



Costs and benefits of Danube navigation

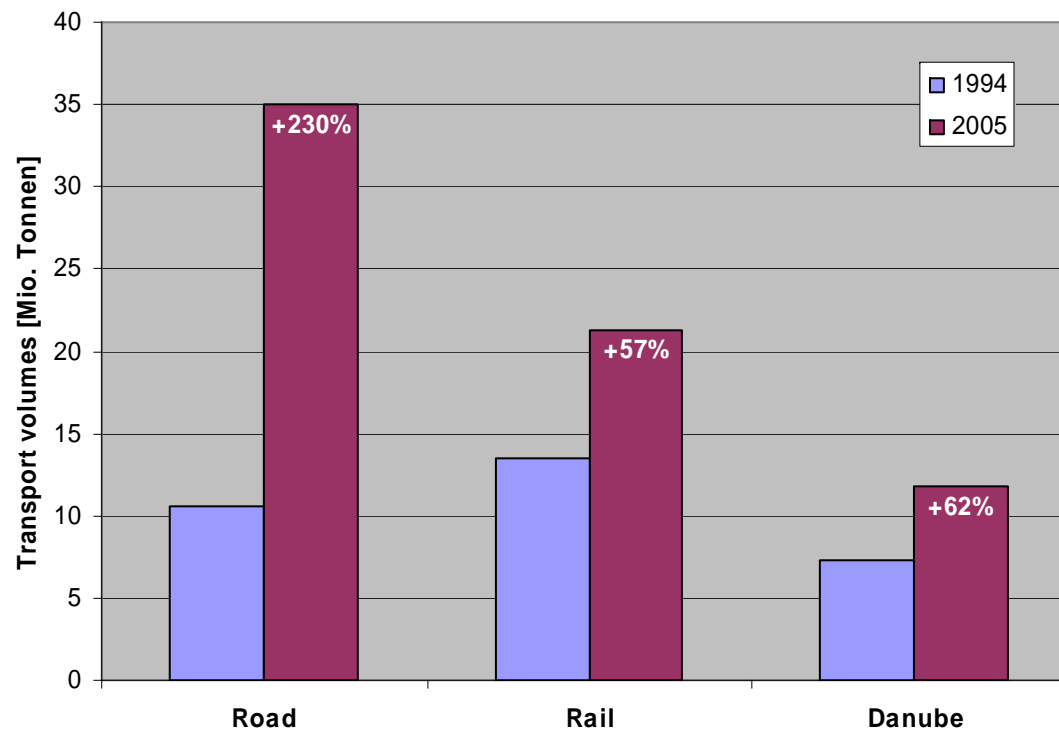
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Speech held on Donausymposium, Ybbs-Persenbeug,
September 14th 2007



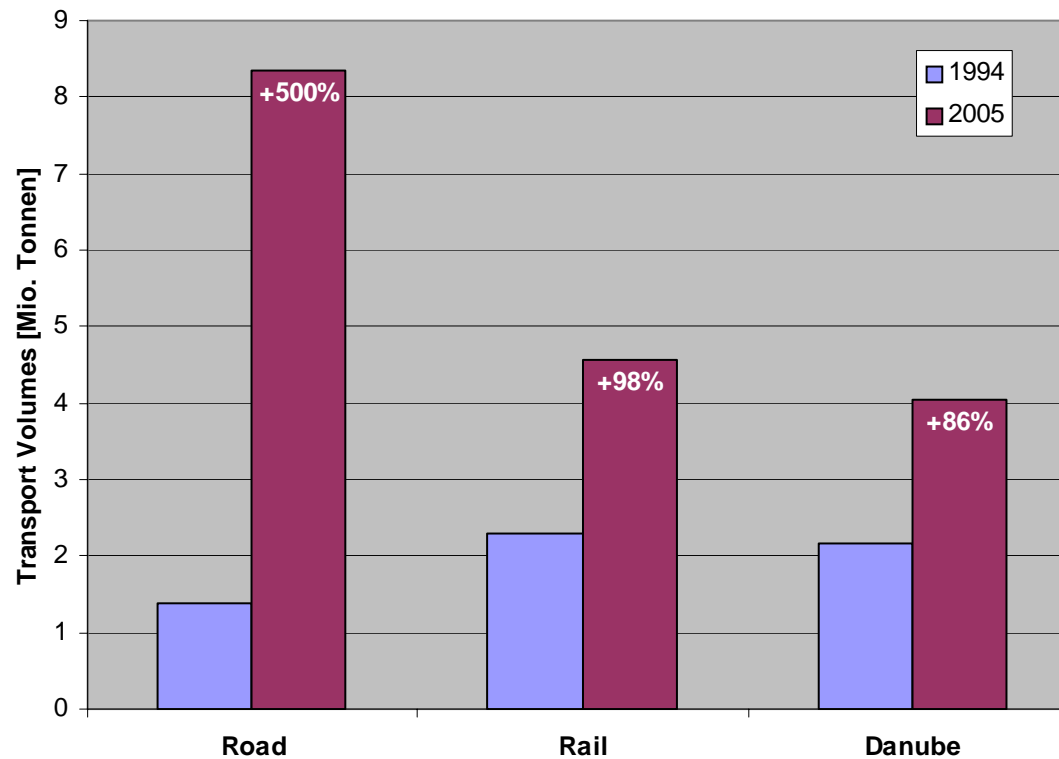
Transport development within the Austrian Danube corridor

