

REPUBLIC OF CROATIA
MINISTRY OF THE SEA, TRANSPORT AND INFRASTRUCTURE
Directorate for Inland Navigation

Status of Inland Navigation in Croatia

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Expert Meeting on Hydrotechnical Issues, Budapest, 5th March 2026



REPUBLIC OF CROATIA
Ministry of the Sea,
Transport and Infrastructure

CONTENT

Critical locations 2020-2025

Monitoring, rehabilitation and maintenance activities in 2025

Planned activities in 2026

Operational expenditures for conducted activities in 2025 and budget needs in 2026



Critical locations 2020-2025

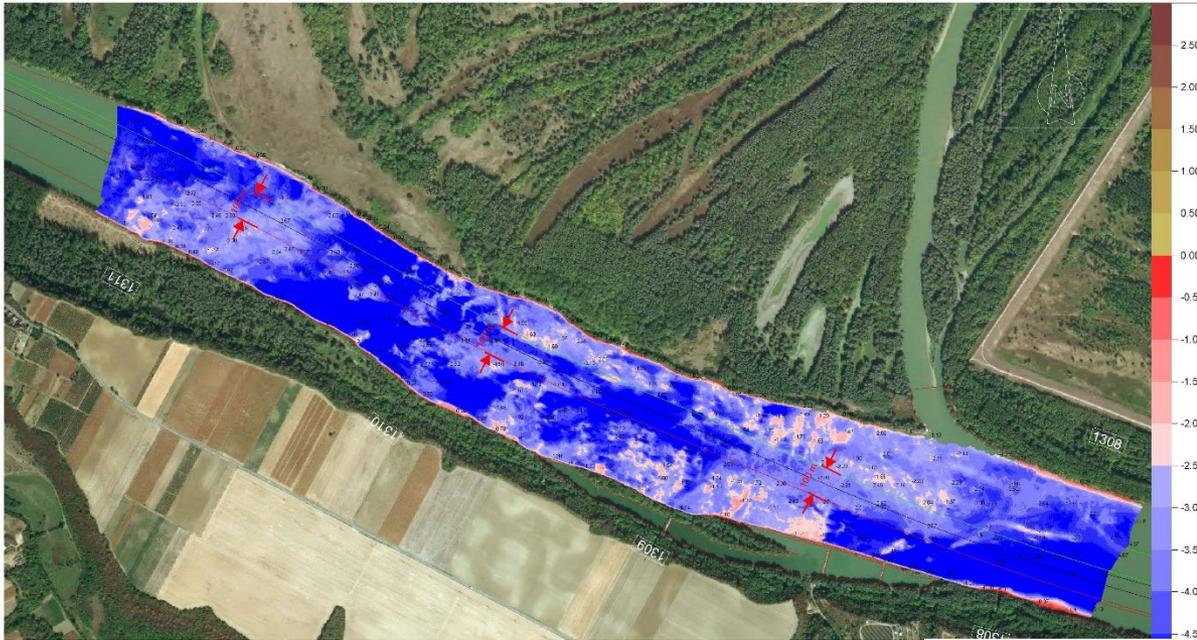
CS	Name of location	from rkm	to rkm
1	Bezdan	1,429.0	1,425.0
2	Siga Kazuk	1,424.2	1,414.4
3	Apatin	1,408.2	1,400.0
4	Židovski rukavac	1,397.2	1,389.0
5	Ušće Drave	1,388.8	1,382.0
6	Aljmaš	1,381.4	1,378.2
7	Staklar	1,376.8	1,373.4
8	Erdut	1,371.4	1,366.4
9	Bogojevo	1,366.2	1,361.4
10	Dalj	1,357.0	1,351.0
11	Borovo I	1,348.6	1,343.6
12	Borovo II	1,340.6	1,338.0
13	Vukovar	1,332.0	1,325.0
14	Sotin	1,324.0	1,320.0
15	Opatovac	1,315.4	1,314.6
16	Mohovo	1,311.4	1,307.6
17	Bačka Palanka	1,302.0	1,300.0



- 17 critical locations in total length of 76.4 rkm
- On most sections there is a problem with insufficient waterway width
- Mohovo → limited depth during LNWL



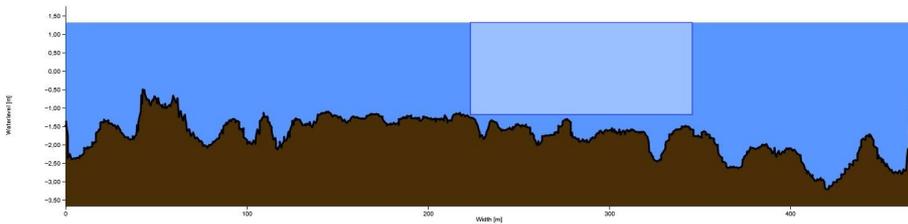
Mohovo sector



Fairwayprofile: Mohovo (2020-07-13) WL: LDC (1,31 m)

