



Review of fairway conditions on the Danube in 2024

Gert-Jan Muilerman | Joint Statement Workshop
Budapest | 22 October 2025



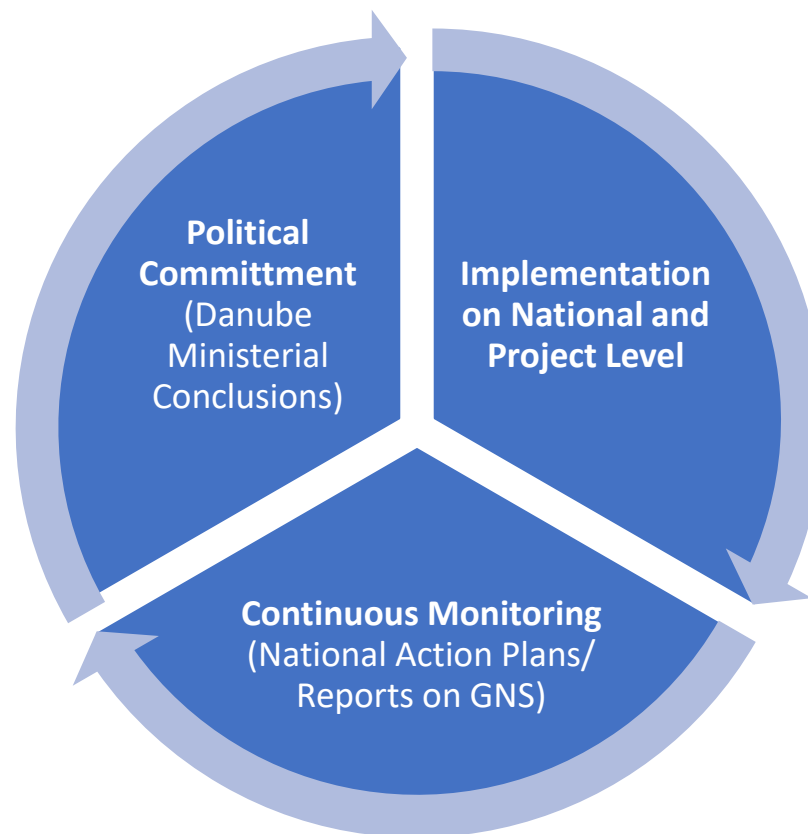


Status of the Fairway Rehabilitation and Maintenance Master Plan

Fairway Rehabilitation and Maintenance Master Plan (FRMMP)

main element in the transnational coordinated development of Danube navigation

highlights all critical locations and the required short-term measures to ensure proper fairway maintenance



Danube Ministerial Conclusions 2024

On **4th April 2024**, the Danube **Ministers of Transport** (DE, AT, SK, HR, RS, RO, BG, MD, UA)

reaffirmed their commitment to improve framework conditions for Danube navigation

- need for ongoing rehabilitation and maintenance efforts beyond 2024
- sufficient national financial resources, especially ensuring a sustainable yearly operational budget allocation
- fostering interdisciplinary collaboration to develop nature-based solutions for maintaining and rehabilitating the river





Status of fairway conditions in 2024

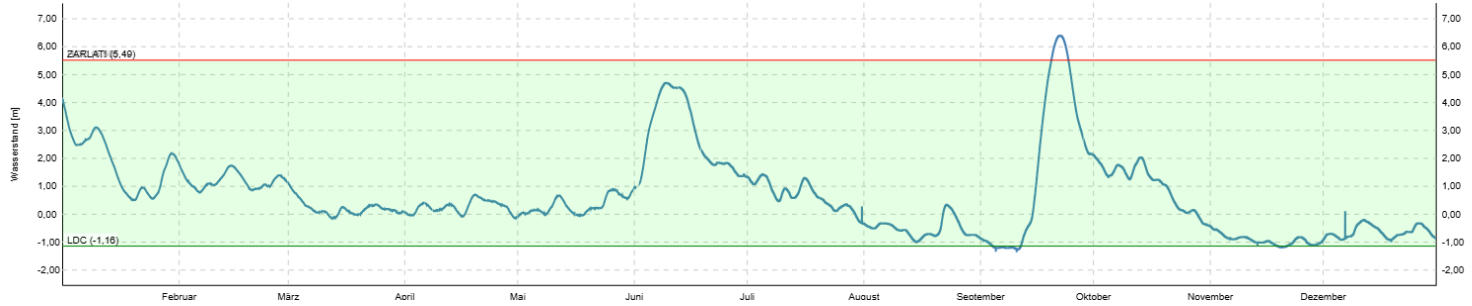
Fairway Rehabilitation and Maintenance Master Plan

