



LOGISTICS & MARITIME FORUM
European trends and regional perspectives

15-16 February 2017, Piacenza Expo

Douro's Inland Waterway 2020

Raquel Maia





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Douro River



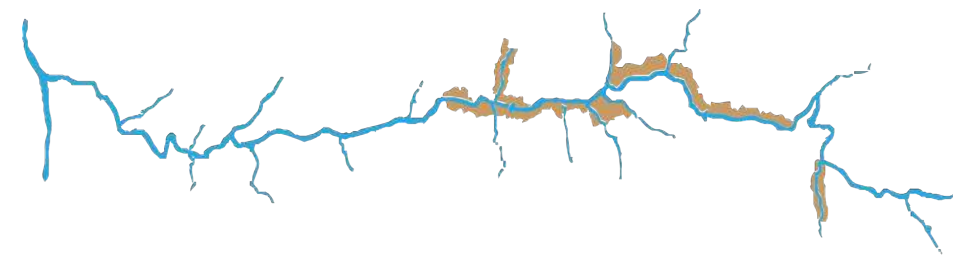
Develops over 208 km from its mouth, in the Atlantic Ocean, between the city of Porto to Barca D'Alva in the border with Spain



Only Portuguese Inland Waterway included in the TEN-T Core network



Feeding point of the Atlantic Corridor / Privileged connection to the Port of Leixões





Douro River – characteristics



Touristic,
commercial
and leisure
activities



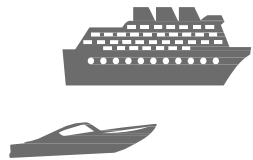
One of the main
access routes to the
Douro Region

Development factor
to the Douro
Region, enhancing
the connection from
Spain (Vega Terrón
port) to the Atlantic
ocean.





Douro River – growth trend



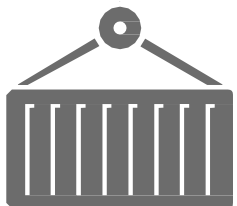
+100 maritime-touristic vessels



947.000 passengers in 2016



47 maritime-touristic operators



31.500 tons of goods in 2016

Germany, The Netherlands, Denmark and Sweden are examples of cargo destinations originated from Sardoura and Várzea do Douro ports



DOURO'S INLAND WATERWAY 2020 PROJECT:



Foster Freight
Transportation



AIM: To provide Douro´s Inland Waterway with the navigability conditions that comply with the European standards



