

VORTRÄGE + DISKUSSIONEN

Grußworte

(1)

PRESENT CHALLENGES OF WATER MANAGEMENT AND SHIPPING AT POLISH WATERWAYS

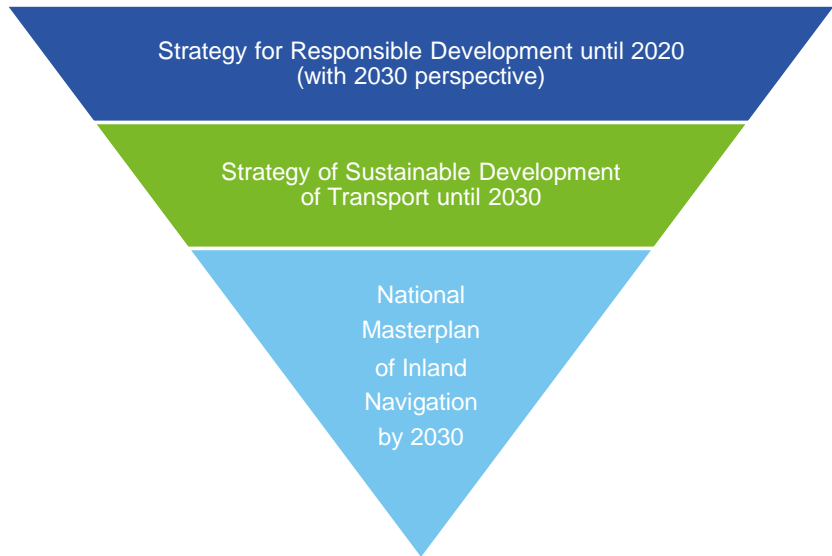
Przemyslaw Rdes - Warschau



Plans for the development of inland waterways in Poland in the context of *National Masterplan of Inland Navigation by 2030*

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Policy framework for inland navigation in Poland

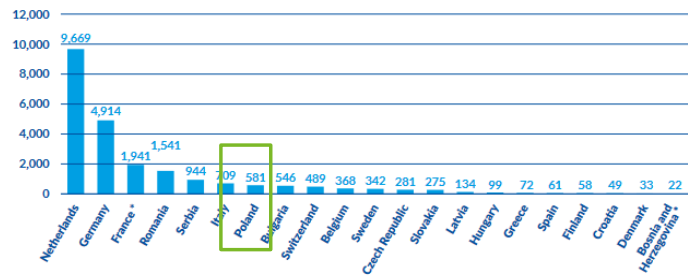


Inland waterways transport in Poland compared to European Union (1)

- number of persons employed in IWW goods transport
- number of companies in IWW goods transport

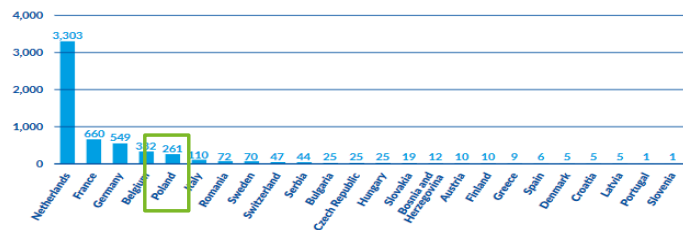


FIGURE 3: NUMBER OF PERSONS EMPLOYED IN IWW GOODS TRANSPORT IN EUROPE *



Source: Eurostat [sts_na_la_se_r2]

FIGURE 2: NUMBER OF COMPANIES IN IWW GOODS TRANSPORT IN EUROPE *



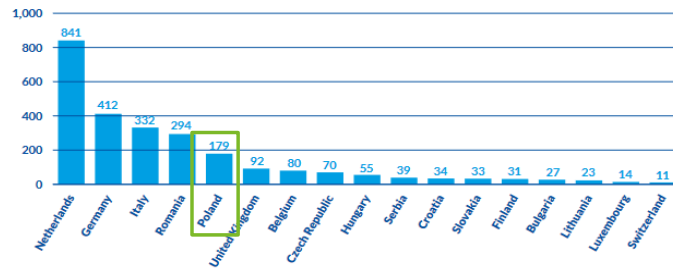
Sources: Eurostat [sts_na_la_se_r2] and Federal Statistical Office (CPI)
* Data refer to 2009

Inland waterways transport in Poland compared to European Union (2)

- number of push boats and tugboats per country
- number of dry and liquid cargo vessels

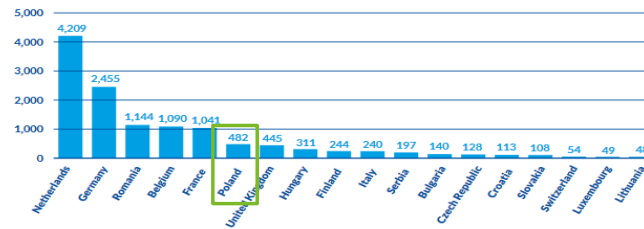


FIGURE 2: NUMBER OF PUSH BOATS AND TUGBOATS PER COUNTRY IN EUROPE



Sources: Eurostat (www.ec.europa.eu/eurostat) and ITB (Belgium), vessel register for Luxembourg

