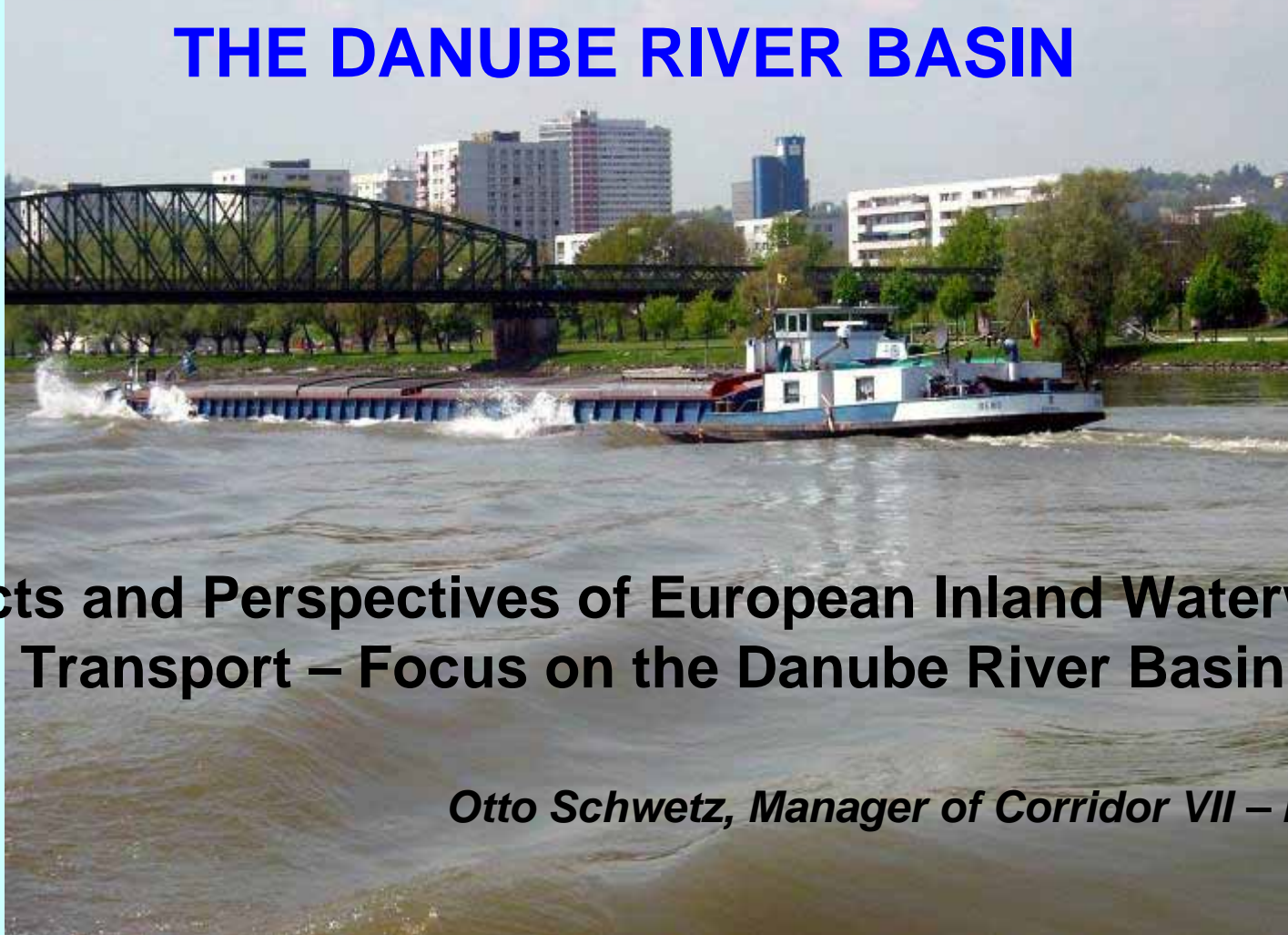


JOINT STATEMENT ON INLAND NAVIGATION AND ENVIRONMENTAL SUSTAINABILITY IN THE DANUBE RIVER BASIN



**Facts and Perspectives of European Inland Waterway
Transport – Focus on the Danube River Basin**

Otto Schwetz, Manager of Corridor VII – Danube

April 25, 2007, Orth an der Donau, Austria

Challenges for the European transport system

- Growing overseas trade and enlargement of the European Union towards Eastern Europe
- Freight transport volumes in Europe expected to increase by one third between 2005 and 2015
- Present transport growth leads to traffic gridlock and escalating logistics costs

