

# COMMON DANUBE REPORT 2016

Imprint  
Danube STREAM consortium

Photos: viadonau, Haslinger, Zinner  
Layout: viadonau

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## LIST OF ABBREVIATIONS

<b>AIS</b>	Automatic Identification System
<b>AT</b>	Austria
<b>BG</b>	Bulgaria
<b>CEF</b>	Connecting Europe Facility
<b>Danube STREAM</b>	Smart, Integrated and Harmonized Waterway Management (Interreg DTP project)
<b>DE</b>	Germany
<b>DTP</b>	Danube Transnational Programme
<b>ENC</b>	Electronic Navigational Chart
<b>ERDMS</b>	European Reference Data Management System
<b>ERI</b>	Electronic Reporting International
<b>EU</b>	European Union
<b>FAIRway Danube</b>	Coordinated deployment of the Fairway Rehabilitation & Maintenance Master Plan for the Danube and its Navigable Tributaries (CEF project)
<b>FAST DANUBE</b>	Technical Assistance for Revising and Complementing the Feasibility Study Regarding the Improvement of Navigation Conditions on the Romanian-Bulgarian Common Sector of the Danube and Complementary Studies (CEF project)
<b>FIS</b>	Fairway Information Services
<b>HR</b>	Croatia
<b>HU</b>	Hungary
<b>NEWADA</b>	Network of Danube Waterway Administrations
<b>NEWADA duo</b>	Network of Danube Waterway Administrations – data and user orientation (transnational project co-funded under the EU SEE Programme)
<b>NTS</b>	Notices to Skippers
<b>PLATINA II</b>	Platform for the Implementation of NAIADES (FP7 project)
<b>PROMINENT</b>	Promoting Innovation in the Inland Waterways Transport Sector (Horizon 2020 programme)
<b>RIS</b>	River Information Services
<b>RIS COMEX</b>	RIS Corridor Management Execution
<b>RO</b>	Romania
<b>RS</b>	Serbia
<b>SEE PROGRAMME</b>	South East Europe Transnational Cooperation Programme
<b>SK</b>	Slovakia
<b>UA</b>	Ukraine
<b>VTT</b>	Vessel Tracking and Tracing



## 1 Scope of document

As a consequence of the fruitful cooperation between project partners in international projects under the South East Europe Transnational Cooperation Programme, the Network of Danube Waterway Administrations was developed in 2009 in the project NEWADA (Network of Danube Waterway Administrations). The follow-up project NEWADA duo (Network of Danube Waterway Administrations – data and user orientation) continued this partnership and developed the Common Danube Report.

The current project **Danube STREAM** - Smart, Integrated and Harmonized Waterway Management – builds on these foundations. The project is co-funded within the first call of the EU Danube Transnational Programme (Interreg Danube Transnational Programme) and started on 1st January 2017 with a duration of 30 months. Among other activities, Danube STREAM will issue the Common Danube Report once a year.

The Common Danube Report 2016 **summarizes key performance indicators** related to navigation on the Danube River. The Report consists

of several chapters concerning Danube freight transport volume, passenger transport, closures of navigation on the entire Danube River as well as fairway availability parameters. Furthermore, locks statistics for the following countries are contained in the Report: Republic of Austria, Slovak Republic, Republic of Serbia and Romania. Likewise data regarding Fairway Information Services is also included. Moreover, the Common Danube Report 2016 deals with the overview of ongoing projects and initiatives.

The Danube River is treated in a Corridor manner - as a **unique entity** regardless of national borders: this is the only way that an international waterway can make use of its full potential.

## 2 Highlights

Transport	2015	2014
Transport volume	38.3 million tons	40.1 million tons
% Change over the previous year	- 4.5%	+ 6.3%

Fairway	2016	2015
Fairway availability	300 days (82%)	313 days (86%)
Local closures of navigation	66 days (18%)	52 days (14%)
Longest continuous local closure	6 days	2.6 days

Locks (in total)	2016	2015
Number of locked vessels	180,327	177,987
Number of lockages	104,053	n/a



## 3 Sharing a common vision

Dear Danube waterway users,

The Danube waterway administrations are responsible for maintaining and improving the Danube waterway infrastructure for inland navigation, deploying harmonized services and at the same time preserving the Danube as a natural river habitat. Against this background, it is also a main aim to act as service- and customer-oriented organizations and to meet user demands.

The efficiency of our daily work shall be increased through the exchange of dedicated information. Up-to-date waterway related data shall be provided to waterway administrations of neighboring countries, development agencies, third parties and users in order to enable joint discussion on key issues and next steps.

