



Inland waterways system at TRITIA area

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1. INTRODUCTION

Report is conceived as the underlying material for further outputs within output O T2.1. It recapitulates the current state of waterways, plans to improve or expand the current waterway network.

In the TRITIA area the waterways in fact are only used in the territory of Poland (the Oder waterway to Kędzierzyn-Koźle and its branch - the Canal Gliwicki). There are many plans and concepts at both national and regional levels. Additionally at the ministerial level of the Czech Republic, Poland and the Slovak Republic, the interconnection of the Danube-Oder-Elbe water corridor is considered (see annex no. 1). But on the other hand, the EU Transport Policy do not includes the Oder waterway into its Regulation within the TEN-T.

Deliverable summarizes also basic information of conceptions and plans for waterways on European and national level - in particular the legislative framework for the implementation of European transport policy.

There is opportunity not only possible to start the transport of goods via waterway and to move transport of goods from road to waterways, but there are opportunities also use the potential of another social benefits (eg. flood protection, maintenance of water resources, tourist, energy, etc.). However, this output will address only in the context of freight flows.

The Projects Partner therefore see in these proposals the opportunity to improve the current state on waterways and its possible extensions on the territory of the EGTC TRITIA. In addition the results of this part of the project will be possible to use for regional/national level to decisions regarding the extension of the waterway system in cross-border area of the Czech-Polish-Slovak.

2. INLAND WATERWAYS IN THE TRITIA AREA

2.1. Inland waterway today

Only one river is available to inland navigation on the territory of the EGTC TRITIA. It is the Oder waterway and it is beginning in Gliwice and ending in Szczecin; the total length is almost 690 km, of which 41 km is the Gliwice Canal. In Kędzierzyn-Kozle, the Gliwice Canal connect to the route of the Odra River, which in the place continues south direction to the border between Poland and the Czech Republic. The Kędzierzyński Canal (a length of 5.6 km) also connects to the Gliwice Canal.

The parameters of navigability of Odra and cannals are presented in the following table:

Section of inland waterway	river kilometer	Class
Brzeg-Opole-Kędzierzyn Kozle	91.800 -200.000	III
Racibórz – Kędzierzyn–Koźle	51.000 – 88.000	Ia
Kanał Gliwicki	0.000 – 41.000	III
Kanał Kędzierzyński	0.000 – 5.600	II

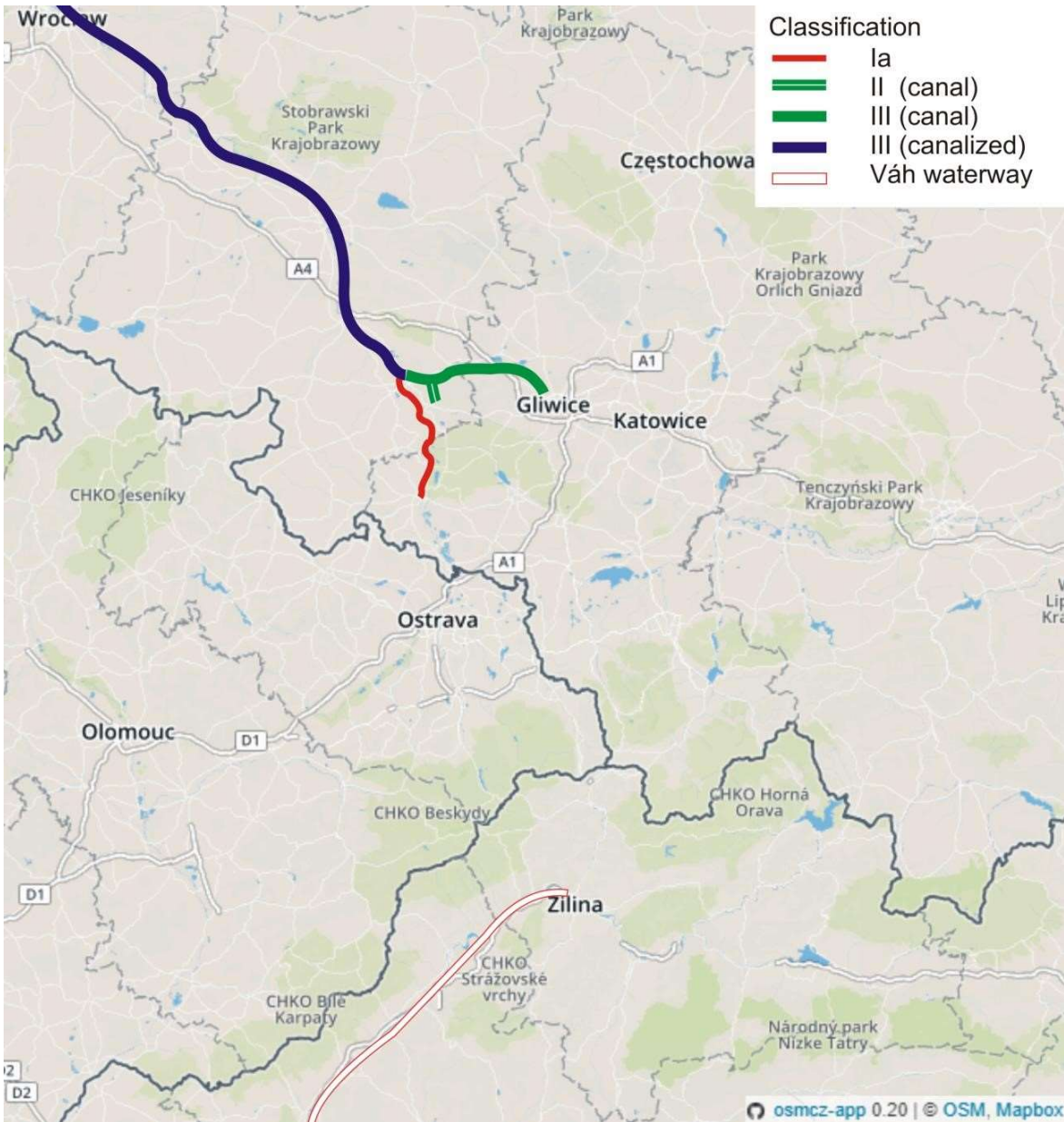
Table 1. Classification of Odra waterway and cannals