Hydrological conditions 2024

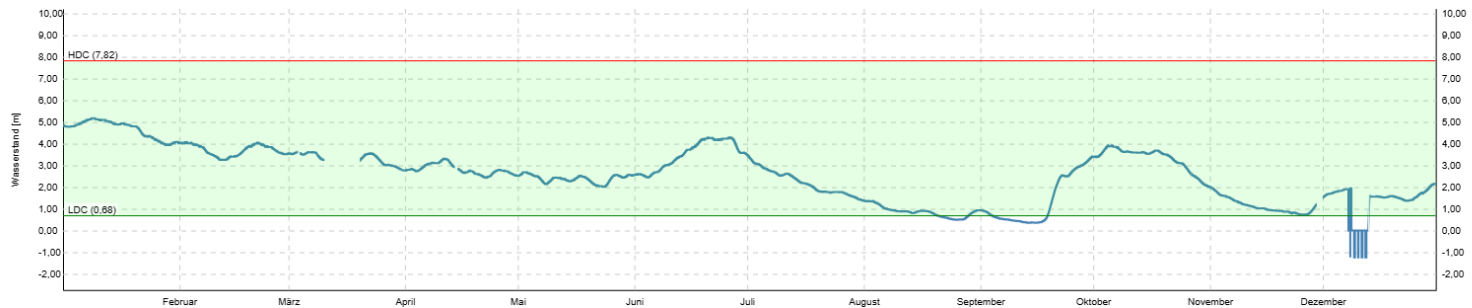
Upper Danube
(Wildungsmauer)



