

Review of fairway conditions on the Danube in 2025

Iris Marstaller | Joint Workshop of EUSDR/PA1a and the Danube
Commission | 04 March 2026



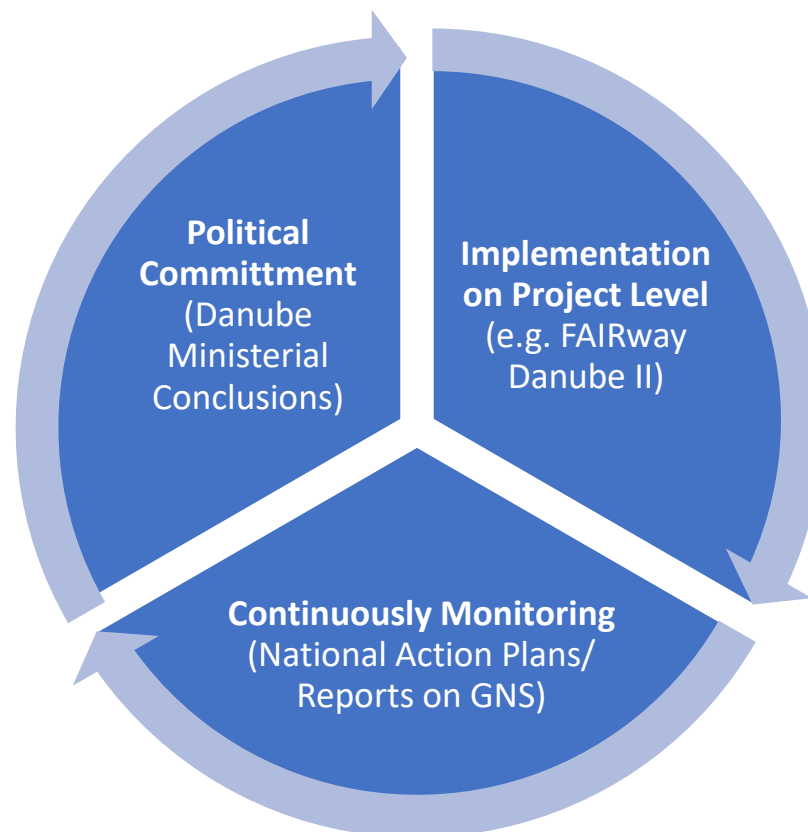


Status of the Fairway Rehabilitation and Maintenance Master Plan

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 & rehabilitation



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





Fairway Rehabilitation and Maintenance Master Plan
– Danube and its navigable tributaries

Conclusions

on effective waterway infrastructure rehabilitation and maintenance on the Danube and its navigable tributaries

2014

2016

2018

2020

2022

2024

Monitored by:

Fairway Rehabilitation and Maintenance
MASTER PLAN
for the Danube and its navigable tributaries:

National Action Plans

Update October 2015

Report on Good Navigation Status

Status 2025

Currently implemented through
FAIRWay Danube II project
Input AT-SK-HU-HR-RO-BG
Input DE-BA-RS-MD-UA

→ FWDII
→ EUSDR



Status of fairway conditions in 2025

Fairway Rehabilitation and Maintenance Master Plan

Hydrological conditions 2025

Upper Danube
(Wildungsmauer)



Central Danube
(Dunafoldvar)