However, this classification does not mean full navigability, difficulties on shipping routes may be caused by their modernization and transit depth. Navigation conditions on waterways are announcing regularly by an appropriate office.

The Ode Waterway with the Gliwicki Canal and Kędzierzynski Canal connects the north-western part of the TRITIA area by waterway with the seaport in Szczecin and Western Europe via the inland cannals in Germany.

The remaining part of the TRITIA area, unfortunately, has no direct access to the inland waterway. We can look at the area of the Slovak part of TRITIA in some optimism. The capitol of this area - Žilina, is the destination of an important waterway, which was starting to built in 80 years of 20th century. There have already been built some water stages and locks. However, almost whole Vah inland waterway needs reconstruction a modernisation.

Status quo of the inland waterways in the TRITIA area are shown on the map No.1.



Map 1. Classification of the Odra waterway and location of the Váh waterway in the TRITIA area

2.2. Regional strategy documents

Inland waterway development plans and associated supra-national cooperation are within the competence of the relevant ministries. However, there are also documents and strategies on the development of inland transport at the regional level. The list of strategy documents is below in the tables:

2.2.1. Moravian-Silesian Region

Number & date of resolution	Name of document	Description
Approved by the Assembly of the Moravian-Silesian Region on 10. 6. 2004	The Concept of Transport Infrastructure Development of the Moravian-Silesian Region	On the basis of the Regional Development Program, a comprehensively conceived and balanced basic document of the Concept of Transport Infrastructure Development of the Moravian-Silesian Region was prepared in the period 2002-2003. The design of the transport concept was based on the functional division of the area in order to promote a solution in which the urban structure and the transport network together with the requirements for a quality environment and the security of the favorable social conditions will be in a balanced relationship.
Approved by the Assembly of the Moravian-Silesian Region on 22. 12. 2010	The Principles of territorial development of the Moravian-Silesian Region	The principles of territorial development are territorial planning documentation of the Region in the sense of Act No. 183/2006 Coll., On Spatial Planning and the Building Code (Building Act).

2.2.2 Opolskie Voivodeship, Slaskie Voivodeship

Number & date of resolution	Name of document	Description
2013, July	Silesian Voivodeship Development Strategy "Ślaskie 2020+"	The document is an update of the Silesian Voivodeship Development Strategy "Silesian 2020", adopted by the Silesian Voivodeship Assembly on February 17, 2010. It is a voivodship selfgovernment plan defining the vision of development, goals and the main ways to achieve them in the context of existing conditions in the perspective of 2020.

2016	Spatial Development Plan of the Śląskie Voivodeship 2020+	The 2020+ plan is the basis for formulating the principles defining the spatial policy of the voivodship and organizing its spatial structure in a way that takes into account the assumptions of the spatial policy of the state, set out in KPZK 2030. The 2020+ Plan through its close connection with the "Śląskie 2020+" Strategy is part of the integrated strategic planning. Spatial policy of the voivodship expressed in the Plan 2020+ creates a spatial framework for implementation of the "Śląskie 2020+" Strategy
2014	Strategy for the development of the transport system in the śląskie voivodeship	The aim of the strategy is to create an effective transport system in the Śląskie Voivodship that enables efficient displacement of the inhabitants of the region and transport of goods while maintaining high quality services. The document is the basis for investment decisions regarding the development of the transport system in the Silesian voivodship. To ensure compliance with other country and EU strategic documents, the strategy is of a long-term nature and sets objectives and actions in the perspective up to 2030, taking into account the conditions of functioning and development forecasts for various branches of transport and public transport.
2012	Strategy for the Development of the Opolskie Voivodeship until 2020	The strategy is the most important regional strategic document. It sets the main directions of the region's development based on the new strategic programming system considered in supra-regional, national and EU perspective.
2010	Resolution No. XLVIII / 505/2010 of the Sejmik of the Opolskie Voivodeship of September 28, 2010 regarding the adoption of a change to the Spatial Development Plan of the Opolskie Voivodeship	The main objective of the plan is to define spatial structures and directions and priorities for shaping the natural, cultural and urban environment in adapting to the strategic directions of social and economic development of the voivodship.

