

Regional and national Danube Ports Strategies

Dionysus - Danube Ports Day 2020

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Agenda

- Regional Danube Approach - EU Strategy for the Danube Region | Inland Waterways
- Austrian Mobility Masterplan 2030 Targets
- Implementation of Mobility Master Plan Targets
- Examples of Measures

Six actions / Working Groups of EUSDR – Inland Waterways



Action 1: Contribute to improve waterway and port infrastructure & management



Action 2: Foster business development



Action 3: Facilitate fleet modernisation



Action 4: Support the further roll-out and enhancement of River Information Services



Action 5: Contribute to the enhanced quality of education and jobs



Action 6: Contribute to the simplification, harmonisation and digitalisation of administrative processes

EUDRS WG „Waterway and Port Infrastructure“

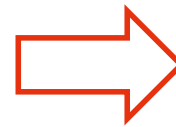
- EUDRS brings together political and project level in ALL Danube region countries
- Close cooperation with EU-Funding Programmes (DTP, CEF, Horizon 2020,...)
- Information on ongoing national and regional projects: <https://navigation.danube-region.eu/projects/>
- DINOYSUS is part of this project pool of harmonized development



Danube Transport Ministers
endorse “Fairway
Rehabilitation and
Maintenance Master Plan”
in 2020

Austrian Transport Policy

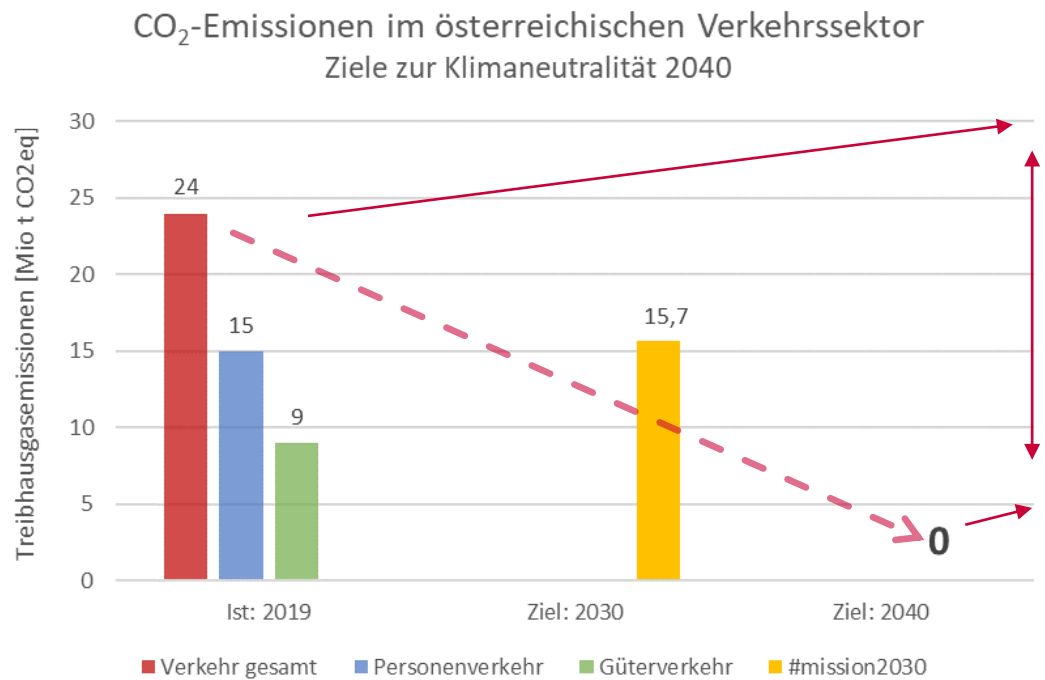
Gesamtverkehrsplan
(Transport Master
Plan for Austria)



Mobilitätsmasterplan 2030
(Mobility Master Plan 2030)

- Adoption of Austrian transport policy according to Green Deal and EU Sustainable & Smart Mobility Strategy
- Main focus on climate neutral mobility until 2040 based on a back casting model and the goal of energy self-sufficiency
- To be published in December 2020 and implemented in sectoral programmes

