



Ports and navigation on the Danube

Bridges to intermodality

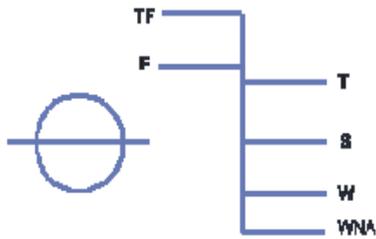
Botond Szalma

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Plimsoll Corp. - Fluvius Co. Ltd.

UN ECE – Sustainable Transport Division 51st session - SC.3/WP.3

Geneva, 14 June 2017



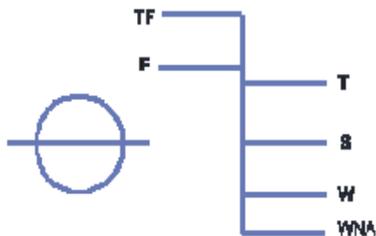
The following major topics are proposed for discussion:



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- highlighting the role of inland waterways as a key element in intermodal supply chains with the aim of increasing its modal share and the competitiveness of inland water transport
- facilitating the attractiveness of the sector to the market
- strengthening links between inland water transport and other transport modes in terms of data exchange, the standardization and harmonization of requirements and documents in terms of interoperability, relevance to international conventions, existing barriers and challenges
- strengthening the role of ports of international importance in the context of AGN, updating the list of inland ports annexed to AGN and existing bottlenecks
- sea ports relevant to the E waterways network, their challenges and opportunities;
- streamlining the Blue Book and Regulation (EU) No. 1315/2013 in terms of inland ports
- bringing together the efforts of the inland water transport sector and inland ports aimed at addressing the environmental challenges.

The desired outcome of the workshop should include items for further consideration and recommendations on possible relevant actions for SC.3 to **improve the role of inland water transport in intermodal transport chains and creating added value at the pan-European level.**



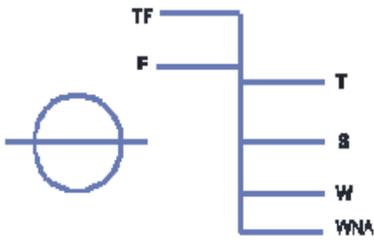
Some major Danube ports witnessed a decrease in their traffic/throughput

| | Year 2015 | Year 2016 | pct. y/y | (in 1.000 mtos) |
|-------------------|-----------|---|----------|-----------------|
| Germany | 1201 | 854 | 71,1 | |
| Austria | 2501 | 1855 | 74,1 | |
| Slovakia | 1938 | 1878 | 96,9 | |
| Hungary | 5978 | 5927 | 99,1 | |
| Croatia | 397 | 294 | 74 | |
| Serbia | 2624 | 2566* | | |
| Romania | 10436 | 7916* | | |
| Bulgaria | 4546 | ----** | | |
| Ukraine | 4405 | 5735 | 130 | |
| Ports grand total | | 34.026.000 mtos / 2015 | | |
| | | 34.825.000 mtos / 2016 (approximated number only) | | |

*I-III quarters only - expected additional 1.000 for Serbia; 2800 for Romania

** official data not edited - expected abt 4.000

The increment of the port in the lower part of the Danube owing to the new crop of 2016 and the fertilizers only.

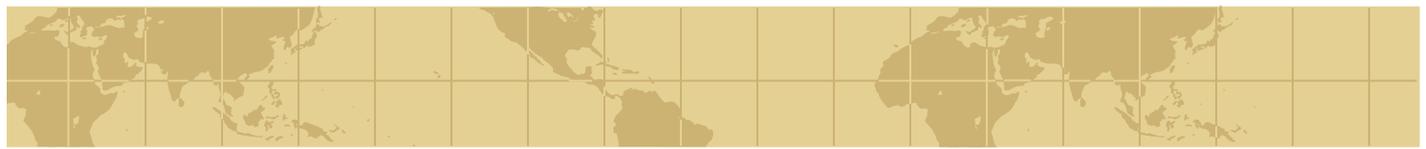
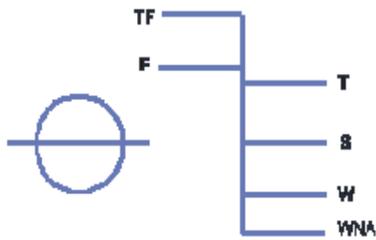


