Annex 4

DATA SHEETS FOR PROJECTS
IN LINE WITH THE TARGETS/ACTIONS OF PA 1A

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Integrated River Engineering Project on the Danube East of Vienna**		
Short project title: (acronym)	IREP	**Project logo:**	
Project website:	www.donau.bmvit.gv.at	**Project ID:**	PA1A031
Need and added value for Danube Region Strategy:	On a section with a total length of about 48 km, from the Freudenau river power plant in Vienna to the Austrian-Slovakian border, the Danube is free-flowing. Due to reduced sediment transport downstream of the power plant in Vienna, a degradation of the riverbed has taken place since its completion in 1998, resulting in a decoupling of the river and its floodplains as well as in falling groundwater levels. Additional ecological deficits were caused by river engineering structures which were erected in past centuries and which endanger the habitats of typical local flora and fauna. Regarding navigable conditions, there are inadequate fairway depths and restricted fairway widths in this section, which negatively affect the competitiveness of inland waterway transport, both in Austria and on an international level, as the majority of transports on the Danube waterway on Austrian territory is of international and long-distance character.		
Objective(s) of project:	The Integrated River Engineering Project on the Danube East of Vienna is an integrated overall project with the following objectives: • Riverbed stability • Improvement of ecological conditions • Improvement of nautical conditions		
Planned project activities:	• Granulometric riverbed improvement in order to stabilize the riverbed: reduction of riverbed erosion by adding larger gravel sizes within the natural grain size spectrum • River bank restoration to improve ecological conditions: removal of riprap, reconnection of side arms • Riverbed adjustments to improve of nautical conditions: optimization of low water regulation (design of new groynes and training walls and removal/adaptation of old structures), dredging & dumping		
Transboundary impact:	As the transport of goods on the Danube and its tributaries has an international and long-distance character, the entire Danube region will benefit from the project.		
Project beneficiaries / target groups:	• Shipping companies • Danube Floodplains National Park		
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		

Project Data Sheet

	☐ Completion		
Start date:	01.2007	**End date:**	t.b.d.
Notes:	Interdisciplinary monitoring of the project is ongoing since 2005. Five pilot projects were finished between 1998 and 2009 which featured measures on five different sectors within the project area (side arm reconnection, river bank restoration and groyne optimization). In February 2012, the pilot project at Bad Deutsch-Altenburg was started on a sector with a length of approx. 3 km with the aim to gain experience and reducing technical and economical risks for the Integrated River Engineering Project by realizing in natura all measures foreseen in the integrated project in one sector for the first time.		

PROJECT TEAM		
Project leader:	via donau – Österreichische Wasserstraßen-Gesellschaft mbH / Austria	
Project partner(s):	Federal Ministry for Transport, Innovation and Technology / Austria	
Contact person:	**Name:**	Dieter Pejrimovsky
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	Website:	www.via-donau.org

FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	223,100,000 EUR (index 2006)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	State budget is assigned on the basis of a long-term agreement and the actual government programme, but based on yearly budgets
	☒ EU funds:	Actual decision: TEN-T MAP 2007-2015: 22,400,000 EUR (2007-AT-18020-P - 50% for pilot projects, 20% for the implementation of the overall stretch)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT

Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Communication from the Commission on the promotion of inland waterway transport "NAIADES" – an integrated European action programme for inland waterway transport (SEC(2006) 34) • Priority Project 18 of the Trans-European Transport Networks (TEN-T) of the European Union • Austrian National Action Plan Danube Navigation (NAP) • Austrian Government Programme 2008-2013, Section "Infrastructure-Transport," Chapter 1.3. Inland Navigation • Austrian Implementation of the Water Framework Directive
Relevant legislation:	• Measure pursuant to the Austrian Federal Waterways Act 2004; §2, sub-section 1 • National legislation (water, navigation, environmental, and others) is mainly incorporated by an EIA • Water Framework Directive
Other:	• Five pilot projects are already implemented in the stretch • "Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin" and the PLATINA Manual for sustainable waterway planning
OTHER RELEVANT ISSUES	
Project requirements:	The project is realized in an environmentally sensitive area. Therefore it was necessary to incorporate the needs of the Danube Floodplain National Park in the project. Interdisciplinary planning and stakeholder involvement are key issues for successful project implementation.
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Complex solution for Danube stretch upstream of Bratislava**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A075
Need and added value for Danube Region Strategy:	The project is being discussed in the Slovak–Austrian Commission on Transboundary Waters in order to solve problems concerning the required parameters of the Danube waterway (fairway).		
Objective(s) of project:	To ensure the required fairway parameters of the Danube waterway from the confluence of March tributary to the city of Bratislava (from river-kilometre 1,880.260 to 1,862.000).		
Planned project activities:	Project activities depend on an agreement with the Austrian authorities, as parts of this sector constitute the common border between the Slovak Republic and Austria.		
Transboundary impact:	All Danube countries - to fully improve the navigability of Danube waterway, to ensure required parameters of Danube waterway (Danube Commission recommendations).		
Project beneficiaries / target groups:	Freight forwarders, logistic service providers, inland ship owners, inland terminal operators, shippers, cargo handlers, ship brokers and agents, ship construction, equipment producers, multimodal transport operators and other users of the Danube waterway.		

STATUS AND TIME FRAME			
Current project phase: (please tick a box)	[x] Definition (e.g. project idea, abstract) [ ] Preparation (e.g. project proposal, feasibility study) [ ] Implementation [ ] Completion		
Start date:	2012/2013	**End date:**	t.b.d.
Notes:	–		

PROJECT TEAM		
Project leader:	Waterborne Transport Development Agency / Slovakia	
Project partner(s):	–	
Contact person:	**Name:**	Vladimír Novák
	Organisation:	Waterborne Transport Development Agency
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Project Data Sheet

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	Website:	www.arvd.gov.sk
FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	t.b.d.	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	State budget (project planning)
	☒ EU funds:	For project planning and realisation
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	• EU Transport White Paper • AGN and UNECE Blue Book • EU NAIADES Action Programme • TEN-T Priority Project No. 18 • Danube Commission's Recommendations • Water Transport Development Concept of the Slovak Republic • Water Management Policy of the Slovak Republic	
Relevant legislation:	• Act No. 338/2008 on Inland Water Transport of the Slovak Republic • Announcement No. 22/2001 on the Classification of Inland Waterways of the Slovak Republic	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	Agreement with Austria (EIA, SEIA)	
Follow-up project:	The discussion between Slovakia and Austria was started in 2010 within the Slovak–Austrian Commission on Transboundary Waters.	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Complex solution for Danube stretch downstream of Bratislava (Water Structure Gabčíkovo–Nagymaros)**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	www.gabcikovo.gov.sk	**Project ID:**	PA1A076
Need and added value for Danube Region Strategy:	Construction of a multipurpose hydro-technical system for power generation, flood prevention and navigation improvement on the Hungarian-Slovakian common border section of the Danube.		
Objective(s) of project:	To ensure the required fairway parameters of the Danube waterway on the common border between the Slovak Republic and Hungary from river-kilometre 1,811.000 to 1,708.200 (Danube Commission recommendations).		
Planned project activities:	Project activities depend on an agreement with the Hungarian authorities, as this stretch of the Danube waterway constitutes the common border between the Slovak Republic and Hungary.		
Transboundary impact:	All Danube countries - to fully improve the navigability of Danube waterway, to ensure required parameters of Danube waterway (Danube Commission recommendations).		
Project beneficiaries / target groups:	Freight forwarders, logistic service providers, inland ship owners, inland terminal operators, shippers, cargo handlers, ship brokers and agents, ship construction, equipment producers, multimodal transport operators and other users of the Danube waterway.		
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:	1977	**End date:**	t.b.d.
Notes:	For the project, a treaty was signed in 1977. In 1997, the international Court of Justice in The Hague issued a verdict that both Hungary and Slovakia had breached certain legal obligations of the treaty. Discussions about solutions to the dispute are ongoing within the Slovak-Hungarian session of the Plenipotentiary of the Slovak Republic for Construction and Operation of Gabčíkovo–Nagymaros Hydropower Scheme. The Slovakian Gabčíkovo Water Structure began its operation in 1992.		

PROJECT TEAM	
Project leader:	Plenipotentiary of the Slovak Republic for Construction and Operation of Gabčíkovo–Nagymaros Hydropower Scheme
Project partner(s):	• Vodhospodárska výstavba, š.p.

	• Slovenský vodohospodársky podnik, š.p.	
Contact person:	**Name:**	Peter Hatiar
	Organisation:	
	Address:	
	Phone:	
	E-Mail:	
	Website:	

FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	t.b.d.	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	State budgets
	☐ EU funds:	
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• EU Transport White Paper • AGN and UNECE Blue Book • EU NAIADES Action Programme • TEN-T Priority Project No. 18 • Danube Commission's Recommendations • Water Transport Development Concept of the Slovak Republic • Water Management Policy of the Slovak Republic
Relevant legislation:	• Act No. 338/2008 on Inland Water Transport of the Slovak Republic • Announcement No. 22/2001 on the Classification of Inland Waterways of the Slovak Republic
Other:	–

OTHER RELEVANT ISSUES	
Project requirements:	Agreement and join solution with Hungary.
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Rehabilitation of the riverbed and the right bank of the Danube river from km 1,382 to km 1,433**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	www.vodniputovi.hr	**Project ID:**	PA1A038
Need and added value for Danube Region Strategy:	The section of the Danube river from river-km 1,433 to 1,382 is considered to be one of the most critical parts of the Danube waterway on its course through the Republic of Croatia – in terms of stability of the riverbed, navigation conditions and dissemination of sediment and ice. Due to the frequent movement of the river mainstream, the Danube has alternately eroded both the right and the left river banks on this section. For this reason, during the last century training works were carried out on this sector of the Danube, a little more intense in the period from the 1960s to the early 1990s. The works were carried out with the aim to stabilize the river banks and the riverbed and to allow unhindered navigation. Due to the lack of maintenance in this section (warfare during the 1990s, lack of the financial resources), there has been a progressive deterioration of the fairway and the river banks. Especially significant are the progressive erosion of the right bank of the Danube in the area of the national park Kopački Rit, particularly during periods of high water levels, and the serious lack of fairway depths during periods of the low water levels. In this area, the Danube plays a major role for the Kopački Rit Nature Park because it is feeding water to the area and defines the water regime. In order to ensure an adequate water regime, to protect the river banks from further erosion and to decrease the frequency of morphological changes in the riverbed of the Danube, it is necessary to repair the above-mentioned section of the river in the form of regulatory structures. This is to ensure the stability of the river banks and the riverbed; the water, sediment and ice permeability and the maintenance of navigation parameters required by the AGN and the Recommendations of the Danube Commission. In view of the transport needs in the Danube region it is obvious that the regulation of this section of the Danube is extremely important for the improvement of the physical capacity of the international waterway of the Danube river. It will contribute to the improvement of mobility and multimodality in the Danube Region. In the same time, this project will contribute to increasing inland waterway transport, to the removal of obstacles to navigability and to the establishment of effective waterway infrastructure management in the Danube region.		
Objective(s) of project:	The main objective of the project is to ensure unhindered and safe navigation under the maximum draft in accordance with the AGN (European Agreement on main Inland Waterways of International Importance) and Danube Commission's Recommendations, an adequate water regime, protection of the right river bank from further erosion and fundamental morphological changes in the riverbed.		
Planned project activities:	• Environmental impact study is available; • Development of the detailed design; • Execution of the river training works (two T-groynes, sill and revetments) to ensure requirements of the international waterway navigability of the Danube river and protection of the right bank.		

Project Data Sheet

Transboundary impact:	Republic of Croatia, Hungary, Republic of Serbia. As the transport of goods on the Danube and its tributaries has an international and long-distance character, the entire Danube region will benefit from the project.		
Project beneficiaries / target groups:	• Industries in the Danube Region (especially steel, oil, fertilizer and agriculture production); • Shipping industries; • Ports; • Tourism (especially nautical tourism); • Inland waterway authorities of the Croatia and Serbia		
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 (detailed design) ☐ Completion		
Start date:	–	**End date:**	–
Notes:	Preliminary design completed, EIA completed, assessment process ongoing; resolving the border relations with Serbia is in the process.		
PROJECT TEAM			
Project leader:	Ministry of Maritime Affairs, Transport and Infrastructure of Croatia		
Project partner(s):	For each part of the project (e.g. detailed design, EIA, works) different project leader will be nominated		
Contact person:	**Name:**	Ana Barišić	
	Organisation:	Ministry of Maritime Affairs, Transport and Infrastructure	
	Address:	Krležin Govozd 1a, 10000 Zagreb, Croatia	
	Phone:	+385 1 37 83 913	
	E-Mail:	ana.barisic@mmpi.hr	
	Website:	www.mmpi.hr	
FINANCING			
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No		
Total budget:	40,000,000 EUR (indicative)		
Source(s) and amount (potential sources for	☐ National/regional funds:		

project ideas): (please tick a box and provide further info)	☒ EU funds:	Instrument for Pre-Accession Assistance Structural Funds
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	• European Action Programme for Inland Waterway Transport (NAIADES) • White Paper: "European Transport Policy for 2010: Time to Decide" • TEN-T Policy • SEETO Core Network • Platform for the implementation of NAIADES (PLATINA) • Transport strategies of Croatia	
Relevant legislation:	• Convention on the Navigation Regime on the Danube (Belgrade Convention 1948) • TEN-T Guidelines • European Agreement on Main Inland Waterways of International Importance (AGN)	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	Continuing international cooperation and mutual efforts on problem solution. Regulation and waterways designs have to be harmonized and verified by Croatia and Serbia with the respect to the international conventions and agreements.	
Follow-up project:	–	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Regulation works on the Danube river on km 1,323 (Sotin)**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	www.vodniputovi.hr	**Project ID:**	PA1A037
Need and added value for Danube Region Strategy:	The Danube river near the village of Sotin at river-km 1,322 causes erosion of the extremely dilapidated right bank which might result in the undermining and subsequent collapse of a high bank on which the village and the local church are situated. Besides the village, with the removal of the coast, the Danube would directly endanger the archaeological site of the old Roman settlement. Based on the cartographic material and by inspecting the situation on the ground, a considerable expansion of the river's flowing profile can be observed. Erosion of the river's right bank has the effect of increasing its width and decreasing the depth of flow profiles of the river. This phenomenon negatively reflects on the conditions of navigation which is substantial at lower water levels. The Danube river on its course through Croatia is classified as international waterway class VIc and is related to the time necessary to provide the required dimensions for navigation. In addition to everything mentioned above, it is also necessary to add that if it comes to the removal of the bank this will also influence the changes in river flows which is not negligible in relation to the border issues with the Republic of Serbia and the international waterway of the Danube.		
Objective(s) of project:	This project would prevent the formation of sandbars, which is an obstacle for navigation while simultaneously protecting the coast from collapsing.		
Planned project activities:	Implementation of river training works (sill and two T-groynes)		
Transboundary impact:	The project is located on the common border stretch of the river between the Republic of Croatia and the Republic of Serbia. As the transport of goods on the Danube and its tributaries has an international and long-distance character, the entire Danube region will benefit from the project.		
Project beneficiaries / target groups:	• Citizens of Sotin; • Shipping industries; • Ports		
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:	2011	**End date:**	2016
Notes:	Preliminary design, location permit - outgoing		

Project Data Sheet

PROJECT TEAM		
Project leader:	Ministry of Maritime Affairs, Transport and Infrastructure of Croatia	
Project partner(s):	For each part of the project (e.g. detailed design, EIA, works) different project leader will be nominated	
Contact person:	**Name:**	Ana Barišić
	Organisation:	Ministry of Maritime Affairs, Transport and Infrastructure of Croatia
	Address:	Krležin Govozd 1a, 10000 Zagreb, Croatia
	Phone:	+385 1 37 83 913
	E-Mail:	ana.barisic@mmpi.hr
	Website:	www.mmpi.hr

FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	4,800,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☒ EU funds:	Instrument for Pre-Accession Assistance Structural Funds
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• European Action Program for Inland Waterway Transport (NAIADES) • White Paper: "European Transport Policy for 2010: Time to Decide" • TEN T Policy • Platform for the implementation of NAIADES (PLATINA) • Implementation of River Information Services in Europe (IRIS Europe)
Relevant legislation:	• TEN-T Guidelines • European Agreement on Main Inland Waterways of International Importance

	(AGN)
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Preparation of Necessary Documentation for River Training and Dredging Works on selected locations along the Danube River in Serbia**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A021
Need and added value for Danube Region Strategy:	Critical sections on the Danube River in Serbia are identified in the Master Plan for IWW Transport in Serbia (2006). On those sections fairway parameters are not established in accordance to Danube Commission Recommendations. River training works are needed in order to achieve fairway parameters which would improve navigation conditions in terms of safety. Elimination of critical sections will contribute to the improvement of mobility on the Danube River, the Pan-European Transport Corridor VII.		
Objective(s) of project:	Necessary designs and tender documentation for river training works on five critical sections on the Danube River in Serbia finalized, in order to start river training works and improve navigation safety conditions.		
Planned project activities:	1. Preparation of Pre-feasibility study and general designs for all critical sections on the Danube River from Bezdan to Belgrade 2. Preparation of Feasibility study and conceptual designs for all critical sections on the Danube River from Bezdan to Belgrade 3. Preparation of main designs and tender documentation for 5 selected critical sections on the Danube River from Bezdan to Belgrade		
Transboundary impact:	Some critical sections are located at the Serbian-Croatian joint section of the Danube River. Cooperation is needed between administrations of two countries regarding environmental impact in cross-border area (both countries signed the ESPO convention). Cooperation is needed in terms of achieving common technical solutions for designs for critical sections located on the joint section. This cooperation will be executed within the Commission for implementation of Serbian-Croatian Bilateral Agreement on Navigation (signed in 2009).		
Project beneficiaries / target groups:	Main beneficiaries of the project are Ministry of Infrastructure and Energy and Directorate for Inland Waterways.		
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:	13.05.2011	**End date:**	12.01.2013
Notes:	Project activity no. 1 – preparation of pre-feasibility study and general design for all critical sections – has been finalised.		

Project Data Sheet

PROJECT TEAM		
Project leader:	Witteveen+Bos (Netherlands)	
Project partner(s):	• Energoprojekt (Serbia) • DHI (Denmark)	
Contact person:	**Name:**	Ivan Mitrovic
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	E-Mail:	imitrovic@plovput.rs
	Website:	www.plovput.rs

FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	1,850,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☒ EU funds:	1,850,000 EUR (Instrument for Pre-Accession Assistance 2010)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Master Plan for IWW Transport in Serbia (2006) • Serbian Transport Development Strategy for Period 2008-1015 (2008) • General Master Plan for Transport in Serbia (2009).
Relevant legislation:	• Serbian Law on Navigation and Orts on Inland Waterways (2010) • Serbian Law on Environmental Impact Assessment • Serbian Law on Strategic Environmental Impact Assessment

	• Serbian Law on Spatial Planning and Construction • Danube Commission Recommendations • AGN (UNECE).
Other:	In Master Plan for IWW Transport in Serbia (2006) priority projects are identified, among them river training works on critical sections on the Danube River. Preparation of this document was funded by the EU.
OTHER RELEVANT ISSUES	
Project requirements:	Collection of relevant hydrographic survey data together with hydrological data is needed, in order to prepare hydraulic model. All data are collected, and hydraulic model is being prepared at this moment. No critical issues are foreseen.
Follow-up project:	The follow-up project is planned. It will be execution of River Training Works on five critical locations for which main designs and tender documentation are prepared. Objective of the project is elimination of critical sections, which will contribute to the improvement of mobility on the Danube River, the Pan-European Transport Corridor VII. The value of the project is EUR 12,000,000 (including contracts for works and contract for supervision). Potential source of funding is IPA 2012 programme, and the programming is ongoing.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Improvement of navigation in the joint Bulgarian-Romanian section of the Danube river from km 530 to km 520 – Batin and from km 576 and to 560 – Belene**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A011
Need and added value for Danube Region Strategy:	The number of the bottom sills which serve to re-direct the river flow and regulate the water quantities is insufficient. The facilities are built in the region of Belene. One of them is located within the Belene island channel and is in good technical condition. The other one blocks the Milka island channel. It had an impact for a short period of time (for a period of 10 years) but due to the method of its construction it is not functional at the moment. For the part of the Danube downstream of the Iron Gates II the recommended minimal depth of the channel is 25 dm below the reference navigation and regulation level (RNRL), which ensures usage of up to 94%. The recommended minimal width of the navigation channel (at RNRL – 25dm) amounts to 180 m with minimal radius of the curves when fairway turns – 1000 m. With respect to these minimal technical parameters of the fairway, recommended by the Danube Commission and the existing situation, it should be noted that the least available depth is the predominant factor affecting the navigational conditions as it determines the allowable draft of the vessels and hence the carrying capacity of the fleet. According to data supplied by the Executive Agency for Exploration and Maintenance of the Danube River the following minimal depths have been recorded for the 5-years period 2006 – 2010: • Belene island – least available depth of 16 dm and duration in which depth was under 25 dm of 392 days • Batin island - least available depth of 17 dm and duration in which depth was under 25 dm of 262 days The banks and islands are subject to erosion due to the water flow and the unstable soil layers which often changes the direction of the fairway. The improvement of the navigation conditions in the Bulgarian section of the Danube River corresponds to the conclusions of the Report of the High Level Group on the Trans-European transport network, 27 June 2003 (Van Miert Report) for development of the Rhine-Main-Danube link. The optimization of the navigation conditions and the increasing of the level of safety will transfer a big part of the freight road and railway traffic to waterway, which is in compliance with the established transport policy of the European Union (the White Paper for EU transport policy till 2010).The transport costs as a whole are expected to reduce significantly (about 30%). The increasing of the passengers and freight traffic along the inland waterways is a precondition for the renewal of the fleet and increasing of the number of the private transport operators.		
Objective(s) of project:	The main objective of the project is to ensure the recommended from the Danube Commission fairway parameters (to improve the navigational conditions) in the two of the most critical sections of the Danube River and to secure the international navigation and ensure the passage of vessels throughout the whole year in these sections. The project should partly improve the river bed and the banks, including islands.		

	This will allow the river flow to be controlled, in a way that will secure free navigation in two of the most critical bottlenecks in the joint Bulgarian-Romanian section of the Danube River, namely in the section between km 530 and km 520 – Batin and the section between km 576 and km 560 – Belene. Through the implementation of this project there will be achieved some economical, social and ecological results as well. They are: 1. Increasing the safety of the navigation 2. Decreasing of the transport costs 3. Promoting the usage of combined transport of freights and construction of new terminals 4. Employment during the implementation of the project for a period of about 3 years 5. Secondary effect of the project implementation will be the protection of the state territory (riverbanks and islands) from erosion.
Planned project activities:	The main strategy for improvement of navigation includes implementation of the following measures: • limitation of the riverbed widening by bank protection at certain locations with erosion of banks and islands caused by the river flow which will not allow further appearance of shallows that could lead to general decreasing of depths; • control and limitation of the river flow by construction of groins and bottom sills at certain locations and partial closing of some secondary branches (between a riverbank and an island) to average water levels and thus helping the natural processes of river deepening including its self-washing capacity; • performance of maintenance dredging at certain locations in the navigable part of the river as this measure is occasional and depends on the expected deposits accumulation mostly after a high water level period. The combination of engineering measures at some locations for avoiding the riverbed widening with minimal maintenance dredging volumes is the preferred strategy for improvement of the navigation conditions by the specialised administrations of Bulgaria and Romania.
Transboundary impact:	The project is a transboundary one and it will be implemented on the territory of Bulgaria and Romania. The activities will address the bottlenecks in the Danube under the responsibility of the two countries so that this part of the Lower Danube will be directly affected. Due to the fact that the improvement of the navigational conditions in the common Romanian-Bulgarian sector would lead to increasing of the inland waterway transport along the whole river, it could be considered that all the Danube riparian countries will be affected.
Project beneficiaries / target groups:	Due to its transboundary character the project will benefit a wide range of stakeholders from different countries as shipping companies, skippers, transport and logistics companies etc.
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

Project Data Sheet

Start date:	10.2012	**End date:**	10.2015
Notes:	The delay of the project "Technical assistance for the improvement of the navigation conditions on the Romanian-Bulgarian common sector of the Danube and accompanying studies", implemented by the Romanian side, makes us dependent during the implementation of our indicative programme within the OPT. According to the updated information this term it should be finalised until the end of 2011.		

PROJECT TEAM		
Project leader:	Executive Agency for Exploration and Maintenance of the Danube River (EAEMDR), Bulgaria	
Project partner(s):	–	
Contact person:	**Name:**	Georgi Georgiev
	Organisation:	Executive Agency for Exploration and Maintenance of the Danube River
	Address:	6 Slavyanska Str, Ruse 7000, Bulgaria
	Phone:	+359 82 82 31 30
	E-Mail:	appd@appd-bg.org
	Website:	www.appd-bg.org

FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	138,000,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	20,700,000 EUR (State budget)
	☒ EU funds:	117,300,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	Improving navigation conditions on the Romanian–Bulgarian common section of the Danube (rkm 845.5–375)
Cross-reference ID(s):	PA1A027
Strategic reference:	The project is defined as of a great significance in the Strategy for Development of

	the Transport Infrastructure of the Republic of Bulgaria to 2015 – a part from the National Strategy for Integrated Development of the Infrastructure of the Republic of Bulgaria up to 2015. It is included for financing and implementation in Operational Programme on Transport 2007-2013
Relevant legislation:	The navigation conditions for normal and safe navigation should be maintained according to the recommendations of the Danube Commission (DC) and the European Commission for Economics with the UN (UN ECE) in the context of the Convention of the regime for navigation on the Danube River from 1948, Belgrade. The Agreement between the Governments of the Republic of Bulgaria and the Romanian Republic for maintenance and improvement of the fairway in the common Bulgarian-Romanian section of the Danube River, 1955 is considered as well.
Other:	Currently, the project surveying activities are carried on (the Batin and Belene sections) within the Feasibility study performed by the Romanian side through the project „Technical Assistance for improvement of the navigation conditions in the Common Romanian – Bulgarian section of the Danube river and accompanying studies" (project ISPA 2005 RO 16 P PA 002)
OTHER RELEVANT ISSUES	
Project requirements:	This is a cross-border project which is a basic precondition for the need of its joint implementation with the Romanian side. Bilateral group for management and coordination of the activities would be of importance.
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Improving navigation conditions on the Romanian–Bulgarian common section of the Danube (rkm 845.5–375)**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A027
Need and added value for Danube Region Strategy:	This project on the common Romanian-Bulgarian sector has a special importance in terms of ensuring navigation conditions on the Danube, which is why it was selected as a priority project under Axis 18 for the Rhine/Meuse–Main–Danube transport axis, according to Decision 884/2004/EC of the European Parliament and the Council. According to the recommendations of the Danube Commission, on the common Romanian-Bulgarian section (rkm 845.5 – 375), minimum fairway depths are of 2.5 m. There is a number of around 21 critical points on this section. Water and land measurements were carried out during the elaboration of the feasibility study on the entire sector, as well as the water analysis based on mathematic modelling. All critical points will be analyzed and measures will be proposed to clear the negative effects in the case of each critical point. It is necessary to conduct various river engineering works in order to ensure minimum navigation depths throughout this section for all seasons, aiming to increase flow velocity and, implicitly, to ensure self-dredging of sediments. As a result of these works, the quantities of settled sediments shall decrease, which will result in less maintenance dredging works.		
Objective(s) of project:	The proposed measures along the joint Bulgarian-Romanian Danube section to improve the navigation conditions basically aim to • Increase the river water level and therefore the LAD • Create the required minimum depth and with of the fairway • Reduce the sedimentation in the fairway to decrease maintenance dredging activities • Reduce the morphological activity of the river at certain active sectors to assure safe navigation and reduce maintenance costs		
Planned project activities:	Execution of river engineering works		
Transboundary impact:	Romania, Bulgaria; improvement of this section has an international effect, as the Danube is a waterway of international importance on which ships of all flags are allowed to perform inland waterway transport operations		
Project beneficiaries / target groups:	Shipping and forwarding companies		
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		

Project Data Sheet

Start date:	2014	**End date:**	2020
Notes:	In 2011 a lot of vessels were blocked in this section due to the missing waters level for navigation		

PROJECT TEAM		
Project leader:	River Administration of the Lower Danube (AFDJ), Galati, Romania	
Project partner(s):	–	
Contact person:	**Name:**	Florin Uzumtoma
	Organisation:	River Administration of the Lower Danube (AFDJ)
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	E-Mail:	secretariat@afdj.ro
	Website:	www.afdj.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	184,000,000 EUR (estimation for Romania)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National funds:	29,200,000 EUR (State budget)
	☒ EU funds:	154,800,000 EUR (Cohesion Fund)
	☐ IFI loans:	–
	☐ Private funds:	–
	☐ Other:	–

PROJECT ENVIRONMENT	
Project cross-reference:	Improvement of navigation in the joint Bulgarian-Romanian section of the Danube river from km 530 to km 520 – Batin and from km 576 to km 560 – Belene
Cross-reference ID(s):	PA1A011
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Government Programme 2009 – 2012 • Belgrade Convention (1948) • Navigation and Inland Waterway Action and Development in Europe

	(NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance • All EU Directives related to Environmental Protection
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Funding and an efficient project management in order to cope with all the problems occurred during the project implementation
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Improving navigation conditions on the Danube between Călăraşi and Brăila (rkm 375–175)**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A026
Need and added value for Danube Region Strategy:	According to the recommendations of the Danube Commission, minimum 2.5 m fairway depth must be ensured on this sector, whereas the width of the navigable fairway should be in the range of 150 to 180 m. Due to the regressing evolution of the main Danube branch in the low water seasons, eleven critical points for navigation have appeared: the sand bar in Caragheorghe (rkm 345 – 342), Lebăda (rkm 341 – 336), Mîrleanu (rkm 329 – 325), Insula Fermecatu (rkm 323 – 318), Cochirleni (rkm 310 – 307), Insula Fasolele (rkm 292), Alvăneşti (rkm 276), Ostrovul Lupu (rkm 196) and others. As a consequence of these critical points on the Călăraşi – Brăila section of the Danube, vessels must take a bypass route via the Bala–Borcea branch, which extends the navigation distance to around 110 km, for periods of around 140 – 160 days/ year. This is a situation caused by the involution of the main Danube riverbed and the overdevelopment of the Bala and Borcea branches upstream. Therefore, discharge has increased on the Bala branch to almost 80% of the Danube's discharge. The continuous decrease in the discharge of the Danube in Cernavodă resulted in the formation and development of the above mentioned bottlenecks and the appearance of other risks, which resulted in the discontinued use of the Cernavodă Nuclear Plant in 2003. A feasibility study for the project was completed in 2006 and was worth 1.64 million EUR (ISPA funding and the state budget). According to the feasibility study, the estimated amount for the necessary works was set at 56 million EUR. In April 2009 the contract for the execution of the works at three out of the eleven critical points was signed. The construction site was organized and the construction materials were purchased, whereas on January 26, 2010 works had to be suspended pending the approval by the European Commission of the second instalment of the advance payment according to the Financing Memorandum.		
Objective(s) of project:	To ensure navigation conditions on the Danube all year round.		
Planned project activities:	The project includes the following river engineering works which will ensure navigation levels on the Old Danube and have a reduced impact on the environment, having effects only during low water seasons: • Submersed bottom sill on the Bala branch, with a view to recreating its opening and decrease the discharge on it and increase discharge by up to 20% on the Danube • Submersed guiding wall • Banks protection • Submersed bottom sill on the Caleia branch, with a view to stopping its development and recreate the Danube riverbed in the upstream.		
Transboundary impact:	This sector of the Danube is used for navigation by vessels flying all kinds of flags. At rkm 300 (Cernavodă) is the entrance on the Danube–Black Sea Canal.		
Project beneficiaries /	Shipping companies		

target groups:			
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:	2011	**End date:**	2014
Notes:	The project is in delay with 19 months. The works were stopped in January 2009 due to intervention of NGOs and the European Commission's DG Environment . Based on this, DG Regional Policy recommended to implement a complex programme for monitoring the impact of the works on biotic and abiotic factors in all the critical points. Consequently the Romanian Ministry of Transport organised a tendering procedure for preparation of this Monitoring Programme. Due to the contribution of and recommendations received from EC-DG Environment, ICPDR and IAD experts, the Monitoring Programme has been substantially improved and is now implemented by the River Administration of the Lower Danube - Galati within the project "Monitoring of Environmental Impact of the Works for Improvement of the Navigation Conditions on the Danube between Calarasi – Braila, km 375 – km 175". The contractor had been notified to resume the works beginning with 22 August 2011. The contractor is now in the progress to remobilize the equipment and its team and has started to make surveys on site. Based on the EC recommendation, the project will be transferred from ISPA funding to SOP Transport funding.		

PROJECT TEAM		
Project leader:	River Administration of the Lower Danube (AFDJ), Galati, Romania	
Project partner(s):	–	
Contact person:	**Name:**	Florin Uzumtoma
	Organisation:	River Administration of the Lower Danube (AFDJ)
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	Website:	www.afdj.ro

FINANCING			
Available: (please tick a box)	☒ Yes	☐ Partly	☐ No
Total budget:	47,840,000 EUR		

Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National funds:	9,580,000 EUR (State budget)
	☒ EU funds:	38,260,000 (Structural Funds)
	☐ IFI loans:	–
	☐ Private funds:	–
	☐ Other:	–
PROJECT ENVIRONMENT		
Project cross-reference:	Monitoring of environmental Impact of the works for Improvement of the navigation conditions on the Danube between Călăraşi – Brăila, km 375 – km 175 (ROMOMED Project)	
Cross-reference ID(s):	–	
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Government Programme 2009 – 2012 • Belgrade Convention (1948) • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final	
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance • All EU Directives related to Environmental Protection	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	Funding and an efficient project management in order to cope with all the problems occurred during the project implementation.	
Follow-up project:	–	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**International ship winter shelter on the Danube in Croatia**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	www.vodniputovi.hr	**Project ID:**	PA1A041
Need and added value for Danube Region Strategy:	Increase of waterway traffic on the Danube river and the port of Vukovar creates demands for building a bigger winter shelter on the wider area of Vukovar. A winter shelter is a natural or an artificial body of water in a waterway which is equipped and trained to provide safe shelter and in conditions of ice on the waterways. The existing natural winter shelter in Opatovac is the only winter shelter on the Danube river in the Republic of Croatia. Its capacity (a maximum of 14 vessels) and the conditions it is offering do not satisfy real needs. According to the opinion of the Vukovar Port Authority about the necessity of winter shelter, it is outlined that in the case of ice, it is necessary to store in winter shelter 25 vessels in transit and 10 vessels that are in the port at that time. According to that, the capacity of winter shelter should be 35 vessels. The new winter shelter would be situated in Opatovac, on a branch of the Danube, on the east side of INA dock for loading. The new winter quarters would be developed west of the areas of the above-mentioned ports. Inside of that area, according to the developed solutions, it will be possible to store 23 standard vessels of a dimension of 76.5 m x 11.4 m. The area of the new winter shelter is designed in a way that on the right side of the branch a boat dock for vessels will be located. The north side of the branch would be used for formation of the access of the fairway and as a turning area. The winter shelter in Opatovac would be of great importance for the Republic of Croatia because it will consist not only from the winter shelter for vessels on the Danube but also from Petroleum storage-loading terminal and ship repair terminal to maintain the fleet. Given its dimensions, it would have enough room for all three functions and will have no negative impact on the environment.		
Objective(s) of project:	The main objective of the project is increasing river transport on the Danube and in port Vukovar and also to protect all vessels in transit and those vessels in port in case of occurrence of ice. The winter shelter will also be of a great help for development of nautical tourism.		
Planned project activities:	The construction of a winter shelter for vessels includes the construction of bank structures, additional building and organization of local waters. The winter shelter will be equipped with all necessary infrastructure. The predicted length of revetment is approximately 700 m. In the shelter accommodation will be provided for 23 ships of a standard size of 76.5 x 11.4 m.		
Transboundary impact:	Republic of Croatia, Republic of Serbia		
Project beneficiaries / target groups:	• Industries in the Danube Region (especially steel, oil, fertilizer and agriculture production); • Shipping industries; • Oil industry • Ports; • Tourism (especially nautical tourism)		

Project Data Sheet

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 (detailed design) ☐ Completion		
Start date:	2011	**End date:**	2016
Notes:	Preliminary design, main design, final design, location permit, building permit – outgoing		

PROJECT TEAM		
Project leader:	Ministry of Maritime Affairs, Transport and Infrastructure of Croatia	
Project partner(s):	For each part of the Project (e.g. detailed design, EIA, works) different project leader will be nominated	
Contact person:	**Name:**	Ana Barišić
	Organisation:	Ministry of Maritime Affairs, Transport and Infrastructure
	Address:	Krležin Govozd 1a, 10000 Zagreb, Croatia
	Phone:	+385 1 37 83 913
	E-Mail:	ana.barisic@mmpi.hr
	Website:	www.mmpi.hr

FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	4,100,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☒ EU funds:	Instrument for Pre-Accession Assistance Structural Funds
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

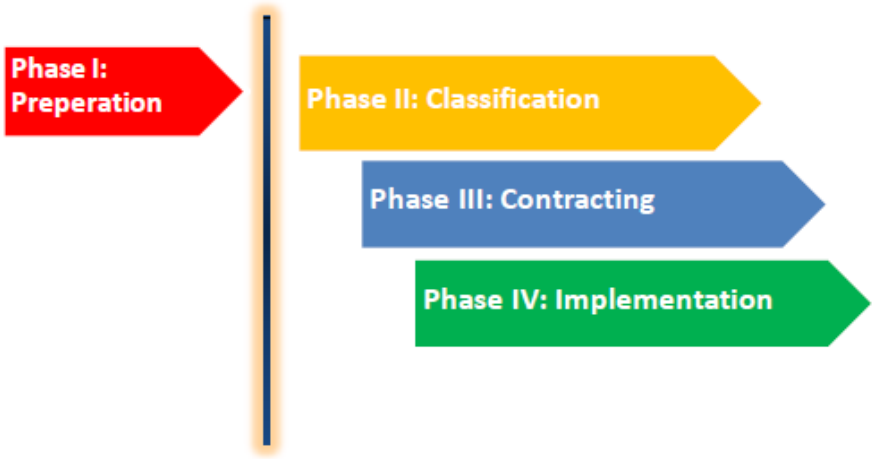
PROJECT ENVIRONMENT

Project Data Sheet

Project cross-reference:	Implementation of River Information Services in Europe (IRIS Europe II & 3)
Cross-reference ID(s):	PA1A008 / PA1A019
Strategic reference:	• European Action Program for Inland Waterway Transport (NAIADES) • Platform for the implementation of NAIADES (PLATINA) • White Paper: "European Transport Policy for 2010: Time to Decide" • TEN T-Policy
Relevant legislation:	• TEN-T Guidelines • European Agreement on Main Inland Waterways of International Importance (AGN)
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Danube Shipwreck Removal**		
Short project title: (acronym)	DSWR	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A033
Need and added value for Danube Region Strategy:	The reasons for a comprehensive shipwreck removal project on the Danube in Serbia, Romania and Bulgaria can be explained by describing four major problems that can be solved only by carefully extracting and disposing abandoned vessels from the Danube: **a) Ship traffic** Shipwrecks obstruct the economic development in the Danube region by blocking potential ship traffic. According to the Master Plan and Feasibility Studies for the Serbian Inland Waterway Transports Network and Ports of Witteveen+Bos Consulting Engineers as contractor for the European Agency for Reconstruction (EAR/03SER01/08/002), there is an urgent need for improvement of Serbian waterways in particular in the Danube to follow international standards in order to benefit from its full potential as inland waterway for Serbia but as well the European economy. The Danube is navigable in 10 European countries and has a further link through the Main-Danube Canal to the Rhine that makes it one of the most promising inland waterways in Europe. The study identifies certain targets and proposes among others the removal of shipwrecks, in particularly the World War II wrecks. Apart from the mentioned and rather detailed Master Plan study, which only considers the Danube in Serbia, other official documents exist proofing the importance of a removal of obstacles from the riverbed of the Danube in order to improve navigation. One prominent paper is the "Action Plan" as practical document of the EU Strategy for the Danube Region. It highlights the removal project as an example in order to improve connections to "economic hinterlands": *"… remove shipwrecks, bridges debris and unexploded weapons from the riverbed of the Danube. On some stretches of the lower Danube these create disruptions and have had long term repercussions on Danube navigation. Although good progress has been made, they are still hindering traffic and endangering safety of navigation on certain stretches especially in low water periods."* Furthermore the paper sets the target to increase cargo transport on the river by 20% by 2020 compared to 2010 among others by solving 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. In order to ensure that the Danube can unfold its potential as inland waterway as quickly as possible and to avoid further unnecessary blocking that hinders development in this region, the project will evaluate the economic harm of each shipwreck in order to prioritize the removal of shipwrecks according to their economic importance and hence set appropriate time frames for their removal. **b) Nature** Even though the argument of increased ship traffic is by far the most frequently used in most official documents concerning this topic, further issues should also be taken into account as well: The importance of nature has been neglected for most of the last century. This has been in particular true in the Danube region. The many abandoned shipwrecks are one sad indication for this attitude towards nature. There are several threats for nature if these vessels will not be removed soon. Lubricant and oil that is still on board of many sunken vessels can cause serious harm to the sensitive flora and fauna in and along the Danube river. The Danube Shipwreck Removal project will therefore ensure that nature will least be affected by the ship		

	lifting and removal. Hence for every section of the Danube that will be part of the removal project, a unique environmental impact assessment study will be conducted. **c) Unexploded Ordnances** One of the main obstacles to the removal of hindrances to ship traffic has been the unknown threat of unexploded ordnances that are often found on board of sunken vessels. Apart from being a major concern to the removal project, this situation also constitutes an unbearable threat to society and nature. Within the planning phase, the project team will always ensure to find the safest possible solution and will hence carry out a risk assessment for every vessel. In order to ensure the safety for all involved individuals all involved companies will closely work together with the respective national authorities. **d) Tourism** The Danube region is a beautiful and interesting area characterized by extraordinary nature and inspiring culture. There is no doubt that this region will have a great future as a tourist destination. To ensure that people can enjoy a sound and clean river it is necessary to bring the Danube back to clean and natural conditions. As mentioned above nature is harmfully affected by the wrecks, which consequently does affect eco-tourism, which is why one of the Danube's main potentials for tourism is affected too. But apart from the disturbance of unfolding its natural potential it is the aesthetics of a river full of waste that discourages tourists from coming to the region.
Objective(s) of project:	The overall objective will be the removal of all larger shipwrecks from the riverbed of the Danube to ensure a sustainable improvement of the river as an international waterway.
Planned project activities:	**Project Coordination** The removal project will be divided into four different phases, in which the last three phases can overlap.  **Phase I – Preparation** The first phase mainly consists of project preparation: It is necessary to define the exact structures for the applied course of action: <u>Research and division in Danube section</u> So far there is only limited information about the location, the scope and the possible approach with equipment available. To tackle those problems a team of experts must divide the Danube into several sections according to geographic, political and in particular according to the amount and quantity of workload. An individual study will then be necessary in Phase II for every sub-project (project on each section), because of the different available data records for each section. The current state of information is reasonably accurate in case of most of the Serbian waters, due to

private research of IMPERIJA d.o.o. and the Master Plan and Feasibility Studies for the Serbian Inland Waterway Transports Network and Ports of Witteveen+Bos Consulting Engineers. However the Danube in Romania and Bulgaria with significant numbers of shipwrecks will have to be individually observed and accordingly sectioned. In Phase I, however the main target will be to get an overview of the current situation and to quantify the amount of workload along the Danube and to prepare a closer study for each section that will be carried out in Phase II.

