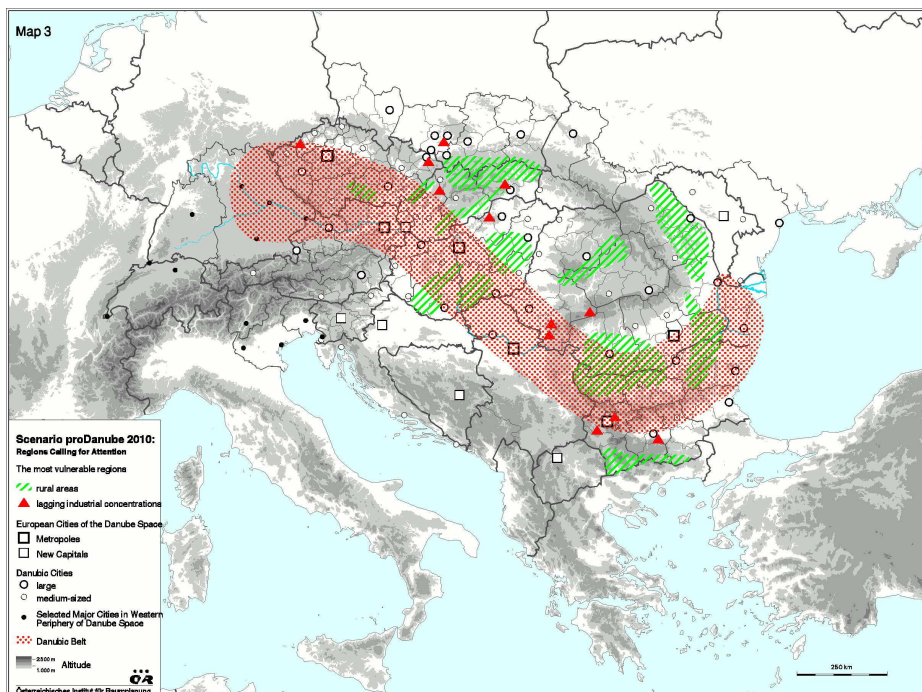
© via donau (Manual on Danube Navigation)

- Ten riparian countries share the river, six of them are EU Member States
- The Danube has a navigable length of 2.411 km, wherefrom 1.156 km (48%) are border sections
- The Danube is a very important ecosystem and flora-fauna-habitat



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'The Danube Belt' - an economic development axis



Annual growth rates	
GDP/capita at PPP 2000 - 2015	
Average growth rates 2000 - 2015	% p.a.
Germany	2,0
Poland	3,8
Czech Rep.	3,3
Austria	2,0
Slovenia	2,8
Slovakia	3,9
Hungary	3,3
Croatia	4,2
Bulgaria	2,8
Romania	3,5
Ukraine	3,3
Turkey	2,6

Source: Assumption of OIR based on forecasts of BMVIT, EC, WIIW 2007

Source: Graphics: Austrian Institute for Regional Studies and Spatial Planning



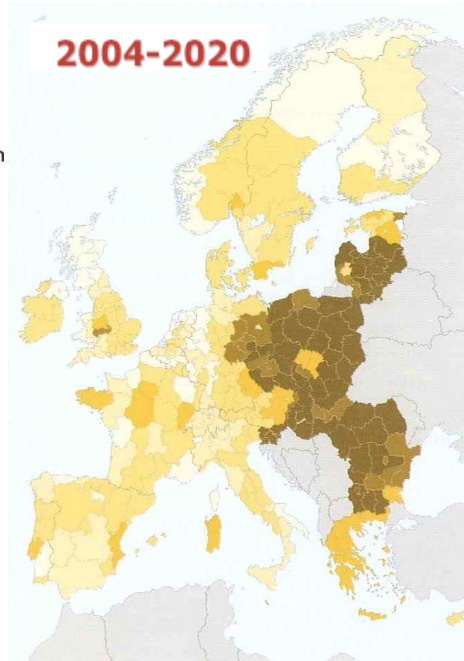
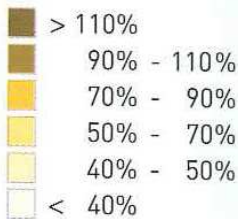
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Transport forecast up to 2020: The Danube region will have the highest increases in transport demand