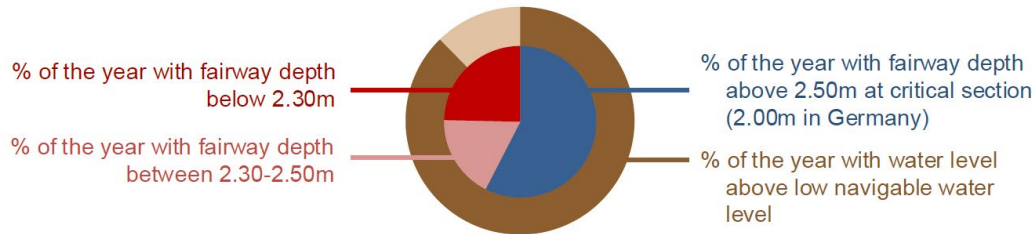
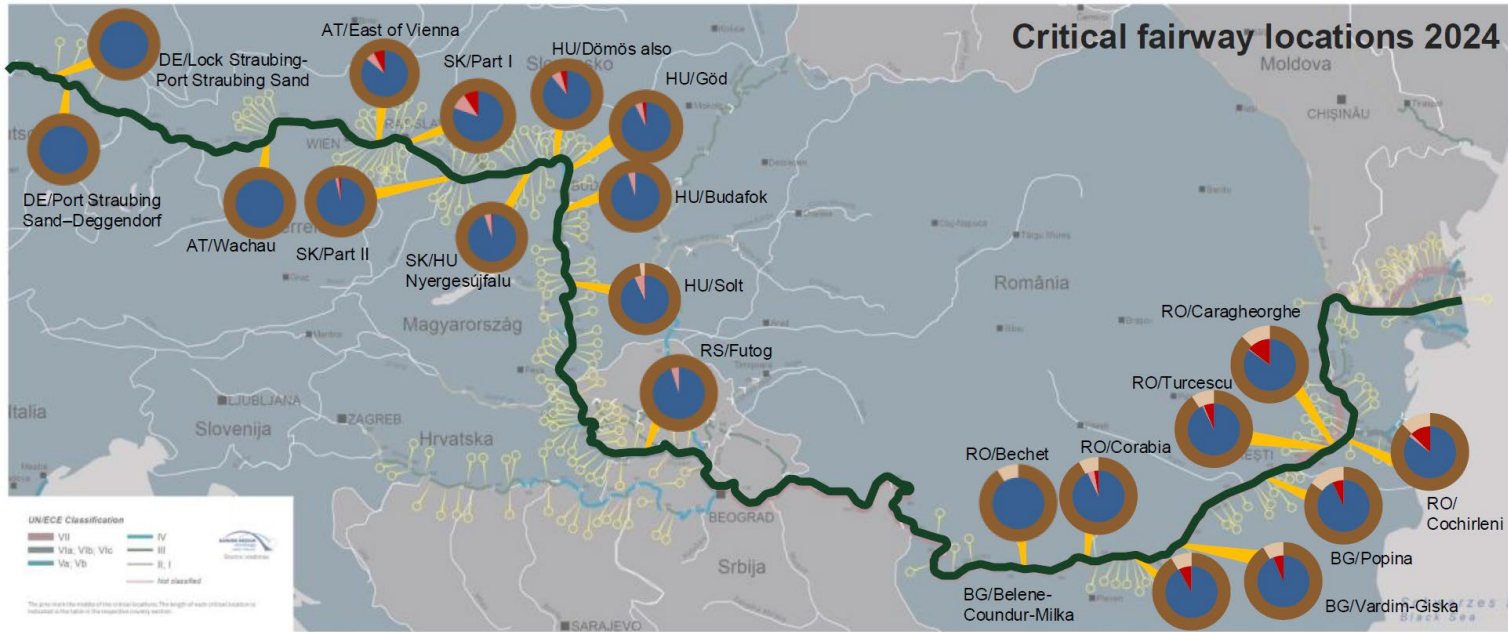
Central Danube
(Dunafoldvar)



Lower Danube
(AHS Svishtov)

