



WWF Danube-Carpathian-Programme

WWF input to the work session on “hydromorphological alterations”

**Danube River Basin Stakeholder Conference
Budapest, June 28-29 2005**

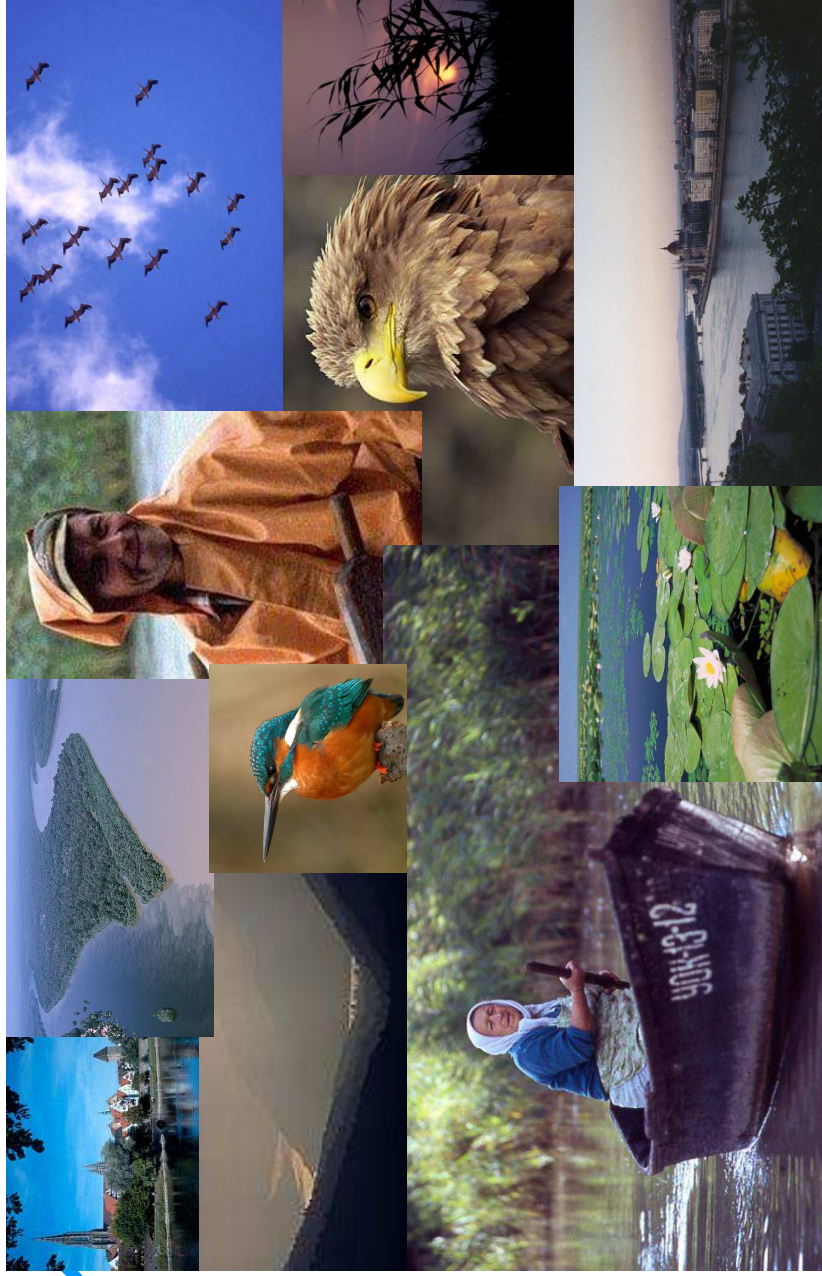
Dr. Christine Bratrich
WWF Danube-Carpathian-Programme



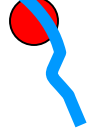


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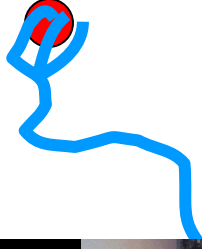
The Danube - Europe's lifeline



