

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	Upgrading of Inland Waterway and Sea Ports		
Short project title: (acronym)	INWAPO	Project logo:	
Project website:	-	Project ID:	PA1A060
Need and added value for Danube Region Strategy:	Central Europe's inland waterways offer economical and environmentally friendly freight transport, but this potential is not sufficiently exploited. Major reason for the unsatisfactory role inland navigation plays in coping with the ever growing freight volumes in Central Europe is the lack of functional integration of the ports with their potential hinterland and also with other ports and an underdeveloped function of tri-modality. The main aim of the INWAPO project was to activate the unexploited potential of waterborne transport in Central Europe and to develop the ports' infrastructure and new waterway services. The conducted INWAPO project was in line with the objectives of the European Union's Danube Region Strategy and contributed to the preparation of investments in multimodal port infrastructure and to the promotion of new transport services in close cooperation with the logistics sector. The further development of the Danube ports plays an important role in increasing the competitiveness of inland waterway transport and multimodality in Central Europe. Comprising a team of 13 partners from 7 countries, the INWAPO project focused on three different waterway systems: the Danube river, the Northern Adriatic range as well as the Czech and Polish waterways.		
Objective(s) of project:	The general objective of the project was to provide support to the implementation of the investments in intermodal infrastructures and the activation of new intermodal transport services. The specific objectives that the project intended to achieve were the following: • promoting better connections of Central European (CE) ports with their hinterland as well as between other ports, with focus on the relations between inland ports and maritime ports; • promoting better integration of different transport modes in the CE area, with specific attention on investments in inter-modal solutions and ICT applications for inland and sea ports; • ensuring the development of trimodal transport hubs of the CE area and the balanced development of road, rail, maritime and inland waterway transport; • supporting the activation of new transport services along the Danube river.		
Conducted project activities:	The cooperation within INWAPO, aiming to foster freight traffic on Central European waterways, has concentrated on the followings topics: ▪ Analysis of the potential waterborne transport volume, coordinated by Public Ports JSC (SK) ▪ Needs assessments, coordinated by Mazovia Development Agency (PL) ▪ Feasibility of new links, coordinated by Port of Vienna (AT) ▪ Pilot Actions, coordinated by Freeport of Budapest (HU)		

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	Specifically, the common actions taken were: • identification of a common approach to the definition of the hinterland and of the waterborne potential for maritime and river ports; • identification of the weaknesses and potentials of the solutions for waterborne transportation; • analysis on the existing waterborne and tri-modal transport services and potentials; • definition of common benchmarks for inland and sea ports, in order to assess the needs of the involved ports in terms of infrastructures and links/services to improve the tri-modality; • analysis on investment needs, elaboration of investment plans and business needs; • feasibility studies on new transport services; • support to the investment preparation and testing of new services; • environmental analysis focused on the potential impact of increased transport volumes on the river and maritime environment and elaboration of recommendations to improve the environmental impacts of the planned investments.		
Transboundary impact:	The project covered Austria, Italy, Slovenia, Hungary, Poland, Slovakia and the Czech Republic. In line with the objectives of the project, ports on three different waterway systems (the Danube river, the waterways of the Northern Adriatic range as well as the Czech and Polish waterways) have been developed. INWAPO has promoted a better coordination among decision makers and stakeholders involved within the logistics multimodal field, allowing for a growth in competitiveness of the alternatives to road transportation. In this perspective, the initiative has supported better and more sustainable connections in Central Europe in order to lead port authorities, national, regional and local institutions to identify best policies promoting more environment friendly ways of transportation.		
Project beneficiaries / target groups:	• Inland and maritime ports • Infrastructure users and customers • National authorities		
STATUS AND TIME FRAME			
Current project phase: (please tick a box)	☐ Definition (e.g. project idea, abstract) ☐ Preparation (e.g. project proposal, feasibility study) ☐ Implementation ☒ Completion		
Start date:	10/2011	End date:	09/2014
Notes:	-		

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PROJECT TEAM		
Project leader:	Venice Port Authority / Italy	
Project partner(s):	• via donau – Austrian Waterway Management Company / Austria • Port of Vienna / Austria • Ministry of Transport of the Czech Republic / Czech Republic • Regional Development Agency of Usti Region, PLC / Czech Republic • Central Directorate for Water and Environment / Hungary • Freeport of Budapest Logistics Ltd. / Hungary • Trieste Port Authority / Italy • E.I.N.E. North Eastern Industrialization bodies / Italy • Mazovia Development Agency Plc / Poland • Slovak Shipping and Ports JSC / Slovakia • Public Ports JSC / Slovakia • Luka Koper, port and logistics system d.d. / Slovenia	
Contact person:	Name:	-
	Organisation:	Port of Vienna
	Address:	Seitenhafenstraße 15, 1023 Wien, Austria
	Phone:	-
	E-Mail:	-
	Website:	www.hafenwien.com
FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	3,808,299 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	624,185 EUR (State budget of CE partners)
	☒ EU funds:	3,047,282 EUR (ERDF); funded in the Central Europe Transnational Cooperation Programme (area of intervention: 2.2 Developing Multimodal Logistics' Cooperation)
	☐ IFI loans:	
	☒ Private funds:	136,832 EUR (CE partners)
	☐ Other:	

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PROJECT ENVIRONMENT	
Project cross-reference:	To develop container transport on the Danube (project example in EUSDR Action Plan). This project example was realised within the project INWAPO.
Cross-reference ID(s):	-
Strategic reference:	- European Action Programme for Inland Waterways Transport (NAIADES) - EU2020 Strategy - Trans-European Transport Network (TEN-T)
Relevant legislation:	–
Other:	–
EUSDR EMBEDDING	
Relation to other Priority Areas of the Danube Region Strategy: (please tick a box)	☒ PA1b: To improve mobility and multimodality – Road, rail and air links ☐ PA02: To encourage more sustainable energy ☐ PA03: To promote culture and tourism, people and people contacts ☐ PA04: To restore and maintain the quality of waters ☐ PA05: To manage environmental risks ☐ PA06: To preserve biodiversity, landscapes and the quality of air and soils ☐ PA07: To develop the knowledge society through research, education and information technologies ☒ PA08: To support the competitiveness of enterprises, including cluster development ☐ PA09: To invest in people and skills ☒ PA10: To step up institutional capacity and cooperation ☐ PA11: To work together to promote security and tackle organised and serious crime
EUSDR COMPLIANCE	
Compliance with targets of the Danube Region Strategy: (please tick a box)	☒ Increase the cargo transport on the river by 20% by 2020 compared to 2010. ☐ 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 2015. ☒ 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. ☒ Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015.

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	☐ 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.
Compliance with actions of the Danube Region Strategy: (please tick a box)	☒ To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way. ☐ To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections. ☐ To modernise the Danube fleet in order to improve environmental and economic performance. ☐ To coordinate national transport policies in the field of navigation in the Danube basin. ☐ To support Danube Commission in finalising the process of reviewing the Belgrade Convention. ☒ To develop ports in the Danube river basin into multimodal logistics centres. ☐ To improve comprehensive waterway management of the Danube and its tributaries. ☒ To promote sustainable freight transport in the Danube Region. ☒ To implement harmonised River Information Services (RIS). ☐ To invest in education and jobs in the Danube navigation sector.
Affiliation to thematic working group of Priority Area 1a of the EUSDR: (please tick a box)	☐ Waterway infrastructure and management ☒ Ports and sustainable freight transport ☐ Danube fleet ☐ River Information Services ☐ Education and jobs
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–
Any other issues:	–