

SPIN- TN, Working Group 3

Innovative Transport Vehicles on the Danube

Comments by Peter Ohse

General

As mentioned in the preamble many common topics concerning both the Rhine and the Danube have been treated in the paper of Professor Müller. The working paper of Professor Radojic pronounces the importance of a further development of the Danube and the influence of waterway condition on ship design. The latter is determined in a early phase of building and cannot be changed without unreasonable afford.

He shows that inland ships operating on the danube have to fulfil other conditions then those operating on the rhine. He also stresses that especially two types of vessels can operate very efficiently on the danube: Container- and RoRo-Ships. It is stressed that container transportation on the danube is in the evolution phase and that it is suitable to compensate congested and undeveloped roadway and railway infrastructure. It is emphasized that most of the danube fleet is outdated and that newbuildings should meet the requirements of the Danube and its tributaries. Professor Radojic also gives recommendations concerning the efficiency depending on the dimensions of the vessel and its purpose.

Specific comments

In this context it is interesting to know if the coefficient of container transport efficiency has been evaluated on existing vessels and under which boundary conditions it can be used. Is it only suitable for the danube and other partly shallow waterways?

An other question concerns page 21. It is mentioned that smaller propellers are advantageous. Figure 2.7 however shows a slight increase in transport efficiency with growing propeller diameter.

An other questions concerns the role of river passenger transport. River cruises increased over the last years. Is there further potential for these field of tourism? Can passenger transport on the Lower Danube with fast vessels be an alternative to railway or road transport?

On the river Rhine tank vessels operate successfully. Can the waterway transport on the Danube profit from the probably growing industrial production and the increasing need for oil or chemical products?

In his recommendations Professor Radojic mentioned that a scrapping policy for old vessels would be advantageous for the Danube. Professor Müller pleads for avoidance of measures for market structures. This point should be discussed.