Ulm



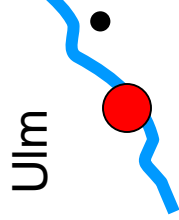
Sulina



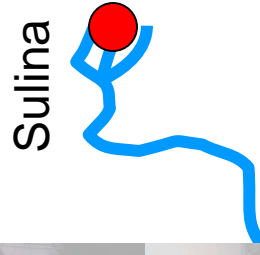


The Danube - Europe's lifeline

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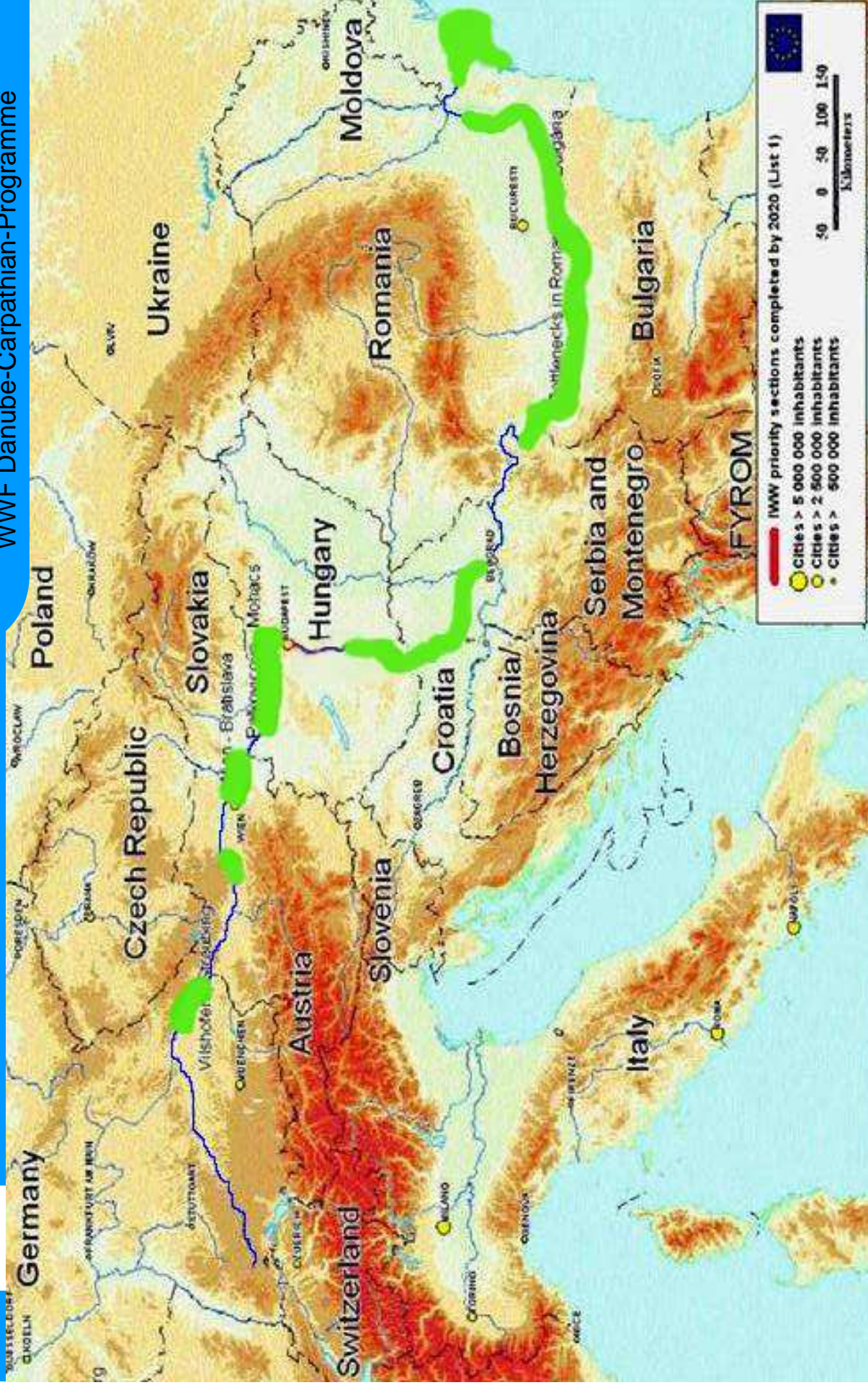