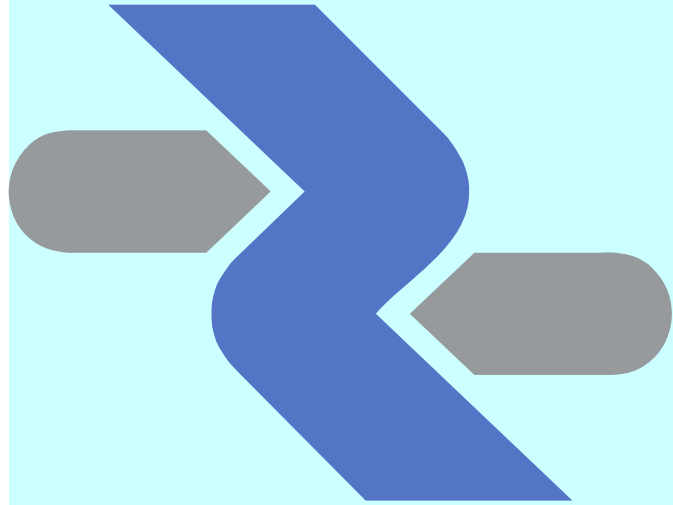
Inland navigation is already important ...

- Around 125 billion ton-km in Europe in 2005
- Impressive growth rates achieved in regional markets: e.g. increase by 57% between 1995 and 2005 on Flemish waterways
- Markets shares up to 43% in the catchment areas of major seaports like Rotterdam
- In Germany alone some 400.000 jobs directly or indirectly depend on the inland waterway sector and related companies.

... and offers high societal benefits

- Safest mode: in the Netherlands – the country with Europe's highest densities of inland waterway traffic – the number of yearly fatalities caused by accidents is next to zero.
- Most environmental-friendly mode: without inland waterway transport, emissions to air in Europe would be at least 10% higher.
- Lowest external costs of IWT: 10 €/1000tkm (rail: 15 €/1000 tkm, road: 35 €/1000tkm)

