


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:	<p>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.</p> <p>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 was the coordination platform to implement the action programme.</p> <p>The activities of PLATINA aimed 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, addressed issues concerning markets, technology and education as well as image and infrastructure requirements, with profound impact on the Danube region.</p> <p>PLATINA represented 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.</p>		
Objective(s) of project:	<p>PLATINA was a coordination and support action aimed at the promotion of inland waterway transport (IWT). The main objective of PLATINA was to support the European Commission, EU Member States and third countries in the implementation of the NAIADES action programme.</p> <p>This was 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.</p> <p>In the course of PLATINA, tangible progress in the following fields were made:</p> <ul style="list-style-type: none"> • opening up new markets for IWT • fostering innovation concerning the fleet • developing better career opportunities in IWT and raise skills • raising awareness of IWT and promote a positive image • improving the infrastructural framework for IWT taking account of environmental and safety requirements 		

<p>Conducted project activities:</p>	<p><i>Providing technical, organisational and financial support for targeted policy actions:</i> Together with the European Commission, PLATINA identified the necessary policy actions, brought together the required stakeholders (working groups, expert meetings) and developed the necessary knowledge and tools. Key experts and stakeholders elaborated technical proposals for policy instruments in the five NAIADES action areas.</p> <p><i>Building on strong interrelations with existing expert groups, projects and initiatives:</i> The European added value of PLATINA was 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 was a flexible platform that could react to emerging policy needs in the field of inland waterway transport.</p>
<p>Transboundary impact:</p>	<p>PLATINA addressed 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 were some activities with spatial manifestations, like River Information Centres or river engineering projects, which directly affect the area they are in.</p> <p>The consortium itself consisted of players from <i>Austria, France, The Netherlands, Romania, Belgium, Germany, Finland and Hungary</i>. 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.</p> <p>As a consequence, the focus of the measures lay on these countries.</p>
<p>Project beneficiaries / target groups:</p>	<p>The main objective of PLATINA was to support the European Commission, EU Member States and third countries in the implementation of the NAIADES action programme. It aimed at bringing together the required stakeholders (working groups, expert meetings) and developed the necessary knowledge and tools. Besides the comprising consortium, PLATINA aimed to also integrate a large number of further relevant players. The active participation and support of the following institutions was guaranteed</p> <ul style="list-style-type: none"> • 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. <p>Furthermore, the PLATINA consortium 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 also ensured the active participation of key industrial actors, associations, and knowledge institutes. PLATINA facilitated 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 were established. Eastern European partners have been integrated in order to reflect the pan-European character of the NAIADES action programme. The project results therefore are beneficial to a broad set of players, from government institutions and interest groups to economic stakeholders all over Europe.</p>

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STATUS AND TIME FRAME			
Current project phase: (please tick a box)	<input type="checkbox"/> Definition (e.g. project idea, abstract) <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input type="checkbox"/> Implementation <input checked="" type="checkbox"/> Completion		
Start date:	01.06.2008	End date:	31.10.2012
Notes:	Funded by FP7-TRANSPORT (Sub-programme area: SST-2007.2.2-01 Promotion of inland waterway transport; Reference: 218362)		
PROJECT TEAM			
Project leader:	via donau – Österreichische Wasserstraßen-Gesellschaft mbH / Austria		
Project partner(s):	<ul style="list-style-type: none"> • Voies Navigables de France – VNF / France • Bundesverband der Deutschen Binnenschifffahrt e.V. – BDB/ Germany • Arbeitgeberverband der deutschen Binnenschifffahrt 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 și Perfecționarea Personalului din Transporturi Navale – CERONAV / Romania • Universität für Bodenkultur Wien – BOKU / Austria • University of Craiova, Facultatea de Ingineria și Managementul Sistemelor Tehnologice – IMST / Romania • Education in Inland Navigation – EDINNA / The Netherlands 		