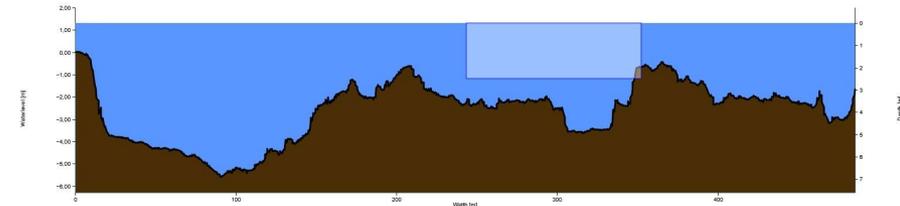


Fairwayprofile: Mohovo (2020-07-13) WL: LDC (1,31 m)

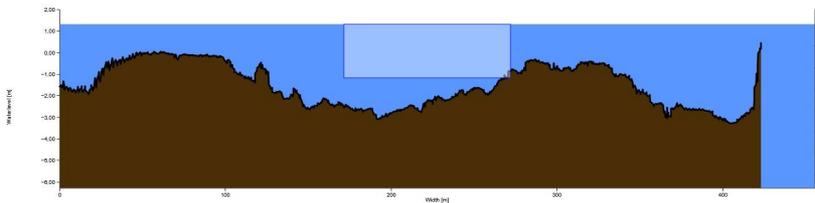


Fairwayprofile: Mohovo (2020-07-13) WL: LDC (1,31 m)

- Water
- Fairway (LOS 1)
- Fairway (LOS 2)
- Fairway (LOS 3)
- Sediment
- Sediment (compare)



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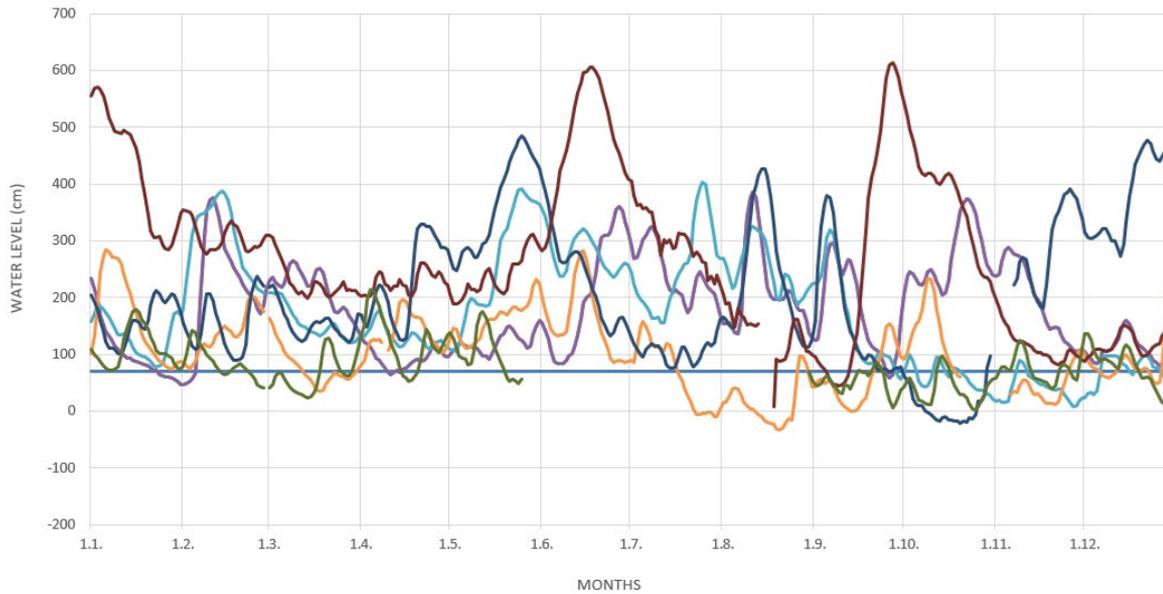
- Water
- Fairway (LOS 1)
- Fairway (LOS 2)
- Fairway (LOS 3)
- Sediment
- Sediment (compare)

- Due to the rocky river bed fairway width is limited to 100m

- Navigable channel depth of 2.5m is ensured for water levels +70 and above on the Vukovar gauge

Mohovo sector

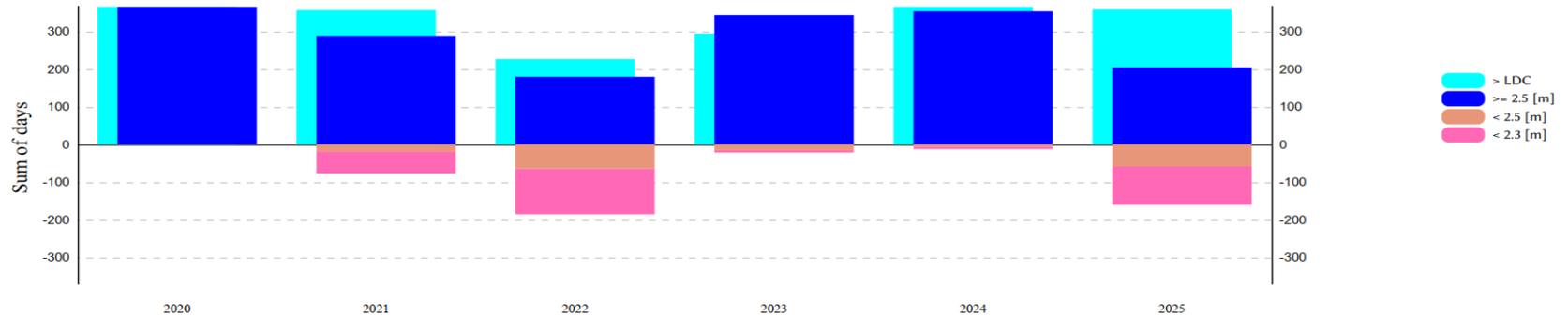
Water levels 2020 - 2025 (gauge Vukovar, restriction +70)