Implementation: 6 Years
Cost: 76 Millions Euros

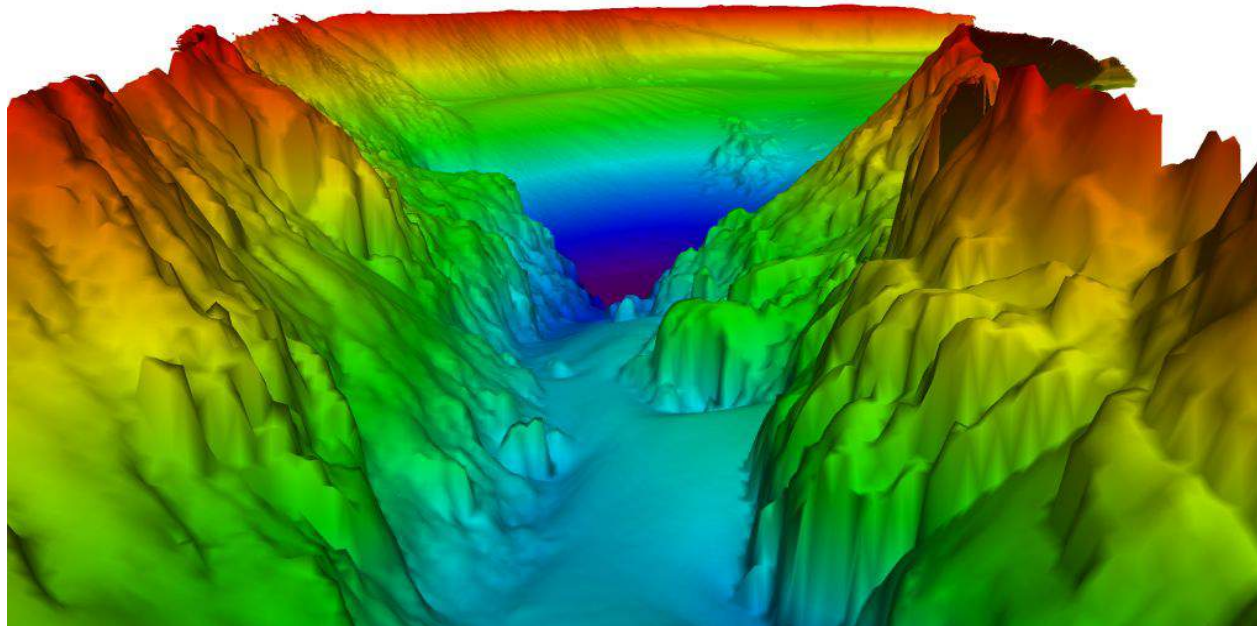


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The DIW project foresees:

The hydrographic survey of the DIW and the electronic charts





The DIW project foresees:

The correction of the channel in two critical sections
(in order to widen and deepen the river in two specific sections to allow for safecrossing of tourism or cargo vessels and boost competitiveness)





The DIW project foresees:

The Implementation of the RIS

River traffic management, traffic information, among other, along the 208 km in the Portuguese border





The DIW project foresees:

The Modernization of the Locks





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The DIW project foresees:

- The implementation of the Emergency Plan
- Professional (re)qualification
- The evaluation of the project's impact in the economy



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Douro's Inland Waterway 2020 Phase I: Already Concluded

Conducting studies and preparatory designs to perform modernization works in the Douro

The topo-hydrographic survey

The final Engineering designs for channel correction in two river sections

The Environment Impact Assessments (EIA)

The study on the rehabilitation and modernization of the locks



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Douro's Inland Waterway 2020 Phase I: Already Concluded

Conducting studies and preparatory designs to perform modernization works in the Douro

The study to define the requirements for the introduction of RIS in the Douro and its integration with port and logistics information systems (PSW and LSW) in Leixões

Completion of a new Emergency Plan

The studies concerning the development of new markets in the DIW



Douro's Inland Waterway 2020 Phase II: In progress

Two proposals were submitted and approved to CEF-T during 2015

1. Safer and Sustainable Accessibility
2. RIS



Douro's Inland Waterway 2020 Safer and Sustainable Accessibility

Timeframe: March 2016 - April 2018

Budget (approx.): €10 million

Funding: 85% under the CEF-T call 2015 Cohesion Envelope –
Pre-identified projects; Inland Core Ports

Improving safety conditions in the Estuary section of the Douro river

1.

Immediate safety concerns in the highest traffic intensity section.

2.

Opportunity to conduct different pilots and tests on future deployment activities foreseen for the waterway.



Douro's Inland Waterway 2020 RIS

Timeframe: March 2016 - April 2018

Budget (approx.): €2.7 million

Funding: 85% under the CEF-T call 2015 Cohesion Envelope –
Pre-identified projects; Inland Core Ports

Deploy the newly
developed RIS

1.

Hardware and software for a fully operating Communication system in the 208 km of the navigation channel

2.

Developed in fully alignment with the minimum requirements of Directive 2005/44/EC.



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Douro's Inland Waterway 2020 Phase II: RIS

- New navigational support systems;
- Hydrologic sensors network;
- CCTV;
- New information systems and external users Portal.



Douro's Inland Waterway 2020

Phase III: one proposal was submitted to CEF-T 2015

- Correction of the geometric layout of the navigation channel;
- Modernization of the 5 navigation locks;
- Other interventions essential to navigation safety





Timeframe: March 2017 - April 2020

Budget (approx.): €59 million

Funding: 85% under the CEF-T call 2016 Cohesion Envelope – Inland Waterways



Main Conclusions

-  DIW project 's is crucial to provide a new, clean and sustainable freight transport mode to landlocked regions of Portugal and Spain, opening a direct access to maritime navigation and their economic development.
-  Douro's Inland Waterway 2020 answers real needs of the inland waterway highlighted by its operators and stakeholders.
-  The project tackles safety-related problems and addresses environmental concerns.
-  Douro's Inland Waterway 2020 aims at achieving a full, safe and secure navigability in line with European standards and the goals of NAIDES II Communication - to its maximum capacity, day round and with a higher capacity for freight.



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Douro's Inland Waterway 2020

Thank you!



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