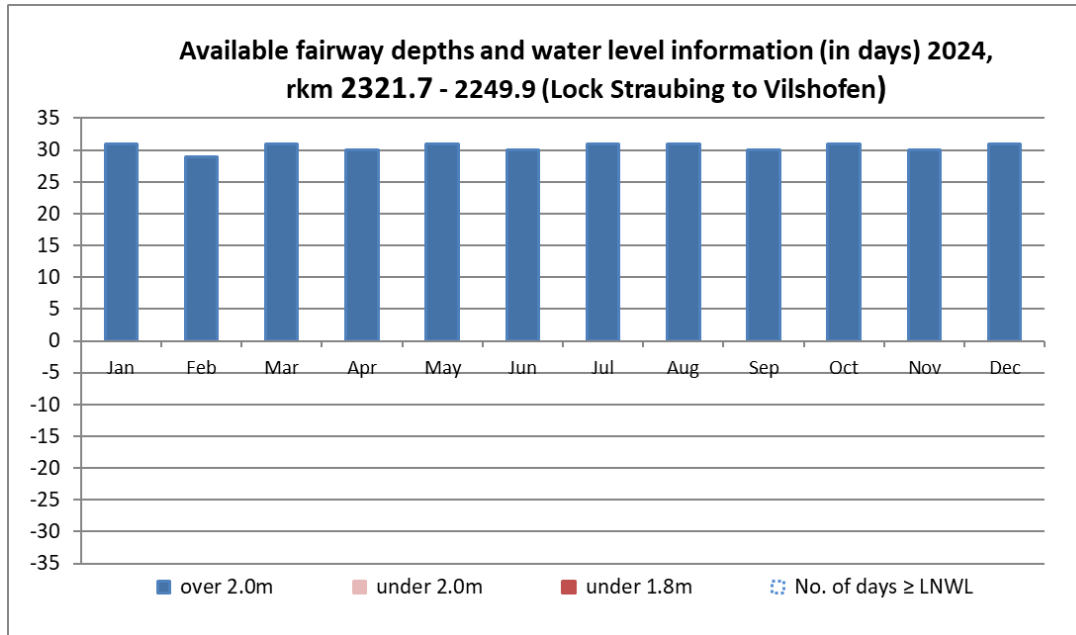


Availability of fairway depths at critical locations



Upper Danube – Germany

Good fairway conditions at critical section Straubing – Vilshofen throughout the whole year.

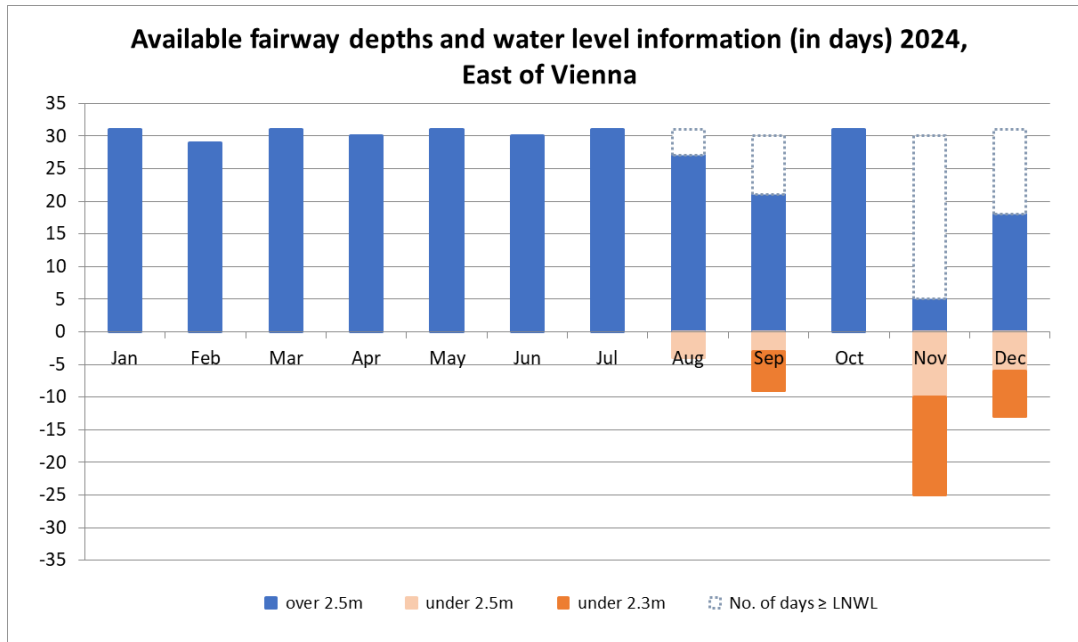


- 16 surveying activities
- 37 dredging interventions mainly in March – April and November - December (204.380 m³)

! In the free-flowing section between Straubing and Vilshofen the current objective is to maintain the fairway depth of 2.00 m related to LNWL