— restriction (+70.0 cm) — 2020 — 2021 — 2022 — 2023 — 2024 — 2025

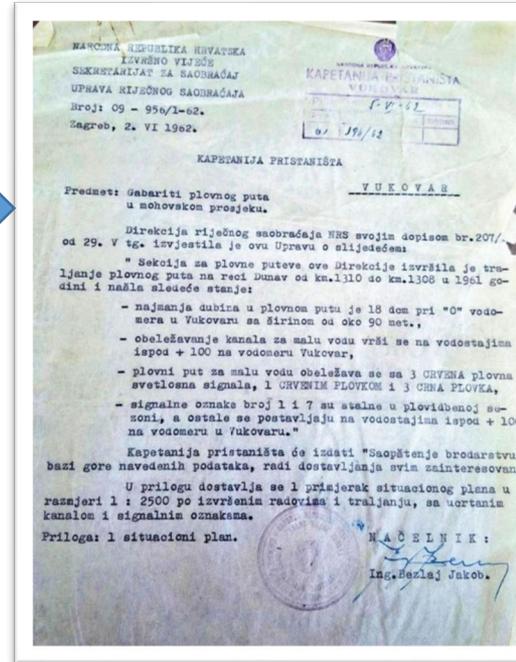


Available Fairway Depth: Mohovo

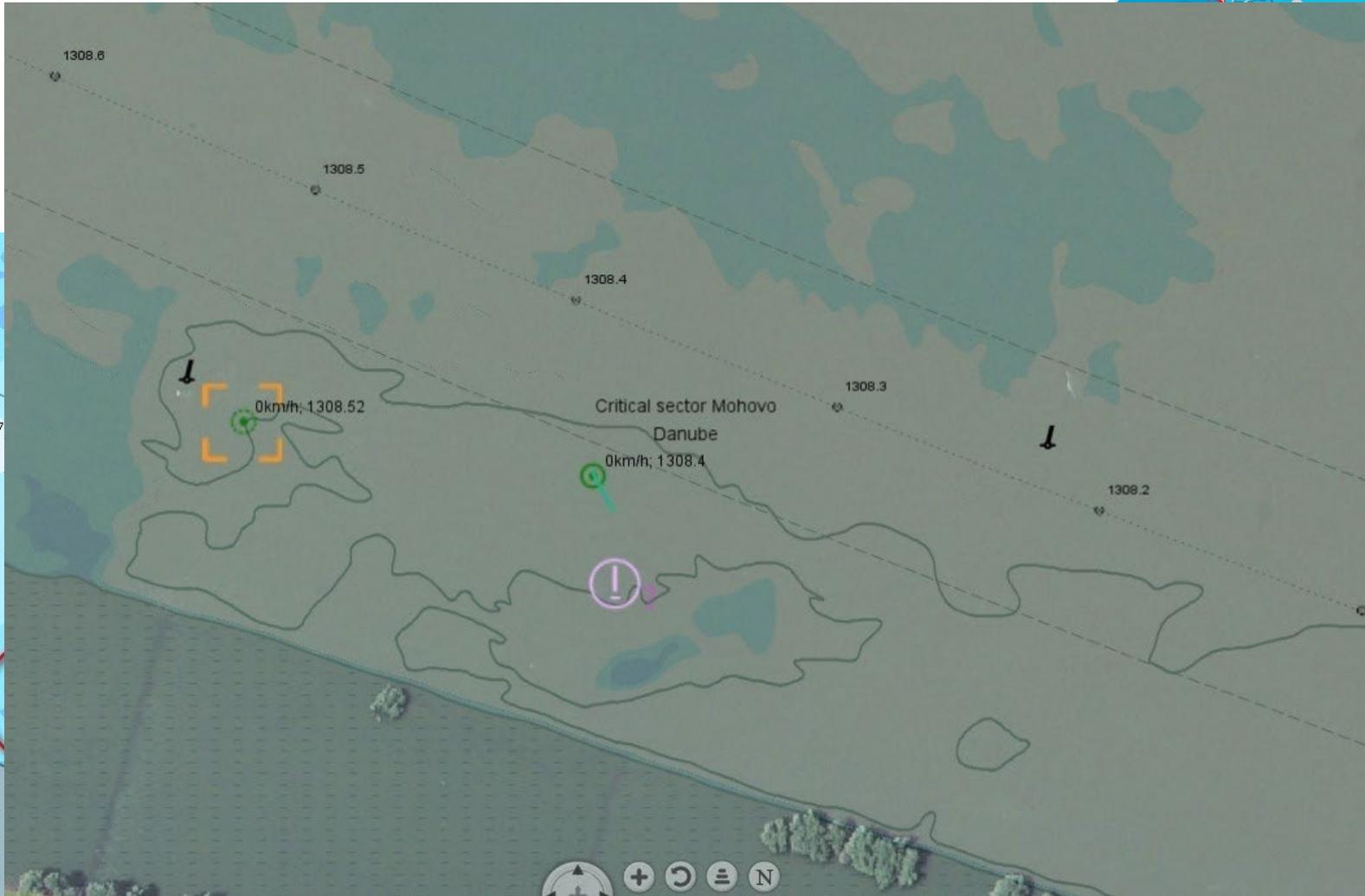


Mohovo sector

- Mohovo 'Norm' → when water level at Vukovar gauge is 0 the depth in the fairway channel is limited to 180 cm.
- 'Norm' is from 1962 → safety side due ROCKY bottom (peaks)
- Detailed surveys of rocky-bottom sections are typically conducted every 4-5 years (unchangeable situation)
- Surveyed rocky peaks are marked with buoys equipped with AtoN devices, supplemented by virtual AtoN (visible on Inland ECDIS), with the goal to mitigate the risks of physical buoys drifting from their positions
- meeting and overtaking traffic is prohibited;

