

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	Coordinated deployment of the Fairway Rehabilitation & Maintenance Master Plan for the Danube and its Navigable Tributaries		
Short project title: (acronym)	FAIRway Danube	Project logo:	
Project website:	www.fairwaydanube.eu	Project ID:	PA1A108
Need and added value for Danube Region Strategy:	<p>“Solving the 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” is among the targets of Priority Area 1a of the European Union Strategy for the Danube Region. The Fairway Rehabilitation and Maintenance Master Plan (FRMMP) set out the necessary actions in order to reach recommended Levels of Service. The FRMMP was endorsed by the majority of Transport Ministers of the Danube Region on 3rd December 2014 and set out in the accompanying conclusion document. The Regulation (EU) No 1315/2013 on Union guidelines for the development of the trans-European transport network (TEN-T Regulation) requires Member States to upgrade a so-called TEN-T Core Network by 2030, so that minimum requirements for the transport infrastructure are fulfilled.</p> <p>The FRMMP is mentioned in the Work Plan of the European Coordination for the Rhine-Danube Core Network Corridor. Accompanied by the Innovation and Networks Executive Agency (INEA) of the European Commission, the project has been carried out in a harmonized way in 6 countries: Austria, Slovakia, Hungary, Croatia, Bulgaria and Romania. The Federal Ministry of Transport, Innovation and Technology (bmvit) together with via donau – Austrian Waterway Company undertook the joint project coordination.</p>		
Objective(s) of project:	<p>Within six years, from July 2015 to December 2021, FAIRway Danube significantly improved the level of information on the Danube fairway. The main objective was the provision of reliable, harmonized and up-to-date information on shallow sections, water levels and water level forecasts. In order to be able to survey regularly and to collect comparable data along the Danube, suitable surveying instruments and vessels were purchased in Slovakia, Hungary, Croatia, Romania and Bulgaria. Additional automatic gauging stations were also deployed in the course of the project.</p> <p>Based on that, waterway administrations were able to optimise the fairway routing and design appropriate rehabilitation measures. The project partners made the gathered information on the fairway available to the public and the users of the waterway.</p> <p>The pilot operation of new and harmonised services for waterway users and the possibility of actively participating and contributing to the definition of technical requirements and operative processes were essential elements of FAIRway Danube. Therefore, the involvement of all relevant stakeholders has been the core of the evaluation of the pilots.</p>		
Planned project activities:	<ul style="list-style-type: none"> • Update national action plans regularly (twice a year, October and May) • Concerted purchase of advanced equipment for hydrological services (37 gauging stations, 5 surveying and 4 marking vessels) • Carry out pilot activities and evaluate results: <ul style="list-style-type: none"> ○ Collection of basic data for all critical sections of the Danube waterway ○ Analysis and evaluation of the data collected as basis for coherent monitoring of the navigation status 		