2016	Transport Plan of the Opolskie Voivodeship 2020 (with a prospect until 2025)	The plan is a document whose overriding task is to set directions for the development of the transport system of the Opolskie Voivodeship during the 2014-2020 programming period and to outline proposals for activities in the perspective up to 2025. The plan is one of the tools for the implementation of the Opolskie Voivodeship Development Strategy until 2020.
2016	Smart specializations of the Opolskie voivodship and potential smart specializations of the Opolskie Voivodeship with the specification	Modern / innovative processes for the organization of inland waterway traffic and river transport logistics that optimizes the use of the Odra river's potential as an alternative transport in relation to land transport (car and rail) and air transport.

2.2.3. Zilina Selfgoverning Region

Number & date of resolution	Name of document	Description
Government Regulation of the Slovak Republic no. 223/1998 Z.z. May 1998	Spatial Plan of Žilina self governing region	The solution of the spatial plan of the large territorial unit of the Zilina region is based on the basic objective of spatial planning, to create the conditions for ensuring the permanent compliance of all the natural, civilization and cultural values of the territory, especially with respect to environmental protection and protection of its main components – water, soil and air. The objectives pursued include: - optimization of supraregional and regional transport networks -design regional transport system and its components while respecting supraregional transport networks (highway, high-speed rail) -define land development and utilization limits, etc.

2.3. Planned projects of the waterways

2.3.1. Slaski Canal

Slaski Canal is a 90-kilometer section, which will connect the Oder and Vistula rivers. This canal is to run partly through the TRITIA area (from Kuźnia Raciborska through Rybnik, Kobior to Oświęcim).

The implementation of this connection will allow to connect the Polish part of the TRITIA area (Upper Vistula region) to the European network of inland waterways. Also on a regional cross-border scale, it can contribute to the development of the transport network within the TRITIA.

Slaski Canal is included in the Plan of the development of inland waterways of Poland.

2.3.2. Danube-Oder-Elbe water corridor

The Danube-Odra-Elbe waterway corridor is an international waterway project designed to complete the interconnection of the Danube, Oder and Elbe rivers. This three waterways should connect near city Prerov in the Czech Republic. Its Oder's branch is planned on the territory of the Czech Republic through the towns Ostrava and Bohumín, on the territory of Poland through to the town Racibórz and connects to the Oder waterway in the town Kędzierzyn-Koźle.

The completion of the DOL waterway corridor is of Pan-European significance not only from the point of view of inland water transport north-south from the Baltic Sea (Port of Szczecin) across Polish regions (the Odra river area) and the Moravian regions (the Morava river) and Slovak regions (Váh-Danube river area) to the Black Sea (Constanta), but also from point of view in terms of its further benefits (eg water management, flood protection, energy, tourism). The project offers an opportunity to further development of the EGTC TRITIA transport infrastructure and its quality connection to European waterways.

The Ministry of Transport of the Czech Republic is conducting a feasibility study on this project, while cooperating with the Ministries in Poland and Slovakia. The outcome of the feasibility study is expected in June 2018.