Procedure development

In order to ensure a clear course of action that can be repeated for every dedicated section and to avoid redundant work, a standardized plan for the implementation of the removal of a shipwreck will be developed. This will also include the preparation of an up-to-date accounting and reporting procedure.

Setting of time frames

In order to ensure an efficient usage of available resources as well as a quick and effective removal procedure, deadlines and time targets will be developed.

Human resources

The success of the project will depend on a capable team of engineers and project managers that will have to be identified and introduced to the tasks. The respective persons must have appropriate knowledge and experience in their respective tasks and hence will have to be paid accordingly.

Institutional preparation

The project must be further embedded in the current process of Danube interactions and integration. There are several important organisations that are affected by the implementation of the project. Public bodies such as the national and regional governments will be approached in order to work closely together to ensure a smooth execution. EU and intergovernmental organisations will have to contacted and involved in the project management in order to avoid redundant procedures. Private companies can and will be included in our cooperative strategy, e.g. ports, shipping companies and companies that will be contracted in Phase III to execute certain tasks.

Phase I is pivotal to trigger the entire shipwreck removal process. While all other phases can be overlapping regarding the extent of the Danube with its different sections, Phase I as the preparation of the project cannot be skipped in any case. While there might be enough information for instance to start up removing some wrecks in Serbia right now without the run through of Phases II and III, it will not solve the problem of inland waterways, due to the fact that just disposable and marketable steel will be removed and difficult tasks will be neglected due to the lack of preparation and the lacking integration in the broader targets. After carrying out Phase I, other phases in every section can be executed simultaneously according to the respective state of information, available resources and sufficient funding. Hence Phase I will provide the fundamental structure to carry out the latter rather practical project management.

According to our calculations, the total costs will add up to 380,000 EUR for the entire preparation phase. This amount includes salaries, external advice, research cost regarding travelling and equipment as well as office expenses.

Duration

In case of full funding Phase I can be successfully accomplished within eight months' time. This includes all listed above activities and will prepare the immediate continuation of the following steps in Phases II, III and IV.

Phase II – Classification of vessels

In Phase II every vessel will individually be assessed with regard to its cost of removal due to location and features (mostly explosive material) and marketable steel. So far, through experience of IMPERIJA d.o.o. with the removal and disposal of

shipwrecks it is possible to divide the shipwrecks into four different categories.

Classification	*Location*	*Danger*	*Cost per vessel*
A	Riverbank / shallow waters	little danger – no explosive material	80,000 EUR
B	Fairway – costs of interrupting ship traffic	little danger – no explosive material	120,000 EUR
C	Riverbank / shallow waters	high danger due to unexploded ordnances – further precautionary measures needed	250,000 – 300,000 EUR
D	Fairway – costs of interrupting ship traffic	high danger due to unexploded ordnances – further precautionary measures needed	550,000 – 600,000 EUR

This classification will allow to predict certain costs in order to quantify and predict costs for the entire sections. As stated in the table the approximated costs are subject to the location and the potential danger of a specific shipwreck:

Location

There are several expense factors regarding the location of shipwrecks. The deeper a wreck is located in the river, the more difficult it is to fix and lift the vessel. Another major problem is the on-going ship traffic on the Danube that will have to be interrupted in order to ensure smooth execution. Both reasons add considerable costs to the lifting.

Further danger/unexploded ordnance

The major problem of old explosive ordnance is its unpredictability. Even on land unexploded Second World War bombs constitute tremendous challenges to bomb disposal experts. Considering the danger and the therefore preventive measures the anticipation of disproportionately high costs of lifting and removal of explosive material are appropriate.

Phase III – Contracting

After classification of the respective objects and organisation of funding for each section, capable firms must be found to remove the shipwrecks as well as to ensure the safety and all other aspects of the respective tasks. The project team will find and select the companies according to prices and quality and contract individually on the respective Danube section.

To secure the sound execution and implementation of the removal of a shipwreck, the respective companies will have to fulfil the requirements that will be defined in Phases I and II such as experience in the respective course of action and a clear professional record.

Phase IV – Implementation

Implementation will have to be supervised, coordinated and properly reported, which will be carried out by the project team. Most probable the removal of many wrecks will not just employ one company but several. The challenge here is careful coordination of tasks as well as efficient organization of equipment. Hence the removal in each section will be implemented under permanent supervision and will be organized and reported according to EU standards. The planning, the financing, the structuring of the procedures, calculations and administration will be accomplished in cooperation

	with all public and private stakeholders.
Transboundary impact:	• Serbia • Romania • Bulgaria (each divided into subsections along the Danube)
Project beneficiaries / target groups:	• Shipping companies and respective industries • Tourism • Local population - removal of possible dangers • Macroeconomic benefits for the EU – better connections • Further benefits from infrastructure • Flora and fauna – removal of artificial objects

STATUS AND TIME FRAME

Current project phase: (please tick a box)	[x] Definition (e.g. project idea, abstract) [ ] Preparation (e.g. project proposal, feasibility study) [ ] Implementation [ ] Completion		
Start date:	01.07.2012	**End date:**	30.06.2017
Notes:	In order to reach the targets set in the Danube Strategy for the Danube Region such as the increase of cargo transport by 20% by 2020 compared to 2010, it is necessary to start the removal of the obstructing wrecks as soon as possible.		

PROJECT TEAM

Project leader:	EDDC – European Danube Development Cooperation; involved companies: • Imperija d.o.o. (Serbia) • Scholz AG (Germany/Rumania) • Max Buck GmbH & Co KG (Germany)	
Project partner(s):	• Chamber of Commerce and Industry / Serbia • Council of Danube Cities and Regions – General Secretariat / Romania	
Contact person:	**Name:**	Joachim Lang
	Organisation:	EDDC c/o consinion GmbH
	Address:	Frauenstraße 65, 89073 Ulm, Germany
	Phone:	+49 731 1408499-0
	E-Mail:	joachim.lang@consinion.com

	Website:	–
FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	The exact amount of public financial support still has to be defined. Most expenses regarding the removal of shipwrecks can yet not be named regarding the uncertainty of the characters of shipwrecks. The implementation of preparatory Phase I, which includes research on wrecks and costs, will cause expenses of approximately 380,000 EUR as explained above. Serbia According to the above mentioned Danube Master Plan Study, the costs for the removal of all WWII shipwrecks in Serbia will sum up to 20 million EUR. The initial project for the removal of 48 shipwrecks in the Smederevo region needs to be financially supported with approx. 5 million EUR. (1.5 years, 50 skilled workers full time, including services from divers and heavy machinery). Approx. 10% of project budget will be used for the detailed planning. The implementation of the removal in each project section will be prepared by a distinct feasibility study, which will only explore and assess the missing information. Those studies include a social, economic and environmental impact assessment. A particular problem is the Explosive Ordnance Abolition, which has to be assessed and implemented by specialists at every step. Romania and Bulgaria The available data record on obstructing shipwrecks in Bulgaria and Romania is so far mainly based on non-scientific reports. According to our state of knowledge, there are not any studies comparable to the one of Witteveen+Bos for Serbia. Hence the implementation of a specific study in Romania and Bulgaria will be necessary and will be part of the overall removal project. The cost of such a study will be approx. 300,000 EUR.	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☐ EU funds:	
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	To remove shipwrecks, bridges debris and unexploded weapons from the riverbed of the Danube	
Cross-reference ID(s):	PA1A001	
Strategic reference:	Various experts and policy makers have stated their support for such a project. Among	

	others: Erhard Busek - Coordinator of the South-Eastern Cooperative Initiative (SECI) and Chairman of the Institute for Danube Region and Central Europe Božidar Đelić - Deputy Prime Minister of the Serbian government, in charge of the integration with the European Union
Relevant legislation:	The general objective is to make better use of fuel-efficient inland waterway transport as stated in many declarations and legislations (EU 2020 - transportation targets, TEN-T Targets and the EU's Strategy for the Danube Region).
Other:	The Master Plan and Feasibility Studies for the Serbian Inland Waterway Transports Network and Ports of Witteveen+Bos Consulting Engineers as contractor for the European Agency for Reconstruction (EAR/03SER01/08/002)
OTHER RELEVANT ISSUES	
Project requirements:	Appropriate funding Access to respective national authorities
Follow-up project:	Removal of all ship wrecks, which cause disturbance to ship traffic

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Removal of unexploded ordnance (UXO) from the Danube River, Sector Prahovo**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A072
Need and added value for Danube Region Strategy:	The Serbian Inland Waterways Transport Network Master Plan included the preparation of a Master Plan for Inland Waterway Transport up to 2025 and the execution of three Feasibility Studies. The present situation of the waterway transport system in Serbia requires urgent action in order to rapidly restore past levels of traffic, which was affected by economic sanctions, the break-up of former Yugoslavia and the 1999 NATO bombings. Priorities regarding IWW transport are also defined in the General Transport Master Plan for the Republic of Serbia and determinate priorities for further development of transport infrastructure. Following the 1999 air bombing campaign, the capacity of Transport Corridor VII was reduced; bridges across the Danube River and other structures and ports were targeted, damaged and/or destroyed. As a result, the presence of UXO in the riverbed and on the river banks is a threat to safe navigation, health and safety, and to the environment.		
Objective(s) of project:	Develop the full potential and the competitiveness of Serbia's inland waterway transport sector for socio-economic development, in particular in the Danube basin. To remove identified UXO in high priority areas and conduct an efficient and effective supervision of their removal from the navigation fairway, but in accordance with international regulations and standards. Priority areas will be selected by the Mine Action Centre, Plovput and the Ministry of Infrastructure. Those locations will be verified by the project.		
Planned project activities:	• Conduct comprehensive assessment of the preliminary results achieved by the running survey in order to get all necessary information by magnetic borehole detection accompanied by geo-radar and CPT-measurements in preparation of a safe and effective recovery process. • Identification of the concept of a safe recovery, defusing and disposal of UXO. • Supervision of safe disposal of UXO and any contaminated material in line with good engineering & environmental practice. • Quality assessment of the work performed with additional survey in order to certify the absence of UXO in all suspicious areas. • Coordination with other Serbian authorities (Mine Action Centre of the Republic of Serbia - MAC, Directorate for Inland Waterways - Plovput, Ministry of Environment & Spatial Planning)		
Transboundary impact:	The sustainability of the project will reflect establishing uninterrupted navigation conditions on the Danube in Serbia and providing increased transport capacity and reducing transport time and river accidents, which should reduce costs. The Republic of Serbia wants to become a reliable and recognized partner within the EU. Further, there is potentially a large benefit to the EU in assisting in keeping this corridor functional as a guarantee for safe and efficient shipping.		
Project beneficiaries / target groups:	The beneficiary country is the Republic of Serbia. The Ministry of Infrastructure and Energy is the beneficiary of this project and is ultimately responsible for maintaining navigation through the work of Plovput, the Directorate for Inland		

	Waterways. The agency responsible for the supervision and removal of unexploded ordnance (UXO) is the Mining Action Centre (MAC)		
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:	06.2010	**End date:**	12.2012
Notes:	–		

PROJECT TEAM		
Project leader:	SeaTerra GmbH (Geophysik & Kampfmittel Dienstleistungen GmbH SeaTerra Geophysics & EOD services) / Germany	
Project partner(s):	Mull und Partner Ingenieurgessellschaft mbH / German (supervision of works)	
Contact person:	**Name:**	Petar Mihailovic
	Organisation:	Mining Action Centre
	Address:	Aljehinova 2, Belgrade, Serbia
	Phone:	+381 11 3045280
	E-Mail:	czrs@eunet.rs
	Website:	–

FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	2,696,235 EUR (for project works) 788,400 EUR (for supervision of works)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☒ EU funds:	3,484,635 EUR (Instrument for Pre-Accession Assistance 2010)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

Project Data Sheet

PROJECT ENVIRONMENT	
Project cross-reference:	To remove shipwrecks, bridges debris and unexploded weapons from the riverbed of the Danube (project example in EUSDR Action Plan)
Cross-reference ID(s):	PA1A001
Strategic reference:	Serbian strategic reference: • Master Plan for IWW Transport in Serbia (2006) • Serbian Transport Development Strategy for Period 2008-1015 (2008) • General Master Plan for Transport in Serbia (2009)
Relevant legislation:	Serbian legal framework: • Law on Navigation and Orts on Inland Waterways (2010) • Law on Environmental Impact Assessment • Law on Strategic Environmental Impact Assessment • Law on Spatial Planning and Construction International legal framework: • Danube Commission Recommendations • AGN (UNECE)
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	The prevailing EU environmental standards and the ICPDR guidelines as well as the IMAS Standards (International Mine Action Standards) will be applied for the performance of survey and recovery work.
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Cleaning the Danube River bottom from sunken vessels, sector Prahovo**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A073
Need and added value for Danube Region Strategy:	Downstream of the Đerdap II dam at Prahovo a large graveyard of ship wrecks is present along the border between Serbia and Romania. These wrecks date from the end of the Second World War when these vessels were left behind and sunk by retreating German forces. The exact amount of vessels which are located on this stretch are unknown, but estimations vary up to 200 vessels. The cargo of the vessels is unknown; the vessels might contain unexploded ordnance. Some of the vessels are partly positioned within the fairway and passing ships need to sail very cautiously on this section, as a collision between vessels and wrecks may result in calamities and even cause the explosion of ordnance. The navigation situation is characterised as hazardous, especially during periods of low water. Along the Danube stretch from river-kilometre 862 to 857 the presence of the vessels that were sank during the end of the WWII at Prahovo by the German army hamper navigation and reduce the fairway width considerably and far beyond the requirements set by the Danube Commission, especially during periods of low discharges. The navigation dimensions (fairway width and depth) do not comply with the Danube Commission requirements for this Danube river stretch.		
Objective(s) of project:	To improve navigation on the Corridor VII in order to achieve Danube Commission standards of river navigation by removing sunken vessels from the river bottom. Once the sunken vessels are removed, the improved river conditions will provoke a significant reduction of traffic delays due to the dismantling of barge convoys consisting of six or more individual barges (which is 80% of the navigation) during the periods of low water levels (from June/July to September/October).		
Planned project activities:	Lifting sunken vessels from the riverbed, storing and shipping and scrapping them.		
Transboundary impact:	The river Danube is part of the European Transport network (Corridor VII). The river traffic on the Serbian part of the Danube is mainly transit from the Black Sea to Hungary, Austria and Germany. Consequently, there is a large benefit for the EU to keep this corridor functional and guarantee safe and efficient navigation. The sunken vessels pose an environmental hazard as various vessels may contain unexploded ordnance on board that may explode during a collision. Moreover, due to the ongoing corrosion of the vessels leakage of contaminated materials might take place. To achieve safe shipping and to ensure that the fairway width and depth complies with the Danube Commission requirements these vessels should be removed.		
Project beneficiaries / target groups:	The beneficiary country is the Republic of Serbia, Ministry of Infrastructure and Energy		
STATUS AND TIME FRAME			

Project Data Sheet

Current project phase: (please tick a box)	☐ Definition (e.g. project idea, abstract) ☒ Preparation (e.g. project proposal, feasibility study) ☐ Implementation ☐ Completion		
Start date:	t.b.d.	**End date:**	t.b.d.
Notes:	Project and tender documentation were done in 2006, financed by the CARDS Program (pre-IPA)		

PROJECT TEAM		
Project leader:	t.b.d.	
Project partner(s):		
Contact person:	**Name:**	
	Organisation:	
	Address:	
	Phone:	
	E-Mail:	
	Website:	

FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	13,000,000 EUR (estimation for the removal of 10 vessels and supervision of works)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☐ EU funds:	
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	• To remove shipwrecks, bridges debris and unexploded weapons from the riverbed of the Danube (project example in EUSDR Action Plan)

	• Danube Shipwreck Removal (DSWR)
Cross-reference ID(s):	PA1A001, PA1A033
Strategic reference:	Serbian strategic Framework: • Master Plan for IWW Transport in Serbia (2006) • Serbian Transport Development Strategy for Period 2008-1015 (2008) • General Master Plan for Transport in Serbia (2009).
Relevant legislation:	–
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Decrease passage time through this river stretch, resulting in an efficient use of the Danube river potentials and an increased traffic volume with on average 4.7 % per year
Follow-up project:	–
Any other issues:	The Danube is an international waterway and inevitably the successful completion of the project should increase the use of the waterway and reduce transit times. The sustainability of the project will reflect establishing uninterrupted navigation conditions on the Danube in Serbia and providing increased transport capacity and reducing transport time and river accidents and, which should save costs.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Capital repairs (rehabilitation) of Navigation Locks at HEPS Đerdap I and HEPS Đerdap II**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A071
Need and added value for Danube Region Strategy:	The hydroelectric dams Đerdap 1and Đerdap 2 on the Danube River in Serbia are identified as critical sections, according to the Master Plan for IWW Transport in Serbia (2006). The navigation lock at the Serbian side of the dam at Đerdap 1 (river-km 943) has been in operation for about 40 years and the lock at the Serbian side of the dam at Đerdap 2 (river-km 863) for about 25 years. The structural, mechanical and electric installations, which are necessary for locks operation, are in poor conditions due to the lack of maintenance and as a result of economic sanctions and limited budgets. These locks have almost been constantly and uninterruptedly in operation and wear and tear occurred to a large extent. The present state and conditions of the navigation locks are subject to breakdowns which result in a complete stoppage of national and international inland navigation traffic.		
Objective(s) of project:	To contribute to restoring the safety of navigation and to create unhindered navigation on the river Danube (European Transport Network Corridor VII) in full accordance with the requirements of the Danube Commission and of the EU transport network.		
Planned project activities:	• Works on electrical installations • Works on mechanical installations • Hydro-civil works at the navigation locks and the control towers • Supervision of the electrical, mechanical and civil works		
Transboundary impact:	The river Danube is part of the European Transport network (Corridor VII). The river traffic on the Serbian part of the Danube is mainly transit from the Black Sea to Hungary, Austria and Germany. Regarding catalytic effects, the revitalised navigation lock complexes will improve and enhance traffic on Corridor VII, and will result in a smooth integration into the European Transport Network (Corridor VII). The implementation and existence of the revitalised navigation lock systems will have a positive impact on the cost level of transport resulting in improved economic developments.		
Project beneficiaries / target groups:	The beneficiary country is the Republic of Serbia, Ministry of Infrastructure and Energy		
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:	t.b.d.	**End date:**	t.b.d.

Notes:	Project and tender documentation were finalised in 2008.	
PROJECT TEAM		
Project leader:	t.b.d.	
Project partner(s):		
Contact person:	**Name:**	
	Organisation:	
	Address:	
	Phone:	
	E-Mail:	
	Website:	
FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	100,000,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☐ EU funds:	
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	Serbian strategic Framework: • Master Plan for IWW Transport in Serbia (2006) • Serbian Transport Development Strategy for Period 2008-1015 (2008) • General Master Plan for Transport in Serbia (2009)	
Relevant legislation:	–	
Other:	The project is identified as a priority project in the Master Plan for IWW Transport in	

	Serbia (2006).
OTHER RELEVANT ISSUES	
Project requirements:	Decrease passage time through this river stretch, resulting in an efficient use of the Danube river potentials and an increased traffic volume with on average 4.7 % per year
Follow-up project:	–
Any other issues:	Regarding catalytic effects the revitalised navigation lock complexes will improve and enhance traffic on the Corridor VII, resulting in a smooth integration into European Transport Network (Corridor VII). The implementation and existence of the revitalised navigation lock systems will have a positive impact on the cost level of transport resulting in improved economic developments.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Construction of New Žeželj Bridge in Novi Sad**		
Short project title: (acronym)	Žeželj Bridge	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A070
Need and added value for Danube Region Strategy:	The construction of the rail/road bridge across the Danube in Novi Sad is recognized as one of the priority projects in the Master Plan for IWW Transport in Serbia (2006). The current temporary bridge does not comply with the required standards of the Danube Commission and EU standards. The new bridge (within the European Transport Corridor VII) will be reconstructed at the same location using the same foundation of the bombed bridge (1999).		
Objective(s) of project:	• Integration into the European Railway Transport Network (Railway Corridor X), efficient and improved railway connection which will result in increased interoperability between Balkan area and EU, using EU standards. • Elimination of the bottleneck on the European Transport Corridor VII (Danube), as the temporary bridge represents an obstacle for navigation (limited heights at high water levels, limited fairway width due to curve radius)		
Planned project activities:	1. Construction of the new bridge according to FIDIC Red Book specifications: o Replacement of the existing temporary bridge with a new bridge for road and rail transport o Creation of the appropriate width of the fairway in line with Danube Commission standards, which will result in efficient navigation on the Danube and will increase transport safety 2. Supervision of construction of the new bridge according to FIDIC Yellow Book: o Daily supervision during the execution of the works		
Transboundary impact:	The river traffic on the Serbian part of the Danube is mainly transit from the Black Sea to Hungary, Austria and Germany. Consequently, there is a noted benefit for the EU to keep this corridor functional and guarantee safe and efficient navigation. The implementation of the new bridge as part of this European network Corridor will enhance this. The bridge will also improve and enhance the railway traffic on the railway Corridor X. Both corridors VII and X are part of the European transport network and are of importance to connect the Balkan with EU.		
Project beneficiaries / target groups:	The beneficiary country is the Republic of Serbia. The direct beneficiaries are the Ministry of Infrastructure, City of Novi Sad, Serbian Roads and Serbian Railways.		
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		

Project Data Sheet

	☐ Completion		
Start date:	03.2010	**End date:**	11.2013
Notes:	On 20 April 2012, Serbian Railways was granted the permission to start construction work on the bridge. The estimated project period is 32 months, the project completion date is thus foreseen for November 2013.		

PROJECT TEAM		
Project leader:	Serbian Railways / Serbia	
Project partner(s):	Contractor to perform works: Spanish-Italian consortium consisting of: • AZVI (Spain) • Tadei (Italy) • Horta Koslada (Spain)	
Contact person:	**Name:**	Vladimir Radic
	Organisation:	A.D. "Železnice Srbije" – Serbian Railways
	Address:	Nemanjina 6, Belgrade, Serbia
	Phone:	+381 11 361 3899
	E-Mail:	zs.inv.1@tsbest.net
	Website:	www.zeleznicesrbije.com

FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	45,300,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	12,700,000 EUR (Autonomous Province of Vojvodina) 6,400,000 EUR (City of Novi Sad)
	☒ EU funds:	26,200,000 EUR (Instrument for Pre-Accession Assistance)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–

Strategic reference:	Serbian strategic Framework: • Master Plan for IWW Transport in Serbia (2006) • Serbian Transport Development Strategy for Period 2008-1015 (2008) • General Master Plan for Transport in Serbia (2009) International Strategic Framework: • EU Strategy for the Danube Region • Recommendations of the Danube Commission • AGN (UNECE)
Relevant legislation:	–
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Banks protection on the Sulina Canal**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A025
Need and added value for Danube Region Strategy:	Banks protection on the Sulina Canal is one of the important investment projects concerning the maritime sector of the Danube river. The Sulina Canal is a component of the Pan-European Transport Corridor VII, connecting the Danube with the Black Sea on Romanian territory. The project includes 100 km long protection works for the banks of the Sulina Canal against damages caused by navigation of high-capacity maritime vessels and to protect the Danube Delta area. Implementation of this project will result in: • Stopping the massive bank erosion of the Sulina Canal • Keeping under control the water flow in the Sulina Canal • Decreasing the amount of sediments passing through the Sulina Canal to the sea • Decreasing the risk of flooding for human settlements and economic operations located along the Sulina Canal as well as of polluting the Danube Delta		
Objective(s) of project:	Consolidation of banks in order to ensure the safety of transport on the canal		
Planned project activities:	• 35 km of banks protection works are already completed • 15 km of banks protection works are ongoing; these works are budgeted at about 24.64 million EUR, planned date of completion: December 2011, funding is provided as follows: 50% EIB and 50% state budget • For the remaining 50 km a feasibility study regarding banks protection will be necessary in order to complete the works on the entire Sulina Canal		
Transboundary impact:	This sector of the Danube is used for navigation by vessels flying all kinds of flags. Through the Sulina Canal goods are transported from many European and Asian countries.		
Project beneficiaries / target groups:	• Shipping companies • Danube Delta Biosphere Reserve • Inhabitants living in the Danube Delta		
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:	2012	**End date:**	2020

Project Data Sheet

Notes:	The project co-financed by the European Investment Bank for the first 15 km of bank protection is delayed due to the contractor's cash-flow problems. The planned date of completion was 26 January 2011. The last updated work schedule submitted by the contractor shows that the main works will be finished at the end of December 2011 and the entire contract will be closed in March 2012.	
PROJECT TEAM		
Project leader:	River Administration of the Lower Danube (AFDJ), Galati, Romania	
Project partner(s):	Ministry of Transport and Infrastructure of Romania	
Contact person:	**Name:**	Florin Uzumtoma
	Organisation:	River Administration of the Lower Danube (AFDJ), Galati, Romania
	Address:	Portului Street, no. 32, Galati, Romania
	Phone:	+40 236 460 812
	E-Mail:	secretariat@afdj.ro
	Website:	www.afdj.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	162,040,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	33,720,000 EUR (State budget)
	☒ EU funds:	116,000,000 EUR (Cohesion Fund)
	☒ IFI loans:	12,320,000 EUR (European Investment Bank)
	☐ Private funds:	–
	☐ Other:	–
PROJECT ENVIRONMENT		
Project cross-reference:	• Rostock shipwreck removed in 2009 • Modernization of signalisation finalised in 2010	
Cross-reference ID(s):	–	
Strategic reference:	• Strategy for sustainable development on the period 2007–2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Government Programme 2009–2012	

	• Belgrade Convention (1948) • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance
Other:	For launching the works on the last 50 km a Feasibility Study will be needed. Depending on funding, this is foreseen to be prepared in 2012.
OTHER RELEVANT ISSUES	
Project requirements:	Funding, efficient project management, experienced contractor with no financial problems.
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Rehabilitation of locks on the Danube-Black Sea Canal and the Poarta Alba-Midia Navodari Canal**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A034
Need and added value for Danube Region Strategy:	In the contract "Technical Assistance for improving the navigation conditions on the Romanian-Bulgarian common sector of the Danube and related studies", Section III covers the Danube–Black Sea Canal and Poarta Alba–Midia Navodari Canal (branching from the Danube-Black Sea Canal to the seaport of Mida). Thus in this section a feasibility study was completed on upgrading the equipment and facilities of locks, taking into account their age, namely: • Equipment and installations are older than 27 years • Pumping-station equipment is older than 43 years The life-span of the equipment and facilities according to the project initially is: • 15 years to control and drive systems hydraulics • 12 years for electrical installations • 24 years for metal structures (gates, sluices, bridges) • equipment design is the years 1978		
Objective(s) of project:	The main goal of the project is to ensure safety conditions for vessels and cargo during lockage.		
Planned project activities:	The project involves: • Modernization of technological equipment (flat gates, valves, SPC pumping units) • Modernization of auxiliary locks equipment namely power and distribution of electricity systems (from hydro nodes, equipments, ship braking systems) • Equipment modernization for safety of objective and navigation (TVCI equipment, traffic light signalling systems for locks, fire extinguishing systems and referral, rehabilitation plane safety gates)		
Transboundary impact:	On the Danube–Black Sea Canal and Poarta Alba–Midia Navodari Canal goods are transported by ships flying different flags.		
Project beneficiaries / target groups:	Shipping companies.		
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		

Project Data Sheet

Start date:	2012	**End date:**	2017
Notes:	Feasibility study was finalised in 2011		

PROJECT TEAM		
Project leader:	Administration of Navigable Canals (ACN), Constanta, Romania	
Project partner(s):	–	
Contact person:	**Name:**	Valentin Zeicu
	Organisation:	Administration of Navigable Canals (ACN), Constanta, Romania
	Address:	Ecluzei Street, no. 1, Agigea, Romania
	Phone:	+40 21 702 705
	E-Mail:	compania@acn.ro
	Website:	www.acn.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	259,420,000 EUR (indication)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	110,400,000 EUR (State budget)
	☒ EU funds:	149,020,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007–2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final

Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance • Government Decision no. 599/2009 regarding the organisation of the National Company "Navigable Canals Administration"
Other:	Feasibility study was finalised in 2011
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Banks consolidation on the Danube–Black Sea Canal**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A028
Need and added value for Danube Region Strategy:	When the Danube-Black Sea Canal was opened to navigation in 1984, only the minimal works necessary to enable navigation activities had been completed. The uncompleted works, the type of the rocks, the influence of hydro-meteorological factors (wind, rain, snow) and the repeated cycles of freeze-thaw may cause landslides, falls, with major impact on the general stability of the embankments of the canal, resulting in a fairway clogged with material drawn from the slope and transported in the canal, as well as in the damage of already completed works. The Danube-Black Sea Canal is a navigation canal in the County Constanţa, Romania, connecting the ports on the Danube to the Constanţa Black Sea port, shortening the route to the Constanţa port by almost 400 km. The Canal is a component of the important European waterway between the Black Sea and the North Sea (through the Rhine-Main-Danube Canal). By using this route, goods travelling from Australia and the Far East to Central Europe will have a shorter voyage by around 4,000 km. According to the UNECE classification, the Danube-Black Sea Canal is a waterway of Class VI. Besides the navigation function, the canal also provides the necessary water for irrigation and is used as drinking water and as industrial water source.		
Objective(s) of project:	Banks consolidation on the canal in order to ensure the safety of inland water transport		
Planned project activities:	Execution of consolidation works		
Transboundary impact:	Through the Danube-Black Sea Canal the Danube river is linked with the port of Constanţa and goods are transported from/to Central European countries to/from Asian countries.		
Project beneficiaries / target groups:	Shipping companies		
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:	2014	**End date:**	2020
Notes:	From the state budget around one million EUR is allocated every year for the execution of works on the sectors with a banks stability high risk.		

Project Data Sheet

PROJECT TEAM		
Project leader:	Administration of Navigable Canals (ACN), Constanţa, Romania	
Project partner(s):	–	
Contact person:	**Name:**	Valentin Zeicu
	Organisation:	Administration of Navigable Canals (ACN), Constanţa, Romania
	Address:	Ecluzei Street, no. 1, Agigea, Romania
	Phone:	+40 21 702 705
	E-Mail:	compania@acn.ro
	Website:	www.acn.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	334,250,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	20,000,000 EUR (State budget)
	☒ EU funds:	80,000,000 EUR (Cohesion Fund)
	☐ IFI loans:	–
	☐ Private funds:	–
	☐ Other:	–

PROJECT ENVIRONMENT	
Project cross-reference:	• The signalization on the Danube–Black Sea Canal was modernised in the period 2010 – 2011. • The feasibility study for the modernisation of Agigea and Cernavoda locks equipments was finalised in 2011. The financing application will be submitted in 2012 to the Management Authority for SOPT 2007–2013. • Feasibility study for the waiting berth for convoys' dismantling/remaking at the junction between the Danube-Black Sea Canal and the Poarta Alba-Midia Navodari Canal was finalised in 2011. The financing application was submitted to the Management Authority for SOPT 2007–2013
Cross-reference ID(s):	PA1A029 / PA1A034 / PA1A035
Strategic reference:	• Strategy for sustainable development on the period 2007–2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Government Programme 2009–2012

	• Belgrade Convention (1948) • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No. 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance • Government Decision no. 599/2009 regarding the organisation of the National Company "Navigable Canals Administration" • All EU Directives related to environmental protection
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Financing ensured for the project completion.
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Banks consolidation on the Poarta Alba–Midia Navodari Canal**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A042
Need and added value for Danube Region Strategy:	When the Poarta Alba–Midia Navodari Canal was opened for navigation in 1987, only the minimal works necessary for the navigation activities had been completed. The uncompleted works, the type of the rocks, the influence of the hydro-meteorological factors (wind, rain, snow) and the repeated cycles of freeze-thaw may cause landslides, falls, with major impact on the general stability of embankments, resulting in a clogged fairway with material drawn from the slope and transported in the canal, as well as in the damage of the already completed works. Currently, works are being conducted within the ceiling of the money allocated from the state budget. ISPA funding is used for a feasibility study for the works which are still to be completed		
Objective(s) of project:	Banks consolidation in order to ensure the safety of transport on the canal		
Planned project activities:	Execution of works		
Transboundary impact:	Through the Poarta Alba–Midia Navodari Canal goods are transported from/to Central European countries, with vessels flying various national flags.		
Project beneficiaries / target groups:	Shipping companies		

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:	2014	**End date:**	2020
Notes:	–		

PROJECT TEAM		
Project leader:	Administration of Navigable Canals (ACN), Constanta, Romania	
Project partner(s):	–	
Contact person:	**Name:**	Valentin Zeicu
	Organisation:	Administration of Navigable Canals (ACN),
	Address:	Ecluzei Street, no. 1, Agigea, Romania

	Phone:	+40 21 702 705
	E-Mail:	compania@acn.ro
	Website:	www.acn.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	309,220,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	State budget
	☒ EU funds:	Structural Funds (execution of works)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	• The signalization on the Danube–Black Sea Canal was modernised in the period 2010–2011. • Feasibility study for the modernisation of Ovidiu and Navodari locks equipments was finalised in 2011. The financing application will be submitted in 2012 to the management Authority for SOPT 2007–2013.
Cross-reference ID(s):	PA1A034
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Government Programme 2009–2012 • Belgrade Convention (1948) • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance • Government Decision no. 599/2009 regarding the organisation of the National Company “Navigable Canals Administration” • All EU Directives related to environmental protection

Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Financing ensured for the project completion.
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Waiting berth for the dismantling/remaking of pushed convoys at the junction between the Danube–Black Sea Canal and the Poarta Alba–Midia Navodari Canal**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A035
Need and added value for Danube Region Strategy:	The waiting berth will be located on the left bank of the Danube–Black Sea Canal (DBSC), upstream from the junction with the Poarta Albă–Midia Năvodari Canal (PABSC), between km 29+720 and 30+020. The waiting berth for the dismantling/remaking of pushed convoys was designed at the time of the design for both canals and is a functional need for the transit of convoys, because of the difference in fairway parameters between the canals and the difference between the geometries of the convoys transiting the two canals. The navigation convoy for the DBSC is made up of 6 barges of 3,000 ton, in two lines, propelled by a pusher of 2 x 820 HP (L = 296 m; B = 22.80 m, D = 3.80 m). The navigation convoy for the PABSC is made up of a 3,000 t barge with its pusher (L = 119.5 m; B = 11.40 m, D = 3.80 m). The waiting berth will be 300 m long. It will have three piers and a quay depth of 5.5 m. Taking into account the current traffic and the traffic forecast for the following years, a capacity of dismantling/remaking of around 12 barges/day is estimated for the future berth (the reference convoy is made up of two units).		
Objective(s) of project:	The main goal of the waiting berth for convoys is to facilitate the convoys' assembling/dismantling operations, including the assurance of cargo safety and the simple vessel's mooring as well and to lower the unit waterway transport cost. Given a lower unit cost, waterway transport will become more attractive (in comparison to road or rail alternatives) and the market equilibrium will shift to a higher transported volume.		
Planned project activities:	• Feasibility study – finalised in February 2011 • Financing Application for SOPT 2007–2013 : August 2011 • Public tender for works and supervision: December 2011 • Project implementation 2012–2014		
Transboundary impact:	Through the Danube–Black Sea Canal the Danube river is linked to the port of Constanta and goods are transported from/to Central European countries to/from Asian countries.		
Project beneficiaries / target groups:	Shipping companies.		
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		

Project Data Sheet

Start date:	2012	**End date:**	2014
Notes:	–		

PROJECT TEAM		
Project leader:	Administration of Navigable Canals (ACN), Constanta, Romania	
Project partner(s):	–	
Contact person:	**Name:**	Valentin Zeicu
	Organisation:	Administration of Navigable Canals
	Address:	Ecluzei Street, no. 1, Agigea, Romania
	Phone:	+40 21 702 705
	E-Mail:	compania@acn.ro
	Website:	www.acn.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	3,500,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	1,480,000 EUR (State budget)
	☒ EU funds:	2,020,000 EUR (European Reconstruction and Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	The signalization on the Danube – Black Sea Canal was modernised in the period 2010–2011.
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007–2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final • Navigation and Inland Waterway Action and Development in Europe

	(NAIADES) COM (2006) 6 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance • Government Decision no. 599/2009 regarding the organisation of the National Company "Navigable Canals Administration" • All EU Directives related to environmental protection
Other:	The project was foreseen in the initial project design of the Danube–Black Sea Canal as a functional necessity. The investment was not started due to the lack of financing. A feasibility study was finalised in 2011.
OTHER RELEVANT ISSUES	
Project requirements:	The constructor to finalise works according to the time implementation sheet.
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Rehabilitation and Development of Transport and Navigation on the Sava River Waterway**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	www.savacommission.org	**Project ID:**	PA1A039
Need and added value for Danube Region Strategy:	The Sava river is navigable on 594 km of its river course and links the economies of the four Sava riparian states (Serbia, Bosnia and Herzegovina, Croatia, Slovenia), whilst there is or is in perspective, the implementation of transport infrastructure that would link the Sava with several ports on the Adriatic sea. The existence of port infrastructure on the Sava itself and the connection of the Sava with the Danube provide great advantages for intensifying further development of river transport. Despite of such natural advantages the Sava river waterway has been neglected during the last 20 years and due to the war in 1990 waterway transport was actually the most endangered type of traffic because of damages of the infrastructure such as bridges, which completely stopped traffic at certain locations and river stretches. Navigation was also unsafe due to the presence of unexploded devices and in severance during the reconstruction of the damaged bridges. During the said period the maintenance of the Sava river waterway was on a low level and this has resulted in a decrease of the widths and depths of the waterway and shorter navigation periods during the year. In addition, due to the decrease of the industrial production and economic problems, freight transport on the Sava, similar to other types of transport, is on a low level and suffers serious lack of financial sources and maintenance. Although transport volumes in the past were higher (prior to 1990 approx. 6 million tons annually) than at present, the full potentials of waterway transport were not adequately used in past. This can be illustrated by fact that waterway transport in EU countries has risen by 12% during the period of 1970–1998 (source: EUROSTAT, European Conference of Ministers of Transport), while waterway transport in countries of Central and Eastern Europe has declined by 20% during the period of 1990–1998 (source: European Conference of Ministers of Transport). Nowadays, in view of the increased needs for transport in the Sava region, it is obvious that the rehabilitation of waterway transport on the Sava river is extremely important, as it is a environmental friendly and sustainable type of transport with extraordinary potential. This is specifically enhanced after the signing and ratification of the Framework Agreement on the Sava River Basin in 2002 and the adoption of the Protocol on the Navigation Regime, according to which the navigation is free for vessels of all flags. This project will result in the improvement of the physical capacity of the waterway of the Sava river and it will contribute to the improvement of the mobility and multimodality in the Danube Region. At the same time, it will contribute to the increase of the river transport, to the removal of the obstacles to navigability and to the establishment of effective waterway infrastructure management in the Danube Region.		
Objective(s) of project:	The main objective of the project is the rehabilitation and development of the Sava river waterway infrastructure and provision of an appropriate economic and organizational framework for restoring trade and navigation (cargo and passengers) on the Sava, with an aim to: • develop additional required studies and designs; • improve the waterway infrastructure up to class IV and Va by river training		

	measures and other works; • improve public and private investments into transport on the Sava river, in accordance with adequate economic and financial analysis; • apply an integrated approach considering water management, energy production, flood control and environmental aspects in the basin.
Planned project activities:	• Development of detailed design; • Execution of river training works (groynes, sills, bank protection, dredging and bridge reconstruction).
Transboundary impact:	• Republic of Croatia, Bosnia and Herzegovina, Republic of Serbia – river training works will be executed on the territory of these states; • Republic of Slovenia – improved possibilities for multimodal transport.
Project beneficiaries / target groups:	• Industries in the Sava Region (especially steel, oil, fertilizer and agriculture production); • Shipping industries; • Ports; • Tourism (especially nautical tourism) • Inland waterway authorities in the Sava riparian countries

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 (detailed design) ☐ Completion		
Start date:	01.2008	**End date:**	12.2016
Notes:	Preliminary design and Feasibility Study completed EIA partly completed Detailed design ongoing		

PROJECT TEAM		
Project leader:	International Sava River Basin Commission (ISRBC)	
Project partner(s):	For each part of the project (e.g. detailed design, EIA, works) a different project leader will be nominated	
Contact person:	**Name:**	Željko Milković
	Organisation:	International Sava River Basin Commission
	Address:	Kneza Branimira 29, Zagreb, Croatia
	Phone:	+385 1 4886962

	E-Mail:	zmilkovic@savacommission.org
	Website:	www.savacommission.org
FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	85,000,000 EUR (estimation from feasibility study)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	Planned national contribution from Croatian budget (national part in financing from structural funds)
	☒ EU funds:	Instrument for Pre-Accession Assistance Structural Funds
	☒ IFI loans:	World Bank European Bank for Reconstruction and Development
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	• Reconstruction and Improvement of the Sava River in Croatia • Implementation of River Information Services in Europe (IRIS Europe II & 3)	
Cross-reference ID(s):	PA1A040 / PA1A008 / PA1A019	
Strategic reference:	• European Action Programme for Inland Waterway Transport (NAIADES) • Platform for the implementation of NAIADES (PLATINA) • White Paper: “European Transport Policy for 2010: Time to Decide" • TEN-T Policy • SEETO Core Network • Transport strategies of Slovenia, Croatia, Serbia and Bosnia and Herzegovina	
Relevant legislation:	• Framework Agreement on the Sava River Basin • TEN-T Guidelines • European Agreement on Main Inland Waterways of International Importance (AGN)	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	Continuing cooperation and coordination of the riparian countries (secured trough Sava Commission) and in-time financing of the implementation (river training works).	