Upon investigating the data of the locks and borders, we find the following picture:

Austria (the whole stretch), Germany (Johenstein lock) and Hungary (Mohács) has less cargo flows through in 2016 than in the previous year. The lock of Gabcikovo had only cargo increasement in 2016 on y/y basis.

| | <u>2015</u> | <u>2016</u> | pct. y/y (in M mtos) |
|------------------|-------------|-------------|-----------------------------|
| Austria | 8,6 | 8 | 90,9 |
| Germany | 3,977 | 3,724 | 93,6 |
| Gabcikovo | 3,989 | 4,408 | 110,5 |
| Hungary | 5,650 | 5,174 | 91,6 |

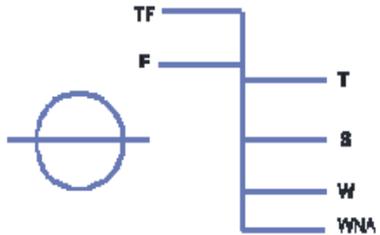
As far as the flag states are concerned the most cargo handled by Romanian, Hungarian (partly Austrian) Ukrainian and German vessels. The, Dutch, Serbian and Slovakian fleets having less turnover than previously.



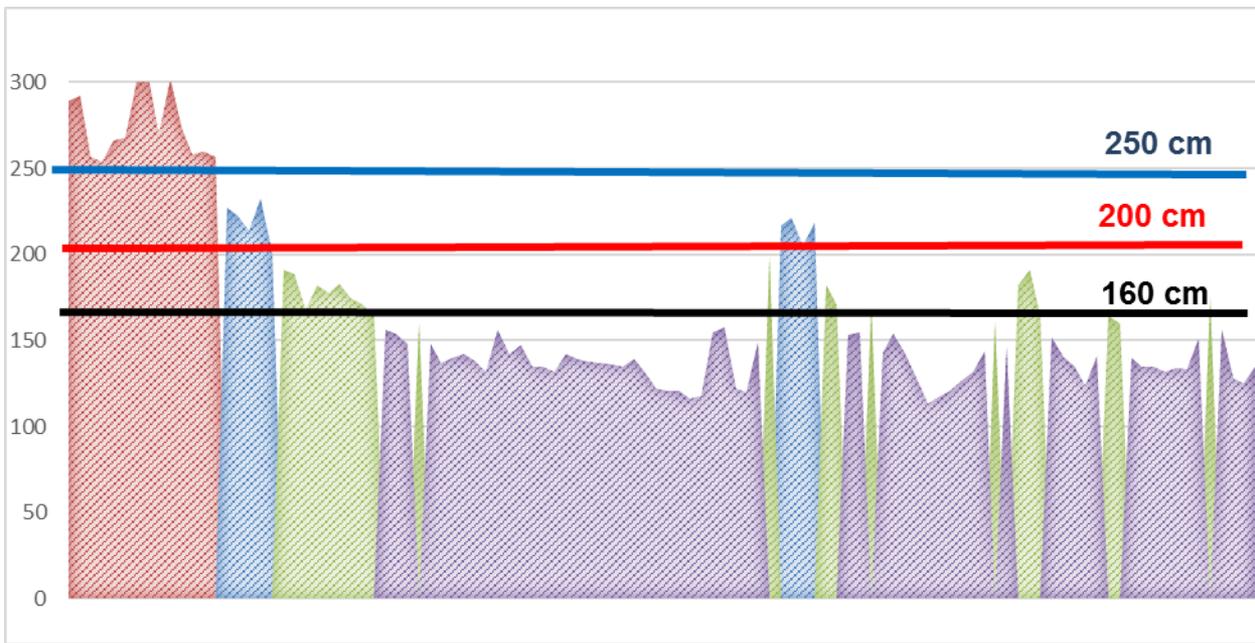
Aside from the market condition and the wacky cargo flows of the Danube area we can state and ascertain that the critical Achilles-heel of the Danube is the lack of financial resources for the maintenance works of the fairways from Straubing to the Black-Sea canal. Long waiting times, closures, extra costs for lightering of the vessels/barges, groundings and havaria are extremely unfavourable conditions comparing with railways or trucking.