Upper Danube – Austria

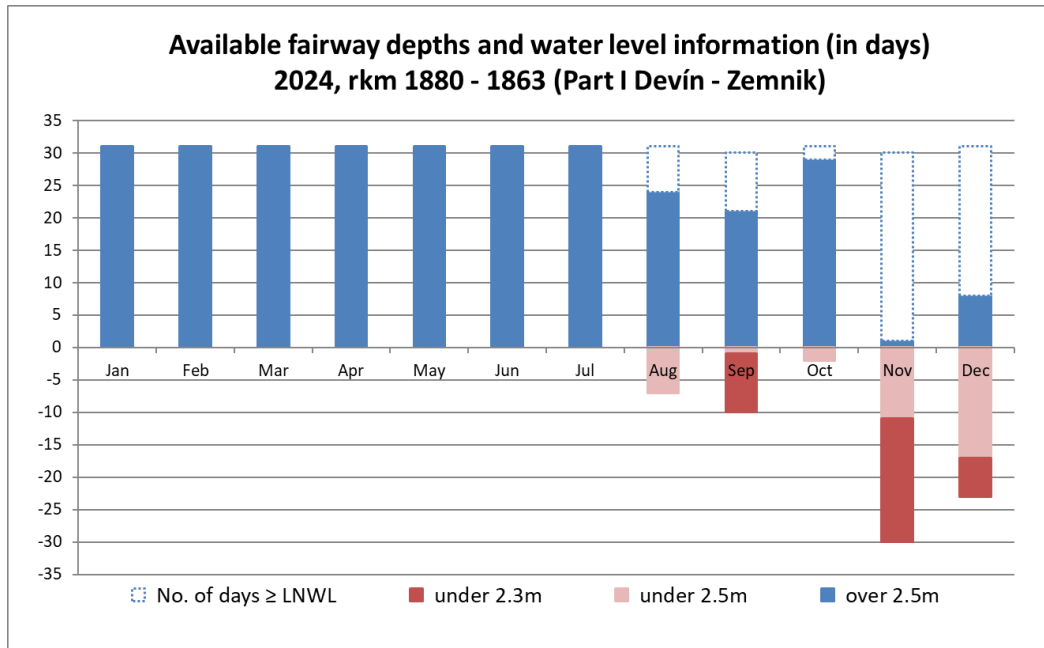
Austrian sector east of Vienna was more challenging than the previous years, with 51 days below 2.5 m fairway depth.



- 51 days below 2.5m fairway depth due to significant sedimentation in the fairway after floods in June and September resulting in highly increased dredging efforts
- navigation was suspended due to flood for over a week in mid-September

Upper Danube – Slovakia

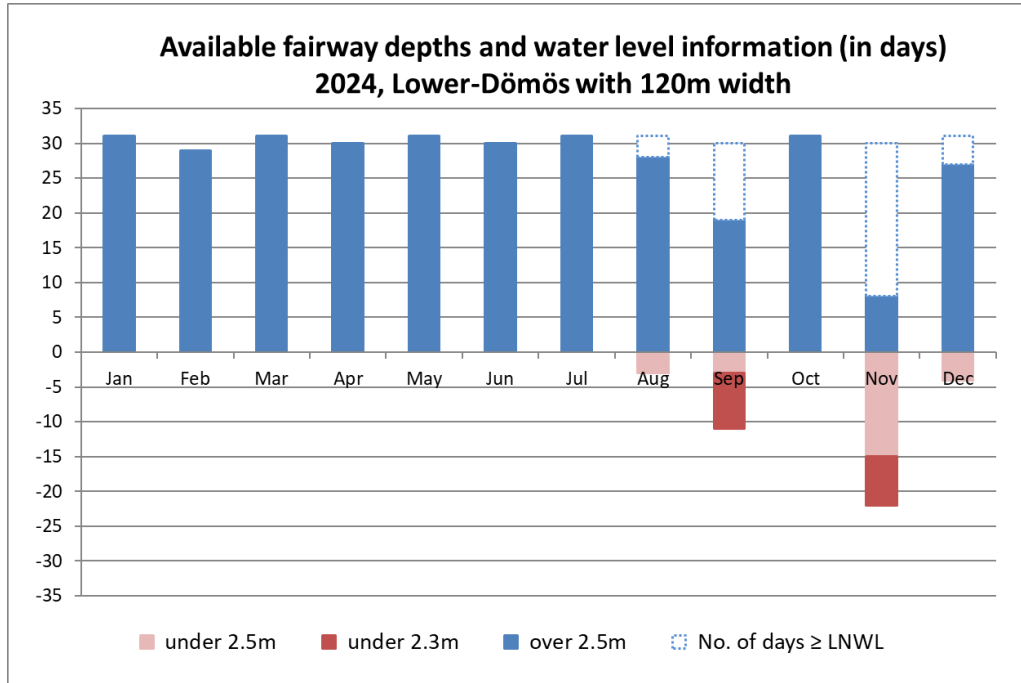
Section between Devín – Zemník was one of the most challenging sections in 2024, with 72 days below 2.5 m fairway depth.