Follow-up project:	Development of Sava ports (Sisak, Slavonski Brod, Brčko, Šabac, Mitrovica); there are ongoing development projects in each of the ports.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Reconstruction and Improvement of the Sava River in Croatia**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	www.vodniputovi.hr	**Project ID:**	PA1A040
Need and added value for Danube Region Strategy:	The Sava River is classified as a international waterway class IV from the border of the Republic of Serbia (km 211) to Sisak (km 594). Currently, the Sava river waterway does not meet the required navigation parameters of international waterway class IV and does not allow for smooth navigation on 300 days/year for vessels with a maximum draft of 2.5 metres. This project will result in the improvement of the physical capacity of the waterway of the Sava river and it will contribute to the improvement of mobility and multimodality in the Danube Region. At the same time, it will contribute to the increase of river transport, to the removal of obstacles to navigability and to the establishment of effective waterway infrastructure management in the Danube region.		
Objective(s) of project:	The main objective of the project is the integration and modernization of the Croatian infrastructure within the Trans-European Transport Network. As an international waterway, the Sava river does not meet the navigability criteria for the European inland waterways as provided in the AGN Agreement, since it should enable safe navigation for vessels of class IV for 300 days per year.		
Planned project activities:	Detailed design, renewal of existing groynes and construction of new T-groynes, which will reduce the width of the waterway and increase the depth of the river. Construction of bottom sills on the riverbed, which would increase the water level. Excavation of river material at places of smaller depth due to increased sedimentation. Renewal of existing and construction of new revetments that will prevent bank erosion.		
Transboundary impact:	• Republic of Croatia, Bosnia and Herzegovina		
Project beneficiaries / target groups:	• Industries in the Sava Region (especially steel, oil, fertilizer and agriculture production); • Shipping industries; • Ports; • Tourism; • Inland waterway authorities in the Sava riparian countries		
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 (detailed design) ☐ Completion		
Start date:	t.b.d.	**End date:**	2018

Project Data Sheet

Notes:	Preliminary design and Feasibility Study completed, EIA partly completed, detailed design ongoing; resolving the border relations with the Republic of Bosnia and Herzegovina is in the process.	
PROJECT TEAM		
Project leader:	Ministry of Maritime Affairs, Transport and Infrastructure of Croatia	
Project partner(s):	For each part of the project (e.g. detailed design, EIA, works) a different project leader will be nominated.	
Contact person:	**Name:**	Ana Barišić
	Organisation:	Ministry of Maritime Affairs, Transport and Infrastructure
	Address:	Krležin Govozd 1a, 10000 Zagreb, Croatia
	Phone:	+385 1 37 83 913
	E-Mail:	ana.barisic@mmpi.hr
	Website:	www.mmpi.hr

FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	55,000,000 EUR (estimation from the feasibility study)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	Planned national contribution from Croatian budget (national part in financing from structural funds)
	☒ EU funds:	Instrument for Pre-Accession Assistance Structural Funds
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	Implementation of River Information Services in Europe (IRIS Europe II & 3)	
Cross-reference ID(s):	PA1A008 / PA1A019	
Strategic reference:	• European Action Programme for Inland Waterway Transport (NAIADES) • Platform for the implementation of NAIADES (PLATINA) • White Paper: “European Transport Policy for 2010: Time to Decide" • TEN-T Policy	

	• SEETO Core Network • Transport strategies of Croatia
Relevant legislation:	• Framework Agreement on the Sava River Basin • TEN-T Guidelines • European Agreement on Main Inland Waterways of International Importance (AGN)
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. ☐ 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	☐ To complete the implementation of TEN-T Priority Project 18 on time and in

Strategy: (please tick a box)	an environmentally sustainable way. [x] 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. [x] 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. [x] 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)	[x] Waterway infrastructure and management [x] Ports and sustainable freight transport [ ] Danube fleet [x] River Information Services [ ] Education and jobs
OTHER RELEVANT ISSUES	
Project requirements:	Continuing cooperation and coordination of the riparian countries (secured trough Sava Commission) and in-time financing of the implementation (river training works).
Follow-up project:	Development of the Sava ports (Sisak, Slavonski Brod; there are ongoing development projects in each of the ports.
Any other issues:	–
META DATA	
Dated created / by:	28.12.2011 / Ana Barišić (Ministry of Maritime Affairs, Transport and Infrastructure, Croatia)
Date of last update / by:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Navigation on the river Tisza and exploring the possibility of construction of a river port at the junction of three borders of Ukraine, Hungary, Slovakia**		
Short project title: (acronym)	Navigation on the river Tisza	Project logo:	
Project website:	–	Project ID:	PA1A043
Need and added value for Danube Region Strategy:	This project will improve mobility and communication between different modes of transport. It will also develop international transit infrastructure, diversification of transportation operations and will facilitate the development of the Danube region as a whole		
Objective(s) of project:	• Provide direct access to short and therefore cheaper (compared to alternative routes) traffic routes from the former Soviet Union to the markets of Central, Southern Europe and in the opposite direction • General and EU operation of water transport network of rivers Danube and Tisza • Improving the investment attractiveness of the region through the development of transportat and logistics infrastructure, the introduction of multimodal transport		
Planned project activities:	Establishing the necessary criteria for an international class IV waterway (including the required fairway depth from 2.5 to 2.8 m, the minimum fairway width of 75 metres and no abrupt curves), construction of hydrotechnic structures, construction of a river port		
Transboundary impact:	The project includes the construction of a river port at the junction of three borders (Ukraine, Slovakia, Hungary) in accordance with the priority areas of economic use of the Danube River and the European Union strategy for the Danube Region. The Tisza waterway is directly connecting the Danube countries Ukraine, Slovakia, Hungary and Serbia. Opening waterways Ukraine and the countries of the Danube River Basin through Hungary and the countries of former Yugoslavia will have significant implications in the international, national and regional levels, namely at the international level.		
Project beneficiaries / target groups:	Ukraine's economy in general and entities involved in economic and commercial activities		
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		

Project Data Sheet

Start date:	t.b.d.	End date:	t.b.d.
Notes:	The experience of recent arid years (including climate change in the context of global warming), which lead to a significant decline in water level of the Tisza, necessitated a reassessment of the program capabilities, which had the effect that the interest of our partners in the region concerning above-mentioned project has dropped. Our Hungarian partner "Regional Agency for Investment and Development" has proposed to suspend the execution of this project.		

PROJECT TEAM		
Project leader:	Ministry of Economic Development and Trade of Ukraine	
Project partner(s):	Transcarpathian Regional State Administration	
Contact person:	**Name:**	Serhiy Kyianovskyi
	Organisation:	Transcarpathian Regional Center for Investment and Development
	Address:	Hojdy str. 8, 88000 Uzhgorod, Ukraine
	Phone:	+38 0312 615598 (Fax: +38 0312 630460)
	E-Mail:	krp_innov@ukr.net
	Website:	–

FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	–	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☐ EU funds:	
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	Work with representatives of the Danube region, including Hungarian partners, engaged in shipping on the river Tisza, which set the appropriate contacts and there is an agreement on cooperation.

Relevant legislation:	• Law of Ukraine of 10.11.1994, № 232-94-BP "On Transport" • Law of Ukraine of 17.01.2002 № 2997-III ratified the Convention on cooperation for the protection and sustainable use of the river Danube (Convention for the Protection of the river Danube) • Regional development strategy of the Transcarpathian region by 2015 • Cross-border cooperation strategy "Carpathia 2003-2011"
Other:	Conducted feasibility study of construction of river port at the junction of three borders
OTHER RELEVANT ISSUES	
Project requirements:	Create a legal framework with the conclusions of international agreements on the use of Tisza countries through which this river flows. The development of navigation on the junction of three borders possible only if close cooperation of governments that are interested in the existence of a transport corridor, as well as support from the EU.
Follow-up project:	Construction of waterworks; obstacles will be solved by controlling the water level and artificial increase or decrease in water level in the river by means of hydraulic structures.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Analytic study of the need of water corridor Danube–Oder–Elbe**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A089
Need and added value for Danube Region Strategy:	The main target of this study is to analyse the potential of the mentioned new inland waterway link from an economical, ecological, hydrological, transport and social point of view. On the basis of its output decisions will be made on the next steps to be taken concerning this project. The water corridor Danube–Oder–Elbe could contribute to shift the transport of goods to the waterway and enhance the usage of Danube waterway.		
Objective(s) of project:	Elaboration of examination of economical effectiveness of the planned action of water corridor Danube–Oder–Elbe including examination of ecological and other aspects (for example also quantification of contributions in the field of energy supply, flood protection and reduction of flood damage and also for direct and indirect job possibilities). Elaboration of SWOT analysis (S–Strengths, W–Weaknesses, O–Opportunities, T–Threats). Stabilization of the route in the territory (north/Oder – connection Ostrava – Koźle, south/Morava – Danube including elaboration of variant D+ according to assignment of the Slovak party and elaboration of recommendation for selection of the variant) Inquiry of transport needs of commodities suitable to be transported by inland navigation within transport corridors Baltic (Szczecin) – Black Sea (Bratislava) – Far East (China, India) and North Sea (Hamburg) – Black Sea (Bratislava) – Far East (China, India).		
Planned project activities:	Implementation of the above-mentioned targets		
Transboundary impact:	The study itself will be carried out for the territory of the Czech Republic by using the necessary inputs of other countries. Outputs of this study will be discussed with all the neighbouring countries in order to define the further procedure.		
Project beneficiaries / target groups:	• Households – people living and/or working in the concerned region • Companies – physical and legal entities conducting business in the concerned region • Municipalities – towns and villages and their lead organization in the concerned region • State – the Czech Republic (NUTS I), its authorities, organizations and institutions		
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		

Project Data Sheet

Start date:	12.2011	**End date:**	12.2013
Notes:	–		

PROJECT TEAM		
Project leader:	Port of Venice as the project coordinator of INWAPO The appropriate project activity is under the responsibility of the Ministry of Transport of the Czech Republic	
Project partner(s):	–	
Contact person:	**Name:**	Vojtech Dabrowski
	Organisation:	Ministry of Transport of the Czech Republic
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	E-Mail:	vojtech.dabrowski@mdcr.cz
	Website:	www.mdcr.cz

FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	230,827 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	34,623.37 EUR (State transport infrastructure fund)
	☒ EU funds:	196,203.63 EUR (European Regional Development Fund – Central Europe Programme)
	☐ IFI loans:	–
	☐ Private funds:	–
	☐ Other:	–

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• EU Transport White Paper • AGN and UNECE Blue Book • EU NAIADES Action Programme

	• The Transport 2050 roadmap to a Single European Transport Area • A joint document of territorial development of V4 +2 • Resolution of the Government of the Czech Republic Nr. 49/2011 from 19th January 2011 • Resolution of the Government of the Czech Republic Nr. 155/2012 from 14th March 2012
Relevant legislation:	• Resolution of the government of the Czech Republic Nr. 49/2011 from 19th January 2011 • Resolution of the Government of the Czech Republic Nr. 155/2012 from 14th March 2012
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	On the basis of outputs of the study the further steps will be defined and discussed / negotiated with the neighbouring states

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Completion, reconstruction and modernization of the river Váh waterway**		
Short project title: (acronym)	WWVR	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A077
Need and added value for Danube Region Strategy:	To ensure the connection South / Danube (Slovakia) – North / Oder (Poland), intermodal TEN–T transport corridors by No. V and No. VI.		
Objective(s) of project:	Improving waterway parameters, i.e. to ensure the required parameters for navigability according to Agreement on Inland Waterways of International Importance (AGN)		
Planned project activities:	Planning, projection and realization of water structures according to the approved relevant strategic framework of the Slovak Republic (Waterway Development Concept; Waterway Transport Concept, Transport Strategy of the Slovak Republic).		
Transboundary impact:	All EU countries (Danube and Oder riparian states).		
Project beneficiaries / target groups:	Freight forwarders, logistic service providers, inland ship owners, inland terminal operators, shippers, cargo handlers, ship brokers and agents, ship construction, equipment producers, multimodal transport operators and other users of the Danube waterway.		
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:	2012	**End date:**	t.b.d.
Notes:	–		

PROJECT TEAM		
Project leader:	Waterborne Transport Development Agency / Slovakia	
Project partner(s):	–	
Contact person:	**Name:**	Vladimír Novák
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Project Data Sheet

	E-Mail:	vladimir.novak@arvd.gov.sk
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FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	t.b.d.	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	State budget (project planning)
	☒ EU funds:	For project planning and realisation
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	• EU Transport White Paper • AGN and UNECE Blue Book • EU NAIADES Action Programme • TEN-T Priority Project No. 18 • Water Transport Development Concept of the Slovak Republic • Water Management Policy of the Slovak Republic	
Relevant legislation:	• Act No. 338/2008 on Inland Water Transport of the Slovak Republic • Announcement No. 22/2001 on the Classification of Inland Waterways of the Slovak Republic	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	–	
Follow-up project:	–	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Construction of multi-purpose Danube-Sava Canal**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	www.vodniputovi.hr	**Project ID:**	PA1A036
Need and added value for Danube Region Strategy:	Currently there is no connection between the Sava and Danube, except through the mouth of the Sava river near Belgrade, which considerably extends the navigation from the Sava basin to the Western Europe. Connecting the Danube and Sava, the fairway will be shortened for more than 400 km upstream and about 90 km downstream. The Canal was initially designed as a transport link, but eventually gets a multifunctional role. The Canal starts in Vukovar on the Danube river and ends at Šamac on the Sava River. Length of the canal route is 61.4 km. The route passes through a low agricultural land, forest areas and near settlements. The main feature of the Canal is a benefit for the transport of goods and cargo over long distances. The Canal will have three main functions: irrigation, navigation and drainage. The surface for the irrigation will be increased as well as the drainage of excess water when the water level is high.		
Objective(s) of project:	The main objective of the project is to improve the waterway network in the Danube region and to shorten the navigable route from the Sava into the Danube as well as to manage the water regime in the wider area of the Canal.		
Planned project activities:	• Excavation of the Canal on a length of 61.5 km, with necessary infrastructural facilities (locks, pumps, siphons, weirs, etc.).		
Transboundary impact:	The Canal will benefit the upper Sava river riparian states of Croatia and Bosnia and Herzegovina, creating direct access to the Danube waterway via the Canal. As the transport of goods on the Danube and its tributaries has an international and long-distance character, the entire Danube region will benefit from the project.		
Project beneficiaries / target groups:	• Industries in the Danube region (especially steel, oil, fertilizer and agriculture production); • Shipping industries; • Ports; • Tourism		
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:	t.b.d.	**End date:**	t.b.d.

Project Data Sheet

Notes:	Feasibility study is available, but not made according to EU norms; geotechnical study is partially completed; environmental impact study was adopted.	
PROJECT TEAM		
Project leader:	Ministry of Maritime Affairs, Transport and Infrastructure of Croatia	
Project partner(s):	For each part of the project (e.g. detailed design, EIA, works) different project leader will be nominated	
Contact person:	**Name:**	Ana Barišić
	Organisation:	Ministry of Maritime Affairs, Transport and Infrastructure
	Address:	Krležin Govozd 1a, 10000 Zagreb, Croatia
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	E-Mail:	ana.barisic@mmpi.hr
	Website:	www.mmpi.hr
FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	850,000,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☒ EU funds:	Instrument for Pre-Accession Assistance Structural Funds
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	• European Action Programme for Inland Waterway Transport (NAIADES) • White Paper: "European Transport Policy for 2010: Time to Decide" • TEN-T Policy • Platform for the implementation of NAIADES (PLATINA) • Transport strategies of Croatia	

Relevant legislation:	• TEN-T Guidelines • European Agreement on Main Inland Waterways of International Importance (AGN)
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	Development of ports on the Danube–Sava Canal

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Systematization of Argeş and Dâmboviţa Rivers for navigation and other uses – "Danube–Bucharest Canal"**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A002
Need and added value for Danube Region Strategy:	The aim of the project is the creation of a waterway to connect Bucharest, the capital of Romania, to the Danube river. Completing the works which were started before 1990 on the lower courses of the Argeş and Dâmboviţa rivers can be seen from the evaluation of the uses of such waterworks. More specifically, they can be used to: • Confine and harness the flooding flows of around 1,740 cubic meters/sec to the Grădinari section and of around 1,900 cubic meters/sec downstream of Budeşti; • Connect Bucharest with the Danube, namely with the Trans-European Transport Corridor VII, through a waterway having the transport capacity of up to 20 million tons/year on the Budeşti–Oltenita sector, 16 million tons/year on the Budeşti–Bucharest Port–1 Decembrie sector and 4 million tons/year on the Budeşti–Bucharest Port–Glina sector; • Protect around 30,000 hectares of farming land and 11 localities from flooding (around 6,250 individual households); • Supply the necessary water for irrigating around 150,000 hectares of farming land and supply the drinking water for neighbouring localities; • Produce around 58 GWh/year of power in the water power plants located at the water junctions of the project, added to the 15 GWh/year produced in the hydro-technical schemes at Tânganu and Cucuieţi on the Dâmboviţa River; • Supply around 1,250 hectares for aquafarming; • Develop leisure and tourism in the area; Favourable ecological influences, given that inland waterway transport is less polluting than other transport modes, as well as that, by creating an important 3,000 hectares lake, added to those around 1,000 hectares on the Dâmboviţa, in an area lacking precipitation, can result in positive influences on the microclimate.		
Objective(s) of project:	The main goals pursued by the complex development of the Danube–Bucharest Canal system are: • Connecting Bucharest with the Danube river by waterway, which would be an extremely profitable and eco-friendly alternative to rail and road transport; • Defending 11 localities and 30,000 hectares of farming land against floods; • Producing power, establishing the necessary conditions for leisure and tourism, providing favourable ecological influences and other similar elements; • Supplying the necessary water to irrigate over 150,000 hectares of land as well as providing drinking water for neighbouring localities and 1,250 hectares for aquafarming		
Planned project activities:	A 104 km long waterway will be navigable following the completion of the works, out of which 73 km will be the waterworks on the Argeş river and 31 km will be		

	the waterworks on the Dâmboviţa river. The system will have six consecutive dams (4 on the Argeş river and 2 on the Dâmboviţa river), provided with water power plants (4 x 5.70 MW = 22.80 MW) and twin locks. The works for developing the lower part of the Argeş river pursue the regulation of the river flow to allow access of pushed convoys made up of one barge (2,000 tons dwt) and its related pusher, as well as the construction and confinement of the river with 4 successive dams which will compensate the 53 m difference in height between the Argeş waters in the area of the Bucharest port and its junction with the Danube. The transport capacity of the Argeş waterway, in view of the reference convoy and lock parameters, will be up to 16 million tons/year. The waterworks for the Dâmboviţa river pursue the channelling, creation of dams and confinement of waters on the sector limited by the road bridge crossing the river in Glina and its junction with the Argeş river in Budeşti. The Dâmboviţa waterway and its related waterworks, including the locks on the water junctions at Tânganu and Cucuieţi, are based on the reference convoy made up of a 1,500 tons pushed lighter and its related pusher. The transport capacity of the Dâmboviţa waterway (Glina–Budeşti sector) is 4 million tons/year. The waterway shall have two ports in Bucharest (1 Decembrie and Glina), and at the junction of the Argeş river with the Danube there is the Oltenita Port.
Transboundary impact:	On the Danube–Bucharest Canal goods will be transported by inland vessels flying different flags.
Project beneficiaries / target groups:	• Shipping companies • Forwarders • Port operators • Agriculture and energy
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:	2014 — **End date:** 2025
Notes:	The project was started in 1986 and then stopped in 1991. At that time, the works had been executed to the extend of 75% of the entire design. Between 1991 and 2008, the project was stalled and under administration of the National Administration of Romanian Waters. In 2008, based on Government Decision no. 487/2008, the investment was transmitted to the National Company of Navigable Canals with the aim to develop an inland waterway between Bucharest and the Danube river. In 2009, the feasibility study for the project was started to be updated and a technical expertise study on the existing works was conducted. The update of the feasibility study was finalised in December 2011.
PROJECT TEAM	
Project leader:	Administration of Navigable Canals (ACN), Constanţa, Romania

Project partner(s):	–	
Contact person:	**Name:**	Valentin Zeicu
	Organisation:	Administration of Navigable Canals (ACN), Constanţa, Romania
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	E-Mail:	compania@acn.ro
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FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	2,588,570,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	State budget
	☒ EU funds:	Cohesion Fund
	☐ IFI loans:	
	☐ Private funds:	
	☒ Other:	Public-private partnership

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Government decision no. 487/2008 regarding the transmission of the investment the “Arrangement of the Arges river for flood protection, irrigation and other uses” and other public property assets form the administration of the Ministry of Environment and Sustainable Development – National Administration “Romanian Waters” to the administration of the Ministry of Transports through the National Company “Navigable canals Administration” in order to achieve an inland waterway between Bucharest and Danube River • Government Decision no. 599/2009 regarding the organisation of the National Company “Administration of Navigable Canals” • All EU Directives related to environmental protection

Other:	In 2011, the Bucharest–Danube Canal was included in the TEN-T Core Network by the European Commission.
OTHER RELEVANT ISSUES	
Project requirements:	Financing ensured for the project's completion.
Follow-up project:	Development of Ports of Bucharest and Oltenita

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Network of Danube Waterway Administrations**		
Short project title: (acronym)	NEWADA	**Project logo:**	NEWADA
Project website:	www.newada.eu	**Project ID:**	PA1A005
Need and added value for Danube Region Strategy:	As the Danube, the world's most international waterway, has ten riparian states and as the development as well as the maintenance of the waterway is the responsibility of national waterway authorities, a coordinated and consistent approach to these tasks is crucial in order to create transnational benefits for all users of this international waterway. The added value of the project activities is as follows: • National strategy plans for waterway maintenance, hydrology and hydrography will be prepared, which are the basis for pilots, implementation guidelines and further bi-or multilateral projects. • A web portal containing relevant fairway-related data will be established as a "one-stop shop" and according to European standards. • The elaboration of an organisational strategy for each country will foster cooperation between the waterway authorities, development agencies and ministries within each country. • The “Board of Directors” containing the directors of each waterway administration will be implemented in the run of the project and is meant to exist also after the lifetime of the project. Within this board strategic issues shall be discussed and common approaches shall be agreed on.		
Objective(s) of project:	The NEWADA project aims at increasing the efficiency of the Danube as European Transport Corridor VII by intensifying cooperation between waterway administrations which helps to promote inland navigation as a cost-effective and environmentally friendly mode of transport.		
Project activities:	• Cooperation on hydrological and hydrographical tasks will be intensified in order to achieve a higher impact. In this field the efficiency of daily work has to be increased through the exchange of know-how among experts as well as through the identification of best practise cases. • Physical accessibility of the waterway infrastructure will be improved. National action plans, feasibility studies, bilateral projects and implementation guidelines for improving waterway maintenance and river engineering will be worked out in cooperation with other Danube countries. • Access to ICT (Information and Communication Technology) networks and services will be enhanced in order to overcome shortcomings. Up-to-date waterway related data will be provided to waterway administrations of neighbouring countries, third parties and users. • Responsible stakeholders will be integrated and cooperation will be fostered. The communication between waterway administrations, development agencies and Ministries of Transport shall be enhanced. Waterway administrations shall be transformed into service-oriented organisations in order to meet user demands.		
Transboundary impact:	The project covers 8 out of 10 Danube riparian states, i.e. Austria, Slovakia, Hungary, Croatia, Serbia, Bulgaria, Romania and Ukraine.		

Project Data Sheet

Project beneficiaries / target groups:	• Waterway administrations in 8 Danube riparian states responsible for the maintenance and development of the Danube waterway. • Infrastructure users (e.g. boatmasters, shippers), 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:	01.04.2009	**End date:**	31.03.2012
Notes:	–		
PROJECT TEAM			
Project leader:	via donau – Österreichische Wasserstraßen-Gesellschaft mbH / Austria		
Project partner(s):	• SVP – Slovenský Vodohospodársky Podnik, štátny podnik (Slovak Water Management Enterprise) / Slovakia • RSOE – Rádiós Segélyhívó és Infokommunikációs Országos Egyesület (National Association of Radio Distress-Signalling and Infocommunications) / Hungary • VITUKI – Környezetvédelmi és Vízgazdálkodási Kutató Intézet Nonprofit Kft. (Environmental Protection and Water Management Research Institute) / Hungary • VKKI – Vízügyi és Környezetvédelmi Központi Igazgatóság (Central Directorate for Water and Environment) / Hungary • AVP – Agencija za vodne putove (Agency for Inland Waterways) / Croatia • PLOVPUT – Direkcija za vodne puteve (Directorate for Inland Waterways) / Serbia • ACN – Administratia Canalelor Navigabile S.A.(Administration of the Navigate Canals) / Romania • AFDJ – Administratia Fluviala a Dunarii de Jos – Galati (River Administration of the Lower Danube – Galati) / Romania • APPD / EAEMDR – Izpŭlnitelna Agentsiya "Prouchvane i Poddŭrzhane na Reka Dunav" (Executive Agency for Exploration and Maintenance of the Danube River) / Bulgaria • DUDG / SHS – Derzhavna Ustanova "Derzhhidrohrafiya" (State Hydrographic Service) / Ukraine • ONMA – Odesskaya Natsionalnaya Morskaya Akademiya (Odessa National Maritime Academy) / Ukraine		
Contact person:	**Name:**	Markus Schedlbauer	
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Project Data Sheet

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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	2,864,546 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	431,182 EUR (State budget of project partners)
	☒ EU funds:	2,224,960 EUR (European Regional Development Fund) 208,404 EUR (Instrument for Pre-Accession Assistance)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	Network of Danube Waterway Administrations - Data & User Orientation	
Cross-reference ID(s):	PA1A015	
Strategic reference:	• National development plans for the Danube waterway • EU's NAIADES Action Programme • Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin	
Relevant legislation:	–	
Other:	The project is part of the EU's South-East-European Transnational Cooperation Programme (Priority Axis 3: Improvement of the accessibility, Intervention Area 3.1: Improve coordination in promoting, planning and operation for primary and secondary transportation networks).	
OTHER RELEVANT ISSUES		
Project requirements:	–	
Follow-up project:	Network of Danube Waterway Administrations - Data & User Orientation (NEWADA duo)	
Date of last update / by:	–	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Network of Danube Waterway Administrations - data and user orientation**		
Short project title: (acronym)	NEWADA duo	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A015
Need and added value for Danube Region Strategy:	Currently, different qualities of service exist concerning the maintenance of Danube waterway infrastructure and the provision of information on the current status of the fairway with a focus on the users of the Danube waterway. The partnership of the NEWADA duo project shall help to achieve noticeable progress in waterway management along the entire course of the Danube. Project partners are Danube waterway administrations, as these are the responsible organisations within a country with respect to waterway maintenance and development issues. The project features a wide horizontal but also vertical representation of the partnership by involving Ministries, regional directorates and international organisations as well.		
Objective(s) of project:	The main objective of the project is to achieve a common level of service along the Danube in all areas of the maintenance cycle (optimised performance measured against defined performance indicators), i.e. monitoring and surveying of the riverbed (hydrology and hydrography), dredging of shallow areas and provision of customer-oriented information via different tools and services.		
Planned project activities:	• Improved waterway management: Integrated, sustainable and regionally coordinated waterway management based on commonly defined performance indicators; expert exchange on ecological aspects of waterway management with reference to the Joint Statement and the PLATINA Manual on Sustainable Waterway Planning; pilot action on functional electronic waterway maintenance management system; concept for cross-section database of bathymetric data • Enhanced waterway maintenance: Improved and coordinated performance in waterway maintenance, i.e. surveying and dredging, based on the strategic concept of the "waterway maintenance cycle"; national gap analyses on the resources needed for reaching the agreed-on performance indicators • Improved customer orientation: Enhanced Electronic Navigational Charts, atlas of berths; paper charts on the Danube waterway; pilot action on feasibility of enhanced provision of information on available fairway depths by making use of depth information provided by vessels' echo sounders • Harmonised basic data: Defined quality, scope and availability of data on waterway infrastructure with a focus on water levels, shallow sections and waterway marking plans; consolidated basic data in the fields of hydrology, hydrography and maintenance • Enhanced ICT: Harmonised and up-to-date fairway information services (FIS) provided online on the FIS Portal, i.e. shallow section information, water level information, water level forecasts, etc.; functional WLAN access points at locks and ports along the Danube; establishment and maintenance of virtual and remote-controlled aids to navigation (buoys etc.) • Increased visibility of waterway authorities: Improved communication skills; involvement of stakeholders; launch of Danube PR activities, e.g. Annual Report on Danube Navigation		

Transboundary impact:	Due to previous projects, there is already good cooperation and communication between waterway authorities within the Danube area. Nevertheless, resulting from the highly varied character of the Danube Region and the fact that waterway maintenance and development is a national responsibility of the riparian states of the Danube (nine different states are responsible for Danube waterway management out of which three are non-Member States of the EU), cooperation still needs to be strengthened and better coordinated. Trans-national and cross-border cooperation is necessary as the Danube waterway consists of about 1,150 km of national borders. Thus, waterway administrations shall deepen their cross-border cooperation with their neighbouring countries in order to avoid redundancies and facilitate the exchange of information. The users of inland navigation are interested in a seamless transportation link and expect services to be available in common quality along the entire Danube. These two things can only be achieved if the waterway administrations strengthen their cooperation and coordinate their future activities. The continued harmonisation of efforts and taken measures will establish a level of efficiency and service which could not be achieved by isolated and non-coordinated activities of one riparian country alone. This will lead to a point where national priorities identified in the national strategies on waterway management developed within the NEWADA project must be in harmonised with transnational ones. NEWADA duo will establish a transnational strategy on waterway management which will be based on the "waterway maintenance cycle". Close cooperation with the Danube Commission, the International Commission for the Protection of the Danube River (ICPDR), the European TEN-T Coordinator and the Coordinators of the Danube Region Strategy's Priority Area 1a (to improve mobility and multimodality: inland waterways) will be a prerequisite in this respect.		
Project beneficiaries / target groups:	Target group and stakeholder involvement will be a special focus of the project. All activities within the project will be based on the strategic approach of "integrated waterway maintenance" which has a strong customer-orientation. The most important target group of waterway administrations are the users of inland waterways (skippers, vessel operators, logistic service providers, port and terminal operator and authorities for inland navigation) performing freight and passenger transport by using the infrastructure provided and maintained by waterway administrations. Within NEWADA duo many activities will take place which will be directly based on information and feedback from this target group in order to be able to provide services according to their needs. Ministries are also an important stakeholder as they are the "owner" of the waterway administrations and have an impact on future actions and therefore on the sustainability of project results. In order to achieve a high impact for stakeholders, different activities will take place.		
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:	01.09.2012	**End date:**	31.08.2014
Notes:	Submitted to the 4th call of the EU's South East Europe Transnational Cooperation Programme.		

Project Data Sheet

PROJECT TEAM		
Project leader:	via donau – Österreichische Wasserstraßen-Gesellschaft mbH / Austria	
Project partner(s):	• Slovak Water Management Enterprise, state enterprise (SVP) / Slovakia • Central Directorate for Water and Environment (VKKI) / Hungary • National Association of Radio Distress-Signalling and Infocommunications (RSOE) / Hungary • Environmental and Water Management Research Institute Non-profit Ltd. (VITUKI) / Hungary • River Administration of the Lower Danube Galati (AFDJ) / Romania • Administration of the Navigable Canals SH (ACN) / Romania • Executive Agency for Exploration and Maintenance of the Danube River (EAEMDR) / Bulgaria • Agency for Inland Waterways (AVP) / Croatia • Directorate for Inland Waterways (Plovput) / Serbia	
Contact person:	**Name:**	Markus Schedlbauer
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FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	2,570,898.00 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	385,634.70 EUR (State budget of project partners)
	☒ EU funds:	1,733,116.00 EUR (European Regional Development Fund) 452,147.30 EUR (Instrument for Pre-Accession Assistance)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	Network of Danube Waterway Administrations (NEWADA)
Cross-reference ID(s):	PA1A005
Strategic reference:	• Trans-European Transport Network: Among the objectives in developing the infrastructure of the TEN-T according to the Commission's Proposal for a Regulation on Union guidelines for the development of the trans-European transport network are the efficient use of infrastructure and the establishment of infrastructure requirements, notably in the field of interoperability, safety and security, which will benchmark quality, efficiency and sustainability of transport services. Projects of common interest which provide efficient freight transport services shall in particular aim to improve the sustainable use of transport infrastructure, including its efficient management, and analyse, provide information on and monitor markets, fleet characteristics and performance, administrative requirements and human resources. • NAIADES Action Programme: The action proposed for the improvement of the multi-modal network in terms of waterway infrastructure is the elimination of missing links, strategic bottlenecks and crucial maintenance backlogs. Aiming at integrated waterway management based on the "waterway maintenance cycle", NAIADES duo will clearly contribute to the elimination of crucial maintenance backlogs. • Europe 2020: Among the aims of the "Resource efficient Europe" flagship initiative under the Europe 2020 Strategy is to develop smart, upgraded and fully interconnected transport and energy infrastructures and make full use of ICT as well as to ensure a coordinated implementation of infrastructure projects, within the EU core network, that critically contribute to the effectiveness of the overall EU transport system. NEWADA duo will be in line with these aims in providing a consolidated, Danube-basin wide approach to waterway management, serving as a basis for the coordinated implementation of infrastructure projects and waterway maintenance activities in the region. Apart from strategies on the EU level, there are several national strategies for the development and promotion of inland waterway transport in the countries of the participating project partners in place.
Relevant legislation:	• European Agreement of Main Inland Waterways of International Importance (AGN), done at Geneva on 19 January 1996, United Nations Economic Commission for Europe. • Recommandations relatives à l'établissement des gabarits du chenal, des ouvrages hydrotechniques et autres sur le Danube, Budapest 1988, Danube Commission. • Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community.
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Financing of resources for waterway management (manpower and equipment) by national waterway administrations / Ministries of Transport in the Danube region.
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**"It's Our Danube" – A floating campaign to increase awareness of aligning ecological and development interests**		
Short project title: (acronym)	It's Our Danube	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A093
Need and added value for Danube Region Strategy:	The project will contribute to the policy instrument "Apply planning principles and guidelines of sustainable waterway planning: Joint Statement / PLATINA Good Practice Manual" mentioned in the road map for Priority Area 1a of the Danube Region Strategy. The planned exhibition onboard of the ship MS Negrelli will deal with this subject and the trainings will focus on the application of the PLATINA Manual on Good Practices in Sustainable Waterway Planning in waterway engineering projects.		
Objective(s) of project:	Provide information and training in order to enable the Danube countries to apply planning principles and guidelines of sustainable waterway planning: • Joint Statement for the Development of Inland Navigation and Environmental Protection in the Danube River Basin • PLATINA Manual on Good Practices in Sustainable Waterway Planning		
Planned project activities:	"It's our Danube" chooses an innovative and complex approach: Two very experienced and active parties (the ICPDR and via donau, the Austrian waterway management company) select a well-balanced bundle of communication instruments (multimedia exhibition in country language, cost-free tours for students, website with additional material, dialogue sessions with stakeholders, training sessions on the PLATINA Manual and Joint Statement with decision-makers) in order to bring an international policy target to the people and the institutions in charge: sustainable waterway planning and maintenance.		
Transboundary impact:	The planned tours of the exhibition ship MS Negrelli in 2013 and 2014 will feature stops in all Danube riparian countries. Also the foreseen trainings and dialogue sessions will take place in at least eight Danube countries.		
Project beneficiaries / target groups:	• Exhibition on multiple uses of the Danube with the help of practical examples of waterway planning targeted for the general public. • Dialogue sessions between the local industry, NGOs, decision-makers and the general public in order to present and discuss future waterway/infrastructure developments. • Training sessions on the Joint Statement and Good Practices manual for decision-makers, waterway managements, NGOs and industry representatives.		
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		

Project Data Sheet

Start date:	01.09.2012	**End date:**	31.08.2015
Notes:	A proposal for the project was submitted to the 2011 Call of the EU's LIFE+ programme.		

