

Shipping on the border

Environmental dimensions in the development of steam navigation in the Lake Constance region

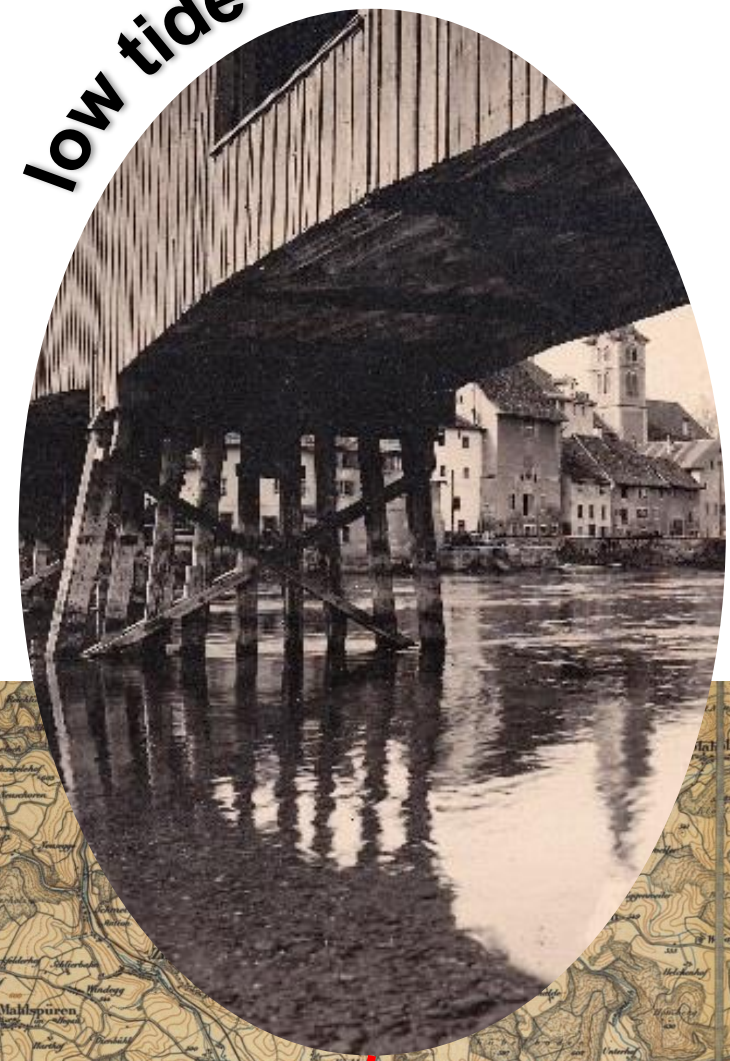
Research questions

1. How did natural limits affect steam navigation in the region?
2. Which modifications in landscape and waters were necessary to overcome these natural limits and to develop a modern transport infrastructure?
3. How did further aspects of transport ecology shape the navigation on Lake Constance?