The Common Danube Report is a tool established by waterway administrations to provide such an information basis. The Board of Directors has been providing the relevant contents since 2012. The Danube Reports were developed in NEWADA

and NEWADA duo and are now continued in the current Danube STREAM project.

By providing this report, we aim to contribute another piece to a customer-oriented, efficient and effective waterway management of the Danube River. We hope to move a further step closer to meeting your expectations,

Sincerely,  
The Danube STREAM Board of Directors

**A Common vision of and shared by Danube waterway administrations:**

“We, the Danube waterway administrations, want to achieve a common level of availability and harmonized level of services for the clients of the Danube waterway, in order to make our common river a sustainable part of the transport and logistic chains at Europe wide level.”

## 4 Volume of cargo transport

The total cargo transport volume on the Danube River was varying nonlinearly during the period 2007 to 2015 (Figure 1). The total volume of cargo transport reached 38.3 million tons in 2015, compared to 40.1 million tons in 2014. In the previous three-year period from 2011 to 2013, the total volume was more similar to the 2015 value. Regarding the whole analyzed period, a considerable decline of around 10 million tons was recorded from the starting value in 2007, which was the highest – 51.7 million tons.

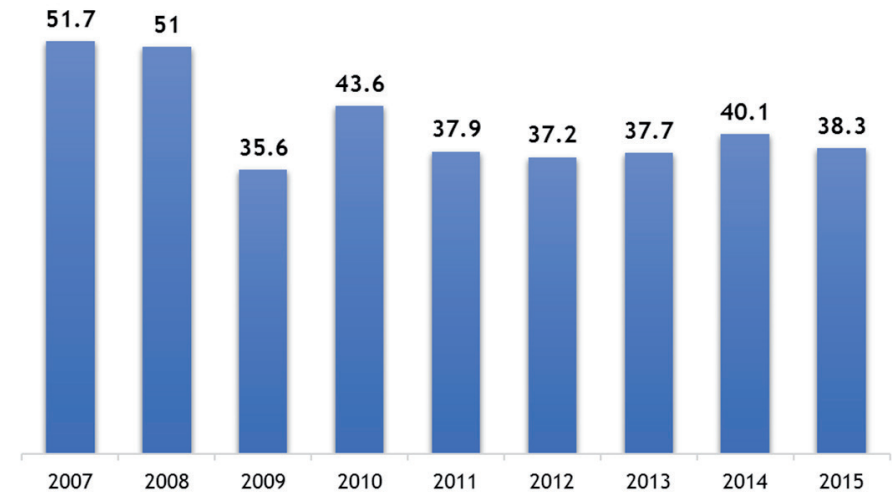


FIGURE 1: DANUBE CARGO TRANSPORT VOLUME FOR THE PERIOD 2007-2015

Note 1: Data in million tons  
Note 2: Data for 2015 are the latest cargo transport volume data available for all countries  
Source: National statistics offices, aggregation and graph by the Danube STREAM team

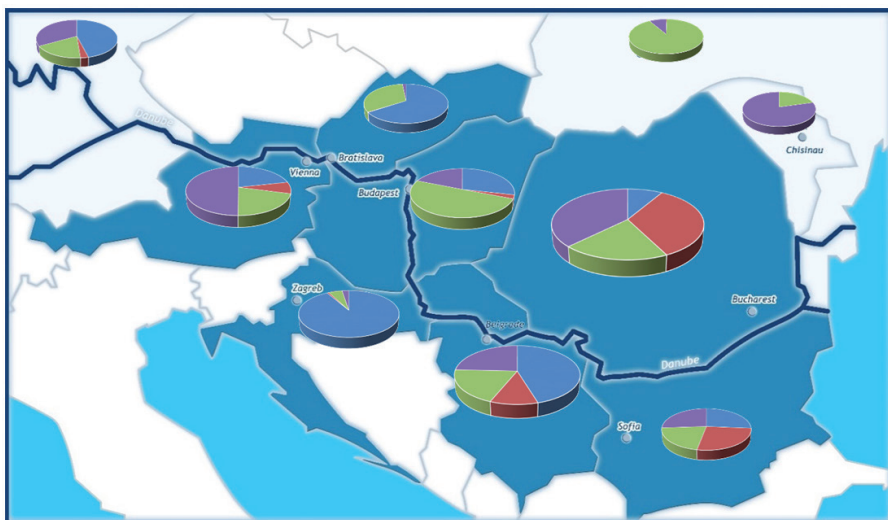


FIGURE 2: DANUBE CARGO TRANSPORT VOLUME IN 2015

Source: National statistics offices, graph prepared by the Danube STREAM team

	DE	AT	SK	HU	HR	RS	RO	BG	MD	UA
Transit	2.64	1.91	4.18	2.44	6.18	5.71	1.68	1.68	0.00	0.00
Domestic	0.16	0.68	0.02	0.22	0.05	1.37	6.78	1.70	0.00	0.01
Export	1.03	1.85	2.07	4.29	0.34	2.46	3.98	1.34	0.07	3.38
Import	1.91	4.43	0.10	1.61	0.17	3.06	7.45	1.66	0.27	0.31
Total	5.74	8.87	6.37	8.56	6.74	12.60	19.89	6.38	0.34	3.70

