



Economic and Social Council

Distr.: General
26 October 2016

English only

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

Sixtieth session

Geneva, 2-4 November 2016

Item 3 of the provisional agenda

Current situation and trends in inland water transport

Information on the current situation and trends in inland water transport

Transmitted by the Governments of the Czech Republic and Hungary

I. Czech Republic

A. Inland navigation infrastructure development

There is intention to construct low-head weir and lock at Děčín that is crucial for transport of goods to Hamburg during low-water level periods. Due to activities of various environmental organizations it has been postponed for at least 15 years.

B. Movement of goods

It is on the decline, for actual data please see the Yearbook of the Czech Ministry of Transport:

www.sydos.cz/cs/rocenka-2015/yearbook/htm_uk/index.html;

www.sydos.cz/cs/rocenka-2015/yearbook/htm_uk/uk15_520420.html.

C. General inland water transport policy issues

Inland water transport has a very small political and public support in the Czech Republic.

II. Hungary

A. Inland navigation infrastructure development

1. Ongoing projects receiving EU funding under the 2014's calls for proposals of the Connecting Europe Facility (CEF)

- (a) *Title: "Improving navigability on the Hungarian section of the Danube in the Rhine-Danube corridor: Extended study to prepare implementation"*

<https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/projects-by-country/hungary/2014-hu-tmc-0606-s>

The objective of the project:

Danube is a fundamental infrastructure element of the TEN-T core network and as such that of the Rhine-Danube Corridor one of the nine multimodal TEN-T Core Network Corridors. The proposed action is considered an integral part of a series of actions envisaged that are designed to improve navigability of the Danube and to enhance internal waterway transport on the Rhine-Danube Corridor. In order to minimize the transport costs, and the environmental impact, it is necessary to ensure other alternatives for delivery beside road transport. Beside rail transport it is important to create a barrier-free, reliable water transport which is the basic objective of not only for our country, but also to other countries of the Community. To achieve this, it is necessary to deal with the Hungarian situation. (Further Acquisition of equipment to monitor the fairway, to plan and execute maintenance works and to provide information to users). The combined impacts of the Rhine-Danube Corridor projects – improving corridor management, intermodal connection of ports, achieving ECMT classification parameters, etc. - will efficiently help to increase the current 14% inland waterway share of all transport volume of the corridor.

The content of the project:

The present preparatory project is part of the Project "Danube (Kehlheim - Konstanca (Constanța)/Midia/Sulina)" stipulated in Annex I, Part 1 of the 1316/2013/EU Regulation (CEF Regulation), is one of the series of intervention, that significantly improve the navigability of the Danube. According to surveys, between the section Szob-southern state border in nearly 30 locations, in around 70 km should be intervened in order to improve the overall navigability, and also satisfy environmental, water management and nature protection requirements.

The role of the project in realization of the objectives:

The strategic goal of the project is the implementation of the obligations of the international conventions (AGN convention, basic requirements for waterway class IV, TEN-T requirements) and to increase the role of water transport in the freight transport sector with improving the conditions of the navigability.

- (b) *Title: "Improving fairway marking on the Hungarian section of the Danube in the Rhine-Danube corridor"*

<https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/projects-by-country/hungary/2014-hu-tmc-0605-w>

The objective of the project:

The Hungarian section of the Danube is self-flowing and in an almost natural state, where the navigation relations change constantly due to water level fluctuations and the formation of the riverbed. The improvement of the utilization rate and the safety of shipping in a river section with such characteristics are only possible through precise fairway marking with the immediate adaptation of the changes. The fairway marking vessels currently in use look after their tasks but they are slow and stiff, their operation is expensive – due to high fuel consumption – and are unable for rapid intervention. A further problem is that their operational safety due to their age (they are 30-40-year old) has decreased.

The above projects support the realization of objectives defined the White Book of the EU. The recommendation No. DK/TAG 77/11 of the Danube Committee on giving guidelines for the parameters of the shipping route and proposing a minimum shipping route width of 120-150 metres for the section between Wien and Belgrade supports the fulfilment of the objectives.

The content of the project:

The improvement of the fairway marking system covers the complete Hungarian section of the Danube. This section is part of the Rhine-Danube TENT-T 3,300 km long core network corridor (VII.) and is situated in about the middle of it. The present preparatory project is part of the Project “Danube (Kehlheim - Konstanca (Constanța)/Midia/Sulina)” stipulated in Annex I, Part 1 of the 1316/2013/EU Regulation (CEF Regulation). The improvement of the fairway marking system includes a modern buoy system and bank marks, and fits well in the traffic safety system of the 3,300 km long Danube-Main-Rhine inland waterway. The task of checking and replacing of buoys can only be executed with ships equipped with modern riverbed surveying tools and equipment that allows the positioning of marking signs.

The role of the project in realization of the objectives:

The complete programme for the development of the shipping route of the Hungarian Danube section is included in the project ‘Improving navigability on the Hungarian section of the Danube in the Rhine-Danube corridor: Extended study to prepare implementation’. The implementation project of present application fit in the complex programme.

The Rhine-Danube corridor projects – improvement of the management of the corridor, the improvement of multimodal interconnections, fulfilment of ECMT classification parameters – support the increase the 14% proportion rate of inland waterway transport capacity efficiently together.

