

RESTORATION OF THE E40 WATERWAY ON THE DNIEPER-VISTULA SECTION From Strategy to Planning



The project will result in a feasibility study assessing the factors of the E40 waterway restoration. Passing through Belarus, Poland, and Ukraine, this trade and transportation route will connect the ports of Gdansk and Kherson at the Baltic and Black Seas respectively.

Countries: Belarus, Poland, Ukraine

Period: December 2013 – November 2015

Budget: € 912 657; EU contribution – € 821 281 (90% of total),

EU Cross-border Cooperation Programme Poland-Belarus-Ukraine 2007-2013

INTERAKCIA IS COORDINATING THE PROJECT AND IS RESPONSIBLE FOR ITS PUBLIC RELATIONS

“This water artery comprises four rivers: the Vistula, Bug, Pripjat, and Dnieper. The overall length of this connection, created at the end of the 18th century, is more than 2000 kilometres. But today its section on the Bug River, between Warsaw and Brest, is unnavigable. The project should bring a clear understanding how to resume navigation between Gdansk and Kherson.”

Nikolai Kotetski, Head of RUMCE Dnepro-Bug Waterway
(Lead partner in the project)



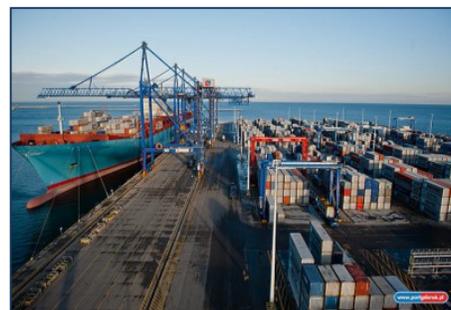
IMPORTANCE OF THE PROJECT

The hydro technical constructions at the Belarusian and Ukrainian sections of the E40 waterway live up to the high standards under the European Agreement on Main Inland Waterways of International Importance.

However, the E40 waterway has no navigable connection between the Vistula (Poland) and the Dnieper-Bug Canal (Belarus) due to bottlenecks, meanders, and rifts on the Polish section of the Bug River.

The restoration of the E40 waterway will boost the economies of Belarus, Poland, and Ukraine, and more specifically, of their neighboring border regions:

- The restored water route will enable to transport up to 4 mln. tons of cargo annually. This will certainly intensify trade between Belarus, Poland, and Ukraine.
- The E40 connection will facilitate multilateral trade between companies from the Eastern Partnership countries and the EU member states, between Europe and the rest of the world.
- Consequently, investment in an up-to-date logistics infrastructure should generate a great deal of new jobs for the neighboring border regions of Belarus, Poland, and Ukraine.
- The regions may turn into new “trade gates” to the European Union and the Eurasian Economic Union.
- Finally, shipping cargo via the E40 will be ecological: CO2 emissions (per a ton-km) from inland water transport are 1.5 times less than from railway transport and 5 times less than from road freight transport.



OBJECTIVES

Overall objective: By preparing a feasibility study for the restoration of the international waterway E40 and conducting a thorough analysis of its circumstances to increase the economic attractiveness and transport accessibility of the Polish, Belarusian, and Ukrainian border regions.

- To prepare and approve a feasibility study for the restoration of the E40 waterway, which would reflect concerns of all relevant stakeholders.
- To raise public awareness of a priority restoration scenario (which is to be proposed in a feasibility study) at regional, national and European levels.
- To lay down an institutional framework for the implementation of activities necessary for the restoration of the E40 waterway.

SIGNIFICANT RESULTS

- In March 2014, the Commission on the Development of the E40 Waterway on the Dnieper-Vistula Section was established. The Commission supervises the implementation of the project.
- In October 2014, a consortium that will be developing a comprehensive feasibility study was chosen through an international tender. The consortium includes organizations from Belarus, Germany, Poland, and Ukraine; the Maritime Institute in Gdansk (Poland) heads the consortium.
- On October 29, 2014, Kujawsko-Pomorskie, Mazowieckie, Lubelskie, Pomorskie (Gdansk), and Warmińsko-Mazurskie voivodeships signed a special cooperation "list" to reactivate the E40 connection.
- The project has been already presented to the EU politicians: at a special conference at the Polish Sejm (May 2014); at a parliamentary conference of the Council of the Baltic Sea States (August 2014) in Olsztyn, Poland, and during the Eastern Partnership Days (November 2014) in Brussels.

62 articles and 9 TV reports on the E40 restoration have appeared in newspapers, on websites and TV channels since December 1, 2013 (start of the project).

The leading Belarusian, Polish, and Ukrainian media have been paying attention to the project, e.g., a Belarusian TV channel ONT and a Polish newspaper Gazeta Wyborcza.



"In 2013, only 0.3% of the total freight (768 mln. tons) were carried via the inland waterways in Poland. And in 2003, this figure was 0.8%. Therefore, it is very important to support initiatives aimed to improve the inland waterway transportation in Poland, as well as in the neighboring countries. Reactivation of the E40 waterway can accelerate the socio-economic development in Poland, Belarus, Ukraine, and Russia."

Dr. Katarzyna Świerczewska-Pietras
Member of the Commission on the Development of the E40 Waterway on the Dnieper-Vistula Section

PARTNERS IN THE PROJECT

Belarus: Lead partner – Republican Unitary Maintenance and Construction Enterprise Dnepro-Bug Waterway, Local Foundation for Promotion of International Dialogue and Cooperation Interakcia, Brest Regional (Oblast) Executive Committee; **Poland:** Marshal Office of Lublin Voivodeship, Association for Regional and Local Development Progress; **Ukraine:** Volyn Regional Department of Water Resources, Volyn Association of Scientists and Innovators