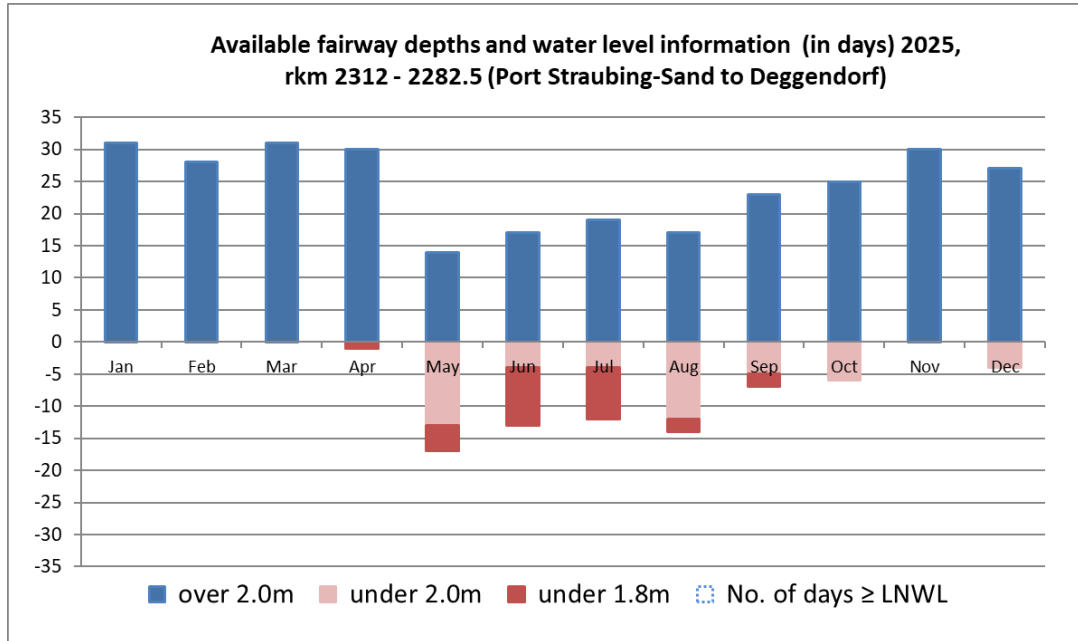


Lower Danube
(AHS Svishtov)



Upper Danube – Germany

German critical sections suffered throughout the year from low water – especially from May-August

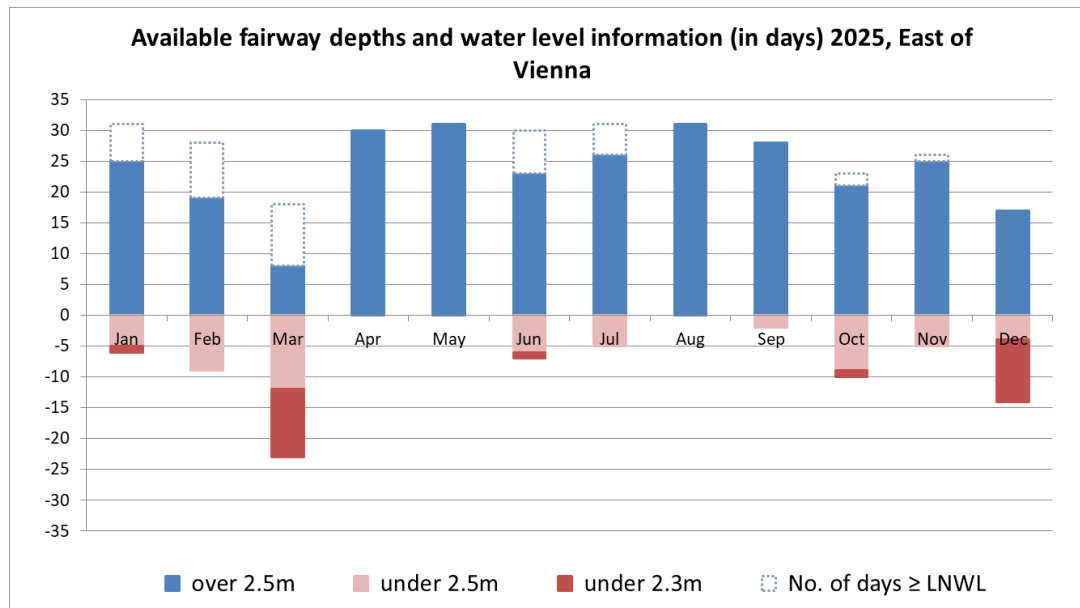


- 266 surveying activities
- 28 dredging interventions mainly in the second half of the year (ca. 100.000 m³)

! 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.