- **Towards motorways of the seas ...**

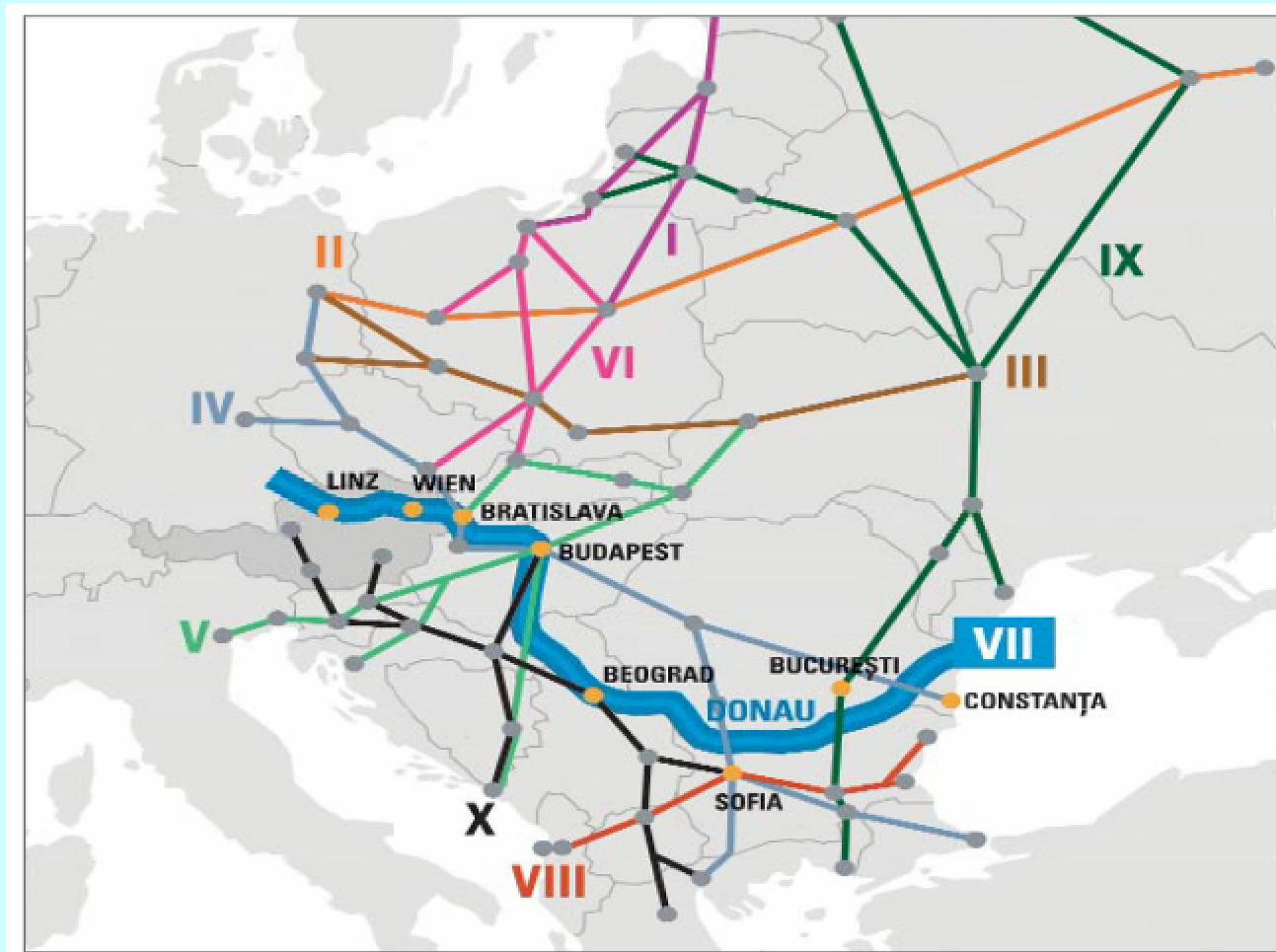


Corridor VII the danube



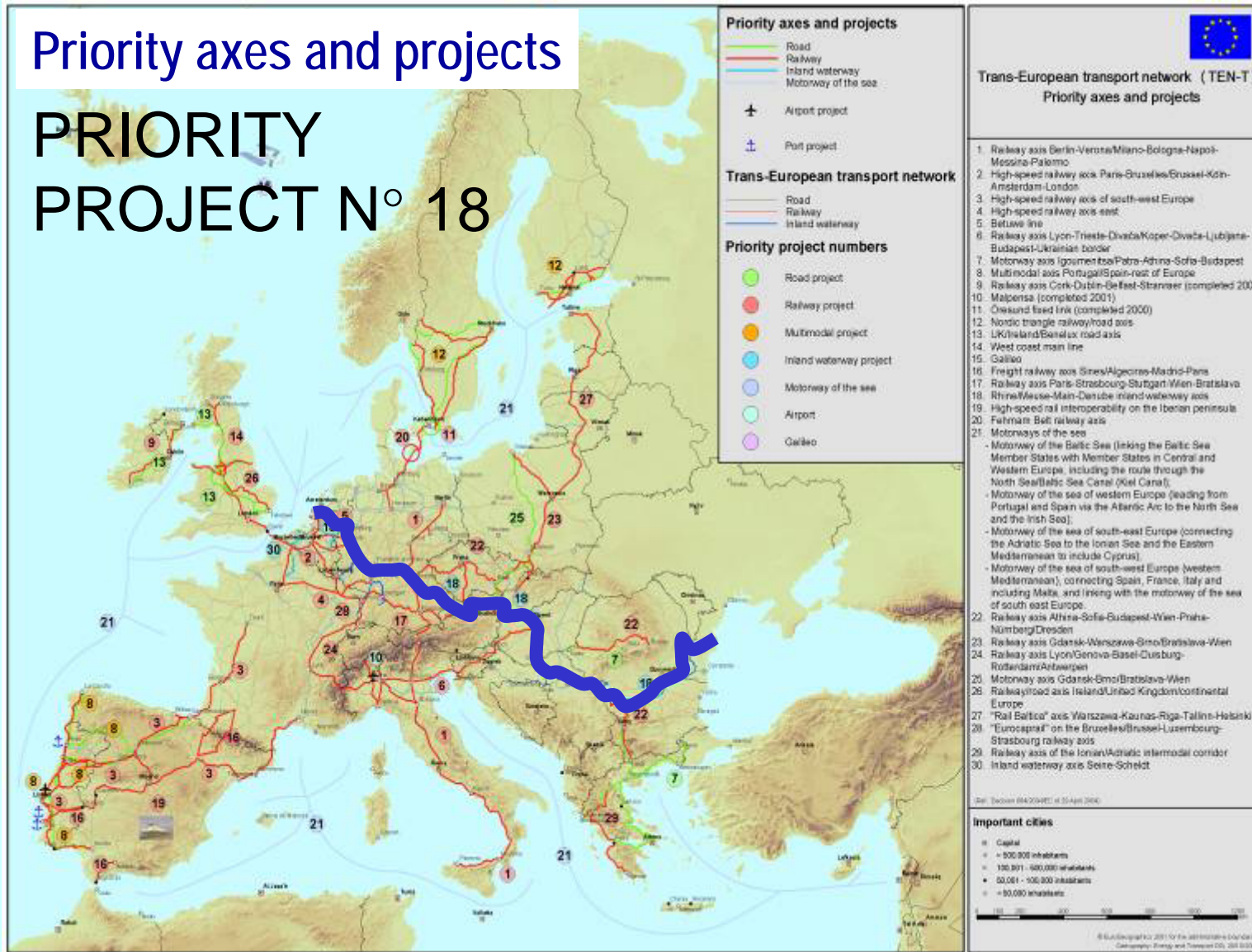
Corridor VII
the danube

The Danube as a transport corridor