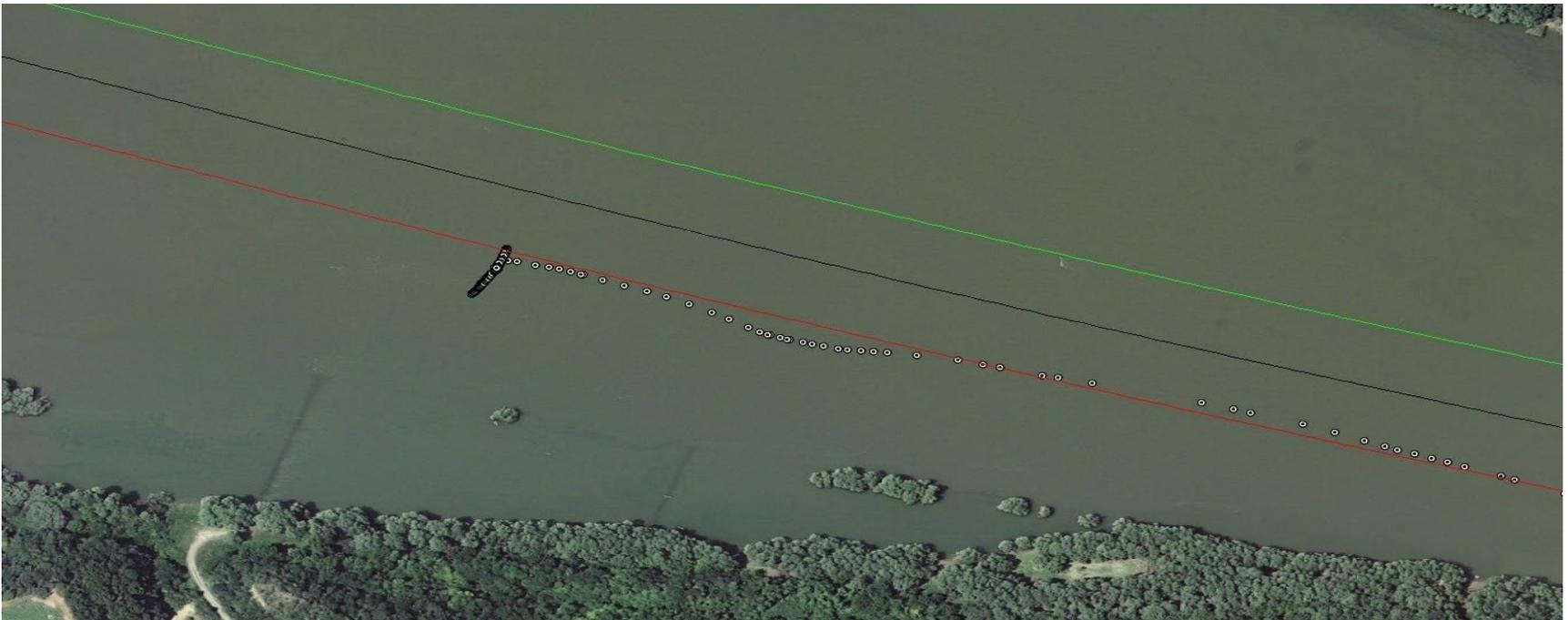


Mohovo sector



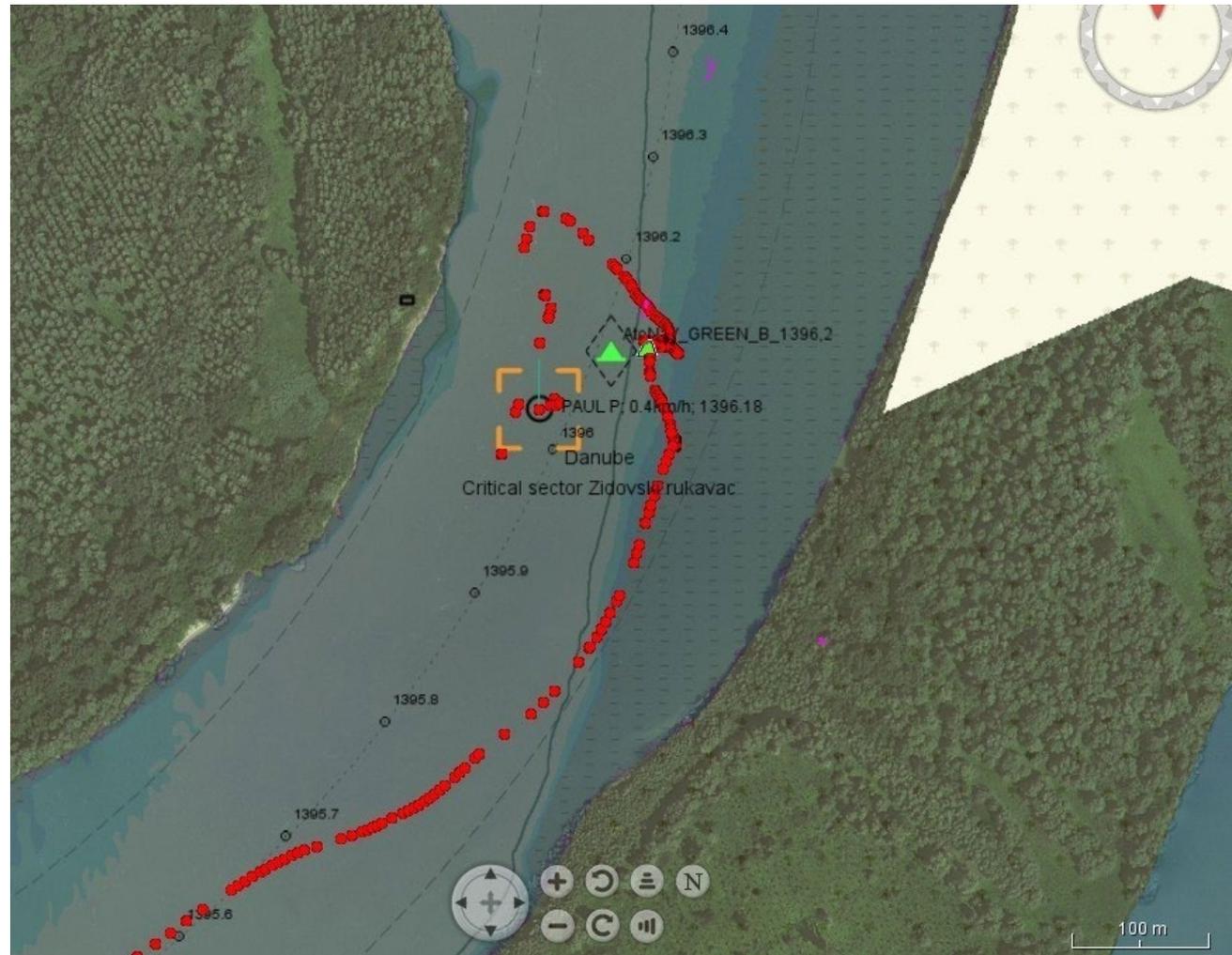
Mohovo sector

- Situation from December 27th 2025: *accident of thruster PZ-91001 → loaded with 862 tons of urea in bulk, with draft of 230 cm that was passing at the water level +14 Vukovar gauge.*
- *The thruster struck underwater rock in the Mohovo fairway channel.*
- *After 4 days of the rescue mission, the thruster was rescued*
- *Environmental disaster and the blockage of the waterway was avoided*



Mohovo sector

- *Conclusion – not enough skilled skippers*
- *Next steps:*
 - *New survey and publication of results of Mohovo sector*
 - *arrangement of bilateral HR-SRB commission; discussion of ‘Norm’ reduction*