TABLE 1: DANUBE CARGO TRANSPORT VOLUME PER COUNTRY IN 2015

Note: Data in million tons  
 Source: National statistics offices, table prepared by the Danube STREAM team  
 Explanatory note: Data on cargo volume per country are filtered and adjusted in order to avoid overlapping and double counting

There are different values taking into account each Danube country individually. Table 1 and Figure 2 include classified data on the cargo volume depending on the transport direction – import, export, overall transit or domestic transport. Romania had the highest share in the total cargo transport volume in 2015 (19.89 million tons).

The next country with respect to the total cargo transport volume was Serbia – 12.6 million tons, followed by Austria (8.87 million tons) and Hungary (8.56 million tons). Ukraine had the lowest share (3.7 million tons), which is nearly 5 times lower than the share of Romania.

Considering export and import volumes separately, the distribution of countries is a bit modified. The highest export volume was recorded in Hungary (4.29 million tons) and the lowest in Moldova (0.07 million tons). Romania and Ukraine were second and third in export share which was one of the causes for the mentioned highest overall transport volumes. The import volumes were higher than the export ones in the majority of the countries with Romania on the leading position – 7.45 million tons and Austria – 4.43 million tons. Slovakia had the lowest share in import volumes – 0.1 million tons.

Transit had a significant share in Croatia – 6.18 million tons, followed by Serbia – 5.71 million tons and Slovakia – 4.18 million tons. It is important to notice that Moldova and Ukraine had no transit transport activities at all in 2015, and Romania and Bulgaria had both the same share of transit cargo transport volume – 1.68 million tons. The values of domestic cargo transport volumes were low in all the Danube countries, except in Romania – 6.78 million tons. The most Danube countries had a domestic cargo transport volume of between 1 and 2 million tons in 2015.



## 6 Danube navigation accessibility in 2016

Periodically, navigation on the certain stretches of the Danube River was suspended. Meteorological conditions as well as various events and works were the main reasons for these short-term closures. However, such local closures did not affect the accessibility of the rest of the Danube waterway.

In 2016, navigation was temporary closed for 66 days, representing 18% of the total year. The whole Danube River was completely available for navigation during 300 days (82%). Total closure of the fairway was not recorded. Figure 3 shows the availability of the Danube fairway in 2016.



The Danube offers a natural transport route with a great amount of natural values and the possibility to visit numerous sites of cultural heritage along the way. Numbers in passenger transport along the Danube are increasing, which proves its high attractiveness. In 2016, passenger traffic showed the same positive trend as in the previous year, where daily line-transport contributed to this tendency as well. Projects to improve waterway infrastructure had considerable positive impact: modernisation of cruisers, repairs, restorations and the improvement of the whole Danube fairway improves the attractiveness of Danube transport. Better management of regional mobility and better permeability of borders at the regional level as well as the creation of transnational ecological corridors contribute as well.