Development of production and attraction of trade between 2004 and 2020

2004 - 2020 (%)



therefore:
regional cooperation and programs are needed to create a sustainable transport system in order to cope with the transport growth

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The Danube waterway as part of the Trans-European Transport Network (TEN-T)



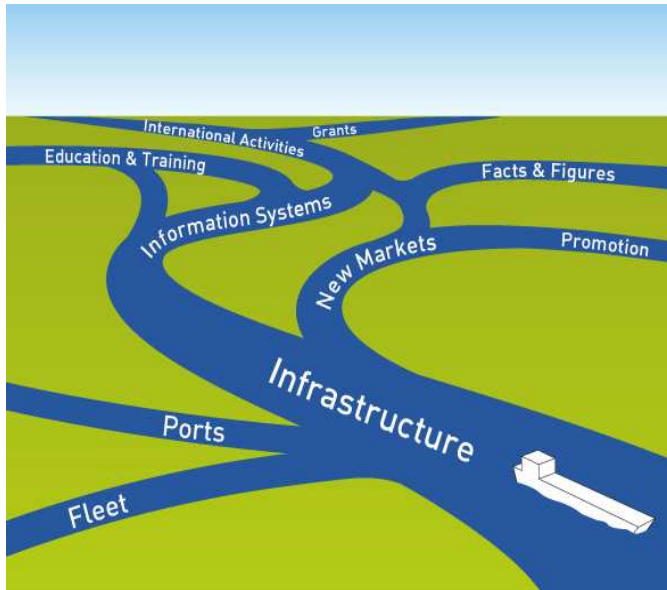
Planned infrastructure projects

- Germany: Straubing – Vilshofen (Danube km 2321 – km 2249)
- Austria: Vienna – cross border section with Slovakia (Danube km 1921 – km 1873)
- Hungary: Palkovicovo – Mohacs (Danube km 1810 – km 1433)
- Bulgaria - Romania: Iron Gate II – Calarasi (Danube km 863 – km 375)
- Romania: Calarasi – Braila (Danube km 375 – km 175)

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Integrated, interdisciplinary and intraregional approach is needed



- to transfer national development activities into medium and long term national action plans
- to harmonize activities across national boundaries
- to create synergies through widespread co-operation
- to identify cross-border activities in development areas
- to ensure a sustainable development in line with the economic and environmental objectives of the region