PROJECT TEAM		
Project leader:	International Commission for the Protection of the Danube River (ICPDR)	
Project partner(s):	via donau – Österreichische Wasserstraßen-Gesellschaft mbH / Austria	
Contact person:	**Name:**	Benedikt Mandl
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FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	1,735,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	472,000 (State budget)
	☒ EU funds:	867,500 EUR (Financial Instrument for the Environment; 50% funding rate)
	☐ IFI loans:	
	☒ Private funds:	50,000 EUR (Danube Competence Centres)
	☒ Other:	356,070 EUR (ICPDR)

PROJECT ENVIRONMENT	
Project cross-reference:	• Platform for the implementation of NAIADES • Network of Danube Waterway Administrations – Data & User Orientation
Cross-reference ID(s):	PA1A004 (PLATINA), PA1A015 (NEWADA duo)
Strategic reference:	–
Relevant legislation:	• Danube River Basin Management Plan • EU Water Framework Directive

	• Strategy of the European Union for the Danube Region
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Effects of climate change on the inland waterway networks**		
Short project title: (acronym)	ECCONET	**Project logo:**	
Project website:	www.ecconet.eu	**Project ID:**	PA1A079
Need and added value for Danube Region Strategy:	Improved knowledge with respect to projected climate change effects on inland waterway transport in the Danube region including the requested adaptation measures.		
Objective(s) of project:	The project is based on the consolidation and analysis of earlier and existing research work as well as the application of existing climate change and hydrological assessment tools for complementary evaluation of climate change effects on the inland waterway transport (IWT) network. The development of new models is excluded from the study. Final results contain projections of transport costs and flows on the inland waterway network for different climate change scenarios up to 2050 and analyses of the possible economic effects of these different scenarios as well as cost-benefit assessments of possible adaptation strategies. The project provides essential information for decision makers and guidelines for future research on climate change and IWT.		
Project activities:	• Impact of climate change on hydrological conditions of navigation: consolidation of results and final reporting as well as estimation of nautical conditions for the Danube as input to economic evaluations. • Involvement in economic, environmental and technical evaluation of transport solutions for the Danube. • Evaluation of adaptation strategies (hydrological works) including costs based on performed and planned hydrological works. • Elaboration on policy recommendations. • Dissemination of results: co-organisation of final conference, consolidation of project results as input to the EU project PLATINA as well as dissemination of results to Waterborne TP and EIRAC; cooperation with the EWENT project.		
Transboundary impact:	The objective of this project is to gather the expertise of partners from different fields related to meteorology, hydrology, infrastructure operation, transport and economics in order to assess the effect of climate change on the transport network, taking the inland waterway network as a case study.		
Project beneficiaries / target groups:	• Waterway management authorities • Political decision-makers • Inland navigation industry		
STATUS AND TIME FRAME			
Current project phase: (please tick a box)	☐ Definition (e.g. project idea, abstract) ☐ Preparation (e.g. project proposal, feasibility study)		

Project Data Sheet

	☒ Implementation ☐ Completion		
Start date:	01.10.2010	**End date:**	31.12.2012
Notes:	FP7; Call SST-2008-TREN-1, Research area: SST.2008.1.3.1. Effects of climate change on inland waterway and transport networks; Grant agreement no.: 233886		

PROJECT TEAM

Project leader:	TML - Transport and Mobility Leuven / Belgium	
Project partner(s):	• via donau - Österreichische Wasserstraßen-Gesellschaft mbH / Austria • VU Amsterdam / The Netherlands • NEA - Transport Research and Training / The Netherlands • FUCaM - Facultés Universitaires Catholiques de Mons / France • BfG - Bundesanstalt für Gewässerkunde / Germany • VITUKI - Environmental Protection and Water Management Research Institute Non-profit Company / Hungary • OMSZ - Országos Meteorológiai Szolgálat / Hungary • DST - Entwicklungszentrum für Schiffstechnik und Transportsysteme e.V. / Germany • KNMI - Koninklijk Nederlands Meteorologisch Instituut / The Netherlands	
Contact person:	**Name:**	Christophe Heyndrickx
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	Website:	www.tmleuven.be

FINANCING

Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	2,260,345 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	627,258 EUR (State budgets)
	☒ EU funds:	1,633,087 EUR (Seventh Framework Programme)
	☐ IFI loans:	
	☐ Private funds:	

	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	Extreme weather impacts on European networks of transport (EWENT)	
Cross-reference ID(s):	PA1A080	
Strategic reference:	–	
Relevant legislation:	–	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	–	
Follow-up project:	–	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Extreme weather impacts on European networks of transport**		
Short project title: (acronym)	EWENT	**Project logo:**	
Project website:	ewent.vtt.fi	**Project ID:**	PA1A080
Need and added value for Danube Region Strategy:	Improved knowledge of the impact of extreme weather events on the traffic system in the Danube Corridor, including possible adaptation measures.		
Objective(s) of project:	The project objectives are the estimation and monetisation of disruptive effects of extreme weather events on the operation and performance of the EU transportation system.		
Project activities:	The project addresses the EU policies and strategies on climate change with particular focus on extreme weather impacts on the EU transportation system. The methodological approach is based on a generic risk management framework which follows a standardised process starting with the identification of hazardous extreme weather phenomena, followed by an impact assessment and concluded by mitigation and risk control measures. In detail, the project comprises: • Identification and definition of hazards on the EU transport system • Estimation of the probabilities of risk scenarios related to extreme weather events • Estimation of the consequences of extreme weather events based on the scenarios developed • Monetisation of harmful consequences for each mode of transport considered • Risk assessment based on impact evaluation and options for reduction and control of harmful events resulting from extreme weather • Analysis of different management and policy options		
Transboundary impact:	The results are derived on national and EU level.		
Project beneficiaries / target groups:	• Waterway management authorities • Political decision-makers • Inland navigation industry		
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:	01.12.2009	**End date:**	31.05.2012
Notes:	FP7; Call TPT-2008-RTD-1, Subprogramme area TPT-2008.0.0.1 Assessing		

	disruptive effects of extreme weather events on operation and performance of EU transport system; Grant agreement no.: 233919

PROJECT TEAM		
Project leader:	VTT Technical Research Centre / Finland	
Project partner(s):	via donau – Österreichische Wasserstraßen-Gesellschaft mbH / Austria German Aerospace Center DLR / Germany Institute of Transport Economics TÖI / Norway Foreca Consulting Ltd Foreca / Finland Finnish Meteorological Institute FMI / Finland Meteorological Service of Cyprus CYMET / Cyprus European Severe Storms Laboratory ESSL / Germany World Meteorological Organisation WMO / United Nations	
Contact person:	**Name:**	Dr. Pekka Leviäkangas
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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	1,915,794 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	436,813 EUR (State budgets)
	☒ EU funds:	1,478,981 EUR (Seventh Framework Programme)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	Effects of climate change on the inland waterway networks (ECCONET)
Cross-reference ID(s):	PA1A079

Strategic reference:	–
Relevant legislation:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	MOWE IT - Management of weather events in the transport system (TPT.2012.2-2) in negotiation stage

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Improvement of the systems for navigation and topo-hydrographic measurements on the Danube River**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A013
Need and added value for Danube Region Strategy:	One of the main activities of EAEMDR – Ruse is the maintenance of the fairway in the section from Somovit (rkm 610) to Silistra (rkm 375) with a total length of 235 rkm and the maintenance of the coastal (navigational) signalling on the Bulgarian bank in the entire common Bulgarian- Romanian section – from Timok river (rkm 845) to Silistra (rkm 375) with total length of 470 rkm. The Romanian side is responsible for the maintenance of the fairway in the section from Timok river to Somovit as well as the coastal signalling along the entire Romanian border. The maintenance of the waterway is carried out through installing floating navigational signals, which surround it and coastal navigational signals (situated on the riverside or on islands) which indicate dangers for navigation, conditions for access or denied access, manoeuvring or stay in the aquatory of the river out of the fairway or have indicative character. In the current moment the floating signals are controlled weekly and the changes, if necessary, are made every three days. These signals are not equipped with sensors and due to this fact it is not possible for the operative office of EAEMDR to control their location from distance in real time. It often happens signals to be replaced or lost because of passing vessels (convoys). In this case the respective section will stay without signals until the next specialized vessel for maintenance of the waterway passes by which is unfavourable for the safety of navigation. In other cases the accumulators of the lighting signals are taken away without permission and thus the meaning of the floating signal changes. This is unfavourable for the safety of navigation as well. With regard to the abovementioned the statistics is significant: On 15.11.2009 the waterway is enclosed with 104 signals including the beacons. For the period from 2004 to the end of 2008 163 signals are damaged (about 30 signals per year) for which the Danube Commission is yearly informed. Until 2007, Bulgaria and Romania had similar equipment for maintenance of the waterway but after this period the Romanian side modernized the equipment in its section. Through the implementation of the project we will reach the level of the equipment of the Romanian side and thus the quality of the signaling of the waterway in the common Bulgarian-Romanian section of the Danube river will be equal. The measures for improvement of the systems for navigation are an important component for ensuring safety navigation along the Danube which is one of the priorities not only on national, but on international level as well.		
Objective(s) of project:	• Improvement of navigational systems which are an important element in ensuring safety navigation along the Danube River. • Modernisation of the monitoring networks and the methods for collecting, processing and analysing of data for quantitative evaluation of the Danube waters in compliance with the requirements of the WMO, The Danube River Protection Convention, Water Framework Directive and ICPDR. • Achievement of the international standards for implementation of topography (geodetical) measurement, together with hydrological and hydrographical activities, necessary for studying of the changes in the inland waterways according to the requirements of the national legislation.		

	• Harmonization and improvement of the quality of marking the navigational way along the common Romanian-Bulgarian section. • Decreasing the time for providing information to the stakeholders. • Rehabilitation and improvement of the basic infrastructure of the supporting geodetical network along the Danube River.
Planned project activities:	The project activities are directly related to ensuring the safety and improving the navigational conditions in the Bulgarian section of the Danube river. Within component 1 supporting GPS geodetic network on the Bulgarian bank will be designed and established which will serve as a basis for carrying out topohydrographic and hydrologic surveys in the common Bulgarian- Romanian section of the river. The supporting network will be also a basis for carrying out activities for construction of infrastructure in the river bed in the common section – construction facilities such as quay walls, bank strengthening and etc. The required construction supervision will be carried out on the implementation and the reception of the network. Within component 2 there will be implemented a modernization of the floating and coastal signaling. There will be delivered buoys which surround the fairway, coastal navigational signals, solar lighting of buoys and coastal signals, sensors for continuous control of the location of the floating signals, repairs of the existent signals including laying of reflective cover for improvement of the visibility of the signals. Within component 3 equipment will be delivered which will improve the quality of the surveys in compliance with the modern technologies for collecting and processing data of this kind. Through the delivery of the specialized vessel and the necessary software it will be possible to carry out in time the necessary topohydrographical and hydrological surveys implemented within the activities of EAEMDR set in the Structural Regulation and decisions of the Bulgarian – Romanian commission for the Danube River and providing of ENC updating in real time, which is in process of implementation.
Transboundary impact:	The activities will improve the safety of the navigation along the joint Romanian-Bulgarian section of the Danube river so that this part of the Lower Danube will be directly affected.
Project beneficiaries / target groups:	The project will benefit a wide range of stakeholders from different countries as shipping companies, skippers, transport and logistics companies etc.

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:	03.2012	**End date:**	06.2013
Notes:	–		

PROJECT TEAM	
Project leader:	Executive Agency for Exploration and Maintenance of the Danube River, Bulgaria

Project partner(s):	–	
Contact person:	**Name:**	Georgi Georgiev
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	Website:	www.appd-bg.org

FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	5,000,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	750 000 EUR (State budget)
	☒ EU funds:	4,250,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	The implementation of the project will significantly support the Bulgarian authorities in the process of adoption of the EU standards and will help for applying of the EU legislation in the field of inland waterway navigation management. It will increase the safety of the IWW and will support the implementation of the river basin management plans. Direct consequence of the project implementation is the harmonisation of the standards for surveys in Bulgaria and Romania.
Relevant legislation:	• Recommendations of the Danube Commission (DC) and the European Commission for Economics with the UN (UN ECE) in the context of the Convention of the regime for navigation on the Danube River from 1948, Belgrade. • Agreement between the Governments of the Republic of Bulgaria and the Romanian Republic for maintenance and improvement of the fairway in the common Bulgarian-Romanian section of the Danube River, 1955

Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Set up of a support system for hydrographical works on the Danube in order to ensure minimal navigation depths**		
Short project title: (acronym)	BORD	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A065
Need and added value for Danube Region Strategy:	The project is concerned with the completion of a network of signs (a system of reference) for the Romanian Danube and a catalogue with the precise coordinates of those signs, both in the Romanian reference system (necessary for the cadastre records) and in the European reference system (necessary for the changes on the electronic chart). This project is necessary for the accuracy of the land and water measurements conducted by the River Administration of the Lower Danube.		
Objective(s) of project:	This project is meant to enhance navigation safety on the Romanian stretch of the Danube by means of high precision surveys of the waterway, highlighting the effort of a previous PHARE project, i.e. the Electronic Navigation Chart (ENC). The ENC contains data and information on all identifiable objects along the Danube river (islands, bridges, dams, gates, roads, railways etc.) that are to be located on the chart using precise geographical coordinates. Such precise coordinates can be achieved by means of a support geodetic network in the field, and the determination of the geodetic coordinates (planimetry and altimetry) as a system, based on high precision measurements which will be accomplished within the project.		
Planned project activities:	The investment will affect the entire course of the Romanian Danube as well as the two canals Danube–Black Sea and Poarta Alba–Midia–Navodari and consist of a geodetic network with 144 landmarks locations. The activities for achieving a coherent system, compatible both with the national geodetic system and those of the neighbouring countries, are: • Topographic surveys for the determination of the precise locations of the 144 landmarks • Design of the network as a system • Placement of three landmarks per each location within a range of 2 km: reference, azimuth and blank • Connection to the national geodetic system		
Transboundary impact:	Romania and all other riparian countries will benefit from the improvement of the safety of navigation on Danube.		
Project beneficiaries / target groups:	• Shipping companies • All other users of the Danube waterway		
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		

Project Data Sheet

	☐ Completion		
Start date:	2011	**End date:**	2014
Notes:	Actual stage: start of tendering procedures for design and execution of the network and supervision of works		

PROJECT TEAM		
Project leader:	River Administration of the Lower Danube Galati / Romania	
Project partner(s):	–	
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	E-Mail:	secretariat@afdj.ro
	Website:	www.afdj.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	1,000,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	28.88% (State budget)
	☒ EU funds:	71.12% (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	–
Relevant legislation:	–
Other:	–

OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–
Any other issues:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Modernizing the navigation signalization system on the Danube–Black Sea Canal**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A029
Need and added value for Danube Region Strategy:	The navigation signalization system on the Danube-Black Sea Canal is a functional need for the safety of navigation on the canal. Currently, there are signalization systems only at the locks, but the disadvantage is that they are of railway type, with light that is not ensuring a good visibility in the summertime on any direction from between the gates of the locks. There is not any other lighting equipment, and whatever is still in place is damaged, outdated or has a low level of efficiency and requires high maintenance costs. All non-lighting signals shall be modernized, as well as the lights of the locks, the lights at the entry and exit from the canal, as well as the lights from the junctions, the points of entry into the ports and from bridges. The coast embankment lighting systems and the lights from the entry/exit from the ports shall also be modernized. The non-lighting signalization system shall be installed on the slopes of the canal and shall include prohibition signals (boards), obligation signals, restriction signals, recommendation signals, indication signals and km boards (visible from a distance of 1.5 km).		
Objective(s) of project:	Modernizing the navigation signalization system on the Danube–Black Sea Canal in order to ensure the safety of transport on the canal.		
Planned project activities:	Acquisition and putting in place floating and costal signalization signs.		
Transboundary impact:	On the Danube–Black Sea Canal, which links the Danube River to the port of Constanta, goods are transported from/to Central European countries to/from Asian countries.		
Project beneficiaries / target groups:	Shipping companies.		
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:	03.2010	**End date:**	11.2011
Notes:	–		
PROJECT TEAM			
Project leader:	Administration of the Navigable Canals Constanta / Romania		

Project Data Sheet

Project partner(s):	–	
Contact person:	**Name:**	Valentin Zeicu
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	E-Mail:	compania@acn.ro
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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	4,240,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National funds:	1,790,000 EUR (State budget)
	☒ EU funds:	2,450,000 EUR (European Regional Development Fund)
	☐ IFI loans:	–
	☐ Private funds:	–
	☐ Other:	–

PROJECT ENVIRONMENT	
Project cross-reference:	Modernizing the navigation signalization system on the Poarta Albă–Midia Năvodari Canal
Cross-reference ID(s):	PA1A066
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Government Programme 2009 – 2012 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Law no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance • Government Decision no. 599/2009 regarding the organisation of the National

	Company “Navigable Canals Administration”
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Modernizing the navigation signalization system on the Poarta Albă–Midia Năvodari Canal**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A066
Need and added value for Danube Region Strategy:	The navigation signalization system on the Poarta Albă–Midia Năvodari Canal is a functional need for the safety of navigation on this canal. Currently, there are signalization systems only at the locks, but the disadvantage is that they are of the railway type, with light that is not ensuring a good visibility in the summertime on any direction from between the gates of the locks. There is not any other lighting equipment or if it does, it is damaged, outdated or with a low level of efficiency and requires high maintenance costs. All non-lighting signals shall be upgraded, as well as the lights of the locks, the lights at the entry and exit from the canal, as well as the lights from the junctions, the points of entry into the ports and from bridges, the lighting system of the embankment and the lights from the entries/exits into the ports. The non-lighting signalling system shall be installed on the slopes of the canal and shall include prohibition signals (boards), obligation signals, restriction signals, recommendation signals, indication signals and km boards (visible from a distance of 1.5 km).		
Objective(s) of project:	Modernizing the navigation signalization system on the Poarta Albă–Midia Năvodari Canal in order to ensure the safety transport on the canal.		
Planned project activities:	Acquisition and putting in place floating and costal signalization signs.		
Transboundary impact:	Through the Poarta Albă–Midia Năvodari Canal are transported goods from/to Central European countries, with vessels flying different flags.		
Project beneficiaries / target groups:	Shipping companies		
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:	03.2010	**End date:**	11.2011
Notes:	–		
PROJECT TEAM			
Project leader:	Administration of the Navigable Canals, Constanta / Romania		
Project partner(s):			

Project Data Sheet

Contact person:	**Name:**	Valentin Zeicu
	Organisation:	Administration of the Navigable Canals SA Constanta
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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	3,010,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	1,260,000 EUR (State budget)
	☒ EU funds:	1,750,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	Modernizing the navigation signalization system on the Danube–Black Sea Canal
Cross-reference ID(s):	PA1A029
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Government Programme 2009 – 2012 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance • Government Decision no. 599/2009 regarding the organisation of the National Company “Navigable Canals Administration”

Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–
Any other issues:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Rehabilitation and modernization of port infrastructure in the Port of Brăila**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A045
Need and added value for Danube Region Strategy:	The Port of Braila is located on the maritime sector of the Danube River. There is growth potential at the Port of Braila if river transport could be carried out to a greater extent by the industrial units in the region with the increase in the port's capacity to handle cargo. The Port of Braila is an important port of Romania for the handling and transport of cereals. The port is a part of the TEN-T comprehensive network		
Objective(s) of project:	Modernization of port infrastructure in the Port of Braila		
Planned project activities:	Hydrotechnical works which will rehabilitate stone-lined wharves, vertical wharves and projecting quays.		
Transboundary impact:	Increased traffic between Braila area and other ports situated on the Danube river. Modernization of infrastructure will help the development of efficient multimodal terminals at river ports along the Danube.		
Project beneficiaries / target groups:	• Shipping companies • Port operators • Forwarding companies		
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:	2011	**End date:**	2015
Notes:	Currently works are ongoing for the modernization of berth no. 23 and partly of berth no. 25. The works are financed from SOPT 2007–2013 In 2012 feasibility studies will be carried out for the modernization of berths no. 17 to 22 and 26 to 28.		

PROJECT TEAM		
Project leader:	Maritime Danube Ports Administration Galati / Romania	
Project partner(s):	–	
Contact person:	**Name:**	George Petcu

Project Data Sheet

	Organisation:	Maritime Danube Ports Administration SA Galati
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	Website:	www.apdm.galati.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	17,420,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	3,000,000 EUR (State budget)
	☒ EU funds:	6,980,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance
Other:	–

OTHER RELEVANT ISSUES	
Project requirements:	–

Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Rehabilitation and modernization of port infrastructure in the Port of Galaţi**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A046
Need and added value for Danube Region Strategy:	The Port of Galati is located on the maritime sector of the Danube River. There is growth potential at the Port of Galati if river traffic could be carried out to a greater extent by the large industrial units in the region with the increase in the port's capacity to handle cargo. The port is a part of the TEN-T comprehensive network.		
Objective(s) of project:	Modernization of port infrastructure in the Port of Galati		
Planned project activities:	Hydrotechnical works which will rehabilitate stone-lined wharves, vertical wharves and projecting quays.		
Transboundary impact:	Increased traffic between Galati area and other ports situated on the Danube river. Modernization of infrastructure will help the development of efficient multimodal terminals at river ports along the Danube.		
Project beneficiaries / target groups:	• Shipping companies • Port operators • Forwarding companies		
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:	2012	**End date:**	2015
Notes:	Works are ongoing for the modernization of berth no 31 which are financed from the state budget. In 2012 feasibility studies will be carried on for the modernization of berths 9 to 17 and 39 to 50.		

PROJECT TEAM		
Project leader:	Maritime Danube Ports Administration Galati / Romania	
Project partner(s):	–	
Contact person:	**Name:**	George Petcu
	Organisation:	Maritime Danube Ports Administration Galati

Project Data Sheet

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	E-Mail:	apdm@apdm.galati.ro
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FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	16,670,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	9,000,000 EUR (State budget)
	☒ EU funds:	t.b.d.
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance
Other:	–

OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Ro-Ro Terminal in the Port of Galati**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A090
Need and added value for Danube Region Strategy:	The Port of Galati is located on the maritime sector of the Danube River and is included in the new Trans-European Transport core network. It is located at the eastern border of the EU and can act as a connection point with the Republic of Moldova and Ukraine. In order to set up a combined liner service on the Danube waterway between the Port of Enns (Austria) and the Port of Galati (Romania), the construction of a Ro-Ro terminal in the Port of Galati is necessary to enable stronger trade connections between Western Europe and the countries of the Black Sea region, thus helping to shift traffic from road to inland waterway transport.		
Objective(s) of project:	• To increase trade connections between Western Europe and the Black Sea region • To increase traffic on the Danube • To sustain environmental friendly transport		
Planned project activities:	Construction of a Ro-Ro terminal in the Port of Galati		
Transboundary impact:	Western Europe, all Danube countries, Russian Federation (Krasnodar region) and other possible markets in the Black Sea Basin and the Caspian Sea (Kazakhstan, Uzbekistan, Georgia, Armenia, Azerbaijan, Turkey).		
Project beneficiaries / target groups:	• Road transport companies • Automotive industry • High & heavy industry • Logistics services providers • Inland navigation sector		
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:	30.06.2012	**End date:**	30.06.2014
Notes:	In order to develop a combined liver service on the Danube between the ports of Enns and Galati, a cooperation agreement was signed in October 2008 between the Maritime Danube Ports Administration Galati, Metaltrade International SRL Galati (the majority stockholder and manager of SC Port Bazinul Nou Galati), the Government of Upper Austria and Ennshafen OÖ GmbH. Following this agreement, a market survey related to the implementation of the		

	combined liner service, the identification of new flows of goods and the exchange of goods between Austria and Romania will be conducted.

PROJECT TEAM		
Project leader:	SC Port Bazinul Nou SA, Galati / Romania	
Project partner(s):	Ennshafen OÖ GmbH / Austria	
Contact person:	**Name:**	George Boga
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	E-Mail:	george.boga@portbazinulnou.ro
	Website:	www.metaltrade.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	1,500,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☒ EU funds:	t.b.d.
	☐ IFI loans:	
	☒ Private funds:	SC Port Bazinul Nou SA
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	Rehabilitation and modernization of port infrastructure in the Port of Galati
Cross-reference ID(s):	PA1A046
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European

	transport network • Law no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Considering the Romanian law stipulating that both the harbour's land and the quays are public domain of national interest, infrastructure investments are necessary which may be accomplished only by the administrator of the harbour's public domain, respectively the Ministry of Transport and Infrastructure through C.N. APDM S.A. Galati. In order to implement this terminal it will be necessary to develop a jointly financed project together with C.N. APDM S.A. Galati. The Romanian Ministry of Transport and Infrastructure has generally expressed its availability to support port-related investment projects. Thus, inclusion of this infrastructure project in the Operational Programme on Transport for the period 2014+ will be of vital importance.
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Bulk Terminal in the Port of Galati**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A091
Need and added value for Danube Region Strategy:	The Port of Galati is located on the maritime sector of the Danube River and is included in the new Trans-European Transport core network. It is located at the eastern border of the EU and can act as a connection point with the Republic of Moldova and Ukraine. The construction of a new terminal for the transhipment of bulk will enable stronger trade connections between Western Europe and the countries of the Black Sea region, thus helping to shift traffic from road to inland waterway transport.		
Objective(s) of project:	• To increase trade connections between Western Europe and the Black Sea region • To increase traffic on the Danube • To sustain environmental friendly transport • To improve life for citizens in the Danube region in fields such as mobility, connectivity and environmental protection.		
Planned project activities:	Development of a bulk terminal (for e.g. fertilizers, cereals) to connect the hinterland with road and rail transport.		
Transboundary impact:	Western Europe, all Danube countries, Russian Federation (Krasnodar region) and other possible markets in the Black Sea Basin and the Caspian Sea (Kazakhstan, Uzbekistan, Georgia, Armenia, Azerbaijan, Turkey).		
Project beneficiaries / target groups:	• Food industry and agriculture • Logistics services providers • Inland navigation sector		
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:	30.06.2012	**End date:**	30.06.2014
Notes:	–		
PROJECT TEAM			
Project leader:	SC Port Bazinul Nou SA, Galati / Romania		

Project Data Sheet

Project partner(s):	SC Metaltrade International SRL / Romania	
Contact person:	**Name:**	George Boga
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	Phone:	+40 740 30 20 17
	E-Mail:	george.boga@portbazinulnou.ro
	Website:	www.metaltrade.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	4,000,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☒ EU funds:	t.b.d.
	☐ IFI loans:	
	☒ Private funds:	SC Port Bazinul Nou SA
	☒ Other:	CN APDM Galati

PROJECT ENVIRONMENT	
Project cross-reference:	Rehabilitation and modernization of port infrastructure in the Port of Galati
Cross-reference ID(s):	PA1A046
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Law no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance
Other:	–

OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Rehabilitation and modernization of port infrastructure in the Port of Tulcea**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A047
Need and added value for Danube Region Strategy:	The Port of Tulcea is located on the maritime sector of the Danube River. There is growth potential at the Port of Tulcea if river traffic could be carried out to a greater extent by the industrial units in the region with the increase in the port's capacity to handle cargo. The port is part of the TEN-T comprehensive network.		
Objective(s) of project:	Modernization of port infrastructure in the Port of Tulcea		
Planned project activities:	Hydrotechnical works which will rehabilitate stone-lined wharves, vertical wharves and projecting quays		
Transboundary impact:	Increased traffic between Tulcea area and other ports situated on the Danube river		
Project beneficiaries / target groups:	• Shipping companies • Port operators • Forwarding companies		
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:	2012	**End date:**	2015
Notes:	–		

PROJECT TEAM		
Project leader:	Maritime Danube Ports Administration Galati / Romania	
Project partner(s):	–	
Contact person:	**Name:**	George Petcu
	Organisation:	Maritime Danube Ports Administration SA Galati
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Project Data Sheet

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	Website:	www.romanian-ports.ro
FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	3,620,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	25% (State budget)
	☒ EU funds:	75 % (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final	
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	–	
Follow-up project:	–	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Modernization of port infrastructure in the Port of Cernavodă**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A048
Need and added value for Danube Region Strategy:	The Port of Cernavodă is located on the Danube River, at the junction of two pan-European transport corridors (Corridor IV and Corridor VII), and with direct connection to the Danube-Black Sea Canal. There is growth potential at the Port of Cernavodă if river traffic could be carried out to a greater extent by the large industrial units in the region with the increase in the port's capacity to handle cargo. The Port of Cernavodă is part of the TEN-T core network.		
Objective(s) of project:	Modernization of Cernavodă port infrastructure		
Planned project activities:	The works to be completed within the investment project consist in hydrotechnical construction works which will rehabilitate the stone-lined wharves, the vertical wharves and the projecting quays in the commercial section of the port and in the passenger quays section. The construction of a new vertical wharf is also provided. **Commercial port sector** • Reinforcement and equipment of vertical wharves • Modernization of concrete platforms for cargo storage • Utilities networks **Passengers berths** • Modernization and equipment of stone-lined wharves • Arrangement of a berth for multifunctional waste collecting ship		
Transboundary impact:	Increased traffic between Dobrogea area and the rest of the country as well as between other countries.		
Project beneficiaries / target groups:	• Shipping companies • Port operators • Industry		
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:	2013	**End date:**	2014
Notes:	The project "D. A. N. U. B. E. - Danube Access Network - Unlocking Bottlenecks		

	in Europe, by developing a high-quality TEN-T ports infrastructure in Romania on optimal economic terms" (Feasibility Study phase), financed from the TEN-T programme, prepared the future investments for the infrastructure modernization in the Port of Cernavodă. The feasibility study was finished in December 2009 and needs to be updated.

PROJECT TEAM		
Project leader:	Danube River Ports Administration Giurgiu / Romania	
Project partner(s):	–	
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	E-Mail:	secretariat@apdf.ro
	Website:	www.apdf.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	8,200,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	2,050,000 EUR (State budget)
	☒ EU funds:	6,150,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final

Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Ensuring the financing
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Modernization of port infrastructure in the Port of Călăraşi**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A049
Need and added value for Danube Region Strategy:	The Port of Călăraşi is located on the Danube River, at the junction of two pan-European transport corridors (Corridor IV and Corridor VII), and with direct connection to the Danube-Black Sea channel. There is growth potential at the Port of Călăraşi if river traffic could be carried out to a greater extent by the large industrial units in the region with the increase in the port's capacity to handle cargo. The Port of Călăraşi is part of the TEN-T comprehensive network.		
Objective(s) of project:	Modernization of Călăraşi port infrastructure		
Planned project activities:	The works to be completed within the investment project shall result in the rehabilitation of the wharves in the commercial port and quays in Chiciu. The construction of a new 100 m long reinforced wharf will be provided on the Borcea Branch in order to accommodate a multifunctional vessel and service boats. Commercial port sector: km 94 on Borcea branch : • Quay modernization • Construction of a small touristic port (marina) Landing berth for waste collecting ship: km 98 on Borcea branch: • Quay modernization • Concrete platform for collection and storage of waste Modernization of vehicle ramp Chiciu: km 374 on the Danube		
Transboundary impact:	Improvement of traffic conditions between Romania and other countries in the Danube region.		
Project beneficiaries / target groups:	• Shipping companies • Port operators • Industry		
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:	2013	**End date:**	2014
Notes:	The project "D. A. N. U. B. E. - Danube Access Network - Unlocking Bottlenecks in Europe, by developing a high-quality TEN-T ports infrastructure in Romania on		

	optimal economic terms" (Feasibility Study phase), financed from the TEN-T programme, prepared the future investments for the infrastructure modernization in the Port of Călăraşi. The feasibility study was finished in December 2009 and needs to be updated.

PROJECT TEAM		
Project leader:	Danube River Ports Administration Giurgiu / Romania	
Project partner(s):	–	
Contact person:	**Name:**	Emil Alexandru Isan
	Organisation:	Danube River Ports Administration SA Giurgiu
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FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	8,700,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	2,180,000 EUR (State budget)
	☒ EU funds:	6,520,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Government Programme 2009–2012 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a

	competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Law no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Ensuring the financing
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Modernization of port infrastructure in the Port of Giurgiu**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A050
Need and added value for Danube Region Strategy:	The Port of Giurgiu is located on the Danube River, at the junction of two pan-European transport corridors (Corridor IX and Corridor VII). There is growth potential at the Port of Giurgiu if river traffic could be carried out to a greater extent by the large industrial units in the region with the increase in the port's capacity to handle cargo. The Port of Giurgiu is part of the TEN-T core network.		
Objective(s) of project:	Modernization of Giurgiu port infrastructure		
Planned project activities:	The works to be executed within the investment project to modernize the port shall result in: • Reinforcement of stone-lined wharves in Veriga Basin (L = 350 m) • Reinforcement of the mole in Veriga Basin (L = 90 m) • Modernization of the stone-lined wharves in Ramadan Basin (L = 895 m)		
Transboundary impact:	Improvement of traffic conditions between Romania and Bulgaria and increase of port capacity of cargo handling and storage.		
Project beneficiaries / target groups:	• Shipping companies • Port operators • Industry		
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:	2012	**End date:**	2013
Notes:	The project "D. A. N. U. B. E. - Danube Access Network - Unlocking Bottlenecks in Europe, by developing a high-quality TEN-T ports infrastructure in Romania on optimal economic terms" (Feasibility Study phase), financed from the TEN-T programme, prepared the future investments for the infrastructure modernization in the Port of Giurgiu. The feasibility study was finished in December 2009 and updated in August 2011.		
PROJECT TEAM			
Project leader:	Danube River Ports Administration Giurgiu / Romania		

Project Data Sheet

Project partner(s):	–	
Contact person:	**Name:**	Alexandru Isan
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FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	107,000,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	4,500,000 EUR (State budget)
	☒ EU funds:	1,500,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • Romanian Government Program 2009 - 2012 • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance

Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Ensuring the financing
Follow-up project:	Construction of a new port basin, S = 35,000 m^2

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Rehabilitation and development of port infrastructure in the Port of Oltenița**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A051
Need and added value for Danube Region Strategy:	The Port of Oltenita is located on the Danube River, on the pan-European transport corridor VII. There is growth potential at the Port of Oltenita if river traffic could be carried out to a greater extent by the large industrial units in the region with the increase in the port's capacity to handle cargo, also considering the construction of the Danube-Bucharest Canal. The Port of Oltenita is a part of the TEN-T comprehensive network.		
Objective(s) of project:	Modernization of the Oltenita port infrastructure		
Planned project activities:	The works to be completed within the investment project to modernize the port consist in hydrotechnical construction works and shall result in the rehabilitation of the vertical quay (L = 210 m) and rehabilitation of the total length of stone-lined quays.		
Transboundary impact:	Improvement of traffic conditions between Romania and other countries in the Danube region by increasing the port's capacity of cargo handling and storage (future development of a container terminal by public-private partnership).		
Project beneficiaries / target groups:	• Shipping companies • Port operators • Industry		
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:	2012	**End date:**	2013
Notes:	The project "D. A. N. U. B. E. - Danube Access Network - Unlocking Bottlenecks in Europe, by developing a high-quality TEN-T ports infrastructure in Romania on optimal economic terms" (Feasibility Study phase), financed from the TEN-T programme, prepared the future investments for the infrastructure modernization in the Port of Oltenita. The feasibility study was finished in December 2009 and was updated in August 2011.		
PROJECT TEAM			
Project leader:	Danube River Ports Administration Giurgiu / Romania		

Project Data Sheet

Project partner(s):	–	
Contact person:	**Name:**	Emil Alexandru Isan
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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	13,000,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	2,630,000 EUR (State budget)
	☒ EU funds:	3,360,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Government Programme 2009 – 2012 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance

Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	Future development of a container terminal by public-private partnership.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Modernization of port infrastructure in the Port of Calafat**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A052
Need and added value for Danube Region Strategy:	The Port of Calafat is located on the Danube River, at the junction of two pan-European transport corridors (Corridor IV and Corridor VII). There is growth potential at the port if river traffic could be carried out to a greater extent by the large industrial units in the region with the increase in the port's capacity to handle cargo, as well as the increase in the movement of construction materials needed for the construction of the Calafat–Vidin bridge. The Port of Calafat is a part of the TEN-T network.		
Objective(s) of project:	Modernization of Calafat port infrastructure		
Planned project activities:	The works to be executed within the investment project to modernize the port, starting from upstream are as follows: • Reinforcement of RO-RO ramp and submerged crest • Modernizing the passenger berth - berth 2 (100 m long), berth 3 (100 m long) • New construction – mixed quay at berth 6 – 130 m long • Modernization of the vehicle ramp, building up a new step and extending the ramp to the sea with around 6.0 m • New construction – mixed quay at berth 7 – 65 m long • Streamlining the port railway equipment		
Transboundary impact:	South-East region (Oltenia) of Romania will be affected by the project – taking over and expedition of cargo from developed economic centres (Craiova). Danube riparian counties will also benefit after the project implementation.		
Project beneficiaries / target groups:	• Shipping companies • Port operators • Industry		
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:	2012	**End date:**	2014
Notes:	The project "D. A. N. U. B. E. - Danube Access Network - Unlocking Bottlenecks in Europe, by developing a high-quality TEN-T ports infrastructure in Romania on		

	optimal economic terms" (Feasibility Study phase), financed from the TEN-T programme, prepared the future investments for the infrastructure modernization in the Port of Calafat. The feasibility study was finished in December 2009 and needs to be updated.

PROJECT TEAM		
Project leader:	Danube River Ports Administration Giurgiu / Romania	
Project partner(s):	–	
Contact person:	**Name:**	Emil Alexandru Isan
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FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	18,400,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	4,600,000 EUR (State budget)
	☒ EU funds:	13,800,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Government Programme 2009 – 2012 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final

Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Ensuring financing
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Modernization of port infrastructure in the Port of Drobeta Turnu Severin**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A053
Need and added value for Danube Region Strategy:	The Port of Drobeta Turnu Severin is located on the Danube River, at the junction of two pan-European transport corridors (Corridor IV and Corridor VII). There is growth potential at the port if river traffic could be carried out to a greater extent by the large industrial units in the region with the increase in the port's capacity to handle cargo.		
Objective(s) of project:	Modernization of Drobeta Turnu Severin port infrastructure		
Planned project activities:	The works to be completed within the investment project to modernize the port consist in hydrotechnical construction works and shall result in the rehabilitation of the vertical and stone-lined quays in the commercial and passenger ports. • Arrangement of a touristic port (Marina Port) in the area of the passenger port • Passageway over the railway • Utilities networks		
Transboundary impact:	Improvement of traffic conditions between Romania and other countries in the Danube region by increasing the port capacity of cargo handling and storage.		
Project beneficiaries / target groups:	• Shipping companies • Port operators • Industry		
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:	2013	**End date:**	2017
Notes:	The project "D. A. N. U. B. E. - Danube Access Network - Unlocking Bottlenecks in Europe, by developing a high-quality TEN-T ports infrastructure in Romania on optimal economic terms" (Feasibility Study phase), financed from the TEN-T programme, prepared the future investments for the infrastructure modernization in the Port of Drobeta Turnu Severin. The feasibility study was finished in December 2009 and needs to be updated.		
PROJECT TEAM			

Project Data Sheet

Project leader:	Danube River Ports Administration Giurgiu / Romania	
Project partner(s):	–	
Contact person:	**Name:**	Emil Alexandru Isan
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	Website:	www.apdf.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	20,000,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	5,000,000 EUR (State budget)
	☒ EU funds:	15,000,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Government Programme 2009 – 2012 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and

	modernization of transport network of national and international importance
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Ensuring financing
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Modernization of port infrastructure in the Port of Moldova Veche**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A054
Need and added value for Danube Region Strategy:	The Port of Moldova Veche is located on the Danube River, at the junction of two pan-European transport corridors (Corridor IV and Corridor VII). There is growth potential at the port if river traffic could be carried out to a greater extent by the large industrial units in the region with the increase in the port's capacity to handle cargo.		
Objective(s) of project:	Modernization of Moldova Veche port infrastructure		
Planned project activities:	The works to be completed within the investment project to modernize the port consist in hydrotechnical construction works and shall result in the rehabilitation of the vertical quays in the commercial port. In addition, the arrangement of a touristic port (Marina Port), upstream the port, is foreseen.		
Transboundary impact:	Improvement of traffic conditions between Romania and other countries in the Danube region by increasing the port capacity of cargo handling and storage		
Project beneficiaries / target groups:	Shipping companies		
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:	2013	**End date:**	2017
Notes:	The project "D. A. N. U. B. E. - Danube Access Network - Unlocking Bottlenecks in Europe, by developing a high-quality TEN-T ports infrastructure in Romania on optimal economic terms" (Feasibility Study phase), financed from the TEN-T programme, prepared the future investments for the infrastructure modernization in the Port of Moldova Veche. The feasibility study was finished in December 2009 and needs to be updated.		

PROJECT TEAM		
Project leader:	Danube River Ports Administration Giurgiu / Romania	
Project partner(s):	–	
Contact person:	**Name:**	Alexandru Isan
	Organisation:	Danube River Ports Administration SA

Project Data Sheet

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FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	4,300,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	1,080,000 EUR (State budget)
	☒ EU funds:	3,220,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	- Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 - Government Programme 2009 – 2012 - Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final - White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	- Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network - Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance
Other:	–

OTHER RELEVANT ISSUES	
Project requirements:	Ensuring financing

Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Completion of the North breakwater in the Port of Constanţa**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A055
Need and added value for Danube Region Strategy:	The completion of the last 1,050 m long sector of the North breakwater, which has not been executed, will have positive effects in terms of safety operations in the Constanta Sea Port which is located on the Black Sea and connected to the Danube via the Danube-Black Sea Canal.		
Objective(s) of project:	• Decreasing the waves in the port to an acceptable level to ensure the safe operation of vessels • Decreasing the destructive effects of the waves on the infrastructure within the port • Smooth access of vessels to the entry into the port • Decreasing the sediments in the waters by guiding the currents further away		
Planned project activities:	• Tender for the execution and supervision of works • Works execution		
Transboundary impact:	The project will increase the accessibility of the Port of Constanta and the safety of operation within the South side of the port. It will thus help the development of efficient multimodal terminals in the area of Constanta port.		
Project beneficiaries / target groups:	• Shipping companies • Port operators		
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:	2011	**End date:**	2013
Notes:	There are delays in the implementation of the project due to some disputes appeared during the public procurement procedures.		
PROJECT TEAM			
Project leader:	Maritime Ports Administration Constanta / Romania		
Project partner(s):	–		
Contact person:	**Name:**	Andrei Popa	

Project Data Sheet

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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	147,100,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	42,360,000 EUR (State budget)
	☒ EU funds:	104,740,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Government Programme 2009–2012 • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance
Other:	–

OTHER RELEVANT ISSUES	
Project requirements:	–

Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Development of the railways capacity in the river-maritime area of the Port of Constanţa**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A056
Need and added value for Danube Region Strategy:	The development of railways in the river–maritime area of Constanta Port will increase the accessibility of the port, decrease travel time for cargo and sustain the development of efficient multimodal terminals		
Objective(s) of project:	The project aims to build a complex railways system (railroad yard) in the river-maritime sector to supply optimal and uniform services for current and future port operators.		
Planned project activities:	The railroad yard station shall have 3 tracks for the reception of trains from the Romanian railways network, 12 tracks for the handling of carriages, their separation for the port operators and 2 tracks for the review and repair of the carriages.		
Transboundary impact:	The project will increase the accessibility of the Port of Constanta, the connection with the hinterland and will help the development of efficient multimodal terminals in the area of Constanta port.		
Project beneficiaries / target groups:	• Forwarding companies • Port operators		

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:	2012	**End date:**	2014
Notes:	There are delays in the implementation of project due to some disputes that appeared during the public procurement procedures.		

PROJECT TEAM		
Project leader:	Maritime Ports Administration Constanta / Romania	
Project partner(s):	–	
Contact person:	**Name:**	Andrei Popa
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Project Data Sheet

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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	18,680,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	5,380,000 EUR (State budget)
	☒ EU funds:	13,300,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance
Other:	–

OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Road bridge at km 0+540 of the Danube–Black Sea Canal and the works related to the road and access infrastructure for the Port of Constanţa**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A057
Need and added value for Danube Region Strategy:	The works are related to the building of a bridge over the Danube–Black Sea Canal as well as to the various access roads, ramps and passageways related to the bridge.		
Objective(s) of project:	The project is necessary for connecting the Constanţa Port to the Bucharest–Constanţa highway (A2), establishing a direct link between the Northern and the Southern part of the Constanta Port.		
Planned project activities:	• Building of a bridge over the Danube–Black Sea Canal • Various access roads, ramps and passageways related to the bridge		
Transboundary impact:	The project will increase the accessibility of the Port of Constanta, the connection with the hinterland and will help the development of efficient multimodal terminals in the area of Constanta port.		
Project beneficiaries / target groups:	• Forwarding companies • Port operators		
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:	2010	**End date:**	2012
Notes:	–		

PROJECT TEAM		
Project leader:	Maritime Ports Administration Constanta / Romania	
Project partner(s):	–	
Contact person:	**Name:**	Andrei Popa
	Organisation:	Maritime Ports Administration SA Constanta
	Address:	Incinta Port Constanta, Gara Maritima, cod 900900

Project Data Sheet

	Phone:	+40 241 61 15 40
	E-Mail:	apmc@constantza-port.ro
	Website:	www.portofconstantza.com

FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	46,540,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	13,400,000 EUR (State budget)
	☒ EU funds:	33,140,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance
Other:	–

OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Constanţa South Bridge**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A058
Need and added value for Danube Region Strategy:	A bridge over the connecting canal in the river-maritime area and connections with the internal and external road network of the bridge		
Objective(s) of project:	Ensure the connection between the river-maritime area and the “island” in the Constanta Port.		
Planned project activities:	Continuing the works on the bridge over the connecting canal and the construction of the connecting roads is a vital need for the development of the island and the area located to the West of the river-maritime basin of the port of Constanta.		
Transboundary impact:	The project will increase the accessibility of the Port of Constanta, the connection with the hinterland and will help the development of efficient multimodal terminals in the area of Constanta sea port.		
Project beneficiaries / target groups:	• Transport companies • Port operators		
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:	2012	**End date:**	2015
Notes:	–		

PROJECT TEAM		
Project leader:	Maritime Ports Administration Constanta / Romania	
Project partner(s):	–	
Contact person:	**Name:**	Andrei Popa
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Project Data Sheet

	Website:	www.portofconstantza.com
FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	36,200,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	25% State budget
	☒ EU funds:	75% European Regional Development Fund
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final	
Relevant legislation:	• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	–	
Follow-up project:	–	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Green Danube Ports**		
Short project title: (acronym)	GETUP	**Project logo:**	
Project website:	–	**Project ID:**	PA1A092
Need and added value for Danube Region Strategy:	Danube ports are crucial elements for the competitiveness of waterborne logistics chains and important centres of economic activities for the adjoining regions. GETUP wants to initiate and to promote the sustainable development of Danube ports with investment into green technologies and by applying green business strategies. GETUP must be seen as a blueprint for a comprehensive and long-term initiative to improve the efficiency and the eco-performance of all Danube ports. Such an initiative will turn the Danube ports and their adjacent areas into dynamic green business hubs which will result in economic growth, creating jobs and a more cost-effective and environmentally-friendly logistics system in the entire Danube region.		
Objective(s) of project:	The project will elaborate concepts and small-scale implementations (so-called pilot actions) for recycling and waste management, investments for improved energy efficiency and for environmental protection, renewable energy provision & distribution as well as for eco-management strategies. It will deliver tangible results in the participating ports but also good practice solutions, guidelines and recommendations which will allow the other ports to follow effectively. The project findings of GETUP will include results of previous projects as well as actual activities in Western Europe such as the EcoPorts initiative. All the findings will be consolidated into a practical action plan. This action plan shall serve national and international authorities as a roadmap to trigger and to guide wide-scale implementations in Danube ports.		
Planned project activities:	• GETUP will deliver state-of-the-art analyses, concepts and good practice solutions which will be implemented in the participating ports via pilot actions. The areas of action address **recycling of outdated, obsolete supra-structure & mobile equipment, treatment of polluted port sediments** in connection with **proper waste management practices**, **investment into eco-efficient facilities and equipment**, **reduction of hazardous emissions** (CO2, NOX, particulates, dust, etc) as well as **environmental protection and restoration**. • The **concept of „green civil engineering"** in Danube ports will be analyzed in order to establish standards and efficiency parameters. This work will refer to the Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin issued by the International Commission for the Protection of the Danube River (ICPDR). • Clean energy concepts suitable for ports will be investigated and business models for investing into **clean renewable production and distribution** will be elaborated. • To enable ports to develop in a sustainable manner, long-term **eco-management strategies** together with short- & medium-term action plans are needed. Therefore, the EMAS framework (Environmental Management and Auditing Scheme) will be assessed for its appropriateness in ports. For **environmental risk management**, tools developed by ESPO for maritime ports in the EcoPorts initiative will be tested and recommendations for modifications to cover inland ports will be elaborated in close cooperation with the European Federation of Inland Ports (EFIP). Both actions will		

	increase the awareness of the port sector for applying long-term strategies on eco-improvements as part of the overall business strategy. • A high number of **transnational workshops and ample dissemination activities** will distribute the findings and the results of the pilot actions to all of the 72 ports located along Pan-European Corridor Danube. • The findings of the project will be consolidated into a so-called **"Green Danube Ports Action Plan"** which shall serve as a roadmap for a wide-scale implementation program supporting sustainable economic growth in the Danube region. • Last but not least, the project will provide concrete **recommendations to national and international authorities** to create a more favourable framework for a timely and comprehensive Danube port development strategy in the framework of the new EU transport and regional development policy.
Transboundary impact:	10 project partners from 5 Danube riparian countries are members of the GETUP consortium which covers the entire Danube region. The consortium includes members from the Upper, Middle and Lower Danube region that are EU members, IPA and ENPI countries.
Project beneficiaries / target groups:	• Private or state organisations in charge of managing the port areas and all the activities performed in this region related to economic efficiency, environmental protection, safety norms; (port administrations, port authorities, port operators, ship-owners) • International organisations such as: the Danube Commission, the International Commission for the Protection of the Danube River, the European Federation of Inland Ports, the Council of Danube Cities & Regions which act as observers within the project • The policy makers in the participating countries as well as those of other Danube riparian countries • The population living in the Danube region

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:	01.08.2012	**End date:**	30.07.2014
Notes:	The project proposal has been submitted within the 4th call of the South East Europe Transnational Cooperation Programme.		

PROJECT TEAM	
Project leader:	Maritime Danube Ports Administration, Galati / Romania
Project partner(s):	• Pro Danube International / Austria • Ennshafen OÖ GmbH / Austria • RSOE - National Association of Radio Distress-signalling and Info-Communications /

	Hungary • KTI-Institute for Transport Sciences / Hungary • ACN - Administration of the Navigable Canals / Romania • APDF - Administration of River Ports on the Danube / Romania • Port Authority Vukovar / Croatia • ONMU - Odessa National Maritime University / Ukraine Associated Partner: UPIR - Union of Romanian Inland Ports / Romania	
Contact person:	**Name:**	Silviu Meterna
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	Website:	www.romanian-ports.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	1,984,714.99 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	138,000.24 EUR (State budget)
	☒ EU funds:	1,309,794.24 EUR (European Regional Development Fund) 130,900.00 EUR (Instrument for Pre-Accession Assistance) 258,780.59 EUR (European Neighbourhood and Partnership Instrument)
	☐ IFI loans:	
	☐ Private funds:	
	☒ Other:	147,239.92 EUR (own public contribution)

PROJECT ENVIRONMENT	
Project cross-reference:	• WANDA – Waste Management for Inland Navigation on the Danube (2009-2012) South East Europe Transnational Cooperation Programme – 1st call; • ENNER SUPPLY – Energy Efficiency and Renewables – Supporting Policies in Local Level for Energy (2009-2012) South East Europe Transnational Cooperation Programme – 1st call; • EFFECT – Upgrading of Energy Efficient Public Procurement for a Balanced

	Economic Growth of SEE area (2011-2014) South East Europe Transnational Cooperation Programme – 2nd call; • SuPorts – Sustainable Management for European Local Ports (2010-2012) Interreg IV C
Cross-reference ID(s):	PA1A003
Strategic reference:	GETUP strongly corresponds to major EU policies regarding transport, energy, environment and regional development. The project activities refer to the objectives of the White Paper on Transport, the TEN-T Program (Project 18 – Danube) as well as its follow up, the Connecting Europe Facility (core network project 10 – Strasbourg – Danube), the NAIADES Action Program, the Europe 2020 – New Economic Strategy and the European Union Climate Action. A dedicated relationship exists to the European Union Strategy for the Danube Region (EUSDR) as the project connects to Priority Area (PA) 1a (Inland waterway transport) and its recommended action on ports (see EUSDR Action Plan). GETUP therefore can be considered as a flagship project for the implementation of PA 1a of the EUSDR. The project output shall enable full scale implementations in all Danube ports as part of Structural & Cohesion Funds and other EU programs in the next financial period of the EU.
Relevant legislation:	–
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	The project proposal was submitted within the 4th call of the South East Europe Transnational Cooperation Programme. Should it not be approved it must be re-submitted under a different funding programme or under a different call of the same programme.
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Danube Inland Harbour Development**		
Short project title: (acronym)	DaHar	**Project logo:**	
Project website:	www.dahar.eu	**Project ID:**	PA1A059
Need and added value for Danube Region Strategy:	The project will pave the way for inland harbours of small and medium-sized cities along the Danube to develop themselves in a coordinated, sustainable way with respect to their urban environment and stimulate cargo transport via inland waterways is one of the strategic EU aims on sustainable transport.		
Objective(s) of project:	The overall aim of DaHar is the integration of inland navigation within the transport logistics chain by investigating and using the multimodality potentials of ports and port areas in middle-sized South-East European (SEE) port cities along the Danube. As a result of the project, partner cities and their ports will be prepared to play a pivotal role in “priority networks” envisaged by the Green Paper on TEN-T (COM 2009)44.		
Planned project activities:	The main project activities include: • a careful analysis of multi-modal cargo transport development, • an intensive exchange of other partners' expertise in formulating the development potentials of individual ports, • synthesising the accumulated knowledge with stakeholder participation, • drawing up an integrated strategy for the functional specialisation of ports in the logistic chain, • developing concrete action plans for individual ports based on the common strategy This strategy building will be supported by a (pro)active consensus building process to ensure the appropriate uptake of stakeholder inputs in the delivery of project outcomes.		
Transboundary impact:	The project is funded by the South East Europe Transnational Cooperation Programme (SEE) and its results will improve policies related to logistic and multi-modal ports development and will have an important contribution to the functional specialization of ports of small and medium-sized cities in the transport logistical chain, thus filling the gap between the functions and roles of these cities and those of large multimodal hubs. The joint work in the frame of DaHar will result in the elaboration of an integrated strategy defining functional specialisation in the transport logistical chain. The development of such a strategy involves the relevant partners and stakeholders from policy-making, the industry and also research, aiming at finding agreed solutions to common challenges and opportunities, providing a governance mechanism for a common strategic approach, as well as for the implementation of concrete future actions and projects.		
Project beneficiaries / target groups:	Direct target groups are actors that have a direct stake in the logistic developments of ports, namely first-hand decision-makers in charge of port development (port authorities or (waterway) transport authorities or		

	municipalities), port owners and port operators. Indirect target groups are actors that will benefit from and contribute to the operation and services of ports and logistical centres, namely freight forwarders, shippers, shipping companies, operators of other transport modes, transport enterprises using transport services and representatives of industries. Logistic institutions, knowledge institutions and networks also belong here as they are key players in promoting the widespread use of good practices.

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:	04.2011	**End date:**	03.2014
Notes:	The following thematic activities started in September 2011: • Initial phase of collecting best practices in the field of multimodal transport in order to develop an European study, over the five pillars of modern trends and themes that reflect aspects of future multimodal cargo transport of goods. • Organization of benchmark visit in Rotterdam and Passau - Regensburg Ports in order to collect current knowledge of the experiences gained in multimodal freight transport cargo for these ports.		

PROJECT TEAM

Project leader:	Municipality of Dunaújváros / Hungary	
Project partner(s):	• National Company Administration of Danube River Ports J.S.Co. / Romania • Municipality of Galati / Romania • Maritime Danube Ports Administration / Romania • Ennshafen OÖ GmbH / Austria • Municipality of Vidin / Bulgaria • Bay Zoltán Foundation for Applied Research, Institute of Logistics and Production Systems / Hungary • Public Ports Plc. / Slovakia • Municipality of Silistra / Bulgaria • University of Novi Sad, Faculty of Technical Sciences / Serbia • Port of Novi Sad / Serbia	
Contact person:	**Name:**	László Rédli
	Organisation:	Dunaujvaros Megyei Jogu Varos Önkormanyzata (Municipality of Dunaújváros)
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	E-Mail:	dahar@pmh.dunanet.hu
	Website:	www.dunaujvaros.hu

FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	1,966,100 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	[to be provided]
	☒ EU funds:	1,441,430 EUR (European Regional Development Fund) 229,755 EUR (Instrument for Pre-Accession Assistance)
	☐ IFI loans:	
	☒ Private funds:	[to be provided]
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	PLATINA, PORT-NET, INTERIM ECO4LOG, WATERMODE, IRIS Europe II
Cross-reference ID(s):	–
Strategic reference:	• The Basel Convention • The Recommendations of the Danube Commission • The Danube Navigation regulation • The Lisbon strategy • The Romanian Strategy for Sustainable Transport 2007-2013 and 2020, 2030 • The Romanian Sectoral Operational Programme- Transport (SOP-T 2007-2013) • National strategies of other project partners
Relevant legislation:	• Council Regulation (EC) No. 1083/2006 of 11 July 2006 laying down general provisions on the European Regional Development Fund and the Cohesion Fund and repealing Regulation (EC) No. 1260/1999 • Regulation (EC)No.1080/2006 of the European Parliament and of the Council of 5 July 2006 on the European Regional Development Fund and repealing Regulation(EC)No.1783/1999 • Commission Regulation (EC) No. 1828/2006 of 8 December 2006 setting out rules for the implementation of Council Regulation (EC) No.1083/2006 laying down general provision on the European Regional Development Fund, the European Social Fund and Cohesion Fund and of Regulation(EC) Nr.1080/2006 of the European Parliament and of the Council on the European

	Regional Development Fund • The South East Europe Transnational Cooperation Programme, approved by the European Commission on 20 December 2007, Decision No. C)2007)6590 • Community rules regarding Community horizontal policies such as the rules for competition and entry into the markets, the protection of the environment, the equal opportunities between men and woman and public procurement • National rules applicable to the Lead Partner and its Project Partners
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Inland harbours of small and medium–sized cities along the Danube could become key economic players via: • Careful investigation of their multimodal potentials to be able an active role in the logistical chain • Harmonization of economic and cargo transport activities through diversification and specification of their logistical function • A transnational consensus by key stakeholders on inter-modal port development Any critical issues? • Strengthening the commercial potentials of the Danube as a sustainable boundless transport axe (VII Pan-European corridor) is crucial to ease the burden on transportation network, which is currently monopolised by road transport. Heavily fragmented infrastructure, weak trans-national connections and intra-regional disparities regarding secondary networks are major obstacles to development • Channelling inland navigation into the transport network warrants a harmonized approach. While the ports of most of the larger cities have been upgraded considerably over the last decades, the economic and logistical potentials of ports of small and medium sized cities, especially along Lower Danube, are not optimally used
Follow-up project:	–

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:	www.inwapo-project.eu	**Project ID:**	PA1A060
Need and added value for Danube Region Strategy:	The INWAPO project is in line with the objectives of the European Union's Danube Region Strategy and will contribute 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 focuses 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 is 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 intends to achieve are 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.		
Planned project activities:	The main project activities foreseen by the project are: • Identification of the potentials of the waterborne transport for maritime ports and river ports (WP3); • assessment of the needs of the involved ports in terms of infrastructures and links/services to improve the trimodality (WP4); • analysis on the existing waterborne and trimodal transport services and feasibility studies on new transport services (WP5); • support to the investment preparation and testing of new services (WP6). The expected results and outputs are: • Waterborne transport volume analysis and surveys, • identification of good practice and standards for intermodal facilities; • identification of investment needs and innovation gaps in services for trimodality of inland ports; • identification of opportunities for waterway transport; • feasibility studies of new services; • improvement of port facilities;		

	• test/launch of new services.		
Transboundary impact:	The project covers 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) will be developed.		
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:	The project is funded by the EU's Central Europe Transnational Cooperation Programme (strategic call); area of intervention: 2.2 Developing Multimodal Logistics' Cooperation		
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:**	Martina Prettenhofer	
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	E-Mail:	prettenhofer@hafenwien.com
	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 (European Regional Development Fund); funded in the Central Europe Transnational Cooperation Programme
	☐ IFI loans:	
	☒ Private funds:	136,832 EUR (CE partners)
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
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:	–

OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Onshore automobile Ferry crossing complex Izmail - Tulcea**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A067
Need and added value for Danube Region Strategy:	The construction of a cross-border ferry complex between Ukraine and Romania (Izmail – Tulcea) will allow to reduce existing route Odessa – Reni – Galati – Tulcea – Constanca on the Izmail-Tulcea stretch for 120 km. The realization of the project will open a new important route of cargo and passenger transfer according to development of logistics schemes of use of international transport corridor No 9.		
Objective(s) of project:	Creation of goods and passengers ferry line between the Ukrainian city of Izmail and the Romanian city of Tulcea.		
Planned project activities:	The project features the construction and putting into operation of the automobile ferry crossing complex Izmail – Tulcea in 12 months. The Romanian part of the project is to construct and put into operation a berthing area and shore complex with all required infrastructure.		
Transboundary impact:	Improvement of situation in transport sphere on the Lower Danube and development of united transport complex between Ukraine and Romania.		
Project beneficiaries / target groups:	• Transport operators (goods and passengers) • General public		
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:	t.b.d.	**End date:**	t.b.d.
Notes:	The project is developed and agreed in accordance with standard specifications of all divisions that take part in obtaining of permission documentations in crossing the Guarding Point, as specified in “Provisions about Guarding Points” approved by Order of the cabinet of Ministers of Ukraine No 751 as of August 18, 2010. "Technical and Economic Substantiation of Investments" developed by State Project Institute “Chernomorniiproekt” with positive complex expert’s report of “Ukrinvesteкspertiza” No 211 as of July 22, 2003 "Working Construction Draft of the Onshore Automobile Ferry Crossing Complex Izmail – Tulcea" developed by the project organization “Projects and Research” (Certificate of Authorization АБ No 100841) with a positive complex expert’s report of "Odessaderzhbudekspertiza” No 463 of July 17, 2009		

Project Data Sheet

PROJECT TEAM		
Project leader:	Izmail Ferry Line / Ukraine	
Project partner(s):	S.C. "Hera" SRL / Romania	
Contact person:	**Name:**	Vasily Klishyn
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	Phone:	+38 048 781 98 30
	E-Mail:	v.klishin@list.ru
	Website:	–

FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	9,000,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☐ EU funds:	
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	–
Relevant legislation:	–
Other:	–

OTHER RELEVANT ISSUES	
Project requirements:	Investments required.
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Innovative Danube Vessel**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A010
Need and added value for Danube Region Strategy:	Contribution to the development of innovative Danube vessels.		
Objective(s) of project:	Support of the further development of ship technology for reducing the environmental impact of Danube navigation. The project will focus on the elaboration and development of innovative vessel and technology solutions with high potential for implementation.		
Project activities:	Issues to be considered relate to improved energy efficiency, reduction of exhaust gas emissions, safe and economical vessel operation, alternative structural solutions as well as the possible use of alternative fuels to marine gas oil. The project will contain the following tasks: • Collection and evaluation of data on conditions for ship operation on the Danube (navigation conditions, infrastructure conditions, Danube fleet composition, general market developments) • Analysis of solutions derived from existing R&D projects with respect to their potential for implementation and further development in the Danube region • Elaboration and assessment of different technology solutions comprising e.g. altered main dimensions of vessels, different pushed formations, alternative structural solutions, application of different materials, air lubrication, improved propulsion devices and hull forms Development and assessment of first concepts comprising motor cargo vessels and pushed convoys for different operational regions in the Danube corridor • Provision of recommendations for further technology development within the framework of the Danube Region Strategy		
Transboundary impact:	The project will cover the entire Danube, considering solutions for different stretches of the Danube.		
Project beneficiaries / target groups:	• Shipping companies • Shipyards • R & D organizations • Universities		
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		

Project Data Sheet

Start date:	01.07.2012	**End date:**	31.12.2013
Notes:	Detailed information and Terms of Reference for the submission of proposals are available at http://groupspaces.com/MobilityWaterways/item/285031.		

PROJECT TEAM		
Project leader:	via donau – Österreichische Wasserstraßen GmbH / Austria	
Project partner(s):	The consortium is requested to have comprehensive knowledge of the economy and practice of Danube navigation as well as market developments in the Danube region. Further requirements are expertise in ship technology and construction as well as close connections to shipyards and technology providers.	
Contact person:	**Name:**	Juha Schweighofer
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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	289,474 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	14,474 EUR (State budget of PAC)
	☒ EU funds:	275,000 EUR (Direct Grant; Pilot Project for EUSDR PA1A)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

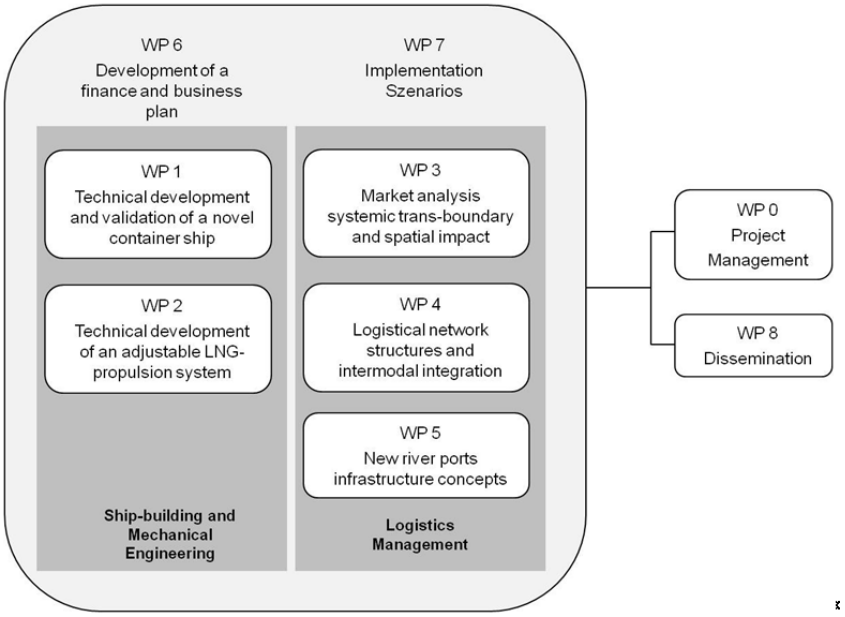
PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	Contribution to fleet modernisation
Relevant legislation:	–

Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Development of a Next Generation European Inland Waterway Ship and Logistics System**		
Short project title: (acronym)	NEWS	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A061
Need and added value for Danube Region Strategy:	At the moment, waterways as a transport mode are not used to their full potential; hence cargo transported on the Danube is only 10-20% of that transported on the Rhine (cf. DG REGIO leaflet "The EU Strategy for the Danube Region", December 2010). The NEWS project will be able to contribute to the Danube Region Strategy's (EUSDR) aim to increase cargo transport on the river by 20% by 2020 compared to the year 2010 by making container transport for inland waterways eco-friendly as well as transport-, volume- and energy-efficient. According to the EUSDR and the NAIADES Action Programme (promote inland waterway transport in Europe), NEWS will develop specific technical and logistical solutions to improve mobility and multimodality in Europe by combining a technical solution with the appropriate logistical implementation. Particular challenges such as “environmental threats” and “untapped shipping potential” will be faced by NEWS and by its adjusted container logistics concept for the targeted hinterland. Expected growth of traffic (up to 20% in the Eastern European Region until 2025, see Austrian Chamber of Commerce 2011, p. 1), is forcing an extensive and cross-border relocation of goods traffic favouring inland waterways. Road and railway have already reached their capacity limits, whereas inland waterways still offer a large potential to take over the ongoing growth of goods. One of the strategic goals of this project is to support this underutilised, but available capacity and to attract public attention to the potential of inland waterways and especially for container shipping. As a result, the full integration of waterborne transport into the EU transport and logistics chain is actively supported. The project will identify cross-border impacts, especially for the Danube Region and its hinterland, on a macro-location scale. It will include an assessment of regional added value regarding Danube linked waterways (e.g. Rhine, secondary waterways: Meuse, Saar, Mosel, Sava or Tisa) and of spatial implications (e.g. port and logistics industry, intermodality). On a micro-location scale, possible necessary new river port infra- and suprastructural elements will be identified and conceptually developed based on different case studies. Subsequently, the appropriate logistical network structures for container logistics are identified followed by a micro-analysis for the targeted catchment area. This is done with the overall goal to contribute to the development of ports in the Danube river basin into multimodal logistics centres and efficient multimodal terminals to connect inland waterways with rail and road transport by the year 2020. Taking the Austrian, Hungarian, Slovenian, Slovakian, German, Romanian and Serbian position papers for the EU Strategy for the Danube Region into account, especially • Priority Area 1 – Danube Navigation (AT/RO) • Priority Area 8 - Network of clusters, cooperation of enterprises and research and technology development (RTD) for enhanced competitiveness (AT) • Improving transport in the Danube region (HU) • Development of multimodal corridors in the Danube region (SK) • Support for economic development and competitiveness (SK)		

	• "Transport greening" policy (SLO) • Provide modern transportation on the Danube, basis for economic growth (RO) • Provide intermodality by turning the ports into logistical centres for the inter-modal transport (RO) • Shifting more goods traffic to the Danube (GER) are supported by NEWS.
Objective(s) of project:	• Developing and validating a novel container ship which will include the following **technical innovations**: o re-design of a standard inland ship hull → increase of transport efficiency (+ 100%) whilst maintaining standard technical and infrastructural dimensions o adaptable draught → crossing below even low bridges and react to altering water-levels → increase of days of navigability (+88% - 320 days instead of 170 days) o an adjustable diesel-/gas-/LNG-electric energy- and propulsion system → increase of resource efficiency (+ 33%), decrease of harmful exhaust emissions • Tailoring a special-designed and integrated logistics system which will include the complying **logistical innovations**: o an adapted logistics and supply system for the respective demands of market in the catchment area o enlargement of the European inland waterway system for container transport → adapting the novel container ship for a use on waterways UNECE classes III and IV and making secondary waterways in Europe accessible o new river ports infrastructure concepts o re-evaluation of multimodal activities The project therefore contributes to the modernization of the European inland waterway fleet and the surrounding logistics systems. The environmental and economic performance in the European inland waterway system will hence be improved. All components (i.e. hull, propulsion system, logistics concepts) may also be used separately as innovative amendments for other purposes. Concluding, the novel container ship will be able to meet operator's targeted costs, optimize time-management (reliability), answer to inland shipping-specific bottlenecks (e.g. low bridges, shallow waters), improve carbon footprints and thus successfully compete with road and railway transport. A significant modal shift is aspired, especially to the Danube and its hinterland.
Planned project activities:	The project consists of nine work packages (WP) encompassing two main fields of competence to make NEWS successful: "Ship-Building and Mechanical Engineering" combined with "Logistics Management". The work packages follow the structure of the project, whilst each field of competence is covered by at least one WP. Additionally, there is one WP for Project Management and one for Dissemination. To a large degree, the work packages reflect the core competences of the involved partners. Overall, the work plan has been designed for exact monitoring of progress.



Transboundary impact:	Hinterland of the Danube, entire Danube region.
Project beneficiaries / target groups:	• Small/medium-sized shipping companies and ship building companies profit from increased transport volume • Investment houses • Political institutions and organisations • Forwarders, operators, ports • Local communities • Regional authorities • Port and container terminal operators • Positive impact (emissions): shorter distances, access to new ports, cost-effective waterway transports

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:	10.2012	**End date:**	04.2015
Notes:	Project proposal was submitted on 01.12. 2011 as FP 7 – SST-2012-RTD-1 “Sustainable Surface Transport: Innovative fleet for efficient logistics chain”		

PROJECT TEAM

Project leader:	Vienna University of Technology / Austria

Project Data Sheet

Project partner(s):	• DI Ziviltechniker Anzböck / Austria • Helogistics GmbH / Austria • Regional Development Agency of the West Region Romania / Romania • Lindenau Maritime Engineering and Projecting / Germany • University of Duisburg-Essen / Germany • TU Dortmund University / Germany • University of Novi Sad / Serbia • Intermodal Concepts & Management AG / Switzerland • Projektkompetenz.eu / Austria The following inland ports have agreed to act as associated partners for NEWS and will be available for implementation scenarios in WP 7, will take note of the project results, are interested to participate in the workshops and conferences organized by NEWS. • Port of Vienna • Port of Novi Sad • Port of Enns • Port of Moldova Noua The consortium's Advisory Board will consist of the following members: • Dr. Erhard BUSEK, former Vice-Chancellor of Austria and President of the Institute for the Danube Region (IDM) • Mag. Otto SCHWETZ, President PIANC Austria, Chairman of Corridor VII (Danube) • Dr. István VALKÁR, General Director of the Danube Commission • Anton van MEGEN, Director of European United Barge Owners and Nautical Services • Dr. Andreas TOSTMANN, CEO Volkswagen Slovakia	
Contact person:	**Name:**	Dr. Walter Mayrhofer
	Organisation:	Technische Universität Wien
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FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	2,500,000 EUR (indicative)	
Source(s) and amount (potential sources for	☐ National/regional funds:	

project ideas): (please tick a box and provide further info)	☒ EU funds:	FP7 – SST-2012-RTD-1 Sustainable Surface Transport
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	Upgrading of Inland Waterway and Sea Ports (INWAPO), CEE - Project	
Cross-reference ID(s):	PA1A060	
Strategic reference:	As NEWS will be able to surpass existing bottlenecks such as low bridges, locks and/or altering draughts between the ports of Constanta and Rotterdam (axis Rhine/Meuse-Main-Danube), it will enable unobstructed transport links across continental Europe. By connecting the Black Sea Region to the North Sea Region and the ARA ports, an extensive Trans-European impact will be achieved regarding traversed regions as the Danube region. This objective is clearly following the TEN-T Priority Project 18. The Meuse and the Rhine constitute the entrance gates for the Belgian and Dutch inland waterway systems to this Priority Project corridor, linking the ports of Rotterdam and Antwerp, but also offering a connection towards the Seine-Northern Europe Canal, part of PP30. The Rhine-Danube corridor is one of the longest ones in the Trans-European Transport Network and crosses both, EU countries and non-Member States. **The need for a European approach** NEWS is designed to support European targets for an optimized waterborne transport. The consortium joins expertise with regard to two fundamentally important aspects: it comprises • partners and countries from the Black Sea (lower Danube) up to northern Germany and the (lower Rhine) covering a wide range of geographic and waterway-related conditions • technology providers, developers, intermediaries, incumbent operators of infrastructure, and users from five EU-countries who are jointly capable of implementing the fourfold approach of the NEWS project: technological – logistical – economic – geographic/spatial The fact that unobstructed and uninterrupted container transport on inland waterways especially for UNECE waterway classes III, IV and IV (and therefore the major part of the European waterway system) is technically not realizable up to now, clearly points out the need for a European approach. It is therefore necessary to involve several international expertises to capture all requirements. Only within the internationally composed NEWS consortium it is possible to develop, validate and implement NEWS, as otherwise technical (existing patents as basis, LNG engines for inland ships and logistical expertise would be missing. Additionally, NEWS international cooperation activities will benefit of the following activities: • Market attraction (e.g. connecting inland shipping networks and services at national and international level) and • Opportunities to access and acquire science and technology that is complementary to current European knowledge and of mutual benefit, especially regarding knowledge-transfer to East European countries (see work Programme Transport 2012).	
Relevant legislation:	–	

Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Green Inland Fleet**		
Short project title: (acronym)	GrinFleet	**Project logo:**	
Project website:	–	**Project ID:**	PA1A068
Need and added value for Danube Region Strategy:	Development of container transport on and container vessels for the Danube		
Objective(s) of project:	The GrinFleet strategic aim is to enhance the use of the Danube and the Rhine as waterborne inland "motorways" hereby implementing the EU inland Blue Belt policy and contributing to the EU 2020 target for reducing energy usage and emissions. To do this, GrinFleet will develop a variety of “Green inland fleet” solutions containing efficient and innovative ship concepts.		
Project activities:	Development of a logistic modelling & simulation tool for container transport suitable for the three business cases of interest. The tool will enable to devise co-modal logistic solutions based on the infrastructural conditions and freight volume requirements, determine the main characteristics of vessel solutions fitting these requirements and the performance of the logistic chain in terms of economy, energy and emissions. Development of five vessel solutions of maximum attainable vessel size on the rivers fitting the business cases: • One self-propelled vessel solution for the Danube • One self-propelled vessel solution for the Rhine aiming at maximum physical & economic size. • One river-sea solution for the Danube • One river-sea solution for the Rhine of at least 50 % larger TDW-capacity when compared with current max. capacity (ca. 3000 TDW) • One autonomously operating self-propelled vessel train for the Rhine secondary waterways Development of novel power &propulsion trains for minimum energy usage and emissions for self-propelled solutions. Development of novel hull configurations for all vessel solutions possessing the following characteristics: • Minimum resistance at sea and in shallow/limited inland waters, advanced geometry, resistance reducing technology (air lubrication, ESV’s) to enhance the flow at the after body. • Excellent manoeuvring capability in shallow and limited waters • Ship architecture based on modularisation and standardisation concepts to obtain cost efficient vessel variants.		

Project Data Sheet

Transboundary impact:	A part of the results is applicable to the entire Danube as well as the Central and Lower Danube.		
Project beneficiaries / target groups:	• Shipping companies • Shipyards • R & D organizations • Universities		
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:	01.10.2012	**End date:**	30.09.2015
Notes:	The proposal has been submitted for funding by FP7 (SST-2012-RTD-1 SST.2012.2.2-1. Innovative fleet for efficient logistics chain)		
PROJECT TEAM			
Project leader:	Centre for Maritime Technology and Innovation / The Netherlands		
Project partner(s):	• Center of Maritime Technology e.V. / Germany • Development Centre for Ship Technology and Transport Systems / Germany • Delft University of Technology / The Netherlands • Institute of transport sciences KTI / Hungary • Marine Assistance / France • Maritime Research Institute Netherlands MARIN / The Netherlands • Maritima Green Technology / The Netherlands • Torque marine / Germany • Technical University Berlin / Germany • University of Stuttgart / Germany • via donau / Austria • Stichting Studio Veiligheid / The Netherlands • Wartsila Netherlands / The Netherlands • Wartsila Italy / Italy		
Contact person:	**Name:**	Marnix Krikke	
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	Website:	www.cmti.nl

FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	t.b.d.	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	t.b.d. (State budgets)
	☒ EU funds:	t.b.d. (Seventh Framework Programme)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	
Strategic reference:	Contribution to fleet modernisation
Relevant legislation:	–
Other:	–

OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Pollutant emissions reduction of IWT ships on the Danube Corridor**		
Short project title: (acronym)	IDA	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A083
Need and added value for Danube Region Strategy:	According to the EU Strategy for the Danube Region's Action Plan, "better transport and energy infrastructures are the condition for innovation (attracting skilled researchers and workers). Innovative solutions can reduce costs, improve efficiency and encourage sustainable solutions". The consortium is committed to develop innovative, safe and sustainable IWT concepts, focussing on a significant reduction of emissions and optimal efficiency for IWT fleet and logistic chain. This project will address the urgent need to reduce levels of pollutant emissions caused by inland waterway transport (IWT), both on board of vessels and in river ports. The project will thus secure significant progress towards reducing the levels of harmful emissions along the Danube corridor by considering the whole system of river transport, from the ship's exhaust stack all the way through to river port logistics. It is envisaged the design of new port infrastructure and the modernization of existing ones based on the idea of a "green port" will take into consideration the concepts resulting from this project. This project will also improve sustainability of IWT ships by promoting the transfer of knowledge regarding green logistics through the informational training centres (ITCs) developed in previous projects such as PLATINA and NELI and e-communication integration with RIS as an optimization of co-modal transport. The deliverables of this project will aid in the elaboration of regulations for river ports and inland waterways ships regarding environmental issues.		
Objective(s) of project:	1. This holistic programme of research will develop the "eco-friendly ship" concept. The first strand to this investigation is to establish the relationship between the type, duty cycle and age of the engines that power ships navigating the Danube corridor and their emissions characteristics. 2. In order to establish the impact of this new technology, this project will analyse the effect of pollutant emissions on ecosystems from different populated, protected and low dissipation geographic areas along the Danube corridor. In order to understand the effect of ships within these regions, a series of parametric mathematical models will be developed for pollutant emission levels for certain engine types and operating regimes. 3. The concept of a "green port" will be developed using data relating to the levels of pollutant emissions and pollutant maps. Within the port, it will be necessary to establish the constraints in cargo handling and ship manoeuvring.		
Planned project activities:	The Danube corridor represents an important method of transport for commercial activities. Development of inland waterways transport and ports' activities lead to disturbance of the environment by affecting biodiversity, quality of air, soil and water. As far as IWT is concerned introduction of innovative technological solution for pollutant emission reduction on board is a major task. • Contribution to development of new low emissions integrated systems for		

	innovative IWT ships by: o Evaluation of the emissions of IWT ships' engines o Finding solutions to reduce the emissions The next step would be the elaboration and implementation of regulations for pollution monitoring similarly to maritime transport. • Investigation of the influence of the pollutant emissions from IWT ships on ecosystem from different populated, protected and low dissipation geographic areas along the Danube corridor and elaboration of pollution maps in ports area • Contribution towards improvement of logistics management in ports by: o Decreasing of the operating times, o Implementing the e-communication inside the logistic chain o Concept of green logistic chain integration
Transboundary impact:	Inland waterway transport in general and the Danube Corridor in particular
Project beneficiaries / target groups:	Members of the consortium and stakeholders

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:	2012	**End date:**	2015
Notes:	The proposal has been submitted for funding by FP7 (SST-2012-RTD-1 Sustainable Surface Transport).		

PROJECT TEAM	
Project leader:	University of Craiova – UCV / Romania
Project partner(s):	• STC Group / The Netherlands • University of Lincoln / United Kingdom • University of Sussex / United Kingdom • Brodarski Institute / Croatia • University of Montenegro / Montenegro • Romanian Maritime Training Centre / Romania • Institute for Shipping Economic and Logistics / Germany • University of Zilina / Slovak Republic • Centre of Maritime Technologies e.V. / Germany • Research and Development Centre in Transport & Energy / Spain • University of Applied Sciences / Germany

	• University of Technology and Economics / Hungary • Faculty of Mechanical Engineering, University of Ruse "Angel Kanchev" / Bulgaria • Clean Water Project Company / Bulgaria • IPA CIFATT / Romania • WDL Powertrain Systems Engineering Ltd / United Kingdom	
Contact person:	**Name:**	Gabriel Benga
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	Phone:	+40 252 333 431
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	Website:	www.ucv.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	3,268,374 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	State budgets
	☒ EU funds:	Seventh Framework Programme
	☐ IFI loans:	–
	☐ Private funds:	–
	☐ Other:	–

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	EU Strategy for the Danube Region, Action Plan, SEC(2010) 1489 final
Relevant legislation:	–
Other:	PLATINA, NELI, INNOSUTRA, CREATING

OTHER RELEVANT ISSUES	
Project requirements:	–

Follow-up project:	No

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Modernisation of Vessels for Inland Waterway Freight Transport**		
Short project title: (acronym)	MoVe IT!	**Project logo:**	
Project website:	–	**Project ID:**	PA1A062
Need and added value for Danube Region Strategy:	Provision of cost-efficient retrofit solutions dedicated to existing Danube vessels, contributing to a modernisation of the Danube fleet.		
Objective(s) of project:	Development of cost effective concepts for retrofitting and technologies for the improvement of the economy and environmental friendliness of inland ships.		
Project activities:	The aim of the project is the modernisation of existing inland ships applying state-of-the-art knowledge from new-buildings and technology transfer from other transport modes. The project activities consist of: • Determination of the framework conditions and the requirements for the retrofitting of existing inland ships, whereby retrofit options related to new operational requirements as well as adaptation to new markets are considered. • Development of cost-effective concepts of retrofitting for inland ships, which carry dangerous goods in agreement with the regulations of the ADN. • Development of cost-effective solutions for improving the energy efficiency and reduction of exhaust gas emissions and noise by improvements of ships' hydrodynamics, propulsion and engine technology, application of new technologies based on usage of alternative fuels (e.g. LNG), innovative systems for energy recovery and improved management of energy consumption. • Economical and ecological evaluation of the concepts developed. • Demonstration of the viability of selected concepts. • Dissemination of project results and stimulation of the implementation of the concepts developed.		
Transboundary impact:	The results of the project are applicable to all Danube countries.		
Project beneficiaries / target groups:	• Shipping companies • Shipyards		
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:	01.11.2011	**End date:**	31.10.2014

Project Data Sheet

Notes:	Funded under 7th FWP (Seventh Framework Programme), research area: SST.2011.5.2-3. Cost-effective modernization of the inland fleet for freight transport	
PROJECT TEAM		
Project leader:	Stichting Maritiem Research Instituut Nederland (MARIN) / The Netherlands	
Project partner(s):	• MARIN / The Netherlands • DST / Germany • via donau / Austria • TU Delft / The Netherlands • Center of Maritime Technologies / Germany • SPB / The Netherlands • TNO / The Netherlands • Ecorys / The Netherlands • Autena Marine / The Netherlands • SMILE / Germany • University of Plymouth / United Kingdom • University Galati / Romania • Ship Studio Sarl / France • University Belgrade / Serbia • Compagnie Fluviale de Transport / France • Ship Design Group / Romania • VNF / France • Swerea Sicomp / Sweden • Thyssenkrupp Veerhaven / The Netherlands • Helogistics / Austria • Plimsoll / Hungary • University Budapest / Hungary • Masson Marine / France	
Contact person:	**Name:**	Henk Blaauw
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	E-Mail:	H.Blaauw@marin.nl
	Website:	www.marin.nl
FINANCING		

Project Data Sheet

Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	3,960,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	[do be provided]
	☒ EU funds:	2,790,000 EUR (7th Framework Programme for Research and Technological Development)
	☐ IFI loans:	
	☒ Private funds:	[do be provided]
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	Contribution to fleet modernisation	
Relevant legislation:	ADN regulation, emission regulations (EU, CCNR)	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	–	
Follow-up project:	–	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Master plan for the introduction of LNG as fuel and as cargo for Danube navigation**		
Short project title: (acronym)	LNG for Danube	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A023
Need and added value for Danube Region Strategy:	EUSDR targets the modernization of Danube fleet in order to improve environmental and economic performance. A significant contribution to this goal can be made if the Danube fleet would switch from gasoil to LNG as fuel. In addition, the transport of LNG on the Danube could significantly increase transport volumes on the Danube and offer energy savings to related industries in the entire region.		
Objective(s) of project:	The project shall investigate into the benefits of the implementation of LNG as fuel and as cargo for the Danube fleet, identify obstacles and costs. It will develop a comprehensive strategy together with a detailed master plan for the necessary implementation steps. LNG as fuel will significantly reduce the vessel emissions (-20% CO2, -80 to 90% NOx, almost zero PM & SOx) and can increase considerably the competitiveness of Danube transport due to substantial savings in fuel costs and related reduction of transport costs (estimations up to 15%)		
Planned project activities:	• Economic analysis and exploration of alternative LNG sourcing options • Market study on break-even potentials of LNG as source of energy in the Danube hinterland • Study on legal and administrative requirements for fuel use and transportation of LNG on the Danube • Pre-feasibility study on technical solutions to retrofit Danube vessels for LNG use and carriage • Economic analysis and pre-conditions for a network of LNG terminals located in Danube ports and connecting Black Sea ports • Cost-benefit analysis of waterborne LNG supply chains and investment into LNG equipment & infrastructure by barging and terminal companies • Study on training requirements for crews and terminal workers • Comprehensive strategy for the implementation of LNG as well as a detailed roadmap for the implementation steps • Preparation of follow-up implementation projects		
Transboundary impact:	Reduction of adverse (vessel) air emissions, creation of a new and high-volume market for Danube transportation; reduction of fuel costs for barging companies, reduction of transport costs for industries of Danube region, increase of competitiveness of several sectors of industry, increase of energy efficiency and safety for entire Danube region		
Project beneficiaries / target groups:	Barge operators; transport users from production and wholesale industry, major industries of the region using LNG as alternative source of energy, people living in agglomerations along the Danube benefiting from reduction of air emissions; LNG as clean and cheaper source of energy can substantially contribute to the economic growth of the region and to its energy safety		

Project Data Sheet

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:	01.2012	**End date:**	03.2013
Notes:	–		

PROJECT TEAM		
Project leader:	Pro Danube International	
Project partner(s):	A consortium made up by barging companies, port and terminal operators, shipyards, government authorities, vessel classification societies, gas industry, key stakeholders for LNG use, LNG technology providers (storage, carriage, transhipment), engine providers	
Contact person:	**Name:**	Manfred Seitz
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	Website:	www.prodanube.eu

FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	1,250,000 EUR (for master plan, indicative) 10,000,000–15,000,000 EUR (for pilot implementations in 2013 and the following years, indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☒ EU funds:	Structural Funds, IPA, ENPI, TEN-T
	☐ IFI loans:	
	☒ Private funds:	Financial contributions from related private industry
	☐ Other:	

Project Data Sheet

PROJECT ENVIRONMENT	
Project cross-reference:	All project dealing with transition of maritime sector to LNG
Cross-reference ID(s):	–
Strategic reference:	• European Union Climate Action - Climate Energy Policy (2009) with 20-20-20 targets until year 2020 • Europe 2020 – New Economic Strategy • White Paper on transport • NAIADES, et al.
Relevant legislation:	Among others: ADN rules, 2006/87/EC technical requirements for inland waterway vessels
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Participation of key stakeholders from transport and gas industry as well as full engagement of transport authorities in Danube states; investment into LNG terminal in Black Sea port Constanta
Follow-up project:	Pilot Implementation (vessel and terminal), Full-scale implementation
Any other issues:	Project of high interest and substantial economic value

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**LNG Power Train for Danube Inland Navigation**		
Short project title: (acronym)	LDS	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A069
Need and added value for Danube Region Strategy:	Contribution to the implementation of usage of alternative fuels in Danube navigation with highly positive economical and ecological impact.		
Objective(s) of project:	The project constitutes a feasibility study on the sustainable reduction of CO2 emissions as well as particle and NO2 emissions by using LNG (liquefied methane and bio methane) for Danube navigation. The study serves as preliminary planning for an experimental development project for a retrofit solution, contributing to short-and medium-term achievement of the Austrian climate targets.		
Project activities:	• Modelling and calculation of the potential of improvement of the climate-relevant CO2 emissions and trace substances (NOx and particulate matter) of Danube navigation • Investigation on a sustainable retrofitting of diesel engines of typical Danube waterway vessels on a methane pilot ignition engine • Evaluation of the expected emission levels • Design and installation of a concept of an LNG tank technology for inland waterway vessels (natural gas and bio methane) • Development of a concept for LNG refuelling infrastructure for the Danube waterway vessels and for the supply on their typical routes • Research and investigation of the need for changes to the legal regulations governing the use of liquid methane and bio-methane in inland waterway vessels (Germanischer Lloyd, etc.) • Cost analysis related to the developed retrofitting methods and infrastructure measures • Presentation and discussion of the results in a final symposium with policy makers and international experts		
Transboundary impact:	The solutions are applicable to all Danube countries.		
Project beneficiaries / target groups:	• Shipping companies • Shipyards		
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:	01.01.2010	**End date:**	31.05.2011

Project Data Sheet

Notes:	Funded by the Austrian Research Promotion Agency (FFG); project number 825471; 3rd call on New Energies 2020, 3.4. energy-efficient vehicle components and systems	
PROJECT TEAM		
Project leader:	Vienna University of Technology / Austria	
Project partner(s):	• via donau – Österreichische Wasserstraßen-Gesellschaft mbH • Salzburg AG für Energie, Verkehr und Telekommunikation	
Contact person:	**Name:**	Prof. Dr. Ernst Pucher
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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	121,418 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	72,139 EUR (Climate and Energy Fund)
	☐ EU funds:	
	☐ IFI loans:	
	☒ Private funds:	49,279 EUR (Budget of project partners)
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	Introduction of alternative fuels to inland waterway transport	
Relevant legislation:	–	
Other:	–	

OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	Demonstration project recommended as outcome.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Waste Management for Inland Navigation on the Danube**		
Short project title: (acronym)	WANDA	**Project logo:**	wanda Waste management for inland navigation on the Danube
Project website:	www.wandaproject.eu	**Project ID:**	PA1A003
Need and added value for Danube Region Strategy:	The river Danube is a unique ecosystem with a high biodiversity, an important water reservoir and an international waterway with high potential for inland navigation being promoted by the EU's transport policy (NAIADES). Due to significant differences and missing coordination in current practice of ship waste management in Danube countries the increase of inland waterway transport enhances the environmental risks related to illegal ship waste discharge. In order to account for this, the project WANDA aims at establishing a sustainable, environmentally sound and transnationally coordinated approach in ship waste management.		
Objective(s) of project:	The core objectives of WANDA are • the protection of the river Danube from pollution in order to preserve its valuable ecosystem and water resources and • the establishment of a cross-border coordinated ship waste management system along the Danube		
Planned project activities:	The following key activities are to be set up and implemented by the project: • Preparation of coordinated ship waste management concepts on national level. • Development of pilot activities for the collection and disposal of hazardous and non-hazardous ship waste. • Creation of a basis for the elaboration and implementation of an international financing model for oily and greasy ship waste. • Promotion of cross-border communication and knowledge transfer through harmonisation activities.		
Transboundary impact:	The WANDA project is based on the idea of trans-national cooperation in the Danube region. Participating countries are Austria, Slovakia, Hungary, Serbia, Croatia, Romania and Bulgaria. Specific transboundary effects are gathered through the implementation of cross-border pilot actions for collection of ship waste and close cooperation for developing ship waste management concepts as well as joint follow-up actions. The concepts elaborated take into account all special features of the participating countries.		
Project beneficiaries / target groups:	• Authorities dealing with environmental protection, waste management and inland navigation in the Upper, Middle and Lower Danube countries • Stakeholders of the inland waterway sector, in particular skippers navigating the Danube, ship-owners and fleet operators, port administrations and port operators and waste collection companies • International organisations active in the field of environmental protection, waste management, inland navigation and ship waste management (Danube Commission, Central Commission for the Navigation of the Rhine, International Commission for the Protection of the Danube River, International Sava River Basin Commission)		

	• Policy makers, their advisers and teams and high ranked civil servants

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:	04.2009	**End date:**	03.2012
Notes:			

PROJECT TEAM

Project leader:	via donau – Österreichische Wasserstraßen-Gesellschaft mbH / Austria	
Project partner(s):	• VUVH - Water Research Institute Bratislava / Slovakia • KTI - Institute for Transport Sciences Non Profit Ltd. / Hungary • RSOE - National Association of Radio Distress-signalling and Infocommunications / Hungary • APDF - National Company Administration of Danube River Ports J.S.Co Giurgiu / Romania • APDM – National Company – The Maritime Danube Ports Administration SA Galati / Romania • EAEMDR - Executive Agency for Exploration and Maintenance of the Danube River – Ruse / Bulgaria • PAV - Public Institution Port Authority Vukovar / Croatia • PLOVPUT - Directorate for Inland Waterways / Serbia	
Contact person:	**Name:**	Harald Beutl
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FINANCING

Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	1,667,240 EUR	
Source(s) and amount (potential	☒ National/regional funds:	250,086 EUR (State budgets)

sources for project ideas): (please tick a box and provide further info)	[x] EU funds:	1,417,154 EUR (European Regional Development Fund)
	[ ] IFI loans:	
	[ ] Private funds:	
	[ ] Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	• WANDA builds upon the results of the feasibility study "Ship borne oily water and waste on the Danube" (1999-00, PHARE) and national initiatives. • Blueprint for organizing the collection of waste from IWT vessels in Romania, elaborated by NEA / Holland • PLATINA (2007-11, FP7) • The Ship Waste Collection System in the Maritime Danube Ports - CODENAV project, funded by the Romanian Sectoral Operational Programme for Transport • Convention for Waste Management for Inland Navigation on the Danube (CO-WANDA, proposal)
Cross-reference ID(s):	PA1A017
Strategic reference:	• Waste prevention and management are one of the four top priorities of EU's Sixth Environment Action Programme (2002–2012). The preventive approach to waste management is detailed in the 2005 Thematic Strategy on Waste Prevention and Recycling and the Waste Framework Directive (2008) where it has highest priority in the waste hierarchy. Also, member states are required to develop waste prevention programs not later than December, 12th 2013. • Sustainability is one of the priorities of EU 2020, the European Union's growth strategy for the current decade. WANDA contributes to sustainable growth by pressing ahead environmental protection, reduction of emissions and cooperation with inland waterway companies and ports. Through the advancement of the sector's environmental performance, WANDA enhances the competitive position of inland waterway transport in the Danube Region. • The European Action Programme for Inland Waterway Transport (NAIADES) aims at promoting inland waterway transport. WANDA contributes to three out of five defined strategic areas, namely fleet, infrastructure and market. • Danube Region Strategy supports creation of synergies between existing policies and initiatives in the Danube Region. WANDA is explicitly mentioned as a contribution to the "Improvement of Mobility and Multimodality"; moreover it clearly supports other identified priorities, such as environmental protection or strengthening the region by fostering transnational cooperation. • Joint Statement on Guiding Principles for the Development of Inland Navigation and the Environmental Protection in the Danube River Basin
Relevant legislation:	The legal and administrative framework with relevance for ship waste management along the River Danube includes a multitude of directives, regulations and laws on national and supra-national level. In general, regulations are part of four main areas of activity, as described below). • Waste Management (e.g. Waste Framework Directive 2008/98/EC, Regulation on shipment of waste (EC 1013/2006), European Waste Catalogue 2000/532/EC, RECOMMENDATIONS FOR THE ORGANISATION OF THE COLLECTION OF SHIP-WASTES IN THE FIELD OF THE NAVIGATION ON THE DANUBE,

	Protocol on prevention of the water pollution caused by navigation to the Framework Agreement on the Sava River Basin, Convention on the collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways,…) • Inland Navigation (e.g. European Code for Inland Waterways (CEVNI), European Agreement on Main Inland Waterways of International Importance (AGN), Directive on port reception facilities for ship - generated waste and cargo residues 2000/59/EC …) • Water Management and Protection (Danube River Protection Convention Water Framework Directive 2000/60/EC, Directive 2008/105/EC on environmental quality standards in the field of water policy,…) • Environment (Environmental Impact Assessment Directive 85/337/EEC, Habitats Directive - 92/43/EEC,…)
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	Some of the critical issues encountered during the project implementation were due to the different interpretation of the international legislation in the field of ship waste. Hence, international cooperation is crucial for further development of ship waste management along the Danube.
Follow-up project:	Based on the findings of the project, a follow-up proposal has been developed and submitted to the 4th call of the South East Europe Transnational Cooperation Programme in November 2011. The main focus of CO-WANDA is to start initiative work for a binding treaty, which shall provide clear guidelines for ship waste management along the Danube. The support of national and international authorities, stakeholders and opinion leaders is a driving force for the successful implementation of the international cooperation activities. In fact, the harmonisation and adaptation of currently running ship waste management systems will decrease the risk of illegal discharges of ship wastes and thereby support the protection of valuable river ecosystems and the means of livelihoods for future generations in the Danube region.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Convention for Waste Management for Inland Navigation on the Danube**		
Short project title: (acronym)	CO-WANDA	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A017
Need and added value for Danube Region Strategy:	Inland navigation is a promising, environmental-friendly transport mode. Since transports are mostly carried out beyond national borders, existing international conventions ensure the smooth operation of vessels on the rivers and unify national laws. Besides fairway related issues, technical requirements for vessels and guidelines for the transport of dangerous goods, the management and handling of ship-borne waste shall follow harmonised and state-of-the-art procedures. Yet, an International Danube Ship Waste Convention (IDSWC) along the Danube is still missing.		
Objective(s) of project:	Based on the findings of the WANDA project (www.wandaproject.eu), the main focus of CO-WANDA is on initiative work for a binding treaty, which shall provide clear guidelines for ship waste management along the Danube. The support of national and international authorities, stakeholders and opinion leaders is a driving force for the successful implementation of international cooperation activities. In fact, the harmonisation and adaptation of available ship waste management systems will decrease the risk of illegal discharges of ship wastes and thereby support the protection of valuable river ecosystems and the means of livelihoods for future generations in the Danube region.		
Planned project activities:	**Advancement of available ship waste management systems** Common strategies for waste prevention (1), cargo related wastes (2) and wastes from passenger vessels (3) which will be developed in cooperation with inland navigation companies, help to save resources, raise the awareness of the crew and reduce waste amounts. A comprehensive, user-friendly state-of-the-art ship waste reception facilities network (4) protects the river from illegal waste dumping. Unified procedures for payment of ship waste disposal and usage of River Information Services for communication between vessels, service providers and controlling authorities are part of the conceptual approach to the IDSWC (5). **Implementation of practical tests and pilot activities** Practical tests and pilot actions verify developed technical concepts and allow the gathering of data. Hence, they shall be developed along Danube, covering the Upper, Middle and Lower Danube region. Activities comprise testing of the financing model for oily and greasy ship wastes elaborated in WANDA, tests of waste cards for vessels, integration of River Information Services into waste disposal services and connecting financing systems of maritime Danube ports to Danube Inland Waterway System. Data gathered and findings made will build the empiric basis for preparation of the IDSWC. **Development of an International Ship Waste Convention on the Danube** A binding international ship waste convention harmonises and coordinates the development of ship waste management systems along the Danube. The initiation and implementation of preparatory activities will be developed in cooperation with experts from the field of inland navigation, national administration and public international law. An “International Implementation Board”, formed by experts during the project’s lifetime, will press ahead the implementation of the International Danube Ship Waste Convention.		

Project Data Sheet

Transboundary impact:	All Danube riparian countries will participate in CO-WANDA as project partners except Germany, which is involved as observer organisation. Choosing a comprehensive transnational approach, the efforts made on the national level will be harmonised and bundled.
Project beneficiaries / target groups:	• Authorities dealing with environmental protection, waste management and inland navigation in the Upper, Middle and Lower Danube countries • Stakeholders of the inland waterway sector, in particular skippers navigating the Danube, ship-owners and fleet operators, port administrations and port operators, waste collection companies and bunkering stations • International organisations active in the field of environmental protection, waste management and inland navigation and waste management for inland navigation (Danube Commission, CCNR, ICPDR, Sava Commission and the German Bilgenwasserentsorgungsverband) • Policy makers, their advisers and teams and high ranked civil servants

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:	01.09.2012	**End date:**	31.08.2014
Notes:	The project proposal for CO-WANDA has been submitted to the 4th call of the South East Europe Transnational Cooperation Programme in November 2011.		

PROJECT TEAM

Project leader:	via donau – Österreichische Wasserstraßen-Gesellschaft mbH
Project partner(s):	• VUVH - Water Research Insitute Bratislava / Slovakia • KTI - Institute for Transport Sciences Non Profit Ltd / Hungary • RSOE - National Association of Radio Distress-signalling and Infocommunications / Hungary • APDF - Compania Naţională Administraţia Porturilor Dunării Fluviale S. A. Giurgiu / Romania • APDM - National Company - The Maritime Danube Ports Administration SA Galati / Romania • EAEMDR - Executive Agency for Exploration and Maintenance of the Danube River / Bulgaria • PAV - Public Institution Port Authority Vukovar / Croatia • PLOVPUT - Directorate for Inland Waterways / Serbia • RDA South - South Regional Development Agency / Moldova • GDFEAEI - General Department of Foreign Economic Activity and European Integration of Odessa Regional State Administration / Ukraine

Project Data Sheet

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FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	1,733,912.20 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	260,086.83 (State budget of project partners)
	☒ EU funds:	1,278,434.85 (European Regional Development Fund) 195,390.52 (Instrument for Pre-Accession Assistance)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	• WANDA – Waste Management for Inland Navigation on the Danube (2009-2012, SEE Transnational Cooperation Programme) • Ship borne oily water and waste on the Danube (1999-2000, PHARE) • SEE MARINER – South Eastern Europe Marine and River Integrated System for Monitoring the Transportation of Dangerous Goods (2011-2013, SEE) • TransWaste – Formalisation of informal sector activities in collection and transboundary shipment of wastes in and to CEE (2009-2012, CEE)
Cross-reference ID(s):	PA1A003
Strategic reference:	• **Sustainability** is one of the priorities of **EU 2020**, the European Union's growth strategy for the current decade. CO-WANDA contributes to sustainable growth by pressing ahead environmental protection, reduction of emissions and cooperation with inland waterway companies and ports. Through the advancement of the sector's environmental performance, CO-WANDA enhances the competitive position of inland waterway transport in the Danube Region. • Waste prevention and management are one of the four top priorities of **EU's Sixth Environment Action Programme** (2002 – 2012). The preventive approach to waste management is detailed in the 2005 Thematic Strategy on

	Waste Prevention and Recycling and the Waste Framework Directive (2008) where it has highest priority in the waste hierarchy. Also, member states are required to develop waste prevention programs not later than December, 12th 2013. CO-WANDA has a clear focus on waste prevention on vessels and will support national waste prevention plans by its findings. • The **European Action Programme for Inland Waterway Transport** (NAIADES) aims at promoting inland waterway transport. CO-WANDA contributes to three out of five defined strategic areas, namely fleet, infrastructure and market. • **Danube Region Strategy** supports creation of synergies between existing policies and initiatives in the Danube Region. WANDA is explicitly mentioned as a contribution to the "Improvement of Mobility and Multimodality"; moreover it clearly supports other identified priorities, such as environmental protection or strengthening the region by fostering transnational cooperation.
Relevant legislation:	–
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	A proposal for the implementation of CO-WANDA has been submitted to the 4th call of the South East Europe Transnational Cooperation Programme. Given a funding rate of 85 percent, the implementation of CO-WANDA depends on the approval of the proposal.
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**System for ship-generated waste collection and processing in the maritime Danube ports**		
Short project title: (acronym)	CODENAV	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A064
Need and added value for Danube Region Strategy:	The project aims to increase the quality of the ship-generated waste collection and processing services and response in cases of pollution, through purchasing ships, installations and equipments, as well as through infrastructure works, which are necessary for the collection/processing of the waste from river ships passing through Braila, Galati and Tulcea ports managed by the APDM SA Galati.		
Objective(s) of project:	Compliance with the European Directives for the protection of the Danube river		
Planned project activities:	The following shall be bought within the project: • 5 new multipurpose ships for collecting residues or intervention in case of pollution • 25 containers for residues • Equipments for residues separation		
Transboundary impact:	Creating waste collection facilities for ships flying all kind of flags		
Project beneficiaries / target groups:	• Shipping companies • Port operators		
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:	2011	**End date:**	2013
Notes:	–		

PROJECT TEAM		
Project leader:	Maritime Danube Ports Administration Galati / Romania	
Project partner(s):	–	
Contact person:	**Name:**	George Petcu
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Project Data Sheet

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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	11,130,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	2,790,000 EUR (State budget)
	☒ EU funds:	8,340,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	• Ship-generated waste collection and processing system and response in cases of pollution on the Danube sector managed by the CN APDF SA Giurgiu • Waste Management for Inland Navigation on the Danube (WANDA) • Convention for Waste Management for Inland Navigation on the Danube (CO-WANDA)
Cross-reference ID(s):	PA1A063, PA1A003, PA1A017
Strategic reference:	• The Basel Convention • The Recommendations of the Danube Commission • The Convention for the Protection of the Danube river • Agreement in the field of Danube navigation and waterway administration • The Danube Navigation regulation • The Lisbon strategy • The Sofia Convention on Cooperation for the Protection and Sustainable Use of the Danube River • The Romanian National Action Plan for Environmental Protection • The Romanian National Sustainable Development Strategy (2008) • The Romanian Strategy for Sustainable Transport 2007-2013 and 2020, 2030 • The Romanian Sectoral Operational Programme - Transport (SOP-T 2007-

	2013)
Relevant legislation:	• The Framework Directive in the field of water policy 2000/60/EC • Directive on waste 2006/12/EC • Hazardous waste Directive 91/689/EEC • European Waste Catalogue 2000/532/EC • Directive on the disposal of waste oil 75/439/EEC • Packaging and packaging waste Directive 94/62/EC • Directive on the landfill of waste 1999/31/EC • Waste incineration Directive 2000/76/EC • Directive on port reception facilities for ship – generated waste and cargo residues 2000/59/EC • Government Decision no. 19 / 10.01.1991 – regarding the organization of certain autonomous administrations and joint stock companies in the naval transport field • Ordinance no. 22 / 29.01.1999 as modified and amended – regarding the ports and waterway administration as well as the unfolding of transport activities in ports and waterways • Law no. 107 / 25.09.1996 – The Water Law • Emergency Ordinance no. 78 / 16.06.2000 – Regarding wastes
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Ship-generated waste collection and processing system and response in cases of pollution on the Danube sector managed by the CN APDF SA Giurgiu**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A063
Need and added value for Danube Region Strategy:	The project aims to increase the quality of the ship-generated waste collection and processing services and response in cases of pollution, through purchasing ships, installations and equipments, as well as through infrastructure works, which are necessary for the collection/processing of the waste from the river ships passing through Moldova Veche, Orşova, Drobeta Turnu Severin, Giurgiu, Călăraşi, Cernavodă ports managed by the CN APDF SA Giurgiu.		
Objective(s) of project:	Compliance with the European Directives for the protection of the Danube river		
Planned project activities:	The following shall be bought and executed within the project: • 4 waste collection vessels • 3 pontoons and mechanical passageways • 30 containers for solid waste • 3 compact stations to separate water from oil and to treat waste-water • concrete platforms up to 630 m^2 to accommodate the waste treatment stations • partial dredging around the berths to facilitate ships access		
Transboundary impact:	Creating the waste collection facilities for ships flying all kind of flags		
Project beneficiaries / target groups:	• Shipping companies • Port operators		
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:	2012	**End date:**	2014
Notes:	–		
PROJECT TEAM			
Project leader:	Danube River Ports Administration Giurgiu / Romania		
Project partner(s):	–		

Project Data Sheet

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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	9,540,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	3,540,000 EUR (State budget)
	☒ EU funds:	6,000,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	• System for ship-generated waste collection and processing in the maritime Danube ports (CODENAV) • Waste Management for Inland Navigation on the Danube (WANDA) • Convention for Waste Management for Inland Navigation on the Danube (CO-WANDA)
Cross-reference ID(s):	PA1A064, PA1A003, PA1A017
Strategic reference:	• The Basel Convention • The Recommendations of the Danube Commission • The Convention for the Protection of the Danube river • Agreement in the field of Danube navigation and waterway administration • The Danube Navigation regulation • The Lisbon strategy • The Sofia Convention on Cooperation for the Protection and Sustainable Use of the Danube River • The Romanian National Action Plan for Environmental Protection

	• The Romanian National Sustainable Development Strategy (2008) • The Romanian Strategy for Sustainable Transport 2007-2013 and 2020, 2030 • The Romanian Sectoral Operational Programme - Transport (SOP-T 2007-2013)
Relevant legislation:	• The Framework Directive in the field of water policy 2000/60/EC • Directive on waste 2006/12/EC • Hazardous waste Directive 91/689/EEC • European Waste Catalogue 2000/532/EC • Directive on the disposal of waste oil 75/439/EEC • Packaging and packaging waste Directive 94/62/EC • Directive on the landfill of waste 1999/31/EC • Waste incineration Directive 2000/76/EC • Directive on port reception facilities for ship – generated waste and cargo residues 2000/59/EC • Government Decision no. 19 / 10.01.1991 – regarding the organization of certain autonomous administrations and joint stock companies in the naval transport field • Ordinance no. 22 / 29.01.1999 as modified and amended – regarding the ports and waterway administration as well as the unfolding of transport activities in ports and waterways • Law no. 107 / 25.09.1996 – The Water Law • Emergency Ordinance no. 78 / 16.06.2000 – Regarding wastes
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Creation of integrated system of waste management from ships in the Ukrainian part of the Danube river**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A024
Need and added value for Danube Region Strategy:	At present reception facilities are missing for the collection and separation of oil residues and bilge water and for incinerating all kinds of ship waste.		
Objective(s) of project:	Integration in the total cross-border system of collection and disposal of waste from the operation of vessels on the river Danube that will improve health environment in the Ukrainian part of the Danube river.		
Planned project activities:	Purchase of craft and equipment for waste disposal that meet international standards		
Transboundary impact:	Improving health environment in the Ukrainian part of Danube river		
Project beneficiaries / target groups:	• Shipping companies • Port operators		
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:	t.b.d.	**End date:**	t.b.d.
Notes:	–		

PROJECT TEAM		
Project leader:	Belgorod-Dnestrovsky Merchant Sea Port / Ukraine	
Project partner(s):	–	
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	Website:	www.bdport.com.ua
FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	3,600,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☒ EU funds:	3,240,000 EUR
	☐ IFI loans:	
	☒ Private funds:	360,000 EUR (Belgorod-Dnestrovsky Merchant Sea Port)
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	–	
Relevant legislation:	• Law of Ukraine "On Wastes" • Law of Ukraine "On Environmental Protection"	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	–	
Follow-up project:	–	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**IRIS Europe II – Implementation of River Information Services in Europe**		
Short project title: (acronym)	IRIS Europe II	**Project logo:**	
Project website:	www.iris-europe.net	**Project ID:**	PA1A008
Need and added value for Danube Region Strategy:	IRIS Europe II as international multi-beneficiary project contributes significantly to fulfilling the objectives as laid down in Priority Area 1a of the EU Strategy for the Danube Region - to improve mobility and multimodality on inland waterways. Besides partners from the Rhine-Main-Scheldt region, all Danube countries are involved either as fully financed or as cooperation partners within IRIS Europe II. The beneficiaries of IRIS Europe II are the European Union Member States, represented by their Ministries of Transport.		
Objective(s) of project:	IRIS Europe II is a multi-beneficiary TEN-T project focusing on further enhancement and fine-tuning of RIS key technologies, services and applications; in particular the (pilot) implementation of new harmonized RIS services especially at the level of fairway, traffic and transport related RIS services, services based upon multilateral legal agreements and definitions of service levels for RIS, the provision of feedback and contribution to the maintenance and amendment of technical specifications. Thus, IRIS Europe II significantly contributes to a harmonized RIS implementation at European level. The main objectives of the project are the following: 1. Further development and pilot implementation of national and international data exchange making use of multilateral legal agreements and this way providing services especially for logistical RIS users 2. Contribution to the amendment of the technical specifications for RIS technologies and services and later on implementation of these technical specifications 3. Participation in standardization of RIS services and technologies 4. Pilot implementation of new RIS services and RIS technologies 5. Feasibility studies outlining future services for RIS		
Planned project activities:	• Activity 1: Investigation, specification, pilot implementation and evaluation of enhanced Fairway Information Services (Depth data, Water Level Models, Notices to Skippers, Wireless access to RIS services, etc.) • Activity 2: Investigation, specification, pilot implementation and evaluation of enhanced Traffic Information Services (Additional information provided via Inland AIS infrastructure, equipment programmes for onboard pilot infrastructure, pilot implementation of shore infrastructure, Calamity Abatement Support Service, Electronic Reporting, etc.) • Activity 3: Pilot implementation and pilot operation of international RIS data exchange among the national RIS Centres as well as with the European services like the European Hull Database. Especially the technical and legal challenges are considered within this activity. • Activity 4: Definition of an approach for the definition and introduction of		

	minimum quality requirements for River Information Services. • Activity 5: Project Management and Dissemination activities.
Transboundary impact:	Directly involved countries (beneficiaries): Austria, Slovakia, Hungary, Bulgaria, Romania, Czech Republic, the Netherlands, France, Belgium Countries involved though cooperation agreements (cooperation partners): Germany, Croatia, Serbia, Ukraine
Project beneficiaries / target groups:	Direct beneficiaries are the Fairway, Traffic and RIS Authorities and the related RIS Providers of the participating countries. Indirect beneficiaries of the further enhancement of River Information Services within IRIS Europe II are the commercial users of the waterway, as they will receive value added services, increased interoperability and quality of River Information Services.