## 5 The Danube river attracts visitors

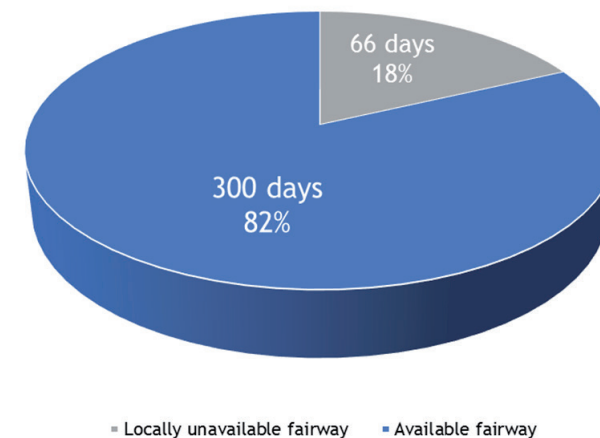


FIGURE 3: AVAILABILITY OF THE DANUBE FAIRWAY IN 2016

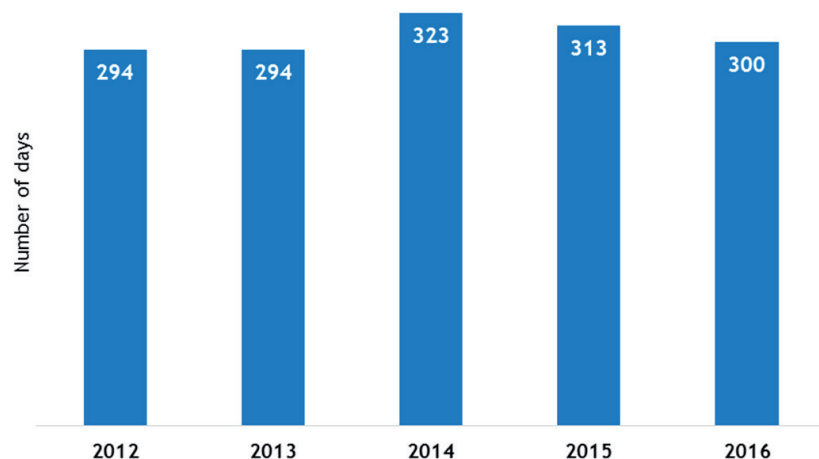
Source: National navigation authorities, aggregation and chart prepared by the Danube STREAM team



Figure 4 illustrates the availability of the Danube fairway in the period between 2012 and 2016. It is noticeable that in 2012 and 2013, fewer days during which the fairway was useable were recorded than in the years afterwards. The prime reason was the closure of navigation due to heavy winter and ice.

2014 saw favourable meteorological conditions, and therefore the Danube River had 29 more days on which the fairway was available for navigation compared to the previous two years.

Weather conditions and fairway maintenance were the reasons for navigation closures in 2015. Temporary closures of navigation on the Danube River in 2016 were due to the wind, followed by various sports events and festivals, works and other.



Source: National navigation authorities, aggregation and chart prepared by the Danube STREAM team

FIGURE 4: NUMBER OF DAYS OF AVAILABLE DANUBE FAIRWAY (2012-2016)

## 7 Fairway availability parameters in 2015 and 2016

Parameters on fairway availability for 2015 and 2016 are represented through Table 2 and Table 3. The most critical sectors for navigation on the Danube River were the guiding in setting up the levels of services. Achieved levels of service include guaranteed fairway depth and width on the selected river stretch during the whole year. Ensuring minimum Level of Service, Danube waterway administrations contribute to the more efficient and safer navigation along the Danube.

River stretch	rkm - rkm	Fairway width	Number of days above LNWL	Number of days equal or above 2.5m fairway depth
Vienna – AT/SK border	1888 - 1884	40 - 80	310	224
Nyergesújfalú (common SK-HU stretch)	1736 - 1734	60	294	244
Dömös	1698 - 1697	120	322	205
Göd	1668 - 1666	80	320	208
Kisapostag	1567 - 1565	80	268	224
Solt	1559 - 1558	100	270	210
Apatin	1408 - 1400	100	315	365
Futog	1267 - 1261	100	324	360
Bechet	678 - 676	80	277	285
Corabia	629 - 626	100	258	272
Milka, Belene, Coundour Island	568 - 562	80	285	212
Vardim	542 - 541	80	285	268
Batin island	524 - 523	80	288	246
Turcescu	345 - 342	80	279	260
Chochirleni	309 - 308	80	295	236

TABLE 2: AVAILABILITY OF 2.5 M DEPTH AND SELECTED WIDTH ON CRITICAL SECTORS IN 2015

River stretch	Rkm-rkm	Fairway widths relevant for selected stretches (m)						
		200/180	150	120	100	80	60	40
		Number of days (and % of the year) with guaranteed fairway width						
Melk-Krems (Wachau)	2038.0 - 1998.0	n/a	n/a	Not calculated	359 - 98%	Not calculated		

TABLE 3: AVAILABILITY OF 2.5 M DEPTH AND SELECTED WIDTH ON CRITICAL SECTORS IN 2016

Fairway widths relevant for selected stretches (m)