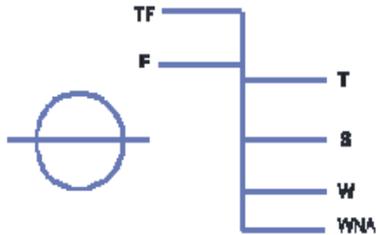
This basic bottlenecks along the Danube are the sections of E waterways whose parameters now are not in conformity with the requirements applicable to inland waterways of international importance in accordance with the new classification of European inland waterways.

Per the UN AGN Agreement (in conformity with Annex I of the European Agreement on Main Inland Waterways of International Importance (AGN) of 19 January 1996) the industry needs immediate action the provide 2,5 meter fairway depths for at least 330 days during the year.

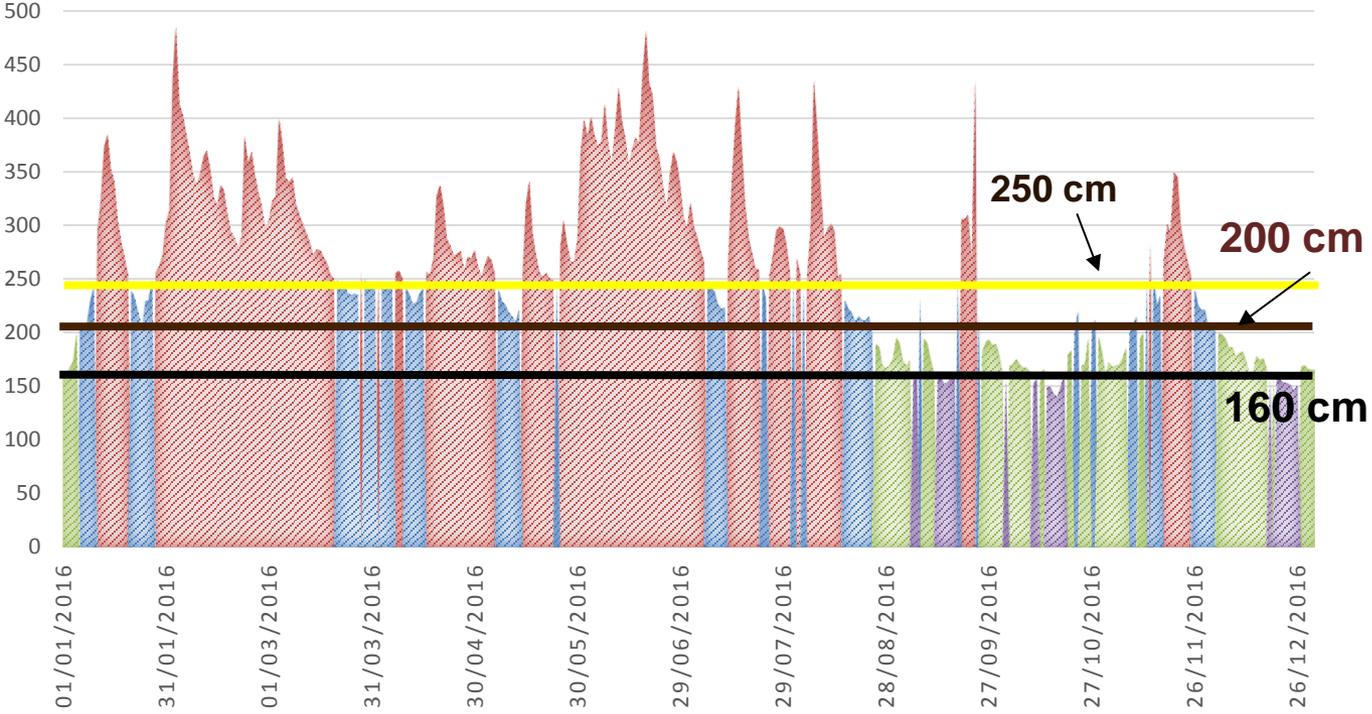


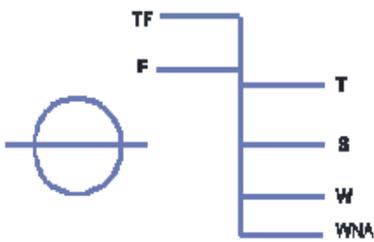
PFELLING GAUGE 2015





PFELLING GAUGE 2016





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The High-Level Conference on Inland Water Transport held in Geneva on 22 February 2017,