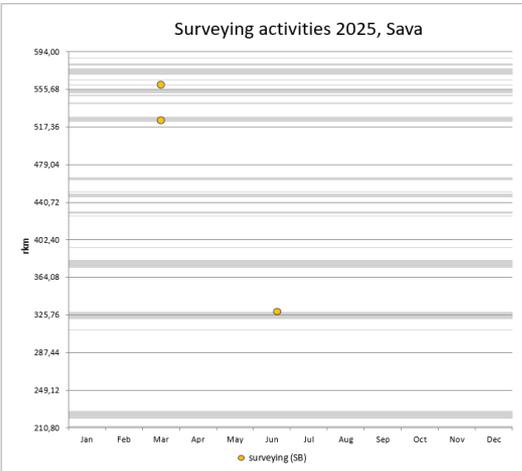
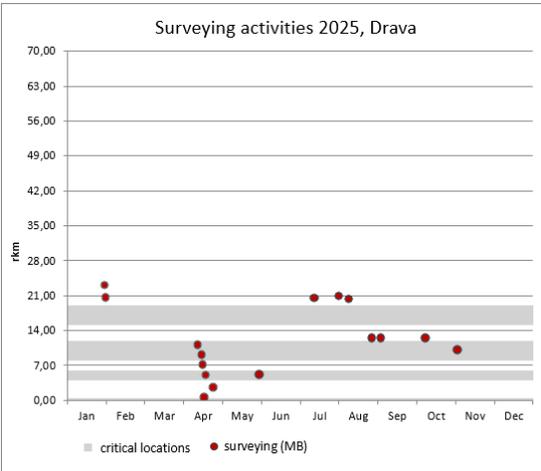
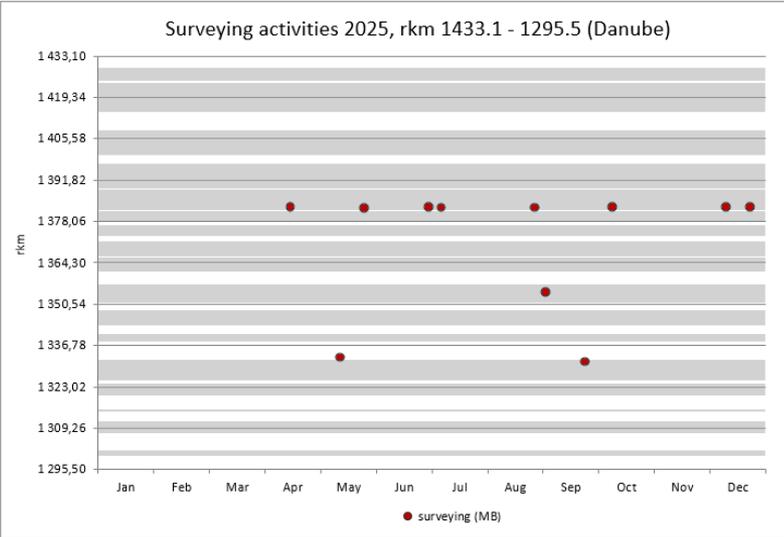
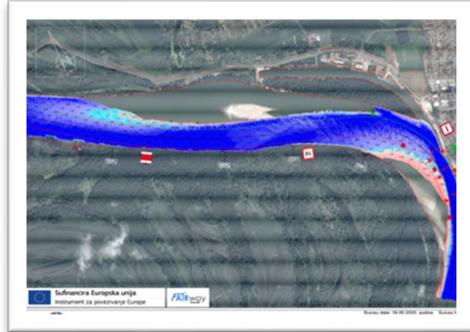
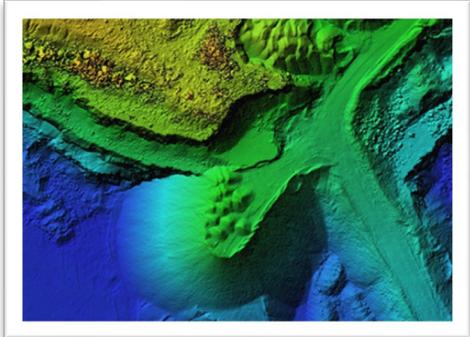


Monitoring, rehabilitation and maintenance activities in 2025