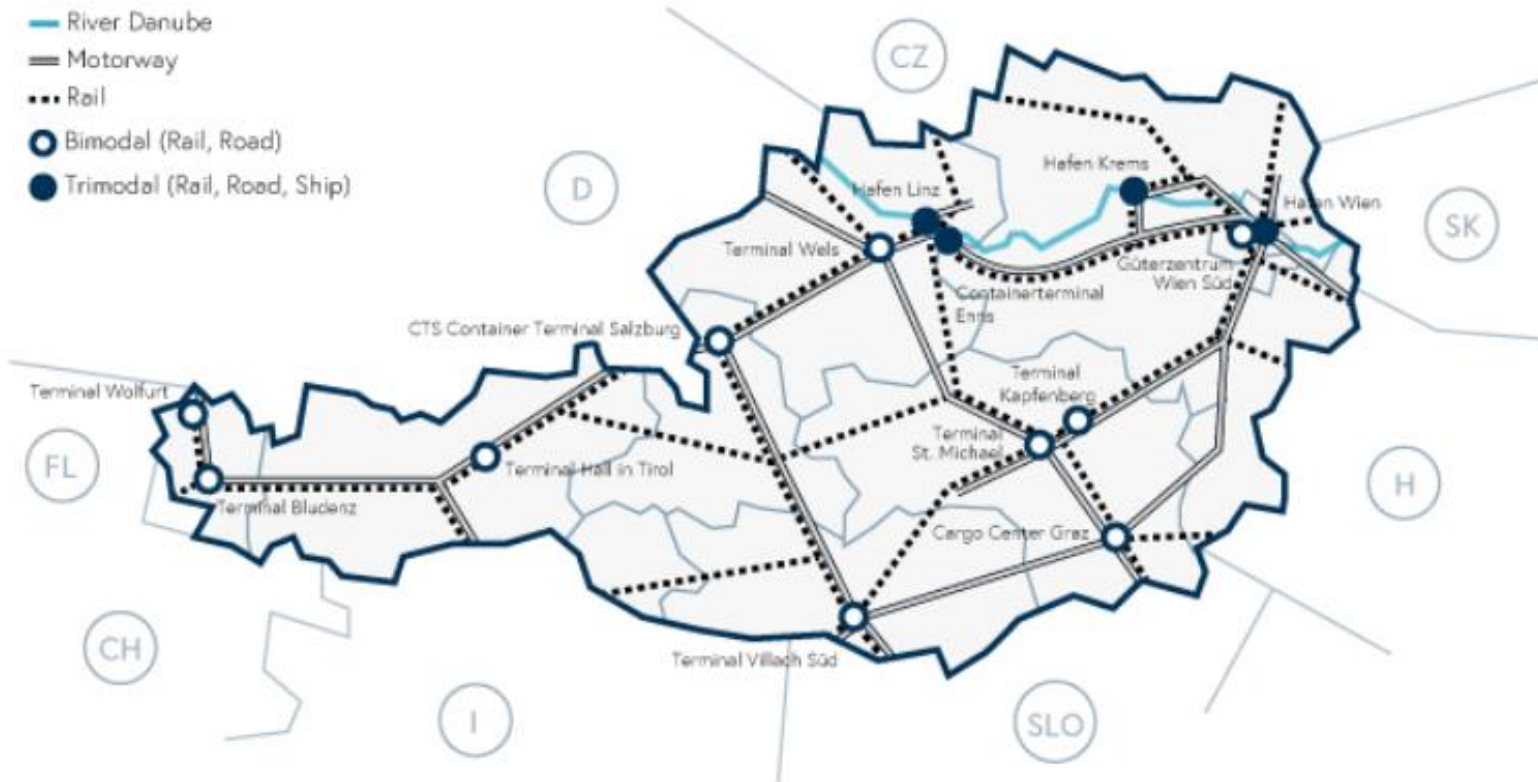
GHG-Targets: Gouvernement Programme 2020-2024



Implementation of Mobility Master Plan Targets

- Master Plan Freight Transport
- Terminal Concept (last version 2016)
- Action Programme for the Danube 2022 – and follow up programmes

Ports and „dry“ Terminals in Austria



source: BMK, department II/Infra 4

Action Programme Danube 2022

Catalogue of measures for
Navigation, Environment and Flood Protection

Integrated objectives of the Action Programme Danube 2022

- Navigation:
 - Customer-oriented waterway management and fairway improvement
 - Increase of competitiveness of inland navigation in logistics networks
 - Increase of traffic safety and safe lock operations
- Environment
 - Reduction of greenhouse gas emissions and increased environmental friendliness
 - Preservation and improvement of the natural habitats Danube, Morava and Thaya
- Flood Protection:
 - Safeguarding of flood protection

Examples of Measures

- Study on land-based energy supply in ports and berths
- National Funding programmes on port infrastructure, rail-connections of ports and innovative logistics
- Future Topics (with IWT-connection)
 - Greening of ports
 - Infrastructure for alternative sustainable fuels (internationally harmonized)
 - Automatisisation and Digitalisation

Financial support for CT-terminal investments

- **Ministerial support programme for industrial sidings and intermodal terminals 2018-2022**, „*Programm für die Unterstützung des Ausbaues von Anschlussbahnen sowie von Umschlagsanlagen des Intermodalen Verkehrs*“, *Staatliche Beihilfe SA.48485 – Österreich*
- Grants for:
 - new construction and enlargement of industrial sidings and intermodal terminals,
 - investment in existing sidings
- Target group: companies based in AT; precondition: nondiscriminatory operation of intermodal terminals
- Minimal duration of operation of terminals: 5-11 years depending on support
- Maximum grant: up to 50% of investment costs
- Notified budget: 10 M € per year
- Responsible body for applications and processing: SCHIG (Schieneninfrastruktur-DienstleistungsgesmbH)

Financial support for innovative Logistics

- Ministerial support programme for innovative logistics 2019-2023, „Logistikförderung 2019–2023 “
- Grants for:
 - Feasibility studies,
 - Implementation projects
- Examples: Digitalization, efficiency in logistics, shift to rail or IWT
- Maximum grant: up to 70% (studies) and 50% (implementation) of investment costs
- Notified budget: 2-3 M € per year
- Responsible body for applications and processing: SCHIG (Schieneninfrastruktur-DienstleistungsgesmbH)