- > 70 RAMSAR sites
- > 50 water related protected areas (international importance)
- UNESCO biosphere reserves & world heritage
- drinking water for 20 Mio. people
- biodiversity
- income sources





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The downside:

(roof report 2004)



- > 700 large dams & weirs (DRB)
- 30% of Danube impounded
- > 80% of length is regulated
- < 20 000 km² loss of former wetlands (only 19% remain)
- 86% of river length is at risk/possibly at risk due to hydromorphological alterations
- 78% provisionally HMWB
2113km: major impact by navigation





WWF's evaluation:

major threat =

Trans European

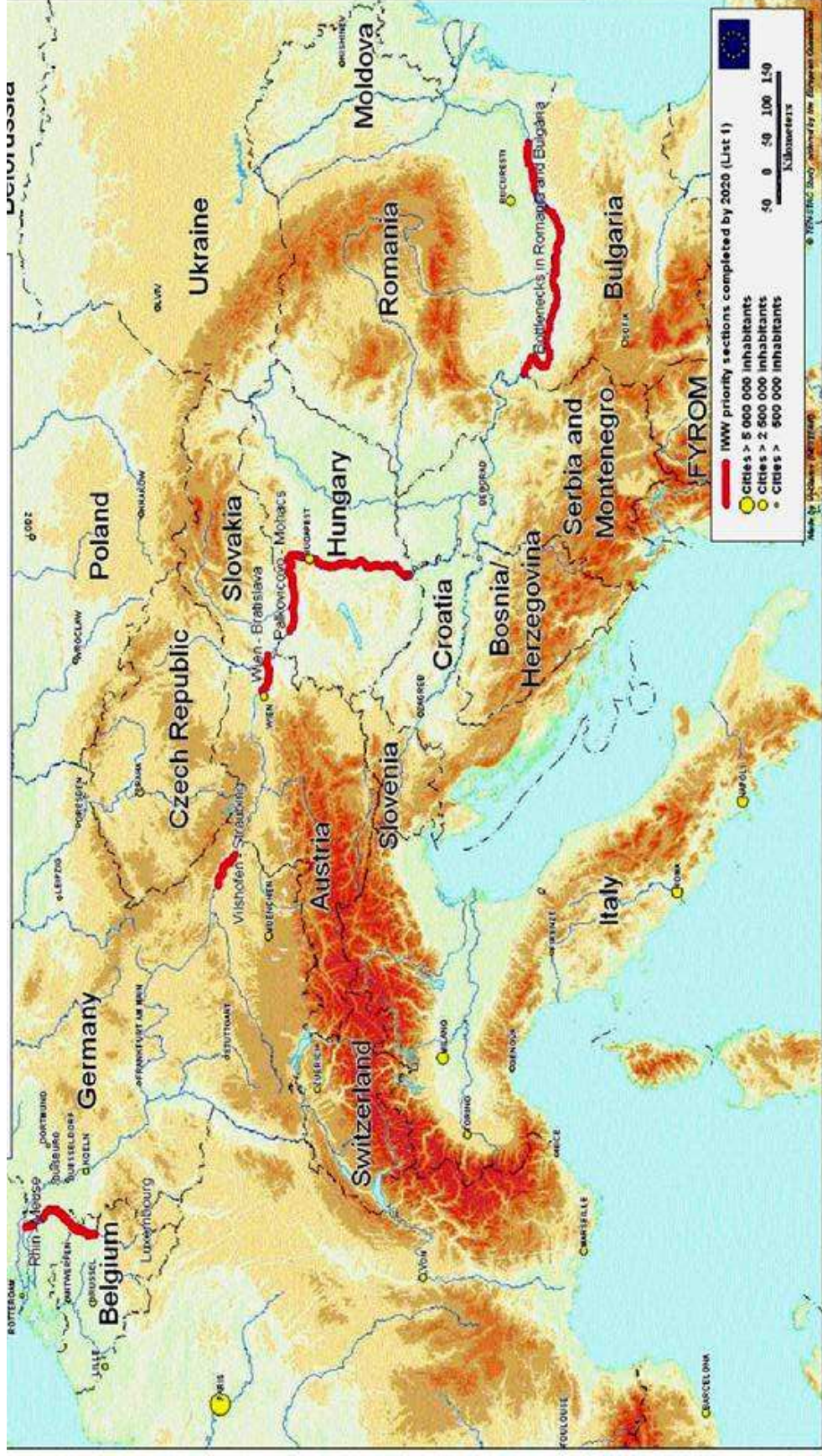
Networks for Transportation
(TENs-T)

following the goal:

to build a **“highway to sea”**

“Danube = Corridor No. 7”