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:	01.01.2009	**End date:**	31.12.2011
Notes:			

PROJECT TEAM	
Project leader:	Austrian Ministry of Transport, Innovation and Technology (Coordinating applicant) via donau – Österreichische Wasserstraßen-Gesellschaft mbH (Coordinator)
Project partner(s):	• Federal Ministry of Transport, Innovation and Technology (AT) • via donau – Österreichische Wasserstraßen-Gesellschaft mbH (AT) • Ministry of Transport, Information Technology and Communications (BG) • Bulgarian Ports Infrastructure Company (BG) • Ministry of Transport of the Czech Republic, Navigation Department (CZ) • Ředitelství vodních cest ČR (Czech Waterway Directorate) (CZ) • Ministry of National Development (HU) • RSOE - Rádiós Segélyhívó és Infokommunikációs Országos Egyesület (HU) • AFDJ - River Administration of the Lower Danube (RO) • Ministry of Transport and Infrastructure (RO) • Ministry of Transport, Constructions and Regional Development (SK) • VUD a.s. - Transport Research Institute (SK) • KIOS s.r.o. (SK) • RWS - Directoraat Generaal Rijkswaterstaat (NL) • Ministry for Infrastructure, Transport, Spatial Planning, Tourism and the Sea (FR)

	• VNF - Voies Navigables de France (FR) • Flemish Government (BE) • Waterwegen en Zeekanaal NV (BE) • NV De Scheepvaart (BE)	
Contact person:	**Name:**	Mario Kaufmann (Project leader)
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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	11,627,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	5,817,000 EUR (State budgets)
	☒ EU funds:	5,810,000 EUR (TEN-T MAP 2007 – 2013)
	☐ IFI loans:	–
	☐ Private funds:	–
	☐ Other:	–

PROJECT ENVIRONMENT	
Project cross-reference:	Relevant projects with necessary coordination / cooperation: • PLATINA (FP7 project consisting of 23 partners from nine different countries, in order to accelerate the achievement of the NAIADES aims) • RISING (FP 7 project focusing on identifying, integrating and further developing information services such as River Information Services in order to efficiently support Inland Waterway Transport and logistics operations) • NEWADA (SEE project (South-East-European Transnational Cooperation Programme) which aims to further develop the Network of Danube Waterway Administrations) Other relevant initiatives: • RIS Expert Groups (http://www.ris.eu/expert_groups) • National RIS implementation projects

Cross-reference ID(s):	PA1A019 (IRIS Europe 3)
Strategic reference:	**1) The European Commission White Paper 2011 for Transport** On 28.03.2011 the European Commission published its White Paper 2011 for transport titled “Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system” (COM 2011/144). The White Paper 2011 contains strategic provisions for the European transport policy within a time horizon until the year 2050. It defines objectives and measures to be taken to achieve these objectives laid down in the White Paper. Specifically related to inland navigation the main objectives are to achieve a decarbonisation by minus 70% until 2050 (compared to 2008) and to shift 30% up to 50% of overall road transport towards inland navigation and railway transport by establishing efficient co-modality. Proposed measures to achieve these ambitious objectives contain among others the establishment of a TEN-T Core Network until 2030, the creation of an organisational framework for inland navigation and the further development and implementation of River Information Services, also in direction of efficient transport management (e-freight). IRIS Europe 3 will significantly contribute to the further development and implementation RIS. **2) NAIADES Action Programme** In January 2006, the multi-annual European Action Programme for Inland Waterway Transport (NAIADES) which aims at promoting inland waterway transport in Europe was launched. It includes recommendations for action to be taken between 2006 and 2013 by the European Community, its Member States, River Commissions and the inland navigation sector. The implementation of RIS is an important element of the strategic area ‘Infrastructure’. Several Member States have launched their national NAIADES actions plans (e.g. the NAP in Austria, NAP in Slovakia) and especially in the light of the actual developments for a European NAIADES II Action Programme (from 2014 onwards), IRIS Europe 3 is seen by its beneficiaries and cooperation partners as the driving force for the further development and implementation of interoperable RIS in Europe. **3) The EU Strategy for the Danube Region** On 08.12.2010 the European Commission published its communication on the European Union Strategy for the Danube Region (COM 2010/715). The Strategy provides a sustainable framework for policy integration and coherent development of the Danube Region. It sets out priority actions by means of a comprehensive Action Plan that is based on four main pillars. It is stated in the Action Plan that once an action or project is included in the Action Plan, it should be implemented by the countries and stakeholders concerned. “To implement harmonised River Information Services (RIS)” is one of the key actions within the priority area “To improve mobility and multimodality”, whereas the IRIS Europe initiative is mentioned as a concrete project example “To build on the IRIS Europe projects - support the co-ordinated implementation of River Information Services (RIS) in Europe” (cf. page 13, Action Plan). Thus the continuous implementation of RIS in the Danube region is of utmost importance, so it is deemed logical to build up on the IRIS Europe initiative and continue (pilot) implementation of RIS in an IRIS Europe 3 project. **4) Strategic Transport Technology Plan (STTP)** The European Commission is currently developing a strategic framework for future transport research, innovation and deployment, based on a vision for an integrated, efficient and environmentally friendly European transport system by 2050. Transport Management and Information Systems, and also fuel saving techniques / technologies play a significant role within the STTP. IRIS Europe 3 as a cooperative, multinational project with focus on interoperable River Information Services contributes to the strategic agenda of the Transport Technology Plan in several aspects related to inland navigation, by increasing its integrity, efficiency and environmental friendliness through interoperable information systems on the

	European waterways. **5) Freight Transport Logistics Action Plan** Within the Freight Transport Logistics Action Plan the European Commission has outlined the concept of e-Freight. This concept is a vision of a paper-free, electronic flow of information accompanying the physical flow of goods with a paperless trail built by information and communication technologies. It includes the ability to track and trace freight across transport modes and to automate the exchange of content related data for regulatory or commercial purposes. Freight should be identifiable and locatable regardless of the mode used to transport it. For this to happen, standard interfaces within the various transport modes are required to be interoperable across modes. River Information Services form an important element of e-Freight. IRIS Europe 3 will specifically focus on the e-Freight aspects and the enhancement of the interfaces for the logistics sector within Sub-Activity 4.2. **6) Transport Council conclusions of 16th June 2011** The conclusions of the council of the European Ministers of Transport on the way ahead towards integrated and competitive EU inland waterway transport consider the further development and deployment of River Information Services (RIS) vital as a tool for safe, efficient and competitive inland waterway transport as well as for effective supply chain management. Particular attention should be paid to the technical interoperability notably with other modal systems, such as SafeSeaNet, e-Maritime, e-Freight, and e-Customs, without prejudice to the competence of national and international authorities. **7) National Action Plans for inland navigation** In Austria for instance, the inland navigation policy relies on the National Action Plan (NAP) on Danube Navigation – a dynamic planning and decision-making instrument that determines Austrian waterway transport up to 2015. The plan is based on a package of measures, which was drawn up upon the order of the Austrian Ministry of Transport, Innovation and Technology by via donau in close co-operation with all other relevant players of the field in 2005. The NAP stresses the importance of inland navigation for transport policy. Inland navigation was also made one of the core issues of Austria's EU Presidency in the first half of 2006.
Relevant legislation:	Among others, the most important legislative acts are: • Directive 2005/44/EC on harmonised River Information Services (RIS) on inland waterways in the Community • Commission Regulation (EC) No 415/2007 concerning the technical guidelines for the planning, implementation and operational use of River Information Services (RIS Guidelines) • Commission Regulation (EC) No 415/2007 concerning the technical specifications for vessel tracking and tracing systems (Inland AIS Standard) • Commission Regulation (EC) No 416/2007 concerning the technical specifications for Notices to Skippers (Notices to Skippers Standard) • Commission Regulation (EU) No 164/2010 on the technical specifications for Electronic Reporting in inland navigation (ERI Standard) • Upcoming; Commission Regulation concerning the technical specifications for Inland Electronic Chart Display and Information Systems (Inland ECDIS Standard)
Other:	The results, conclusions & recommendations as well as observations of the predecessor project IRIS Europe (Jan. 2006 – Dec. 2008) were considered and activities were partly continued.

OTHER RELEVANT ISSUES	
Project requirements:	Technical challenges: Deployment of onboard equipment and shore-based infrastructure as well as validation of technical feasibility, interoperability and compatibility of systems, services and applications. Legal challenges: Conclusion of administrative agreements for international exchange of RIS data taking into account European and national privacy and data protection legislation and responsibilities among authorities. Organisational challenges: Coordinated improvement of work flows from the production of basic data up to the provision of services towards the end users.
Follow-up project:	IRIS Europe 3 (proposal submitted)
Any other issues:	The IRIS Europe initiative is the only RIS implementation initiative on a European scale.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**IRIS Europe 3 – Implementation of River Information Services in Europe**		
Short project title: (acronym)	IRIS Europe 3	**Project logo:**	
Project website:	www.iris-europe.net	**Project ID:**	PA1A019
Need and added value for Danube Region Strategy:	IRIS Europe 3 as international multi-beneficiary project contributes significantly to fulfilling the objectives as laid down in Priority Area 1a of the EU Strategy for the Danube Region - to improve mobility and multimodality on inland waterways. All Danube countries are involved either as fully financed or as cooperation partners within IRIS Europe 3. The beneficiaries of IRIS Europe 3 are the European Union Member States, represented by their Ministries of Transport.		
Objective(s) of project:	IRIS Europe 3 shall ensure the continuation of RIS implementation in Europe and shall provide the necessary cooperative implementation framework for setting up pilot implementations for Quality of Information Services for RIS, nationally and internationally. Quality aspects for international RIS data exchange on technical, legal and organisational level will be implemented, so that enhanced pilot implementations of new RIS services based on existing and new RIS key technologies can be implemented. New and enhanced interfaces to European Services will be pilot implemented and validated, and continuous contributions to the maintenance and amendment of Standards and technical specifications will be provided.		
Planned project activities:	• Alignment of RIS Service Qualities, especially in the Danube region. Main objective is to improve the interoperability between the national RIS implementations and to elaborate, agree and establish a RIS service catalogue. Service based architectures for RIS will be elaborated, where the multitude of basic data / reference data for the provision and seamless operation of RIS will be analysed and inventoried. Through these measures it will be possible to achieve a higher consistency and coherency of data, and changes (e.g. in the RIS related Standards) can be easier implemented on national level. • Further enhancement of the international exchange of RIS data, on legal, organisational and technical level. Main objective is that IRIS Europe 3 becomes an enabler for the pilot operation of the international RIS data exchange, as it is currently established within IRIS Europe II. There are several unsolved challenges that require special attention within IRIS Europe 3. This specifically refers to the Service Agreements for the international RIS data exchange in Europe that require a European platform for further discussion and eventual conclusion of such Service Agreements, including a further support from the IRIS Europe 3 Members States towards a supplementation of the EU RIS Directive 2005/44/EC with provisions for the international data exchange. This also applies to the data exchange with the European Services as established by PLATINA. IRIS Europe 3 shall facilitate the interoperability and compatibility of the required national interconnections to the European Services, and shall establish new interconnections. • Implementation of pilot installations of new and innovative services and applications, for example the Inland Navigation Receiver (INAV Receiver) as follow up activity of the Low Cost Heading Device. Furthermore feasibility studies and pilot implementations of assistance system for fuel saving (Low		

	Cost Fuel Saving Device), mobile RIS applications and enhanced reference stations for the improvement of positioning information (Virtual Reference Station) as basis for new navigational support services shall be performed. • Enhancement of the interfaces for logistics and governmental stakeholders. This also includes further developments of RIS for logistics, as initially investigated by the FP7 Research and Development project RISING. Value added services based on RIS will be analysed and brought towards pilot implementation / operation. New governmental user groups will be integrated into RIS, providing for example supporting services for waste management in inland navigation, or for improving and streamlining the calamity and incident management process with the support of RIS. • Improvement of Fairway Information Services through pilot implementation of bathymetric Inland Electronic Navigations Charts (IENC) and the integration of low water section information. Also the international exchange of IENCs shall be facilitated by means of pilot implementations and the facilitation of the standardisation process of such IENC data exchange. For RIS network data (e.g. data contained in the RIS Index) an alignment with the INSPIRE Directive will be sought, and pilot implementations of enhanced reference data management will be performed. • Support the transition from pilot operation into regular RIS operation. Main objective is to establish a cooperation in which RIS providers can exchange experiences and best practice in terms of RIS provision and operation. This shall enable an alignment of the operational RIS parameters and shall help the RIS providers to perform their daily tasks more efficiently. The elaboration of a RIS Service Catalogue and a sustainable RIS operation concept form the focal points of this activity. • Establish and provide a cooperation forum for RIS authorities, RIS providers, fairway and traffic authorities, waterway management organisations, logistics stakeholders, representatives from the RIS industry (RIS Stakeholder Forum), in close cooperation with the RIS Expert Groups and the supporting structures established by PLATINA.
Transboundary impact:	Directly involved countries (beneficiaries): Austria, Slovakia, Hungary, Bulgaria, Romania, Czech Republic, Poland Countries involved though cooperation agreements (cooperation partners): Germany, Croatia, Serbia, Ukraine, France, The Netherlands, Belgium
Project beneficiaries / target groups:	Direct beneficiaries are the Fairway, Traffic and RIS Authorities and the related RIS Providers of the participating countries. Indirect beneficiaries of the further enhancement of River Information Services within IRIS Europe 3 are the commercial users of the waterway, as they will receive value-added services, increased interoperability and quality of River Information Services especially along the Danube corridor.

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:	01.01.2012	**End date:**	31.12.2014
Notes:			

Project Data Sheet

PROJECT TEAM		
Project leader:	Austrian Ministry of Transport, Innovation and Technology (Coordinating applicant) via donau – Österreichische Wasserstraßen-Gesellschaft mbH (Coordinator)	
Project partner(s):	• Federal Ministry of Transport, Innovation and Technology (AT) • via donau – Österreichische Wasserstraßen-Gesellschaft mbH (AT) • Ministry of Transport, Information Technology and Communications (BG) • Bulgarian Ports Infrastructure Company (BG) • Ministry of Transport of the Czech Republic, Navigation Department (CZ) • Ředitelství vodních cest ČR (Czech Waterway Directorate) (CZ) • Státní plavební správa (State Navigation Administration) (CZ) • Ministry of National Development (HU) • RSOE - Rádiós Segélyhívó és Infokommunikációs Országos Egyesület (HU) • Ministry of Infrastructure (PL) • Inland Navigation Office in Szczecin (PL) • AFDJ - River Administration of the Lower Danube (RO) • Ministry of Transport and Infrastructure (RO) • Ministry of Transport, Constructions and Regional Development (SK)	
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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	10,460,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	5,230,000 EUR (State budgets)
	☒ EU funds:	5,230,000 EUR (TEN-T MAP 2007 – 2013)

	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	Vessel Traffic Management Centres of the Future (NL / DE project proposal within TEN-T)	
Cross-reference ID(s):	PA1A008 (IRIS Europe II)	
Strategic reference:	**1) The European Commission White Paper 2011 for Transport** On 28.03.2011 the European Commission published its White Paper 2011 for transport titled "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system" (COM 2011/144). The White Paper 2011 contains strategic provisions for the European transport policy within a time horizon until the year 2050. It defines objectives and measures to be taken to achieve these objectives laid down in the White Paper. Specifically related to inland navigation the main objectives are to achieve a decarbonisation by minus 70% until 2050 (compared to 2008) and to shift 30% up to 50% of overall road transport towards inland navigation and railway transport by establishing efficient co-modality. Proposed measures to achieve these ambitious objectives contain among others the establishment of a TEN-T Core Network until 2030, the creation of an organisational framework for inland navigation and the further development and implementation of River Information Services, also in direction of efficient transport management (e-freight). IRIS Europe 3 will significantly contribute to the further development and implementation RIS. **2) NAIADES Action Programme** In January 2006, the multi-annual European Action Programme for Inland Waterway Transport (NAIADES) which aims at promoting inland waterway transport in Europe was launched. It includes recommendations for action to be taken between 2006 and 2013 by the European Community, its Member States, River Commissions and the inland navigation sector. The implementation of RIS is an important element of the strategic area 'Infrastructure'. Several Member States have launched their national NAIADES actions plans (e.g. the NAP in Austria, NAP in Slovakia) and especially in the light of the actual developments for a European NAIADES II Action Programme (from 2014 onwards), IRIS Europe 3 is seen by its beneficiaries and cooperation partners as the driving force for the further development and implementation of interoperable RIS in Europe. **3) The EU Strategy for the Danube Region** On 08.12.2010 the European Commission published its communication on the European Union Strategy for the Danube Region (COM 2010/715). The Strategy provides a sustainable framework for policy integration and coherent development of the Danube Region. It sets out priority actions by means of a comprehensive Action Plan that is based on four main pillars. It is stated in the Action Plan that once an action or project is included in the Action Plan, it should be implemented by the countries and stakeholders concerned. "To implement harmonised River Information Services (RIS)" is one of the key actions within the priority area "To improve mobility and multimodality", whereas the IRIS Europe initiative is mentioned as a concrete project example "To build on the IRIS Europe projects - support the co-ordinated implementation of River Information Services (RIS) in Europe" (cf. page 13, Action Plan). Thus the continuous implementation of RIS in the Danube region is of utmost importance, so it is	

	deemed logical to build up on the IRIS Europe initiative and continue (pilot) implementation of RIS in an IRIS Europe 3 project. **4) Strategic Transport Technology Plan (STTP)** The European Commission is currently developing a strategic framework for future transport research, innovation and deployment, based on a vision for an integrated, efficient and environmentally friendly European transport system by 2050. Transport Management and Information Systems, and also fuel saving techniques / technologies play a significant role within the STTP. IRIS Europe 3 as a cooperative, multinational project with focus on interoperable River Information Services contributes to the strategic agenda of the Transport Technology Plan in several aspects related to inland navigation, by increasing its integrity, efficiency and environmental friendliness through interoperable information systems on the European waterways. **5) Freight Transport Logistics Action Plan** Within the Freight Transport Logistics Action Plan the European Commission has outlined the concept of e-Freight. This concept is a vision of a paper-free, electronic flow of information accompanying the physical flow of goods with a paperless trail built by information and communication technologies. It includes the ability to track and trace freight across transport modes and to automate the exchange of content related data for regulatory or commercial purposes. Freight should be identifiable and locatable regardless of the mode used to transport it. For this to happen, standard interfaces within the various transport modes are required to be interoperable across modes. River Information Services form an important element of e-Freight. IRIS Europe 3 will specifically focus on the e-Freight aspects and the enhancement of the interfaces for the logistics sector within Sub-Activity 4.2. **6) Transport Council conclusions of 16th June 2011** The conclusions of the council of the European Ministers of Transport on the way ahead towards integrated and competitive EU inland waterway transport consider the further development and deployment of River Information Services (RIS) vital as a tool for safe, efficient and competitive inland waterway transport as well as for effective supply chain management. Particular attention should be paid to the technical interoperability notably with other modal systems, such as SafeSeaNet, e-Maritime, e-Freight, and e-Customs, without prejudice to the competence of national and international authorities. **7) National Action Plans for inland navigation** In Austria for instance, the inland navigation policy relies on the National Action Plan (NAP) on Danube Navigation – a dynamic planning and decision-making instrument that determines Austrian waterway transport up to 2015. The plan is based on a package of measures, which was drawn up upon the order of the Austrian Ministry of Transport, Innovation and Technology by via donau in close co-operation with all other relevant players of the field in 2005. The NAP stresses the importance of inland navigation for transport policy. Inland navigation was also made one of the core issues of Austria's EU Presidency in the first half of 2006.
Relevant legislation:	Among others, the most important legislative acts are: • Directive 2005/44/EC on harmonised River Information Services (RIS) on inland waterways in the Community • Commission Regulation (EC) No 415/2007 concerning the technical guidelines for the planning, implementation and operational use of River Information Services (RIS Guidelines) • Commission Regulation (EC) No 415/2007 concerning the technical specifications for vessel tracking and tracing systems (Inland AIS Standard) • Commission Regulation (EC) No 416/2007 concerning the technical

	specifications for Notices to Skippers (Notices to Skippers Standard) • Commission Regulation (EU) No 164/2010 on the technical specifications for Electronic Reporting in inland navigation (ERI Standard) • Upcoming; Commission Regulation concerning the technical specifications for Inland Electronic Chart Display and Information Systems (Inland ECDIS Standard)
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	The international exchange and the provision of RIS related information to logistics users are deemed to be the most critical issues. The support of all Danube countries and the signing of the necessary Service Agreements for data exchange by the responsible authorities is a mandatory requirement for enabling the international data exchange and for making the IRIS Europe initiative a success. In few Danube countries this support is still lacking behind, and the implementation of the EU Strategy for the Danube region is seen as an enabler for these countries to finally commit to a legally sound and harmonised RIS data exchange.
Follow-up project:	None envisioned for the moment
Any other issues:	The IRIS Europe initiative is the only RIS implementation initiative on a European scale.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Implementation of River Information Services in Serbia**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A020
Need and added value for Danube Region Strategy:	Implementation of river information services is recognized as one of the priority projects in the Master Plan for IWW Transport in Serbia (2006). For the development of an efficient and sustainable transport system in the whole region, River Information Services (RIS) have to be developed on the Serbian section of the Danube.		
Objective(s) of project:	• Enhance the traffic safety by monitoring and managing the traffic on the Danube waterway; • Optimize utilization of the Danube waterway (esp. at bottlenecks like locks, shallow water / narrow passages and similar); • Establish manageability of the traffic on the Danube by providing the possibility of giving navigational / directional aids to the traffic; • Enable the authorities to manage and plan the traffic operation and strategy; • Enable quick and timely response in the event of an accident or similar; • Improve safety, manageability and esp. timely response in any incident which involves hazardous cargo; • Enable the authorities to distribute information to other operators and organizations to integrate the information in logistic chains and enable seamless transport operations. • Ensure compliance with the International Border Management Strategy and other existing RIS in the region		
Planned project activities:	1. Supply of necessary RIS equipment 2. System integration 3. Supervision of implementation		
Transboundary impact:	Serbian River Information Services will cover the entire stretch of the Danube River in Serbia, including cross-border sections which will form a crucial part of the system. Implementation of RIS in Serbia is harmonized with the existing RIS systems in Europe.		
Project beneficiaries / target groups:	Main beneficiaries of the project are Ministry of Infrastructure and Energy and Directorate for Inland Waterways. Within Serbian administration, RIS is being used by Iron Gate I and II navigation locks, Customs, Ministry of Interior (river police, border police, gendarmerie, sector for urgent situation – the fire brigade). The number of commercial users has been increased.		
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		

Project Data Sheet

	☐ Completion		
Start date:	16.09.2009	**End date:**	15.09.2012
Notes:	–		
PROJECT TEAM			
Project leader:	Directorate for Inland Waterways – Plovput		
Project partner(s):	–		
Contact person:	**Name:**	Zoran Lukic	
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	E-Mail:	zlukic@plovput.rs	
	Website:	www.plovput.rs	
FINANCING			
Available: (please tick a box)	☒ Yes	☐ Partly	☐ No
Total budget:	10,500,000 EUR		
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:		
	☒ EU funds:	10,500,000 EUR (Instrument for Pre-Accession Assistance 2007)	
	☐ IFI loans:		
	☐ Private funds:		
	☐ Other:		
PROJECT ENVIRONMENT			
Project cross-reference:	–		
Cross-reference ID(s):	–		
Strategic reference:	• Master Plan for IWW Transport in Serbia (2006) • Serbian Transport Development Strategy for Period 2008-1015 (2008) • General Master Plan for Transport in Serbia (2009)		

Relevant legislation:	• Serbian Law on Navigation and Ports on Inland Waterways (2010) • Danube Commission Recommendations • EU RIS Directive (2005/44/EC)
Other:	In Master Plan for IWW Transport in Serbia (2006) priority projects are identified, among them implementation of river information services (RIS). Preparation of this document was funded by the EU. Besides, preparation of documentation for implementation of RIS in Serbia was funded by EU.
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Implementation of River Information System on the Bulgarian part of the Danube river**		
Short project title: (acronym)	BULRIS	**Project logo:**	–
Project website:	www.bulris.eu	**Project ID:**	PA1A012
Need and added value for Danube Region Strategy:	There is a prognosis for the increasing of the traffic intensity along the Danube river (TEN-T priority project 18). One of the components defined in the White Paper which will make the maritime transport more reliable, effective and accessible is the establishment of the highly effective communication system for the navigation assistance along the national maritime system. The river information system (RIS) concept aims at introduction of the information services, which will contribute the planning and the management of the traffic and the transport operations. The introduction of RIS will contribute not only to better traffic safety and efficiency but at the same time it will increase the efficiency and the safety of the transport operations. The project should achieve the following goals: • Establishment of the necessary infrastructure in 16 communication points along the Danube River • Establishment of River information center in Ruse • Expansion of the range of the services and the system • Implementation of new technologies and improvement of the system		
Objective(s) of project:	The general objective of the project is the harmonization of the traffic information services management on Inland Waterways. As EU Member-state Bulgaria has the obligation to establish a RIS system, which is a part of the trans-European network concerning the technical guidelines for the planning, implementation and operational use of river information services in order to ensure an effective and safe navigation on the inland waterways. Specific objectives: • Establishment of Telecommunication infrastructure of the RIS in the Bulgarian part of the Danube River – BULRIS, which should ensure full and permanent date and voice traffic from Florentin station to Silistra station and the RIS Center • Establishing conditions for interaction with other information systems, servicing the other modes of transport • Construction of a modern building for the RIS Center in Bulgaria		
Planned project activities:	Construction and delivery of equipment for building and starting the exploitation of RIS.		
Transboundary impact:	The project is part of the common European RIS		
Project beneficiaries / target groups:	The project is directed at following groups of stakeholders: • Transport: Shipping operators, Inland Waterway Administration, Port operators, Fleet management • Public Administration: Environmental protection, Custom services,		

	Border police • Bulgarian citizens and foreign tourists traveling on Danube River • Trade: Logistic operators, freight and passenger operators Beneficiaries: • Inland waterway freight operators • Transit vehicles and passengers in the Bulgarian part of the Danube River • Business enterprises from the Danube Region • Investors

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:	2007	**End date:**	2013
Notes:	–		

PROJECT TEAM		
Project leader:	Bulgarian Ports Infrastructure Company	
Project partner(s):	Holding BULRIS 2009 (consortium, contract signed on 15 May 2010)	
Contact person:	**Name:**	Kuzman Genov
	Organisation:	Bulgarian Ports Infrastructure Company
	Address:	69, Shipchensky Prohod Blvd., Sofia, BULGARIA
	Phone:	+359 88 600 5373
	E-Mail:	k.genov@bgports.bg
	Website:	www.bulris.eu

FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	18,000,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	2,700,000 EUR (State budget)
	☒ EU funds:	15,300,000 EUR (European Regional Development Fund)

	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	The project is included for financing and implementation in Operational Programme on Transport 2007-2013.	
Relevant legislation:	Directive 2005/44/EC	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	–	
Follow-up project:	–	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Traffic vessel management and information system on the Danube, Danube–Black Sea Canal and Poarta Alba–Midia Navodari Canal**		
Short project title: (acronym)	RoRIS	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A085
Need and added value for Danube Region Strategy:	This system is the most complex project tackled by Romania in the area of the Intelligent Systems of Naval Transport, taking into account that it covers all ports with significant traffic on the Romanian Danube sector, having a total of 36 locations geographical distribution, and fulfils the following functions: to communicate with the navigators and to send out information concerning the fairway, to supply the authorities with information regarding the vessel routes, the river traffic management, the dangerous goods transportation management, the prevention of accidents, statistics.		
Objective(s) of project:	Develop an intelligent transport system in order to ensure the safety of navigation on the Danube, the Danube–Black Sea Canal and the Poarta Alba–Midia Navodari Canal		
Planned project activities:	In the second stage of the project it is necessary to purchase equipment to provide complete VHF and AIS coverage for the Romanian Danube sector. Software adjustments will be implemented to update the services in line with the new European regulations in the RIS area, to add new services (to support the reduction of the disaster-related effects) and to allow the data exchange with the national RIS centres in Europe. The system will be extended for the Danube-Black Sea and the Poarta Albă – Midia Năvodari Canals.		
Transboundary impact:	The Danube River is used for navigation by vessels flying all kinds of flags. Between rkm 1075 – rkm 845.5 the Danube is shared by Romania and Serbia. Between rkm 845.5 – rkm 375 the Danube is shared by Romania and Bulgaria.		
Project beneficiaries / target groups:	Beneficiaries: Romanian Naval Authority, National Company Administration of the Navigable Canals SA Constanta Target groups: shipping companies.		
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:	2010	**End date:**	2012
Notes:	–		
PROJECT TEAM			
Project leader:	Romanian Naval Authority (RNA)		

Project Data Sheet

Project partner(s):	National Company Administration of the Navigable Canals SA Constanta (ACN)	
Contact person:	**Name:**	Silviu Apostol
	Organisation:	Romanian Naval Authority
	Address:	Incinta Port Constanta nr. 1, Cladirea ANR, Constanta, cod 900900
	Phone:	+40 241 61 61 24
	E-Mail:	sapostol@rna.ro
	Website:	www.rna.ro

FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	15,900,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	5,670,000 EUR (State budget for ANR)
	☒ EU funds:	10,230,000 EUR (European Regional Development Fund)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	• IRIS Europe (www.iris-europe.net) • NEWADA (www.newada.eu) • RISING – RIS Services for Improving the Integration of Inland Waterway Transports into Intermodal Chains
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008 • Government Programme 2009 – 2012 • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	European legislation substantiating project implementation: • DIRECTIVE 2005/44/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 7 September 2005 on harmonised river information services (RIS)

	on inland waterways in the Community • COMMISSION REGULATION (EC) No 414/2007 of 13 March 2007 concerning the technical guidelines for the planning, implementation and operational use of river information services (RIS) referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council • COMMISSION REGULATION (EC) No 415/2007 of 13 March 2007 concerning the technical specifications for vessel tracking and tracing systems referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council • COMMISSION REGULATION (EC) No 416/2007 of 22 March 2007 concerning the technical specifications for Notices to Skippers as referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council • COMMISSION REGULATION (EU) No 164/2010 of 25 January 2010 on the technical specifications for electronic ship reporting in inland navigation referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council • Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final National legislation establishing of the framework for RIS implementation and usage in Romania: • Ministerial Order 1057 of 19 October 2010 concerning the harmonization of the Romanian River Information Service (RIS) with European Community River Information Services • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance
Other:	RISING – RIS Services for Improving the Integration of Inland Waterway Transports into Intermodal Chains
OTHER RELEVANT ISSUES	
Project requirements:	The project scope, defining its successful implementation, is defined by the completion of the following high level milestones: • Finalization and acceptance of the infrastructure works and equipment (9 new pylons construction, refurbishment, IT hardware and related software) • Finalization and acceptance of the VHF system deployment in 28 locations • Finalization and acceptance of the Radar system deployment in 13 locations • Finalization and acceptance of the AIS system deployment containing 12 redundant base-stations • Finalization and acceptance of the 13 CCTV system • Finalization and acceptance of the meteorological system deployment in 24 locations • Finalization and acceptance of the 18 units radio links system • Finalization and acceptance of the RIS system related services (NTS, ERI, ECDIS, Hull database, Calamity Abatement support, Dangerous Goods, Ships and Crew Registration) • Finalization and acceptance of the overall systems integration into one single

	RIS national centre and interfacing with external systems (AFDJ, ACN, Border Police, external RIS centres)
Follow-up project:	There is no follow-up project planned. However, intense monitoring of the project operation and data quality analyse is foreseen after the implementation, to foster the creation of a solid knowledge base for future maintenance and development options.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Creation of River Information Services on the Ukrainian part of Danube River**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A084
Need and added value for Danube Region Strategy:	Providing European standards for safe passenger and cargo transportation within Trans-European transport corridor VII and environment protection.		
Objective(s) of project:	Achieve EU standards related to River Information Services in inland navigation		
Planned project activities:	Implementation of RIS on the Ukrainian sector of the Danube.		
Transboundary impact:	Ensuring compliance with European standards for safe transportation of passengers and cargo along Trans-European transport corridor VII, environmental protection.		
Project beneficiaries / target groups:	• National authorities dealing with traffic management • Commercial users of the waterway		

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:	t.b.d.	**End date:**	t.b.d.
Notes:	Approved at the frist meeting of the Coordination Center. According to the Ministry of Infrastructure of Ukraine this project is of interest for the time being.		

PROJECT TEAM		
Project leader:	Ministry of infrastructure of Ukraine	
Project partner(s):	State Enterprise “Delta-Pilot”	
Contact person:	**Name:**	Sergey Khlyebnikov
	Organisation:	State Enterprise “Delta-Pilot”
	Address:	1G, Tamozenaya sg., Odessa, 65026 Ukraine
	Phone:	+380 48 729 3977
	E-Mail:	hsl@odessa.delta-pilot.ua

	Website:	www.delta-pilot.ua
FINANCING		
Available: (please tick a box)	☐ Yes ☒ Partly ☐ No	
Total budget:	4,100,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	1,030,000 EUR (State budget)
	☐ EU funds:	
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	–	
Relevant legislation:	• Directive 44/2005 EEC UN • Resolution No.57 EEC UN	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	–	
Follow-up project:	–	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Full implementation of River Information Services on the Sava River Waterway**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	www.vodniputovi.hr	**Project ID:**	PA1A094
Need and added value for Danube Region Strategy:	The Sava River waterway, being the longest waterway in Croatia is presently severely underused, river transport being limited to scarce traffic on small river sections of the waterway. The Sava River is navigable over a stretch of 594 km (starting from the confluence with the Danube, according to the brand new river chainage) and links the economies of the four Sava riparian states of Slovenia, Croatia, Bosnia and Herzegovina and Serbia. Based on the existing and/or planned construction of the traffic infrastructure the Sava River waterway with several ports of the Adriatic, the available port infrastructure along the Sava River and the connection with the Danube waterway, the Sava River provides a sound basis for further development of inland navigation transport, the elementary transport mode of the future, which is as such, strongly supported by the EU transport policy. Despite its natural and geographic advantages, over the last 20 years, the Sava River waterway system has been neglected and its current state-of-condition is poor due to many external, but also internal factors. Due to the homeland war in the Sava basin territory, traffic was completely halted at the period, whereas the maintenance of the Sava River waterway system was not carried out. Damaged infrastructure and the presence of unexploded ordnance do not merely pose a constant threat to navigation, but to the environment as well. In addition to the maintenance work done by the Croatian Agency for Inland Waterways over the course of the last three years, no significant infrastructural investments were made, neither to improve the navigation safety nor to increase the competitiveness of inland navigation transport on the Sava waterway. The current state of waterway basically starts the chain reaction as such, poor infrastructure conditions cause low levels of navigation safety, which inevitably hinder any inland waterway transport development on the waterway. The most reliable solution is the implementation of the latest information and communication technologies, River Information Services, which are necessary for several reasons. First and foremost, safety. River Information Services (RIS) will drastically improve safety of inland waterway navigation by utilization of the AIS (automatic identification system) and VHF networks in order to enable vessel tracking and tracing, vessel-vessel and vessel-shore communication, both data and voice communication, the ability to “see another vessel behind the bend” etc. In addition to the safety element, RIS are a standard proscribed by the EU transport policy and as such, represent a prerequisite of national transport policies of all EU candidate and member states.		
Objective(s) of project:	The objective of the project is to improve the safety and efficiency of inland waterway transport on the Sava river which encompasses all the main specific objects of the operation: To enhance the traffic safety by monitoring and managing the traffic on the Sava river waterway, to optimize the utilization of the Sava river, to establish manageability of the traffic on the Sava river by providing the possibility of giving navigational/directional aids to the traffic, to enable the authorities to manage and plan the traffic operation and strategy, to improve the exchange of information for facilitating cross-border operations and support authorities in law enforcement, to enable quick and timely response in the event of an accident or incident which involves hazardous cargo, to enable the		

	authorities to distribute the information to other operators and organizations to integrate the information in logistic chains and enable seamless transport operations and to reduce environmental hazard and polluting emissions and spills due to accidents, illegal actions and/or normal operation.
Planned project activities:	Activities which will be performed under this operation refer to tendering, procurement and contracting (including supervision services, implementation, tender evaluation, consultancy and project monitoring) and include two phases of the operation: **1. Procurement of proper RIS and Voice VHF systems** Procurement of proper RIS and Voice VHF systems will be performed as two tenders: service tender and supply tender. Supplies and services required for this operation will be determined according to the previous technical specification for the Sava River (Detailed Design and Prototype Installation for the RIS on the Sava River – 2010) and according to the Global Maritime Distress and Safety System (GMDSS) which define the following main components: • Fairway Information Service by means of Electronic Navigational Charts (ENC) • Fairway Information Service by means of Notices to Skippers (NtS) • Fairway Information Service by means of dGPS and AIS • Tracking and Tracing Service by means of Inland AIS • Electronic Ship Reporting System (ERI) • Hull database • Gateway portal • Portal for commercial users • Voice VHF system Supply tendert will provide the necessary supplies for the implementation of RIS and Voice VHF systems. Service tenderwill include procurement for the following services: • Development, installation and integration of Tracking and Tracing System • Integration with existing Electronic Reporting System • Development and installation of Hull Database System • Installation of Land User Work Stations • Installation of Vessel User Terminals • Development and installation of Voice VHF system • Voice VHF system and AIS system integration • RIS System Integration • Support for filing AIS Base station permits **2. Installation of RIS and Voice VHF system** This phase will include the installation of all necessary IT, RIS and VHF equipment on the shore, on the vessels and in the land work stations and performance of all necessary services in order to establish the fully functional RIS and Voice VHF systems on the Sava River. Regular supervision and project monitoring by the Recipient will be also performed in this phase.
Transboundary impact:	Republic of Croatia, Bosnia and Herzegovina and Serbia

Project beneficiaries / target groups:	• Industries in the Sava region (especially steel, oil, fertilizer and agriculture production) • Shipping industries • Ports • Tourism (especially nautical tourism) • Inland waterway authorities in the Sava riparian countries		
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:	01.07.2012	**End date:**	31.06.2014
Notes:	–		
PROJECT TEAM			
Project leader:	For each part of the project (e.g. detailed design, EIA, works) different project leaders will be nominated		
Project partner(s):	–		
Contact person:	**Name:**	Miroslav Ištuk	Ana Barišić
	Organisation:	Agency for Inland Waterways	Ministry of Maritime Affairs, Transport and Infrastructure
	Address:	Parobrodarska 5, Vukovar, Croatia	Krležin Gvozd 1a, Zagreb
	Phone:	+ 385 32 450 613	+ 385 1 3783 913
	E-Mail:	miroslav.istuk@vodniputovi.hr	ana.barisic@mppi.hr
	Website:	www.vodniputovi.hr	www.mppi.hr

FINANCING			
Available: (please tick a box)	☐ Yes	☒ Partly	☐ No
Total budget:	1.6 mil. EUR		
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	Planned national contribution from Croatian budget (national part in financing from structural funds)	
	☒ EU funds:	IPA, Structural Funds	

	☒ IFI loans:	World Bank, EBRD
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	Platform for the implementation of NAIADES (PLATINA) Implementation of River Information Services in Europe (IRIS Europe 3)	
Cross-reference ID(s):	PA1A004 (PLATINA), PA1A019 (Iris Europe 3)	
Strategic reference:	European Action Programme for Inland Waterway Transport (NAIADES), White Paper: "European Transport Policy for 2010: Time to Decide", TEN-T Policy, SEETO Core Network and transport strategies of the Croatia, Bosnia and Herzegovina and Serbia.	
Relevant legislation:	Framework Agreement on the Sava River Basin, TEN-T Guidelines, European Agreementt on Main Inland Waterways of International Importance (AGN)	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	Continuing cooperation and coordination of the riparian countries (secured trough Sava Commission) and in-time financing of the implementation.	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Cooperation network for logistics and nautical education focusing on Inland Waterway Transport in the Danube corridor supported by innovative solutions**		
Short project title: (acronym)	NELI	**Project logo:**	
Project website:	www.neliproject.eu	**Project ID:**	PA1A009
Need and added value for Danube Region Strategy:	The Action Plan issued within the European Strategy for the Danube Region highlights that "Danube navigation is currently experiencing a shortage of nautical personnel, which is also caused by limited training and education opportunities in the Danube countries. Existing education institutions use different curricula. In order to facilitate labour availability and mobility at the European level, common education and training profiles should be pursued. Within this framework, the Danube countries should attract and educate young people for the profession of Danube crewman. Companies involved in inland waterways transport (ports, shipping companies, customers, etc.) and educational and research bodies should establish educational platforms and networks to increase competitiveness and competence of all actors." With NELI (www.neliproject.eu, SEE 1st Call for proposals) such a network was created and first joint activities were implemented in order to harmonise and improve education and training in the field of inland navigation (e.g. IT-based common learning tools, three harmonised courses – River Information Services, Logistics, Inland Navigation and Ports, conception and piloting of Information and Training Centres in Romania, Austria, Croatia and Hungary). A jointly developed NELI Transnational Action Plan identified further concrete measures to mitigate the shortages discovered.		
Objective(s) of project:	The project establishes a cooperation network between stakeholders from inland waterway transport (IWT), research / education and administrative sectors along the Danube corridor in order to develop balanced capacities for trans-national cooperation in the field of logistics and nautical education and training including regional policy support actions.		
Planned project activities:	• Establish a cooperation network among the different organisations active in the inland waterway navigation sector with a view to facilitating the exchange and future cooperation regarding educational and training matters • Design and implement eLearning services for the inland navigation aimed at reducing digital divide among the regions in the South East Europe • Conceive and implement Information and Training Centres (at Galati in Romania and at Ennshafen in Austria) • Increase public awareness on the role and importance of new innovative teaching methods in the field of inland navigation in order to promote the specific activities among youngsters		
Transboundary impact:	Austria, Slovakia, Hungary, Romania, Bulgaria, Serbia, Croatia, Ukraine		
Project beneficiaries / target groups:	• Training and education institutions providing IWT curricula • Inland navigation sector		

	• General public (visitors of the Information and Training Centres)
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:	01.04.2009 — **End date:** 31.03.2012
Notes:	–
PROJECT TEAM	
Project leader:	CERONAV – Romanian Maritime Training Centre / Romania
Project partner(s):	• via donau – Österreichische Wasserstraßen-Gesellschaft mbH / Austria • Ennshafen Oberösterreich GmbH / Austria • University of Applied Science Upper Austria Research & Development Ltd / Austria • EAMA – Executive Agency "Maritime Administration" / Bulgaria • Budapest University of Technology and Economics / Hungary • National Association of Radio Distress-signalling and Infocommunications / Hungary • University of Craiova, Faculty of Engineering and Management of Technological Systems / Romania • Romanian Naval Authority / Romania • Technical University of Košice, Faculty of Manufacturing Technologies with a seat in Prešov / Slovakia • University of Žilina, Department of Water Transport / Slovakia • Faculty of Transport and Traffic Sciences / Croatia • Inland Navigation Development Centre Ltd. / Croatia • School of shipping, shipbuilding and hydrobuilding / Serbia • Odessa National Maritime Academy / Ukraine
Contact person:	**Name:** Vasile Pipirigeanu
	Organisation: CERONAV – Romanian Maritime Training Centre
	Address: Str. Pescarilor nr. 69A, 900581 Constanta, Romania
	Phone: +40 241 639595
	E-Mail: vasilepipirigeanu@ceronav.ro
	Website: www.romtc.ro
FINANCING	

Project Data Sheet

Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	2,167,820 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/ regional funds:	286,703 EUR (State budget and budget of project partners)
	☒ EU funds:	1,624,646 EUR (European Regional Development Fund) 112,845 EUR (Instrument for Pre-Accession Assistance)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	EWITA – European Web Platforms and Training Concepts for Intermodal Inland Waterway Transport PLATINA – Platform for the Implementation of NAIADES EDINNA – Standards for Training and Certification in Inland Navigation
Cross-reference ID(s):	PA1A004 (PLATINA)
Strategic reference:	The EU's NAIADES Action Programme which requests jobs and skills for the European inland navigation sector. This is due to staff and entrepreneurial shortages, which are the main problems in this business sector. NELI mainly addresses the training of river personnel within a harmonized education framework. It also focuses on the attraction of youngsters towards jobs in IWT sector as well as cooperation between specialized education and training institutions across Danube riparian countries. The EU cohesion policy (2007-2013), Priority: Territorial co-operation to which NELI contributed by having established a joint cooperation network consisting of organisations coming from almost the entire SEE-Danube regions (AT, SK, HU, HR, RS, BG, RO and UA).
Relevant legislation:	–
Other:	Outputs of EWITA and PLATINA
OTHER RELEVANT ISSUES	
Project requirements:	A balanced consortium with a large coverage in terms of geographic area and interests. Maximum duration of the project – 36 months.
Follow-up project:	A follow-up project is planned to be submitted under the SEE 4th Call for proposals. It will capitalize NELI results and will establish a unique harmonized theoretical and practical training system in inland navigation in the Danube region. The outputs delivered by the projects include, among others, harmonized concepts for training ship, inland navigation simulator and transhipment simulator and will define the minimum requirements for education, training and certification in inland navigation, thus paving the way for the mobility of inland navigation personnel

	throughout the entire Danube region and beyond. The job promotion campaign using the instruments developed in PLATINA will offer a higher visibility of career opportunities in inland navigation and will thus mitigate the lack of staff in the inland waterway navigation sector in Europe.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Harmonized Inland Navigation Transport through Education and Information Technology**		
Short project title: (acronym)	HINT	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A0018
Need and added value for Danube Region Strategy:	The Action Plan issued within the European Strategy for the Danube Region highlights that "Danube navigation is currently experiencing a shortage of nautical personnel, which is also caused by limited training and education opportunities in the Danube countries … In order to facilitate labour availability and mobility at the European level, common education and training profiles should be pursued. Within this framework, the Danube countries should attract and educate young people for the profession of Danube crewman. Companies involved in inland waterways transport (ports, shipping companies, customers, etc.) and educational and research bodies should establish educational platforms and networks to increase competitiveness and competence of all actors." With NELI (www.neliproject.eu, SEE 1st Call project) such a network was created and first joint activities were implemented in order to harmonise and improve education & training in the field of inland navigation (e.g. IT-based common learning tools, conception and piloting of information and training centres). A jointly developed NELI Transnational Action Plan identified further concrete measures to mitigate the shortages discovered. HINT will be a follow-up activity of the NELI project. HINT will foster and enlarge transnational partnerships among stakeholders of the education & training, administrative and inland navigation sectors in the South East Europe region. It will capitalise on existing results from NELI and other related projects like PLATINA and will jointly elaborate new outputs with the ultimate goal to establish a unique harmonized theoretical and practical training system in inland navigation in the Danube region. The outputs delivered by the projects include, among others, harmonized concepts for training ship, inland navigation simulator and transhipment simulator and will define the minimum requirements for education, training and certification in inland navigation, thus paving the way for the mobility of inland navigation personnel throughout the entire Danube region and beyond. The concept of a school ship establishing a set of minimum standard requirements for practical training on board a training vessel, integrating the contribution of all relevant education and training institutions in the area and developed under the guidance of applicable entities in the sector such as naval authorities, the Danube Commission, Sava Commission will also offer alternative solutions for the joint operation of such a training ship which can be further implemented and put in action in a future project. The job promotion campaign using the instruments developed in PLATINA will offer a higher visibility of career opportunities in inland navigation and will thus mitigate the lack of staff in the inland waterway navigation sector in Europe.		
Objective(s) of project:	A harmonized approach based on shared European benchmarks in education and training developing key competencies and organisational skills, unifying the education and training system and offering as a result equal opportunities and extensive mobility to nautical labour force in the Danube corridor, thus meeting the prerogatives of the Danube Strategy, the Transport White Paper 2011 - Roadmap to a Single European Transport Area and the objectives of the Danube Commission.		

