**Project Data Sheet**

**BASIC PROJECT DATA**

<table>
<thead>
<tr>
<th>Full project title:</th>
<th>Reconstruction of the Port of Vukovar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short project title: (acronym)</td>
<td>New Port East</td>
</tr>
<tr>
<td>Project logo:</td>
<td>–</td>
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<tr>
<td>Project website:</td>
<td>–</td>
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<tr>
<td>Project ID:</td>
<td>PA1A097</td>
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**Need and added value for Danube Region Strategy:**

The port of Vukovar is a strategically important port, as it is the only Croatian port on the Danube River. Because of this, a broader objective of the project should be sought in the development of the economy of the Eastern Slavonija region and the whole Republic of Croatia.

By conducting the project New Port East, the region Eastern Slavonija and particularly Vukovar would benefit from a better position on the transport market. The proposed investment would produce significant employment and multiplier effects within the local community. It would increase the domestic economic product of the Vukovar municipality. Labour employment opportunities are expected to rise.

**Objective(s) of project:**

Croatian river ports (among them the Danube port Vukovar) need qualitative and technological modernization in order to satisfy the existing and expected transport demands. Along with the modernization of basic port infrastructure, the systems of safety and surveillance in the port areas need to be enhanced. Ports need to connect with the main rail and road corridors in order to better integrate with the economic hinterland and to create preconditions for the development of multi-modal transport.

The overall objective is to modernise and to increase the capacity of the ports along Corridor VII, so that they can respond to growing transport demands in order to solve the problem of competitiveness and encourage the development of inland navigation.

Presently, the port of Vukovar does not meet market requirements and cannot offer high quality port services. It is therefore the main objective of this project to reconstruct basic port facilities, to provide normal and undisturbed work, to develop the Vukovar port in a sustainable way and thereby make the port more competitive in the international market.

**Planned project activities:**

The new port of Vukovar project encompasses the construction of **infrastructure port facilities** (banks, road and rail as well as communal infrastructure), **port loading and unloading equipment**, and the construction and acquisition of **terminal-related equipment** for:

- Bulk cargo terminal
- Multi-purpose terminal
- Vessel waste disposal station (ship supply management and collection of waste liquids from the vessels)

In addition, it is envisaged to construct an office building, a car park, an administrative port control centre and a new port entrance.

**Transboundary impact:**

The project would have an impact on all Danube countries since inland waterway transport is an environmentally-friendly transport mode. The modal shift towards inland waterway transport would have a positive impact on the overall transport relations in the Danube region.

**Project beneficiaries / target groups:**

The final beneficiary of the project is the Port Authority Vukovar (PAV). The PAV will be the owner of the infrastructure once it has been constructed and taken over.
### Project Data Sheet

**Target groups:** shipping companies, port operators, forwarding companies

### Status and Time Frame

<table>
<thead>
<tr>
<th>Current project phase: (please tick a box)</th>
<th></th>
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<tbody>
<tr>
<td>□ Definition (e.g. project idea, abstract)</td>
<td></td>
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<tr>
<td>✗ Preparation (e.g. project proposal, feasibility study)</td>
<td></td>
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<tr>
<td>□ Implementation</td>
<td></td>
</tr>
<tr>
<td>□ Completion</td>
<td></td>
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| Start date: | 2013 | End date: | not defined |

**Notes:**

A feasibility study and a cost-benefit analysis of the project were carried out in 2011, before the application for EU financing. The main design preparation was financed by the EU Program IPA 2007 – 2013 Component III; therefore it was necessary to follow the EU regulations during the consultant selection.

After the consultant selection has been made, the consultant was expected to begin with the main design preparation during the second quarter of 2013. On the 30th of April 2014 the Central Finance and Contracting Agency (CFCA) suspended the contract.

The New Port East project is therefore under suspension since the CFCA suspended the contract for the main design preparation.

### Project Team

<table>
<thead>
<tr>
<th>Project leader:</th>
<th>Port Authority Vukovar</th>
<th>Ministry of Maritime Affair, Transport and infrastructure</th>
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<tbody>
<tr>
<td>Project partner(s):</td>
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<td></td>
</tr>
<tr>
<td>Contact person:</td>
<td>Name: Mr. Alen Jakumetović Ms. Ana Barišić</td>
<td></td>
</tr>
<tr>
<td>Organisation:</td>
<td>Port Authority Vukovar Ministry of Maritime Affairs, Transport and Infrastructure</td>
<td></td>
</tr>
<tr>
<td>Address:</td>
<td>Parobrodarska 5, Vukovar / Croatia Krležin Gvozd 1a, Zagreb / Croatia</td>
<td></td>
</tr>
<tr>
<td>Phone:</td>
<td>+38532-450255</td>
<td>+385 1 3783913</td>
</tr>
<tr>
<td>E-Mail:</td>
<td><a href="mailto:office@port-authority-vukovar.hr">office@port-authority-vukovar.hr</a></td>
<td><a href="mailto:ana.barisic@mppi.hr">ana.barisic@mppi.hr</a></td>
</tr>
<tr>
<td>Website:</td>
<td><a href="http://www.port-authority-vukovar.hr">www.port-authority-vukovar.hr</a></td>
<td><a href="http://www.mppi.hr">www.mppi.hr</a></td>
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### Financing

| Available: (please tick a box) | □ Yes | □ Partly | ✗ No |

| Total budget: | 24,200,000 EUR (estimation) – financing is not yet available |
| Source(s) and amount | ✗ National/regional funds: National budget |
## Project Data Sheet

### Project Cross-Reference:

- Medium term development of inland waterways and ports of the Republic of Croatia (2009-2016)

### Relevant Legislation:

- Inland navigation and inland ports act (2007)
- Master plan (2004)
- Feasibility study (2005), Updated Feasibility Study (2011)
- Environmental Impact Assessment (2007)
- Updated Cost-Benefit Analysis (2011)

### Relation to other Priority Areas of the Danube Region Strategy:

- 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)

- [x] 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.
- [x] 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 Strategy:
(please tick a box)

- [ ] To complete the implementation of TEN-T Priority Project 18 on time and in 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.
- [ ] 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.
- [x] To develop ports in the Danube river basin into multimodal logistics centres.
- [ ] To improve comprehensive waterway management of the Danube and its tributaries.
- [x] To promote sustainable freight transport in the Danube Region.
- [ ] To implement harmonised River Information Services (RIS).
- [ ] To invest in education and jobs in the Danube navigation sector.

#### Affiliation to thematic working group of Priority Area 1a of the EUSDR:
(please tick a box)

- [x] Waterway infrastructure and management
- [ ] Ports and sustainable freight transport
- [ ] Danube fleet
- [ ] River Information Services
- [ ] Education and jobs

### Other Relevant Issues

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<thead>
<tr>
<th>Project requirements:</th>
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<td>Follow-up project:</td>
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<td>Any other issues:</td>
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