A company overview about IWT
Freight transport in the EU-28: modal split of inland transport modes

Share Of Inland Waterway Transportation

25 February 2019

Tibor Mátyás, CEO of DDSG MAHART Kft
Dynamics Of Danube Fleets’s Reduction

CONCLUSION
The Danube lost 45% of the fleet in 30 years

According to data of DC, 3.200 vessels with a total tonnage of more than 3 million tonnes were available on the Danube in early 2017.

25 February 2019
Tibor Mátyás, CEO of DDSG MAHART Kft
Age Structure Of The Vessels

The average age of the fleet amounts to 34 years.

While numerous new vessels joined the fleet in the 1980ies, new investments were made cautiously since the 1990ies.

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-17y</td>
<td>2%</td>
</tr>
<tr>
<td>18-27y</td>
<td>39.8%</td>
</tr>
<tr>
<td>28-37y</td>
<td>22.1%</td>
</tr>
<tr>
<td>38-47y</td>
<td>17%</td>
</tr>
<tr>
<td>48-57y</td>
<td>8.7%</td>
</tr>
<tr>
<td>58-77y</td>
<td>8.7%</td>
</tr>
<tr>
<td>77+y</td>
<td>0.1%</td>
</tr>
<tr>
<td>&lt;8y</td>
<td>1.6%</td>
</tr>
</tbody>
</table>
Age Structure Of The Vessels

Units no. by years of construction

- Number of vessels (unit)
- %


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Age Structure Of The Vessels

In the last years shipping companies invested just in the re-engineering of existing vessels, there was almost no investment in new vessels.

87% of the pushers were built before 1991, 88% of pushed barges and 96% of the self-propelled vessels were built till 2008 (acc. DC).

With other words, only 13% of pushers, 12% of pushed barges and a only 4% of self-propelled vessels were built in the last 22 years.

25 February 2019

Tibor Mátyás, CEO of DDSG MAHART Kft
Why there are not new investments?

- Insufficient maintenance of the waterways
- High port costs, especially in sea ports
- High maintenance expenses for old equipment
- Unnecessary border formalities
- Unfair competition
- Less funds to shipping than to other transport modes
- Too much bureaucracy
- Bad freight market

25 February 2019
Tibor Mátyás, CEO of DDSG MAHART Kft
Insufficient Maintained Waterway / Various Other Obstacles

Numerous unfavourable nautical areas

Improvable locks Kachlet, Gabcikovo

Different events in Hungary blocking shipping industry, 2018 YTD 15 days

25 February 2019

Tibor Mátyás, CEO of DDSG MAHART Kft
Discrimination of Inland Waterway Transport

Inland waterway transportation still discriminated against other transport modes like truck and railway transportation.

Lack of investments comparing to other transport modes.

Investments of infrastructure more likely going to ports, but even ports are not good equipped (no port pushers or roofs and almost no shore workers).

Still no real solution for reducing navigational bottlenecks and barriers.

No solution to provide well educated people into shipping.

In the interest of the EU economy this questions can and must be solved as soon as possible!

25 February 2019

Tibor Mátyás, CEO of DDSG MAHART Kft
Low Danube area 29 August 2018
Thanks for your attention!