Source: Austrian Action Plan Danube Navigation, via donau

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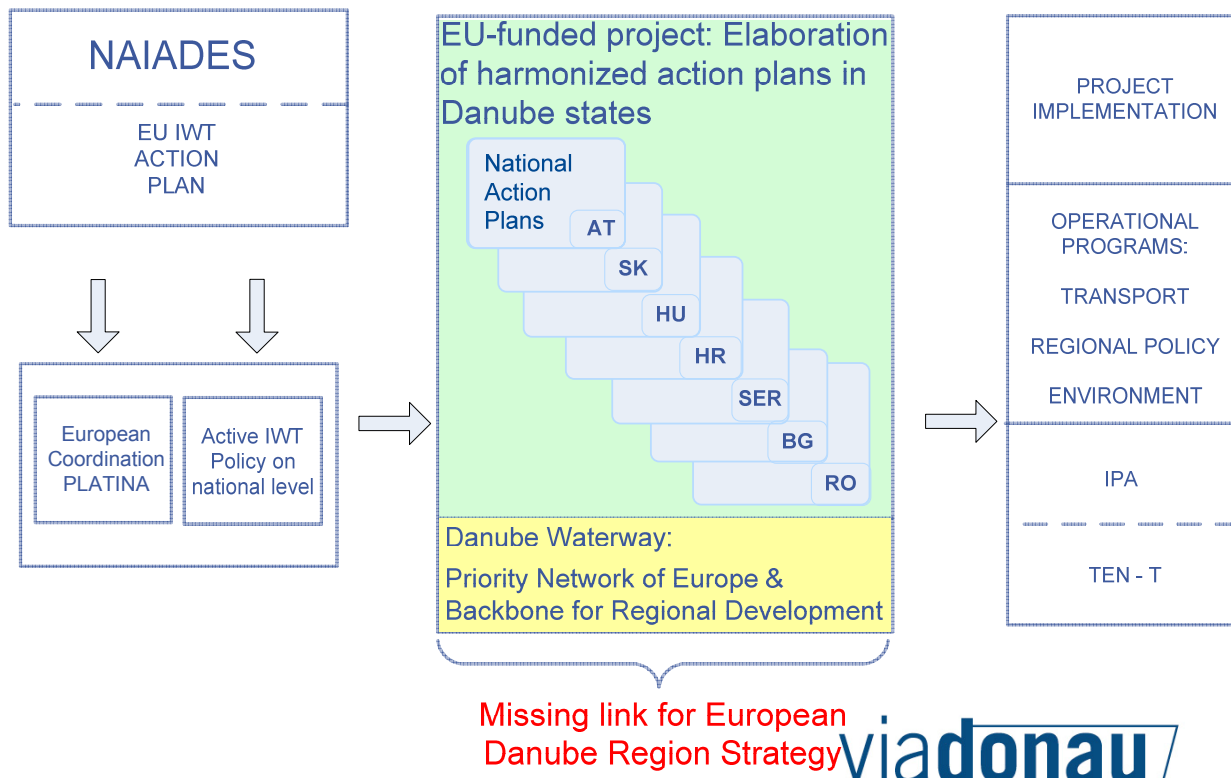
Project – „Harmonized Action Plans“

- Danube states elaborate within a EU funded co-operation project national action plans (master plans) for a medium and long term development of Danube waterway as core transport axis of the region
- The project shall consolidate national development activities into an harmonized regional development program
- The identified development projects will be elaborated up to a pre-feasibility level ready for further implementation on national level as well as in EU programs
- The project shall last 3 years and will aggregate project preparation costs of approx. 10-15 mio. €

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Political framework of the project



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Possible topics of National Action Plans (1)

- **Improvement and maintenance of waterway infrastructure**
 - Removal of infrastructure bottlenecks and improved maintenance of waterway infrastructure –international cooperation between Danube waterway administrations
 - Renewal of locks and other auxiliary infrastructure (e.g. berths)
- **Exploitation of the Danube waterway's potential**
 - Foundation of dedicated national inland navigation development agencies
 - Support of new and innovative multimodal transport services on the Danube
- **Capacity building for waterway and navigation authorities as well as related administrations**
 - Creation of the necessary administrative structures and capacities in order to fulfil the different tasks and challenges related to the waterway Danube
- **Implementation of River Information Services on the Danube**
 - Implementation of fully harmonised River Information Services in the Danube countries enabling the international exchange of relevant traffic and transport data for authorities and logistics users

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Possible topics of National Action Plans (2)

- **Modernisation of the fleet**
 - Improvement of environmental performance and safety of the Danube fleet
 - Stimulation of investments in new vessels – Setting-up of dedicated funding programmes
- **Investment in human capital**
 - Improvement of education and training facilities and international harmonisation of standards in order to create jobs and to obtain qualified personnel for the inland waterway transport sector – international cooperation of all Danube countries
- **Improvement of knowledge and awareness of Danube navigation**
 - Creation of information tools improving the knowledge about Danube navigation
 - Setting-up of a dedicated public relations strategy pro Danube navigation
- **Development and integration of ecological strategies and concepts for the Danube river**
 - Improvement of the ecological situation of the ecosystem Danube through dedicated measures and based on the Joint Statement between inland navigation and environment (ICPDR)