Monitoring activities - (bathymetric survey) were regularly performed on Danube, Drava and Sava rivers

15 bottleneck surveys /yearly

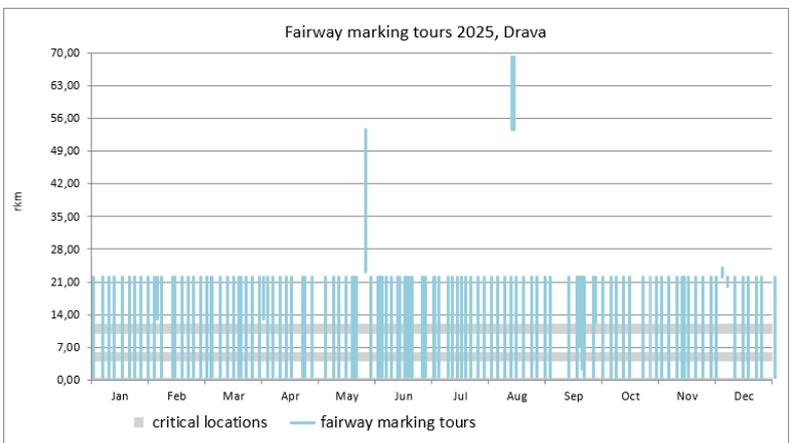
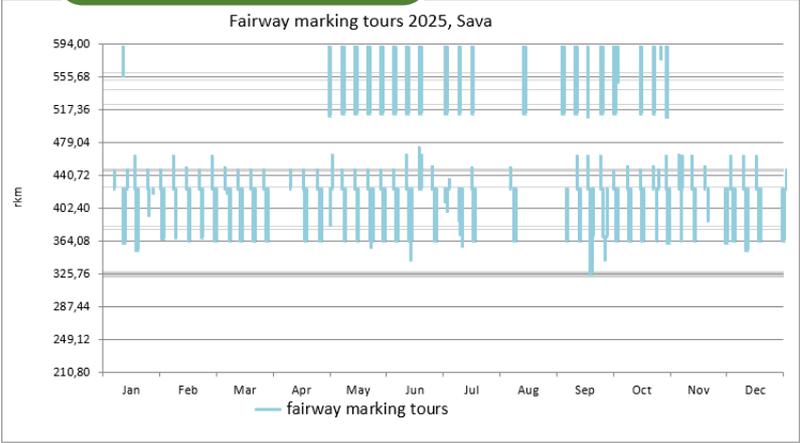
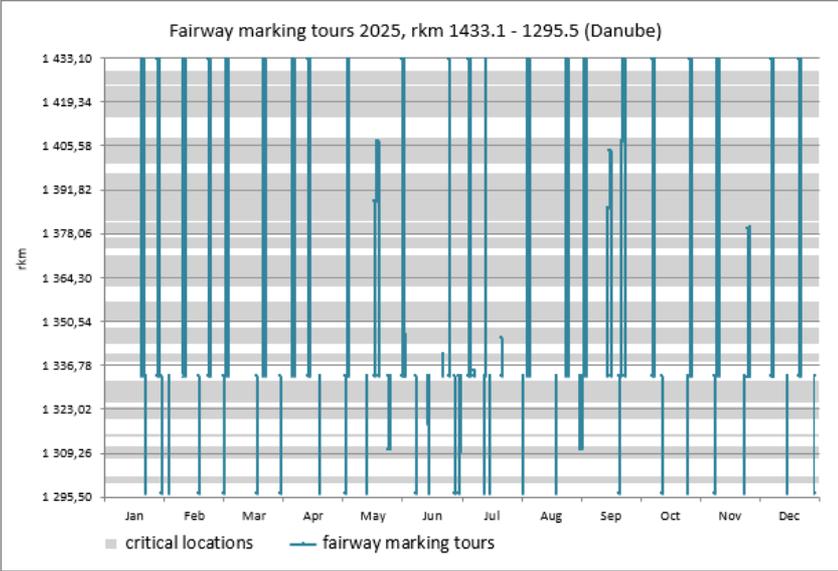