Traffic Increase Austrian Danube Corridor Export, Import and Transit 1994-2005



Source: Österreichisches Institut für Raumplanung

Traffic Increase Austrian Danube Corridor Transit relation 1994-2005

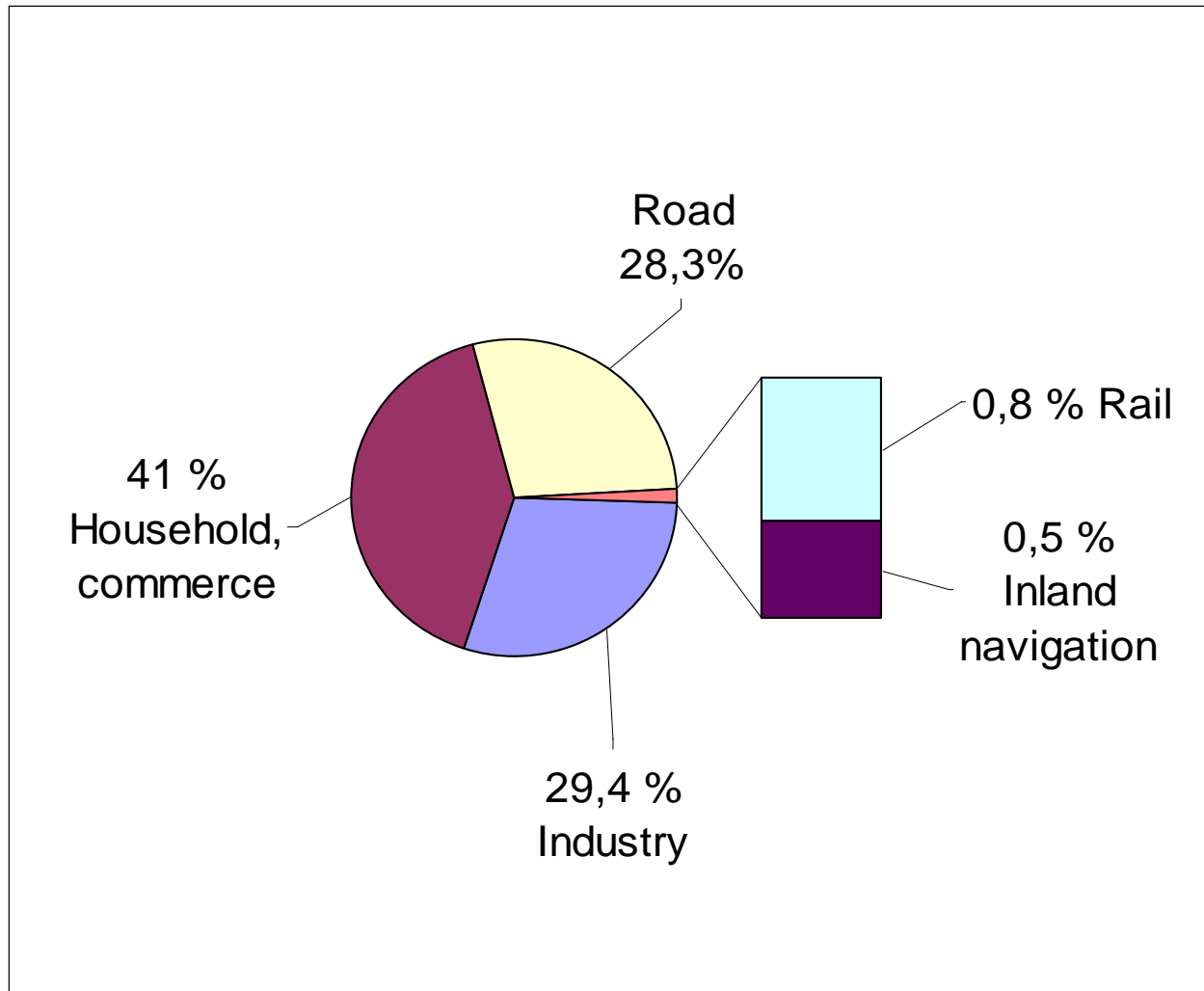


Source: Österreichisches Institut für Raumplanung



Environmental performance of IWT

Environmental performance of IWT (1)





