

# Project Data Sheet

BASIC PROJECT DATA			
<b>Full project title:</b>	<b>Removal of the sunken German fleet from the World War II in sector Prahovo</b>		
<b>Short project title:</b> (acronym)	–	<b>Project logo:</b>	–
<b>Project website:</b>	–	<b>Project ID:</b>	PA1A073
<b>Need and added value for Danube Region Strategy:</b>	<p>Downstream of the Đerdap II dam at Prahovo a large graveyard of shipwrecks 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 number of vessels which are located on this stretch is unknown, but 23 sunken vessels have an influence on the safety of navigation, since their presence narrows the minimum fairway width of 180m to 100m during low water seasons. Since the sunken ships are part of the German war fleet, there are unexploded ordnance (UXO) and Explosive Ordnance Disposals (EODs) on board of them, which present constant danger for human lives, the environment and are threatening navigation, in particular in cases where hazardous substances are transported (such as oil, gases, flammable substances, etc.). The vessels and the unexploded ordnance have to be removed.</p> <p>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.</p>		
<b>Objective(s) of the project:</b>	<p>The project's objective is to improve the conditions for safe navigation on the Danube (sector Prahovo), in particular during the low water level periods by removal of the German sunken vessels from WW II.</p> <p>The Ministry of Construction, Transport and Infrastructure, in cooperation with the German Government and the United Nations Development Program (UNDP), initiated the <b>first phase of this project which includes the searching for and the removal of the UXO on boards of these ships.</b></p> <p>In July 2017, the site was visited by specialized German divers. Based on their analysis and work plan the removal of UXO on boards of all these ships will be conducted during 2018. The costs of implementing this first phase of the project have been estimated to amount to approximately EUR 2 million and funding required will be provided from the State Budget.</p> <p>Following the removal of UXOs, the technical documentation and tender dossier will be updated. The Ministry of Construction, Transport and Infrastructure has provided financial and technical assistance for these activities through the PPF8 Project. Based on the updated technical documentation and tender dossier, the Ministry of Construction, Transport and Infrastructure will apply for funding for the <b>second phase of this project, which includes the removal of the demined sunken vessels.</b></p>		
<b>Planned project activities:</b>	<ol style="list-style-type: none"> <li>1. Phase: Removal of unexploded ordnance</li> <li>2. Phase: Removal of sunken vessels</li> </ol>		
<b>Transboundary impact:</b>	<p>The whole inland navigation sector in the Danube Region will benefit from the planned measures. 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. Resolved bottlenecks in one sector of the Danube</p>		

# Project Data Sheet

	have a positive impact on all Danube riparian states involved in inland navigation. Moreover, due to the ongoing corrosion of the vessels leakage of contaminated materials might take place which is an environmental hazard.		
<b>Project beneficiaries / target groups:</b>	The users of the waterway are the main beneficiaries of the project.		
<b>STATUS AND TIME FRAME</b>			
<b>Current project phase:</b> (please tick a box)	<input type="checkbox"/> Definition (e.g. project idea, abstract) <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input checked="" type="checkbox"/> Implementation <input type="checkbox"/> Completion		
<b>Start date:</b>	2017	<b>End date:</b>	2020
<b>Notes:</b>	Project and tender documentation were already done in 2006, financed by the CARDS Program (pre-IPA). The vessels were not removed.  Deadline for the removal of UXO: December 2018		
<b>PROJECT TEAM</b>			
<b>Project leader:</b>	MCTI - Directorate for Inland Waterway (Plovput) / Serbia		
<b>Project partner(s):</b>	German Government and the United Nations Development Program (UNDP)		
<b>Contact person:</b>	<b>Name:</b>	-	
	<b>Organisation:</b>	Plovput	
	<b>Address:</b>	Francuska 9, 11000 Belgrade / Serbia	
	<b>Phone:</b>	-	
	<b>E-Mail:</b>	-	
	<b>Website:</b>	<a href="http://www.plovput.rs">www.plovput.rs</a>	
<b>FINANCING</b>			
<b>Available:</b> (please tick a box)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partly <input type="checkbox"/> No		
<b>Total budget:</b>	EUR 22 million (estimation) EUR 2 million for the removal of UXO EUR 20 million for the removal of sunken ships		
<b>Source(s) and amount (potential sources for project ideas):</b> (please tick a box and provide further info)	<input checked="" type="checkbox"/> National/regional funds:	National funds	
	<input checked="" type="checkbox"/> EU funds:	IPA or other European fund	
	<input type="checkbox"/> IFI loans:		