- Similar problems to the Austrian section east of Vienna (sedimentation after floods in June and September)
- 87 surveying tours
- Weekly marking tours
- 8 dredging interventions
 - 104.848 m³ Danube,
 - 11.012 m³ Gabčíkovo canal (reservoir Hrušov)

Central Danube - Hungary

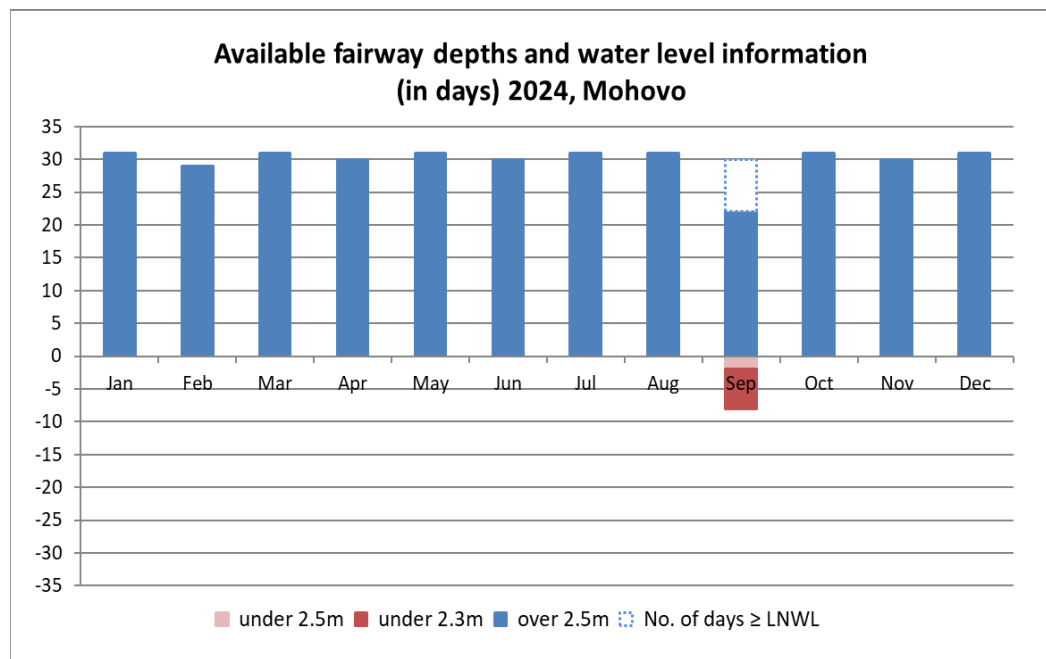
Hungarian sector of the Danube equally limiting in 2024, with 40 days below 2.5m fairway depth.