Sources



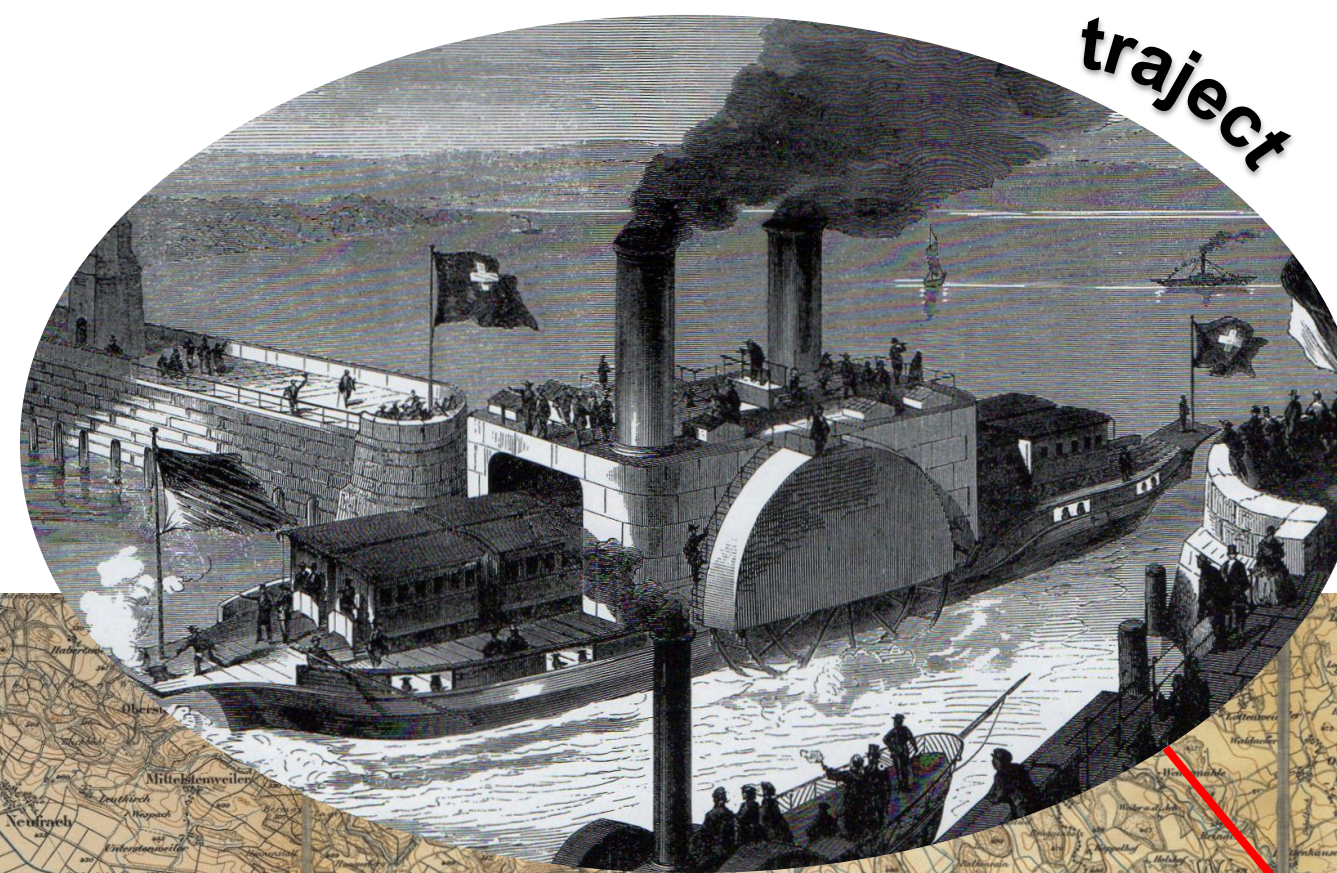
low tide



high tide



traject



port & train station



snow & ice



stream current



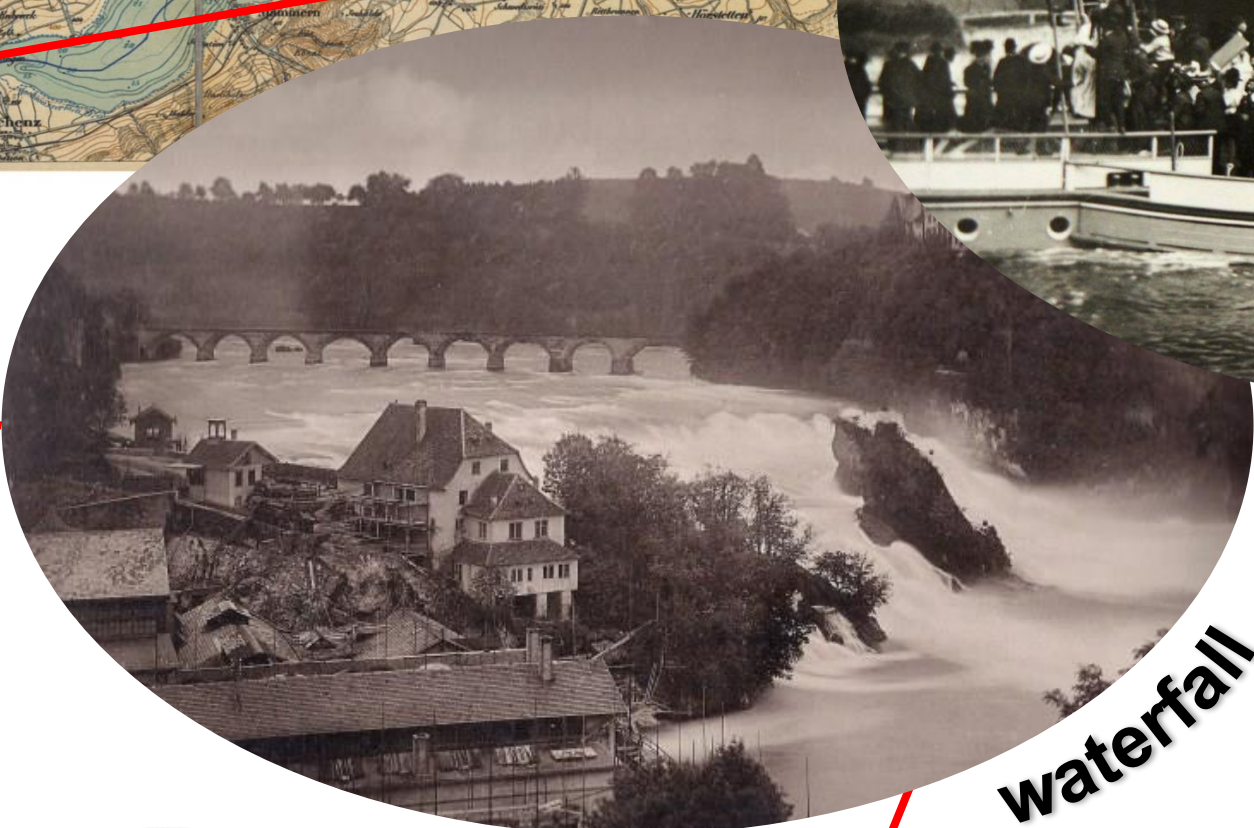
port & train station



fog & storm



waterfall



Three stages of development:

1. Phase of introduction: steamships depended on natural conditions (1824 to 1840)
2. Phase of modification: building of transport infrastructure, small adaption of waters and landscapes to the needs of transport industry (1840 to 1880)
3. Planning phase: Various, mostly unrealised plans for an integration of the region into larger, transnational transportation systems (1890 to 1973)

Three important factors of influence:

1. Nature, infrastructure and customer needs required different steamship characteristics and in some cases even different types of vessels.
2. Lack of natural resources: Fast construction of railway lines was existential, but it brought equally raise and decline of shipping routes.
3. Borders: Up to five states negotiated every aspect of navigation together. Each state built its own (shipping) infrastructure and competed against the others.

Literature

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Findings