EUROPEAN CONTEXT OF THE DANUBE–ODER–ELBE WATER CORRIDOR PROJECT

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DANUBE–ODER–ELBE
WOULD COMPLETE THE MISSING PARTS OF THE EUROPEAN WATERWAYS SYSTEM
IN THE CZECH REPUBLIC, 3 MAJOR EUROPEAN RIVERS WILL CONNECT – THE DANUBE, THE ODER AND THE ELBE
1700: DISCUSSION OF THE INTERCONNECTION OF THE DANUBE WITH THE ODER, VISTULA AND ELBE

Lothar Vogemont was also the designer of the Rhine–Main–Danube–
Congress of Vienna 1815: congress enacted free shipping and imposed responsibility on individual states for navigating major European rivers
START OF IMPLEMENTATION

WATERWAYS ACT (1901) – WITHIN 20 YEARS (!)

DANUBE, ODER, ELBE AND VISTULA SHOULD BE INTERCONNECTED
On the territory of today's Czech Republic, 24 lock chambers, many weirs and hydrotechnical structures were built on the Elbe on the basis of the Waterways Act → COMPLETION
Current state of the Elbe and Vltava waterways
Construction of the Danube–Oder connection was interrupted by WWI and WWII. The communists did not favor this project either...
THE "IRON CURTAIN" PERSISTS IN

In "new" EU countries, the share of inland navigation is only 2.9% (3.5x less than in "old" member states)
THE INFLUENCE OF THE COMMUNIST ECONOMY IS CLEAR WHEN COMPARING THE FEDERAL REPUBLIC OF GERMANY AND THE GERMAN DEMOCRATIC REPUBLIC
NEW EU COUNTRIES HAVE A LOT TO CATCH UP WITH

THE DANUBE–ODER–ELBE WATER CORRIDOR WILL CONTRIBUTE SIGNIFICANTLY TO THIS
THEORY OF THE SINUSOID:

• THE INTEREST IN WATERWAYS IN INDIVIDUAL COUNTRIES USUALLY DEVELOPS OVER A SINUSOID

• WE WOULD NEED THE SINUSOIDS OF NEIGHBORING COUNTRIES TO OVERLAP, OTHERWISE WE WON'T BUILD ANYTHING

• INSTEAD, WE OFTEN WORK WITH A "PHASE SHIFT"

OUR JOB IS TO TRY TO MATCH THESE AMPLITUDES
IN RECENT YEARS, SINUSOIDS HAVE BEEN SOMEWHAT COORDINATED BETWEEN POLAND, SLOVAKIA AND THE CZECH REPUBLIC:

• SLOVAKIA HAS INCLUDED THE VAH RIVER IN THE TRANS-EUROPEAN TRANSPORT NETWORKS (TEN-T) SYSTEM AND HAS COMPLETED A FEASIBILITY STUDY

• IN THE CZECH REPUBLIC, A FEASIBILITY STUDY FOR THE DANUBE-ODER-ELBE WATER CORRIDOR WAS COMPLETED AT THE END OF 2018

• IN POLAND, THE FEASIBILITY STUDY FOR THE ODER WATERWAY IS TO BE COMPLETED IN 2020

…. BUT STILL A LOT OF HARD WORK …
RESULTS OF THE CZECH FEASIBILITY STUDY:

• THE STUDY DEMONSTRATED THE TECHNICAL FEASIBILITY OF THE WORK

• DESIGNERS MANAGED TO “AVOID” ALL ENVIRONMENTALLY PROBLEMATIC LOCATIONS

• ALL BRANCHES (THE DANUBE BRANCH, THE ODER BRANCH AND THE ELBE BRANCH) HAVE TRANSPORT CAPACITY OF AROUND 40 MILLION TONS PER YEAR

• ECONOMIC EFFICIENCY HAS BEEN PROVEN, ESPECIALLY FOR THE DANUBE–ODER INTERCONNECTION, BUT ALSO FOR THE ENTIRE D–O–E (ALTHOUGH THE ELBE BRANCH IS RELATIVELY EXPENSIVE)

• IN SEPTEMBER 2019, THE CZECH GOVERNMENT WILL DISCUSS THESE CONCLUSIONS
THERE ARE SEVERAL SUB-VARIANTS SO FAR;
→ IT IS NECESSARY THAT THE GOVERNMENTS OF CZECHIA, POLAND AND SLOVAKIA AGREE ON THE BORDERLINE BID
THE SOONER, THE BETTER!
WHAT WE GET BY BUILDING THE D–O–E WATERWAY:

- COMMON CAPACITY TRANSPORT ROUTE
- CHEAPER TRANSPORT – CHEAPER IMPORT/EXPORT
- INLAND ACCESS TO SEAPORTS
- LIMITING TRAFFIC CONGESTION
- REDUCTION OF ENVIRONMENTAL DAMAGE CAUSED BY TRANSPORT
- FACILITIES FOR FUTURE WATER REDISTRIBUTION IN CENTRAL EUROPE – IF NEEDED
- RECREATIONAL AREAS
- POWER STORAGE DEVICES
- MICROCLIMATE IMPROVEMENT
OPPORTUNITIES FOR:

- CONSTRUCTION COMPANIES
- MACHINERY
- ELECTRICAL ENGINEERING
- ETC.
WHAT SHOULD POLITICIANS DO TOGETHER

• TO WORK TOGETHER TO INCLUDE THE D–O–E AND THE ODER WATERWAY IN THE TEN–T (DEADLINE IS 31 DECEMBER 2023 = WORK AND SEEK SUPPORT FROM OTHER STATES NOW!);

• FOR LOBBYING USE INTERNATIONAL PLATFORMS (V4, SLAVKOV FORMAT, 3Sl etc.)

• WORK TOGETHER FOR SUCH AN EU BUDGET AFTER 2020 THAT WILL HAVE A HIGH WATERWAY SUPPORT (TODAY IT IS UP TO 85%)

• PREPARE AND CONCLUDE INTERNATIONAL AGREEMENTS ON IMPLEMENTATION AND SCHEDULE OF WORK ON THE SLOVAK, CZECH AND POLISH TERRITORIES

• CONSIDER THE POSSIBILITY OF A JOINT (COORDINATED) INVESTOR –
IT IS WORTH WORKING TOGETHER!
Maritime states are always richer than their landlocked neighbors, even though they are equal in all other things.

George Friedman, political scientist and publicist

In Central Europe, there will be no long-term peace until the Danube-Oder-Elbe waterway is built

Johan Rudolf Kjellén, Swedish geopolitik (1864-1922)
THANK YOU VERY MUCH FOR YOUR ATTENTION

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