- 89 surveying tours
- multiple marking tours weekly
- no dredging interventions due to budget limitations

Central Danube - Croatia

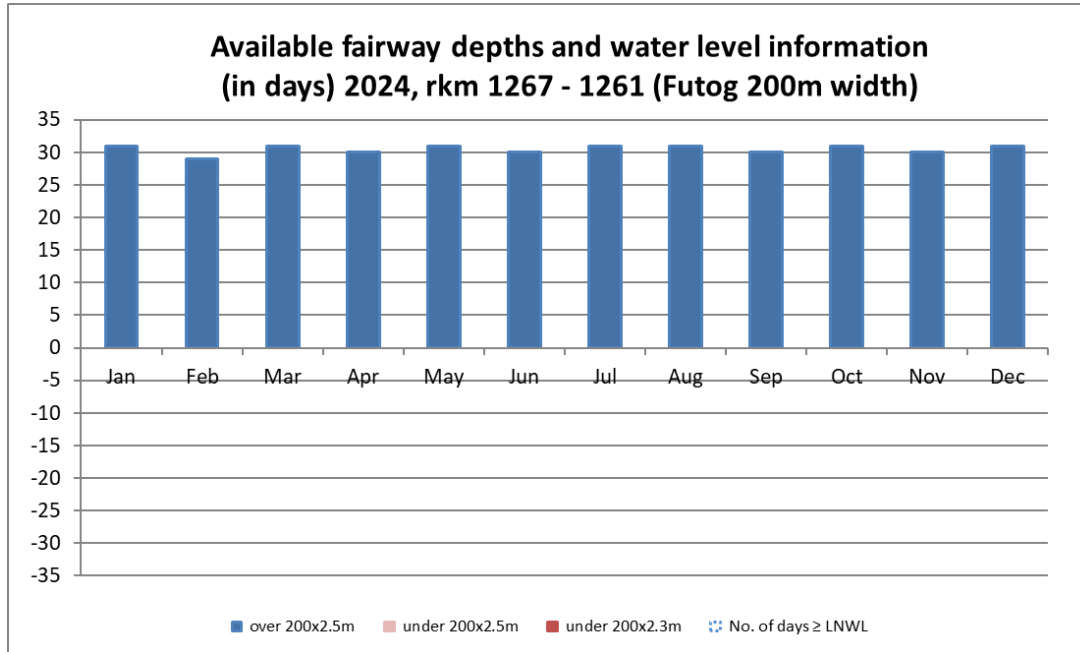
Mohovo with a few days below 2.5 m fairway depth (for the entire width of the fairway).



- 10 surveying tours (Danube)
- 69 marking tours
- dredging on Sava and Drava 78.555 m³

Central Danube - Serbia

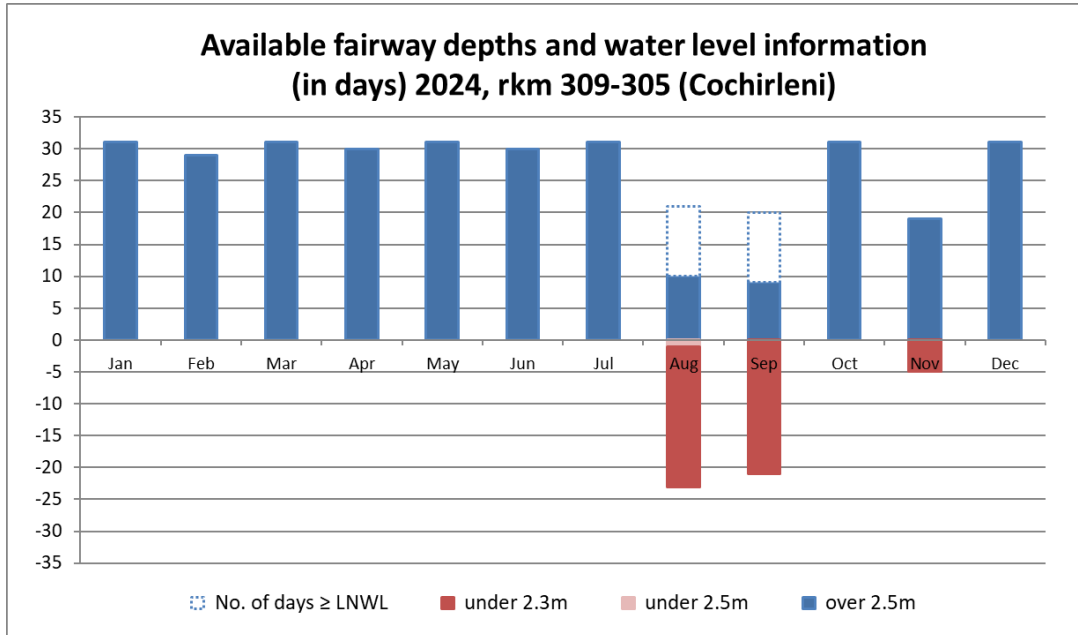
Good Fairway availability at the critical section Futog.