The following major challenges for the sector were highlighted: (inter alia)

- the integration of inland waterways in multimodal transport corridors and logistic chains;
- facilitating of cross-border linkages, resolving infrastructure barriers;
- the development of the green logistics;
- the need for adequate investment policies;
- eliminating barriers for private operators on inland waterways;

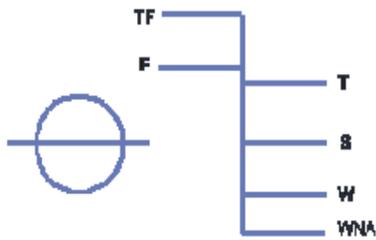
inland navigation ports of international importance will be held aimed at highlighting the role of inland waterways as an element of intermodal supply chains, updating the information....

certificates and professional requirements

Promotion of River Information Services (RIS)

Recommendations on electronic chart display and information system for inland navigation

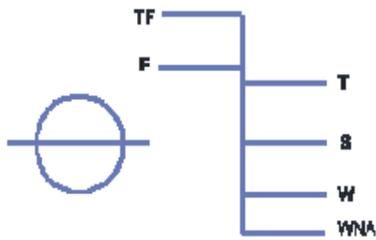
International Standard for Notices to Skippers



Like parrots: Still actual

Inland waterway transport can contribute to the sustainability of the transport system, as recommended by the European Commission's White Paper: European Transport Policy for 2010

„Time to Decide“.

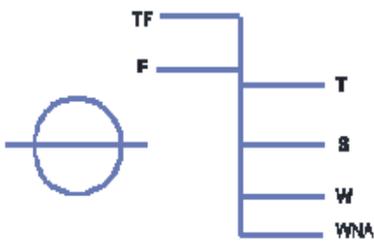


Main task

In order to have proper and safe navigation on the Danube we need proper and maintained waterways all way long for 330 days/calendar years at least!

Perspective today:





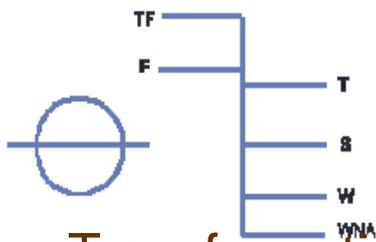
Efficiency of Danube transport suffers extremely from reduced draught at shallow water sections

1. water levels can not be predicted which creates losses of carriage capacity & revenues
2. transport costs per ton can increase up to 100% for long distance transportation (source: Pro Danube)

Guaranteed minimum standards for infrastructure based on UN/ECE – AGN are needed; with regard to fairway this means for Danube:

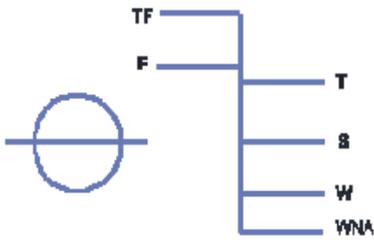
minimum draught of 2.5 m
at least on 300 days on average per year

These minimum standards can not be compensated by fleet innovation, ergo the slogan: ***“adapt the vessels to the river and not the river to the vessels”*** creates a dangerous fiction and ignores basic **economic facts** (Neanderthal-man)



Steps forward & progress

- Transformation of inland waterway ports into **logistics hubs**
- The initiatives of “**Same river –same rules**” have to be supported by EU regulations
- Immediate **regulation of the river Danube**
- **Port hinterland connections:** Danube ports need to be **connected by efficient rail** (double electrified tracks) **road** (at least an express way) **to, at least, one core TEN-T corridor.**
- Development of Danube container and Ro-Ro services
- Ensure fairway maintenance and operation of locks.
- **Modernization of Danube fleet, and „intermodal” port facilities.**
- Deployment of **RIS on the German section of the Danube and on the entire Rhine**, in order to create a unique information system on the EU’s Rhine – Danube Corridor.



Something started?



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Make it clear: The Danube works for Europe as the economic backbone of it!

Danube Commission(Secretariat) and European Commission (DG MOVE) sign arrangement to develop and improve navigation on the Danube River

Such cooperation will be of benefit to the inland navigation sector, which needs a coherent and efficient governance framework to realize its full potential and improve navigability and utilization of the Danube River

Coordinated maintenance of the river-infrastructure and ports are the key elements for a prosperous future of the Danube's navigation and cargo flow.

It is time to act!