IWT has the lowest CO₂ emissions

- Example transport relation Constanta – Vienna
- CO₂ emissions caused by the transport of one container (TEU):
 - Danube: **349 kg CO₂ / TEU (100%)**
 - Rail: **567 kg CO₂ / TEU (162%)**
 - Road: **933 kg CO₂ / TEU (267%)**

DH-Tanker

- Length 110 m
- Beam 11,45 m
- Max. draught 3,65 m
- Tons 3.130 t
- costs 1.350.000 €
per year

Transport route considered:

Százhalombatta - Linz

Duration of the journey:

appr. 1 week

appr. 52 voyages per year

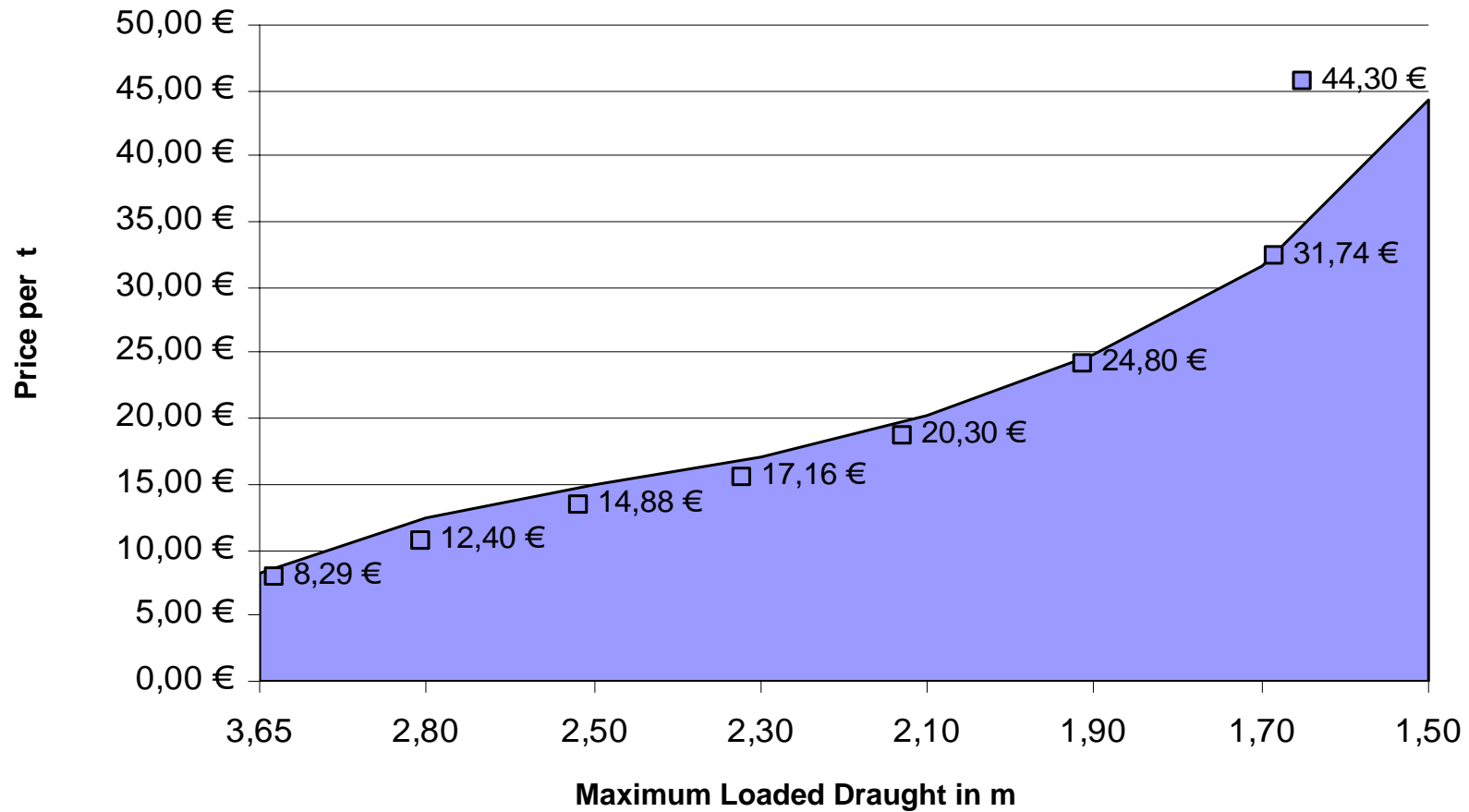
Theoretical overall performance:

appr. 163.000 t per year



Price – capacity – maximum loaded draft

Ratio Maximum Loaded Draught : price per t





Comparison of performance and costs at specified maximum loaded draughts

Maximum loaded draught in m	2,80	2,10	1,70
Annual performance in t	Appr. 109.000	Appr. 66.500	Appr. 42.500
Price per t	12,40 €	20,30 €	31,74 €
Increase in comparison to 2,80 m	-	64 %	156 %