		200/180	150	120	100	80	60	40
Vienna – AT/SK border	1921.0 - 1872.7	n/a	n/a	Not calculated		326 - 89%	Not calculated	
Nyergesújfalu (HU data)	1735.5 - 1733.7				293 - 80%		326 - 89%	
Dömös-alsó	1699.3 - 1697.6			279 - 76%				
Kisapostag						294 - 80%		
Solt	1558.5 - 1557.5				277 - 76%		344 - 94%	
Apatin	1408.2 - 1400.0	46 - 13%	116 - 32%	184 - 50%	366 - 100%			
Futog	1267.4 - 1261.6	304 - 83%	323 - 88%	334 - 91%	334 - 91%			
Milka, Belene, Coundur Island	568.0 - 562.0					273 - 75%		
Giska island	541.0 - 539.0	232 - 64%	292 - 80%	294 - 81%	294 - 81%	306 - 84%	366 - 100%	366 - 100%
Batin island	525.0 - 522.0	0 - 0%	214 - 59%	254 - 70%	301 - 82%	295 - 80%	366 - 100%	366 - 100%
Brashlyan island	458.0 - 455.0	256 - 70%	283 - 78%	287 - 79%	293 - 80%	313 - 85%	366 - 100%	366 - 100%
Garvan island (Popina)	407.0 - 402.0	138 - 38%	161 - 44%	279 - 76%	279 - 76%	304 - 83%	317 - 87%	366 - 100%
Salcia	823.0 - 820.0	366 - 100%	366 - 100%	366 - 100%	366 - 100%			
Bogdan Secian	785.0 - 783.0	0 - 0%	366 - 100%	366 - 100%	366 - 100%			
Dobrina	761.0 - 759.0	0 - 0%	366 - 100%	366 - 100%	366 - 100%			
Bechet	678.0 - 676.0	0 - 0%	245 - 67%	282 - 77%	351 - 96%			
Corabia	629.0 - 628.0	301 - 82%	352 - 96%	352 - 96%	352 - 96%			
Turcescu	345.0 - 344.0	0 - 0%	0 - 0%	301 - 82%	301 - 82%			
Cochirleni	309.0 - 308.0	0 - 0%	0 - 0%	0 - 0%	0 - 0%	257 - 70%		
Seimeni	290.0 - 289.0	0 - 0%	0 - 0%	0 - 0%	347 - 95%			
Albanesti	276.0 - 275.0	69 - 19%	166 - 45%	302 - 82%	366 - 100%			

## 8 Locks in numbers

From Austria to Romania, there are 16 locks that operate during the whole year. In this chapter locks statistics are presented for the following locks:

- Austria – Aschach, Ottensheim, Abwinden, Wallsee, Ybbs-Persenbeug, Melk, Altenwörth, Greifenstein and Freudenau;
- Slovakia – Grabcikovo;
- Serbia – Iron Gate I and Iron Gate II (data for Serbia and Romania);
- Romania – Agigea, Cernavoda, Ovidiu and Navodari.

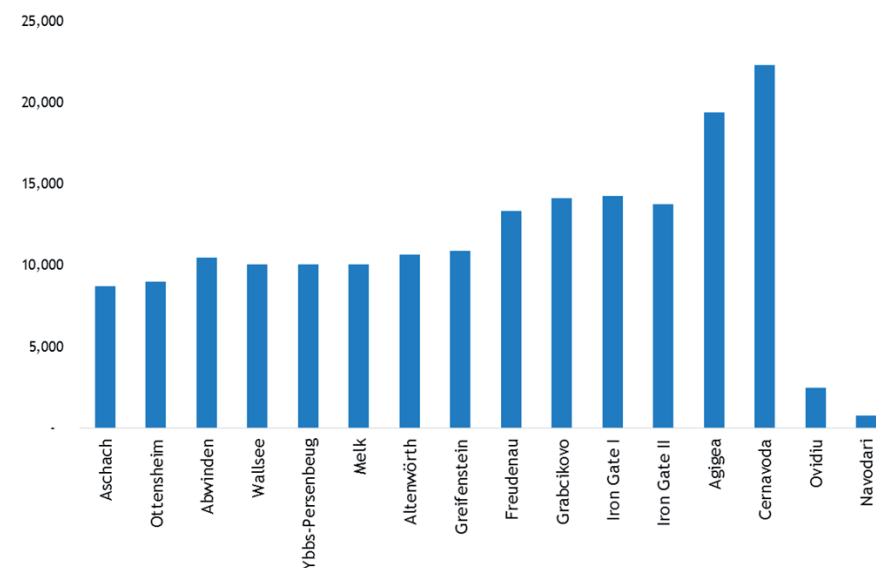


FIGURE 5: NUMBER OF LOCKED VESSELS PER LOCK IN 2016

Figure 5 illustrates the number of vessels that have been locked at aforementioned locks. In 2016, Cernavoda lock recorded the greatest number of locked vessels with the value of 22,306 vessels. This ascending trend was also followed

by Agigea lock with 19,389 vessels locked. Locks Grabcikovo and Iron Gate I have locked a similar number of vessels (14,108 and 14,248 vessels) and thus ranked as third after Cernavoda and Agigea locks. Further, identical numbers of locked vessels were accomplished by Freudenau and Iron Gate II locks (13,345 and 13,734 vessels). Other locks have recorded lower values, in the range between 777 and 10,878 of locked vessels.