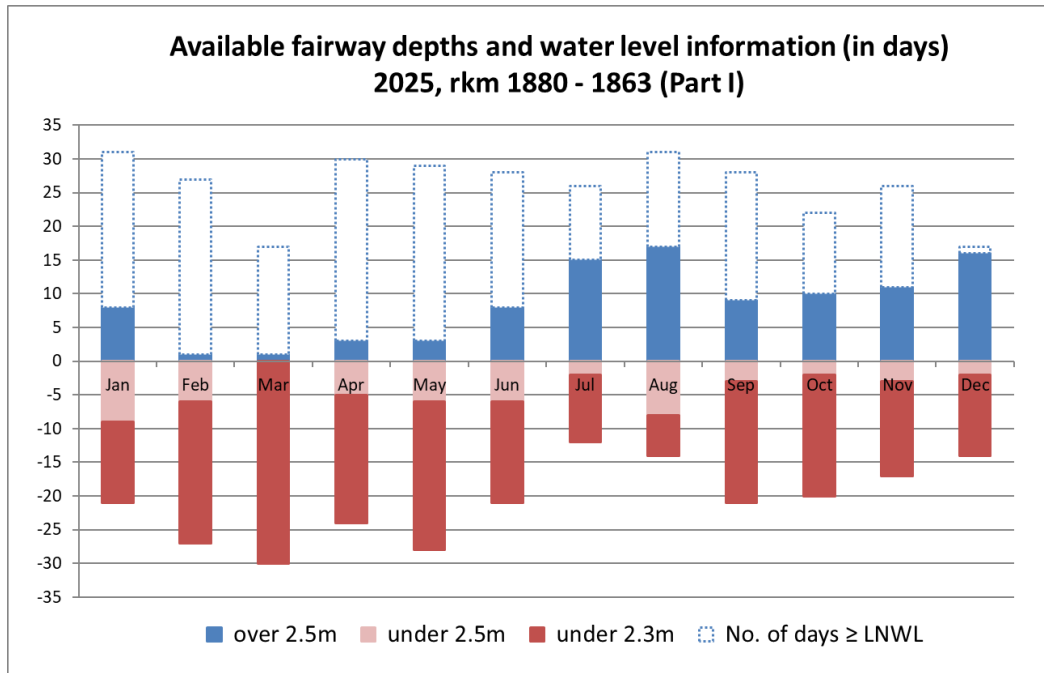


- Early 2025 operations focused on cleanup from September 2024 flood and prioritized dredging due to limited equipment availability.
- much lower discharge than in 2024, with frequent low-water periods, throughout the year
- Navigation continued throughout, but fairway depth targets of a normal year were not fully achieved.

- Total dredging volume: 462.283 m³

Upper Danube – Slovakia

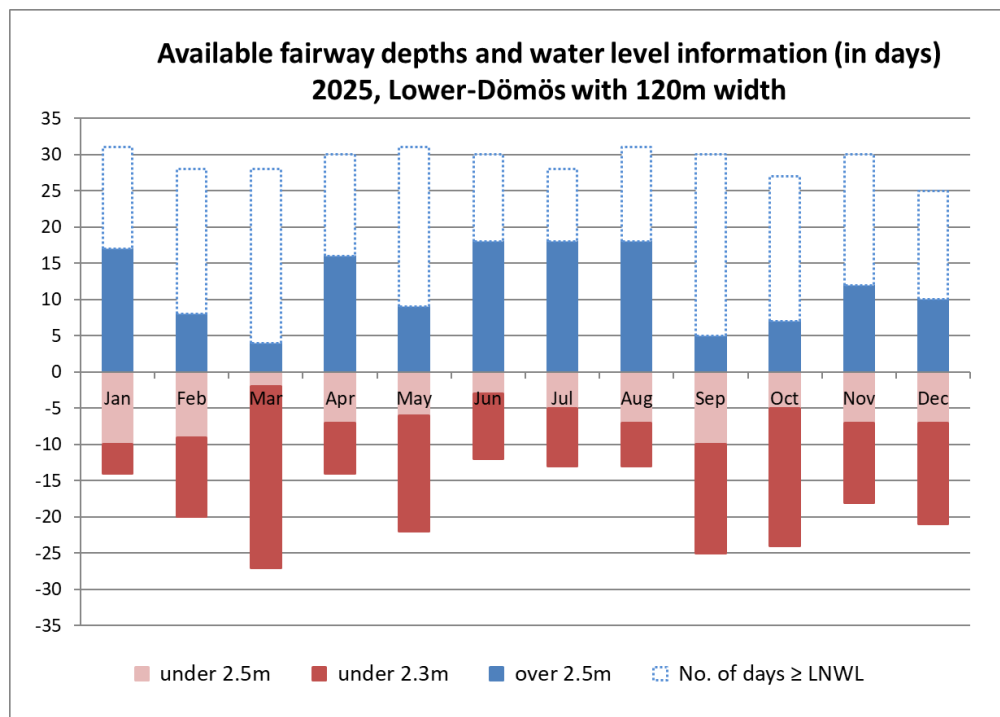
Slovak section with major limitation throughout the year 263 days below 2.5m between upstream of Gabčíkovo → most limiting sector for 2025