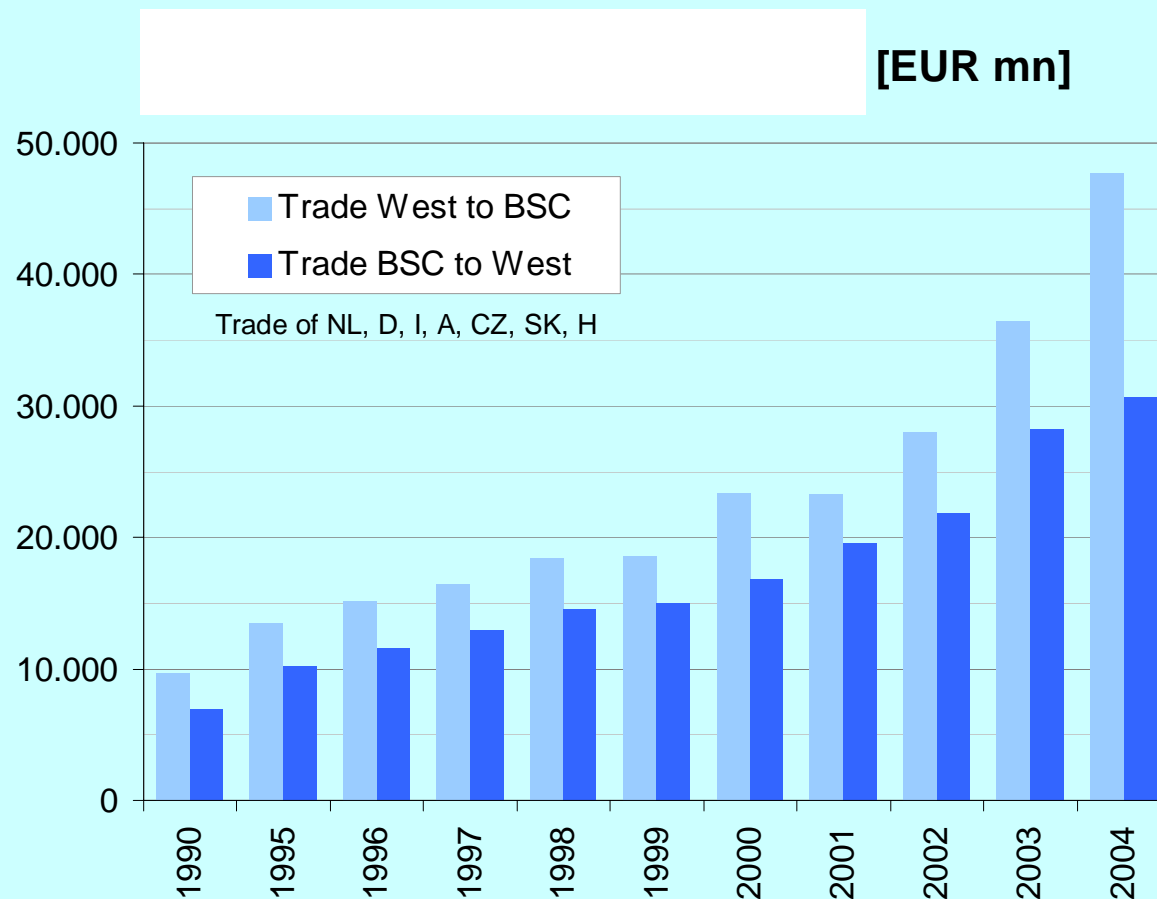


Priority axes and projects

PRIORITY PROJECT N° 18



Trade volumes between Western Europe and Black Sea countries



Source: OIR (Austrian Institute for Spatial Planning), 2006

