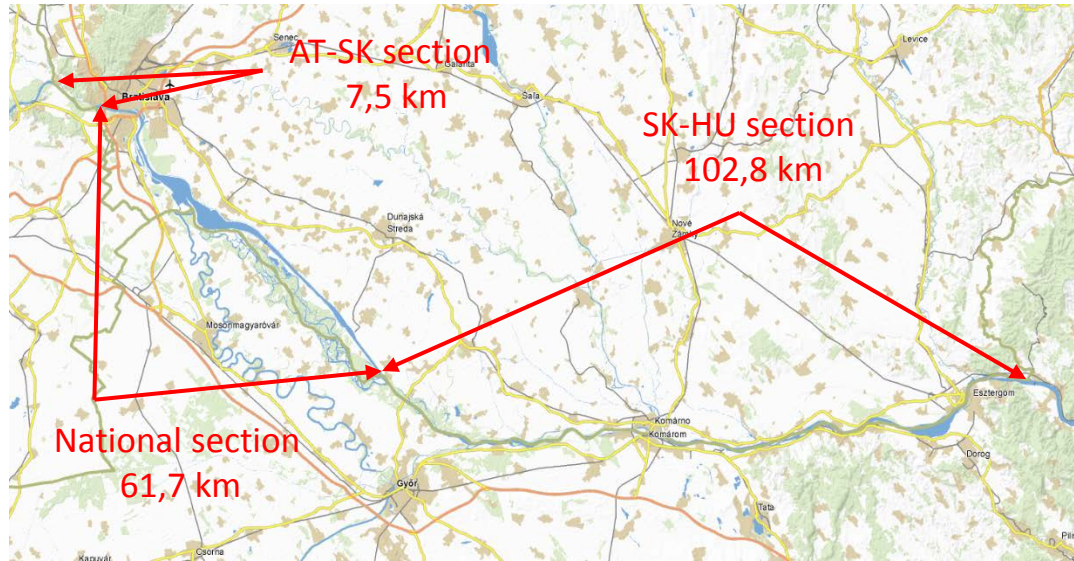


# Danube Waterway in the Slovak republic

# DANUBE



The Danube as a waterway of international importance should ensure certain traffic performance, according to the international classification of inland waterways, which at current circumstances is not possible due to problems with providing required fairway parameters throughout the year.

Overall Objective:

**PROVIDE RELIABLE AND USER FRIENDLY INLAND WATERWAY  
TRANSPORT INFRASTRUCTURE**

## Targets:

- 1. Removing bottlenecks on the Danube waterway**
- 2. Ensure requested Fairway parameters**
- 3. Improvement of services provided by the public ports**

# MEASURES

## 1. Removing bottlenecks on the Danube waterway:

### Upgrade of Gabčíkovo locks (CEF transport call 2015)

The action deals with the most pressing issue on the Slovak stretch of the river Danube, as a complex upgrade of both locks is necessary. Subsequently, at the end of the project (2020), the Gabčíkovo locks will be able to provide continuous and stable navigation conditions and ensure a safe passage.



# MEASURES

## Danube Rehabilitation Measure - DaReM (CEF transport call 2016)

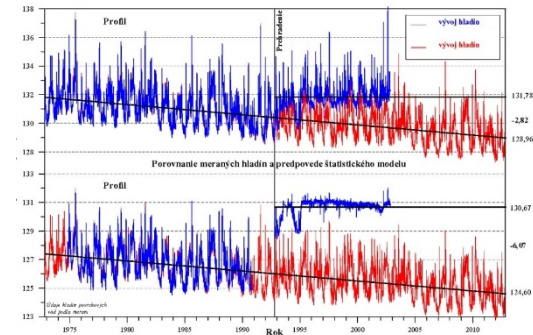
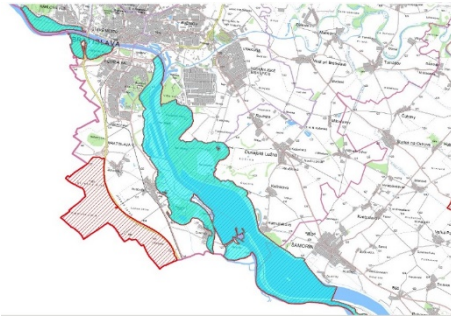
The quality of the fairway infrastructure influences the possible load factor of vessels, which itself determines the cost-efficiency of the transport relations. Shallow sections with insufficient fairway depth or width along the waterways reduce the possible payload of a vessel. The aim of the pilot action is to provide necessary fairway parameters in order to fully use the potential of the water transport.



## 2. Ensure requested Fairway parameters:

Technical measures to ensure required parameters of the fairway on Danube (OPII 2014 – 2020)

The aim of this action is to obtain vital data on the behaviour of the river Danube, to evaluate them and subsequently to propose actions to ensure or improve fairway parameters taking into account economical, social and environmental aspects. After succesful analytical phase the physical realization of the proposed actions is envisaged.



# MEASURES

## Fairway Danube (CEF transport call 2014)

The action is the first implementation phase of the „Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries“. The Master Plan prepares harmonised initiatives to tackle infrastructure bottlenecks along the TEN-T Rhine – Danube Core Network Corridor. Common approach to the fairway measuring and marking along the riparian countries is being implemented.





## 3. Improvement of services provided by the public ports:

### Modernisation of the Infrastructure in the public port of Bratislava (OPII 2014 – 2020)

The only one public port to be eligible under the financing of the OPII 2014 – 2020. Upgrade of existing nautical equipment will allow the public port to meet the requirements of today's operators.

### Master Plan and Feasibility study for the public port of Komárno (CEF transport call 2015)

The overall objective of the action is to enhance the function of the port in line with its position within the Core network by modernizing the port infra- and superstructure.



# MEASURES

## Construction of the LNG terminal in the public port of Bratislava (OPII 2014 – 2020)

Main activity of the action is elaboration of the feasibility study that will identify the most suitable technology for the LNG production and distribution in the public port Bratislava. The activities are to be carried out according to the European requirements for the implementation of the alternative fuels.



Thank you for your attention!