



**DANUBE PORTS NETWORK**

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**PLENARY BODY**

**AD HOC WORKING  
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# *The first eight months of the year*

- 1. Our southern border port (Mohács) registered 22 passenger ships in the first 7 months, compared to 568 passenger ships in the same period last year. The number of boat moorings due to the city visit decreased to 6% (223/14)*
- 2. Crews of passenger ships came over to the carriage of goods. They are queuing upto work for freight owners.*
- 3. Strict rules on crew changes made shipping difficult.*
- 4. Last year's good corn crop provided a great foundation for the first half of 2020.*
- 5. Based on the turnover of the first 7 months, the container traffic on the Danube is a bit higher compared to the same period last year. Although overseas traffic fell in April and May, this was offset by an increase in European traffic*
- 6. Water-side traffic increased, mainly due to fertilizer*

# *What we ask of decision makers,*

- 1. Navigable Danube*
- 2. The easiest possible crew exchange*
- 3. Shifting cargo from road to inland water, reducing the burden of COVID-19*

# *Master Plan for Danube fairway*

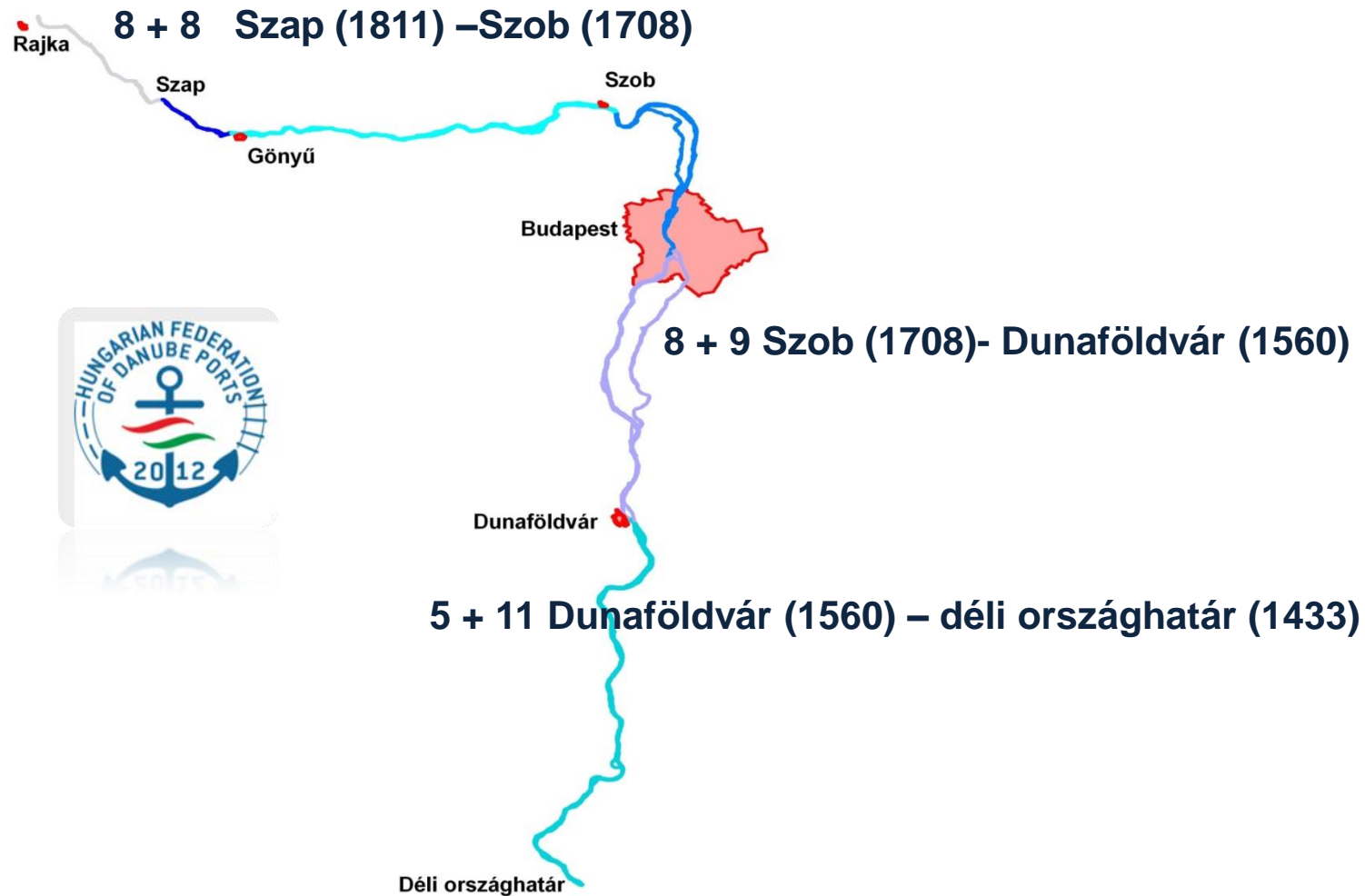
*The consortium of UTIBER Road Investment Ltd., VIZITERV Consult Ltd. and the Budapest University of Technology and Economics is carrying out the planning tasks related to the development of the Trans-European Transport Network - TEN-T inland waterway with the help of the Water Plan.*

*At each of the 43 intervention points, we can expect improvement in water depth, including navigability (+0.5 to +1 m?)*

*The tender plan may be completed in 2021, while the implementation may take place between 2022 and 2025.*

*Unfortunately, this is only a temporary solution, the final solution being damming, which will also be mentioned in the study.*

***21 critical sections + 28 bottlenecks***  
***378 km river section***



# Master Plan for Danube fairway



DUNAI HAJÓS Konzorcium



Megrendelő:

