

# Project Data Sheet

BASIC PROJECT DATA			
<b>Full project title:</b>	River Information Services Corridor Management Execution		
<b>Short project title:</b> (acronym)	RIS COMEX	<b>Project logo:</b>	
<b>Project website:</b>	<a href="http://www.riscomex.eu">www.riscomex.eu</a>	<b>Project ID:</b>	PA1A120
<b>Need and added value for Danube Region Strategy:</b>	<p>Previous RIS implementation projects mainly focused on the realisation of national RIS infrastructure with some pilot activities related to the international exchange of RIS data.</p> <p>RIS COMEX now focuses on the seamless availability and easy-to-access relevant information for fairway users and other logistics stakeholders as well as relevant authorities in order to increase efficiency of inland navigation based on existing infrastructure.</p>		
<b>Objective(s) of project:</b>	Main intention of the project is to realise so-called Corridor RIS Services for authorities and logistics users within inland navigation and to transfer those Corridor Services into sustainable operation.		
<b>Planned project activities:</b>	<ol style="list-style-type: none"> <li>1. Elaboration of, and commitment to the RIS COMEX Master Plan (Corridor Service List) to be defined and implemented within the project</li> <li>2. Definition of the individual Corridor Services</li> <li>3. Agreement on the Corridor RIS Concept (system architecture) enabling the realisation of the defined Corridor Services</li> <li>4. Specification, implementation, test and evaluation of the defined Corridor Services based on the agreed concept</li> <li>5. Establishment of legal, organisational and financial frameworks for sustainable operation of the implemented Corridor Services beyond the project end date</li> </ol>		
<b>Transboundary impact:</b>	<p>As the key focus of the project is put on the realisation of Corridor Services, the following RIS COMEX Corridors were defined:</p> <ul style="list-style-type: none"> <li>• Danube Corridor: Germany-Austria-Slovakia-Hungary-Croatia-Serbia-Bulgaria-Romania</li> <li>• Rhine Corridor: Germany-Netherlands-France</li> <li>• Amsterdam-Antwerp-Liege Corridor: Netherlands-Belgium</li> <li>• Amsterdam-Antwerp-Brussels Corridor: Netherlands-Belgium</li> <li>• Mosel Corridor: Germany-France-Luxemburg</li> <li>• Elbe Corridor: Germany-Czech Republic</li> <li>• Dunquerque-Scheldt Corridor: France-Belgium</li> </ul> <p>The involved countries, to be precise the governmental and logistics users from that countries will benefit from the project by having ideally seamless information available (on Corridor Level or even on EU level) enabling route planning, voyage planning, efficient traffic management, optimised logistics processes and the reduction of administration</p>		

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	burdens.		
<b>Project beneficiaries / target groups:</b>	Authorities and logistics users involved in inland navigation.		
<b>STATUS AND TIME FRAME</b>			
<b>Current project phase:</b> (please tick a box)	<input type="checkbox"/> Definition (e.g. project idea, abstract) <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input checked="" type="checkbox"/> Implementation <input type="checkbox"/> Completion		
<b>Start date:</b>	February 2016	<b>End date:</b>	December 2022
<b>Notes:</b>	<p>The year 2016 was used for a proper project start phase defining in detail the work programme, the RIS COMEX Master Plan and other important issues enabling an efficient execution of the project.</p> <p>The project duration was extended to December 2022.</p>		
<b>PROJECT TEAM</b>			
<b>Project leader:</b>	Austrian Ministry of Transport, Innovation and Technology (Coordinating applicant) via donau – Österreichische Wasserstraßen-Gesellschaft mbH (Project Coordinator)		
<b>Project partner(s):</b>	<ul style="list-style-type: none"> <li>• Staat der Nederlanden, Ministerie van Infrastructuur en Milieu, Rijkswaterstaat, Dienst Verkeer en Watermanagement, established in Netherlands</li> <li>• Bundesministerium für Verkehr und digitale Infrastruktur, established in Germany</li> <li>• nv De Scheepvaart, established in Belgium</li> <li>• Grand-Duche de Luxembourg, established in Luxembourg</li> <li>• Ministère de l'Environnement, de l'Energie et de la Mer, established in France</li> <li>• Ministry of Construction, Transport and Infrastructure – Directorate for Inland Waterways, established in Serbia</li> <li>• Romanian Naval Authority, established in Romania</li> <li>• Waterwegen en Zeekanaal NV, established in Belgium</li> <li>• Ministry of National Development, established in Hungary</li> <li>• Ministerstvo dopravy, výstavby a regionálneho rozvoja Slovenskej republiky, established in Slovakia</li> <li>• Bulgarian Ports Infrastructure Company, established in Bulgaria</li> <li>• Ministry of Maritime Affairs, Transport and Infrastructure, established in Croatia</li> <li>• Ministry of Transport of the Czech Republic, established in Czech Republic</li> </ul>		
<b>Contact person:</b>	<b>Name:</b>	-	
	<b>Organisation:</b>	via donau – Österreichische Wasserstraßen-Gesellschaft mbH	

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	<b>Address:</b>	Donau City Straße 1, A-1220 Vienna	
	<b>Phone:</b>	-	
	<b>E-Mail:</b>	-	
	<b>Website:</b>	<a href="http://www.viadonau.org">www.viadonau.org</a>	
<b>FINANCING</b>			
<b>Available:</b> (please tick a box)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Partly	<input type="checkbox"/> No
<b>Total budget:</b>	26,501,194 EUR		
<b>Source(s) and amount (potential sources for project ideas):</b> (please tick a box and provide further info)	<input checked="" type="checkbox"/> National/regional funds:	10,895,854 EUR national funds	
	<input checked="" type="checkbox"/> EU funds:	15,605,340 EUR Connecting Europe Facility (CEF)	
	<input type="checkbox"/> IFI loans:		
	<input type="checkbox"/> Private funds:		
	<input type="checkbox"/> Other:		
<b>PROJECT ENVIRONMENT</b>			
<b>Project cross-reference:</b>	-		
<b>Cross-reference ID(s):</b>	-		
<b>Strategic reference:</b>	-		
<b>Relevant legislation:</b>	-		
<b>Other:</b>	-		
<b>EUSDR EMBEDDING</b>			
<b>Relation to other Priority Areas of the Danube Region Strategy:</b> (please tick a box)	<input type="checkbox"/> PA1b: To improve mobility and multimodality – Road, rail and air links <input type="checkbox"/> PA02: To encourage more sustainable energy <input type="checkbox"/> PA03: To promote culture and tourism, people and people contacts <input type="checkbox"/> PA04: To restore and maintain the quality of waters <input type="checkbox"/> PA05: To manage environmental risks <input type="checkbox"/> PA06: To preserve biodiversity, landscapes and the quality of air and soils <input type="checkbox"/> PA07: To develop the knowledge society through research, education and information technologies		

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	<input type="checkbox"/> PA08: To support the competitiveness of enterprises, including cluster development <input type="checkbox"/> PA09: To invest in people and skills <input type="checkbox"/> PA10: To step up institutional capacity and cooperation <input type="checkbox"/> PA11: To work together to promote security and tackle organised and serious crime
<b>EUSDR COMPLIANCE</b>	
<b>Compliance with targets of the Danube Region Strategy:</b> (please tick a box)	<input checked="" type="checkbox"/> Increase the cargo transport on the river by 20% by 2020 compared to 2010. <input type="checkbox"/> Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2020. <input type="checkbox"/> Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020. <input checked="" type="checkbox"/> Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2020. <input type="checkbox"/> Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.
<b>Compliance with actions of the Danube Region Strategy:</b> (please tick a box)	<input type="checkbox"/> To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way. <input type="checkbox"/> To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections. <input type="checkbox"/> To modernise the Danube fleet in order to improve environmental and economic performance. <input type="checkbox"/> To coordinate national transport policies in the field of navigation in the Danube basin. <input type="checkbox"/> To support Danube Commission in finalising the process of reviewing the Belgrade Convention. <input type="checkbox"/> To develop ports in the Danube river basin into multimodal logistics centres. <input type="checkbox"/> To improve comprehensive waterway management of the Danube and its tributaries. <input type="checkbox"/> To promote sustainable freight transport in the Danube Region. <input checked="" type="checkbox"/> To implement harmonised River Information Services (RIS). <input type="checkbox"/> To invest in education and jobs in the Danube navigation sector.
<b>Affiliation to thematic working group of Priority Area 1a of the EUSDR:</b> (please tick a box)	<input type="checkbox"/> Waterway infrastructure and management <input type="checkbox"/> Ports and sustainable freight transport <input type="checkbox"/> Danube fleet <input checked="" type="checkbox"/> River Information Services <input type="checkbox"/> Education and jobs

OTHER RELEVANT ISSUES	
<b>Project requirements:</b>	<p>The main requirement is to come to an agreement about the Corridor Services to be realised within the project together with the execution of the necessary measures (also on national level) in order to provide seamless availability of the relevant information to the identified users.</p> <p>Furthermore, in case of the realisation of common infrastructure, the execution of joint procurements based on a shared cost principle is a key factor.</p> <p>Last but not least, the establishment of the necessary frameworks to ensure sustainable operation and the transfer of the implemented Corridor Services into sustainable operation is the most specific success criteria by the end of the project.</p>
<b>Follow-up project:</b>	<p>The necessity of a potential follow-up project will be investigated based on the (intermediate) project results, and will be reflected in the Corridor RIS Master Plan that shall recommend further actions beyond the project end date.</p>
<b>Any other issues:</b>	-