Project Data Sheet

Planned project activities:	• Network, harmonization and IT deployment: Fostering of the existing Danube network of education & training, administrative organisations and additional stakeholders working in the field of inland navigation for stimulating exchange and innovation activities in the Danube region. The joint activities cover common working topics ranging from harmonization of education & training in inland navigation along with European initiatives, facilitating e-government and IT deployment, integrating inland navigation knowledge in transport logistics education and training to the capitalisation of results of the NELI project like the eLearning platform for Danube navigation – IneS Danube. • Conception and future large-scale implementation: Conception and implementation planning of transnational Danube-wide strategies for a future "Danube School Ship" and a "Danube Navigation Simulator", for closing the education and information technology gap with other European regions in the mid-term future. • Promotion and awareness building: Promoting and campaigning the topics jobs, skills and employments in the field of Danube navigation via already existing and new established Information and Training Centres inviting stakeholder groups to learn more about the future of Danube navigation, but also through on-the-spot visits for meeting the target group within their daily working and life environment (i.e. at job fairs, in schools, in transport companies).
Transboundary impact:	Austria, Hungary, Slovakia, Slovenia, Bulgaria, Romania, Serbia, Croatia, Ukraine
Project beneficiaries / target groups:	Beneficiary: CERONAV – Romanian Maritime Training Centre, Galati Target groups: • Shipping companies • Interested students

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:	01.09.2012	**End date:**	31.08.2014
Notes:	Submitted to the 4th call of the EU's South East Europe Transnational Cooperation Programme.		

PROJECT TEAM	
Project leader:	CERONAV – Romanian Maritime Training Centre, Constanta, Romania
Project partner(s):	• via donau – Austrian Waterway Company / Austria • Ennshafen OÖ GmbH / Austria • University of Applied Sciences Upper Austria Research & Development Ltd. / Austria • Pro Danube International / Austria

	• University of Zilina, Department of Water Transport / Slovakia • University of Technology and Economics, Department of Aircrafts and Ships / Hungary • National Association of Radio Distress-signalling and Infocommunications / Hungary • University of Craiova, Department of Engineering and Management of Technological Systems / Romania • Romanian Naval Authority / Romania • Executive Agency Maritime Administration / Bulgaria • University of Rousse / Bulgaria • Inland Navigation Development Centre Ltd. / Croatia • Faculty of Transport and Traffic Sciences / Croatia • School of shipping, shipbuilding and hydrobuilding / Serbia • Municipality of Savski Venac / Serbia Odessa National Maritime Academy / Ukraine	
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	Website:	www.ceronav.ro

FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	2,515,275 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	371,278 EUR (state and public contributions)
	☒ EU funds:	1,645,460 EUR (European Regional Development Fund) 390,297 EUR (Instrument for Pre-Accession Assistance) 108,240 EUR (European Neighbourhood Policy)
	☐ IFI loans:	–
	☐ Private funds:	–
	☐ Other:	–
PROJECT ENVIRONMENT		

Project Data Sheet

Project cross-reference:	NELI – Cooperation-Network for logistics and nautical education focusing on Inland Waterway Transport in the Danube corridor supported by innovative solutions PLATINA – Platform for the Implementation of NAIADES EDINNA – Standards for Training and Certification in Inland Navigation
Cross-reference ID(s):	PA1A009 (NELI)
Strategic reference:	• EU 2020 is demanding smart growth in the EU's performance in education, innovation and digital society. HINT addresses these policy objectives by offering training content for administrations and their commercial users and by making use of state-of-the-art technologies and services (i.e. eLearning, INeS Danube). • The EU's NAIADES Action Programme is demanding jobs and skills for the European inland navigation sector; this due to staff and entrepreneurial shortages, which are they main problems in this business sector. HINT addresses these policy objectives by investigating in current problems and preparing future concepts for practical training (onboard of inland vessels) and IT-based simulator training. • National strategies of Danube riparian states aimed at the development of inland waterway transport.
Relevant legislation:	–
Other:	Outputs of projects: NELI, PLATINA
OTHER RELEVANT ISSUES	
Project requirements:	A strong consortium with a large coverage in terms of geographic area and interests. Duration of the project – 24 months only – may prove a serious challenge considering the extent of activities and complexity of outputs planned.
Follow-up project:	Construction of a school vessel to train the students in the naval transportation field, as well as the Danube navigating crew, a vessel to provide the improvement of the promotion and specialization services in the naval field.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Attractive Employment in Danube Navigation – A roadmap to a sustainable and prospering Danube navigation system offering attractive jobs and working conditions for its employees**		
Short project title: (acronym)	ATTRACTIVE EMPLOYMENT	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A022
Need and added value for Danube Region Strategy:	Cost-effective logistics solutions on the Danube have a significant potential to maintain and increase the competitiveness of the industrial sector of the Danube region. But, the overall economic situation of the Danube navigation sector must be improved in order to materialize the benefits for the economy of the region as well as to become a more attractive sector for job seekers. The Danube navigation sector currently faces a very heterogeneous legal framework which requires a step-wise harmonization in order to prevent unfair competition and its negative impact on the workforce.		
Objective(s) of project:	The project will investigate into the current socio-economic situation and the framework conditions of the business as well as of the employed people in the Danube navigation sector. It will provide a sound analysis as well as substantial recommendations for a forward strategy and a roadmap for gradual improvements in the framework of European transport, labour and social policy. The project will identify existing shortcomings and will propose concrete actions how to improve the overall efficiency of Danube navigation and in parallel how to raise the levels of education & training and how to increase social security standards as well as labour conditions in order to become more attractive for skilled workforce.		
Planned project activities:	• Analysis of the economic situation of Danube navigation sector • Analysis of the socio-economic situation of employees in the sector • Assessment of current framework for transport competition, labour and social security legislation and administration • Assessment of competitive situation and economic prospects for Danube transport & logistics among EU states, candidates and Non-EU states • Assessment of competitive situation and prospects for workforce • Investigations in all Danube states and comparisons with Western Europe • Catalogue of recommendations on harmonization needs, required changes in legal framework, support and development schemes, new instruments, actions to be taken • A vision and a strategy to develop Danube navigation into a profitable business with excellent working conditions for its employees based on fair competition • Dissemination of project results into relevant organisations/bodies for legislation and administration as well as into sector business community.		
Transboundary impact:	The analysis of the current situation as well as the recommendations will address all Danube countries (EU, Candidates, Non-EU)		
Project beneficiaries / target groups:	• People being employed in Danube navigation sector		

	• Navigation sector (Employers) • People seeking job opportunities in Danube region • Users of Danube transport & logistics (win in competition, safe-guarding and promoting sustainable economic growth)

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:	01.2012	**End date:**	06.2013
Notes:	–		

PROJECT TEAM		
Project leader:	PRO DANUBE INTERNATIONAL	
Project partner(s):	A consortium of experts from all Danube states covering: researchers in social and economic policy, representatives of the social partners, experts in Danube navigation, transport policy experts, International Organisations (like ETF, Danube Commission, etc.)	
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FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	750,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:	
	☐ EU funds:	
	☐ IFI loans:	
	☐ Private funds:	

	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	Platina – WP 3 Jobs & Skills, EDINNA – Education in Inland Navigation, NELI, Social Dialogue Inland Navigation (DG Employment)	
Cross-reference ID(s):	–	
Strategic reference:	Europe 2020 Strategy (Employment guidelines), Improvement and harmonization of social regulations for Danube navigation; White Paper – Roadmap to a Single European Transport Area; NAIADES	
Relevant legislation:	Relevant regulations in transport, social and labour policy	
Other:	–	
OTHER RELEVANT ISSUES		
Project requirements:	Formation of competent consortium, provision of project financing, access to relevant data in all Danube states	
Follow-up project:	Implementation projects following roadmap.	

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Platform for the Implementation of NAIADES**		
Short project title: (acronym)	PLATINA	**Project logo:**	
Project website:	www.naiades.info/platina/	**Project ID:**	PA1A004
Need and added value for Danube Region Strategy:	Europe's freight transport system has much room for improvement. Congestion, capacity problems and delays affect mobility and economic competitiveness and are detrimental to the environment and quality of life. The EU has committed itself to pursue the goal of shifting transport to less energy-intensive, cleaner and safer transport modes. Inland waterway transport is an obvious choice to play a more prominent role in reaching these targets. Given that inland navigation is often a cross-border transport mode, action at both national and Community level is required. This is why the European Commission developed the action programme NAIADES, which aims at promoting IWT in Europe through a broad range of activities. PLATINA is the coordination platform to implement the action programme. The activities of PLATINA aim at the whole European Union, as IWT is relevant for most of the countries. For the Danube region though, they are of special relevance, as the Danube is not only among the major inland waterways of Europe but also the most international waterway in the world. It exhibits pronounced disparities concerning navigation and socio-economic conditions alongside its course. Due to this, the broad set of measures applied by PLATINA, addressing issues concerning markets, technology and education as well as image and infrastructure requirements, are expected to have profound impact on the Danube region. PLATINA represents an essential framework for the Danube Region Strategy, accounting for the pan-European perspective and setting the topical parameters for strategy building and action implementation of the EUSDR.		
Objective(s) of project:	PLATINA is a coordination and support action aimed at the promotion of inland waterway transport (IWT). The main objective of PLATINA is to support the European Commission, EU Member States and third countries in the implementation of the NAIADES action programme. This will be achieved by providing technical, organisational and financial support for targeted policy actions and by building on strong interrelations with existing expert groups, projects and initiatives. In the course of PLATINA, tangible progress in the following fields will be made: • To open up new markets for IWT • To foster innovation concerning the fleet • To develop better career opportunities in IWT and raise skills • To raise awareness of IWT and promote a positive image • To improve the infrastructural framework for IWT taking account of environmental and safety requirements		
Planned project activities:	• Providing technical, organisational and financial support for targeted policy actions: Together with the European Commission, PLATINA will identify the necessary policy actions, bring together the required stakeholders (working		

	groups, expert meetings) and develop the necessary knowledge and tools. Key experts and stakeholders will elaborate technical proposals for policy instruments in the five NAIADES action areas. • Building on strong interrelations with existing expert groups, projects and initiatives: The European added value of PLATINA is to create synergies at the European level through an increased exchange of know-how, while at the same time respecting and supporting existing decision-making structures; Through the multi-disciplinary composition of its working programme and consortium, PLATINA will be a flexible platform that can react to emerging policy needs in the field of inland waterway transport.
Transboundary impact:	PLATINA addresses all European countries with inland waterway transport, as many of the project measures and results are relevant for all of Europe (e.g. the European Hull Database). Furthermore, there are some activities with spatial manifestations, like River Information Centres or river engineering projects, which directly affect the area they are in. The consortium itself consists of players from Austria, France, The Netherlands, Romania, Belgium, Germany, Finland and Hungary. Furthermore, the PLATINA consortium has received support from key Member States, candidate countries and associated countries: Austria, Belgium, Bulgaria, Czech Republic, Croatia, France, Germany, Hungary, the Netherlands, Romania and the Slovak Republic. As a consequence, the focus of the measures will lie on these countries.
Project beneficiaries / target groups:	The main objective of PLATINA is to support the European Commission, EU Member States and third countries in the implementation of the NAIADES action programme. It aims to bring together the required stakeholders (working groups, expert meetings) and develop the necessary knowledge and tools. Besides the comprising consortium, PLATINA aims to also integrate a large number of further relevant players. The active participation and support of the following institutions is guaranteed • Waterway operators and administrations • Representatives of the IWT industry and fleet operators • Promotion and development organisations • Inland navigation educational institutions • Experienced consultants and research institutes • International river protection commission (ICPDR) • On a strategic level, leading IWT industry representatives have expressed their willingness to support the PLATINA consortium. Furthermore, the PLATINA consortium has received written Letters of Intent from key Member States (see “Transboundary Impact” above), the Central Commission for Navigation on the Rhine (CCNR) and the Corridor VII Management. PLATINA will also ensure the active participation of key industrial actors, associations, and knowledge institutes. PLATINA will facilitate the exchange of know-how and experience through an enhanced coordination between these stakeholders. Firm links between representatives of the EU, national policy makers, the industry, researchers and key organisations of the sector will be established. Eastern European partners will be integrated in order to reflect the pan-European character of the NAIADES action programme. The project results will therefore be beneficial to a broad set of players, from government institutions and interest groups to economic stakeholders all over Europe.

Project Data Sheet

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:	01.06.2008	**End date:**	01.06.2012
Notes:	Funded by FP7-TRANSPORT (Subprogramme area: SST-2007.2.2-01 Promotion of inland waterway transport; Reference: 218362)		

PROJECT TEAM		
Project leader:	via donau – Österreichische Wassertraßen-Gesellschaft mbH / Austria	
Project partner(s):	• Voies Navigables de France – VNF / France • Bundesverband der Deutschen Binnenschiffahrt e.V. – BDB/ Germany • Arbeitgeberverband der deutschen Binnenschiffahrt e.V. – ADB / Germany • Promotie Binnenvaart Vlaanderen VZW – PBV / Belgium • Inland Navigation Europe – INE / Belgium • Dienst Verkeer en Scheepvaart – DVS / The Netherlands • NEA Transportonderzoek en -opleiding B.V. / The Netherlands • ECORYS Nederland B.V. / The Netherlands • Entwicklungszentrum für Schiffstechnik und Transportsysteme e.V. – DST / Germany • Stichting Bureau Voorlichting Binnenvaart – BVB / The Netherlands • Centar za razvoj unutarnje plovidbe d.o.o. – CRUP / Croatia • Centraal Bureau voor de Rijn- en Binnenvaart – CBRB / The Netherlands • Finnish Waterway Association – FWA / Finland • Centre d'Etudes Techniques Maritimes et Fluviales – CETMEF / France • Centrul National de Promovare a Transportului Intermodal – RIA / Romania • Rádiós Segélyhívó és Infokommunikációs Országos Egyesület – RSOE / Hungary • Scheepvaart en Transport College – STC / The Netherlands • International Commission for the Protection of the Danube River – ICPDR / International • Centrul Român pentru Pregătirea şi Perfecţionarea Personalului din Transporturi Navale – CERONAV / Romania • Universität für Bodenkultur Wien – BOKU / Austria • University of Craiova, Facultatea de Ingineria si Managementul Sistemelor Tehnologice – IMST / Romania • Education in Inland Navigation – EDINNA / The Netherlands	
Contact person:	**Name:**	Gert-Jan Muilerman

Project Data Sheet

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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	8,792,005 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	amount unknown
	☒ EU funds:	8,350,000 EUR (Seventh Framework Programme=
	☐ IFI loans:	
	☒ Private funds:	amount unknown
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	RISING, IRIS II NELI, WANDA;, ECCONET, SuperGreen, NEWADA, EWITA, CREATING, SPIN, COMPRIS
Cross-reference ID(s):	–
Strategic reference:	• UNECE's revised "Blue Book" (2006) • Lisbon Strategy • Gothenburg Council • European White Paper for Transport 2001 • NAIADES Action Programme • National IWT Action Plans and strategies
Relevant legislation:	• Directive 2006/87/EC laying down technical requirements for inland waterway vessels • Directive 2008/68/EC on transport of dangerous goods • Directive 2004/26/EC relates to measures against the emission of gaseous and particulate pollutants from internal combustion engines installed in non-road mobile machinery (NRMM) • Directive 2009/30/EC introduced a mechanism to monitor and reduce

	greenhouse gas emissions. • Directive 96/50/EC on Boatmaster certificates • Regulation (EC) No 1365/2006 on statistics of goods transport • Regulation (EC) No 1304/2007 of the European Parliament and of the Council with respect to the establishment of NST 2007 as unique classification for transported goods and is implemented by Commission Regulation (EC) No 425/2007 • Regulation 7998/2006/2008 about de minimis rules for IWT • TEN-T- guidelines • State aid guidelines
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	One crucial aspect of the PLATINA project is its focus on broad cooperation of various players from different backgrounds all over Europe. This is in fact its USP as well as one of its main critical issues: in the countries of Europe, different approaches exist, the relevance given to the issue varies and different frameworks result in different capacities to act. Furthermore, players from policy, research as well as interest organisations and economy have to be reconciled. That means that in PLATINA, targeted work with regard to contents and communication has to be done. The broad topical agenda of PLATINA makes it furthermore dependant of a large number of external developments, e.g. innovations in ICT, fuel prices, political landscapes or public opinion. It is necessary to constantly monitor the different project areas and develop suitable strategies for action.
Follow-up project:	A proposal for a follow-up project has been submitted and aims to enhance the actions taken in PLATINA.

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Supporting EU's Freight Transport Logistics Action Plan on Green Corridors Issues**		
Short project title: (acronym)	SuperGreen	**Project logo:**	
Project website:	www.supergreenproject.eu	**Project ID:**	PA1A087
Need and added value for Danube Region Strategy:	Development of policies and elaboration of R&D needs for greening the Danube Corridor.		
Objective(s) of project:	The objectives of the SuperGreen project concern supporting the development of sustainable transport networks by fulfilling requirements covering environmental, technical, economic, social and spatial planning aspects. This will be achieved by: • Benchmarking of Green Corridors: Based on a total picture of relevant parameters (KPIs) like energy consumption and emissions, operational aspects and SCM issues, external costs (including social and spatial planning aspects), infrastructure costs and internal costs: identification of areas and candidates for improvement (i.e. bottlenecks). • "Green technologies": Methods for improving the identified bottlenecks. Among the green technologies considered may be novel propulsion systems, alternative fuels, cargo handling technologies, new terminal technologies, cleaning technologies, heating and cooling technologies, or novel concepts of any kind relevant for the multimodal Green Corridors. • "Smarter" utilisation of ICT-flows already available in the multimodal chain may improve the identified bottlenecks and make the Green Corridors even greener. The influence of issues like e-freight, supply chain management, smarter planning (vehicle navigation technologies), scheduling and track & trace need to be considered. • Recommendations for R&D: Where the available "Green technologies" and present knowledge about "Smarter utilisation of ICT-flows" are not sufficient to improve the identified bottlenecks, recommendations for future calls for R&D proposals will be suggested. • Policy Implications: The implications of related regulatory policies on the possible solutions proposed by the project will be examined, so as to provide assistance to the Commission in the formulation and harmonisation of policies on Green Corridors. • Dissemination and Awareness Raising: The project is paying particular attention to dissemination and creation of awareness on its results. This would involve liaison with stakeholders involved in the topics addressed by SuperGreen (infrastructure managers, transport and terminal operators, shippers, logistics operators, national and local authorities, etc.). It would also include the development of a dissemination plan, promotional material, workshops and other events with stakeholder participation.		
Project activities:	SuperGreen will evaluate a series of "green corridors" covering some representative regions and main transport routes throughout Europe. The selected corridors will be benchmarked based on parameters and key performance indicators covering all aspects related to transport operations and infrastructure. Environmental issues and emissions, external, infrastructure, and internal costs will be covered to get an		

	overall and realistic picture. Based on this benchmarking, areas and candidates for improvement will be identified, followed by an evaluation of "green technologies" for improvement of the identified bottlenecks. Further, smarter utilization of available information in the multimodal transport chain (ICT-flows) will be considered (e-freight, Supply Chain Management, planning of transport, scheduling and tracking and tracing). New R&D may be needed within specific topics for improvement of the identified bottlenecks. Recommendations for future calls for R&D proposals will be elaborated, and implications of alternative policy measures for green corridors will be reviewed and assessed, both, at local and European level.
Transboundary impact:	The results related to inland waterway transport refer to the entire Rhine-Main-Danube axis.
Project beneficiaries / target groups:	• European Commission • Political decision-makers on the national level • Inland waterway transport industry • River and river protection commissions

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:	15.01.2010	**End date:**	14.01.2013
Notes:	Funded by FP7 (SST-2008-TREN-1; Research area: SST.2008.1.1.9 Green Corridors; Grant agreement no.: 233573)		

PROJECT TEAM	
Project leader:	National Technical University of Athens (NTUA) / Greece
Project partner(s):	Norsk Marinteknisk Forskningsinstitutt AS / Norway Sito Ltd / Finland D'Appolonia S.p.A. / Italy Gijón Port Authority / Spain Det norske Veritas / Norway Miljøstiftelsen Bellona / Norway via donau – Österreichische Wasserstraßen-Gesellschaft mbH / Austria University of Newcastle upon Tyne / Great Britain CONSULTRANS S.A. / Spain PSA Sines – Terminais de Contentores A.S. / Portugal Finnish Maritime Administration / Finland

	Straightway Finland Ry. / Finland SNCF Fret Italia / Italy Procter & Gamble Eurocor N.V. / Belgium VR Group Ltd. / Finland Lloyd's Register-Fairplay Research / Sweden Hellenic Short Sea Shipowners Association / Greece Dortmund University of Technology / Germany TES Consult Ltd. / Ukraine Turkish State Railways / Turkey DB Schenker AG / Germany	
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	E-Mail:	supergreen@martrans.org
	Website:	www.supergreenproject.eu

FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	3,453,746 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	amount unknown
	☒ EU funds:	2,634,698 EUR (Seventh Framework Programme)
	☐ IFI loans:	
	☒ Private funds:	amount unknown
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	–
Cross-reference ID(s):	–
Strategic reference:	Contribution to environmentally friendly transport corridors

Relevant legislation:	–
Other:	–
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

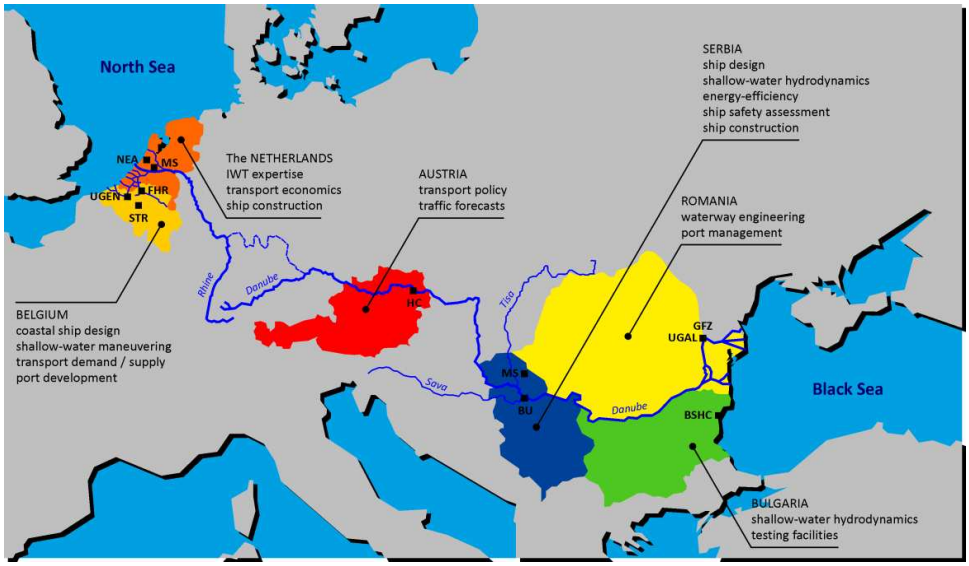
BASIC PROJECT DATA			
Full project title:	**Green Engineering for Challenges in Inland Navigation: The Danube Perspective**		
Short project title: (acronym)	Green Chain	**Project logo:**	
Project website:	–	**Project ID:**	PA1A088
Need and added value for Danube Region Strategy:	It is well known that the transport capacity of the Danube is poorly utilized. In addition, unlike the Rhine, the Danube is not a regulated waterway. Furthermore, it is a much longer and wider river with several shallow sectors. Consequently, transport infrastructure enhancement would require extensive waterway engineering. This could severely damage the eco-system of the river and adjacent areas and, in the long run, also harm the economy of the region. As a means to increase waterborne transport with simultaneous preservation of region's natural resources, Green Chain introduces an innovative approach to ship design. Four most important impacts of the Green Chain can be distinguished: 1. Introduction of innovative shallow-draught vessels for the Danube and the Black Sea; 2. Transfer of knowledge between the Danube and the Rhine waterway network; 3. Policy support for new type of ship safety regulations and GHG reduction measures; 4. Solutions for sustainable growth of waterborne transport.		
Objective(s) of project:	The Green Chain project aims to accomplish the following goals: • To contribute to an increase of the modal share of waterborne transport, particularly in the Danube region and the Black Sea basin. • To indicate ways to achieve efficient waterborne connections between inland and maritime ports (e.g. the Black Sea harbours and the Danube inland ports) as well as between main inland waterways and small, secondary waterways and canal systems (e.g. the Danube and its tributaries Sava, Tisa, the Danube-Tisa-Danube canal system, etc.). • To introduce innovative ship design that would comply with present navigation conditions, in order to avoid excessive waterway engineering, simultaneously providing an efficient response to other environmental, technological and economical challenges in the area of waterborne transport.		
Planned project activities:	Green Chain is focused on innovative design of shallow-draught inland vessels and sea-river ships adjusted to the Danube waterway network and the Black Sea coastal zones. The project aims to provide customized ships, tailored in accordance to the present navigation conditions on particular waterways (river-adapted ships). The project will also offer concepts for sustainable waterway development as well as for improvement of port infrastructure and enhanced port management and operation. A significant element of the project represents the evaluation of economic viability of developed designs and concepts (including costs of new-building of innovative ships) and quantitative and qualitative assessment of their		

	influence on modal shift, emitted CO2, internal and external costs of transport, environment, etc. Based on the results of the evaluation, and taking also into account existing national and regional policies, a strategy for adequate policy framework that would enable introduction of the new designs will be developed. The Green Chain goals should be attained through five thematic Research Activities: Waterways, Ports, Ships, Logistics chains, Transport policy. The Research Activities will provide applicable and feasible solutions for its main areas of research: • Waterways will study feasible options for low environmental impact modernization of waterways; • Ports will provide concepts for improvement of port management and operations; • Ships will develop design of innovative vessels for inland and river-sea navigation; • Logistics chains will perform demand and supply gap analysis; • Transport policy will investigate policy shortcomings on both local and European level.
Transboundary impact:	The Green Chain team gathers respectable institutions in the fields of ship design and ship hydrodynamics, waterway engineering, port management and operation, transport economics and transport policy development from two of the most important European waterway networks: the Danube – Black Sea basin and the Rhine – North Sea coastal zone region.
Project beneficiaries / target groups:	• Shipyards • Shipping companies • Port managers and operators • Research institutions • Policy makers

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:	t.b.d.	**End date:**	t.b.d.
Notes:	The project proposal has been submitted for evaluation within the FP7 SST-2012 work program, CP-FP funding scheme. Evaluation is currently underway.		

PROJECT TEAM	
Project leader:	PANTEIA BV, NEA Transport Research and Training / The Netherlands
Project partner(s):	• University of Belgrade – Faculty of Mechanical Engineering / Serbia • Herry Consult GmbH / Austria • STRATEC SA / Belgium

	• University “Dunarea de Jos” Galati / Romania • Galati Free Zone / Romania • Flanders Hydraulics Research / Belgium • Ghent University / Belgium • Bulgarian Ship Hydrodynamics Centre / Bulgaria In addition, the project coordinator NEA will subcontract the MERCURIUS Shipyard, the Dutch shipping and shipbuilding company which also runs a shipyard in Serbia, specialized in new-building of inland vessels.



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	Website:	www.nea.nl

FINANCING		
Available: (please tick a box)	☐ Yes ☐ Partly ☒ No	
Total budget:	2,900,000 EUR (indicative)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	to be provided
	☒ EU funds:	Seventh Framework Programme
	☐ IFI loans:	

	☒ Private funds:	to be provided
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	The Green Chain goals are consistent with the overall waterborne transport development strategy as defined by the NAIADES Action Programme and the WATERBORNE Technology Platform. The **NAIADES Action Programme** sets inland fleet innovation as one of five main strategic areas, calls for improvement of logistics efficiency, safety and environmental performance of IWT and emphasizes the importance of vessels operating in low water levels, sea-river ships and vessel intended for small waterways. The consideration of possibilities for adapting the ship design to the present navigation conditions is also indicated as a re-search direction. Throughout the execution, the Green Chain project will launch a number of actions envisaged by the **WATERBORNE Technology Platform** Strategic Research Agenda. For instance, WATERBORNE TP indicates risk-based analysis for cost-efficient safety, propulsion efficiency and low emission vessels, as some of the R&D and innovation priorities. The Green Chain project will utilize risk-based tools for the safety assessment of innovative ships and advocate for introduction of risk-based design, using practical examples. The project will incorporate the research on advanced greening technologies including emission reduction techniques. Furthermore, the project will contribute to development of energy-efficiency indicators of the inland vessel design, etc. The Green Chain project addresses three (out of four) pillars of the EU Strategy for Danube Region: (1) Connecting the Danube Region (design of innovative shallow-draught vessels that should enable efficient connections between the Black Sea maritime harbours and inland ports on the Danube and on the secondary waterway network; concepts for improvement of port infrastructure, management and operation); (2) Protecting the Environment (concepts for sustainable waterway development and design of river-adapted ships) and (3) Building Prosperity (two-way knowledge transfer between the Rhine and the Danube basin; transferability of technology and policy).	
Relevant legislation:	In the first phase of the project, an overview of regulations relevant for each Research Activity will be made. Technical regulations are very important for the project execution, so in addition to current regulations, the ones that will come into force in the near future will be taken into account as well. Transport policy research group will also examine taxes and subsidies related to inland waterway transport and Black Sea coastal shipping of the Danube neighbouring countries, as well as legal restrictions for waterway and port infra-structure development.	
Other:	The Green Chain team does not start from scratch, but relies heavily on experience gained through a number of European and national projects executed by partners so far. Also, collaboration within the project would enable the diffusion of results accomplished in the national (Serbian, Romanian, Belgian, etc.) and bilateral (Bulgarian-Belgian, Serbian-Dutch) projects to a broader, European-level community. Some examples of projects relevant for the proposed research are given below. NEA was involved in developing the national transport master plans of Serbia, Bulgaria, and Romania. NEA has executed many inland waterway projects in the Danube region. Furthermore, the staff of NEA and BU has also previously	

	cooperated in EC-funded projects CREATING and IMPRINT-NET (both FP6). The Department of Naval Architecture (University of Belgrade – Faculty of Mechanical Engineering) has a long history of continuous technical improvement of the Danube fleet. Introduction of push-boat technology on the Danube is one of the milestones of Department's activities. Over the past 15 years, Department has continuously participated in Technology Development Programme of the Serbian Ministry of Science with research projects on development of new generation of inland Ro-Ro and container vessels. Furthermore, the members of BU have taken part in several international research projects. In CREATING (FP6 project), the only vessel intended for the Danube (out of four cases) was mostly developed by the BU team member, Prof. Dejan Radojčić. EUDET (FP4), COVEDA and MUTAND are some of the Danube ship technology related projects carried out by the members of the Department. Another important study on shallow-draught ship design "Environmentally friendly inland waterway ship design for the Danube River" commissioned by WWF was accomplished in 2009. STRATEC has accomplished a number of studies in the field of waterborne freight transport, dealing with socio-economic evaluation and cost-effectiveness of infrastructure upgrade, such as: • Study of the pricing of the Seine-Scheldt IWW project (including the SNE canal and a set of IWW improvements in North of France and Belgium, on the Scheldt and the Lys), on behalf of the Seine-Scheldt EEIG (2009-2011); • Study on the pricing of the inland waterway network use, on behalf of VNF (2009-2011); • Study of the internalisation of external costs of freight transport in the corridor Paris-Amsterdam, (simulation of various pricing scenarios, including road pricing, rail pricing and IWW pricing), on behalf of the European Commission (2009-2011); • Socio-economic evaluation of the Seine-North Europe canal, in collaboration with the Setec consultancy, on behalf of VNF (2004-2008); • Socio-economic evaluation on the implementation of a new large-size river lock between two terminals (Port 2000 container terminal and the «darse de l'Océan») in the Havre port (in collaboration with Setec), on behalf of the Port of Le Havre (2008-2010). In recent years, through Romanian Development Programme for the Danube ports, Galati Free Zone has expanded its on-site port management know-how by completing several studies and projects related to improvement of port facilities, infrastructure and operational activities (design and construction of new terminals, construction of a ship dismantling workshop, development of pipelines fabrication line, vertical quay arrangement for inland and seagoing ships, etc.). Furthermore, Galati Free Zone has participated or assisted in EU-funded projects, such as WANDA and CAPRICO. Further examples include: ongoing bilateral cooperation between Flanders Hydraulics and Bulgarian Ship Hydrodynamics Centre in the area of inland navigation (particularly in shallow waters), as well as transfer of knowledge on estuary navigation from Ghent University to the University of Belgrade, supported by Basileus programme in 2009, etc.
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**ProDuna – Establishment of the Hungarian IWT promotion centre**		
Short project title: (acronym)	ProDuna	**Project logo:**	
Project website:	www.produna.hu	**Project ID:**	PA1A016
Need and added value for Danube Region Strategy:	The NAIADES action programme of the EU claims the need for a network of national promotion and development centres to improve inland waterway traffic. At the moment such organization doesn't exist in Hungary. In order to fulfil this pronounced need, the aim of this project proposal is to work out the establishment of the Hungarian IWT promotion centre, which would do for the following four general fields: 1. Navigability of the Danube 2. River Information Services 3. Management of the major national ports 4. Tracking of the developments programs of the EU, utilization in the national deployments for the benefit of transport users at local level and encourage them to use inland navigation		
Objective(s) of project:	This action shall, in line with the requirements and regulations of the European Union, target to support the related governmental organisations and bodies to improve domestic inland waterway traffic as a way of modality, to manage, with a certain project aspect, all tasks that are related to inland waterway traffic (such as management, promotion, education and training, operational issues and other professional queries), and to aid domestic market participants to become adequately competitive. The action shall consider the following **mission statements**: • "Enhancement of the role and the competitiveness of Hungarian inland waterway transportation" and • "Integration of Hungarian inland waterway transportation into the European transportation network".		
Planned project activities:	**Strategic objectives:** • Contribution, along with the European guidelines, to the shaping and execution of the effective Hungarian inland navigation policy • Logistical research and development in cooperation with the members of the public and the private sector • Development consulting **Tactical objectives:** • Practical implementation of the inland navigation policy • Enhancement of the perception and the position of inland navigation • Definition of research directions and issues • Support of the development of intermodal services • Project planning, implementation and evaluation		

Project Data Sheet

Transboundary impact:	Hungary and Europe (as part of the European network of centres for IWT promotion), Creating the Hungarian IWT promotion centre		
Project beneficiaries / target groups:	The group of Hungarian public authorities comprises of the bodies that, in any and all form, govern inland waterway passenger or cargo transportation. Inland waterway transport industry, shippers, freight forwarders, logistics service providers etc.		
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:	01.01.2011	**End date:**	31.12.2013
Notes:	Co-financed by the European Commission's DG MOVE – Grant agreement: Support activities to the European transport policy and passenger rights (MOVE/2010-246/C2/SUBV/SI2.583679).		

PROJECT TEAM		
Project leader:	RSOE – National Association of Radio Distress-signalling and Infocommunications / Hungary	
Project partner(s):	–	
Contact person:	**Name:**	Róbert Rafael
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FINANCING			
Available: (please tick a box)	☒ Yes	☐ Partly	☐ No
Total budget:	219,996 EUR		
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☐ National/regional funds:		
	☒ EU funds:	100,000 EUR (DG MOVE)	

	☐ IFI loans:	
	☒ Private funds:	119,996 EUR (RSOE)
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	PLATINA, IRIS EUROPE II, RISING, NELI, NEWADA, WANDA, CB-RIS II	
Cross-reference ID(s):	–	
Strategic reference:	The project has close reference to the NAIADES Action Programme of the European Union by means of implementation of goals in the Hungarian environment.	
Relevant legislation:	NAIADES Action Programme	
Other:	The work approach of the ProDuna project is aligned with the PLATINA project initiative.	
OTHER RELEVANT ISSUES		
Project requirements:	The relevant cooperation is necessary with the governmental and private organisations.	
Follow-up project:	Not applicable yet.	