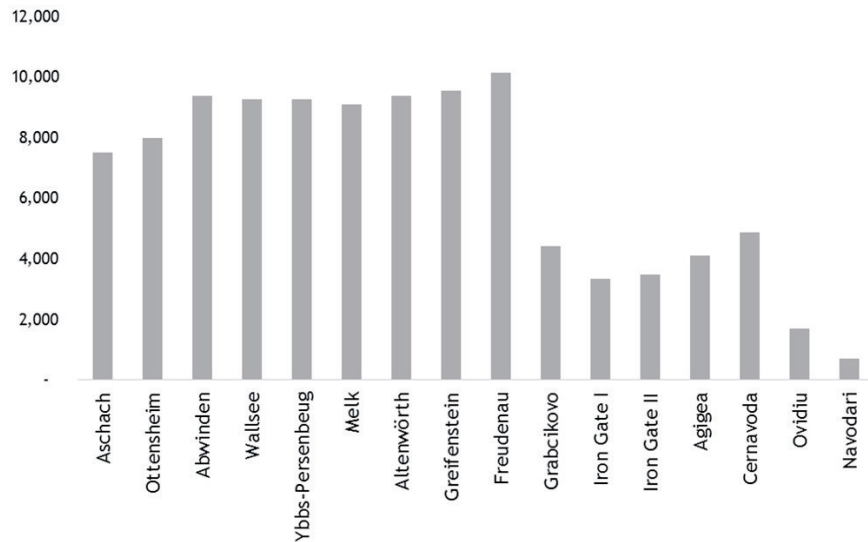


FIGURE 6: NUMBER OF LOCKAGES PER LOCK IN 2016 / FIGURE BY DANUBE STREAM TEAM

The number of lockages per lock is presented by Figure 6. During 2016, the Upper Danube recorded a significant number of lockages compared to the Lower Danube. Therefore, Freudenau lock had 10,137 lockages, while other locks achieved figures from 7,509 to 9,532 lockages. On the other hand, the number of lockages accomplished by Cernavoda (4,868) and Grabcikovo (4,407), was almost two times lower in

comparison to above mentioned locks at the Upper Danube. Navodari lock registered the smallest number of lockages – 710.

The period from spring to autumn represents the most convenient period of time for navigation. Consequently, the number of locked vessels and number of lockages are the highest between May and November. In August 2016, the peak was reached with 19,368 locked vessels and 11,678 lockages. Other popular months for navigation except August are September and October. On the contrary, according to statistics, January (10,102 vessels locked) and February (10,672 vessels locked) are months rather unsuitable for navigation (Figure 7).

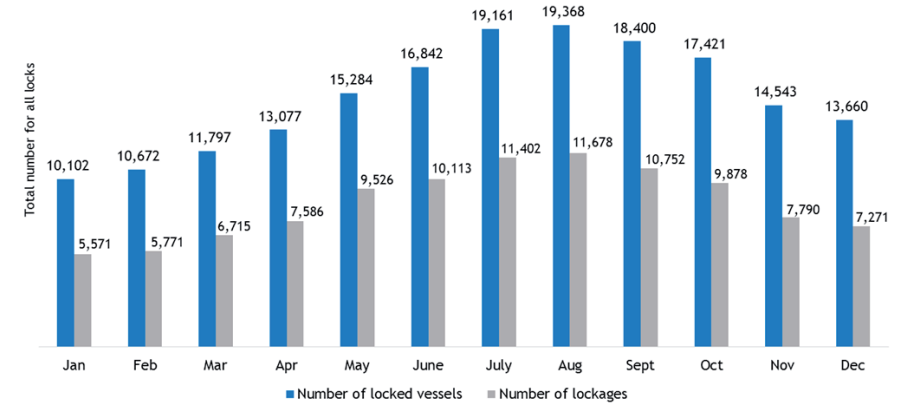


FIGURE 7: MONTHLY LOCKS STATISTICS IN 2016 / FIGURE BY DANUBE STREAM TEAM

The Danube Fairway Information Services (FIS) web portal ([www.danubeportal.com](http://www.danubeportal.com)) is the result of joint work of all partners under the NEWADA and NEWADA duo projects. The FIS portal consists of various data related to the navigation such as:

- water levels
- forecasts
- depth at critical sectors
- active Notices to Skippers
- data on waterway infrastructure
- electronic navigational charts
- atlas of berths
- contacts of relevant national navigation authorities

## 9 Fairway information services

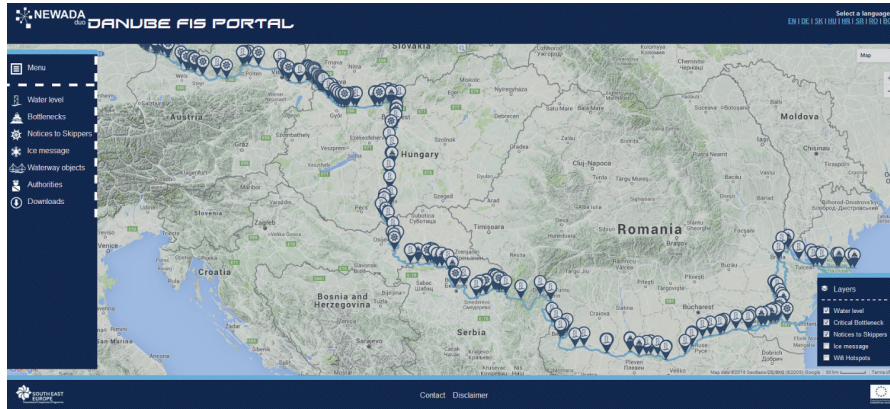


ILLUSTRATION BY THE DANUBE STREAM TEAM

Information available on the FIS portal is up-to-date and accessible to all Danube waterway users.

The FIS portal is available in English, German, Slovak, Hungarian, Croatian, Serbian, Romanian and Bulgarian.

In the implementation period of the Danube STREAM project (January 2017 – June 2019), the

Danube waterway administrations will put necessary efforts to improve and upgrade the Fairway Information Services (FIS) web portal, in order to meet the needs of waterway users in line with the Common Vision Statement.

River Information Services (RIS) are implemented in all Danube countries. Usage of RIS is mandatory in most of Danube countries and will be mandatory all along the Danube River soon, in order to improve safety of navigation by provision of accurate and real-time information on navigation conditions. Furthermore, RIS will improve the traffic management system. The current status of implementation and availability of RIS along the Danube River is summarized in Table 4.

SERVICE	AT	SK	HU	HR	RS	RO	BG
AIS COVERAGE	100%	100%	100%	100%	100%	100%	100%
VTT	YES	YES	YES	YES	YES	YES	YES
ENCS	YES	YES	YES	YES	YES	YES	YES
NTS	YES	YES	YES	YES	YES	YES	YES
ERI	YES	YES	PARTIALLY	YES	YES	YES	YES
ELECTRONIC LOCK MANAGEMENT SYSTEM	YES	YES	NO LOCKS	NO LOCKS	YES	YES	NO LOCKS
HULL DATABASE	YES	YES	YES	PENDING	YES	YES	PENDING
RIS INDEX IN ERDMS	YES	YES	YES	NO	YES	YES	YES
IS RIS OBLIGATORY?	YES	YES	YES	PENDING	YES	YES	PENDING

TABLE 4: AVAILABILITY OF RIS SERVICES ALONG THE DANUBE RIVER / TABLE BY DANUBE STREAM TEAM

## FAIRway Danube

The Project FAIRway Danube, started in July 2015, supports the waterway administrations in achieving a common level of services for the Danube waterway. The administrations in every country included in the Danube cooperation programs are tasked with maintaining and improving the Danube waterway for inland navigation, to deploy and harmonize services in the inland navigation sector and at the same time to preserve and protect the Danube as natural river habitat. This project refers to several countries that participate as partners or beneficiaries: Austria, Slovakia, Hungary, Croatia, Bulgaria and Romania. Many institutions are included in the project as observers, including the Directorate for Inland Waterways of Serbia, Danube Commission (DC), European Barge Union (EBU), European Federation of Inland Ports (EFIP), European Skippers Association (ESO), International Commission for the Protection of the Danube River (ICPDR) and few more and they constitute the FAIRway Danube Advisory Board too. Different stakeholders take part in this project: waterway and canal administrations, waterway users (operators of cargo and cruise ships), logistics service-providers (port and terminal operators), lock operators, industry plants located along the Danube, governmental authorities, River Commissions, NGOs. The whole project and its results are supported by the Connecting Europe Facility, which is a key EU funding instrument to promote growth, jobs and competitiveness through targeted infrastructure investment at European level. Finally, the aims of the project clearly represent its purpose. It will: elaborate coordinated national action plans and define pilots, procure equipment for hydrological services, execute and evaluate pilots (harmonized basic data on critical locations, coherent monito-

## 10 Ongoing projects in the Danube region

ring of the navigation status, harmonized water level forecast, potential of fairway relocation), develop innovative approaches (aerial monitoring, AtoNs), prepare documentation for future implementation steps and manage project and disseminate results. The national action plans are one of the adopted instruments for reaching these targets. Finalization of this project is predicted for June 2020.