Monitoring, rehabilitation and maintenance activities in 2025

Marking department provided regular services on all navigable rivers in HR



400 marking tours /yearly



Monitoring, rehabilitation and maintenance activities in 2025

Maintenance activities (dredging) on Sava and Drava rivers

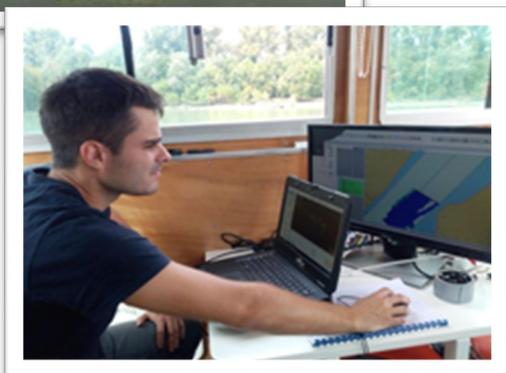
Dredging site			Dumping or placement site		Beginning of service	End of service	Material	Utilisation	m ³	Permits needed (see next table)
Name of location	from river-km	to river-km	from river-km	to river-km						
Dolina (Sava)	445+500	448+000	445+500	448+000	1.1.2025	30.6.2025	Sand, dirt and gravel mixed	dumping	26.465,21	no
Dolina (Sava)	448+000	449+000	448+000	449+000	12.11.2025	31.12.2025	Dirt and gravel mixed	dumping	1.400,00	no
Lonja (Sava)	551+800	553+000	551+800	553+000	1.1.2025	30.4.2025	Sand and gravel mixed	dumping	11.036,37	no
Bobovac (Sava)	559+900	560+600	554+500	555+200	13.11.2025	31.12.2025	Sand and gravel mixed	dumping	14.160,00	no
Nemetin (Drava)	12+350	12+350	14+500	14+500	2.7.2025	19.9.2025	Sand and dirt mixed	dumping	5.752,65	no
4 th to 6 th (Drava)	4+650	5+200	4+650	5+200	10.7.2025	15.7.2025	Sand	dumping	9.037,13	no
Drava confluence	0+000	0+250	1382+200	1382+200	23.6.2025	4.7.2025	Sand	dumping	13.720,14	no
Winter port Osijek (Drava)	20+650	20+800	20+600	20+550	22.7.2025	24.7.2025	Sand and dirt mixed	dumping	1.240,00	no

Only intervention dredging!

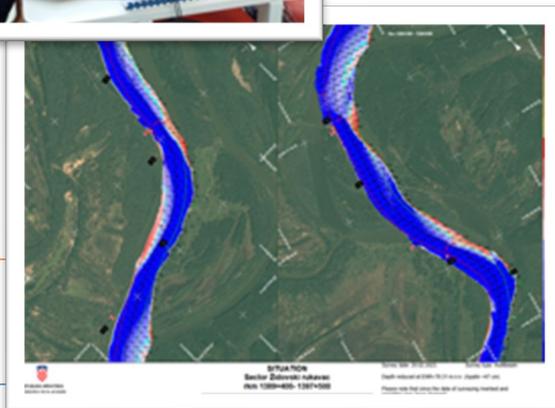


Planned activities in 2026

Monitoring activities - (bathymetric survey) on regular basis on all navigable rivers in Croatia