Bottlenecks on the Danube waterway

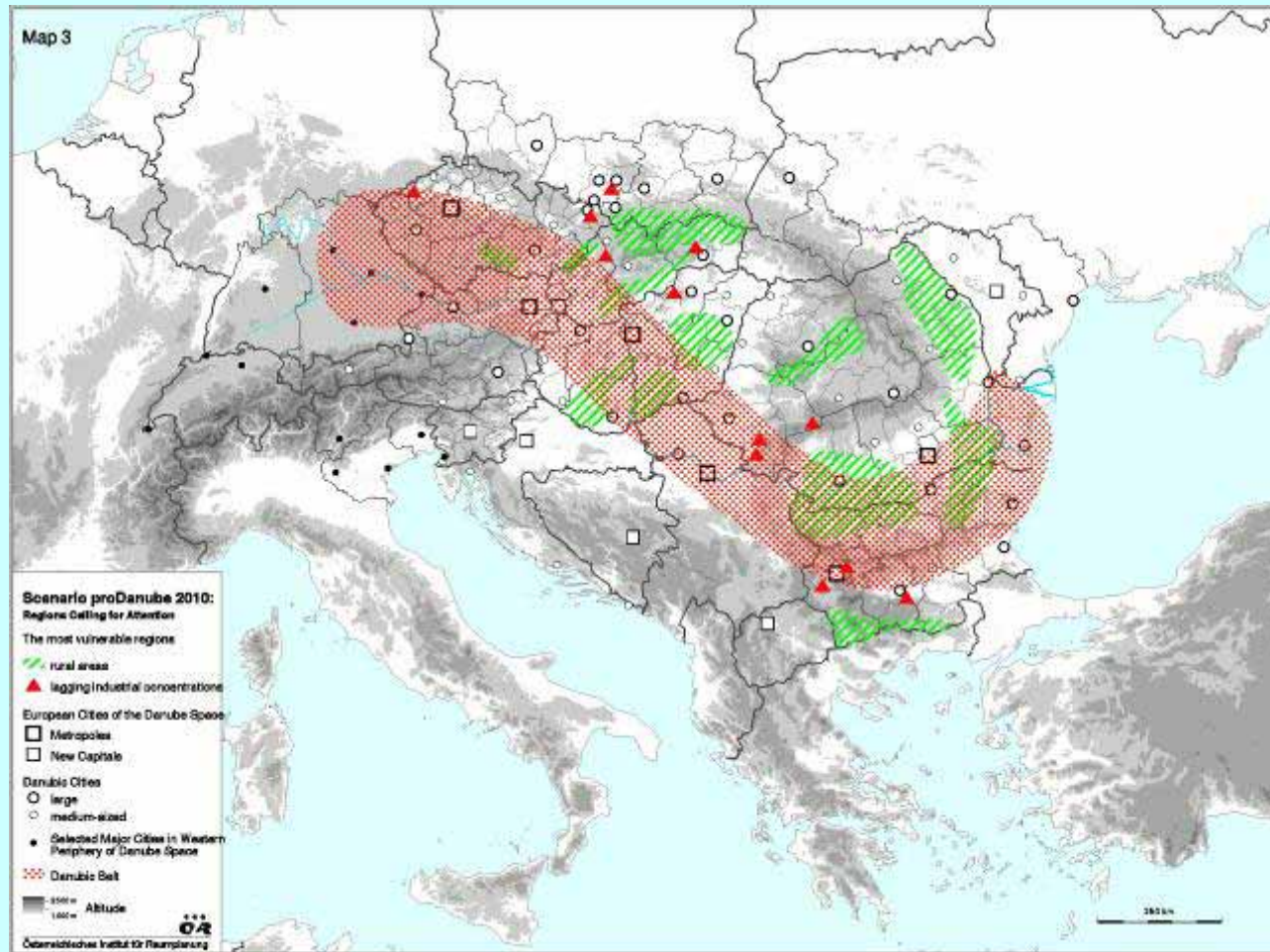


- Inadequacy of navigation conditions
- Need of international co-operation
- Appropriate solutions for different forms of bottlenecks