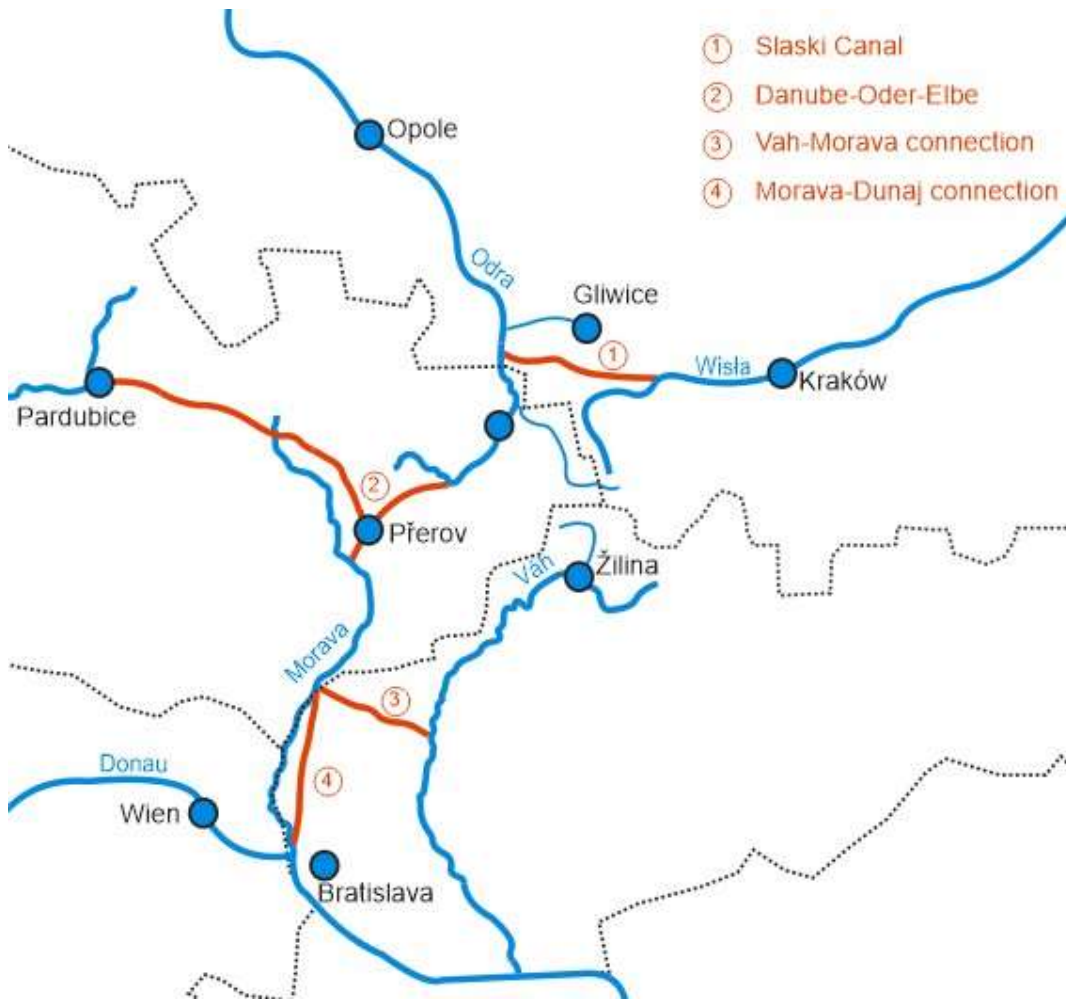
2.3.3. Vah waterway

Vah waterway is a planned and partly implemented waterway of international significance connecting the city of Žilina and the Danube. The possibility of interconnecting Váh and Oder was planned just over the territory of TRITIA (connection Žilina-Bohumín), but this connection seems unattractive.

Possibilities for direct connection of Slovakia to the Danube-Odra-Elbe waterway (out of the TRITIA area) is through the alternative waterway Váh-Morava. Vah waterway can not be

considered as a competitive alternative to the Danube-Odra waterway corridor, but both waterways should complement each other within the European Agreement on Main Inland Waterways of International Importance (AGN) .

The Ministry of Transport and Construction of the Slovak Republic are preparing the feasibility study for first section from Komarno to Piestany (lower Vah).



Map 2 View of the possible rivers connection on territory of the Czech Republic, Poland and Slovakia

2.4. Capacity of the Inland waterway transport

The capacity of the waterway is affected by a number of factors:

- waterway class;
- guaranteed navigational depth;
- min. height under bridges;
- real average speed;
- operating conditions of the waterway; □ real average speed.

The Danube-Odra-Elbe water corridor is projecting to classification under the European Agreement on Main inland Waterways of International Importance (AGN) in Class V b, which means the following parameters:

Waterway class (international classification)	Vb
- max. length of motor vessels and barges (m)	185.00
- max. length of pushed convoys (m)	185.00
- max. width (m)	11.40
- max. draught (m)	1.00
- min. height under bridges (m)	7.00
- load capacity, tonnage (t)	3 200
- number of layers of containers	3
- operating conditions of the waterway (operating time)	354/24

The **average cruise speed** is calculated based on the number of locks and the range of canal sections at **9 km/h**. The operating time on the waterway is considered 24/365. Limitations and exclusions are included in the correction coefficient to the practical capacity.

Moreover besides, the composition of the merchant fleet, i.e. the rate of utilization of the maximum technical capacity of the waterway, and the quality of the downstream waterways, is decisive for the real capacity of the waterway.

Continuous homogenization of waterways continues in Europe. Similarly, large vessels are preferred against small ones due to economically and operationally more advantageous. Therefore the called "Great Rhine Ship" is gradually becoming the standard for the Vb class, which can carry up to 3,200 tons of cargo, equivalent to 150 lorries or 75 railway wagons. When transporting containers, the standard capacity is 768 TEU (3 layers).

The capacity of a free waterway (river without locks) is based on the average speed (8 - 15 km / h). Bidirectional traffic is envisaged, the distance of ships is practically 1 - 3 vessels per km.

The capacity of the waterway with locks depends on the time in locks. Related to the height of the stages, 1 hour is considered. If there is only one lock, the capacity (in one direction) is 24 vessels per hour; for 2 parallel locks the capacity is 48 vessels/24 hours, it means 17 520 vessels per year in one direction.