- 54 surveying tours (Danube)
- 179 marking tours
- Dredging intervention at Čortanovci (rkm 1236) ongoing (November 2024 - April 2025)
projected volume 137.363 m³

Lower Danube - Romania

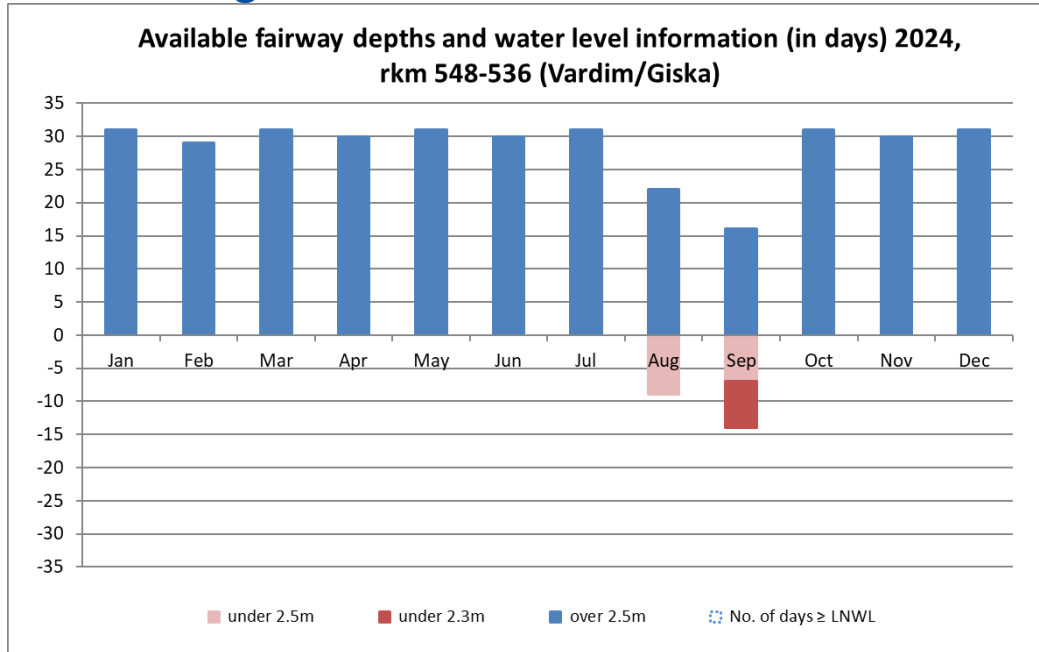
On the Lower Danube the low water period in summer was far more severe. 44 days below 2.5 m Fairway depth in August / early September



- 186 surveying tours (entire sector)
- 49 marking tours
- 27 dredging interventions, (8.4 million EUR)
 - river Danube: 1.094.735 m³
 - maritime D.: 219.934 m³
- Outlook for 2025: dredging framework contracts valid until end of 2026 with a volume of 900.000 m³/year

Lower Danube - Bulgaria


First seven months of the year good fairway conditions, some limitations with dropping water level in August.



- 58 surveying tours
- 12 changes of the fairway trajectory
- 9 dredging interventions, in total 299.419 m³
- extensive marking and local traffic rules put in place; grounding of several vessels (disregard of the traffic rules)
- a new dredging framework contract is under preparation for 2025 and the following years



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