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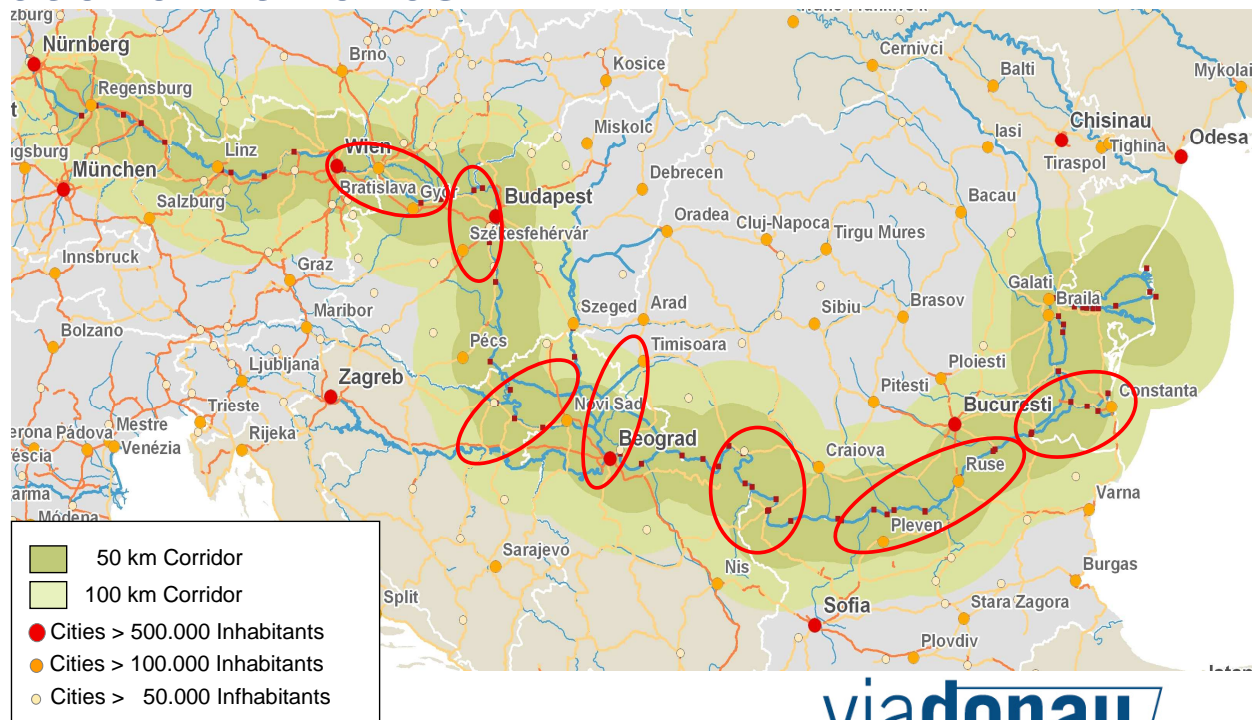
Possible topics of National Action Plans (3)

- **Creation of an international traffic model for the Danube region**
 - Evaluation of the current modal-split (road, rail and inland watways transport) within the Danube corridor
 - Identification of regional and international transport relations and industry structures
 - Setting-up of an international traffic forecast model (road, rail and inland watways transport) for the Danube corridor
- **Development of ports into multimodal logistics centres**
 - Creation of strategic development plans for the modernisation of ports and transshipment facilities
 - Improvement of hinterland connections of ports, especially within cross-border regions
- **Identification and development of cross-border economic development zones**
 - Stimulation of regional development based on tri-modal Danube logistics hubs

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Possible areas for dedicated cross-border economic zones



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Benefits of the proposed project (1)

- Support the implementation of NAIADES in the Danube region
- Prepare high-quality projects suitable to be funded in EU programs like OPT, OPRegDev, OPENV, TEN-T, IPA, etc.
- Streamline and harmonize national activities and create synergies through interregional co-operation
- Turn the Danube as a traditional border between states into an element for regional co-operation and economic development
- Improve cross-border co-operation and trigger regional initiatives
- Provide an important input to the forthcoming EU Danube Region Strategy

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Benefits of the proposed project (2)

- Create an environmentally friendly and cost-effective backbone for the transport system of the region
- Enable the economic, social and cultural development of cross border regions along the Danube
- Contribute to the territorial, economic and social cohesion objectives of the EU
- Ensure the maintenance and restoration of the ecosystem Danube as a natural living space and habitat
- Strengthen the co-operation among authorities and administrations, exchange knowledge and good practice

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