(c) *Title: “FAIRway Hungary”*

<https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/projects-by-country/multi-country/2014-eu-tm-0219-s>

<https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/projects-by-country/multi-country/2014-eu-tmc-0231-s>

The objective of the project:

FAIRway is the first implementation phase of the “Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries”, which is part of the draft TEN-T Corridor Work Plan for the Rhine-Danube Corridor. It prepares initiatives to

tackle infrastructure bottlenecks along the Inland Waterways of the Corridor and harmonises the implementation across borders of the riparian states.

FAIRway improves navigation conditions towards the recommendations of the Master Plan on sections or parts which are most critical to the success of the Inland Waterways of the Rhine-Danube Core Network Corridor as a whole through pilot operations.

The content of the project:

The present preparatory project is part of the Project “Danube (Kehlheim - Konstanca (Constanța)/Midia/Sulina)” stipulated in Annex I Part 1 of the 1316/2013/EU Regulation (CEF Regulation). Riparian states agreed on establishing national roadmaps which identify individual actions, responsibilities, funding resources and intermediate milestones for the implementation of measures identified by the Fairway Rehabilitation and Maintenance Master Plan. Parallel pilots will be defined in line with the national roadmaps. Regular updates of the national roadmaps will reflect the results of pilot operations as well as of other related activities and projects.

The role of the project in realization of the objectives:

In case of the parallel implementation of the projects “Improving navigability on the Hungarian section of the Danube in the Rhine-Danube corridor: Extended study to prepare implementation”, “Improving fairway marking on the Hungarian section of the Danube in the Rhine-Danube corridor” and „FAIRway Hungary”, the waterway can be used much better and safer.

(d) *Title: “Enhance the Efficiency of Hungarian RIS Operation”*

<https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/projects-by-country/hungary/2014-hu-tm-0619-w>

The objective of the project:

The goal is to achieve full and harmonized deployment of RIS services in the European Union and riparian cooperation countries. By implementing RIS services the global project contributes to increased safety, better competitiveness and environmental friendliness.

The content of the project:

- I. Enhancement of RIS Traffic Management Services
 1. Enhancement of RIS Backbone and Voice Telecommunication Services
 2. Optimised Inland AIS Network Coverage including Updated Software Interface
 3. Radar and Web Camera Traffic Monitoring including Traffic Management Centre
- II. Modernized On-shore RIS Services
 1. Enhanced Meteo Services including WERM messages
 2. Integrated DGNSS Service Using EGNOS
- III. Improved Quality of FIS Data
 1. Complex River Bed Measurement and iENC Update

2. Improvement of Water Level Data Collection, Processing and Publication

The role of the project in realization of the objectives:

In case of meeting the improvements outlined in the project the operational reliability and functional expansion of the currently operating system can be realized. The expansion of services will allow, that – besides the safety and regulatory functions – the system can also offer services, which result improvements in the authority in the form of procedure/service fees, savings and efficiency.

2. Ongoing projects receiving EU funding under the 2015's calls for proposals of the Connecting Europe Facility (CEF)

There are five of these projects. Introduction of the projects are in the brochure may be downloaded on the following link (pages 190, 193, 239, 257, 258):

https://ec.europa.eu/inea/sites/inea/files/20160712_cef_tran_brochure_web.pdf

3. Ongoing projects receiving governmental funding

Projects funded under the Integrated Transport-development Operational Programme:

- Development of the Győr-Gönyű Public Port. Specific objectives of the project are:
 - better integration of the country into the European economic circulation and the more efficient utilisation of the potentials of emerging markets through the development of the transport infrastructure and
 - improving the intermodality of transport in order to improve the competitiveness of businesses and the alternative accessibility of regions.
- The intermodal development of Freeport of Budapest
 - Investments concern the upgrading of inland port infrastructure, i. e. the construction of connecting roads and rail tracks.
 - The measure aims at encouraging a modal shift from road to other more environmentally-friendly means of transport, by means of providing the intermodal capacity of the Freeport of Budapest (FoB) as a logistic center.
 - The measure contributes to the improvement of the Trans-European networks. FoB serves as a logistic hub on 3 corridors (the Mediterranean Corridor, the Orient/East- Meditarrean Corridor, and the Rhine/ Danube Corridor)
- The intermodal development of the Port of Baja. The project aims to upgrade/reconstruct the infrastructure of the port of Baja:
 - Reconstruction and extension of railway tracks, installation of loading equipment
 - Development of the waste acceptance point (Green Terminal)
 - Restoration of the stability of the river wall at a length of 292.5 m
 - Development of the road network.
- Development of Mohács border port. The project aims to develop a border port at Mohács:
 - a river wall (useful length: 330m, three berths)
 - a storage site for containers (25,900 sq m)

- reconstruction of the existing railways tracks, construction of side tracks;
- travelling cranes.

B. Movement of goods

The information on the goods transported on the Hungarian section of Danube in 2015 is available in the secretariat in German.

C. General inland water transport policies

The Government of Hungary approved the National Transport Infrastructure-Development Strategy with its government decree 1486/2014. (VIII. 28.). The Strategy includes inland water transport policies in detail. Main policies are:

- improvement of Danubes's navigation conditions;
 - development of ports;
 - to obtain international waterway status for Tisza river;
 - promote development of River Information Services (RIS).
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