

- (b) Six projects could not make full use of the improvements resulting from the works because of nearby bottlenecks limiting their effectiveness. This was the case for the railway bridges in Deggendorf (DE) and in Kolín (CZ), but also for the bridges at the Albert Canal (BE), the lock in Fankel (DE) and the boat lift in Niederfinow (DE) (see for example **Box 3** and **Picture 3**).

Box 3

The boat lift in Niederfinow

A boat lift in Niederfinow, between Berlin and the Polish border, had to be renewed because the old boat lift had become obsolete. The new boat lift had a cost of 284 million euro, of which 48.5 million euro was financed by the ERDF. It was planned with a deeper draught in order to cope with vessels carrying heavier loads. The project was designed on the assumption that the remaining part of the channel would be dredged in order to increase its draught accordingly. However, according to a recent prioritisation of rivers carried out by the German authorities, this channel is of such low priority (category 'C') that no further major improvements will be carried out on that river. Therefore, the improved draught of the boat lift will not be exploited.

The project is still ongoing. However, the limited fairway depth will limit the profitability of inland navigation and thus reduce the potential increase in transport capacity.

Picture 3

Construction of the new boat lift in Niederfinow



Source: European Court of Auditors.