On the basis of all these assumptions and calculations, the following conclusions regarding the Odra waterway were drawn:

- the practical annual capacity of the Vb waterway, i. e. the Oder waterways (and the individual D-O-L branches) is **48.8 million tons per year** (one direction);
- the practical annual capacity of the Oder waterway (and the D-O-L branches) in both directions is 97.6 million tons per year (boat load on the opposite direction of the voyage and the composition of the fleet with respect to the use of the locks compensates for the reduction constant of 0.87).

3. INTERNATIONAL AND NATIONAL STRATEGY DOCUMENTS

3.1. National documents

3.1.1. Czech Republic

Number & date of resolution	Name of document	Description, link to www
Approved by the Government of The Czech Republic on 15. 4. 2015	The Territorial Development Policy of the Czech Republic	The Territorial Development Policy of the Czech Republic is a national spatial planning tool, which serves mainly for the coordination of territorial development at the national level and for the coordination of the regional planning activities of the regions and at the same time as a source of important arguments in promoting the interests of the Czech Republic within the territorial development of the European Union. http://www.mmr.cz/cs/Uzemni-a-bytova-politika/Uzemniplanovani-a-stavebni-rad/Koncepcie-Strategie/Politikauzemniho-rozvoje-Ceske-republiky
Approved by the Government of The Czech Republic on 12. 6. 2013	The Transport Policy of the Czech Republic for 2014 – 2020 with the Prospect of 2050 included	The Transport Policy of the Czech Republic for 2014 – 2020 with the Prospect of 2050 included is a starting strategic document of the transport sector for the next period, this document to be specified on an ongoing basis depending on the evaluation of the Transport Policy and on the public resources. https://www.mdcrcz.cz/Dokumenty/Strategie/Dopravni-politikaCR-pro-obdobi-2014-2020-s-vyhled
Discussed by the Government of The Czech Republic on 25. 9. 2017	The Concept of water transport for the period 2016 - 2023	It defines the prerequisites for further development of water transport and at the same time declares what the state must do in the field of transport to develop inland routes, in terms of safety, sustainable development, economy and the environment. https://www.mdcrcz.cz/Media/Media-a-tiskove-zpravy/Vladaprojednala-Koncepci-vodni-dopravy,-v-Ceske-r

3.1.2. Poland

Number & date of resolution	Name of document	Description, link to www

2000 (with later changes)	ACT of 21 December 2000 on inland	The Act regulates matters related to sailing in inland waters recognized as navigable under the provisions of the Water Law, hereinafter referred to as "inland waterways". The Act defines:
2015	navigation ACT of 11 September 2015 amending the act on inland navigation	<ol style="list-style-type: none"> 1) authorities of the inland waterway administration and their competences; 2) conditions for sailing; 3) rules for maintaining an administrative register and measuring ships; 4) safety requirements for navigation; 5) rules for the classification and maintenance of inland waterways; 5a) the rules for running a harmonized system of river information services; 6) the rules for conducting the pilotage; 7) proceedings in the event of a shipping accident; 8) criminal provisions. <p>http://prawo.sejm.gov.pl/isap.nsf/DocDetails.xsp?id=WDU20010050043 http://dziennikustaw.gov.pl/du/2015/1690</p>
2001	ACT of 18 July 2001. Water law	The Act regulates water management in accordance with the principle of sustainable development, in particular, the shaping and protection of water resources, the use of water and the management of water resources. Dz. U. 2005 No. 2 3 9 item 2019
2011	ACT of 19 August 2011 on the transport of dangerous goods	The Act sets out the rules of conducting business in national scope and international road, rail and rail transport inland waterway for dangerous goods, and organs and units performing tasks related to by this transport http://isap.sejm.gov.pl/isap.nsf/DocDetails.xsp?id=WDU20112271367
2002	Regulation of the Council of Ministers of 7 May 2002 on the classification of inland waterways	The provisions of Regulation specify: <ol style="list-style-type: none"> 1) a detailed way classification of inland waterways, 2) division of navigable inland waterways class 3) navigable inland waterway of regional and international, 4) operational and projects for particular classes of navigable inland governmental waterways. <p>http://isap.sejm.gov.pl/DetailsServlet?id=WDU20020770_695</p>