“highway to sea” = “eliminating bottlenecks”

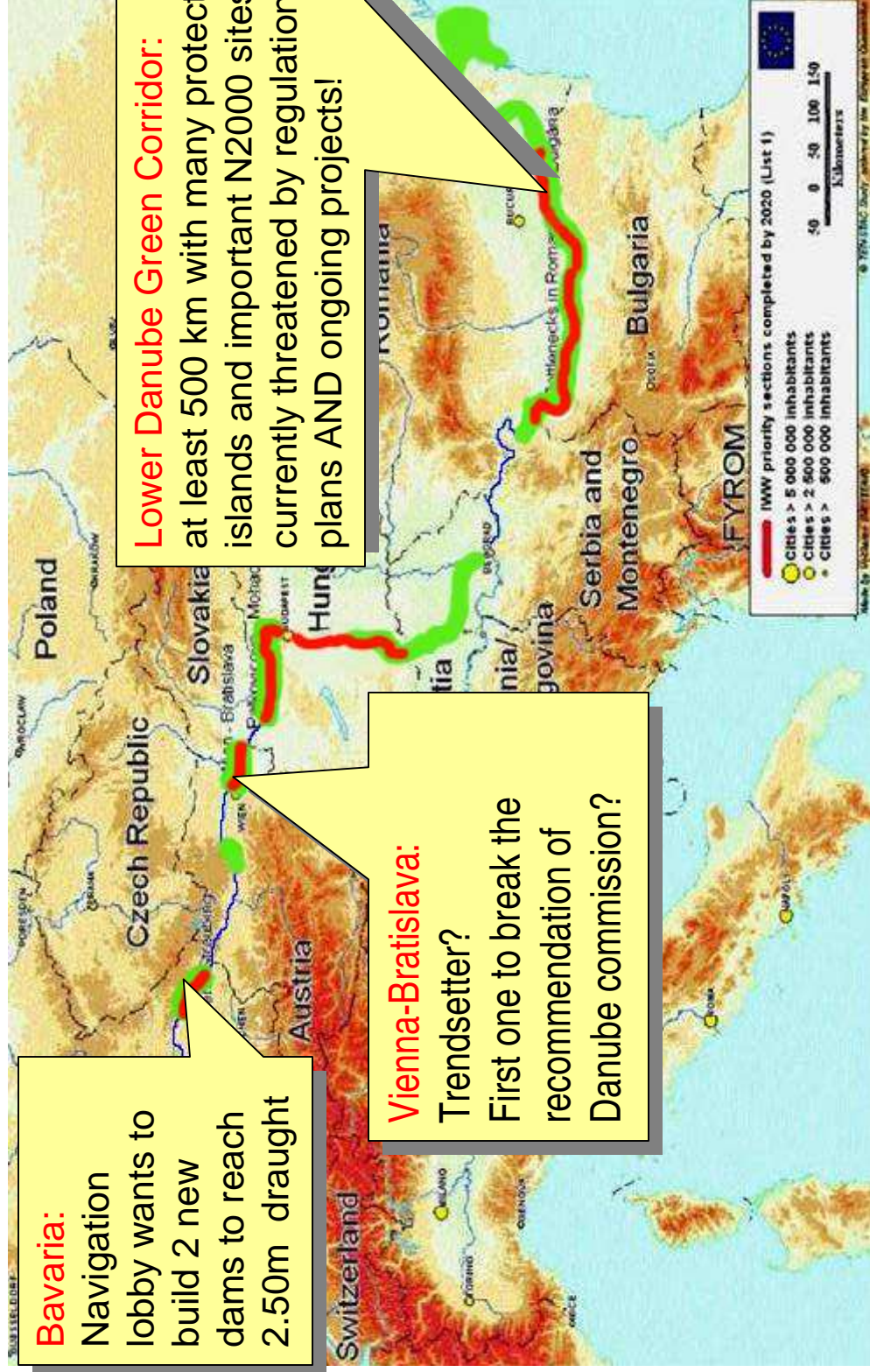


“navigation corridor no. 7” vs. “Danube as a living river system”

Bavaria:
Navigation lobby wants to build 2 new dams to reach 2.50m draught

Vienna-Bratislava:
Trendsetter?
First one to break the recommendation of Danube commission?