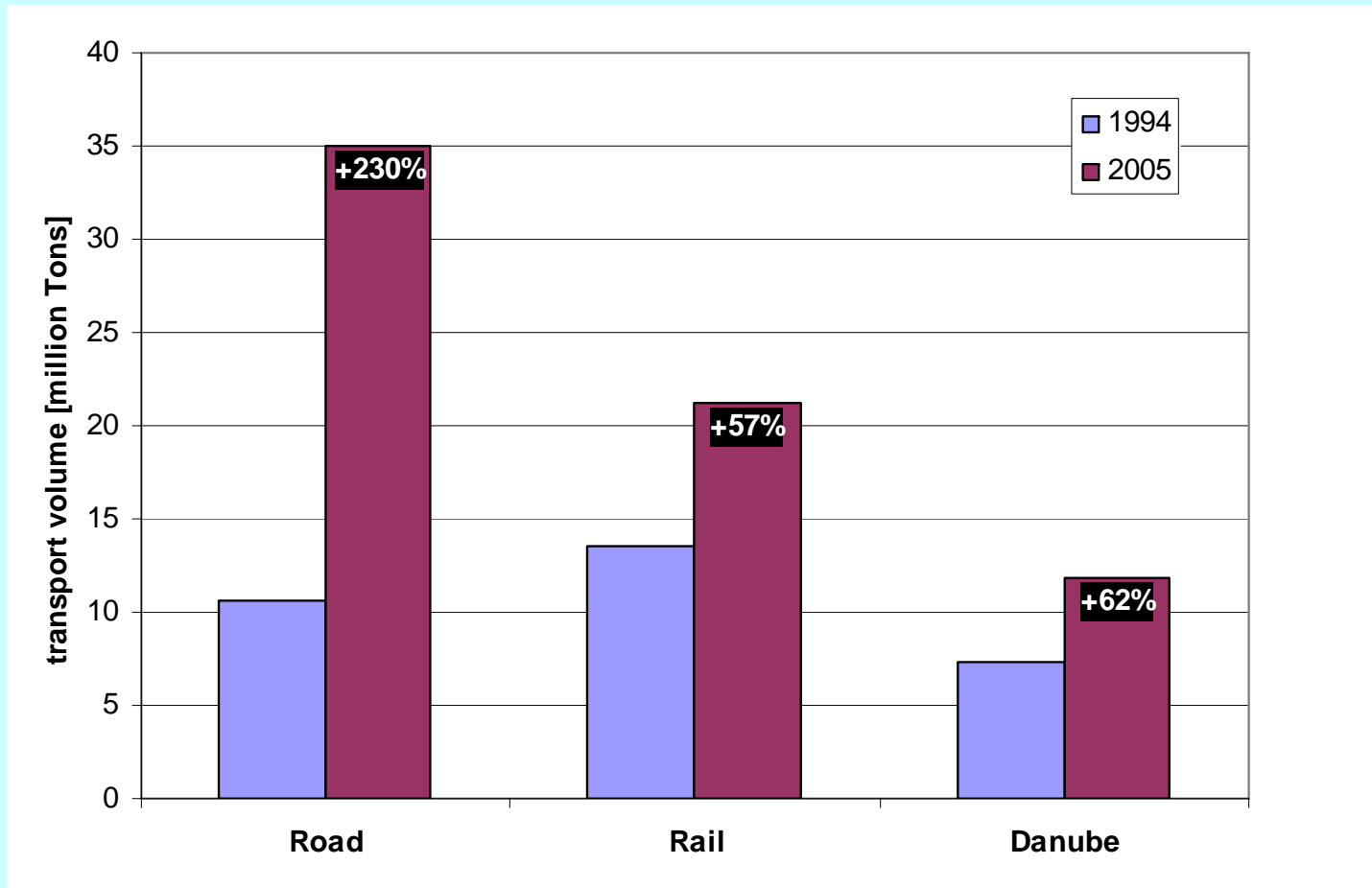
MAIN ISSUES:

- Physical Improvement of the River Danube
- Physical Improvements to the Ports
- Improvements to Shipyards
- Improvements to Fleets
- Improvements to Operations
- Institutional and Legal Issues