2005	State Transport Policy for 2006 - 2025	<p>The document approved by the Government indicates the development of maritime transport, inland waterway transport, intermodal transport.</p> <p>file:///C:/Users/User/Downloads/theme-uploadfilespolittrans.pdf</p>
2014	MasterPlan for the Odra river basin district	<p>MasterPlan for the Odra basin district - is the result of arrangements with the European Commission, which led to the adoption by Poland the action plan contained in the resolution of the Council of Ministers. Action plan for strategic planning in water management of 2 July 2013. No. 118/2013. These findings stem from, inter alia, the need to develop MasterPlanes for river basins of the Vistula and Oder that will complement existing water management plans until they are updated in 2015. and they will be important source documents used when updating these plans, as well as updating the National Water and Environment Program. The main task of this document is to integrate sectoral strategies and plans for the river basin regarding investments that may affect surface water hydromorphology.</p> <p>https://archiwum.mos.gov.pl/q2/big/2014_08/62e978e553f29a937dfa6bb74d523a27.pdf</p>
2016	Assumptions for plans of the inland waterways development in Poland for 2016-2020 with a view to 2030	<p>The document concerns: the current status and characteristics of inland waterway transport; objectives and priorities for planned investments; estimated costs, potential sources and mechanisms of financing investments and benefits from their implementation.</p> <p>http://prawo.sejm.gov.pl/isap.nsf/download.xsp/WMP2016000711/O/M20160711.pdf</p>
2013	Transport development strategy up to 2020 (with prospects until 2030)	<p>The presented Strategy has been developed in order to determine the most important directions of activities and their coordination in the scope of achieving the identified strategic goal.</p> <p>https://mib.gov.pl/media/3511/Strategia_Rozwoju_Transportu_do_2020_roku.pdf</p>
2017	Strategy for Responsible Development until 2020 (with prospects until 2030)	<p>The strategy sets out a new development model - a strategic vision, principles, goals and priorities for the country's development in the economic, social and spatial dimensions up to 2020 and in the perspective up to 2030.</p> <p>file:///C:/Users/User/Downloads/M2017000026001.pdf</p>

2017	Program for Silesia Strategy for Responsible Development	<p>The program for Silesia is one of the strategic projects of the Strategy for Responsible Development (SOR). This document is a proposal to respond to the challenges facing the region. He also takes up the problem related to the development and modernization of the region's transport infrastructure.</p> <p>http://www.mr.gov.pl/media/49148/Program dla Slaska wersja aktualna.pdf</p>
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3.1.3. Slovak Republic

Number & date of resolution	Name of document	Description, link to www
<p>Government Resolution of the Slovak Republic no. 469/2000</p> <p>June 2000</p> <p>Update</p> <p>02/2014</p>	<p>Concept of development of water transport of the SR</p>	<p>This strategic document deals with water transport as a part of intermodal transport systems in five main areas:</p> <ul style="list-style-type: none"> I. Legislative, organizational and economic assumptions. II. Development and modernization of transport infrastructure. III. Environmental, safety and quality assumptions. IV. Social assumptions. V. Science and research, technical, information and international logistical assumptions. <p>http://www.telecom.gov.sk/index/index.php?ids=471</p>
<p>Government Resolution of the Slovak Republic no. 13/2017</p> <p>December 2016</p>	<p>Strategic transport development plan of the Slovak Republic until 2030 - Phase II</p>	<p>A long-term strategic document that aims to set up an effective direction for the development of the transport sector. It defines a way of implementing its main vision, which is a sustainable integrated multimodal transport system that meets the economic, social and environmental needs of society and contributes to a deeper integration and full integration of the Slovak Republic within the European union.</p> <p>http://www.telecom.gov.sk/index/index.php?ids=214001</p>

<p>Government Resolution of the Slovak Republic no. 463/2002 May 2002</p>	<p>Proposal for the design of the Váh Waterway Project</p>	<p>This document of Váh Waterway Project is necessary to stabilize the concept of waterway construction by building new water works, completing existing water works on vessels serving ships, determining their basic parameters and guide the route of the interconnection of the river Váh to the planned waterways in the Czech Republic and the Republic of Poland.</p> <p>http://www.rokovania.sk/Rokovanie.aspx/BodRokovaniaDetail?idMaterial=9719</p>
<p>Government Resolution of the Slovak Republic no. 311/2014 June 2014</p>	<p>Strategic plan for development of transport Infrastructure of the Slovak Republic until 2020 Phase I</p>	<p>The Strategic plan for the development of transport infrastructure of the Slovak Republic until 2020 is the basic strategic document of the Slovak Republic for the medium-term character of the transport infrastructure development until 2020. This document represents the output of the first phase of the creation of a comprehensive transport sectoral strategy of the Slovak Republic. The document builds on and elaborates more closely the strategies and principles</p>
		<p>for transport development.</p> <p>http://www.telecom.gov.sk/index/index.php?ids=160211</p>
<p>Government Resolution of the Slovak Republic no. 642/2009 2009</p>	<p>General Implementation Program of NAIADES in the Slovak Republic</p>	<p>This document introduces the Slovak action program for inland waterway transport - NAIADES in slovak terms. In line with the NAIADES action program, some areas have been identified with a view to improving the conditions for inland waterway transport. The aim is a modal shift of goods towards waterway transport. Water transport offers a safe, environmentally friendly mode of transport with free capacities. The NAIADES Master Plan sets the main line of development of waterways and water transport in Slovakia.</p> <p>http://www.rokovania.sk/Rokovanie.aspx/BodRokovaniaDetail?idMaterial=9360</p>

3.2. Transnational documents

3.2.1 European Agreement on Main Inland Waterways of International Importance (AGN Agreement)

AGN Agreement (1996) creates a legal framework for facilitates the coordination of development/investment for inland waterway transport with international significance. This is

mainly aimed at making transport by inland waterways in Europe even more effective and attractive for both users and operators. The AGN was

AGN Agreement defined the network of waterways, which covers the area from the Atlantic to the Ural, thus connecting the European countries, including the Czech Republic, Poland and Slovakia, through which they run the basic shipping routes included in the list of standards and parameters of waterways of international importance.