- Below average discharge and leftover sedimentation from the flood in September 2024 affected navigability
- 93 surveying tours
- Weekly marking tours
- 6 dredging interventions
 - 106.313 m³ Danube,
 - 19.353 m³ Gabčíkovo canal (reservoir Hrušov)

Central Danube - Hungary

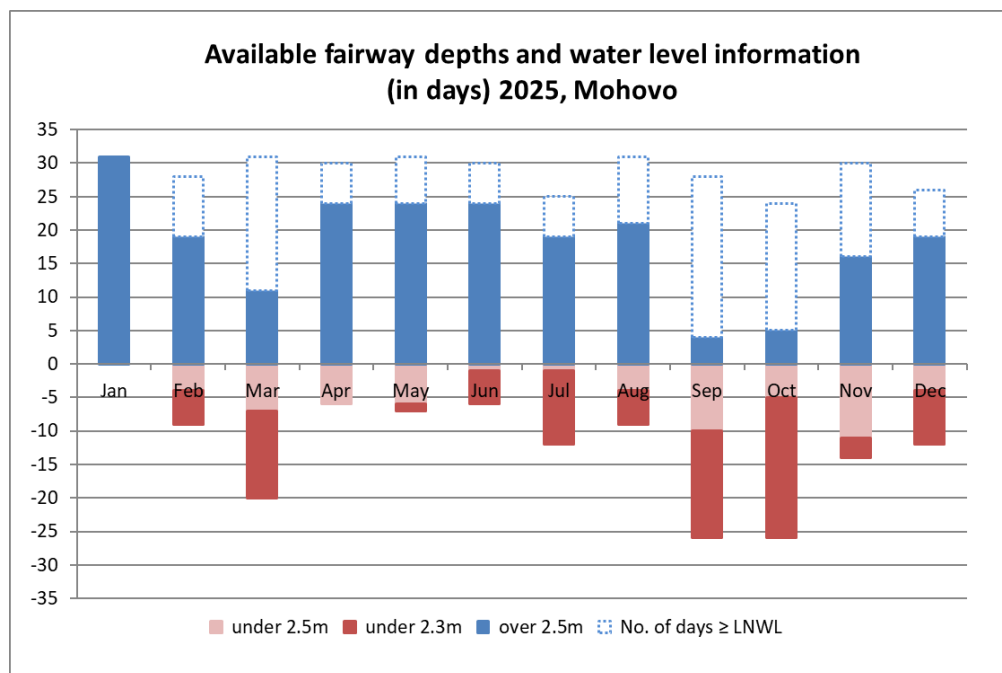
Hungarian sector of the Danube equally limiting in 2025, with 223 days below 2.5m fairway depth.



- 102 surveying tours
- multiple marking tours weekly
- 11.775 m³ dredged in the common SK-HU border section
- Definition of “deep channel ongoing” (under lead of Danube Commission)