The “Danube belt” – an axis for development

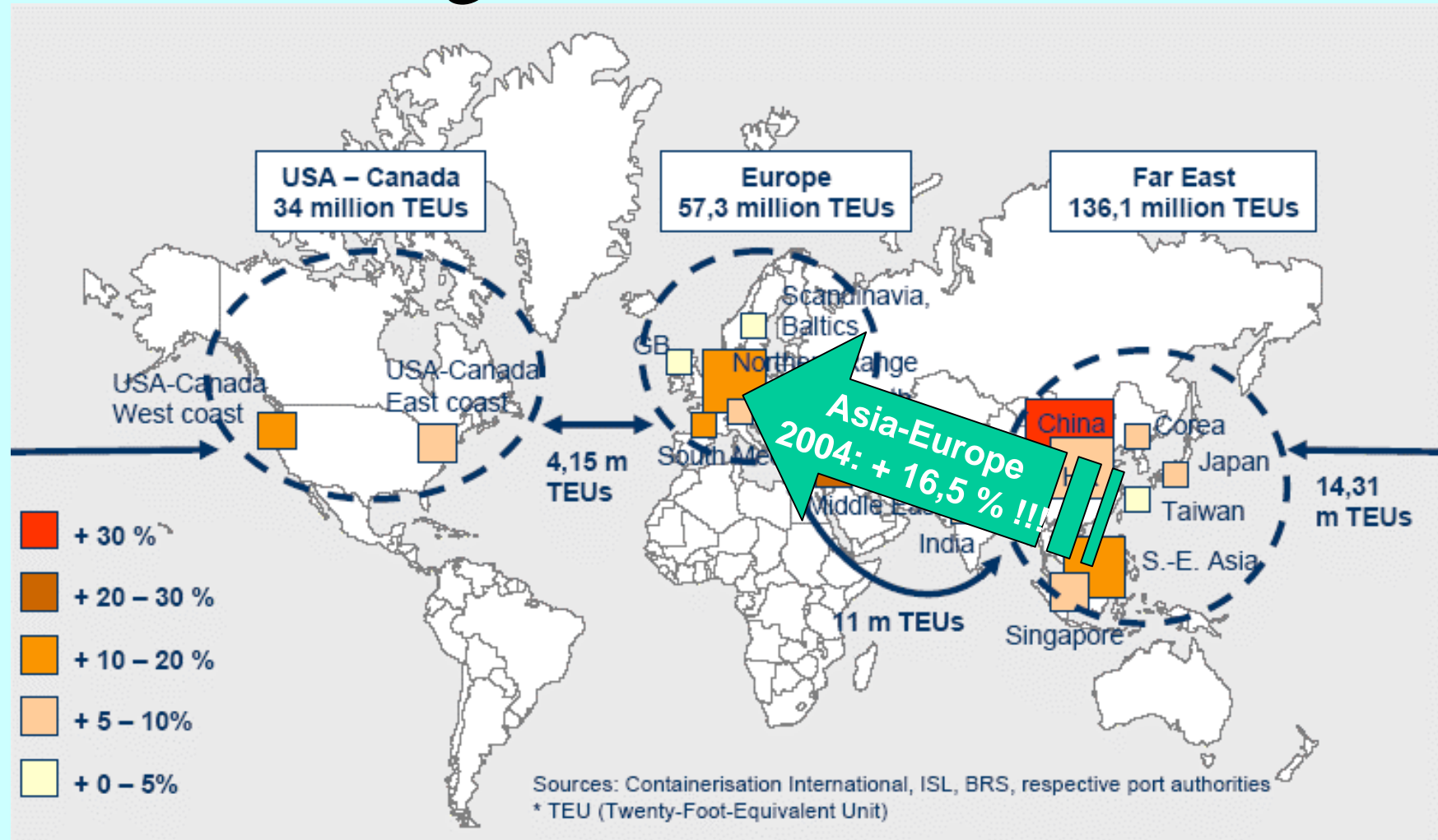


Development of Modal-Split of transport volume in the Austrian Danube corridor



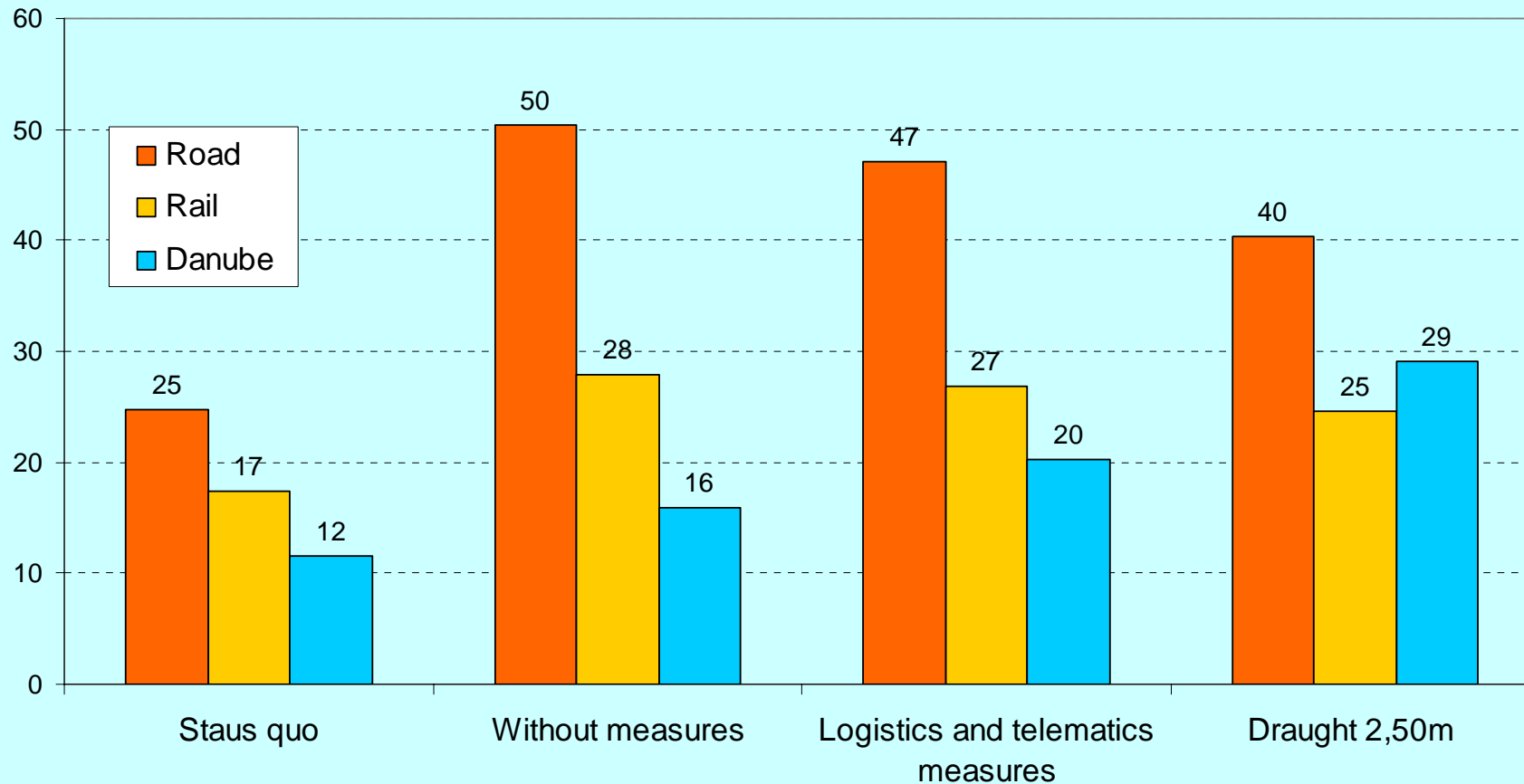
Source: OIR (Austrian Institute for Spatial Planning), 2006; figures include bilateral and transit traffic

