

Improvement of the navigability on the Danube

2007-HU-18090-S

Part of Priority Project 18

Multi-Annual Programme

Member States involved:

Hungary

Implementation schedule

Start date: March 2008

End date: November 2011

Implementing body:

Environmental Protection and Water Management Research Institute (VITUKI)

Budget:

National budget: €4,000,000

Total project cost covered by this Decision: €8,000,000

EU contribution: €4,000,000

Percentage of EU support:

Studies: 50%

Additional information:

Coordinator's Report of the Priority Project:

http://ec.europa.eu/transport/infrastructure/ten-t-implementation/priority-projects/european-coordinators/karla-peijs_en.htm

European Commission, DG MOVE

http://ec.europa.eu/dgs/transport/index_en.htm

Trans-European Transport Network Executive Agency (TEN-T EA)

<http://ec.europa.eu/tentea>

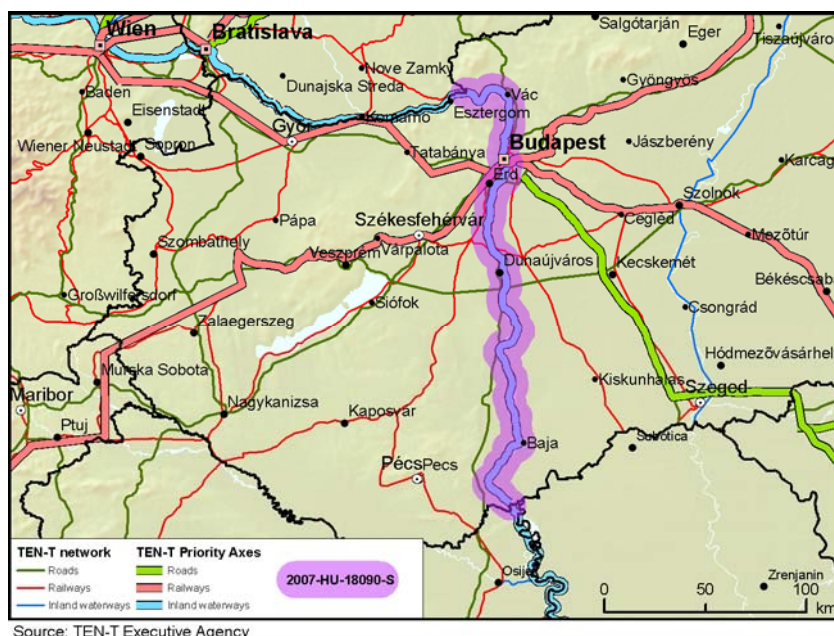
Beneficiary:

Ministry of Transport, Telecommunication and Energy
www.khem.gov.hu

Implementing body:

Environmental Protection and Water Management Research Institute (VITUKI)

www.vituki.hu



This project, part of Priority Project 18 (waterway axis Rhine/Meuse-Main-Danube), involves the study of the elimination of fords and bottlenecks hindering navigation along the Hungarian stretch of the Danube river between the town of Szob and Hungary's southern border. It will contribute to meeting the requirements set for the Danube-Main-Rhine waterway (UNECE directives).

Currently, the fairway does not meet UNECE VI B and C parameters for approximately half of the year. However, after the elimination of fords and bottlenecks, this limitation will happen only for 20 days a year maximum.

The studies will be implemented by surveying the riverbed, drawing technical designs, making the necessary environmental studies and impact assessments, and getting the approval of the competent authorities for all of the interventions along the said river section (from km 1708 to km 1433).

State of progress on 31 December 2010:

Detailed measurement allowed identifying two new intervention sites, while two planned intervention sites are no longer necessary. By the end of 2010, 19 fords and bottlenecks have been completed their studies and assessment. The 12 remaining sites are planned to be completed in 2011. The global environmental assessment is planned to be completed by November 2011.