FIGURE 1: NUMBER OF DRY AND LIQUID CARGO VESSELS PER COUNTRY IN EUROPE



Sources: Eurostat (www.ec.europa.eu/eurostat) and national sources for Rhine countries

National Masterplan of Inland Navigation by 2030
– to meet the challenges and explore potential



main planning document for polish IN sector

Main objective:

increasing the role of the inland waterway sector in the national and local level

Specific objectives:

1. Providing *Good Navigation Status*
2. Development of IWT market
3. Creating partnership for IWT sustainable development

17 milestones

the actions specified in NMIN2030

concern on horizontal and strictly investment issues

Value: 2 billion PLN

current status of updating the NMIN2030:
public pre-consultations are ongoing

National Masterplan of Inland Navigation by 2030 – modernization of existing infrastructure



IW

Projects of NMIN2030

The Oder River	Modernization of the lock and control room on the Opole barrage (1)
	Construction of the flap weir on the Ujście Nysy barrage (km 180,50) (2)
	Modernization of the lock and control room on the Ujście Nysy (3)
	Modernization works on the border Oder river (4)
The Vistula River	Modernization of the Gliwice Canal (section IV & V) (5)
	Reconstruction of the regulatory structures on the Lower Vistula River (km 933 – 847)
	Reconstruction of the regulatory structures on the Lower Vistula River (km 933 – 847)
	Reconstruction of the regulatory structures on the Lower Vistula River (km 772 – 718)
	Project documentation for the investment: <i>Construction of a reloading quay on the Vistula River in Solec Kujawski</i>

National Masterplan of Inland Navigation by 2030 – outcome of implemented projects



- Ensuring Good Navigation Status on important sections of waterways (by definition in National Masterplan of Inland Navigation by 2030)
- Revision of waterways classification
- Improvement of safety of navigation
- Improvement digital connections of waterways and increased modal share (RIS)

National Masterplan of Inland Navigation by 2030
– managing the waterway network



Ministry of
Infrastructure



Most important waterways sectoral measures to be implemented:

- developing a concept of the development of the Polish section of the inland waterway E70 – multiannual financial program
- preparation of the economic analyses on the sustainable development of the waterways
- preparing environmental impact assessments for modernization of waterways network in Poland (SEA for multiannual strategies)
- creating policy for the development of the inland waterways of the regional importance (classes I-II, tourist and recreational navigation)

National Masterplan of Inland Navigation by 2030
– market development



Ministry of
Infrastructure



Creating efficient market environment:

- digitalization of the Inland Navigation Authorities
- information, promotion, education activities
- supporting the activities of the R&D sector
- creating partnership for the IWT development

Supporting competitiveness:

- creating conditions for the development of inland terminals and inclusion of the IN into intermodal transport system
- establishing socially sustainable inland navigation (network of berths and mooring places)
- supporting the fleet transformation: climate- resilient and low-emission vessels
- assessment of the financial support system for inland shipowners

Thank you 
for your attention



Diskussion

(Galiszkiewicz) Als Vertreter der Reederei NAVIGAR TRANS aus Wroclaw eine Frage zu den Plänen der Regierung zur Modernisierung der Oder. Wie verhalten sich diese Pläne zu den Äußerungen des Umweltministeriums, die Flüsse sollen jetzt „wild“ sein, man spricht dort von Renaturierung der Oder. Wird man die Grenzoder also jetzt modernisieren und ausbauen, und, wenn ja, ab wann?

(Rdes) Die gleiche Frage wurde dem Minister heute auch im Parlament gestellt, und ich kann wiederholen, was er sagte: Alle diese Maßnahmen, die im Rahmen des Binnenschiffahrtsprogramms durchgeführt werden, werden konform sein mit der europäischen und polnischen Gesetzgebung im Bereich Umwelt. Ich bin nicht dafür verantwortlich, welche Pläne das Umwelt- und das Klimaministerium im Bereich Renaturierung haben, aber der Minister betonte heute im Parlament, Binnenschiffahrt sei ganz wichtig, wir werden Maßnahmen treffen, um diesen Verkehrsträger zu entwickeln, und wir werden uns auch bemühen, dies so zu tun, dass die beste Umweltpraxis auch hier Anwendung findet.

Wenn es um den zweiten Abschnitt der Grenzoder geht, sind wir immer noch durch die Umweltfragen gestoppt. Das Umweltverfahren ist hier noch nicht zum Ende gekommen – als Beamter, nicht Politiker, kann ich hier soviel sagen.