Central Danube - Croatia

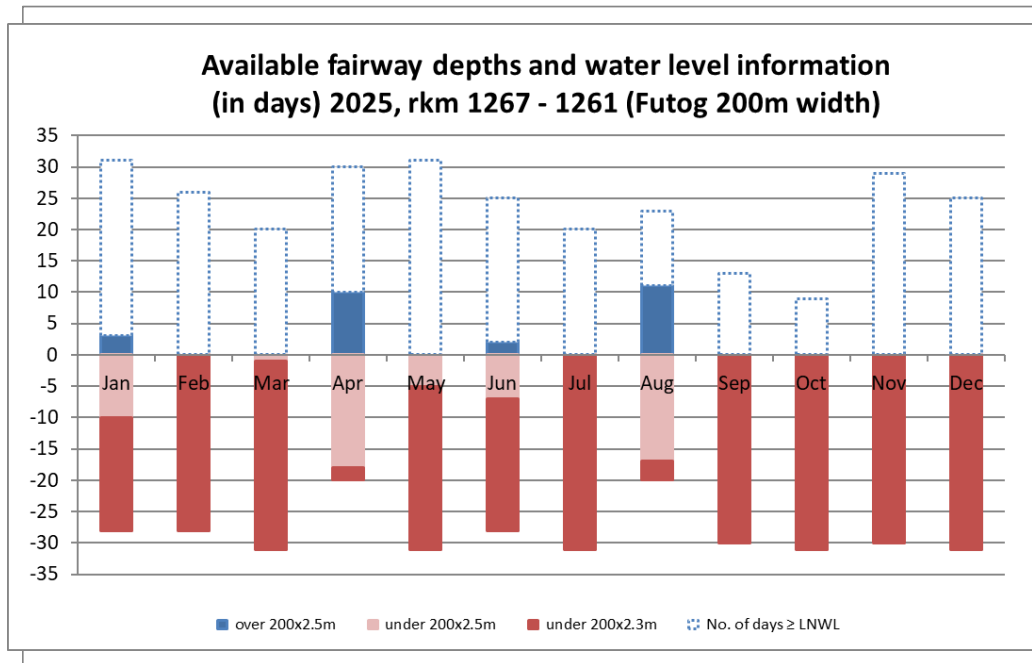
Mohovo with a 148 days below 2.5 m fairway depth (for full fairway width of 100m) - also suffering from below average discharge.



- 10 surveying tours (Danube)
- 400 marking tours
- dredging on Sava and Drava 78.555 m³
- No dredging on Danube in 2025
- Difficulties during LNWL for navigation on Sava – dredging in two locations

Central Danube - Serbia

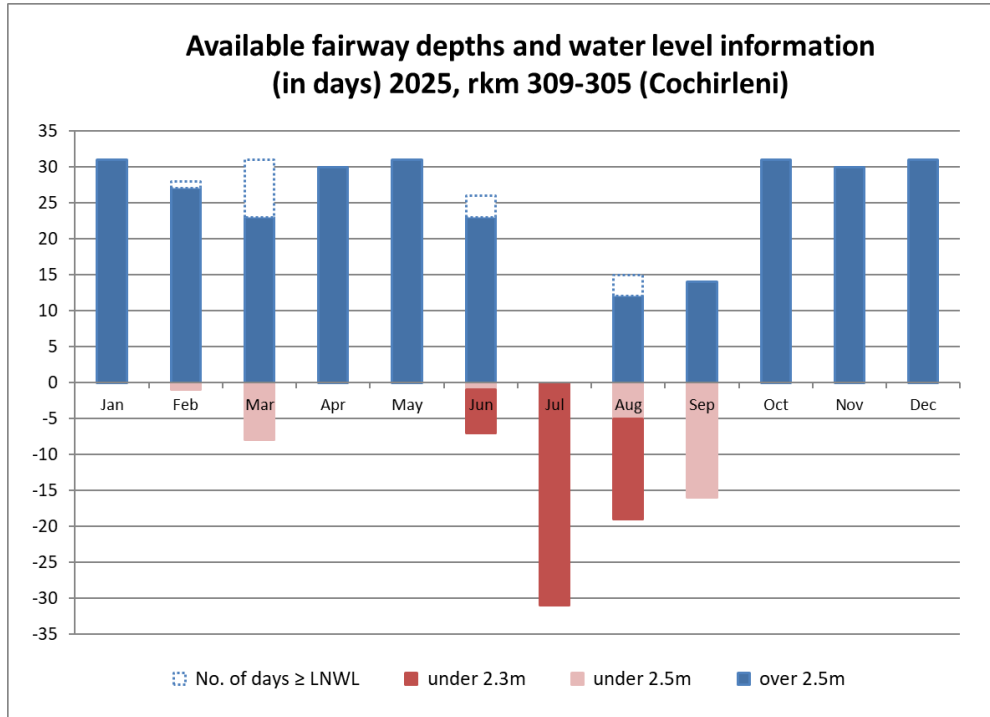
Fairway availability at the critical section Futog through adaptive management, including reducing the width to 150 m.