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Contact person:	Name:	-	
	Organisation:	via donau – Österreichische Wasserstraßen-Gesellschaft mbH	
	Address:	Donau-City-Straße 1; 1220 Vienna, Austria	
	Phone:	-	
	E-Mail:	-	
	Website:	www.via-donau.org	
FINANCING			
Available: (please tick a box)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Partly	<input type="checkbox"/> No
Total budget:	8,792,005 EUR		
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	<input checked="" type="checkbox"/> National/regional funds:	amount unknown	
	<input checked="" type="checkbox"/> EU funds:	8,350,000 EUR (Seventh Framework Programme)	
	<input type="checkbox"/> IFI loans:		
	<input checked="" type="checkbox"/> Private funds:	amount unknown	
	<input type="checkbox"/> Other:		
PROJECT ENVIRONMENT			
Project cross-reference:	RISING, IRIS II, PLATINA II NELI, WANDA, ECCONET, SuperGreen, NEWADA, EWITA, CREATING, SPIN, COMPRIS		
Cross-reference ID(s):	especially PA1A087 (PLATINA II)		
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:	<ul style="list-style-type: none"> • Directive 2006/87/EC laying down technical requirements for inland waterway vessels • Directive 2008/68/EC on transport of dangerous goods • State aid guidelines • TEN-T- guidelines 		

	<ul style="list-style-type: none"> • 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
Other:	–
EUSDR EMBEDDING	
Relation to other Priority Areas of the Danube Region Strategy: (please tick a box)	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> PA1b: To improve mobility and multimodality – Road, rail and air links <input type="checkbox"/> PA02: To encourage more sustainable energy <input type="checkbox"/> PA03: To promote culture and tourism, people and people contacts <input checked="" type="checkbox"/> PA04: To restore and maintain the quality of waters <input checked="" type="checkbox"/> PA05: To manage environmental risks <input checked="" type="checkbox"/> PA06: To preserve biodiversity, landscapes and the quality of air and soils <input checked="" type="checkbox"/> PA07: To develop the knowledge society through research, education and information technologies <input checked="" type="checkbox"/> PA08: To support the competitiveness of enterprises, including cluster development <input checked="" type="checkbox"/> PA09: To invest in people and skills <input checked="" type="checkbox"/> PA10: To step up institutional capacity and cooperation <input type="checkbox"/> PA11: To work together to promote security and tackle organised and serious crime
EUSDR COMPLIANCE	
Compliance with targets of the Danube Region Strategy: (please tick a box)	<ul style="list-style-type: none"> <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. <input checked="" 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 checked="" 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.

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	<input checked="" type="checkbox"/> Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.
Compliance with actions of the Danube Region Strategy: (please tick a box)	<input checked="" type="checkbox"/> To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way. <input checked="" type="checkbox"/> To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections. <input checked="" 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 checked="" type="checkbox"/> To develop ports in the Danube river basin into multimodal logistics centres. <input checked="" type="checkbox"/> To improve comprehensive waterway management of the Danube and its tributaries. <input checked="" type="checkbox"/> To promote sustainable freight transport in the Danube Region. <input checked="" type="checkbox"/> To implement harmonised River Information Services (RIS). <input checked="" type="checkbox"/> To invest in education and jobs in the Danube navigation sector.
Affiliation to thematic working group of Priority Area 1a of the EUSDR: (please tick a box)	<input checked="" type="checkbox"/> Waterway infrastructure and management <input checked="" type="checkbox"/> Ports and sustainable freight transport <input checked="" type="checkbox"/> Danube fleet <input checked="" type="checkbox"/> River Information Services <input checked="" type="checkbox"/> Education and jobs
OTHER RELEVANT ISSUES	
Project requirements:	<p>One crucial aspect of the PLATINA project was its focus on broad cooperation of various players from different backgrounds all over Europe. This was 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 had to be reconciled. That meant that in PLATINA, targeted work with regard to contents and communication had to be done.</p> <p>The broad topical agenda of PLATINA made 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.</p>
Follow-up project:	PLATINA II
Any other issues:	–