Additionally, the AGN Agreement also defines the technical parameters of international inland waterways (see chapter 2.3) to implementation by signatories.

The basic bottlenecks of the AGN includes among others the Donau-Oder-Elbe waterways connection



Map 3. Maps of the European waterways (source: www.wikipedia.com)

3.2.2. WHITE PAPER - Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system

The White Paper (2011) presents a new European transport policy for 2012-2020 with a view to 2050. It includes 40 concrete initiatives to build a competitive transport system over the next decade.

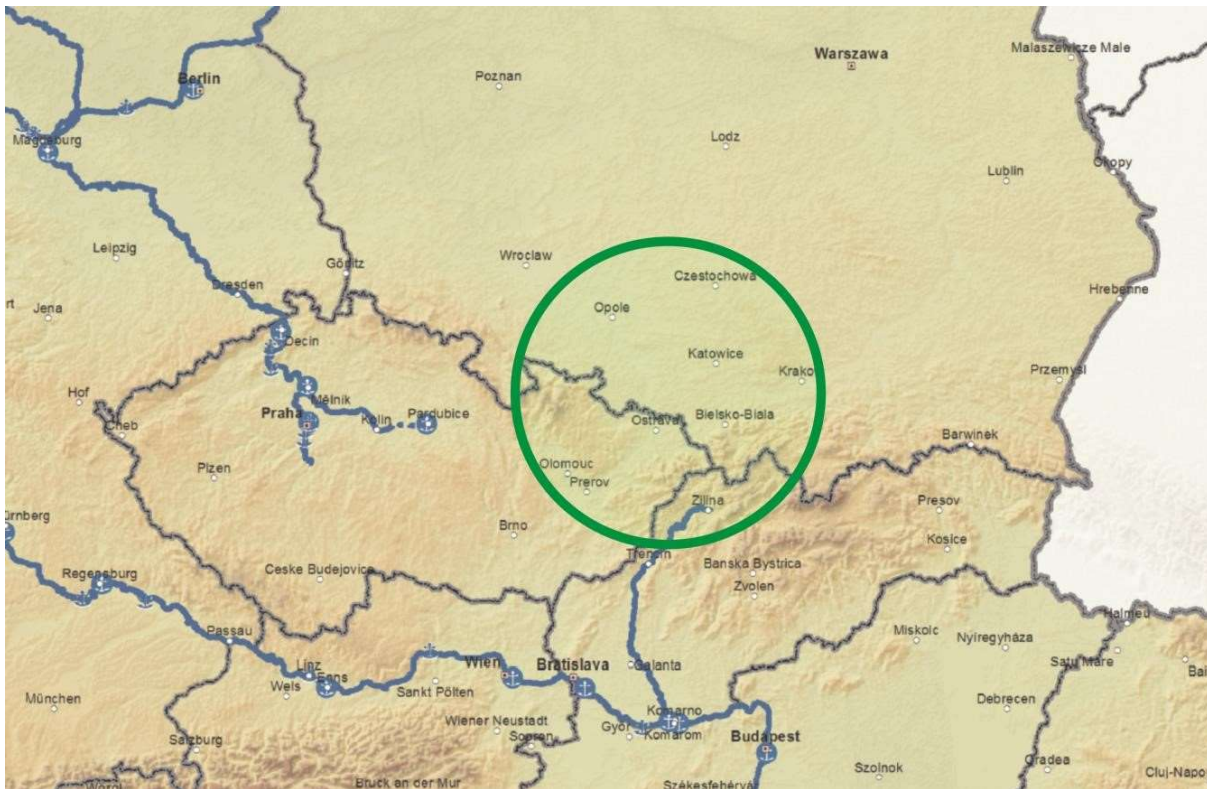
White paper defined „Optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes“ as one of the main goals for a competitive and resource-efficient transport system. It is specified as concrete aim: 30% of road freight over 300 km should

shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors. To meet this goal will also require appropriate infrastructure to be developed.

3.2.3 Regulation European Union No. 1315/2013 of the European Parliament and of the Council

Regulation (2013) defines out the EU guiding principles for the establishment of the Trans-European Transport Network (TEN-T) and the identification of projects of common interest. It sets the main principles of transport infrastructure development, including measures to provide quality services. Regulation defines two periods for its implementation - the global network should be completed by 2050, and its subset, the core network by 2030.