FAIRway
Danube



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Planned activities in 2026

Marking department regular services on all navigable rivers in Croatia



Danube river



Sava river



Drava river



Planned activities in 2026

Maintenance activities (dredging) on Sava and Drava rivers



Drava river



Sava river

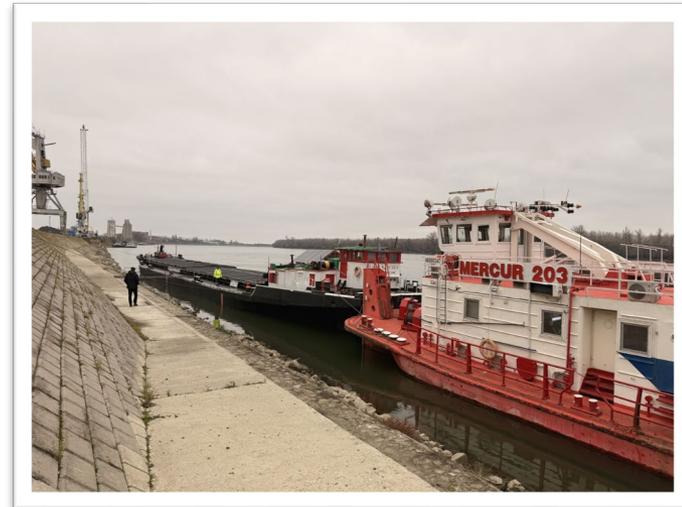
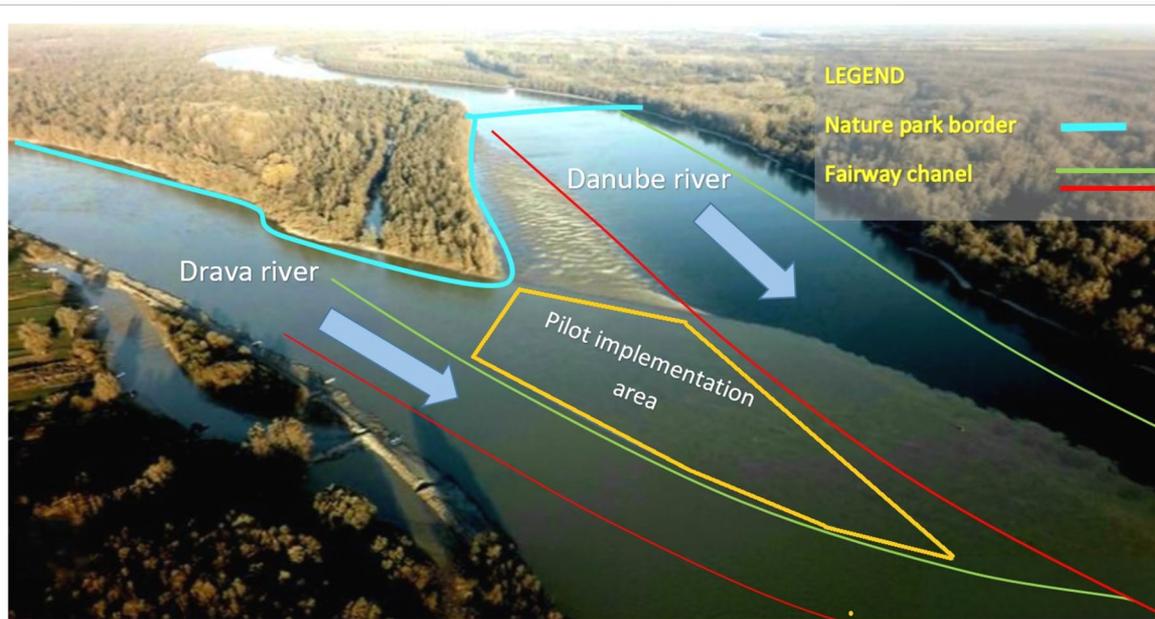


Only
intervention
dredging



Planned activities in 2026

Pilots of flexible infrastructure elements for enhancing low water resilience



Planned activities

CEF Study and project documentation for Sava river - SAWA

Key facts

Project starting date: fixed date: 15 October 2025

Project end date: 14 October 2028

Project duration: 36 months

Total eligible costs (BEN and AE)	Funding rate (%)
7 177 625.00	85



- Sava River is international waterway on the section from rkm 210.8-594
- navigation on the section is not possible for most of the year - numerous bottlenecks and critical sections
- river does not meet the requirements of class IV fairway - defined by AGN
- goals of the project are to prepare study and design documentation for the section in question, which represents the first step in resolving the navigational issues in this section
- the project will develop the conceptual design, an environmental impact assessment study, as well as a preliminary and main design, and will also include the acquisition of location and construction permits



Operational expenditures for conducted activities in 2025 and budget needs in 2026

Need area	Operational expenditures 2025 [€]	Required operational budget 2026 [€]	Secured operational budget 2026 [€]	Remaining financing gap 2026 [€]
Minimum fairway parameters (width/depth) – maintenance dredging	1 220 000	1 900 000	1 900 000	0
Surveying of the riverbed	25 500	40 000	40 000	
Water level gauges	0	17 000	17 000	0
Marking of the fairway	115 000	100 000	100 000	0
Availability of locks / lock chambers	n/a	n/a	n/a	n/a
Information on water levels and forecasts (DHMZ)	30 000	30 000	30 000	0
Information on fairway depths	n/a	n/a	n/a	n/a
Information on marking plans	n/a	n/a	n/a	n/a
Meteorological information (DHMZ)	5 000	5 000	5 000	0
Other needs	-	-	-	-
Sum [€]	1 395 500	2 092 000	2 092 000	0





**Thank you
for your
attention!**

*Ministry of the Sea, Transport and Infrastructure
Inland Navigation Directorate*

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