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	<ul style="list-style-type: none"> ○ Harmonised water level forecasts ○ Optimised routing of the fairway based on current depth measurements • Develop innovative approaches in the area of aerial monitoring, modern Aids to Navigation, and any other supporting tools for fairway rehabilitation • Pre-feasibility study for the rehabilitation of the lock-chambers of Gabčíkovo (already completed) and the upgrade of the Lower Váh (ongoing) 		
Transboundary impact:	<p>The Danube region including navigable tributaries.</p> <p>By preparing the implementation of the Fairway Rehabilitation and Maintenance Master Plan, the proposed study enhanced a coordinated approach in solving navigability problems along the entire Danube and navigable tributaries. As a result, the waterway as an economic lifeline has been improved.</p>		
Project beneficiaries / target groups:	Waterway administrations within the Danube Region. The outcomes of the study led to benefits for commercial waterway users.		
STATUS AND TIME FRAME			
Current project phase: (please tick a box)	<input type="checkbox"/> Definition (e.g. project idea, abstract) <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input type="checkbox"/> Implementation <input checked="" type="checkbox"/> Completion		
Start date:	01.07.2015	End date:	31.12.2021
Notes:	-		
PROJECT TEAM			
Project leader:	bmvit - Federal Ministry for Transport, Innovation and Technology and via donau – Österreichische Wasserstraßen-Gesellschaft mbH		
Project partner(s):	SK	Ministry of Transport, Construction and Regional Development of the Slovak Republic	
	HU	Hungarian Ministry of National Development	
	HR	Ministry of Maritime Affairs, Transport and Infrastructure	
	BG	Executive Agency For Exploration And Maintenance Of The Danube River (EAEMDR)	
	RO	Administrația Fluvială a Dunării de Jos R.A. Galati (AFDJ) and Administrația Canalelor Navigabile (ACN)	
Contact person:	Name:	-	
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FINANCING		
Available: (please tick a box)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partly <input type="checkbox"/> No	
Total budget:	23,400,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	<input checked="" type="checkbox"/> National/regional funds:	
	<input checked="" type="checkbox"/> EU funds:	19,600,000 EUR Connecting Europe Facility 2014-2020, TRANSPORT CALLS FOR PROPOSALS 2014
	<input type="checkbox"/> IFI loans:	
	<input type="checkbox"/> Private funds:	
	<input type="checkbox"/> Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	NEWADA, NEWADA duo, Danube STREAM	
Cross-reference ID(s):	PA1A005 (Newada), PA1A015 (Newada duo), PA1A126 (Danube STREAM)	
Strategic reference:	<p>“Solving the 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 2012” is among the targets of Priority Area 1a of the European Union Strategy for the Danube Region. The Fairway Rehabilitation and Maintenance Master Plan (FRMMP) set out the necessary actions in order to reach recommended Levels of Service.</p>	
Relevant legislation:	<p>TEN-T Regulation, The Regulation (EU) No 1315/2013 on Union guidelines for the development of the trans-European transport network (TEN-T Regulation) requires Member States to upgrade a so-called TEN-T Core Network by 2030, so that minimum requirements for the transport infrastructure are fulfilled.</p>	
Other:	<p>Fairway Rehabilitation and Maintenance Master Plan / EUSDR PA1a</p> <p>Conclusions on effective waterway infrastructure rehabilitation and maintenance on the Danube and its navigable tributaries, Danube Ministers Meeting, Brussels, 3rd December 2014.</p> <p>The FRMMP was endorsed by the majority of Transport Ministers of the Danube Region on 3rd December 2014 and set out in the accompanying conclusion document.</p>	
EUSDR EMBEDDING		
Relation to other Priority Areas of the Danube Region Strategy: (please tick a box)	<input checked="" 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 checked="" 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 <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
EUSDR COMPLIANCE	
Compliance with targets of the Danube Region Strategy: (please tick a box)	<input checked="" type="checkbox"/> Increase the cargo transport on the river by 20% by 2020 compared to 2010. <input checked="" 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 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.
Compliance with actions of the Danube Region Strategy: (please tick a box)	<input checked="" type="checkbox"/> To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way. <input checked="" 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 checked="" 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 checked="" type="checkbox"/> To improve comprehensive waterway management of the Danube and its tributaries. <input checked="" type="checkbox"/> To promote sustainable freight transport in the Danube Region. <input type="checkbox"/> To implement harmonised River Information Services (RIS).

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	<input type="checkbox"/> 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)	<input checked="" type="checkbox"/> Waterway infrastructure and management <input type="checkbox"/> Ports and sustainable freight transport <input type="checkbox"/> Danube fleet <input type="checkbox"/> River Information Services <input type="checkbox"/> Education and jobs
OTHER RELEVANT ISSUES	
Project requirements:	<p>Active participation and involvement of key stakeholders. This organised by a high-level advisory board and a waterway user forum.</p> <p>European and national co-financing for the procurement of equipment as well as for follow-up works is essential.</p>
Follow-up project:	<p>The project is embedded within European policy initiatives, international agreements and legal framework. It makes use of the Connecting Europe Facility, but also the European Structural and Investment Funds (ESIF). The activities of NEWADA duo and its follow-up are complementary to the investment-focussed CEF-Study.</p>
Any other issues:	<p>The project is planned to be strategically guided by an Advisory Board (PAC1a, Member States, Danube Commission, Sava Commission, Inland Navigation Europe), as well as a Waterway User Forum (Pro Danube International, etc.).</p>