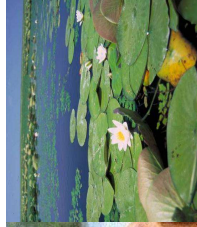
Lower Danube Green Corridor:
at least 500 km with many protected islands and important N2000 sites are currently threatened by regulation plans AND ongoing projects!





WWF's position: approach to minimize the impact:

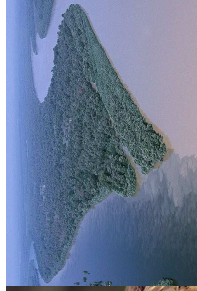
1. Integrated basin-wide planning and assessment process of the whole corridor no.7
2. Combined implementation of TEN-T & WFD
3. Modernisation of the Danube fleet





1. basin wide planning

- the “corridor no. 7” is one transport program and must be the subject of a **basin wide EIA**
- even if SEA directive doesn't apply to TENs-T: ICPDR, NGOs, and the countries should call for a **strategic assessment before EU money** will be spend
- each individual project must be investigated according to its **transboundary impacts** (trendsetter projects!)

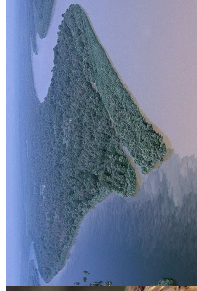




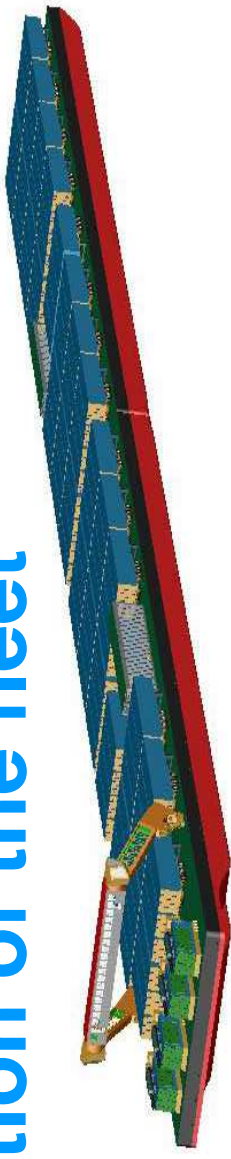
2. combine TENS-T & WFD

New shipping and river engineering projects that would prevent achieving the WFD objectives can only be developed if certain WFD provisions are met, including:

- Art. 4.7 exemption: “New physical modification”, needs strict sustainability tests and mitigation
- Art. 4.8: No other water bodies in the river basin district are affected and other EU laws, including Habitats, Birds and, EIA Directives, are respected
- Art. 4.9: Same level of environmental protection as other EU laws is guaranteed



3. modernization of the fleet



”Spend money for adapting ships to the river
not the river to ships”

- **“Future carrier”** (Germany):
 - 99% reduction of PM₁₀ particles,
 - 70% reduction of NOx emissions,
 - less wave wash and can navigate on shallow waters
- **“Mozart”-type container ships**
 - Keeps cargo capacity without deepening the river
 - by making the vessel wider (22.8m width, 1.7m max. depth)



Summary:

- WWF congratulates ICPDR for its very helpful & informative Roof Report
- Based on the information:
WWF calls for a basin-wide EIA and strategic assessment of the whole TENS-T “corridor no. 7”
- WWF is willing to take the lead on this issue but is convinced that ICPDR must also play a crucial role in this process
- WWF hopes that the ICPDR will lobby for alternatives to the current TENS-T concept in order to ensure WFD objectives can be met





Summary:

**WWF will keep fighting
for a living Danube
and against a pure
“highway to the sea” -**

Hopefully, ICPDR will support this!