However, this regulation does not include the Oder waterway corridor as one of the entireties of the Danube-Oder(-Elbe) waterway connection. The possible inclusion and implementing it into the TEN-T network is discussing currently at the ministerial level of all three countries - Czech republic, Poland and Slovak Republic, it means the countries on which operates the EGTC TRITIA



Map 4 . Waterways in TRITIA by Regulation No. 1315/2013 of the European Parliament and of the Council (source: www.europa.eu)

3.2.4 Resolution ECMT No. 92/2 on new classification inland waterways

Resolution of European Conference of Ministers of Transport (1992) introduced the division of European waterways into the main classes (I to VII), defined e.g. the minimum and target parameters of the shipbuilding structures, the minimum bridge height and others. It defined too that in future waterway reconstructions of a given category the target parameters should always be reached.

Resolution defined the division of waterway classes according to their importance to waterways of local importance falling (class I to III) and waterways of international importance falling (class IV to VII).

Class	Tonnage (t)	Length (m)	Breadth (m)	Draught(m)	Air Draft(m)
I	180	41	4.70	1.60	3.00
II	500-630	57	7.50-9.00	1.60	3.00
III	470-700	670-70.0	8.20-9.00	1.60 - 2.00	4.00
IV	1.000-1.500	80.0-85.0	9.50	2.50	5.25 / 7.00
Va	1.500-3.000	95.0-110.00	11.40	2.50-4.50	5.25 / 7.00 / 9.00 / 10.00
Vb	3.200-6.000	172.0-185.0	11.40	2.50-4.50	
VIa	3.200-6.000	95.0-110.0	22.80	2.50-4.50	7.00 / 9.00 / 10.00
VIb	6.000-12.000	185.0-195.0	22.80	2.50-4.50	
VIc	9.600-12.000	270.00-280.00	22.80	2.50-4.50	9,10
	9.600-12.000	195.00-200.00	33.00-34.20	2.50-4.50	
VII	14.500-27.000	285.00	33.00-34.20	2.50-4.50	

Table 1. Classification of the European Inland Waterways, east of Elbe
(source: www.wikipedia.org)

MEMORANDUM
AMONG
THE MINISTRY OF TRANSPORT OF THE CZECH REPUBLIC
AND
THE MINISTRY OF MARITIME ECONOMY AND INLAND NAVIGATION
OF THE REPUBLIC OF POLAND
AND
THE MINISTRY OF TRANSPORT AND CONSTRUCTION OF THE SLOVAK
REPUBLIC
ON THE PREPARATION OF THE PROPOSAL OF WATER CORRIDOR DANUBE-
ODER-ELBE

This Memorandum is signed by the Ministry of Transport of the Czech Republic, the Ministry of Maritime Economy and Inland Navigation of the Republic of Poland and the Ministry of Transport and Construction of the Slovak Republic (hereinafter referred to as “the Participants”).

The Participants recognize that inland waterways play the significant role for the development of European Single Market and may be considered as an important segment of the existing TEN-T core network.

The purpose of this Memorandum is to continue developing and expanding the framework of cooperation among the Participants within the framework of the Working Group on the Water Corridor Danube-Oder-Elbe in order to carry out a mutually beneficial Water Corridor Danube-Oder-Elbe Oder Navigation Proposal and make this proposal ready to meet all requirements of an enhancement of waterway class on river Oder as well as requirements of construction of new waterways.

The Participants express their willingness to cooperate in the inclusion the River Oder in the existing TEN-T core network.

The Participants express their readiness to cooperate within the framework of the Water Corridor Danube-Oder-Elbe and apply for EU fundings and other available sources.

The Participants declare their readiness to launch a working platform on navigation on the Oder River within the existing Working Group on the Water Corridor Danube-Oder-Elbe for the further cooperation among other countries interested in the development of the inland waterways network including the Water Corridor Danube-Oder-Elbe and a discussion on future

development regarding navigation on the Oder River and other waterways in the appropriate region on institutional level.

MUTUAL BENEFITS AND INTERESTS

1. The common cooperation aims at strengthening national and subregional cooperation in the field of the construction of new inland waterways in order to support and participate actively in the implementation of the new sustainable development framework between the Participants.
2. The Participants achieve to build a stronger connection by implementing the inland waterways connection within cross-border cooperation. In addition, tools and forms of the cooperation can be renewed or expanded.
3. In order to obtain the funding from the European Commission for the implementation of the common proposal of Water Corridor Danube – Oder – Elbe framework, the Participants expressed a common understanding to adhere to procedures and fulfill responsibilities to provide a feasibility study including economic, environmental and coherent assessment facilities with Water Framework Directive and Floods Directive.
4. The Participants take into account that a working platform on navigation on Oder will be gathered within the Working Group on the Water Corridor Danube-Oder-Elbe Project.

The Participants are ready to take this Memorandum as the principal framework of their cooperation.

This Memorandum is not a document, which contains any obligations in a sense of international law or other legal subjects including private obligations.

In Warsaw on 31 January 2017



FOR THE MINISTRY
OF TRANSPORT OF THE
CZECH REPUBLIC



FOR THE MINISTRY
OF MARITIME ECONOMY
AND INLAND
NAVIGATION OF THE
REPUBLIC OF POLAND



FOR THE MINISTRY
OF TRANSPORT
AND CONTRUCTION
OF THE
SLOVAK REPUBLIC