- 58 surveying tours (Danube)
- 154 marking tours
- 73 days below LNWL – navigational limitations in July
- Fairway availability achieved through
 - Temporary width reduction
 - Fairway relocations and route adjustments
- Dredging at Čortanovci: ca. 137.000 m³

Lower Danube - Romania

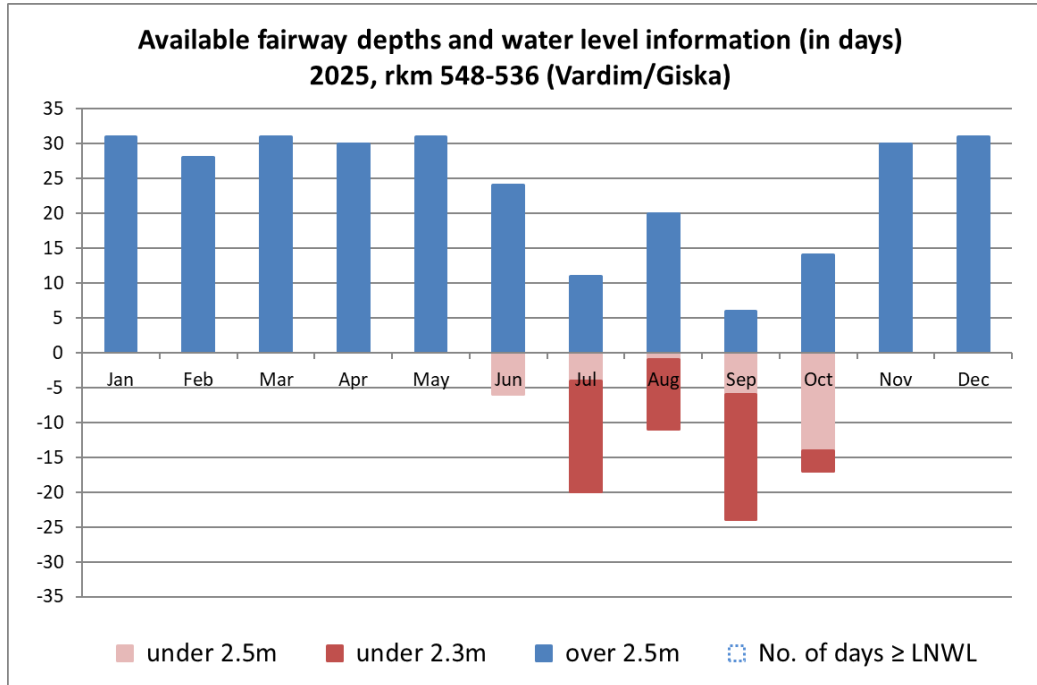
Lower Danube faced extreme low water in the summer months. 102 days below LNWL at gauge Cernavoda.



- AFDJ issued warning in June to all traffic participants regarding extensive low water
- 242 surveying tours (entire sector)
- 65 marking tours
- Dredging interventions
 - river Danube: ca. 1.080.000m³
 - maritime D.: ca. 350.000 m³
- Dredging framework contracts valid until end of 2026 with a volume of 900.000 m³/year

Lower Danube - Bulgaria

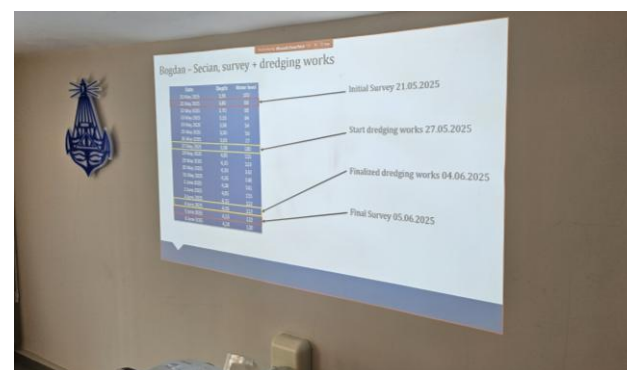
Challenges also during summer due to extreme low water.



- 73 surveying tours
- 13 changes of the fairway trajectory
- Total dredged quantity of 243.174 m³ in 2025 at Batin, Belene and Somovit
- Draught restrictions temporarily to 2,2 or 2,3 m
- Dangerous situations due to some vessels ignoring the restrictions
- dredging framework contract until 2028
- All days under 2,5 m coincide with water level ≤ LNWL


Additional efforts made by APPD and AFDJ to ensure good fairway conditions during low flow events – example of good practice for waterway-management

- From June until October 2025 exchanged daily information
 - with captaincies about minimal depth in the critical sectors
 - which then informed the shipping companies
- Organisation of two stakeholder events
- Helped to decrease the number of grounded vessels





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