For more information please visit:  
[www.fairwaydanube.eu](http://www.fairwaydanube.eu)

## FAST Danube

Commencing in 2014, this project aims to accelerate the removal of an existing bottleneck along a cross-border section of the Danube (Bulgarian/Romanian common section) as it will identify the works to achieve stable navigation capacity all year round.

The project consists of 4 activities from the completion of the Environmental Impact Assessment and building permits documentation to the drafting of the tender designs for future works. The Action is a precondition for the implementation of any physical interventions aimed at improving the navigability of the Bulgaria/Romanian Danube common section. The EU is co-financing the project by 85% of means needed and it is estimated to be implemented by the end of 2018. More information can be found under:  
[www.fastdanube.eu](http://www.fastdanube.eu)

## RIS COMEX

The RIS COMEX (RIS Corridor Management Execution) project is a CEF funded multi-beneficiary project aiming at the definition, specification, implementation and sustainable operation of

Corridor RIS Services. The project area covers altogether 13 different European countries having 15 partners. Corridor Management is the next step in the development of River Information Services in order to improve safety, efficiency and reliability of inland navigation including positive effects on the protection of the environment.

The RIS COMEX project is organized in 5 Activities reflecting the individual phases of the project whereas those phases must not be considered as classically sequenced. While Activity 1 deals with project management, Activities 2 and 3 are defining, specifying and implementing Corridor River Information Services whose sustainable operation shall be ensured by the results of Activity 4. Additionally, Activity 5 deals in parallel with other challenges related to the project objectives. The RIS COMEX started in the course of 2016 and will last until the end of 2020.

For more information please visit:  
[www.riscomex.eu](http://www.riscomex.eu)

## PROMINENT

Project PROMINENT is funded under the Horizon 2020 programme, with the timeframe from 01 May 2015 to 30 April 2018. PROMINENT is ultimately aimed at providing solutions which make inland navigation as competitive as road transport in terms of air pollutant emissions by 2020 and beyond. In parallel PROMINENT aims to further decrease the energy consumption and carbon footprint of IWT, an area where IWT has already a strong advantage compared to road transport. Priorities of the project are massive transition towards efficient and clean vessels, certification and monitoring of emission performance and development of innovative regimes and harmo-

nisation, as well as modernisation of professional qualifications and the stimulation of the further integration of IWT into sustainable transport chains.

Consortium of the project consists of the following partners: EICB, Ecorys, SGS, DST, FHOÖ, Panteia B.V., ADS van Stigt, TNO, BAW, Multronic B.V. Pro Danube, University of Craiova, viadonau, Wärtsilä, Navrom SA, TÜV Nord, STC-Group. More information can be found under:  
[www.prominent-iwt.eu](http://www.prominent-iwt.eu)

## PLATINA II

Implementation of PLATINA II project lasted from 2013 to 2016. The Final Event took place on 5 February 2016 in Rotterdam where information about the final outcome, as well as developments and studies at European level were presented. The project consortium consisted of 12 partners from 7 different countries. PLATINA II brought together all the relevant actors in the inland waterway sector in a multi-disciplinary knowledge network to foster the development of inland navigation into an even more sustainable and competitive part of multimodal European transport networks.

The Danube riparian countries continue to tackle challenges for navigation through the ongoing project Danube STREAM. Having in mind the long tradition of cooperation between Danube waterway administrations, higher goals are being developed in the project in order to enhance existing customer oriented service.

## 11 Partnership and network – Danube STREAM

This project gathers numerous experts from various institutions and organizations which, jointly with the project team, stream toward mutual goals and ideas.

Further information on the project can be received through the project website <http://www.interreg-danube.eu/approved-projects/danube-stream> and its facebook channel.



Photo by Danube STREAM team

## 12 We stay at your disposal

Austria via donau – Austrian Waterway Company

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www.viadonau.org  
facebook.com/viadonau  
youtube.com/user/ViaDonau

Slovakia SVP - Slovak Water Management Enterprise

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Hungary OVF - General Directorate of Water Management

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Hungary RSOE - National Association of Radio Distress-signalling and Infocommunications

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