# Project Data Sheet

	<input type="checkbox"/> Private funds:	
	<input type="checkbox"/> Other:	
PROJECT ENVIRONMENT		
<b>Project cross-reference:</b>	<ul style="list-style-type: none"> <li>To remove shipwrecks, bridges debris and unexploded weapons from the riverbed of the Danube (project example in EUSDR Action Plan)</li> <li>Danube Shipwreck Removal (DSWR) – PA1A033</li> </ul>	
<b>Cross-reference ID(s):</b>	PA1A033	
<b>Strategic reference:</b>	Serbian strategic Framework: <ul style="list-style-type: none"> <li>Master Plan for IWW Transport in Serbia (2006)</li> <li>Serbian Transport Development Strategy for Period 2008-1015 (2008)</li> <li>General Master Plan for Transport in Serbia (2009)</li> </ul>	
<b>Relevant legislation:</b>	–	
<b>Other:</b>	–	
EUSDR EMBEDDING		
<b>Relation to other Priority Areas of the Danube Region Strategy:</b>	<input type="checkbox"/> PA1b: To improve mobility and multimodality – Road, rail and air links <input type="checkbox"/> PA02: To encourage more sustainable energy <input type="checkbox"/> PA03: To promote culture and tourism, people and people contacts <input type="checkbox"/> PA04: To restore and maintain the quality of waters <input checked="" type="checkbox"/> PA05: To manage environmental risks <input type="checkbox"/> PA06: To preserve biodiversity, landscapes and the quality of air and soils <input type="checkbox"/> PA07: To develop the knowledge society through research, education and information technologies <input type="checkbox"/> PA08: To support the competitiveness of enterprises, including cluster development <input type="checkbox"/> PA09: To invest in people and skills <input type="checkbox"/> PA10: To step up institutional capacity and cooperation <input type="checkbox"/> PA11: To work together to promote security and tackle organised and serious crime	
EUSDR COMPLIANCE		
<b>Compliance with targets of the Danube Region Strategy:</b>	<input checked="" type="checkbox"/> Increase the cargo transport on the river by 20% by 2020 compared to 2010. <input checked="" type="checkbox"/> Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015.	

# Project Data Sheet

	<input type="checkbox"/> Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020. <input type="checkbox"/> Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015. <input type="checkbox"/> Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.
<b>Compliance with actions of the Danube Region Strategy:</b>	<input type="checkbox"/> To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way. <input checked="" type="checkbox"/> To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections. <input type="checkbox"/> To modernise the Danube fleet in order to improve environmental and economic performance. <input checked="" type="checkbox"/> To coordinate national transport policies in the field of navigation in the Danube basin. <input type="checkbox"/> To support Danube Commission in finalising the process of reviewing the Belgrade Convention. <input type="checkbox"/> To develop ports in the Danube river basin into multimodal logistics centres. <input type="checkbox"/> To improve comprehensive waterway management of the Danube and its tributaries. <input checked="" type="checkbox"/> To promote sustainable freight transport in the Danube Region. <input type="checkbox"/> To implement harmonised River Information Services (RIS). <input type="checkbox"/> To invest in education and jobs in the Danube navigation sector.
<b>Affiliation to thematic working group of Priority Area 1a of the EUSDR:</b>	<input checked="" type="checkbox"/> Waterway infrastructure and management <input type="checkbox"/> Ports and sustainable freight transport <input type="checkbox"/> Danube fleet <input type="checkbox"/> River Information Services <input type="checkbox"/> Education and jobs
<b>OTHER RELEVANT ISSUES</b>	
<b>Project requirements:</b>	Sufficient funding for the removal of the vessels
<b>Follow-up project:</b>	–
<b>Any other issues:</b>	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.