Enormous growth of container traffic



Quelle: Hulocon 2005

Prognosis Danube Corridor 2015 Impacts of Measures for Danube Navigation [Mio. tons]



Source: ÖIR, Prognose ALSO DANUBE. Grenzüberschreitender und donauparalleler Binnenverkehr



Relation Constantza - Vienna

Container traffic

CO2-Balance:

Inland Vessel: 349 kg CO2/TEU

Rail: 567 kg CO2/TEU (+62% compared to vessel)

Road: 933 kg CO2/TEU (+167% compared to vessel)

Corridor VII the danube

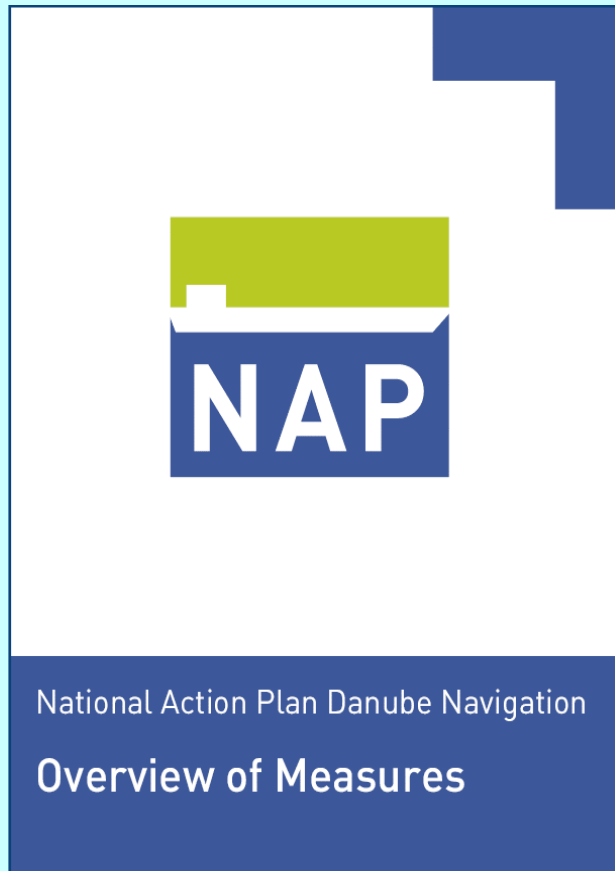


The Danube Cooperation Process

2nd Ministerial Meeting Bucharest, July 14, 2004



Austrian Action Plan Danube Navigation



- Comprehensive and dynamic planning and decision-making instrument for Austrian shipping policy until 2015
- Austrian implementation strategy of the European NAIADES action programme
- Catalogue of measures developed in cooperation with inland ports and the inland navigation sector

NAIADES Action Programme

- Presented by the European Commission on 17 January 2006
- Multi-annual Action Programme in order to foster transport by inland waterways in Europe (2006 – 2013)
- **Objectives:** Increase competitiveness of inland waterway transport & integrate into door-to-door logistic chains
 - ⇒ More freight transport on European inland waterways
- **Addressee:** EU member states, industry, social partners, river commissions, European Commission and other EU institutions

Tri-modal Terminal Vienna - Freudenau



River Information Services

**Telematics Systems and
Information Services
in order to increase the
safety and efficiency of
inland waterway transport**

Vessel installation



280 vessels are already equipped through the Austrian equipment programme within

www.doris.bmvit.gv.at



TINA VIENNA Transport Strategies GmbH

Lange Gasse 30, A-1082 Wien

office@tinavienna.at

www.tinavienna.at

