

# Project Data Sheet

BASIC PROJECT DATA			
<b>Full project title:</b>	<b>Preparation of necessary documentation for river training and dredging works on selected locations along the Danube River in Serbia</b>		
<b>Short project title:</b> (acronym)	–	<b>Project logo:</b>	–
<b>Project website:</b>	–	<b>Project ID:</b>	PA1A021
<b>Need and added value for Danube Region Strategy:</b>	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 with Danube Commission Recommendations. River training works are needed in order to achieve fairway parameters which would improve navigation conditions in terms of safety. The elimination of critical sections will contribute to the improvement of mobility on the Danube River and the entire Pan-European Transport Corridor VII.		
<b>Objective(s) of project:</b>	Necessary designs and tender documentation for river training works on six critical sections on the Danube River in Serbia were elaborated, in order to start river training works and improve navigation safety conditions.		
<b>Conducted project activities:</b>	<ol style="list-style-type: none"> <li>1. Preparation of Pre-feasibility study and general designs for all critical sectors on the Danube River from Bezdán to Belgrade</li> <li>2. Preparation of Feasibility study and conceptual designs for all critical sectors on the Danube River from Backa Palanka to Belgrade</li> <li>3. Preparation of EIA Study</li> <li>4. Preparation of main designs and tender documentation for six selected critical sectors on the Danube River from Backa Palanka to Belgrade</li> <li>5. Construction permit</li> </ol>		
<b>Transboundary impact:</b>	<p>The project was focused on the stretch of the Danube River between Backa Palanka and Belgrade, not targeting the joint stretch of the river.</p> <p>Some critical sectors are located at the Serbian-Croatian joint stretch of the Danube river. Cooperation between the two administrations is needed regarding environmental impact in cross-border areas (both countries signed the ESPO convention). Cooperation is also needed in terms of achieving common technical solutions for designs for critical sections located in the joint section. This cooperation will be executed within the Commission for implementation of Serbian-Croatian Bilateral Agreement on Navigation (signed in 2009).</p>		
<b>Project beneficiaries / target groups:</b>	Main beneficiaries of the project are the Ministry of Construction, Transport and Infrastructure, and MCTI - Directorate for Inland Waterways (Plovput).		
STATUS AND TIME FRAME			
<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 type="checkbox"/> Implementation <input checked="" type="checkbox"/> Completion		

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<b>Start date:</b>	13.05.2011	<b>End date:</b>	01.11.2014
<b>Notes:</b>	Project completed.		
<b>PROJECT TEAM</b>			
<b>Project leader:</b>	Witteveen+Bos / The Netherlands		
<b>Project partner(s):</b>	<ul style="list-style-type: none"> <li>• Energoprojekt (Serbia)</li> <li>• DHI (Denmark)</li> </ul>		
<b>Contact person:</b>	<b>Name:</b>	-	
	<b>Organisation:</b>	Directorate for Inland Waterways (PLOVPUT)	
	<b>Address:</b>	Francuska 9, 11000 Belgrade, Republic of 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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> Partly	<input type="checkbox"/> No
<b>Total budget:</b>	2,200,000 EUR		
<b>Source(s) and amount (potential sources for project ideas):</b> (please tick a box and provide further info)	<input type="checkbox"/> National/regional funds:		
	<input checked="" type="checkbox"/> EU funds:	2,200,000 EUR (IPA National Programme 2010)	
	<input type="checkbox"/> IFI loans:		
	<input type="checkbox"/> Private funds:		
	<input type="checkbox"/> Other:		
<b>PROJECT ENVIRONMENT</b>			
<b>Project cross-reference:</b>	<b>Follow-up project:</b> River Training and Dredging Works on Critical Sectors on the Danube River & Supervision and Environmental Monitoring of River Training and Dredging Works on Critical Sectors on the Danube River		
<b>Cross-reference ID(s):</b>	-		
<b>Strategic reference:</b>	<ul style="list-style-type: none"> <li>• Master Plan for IWW Transport in Serbia (2006)</li> <li>• Serbian Transport Development Strategy for Period 2008-2015 (2008)</li> <li>• General Master Plan for Transport in Serbia (2009)</li> </ul>		

<b>Relevant legislation:</b>	<ul style="list-style-type: none"> <li>• Serbian Law on Navigation and Orts on Inland Waterways (2010, 2012)</li> <li>• Serbian Law on Environmental Impact Assessment</li> <li>• Serbian Law on Spatial Planning and Construction</li> <li>• Danube Commission Recommendations</li> <li>• AGN (UNECE)</li> </ul>
<b>Other:</b>	In the Master Plan for IWW Transport in Serbia (2006) priority projects are identified, among them river training works on critical sections on the Danube River. The preparation of this document was funded by the EU.
<b>EUSDR EMBEDDING</b>	
<b>Relation to other Priority Areas of the Danube Region Strategy:</b>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> PA1b: To improve mobility and multimodality – Road, rail and air links</li> <li><input type="checkbox"/> PA02: To encourage more sustainable energy</li> <li><input type="checkbox"/> PA03: To promote culture and tourism, people and people contacts</li> <li><input type="checkbox"/> PA04: To restore and maintain the quality of waters</li> <li><input type="checkbox"/> PA05: To manage environmental risks</li> <li><input type="checkbox"/> PA06: To preserve biodiversity, landscapes and the quality of air and soils</li> <li><input type="checkbox"/> PA07: To develop the knowledge society through research, education and information technologies</li> <li><input type="checkbox"/> PA08: To support the competitiveness of enterprises, including cluster development</li> <li><input type="checkbox"/> PA09: To invest in people and skills</li> <li><input type="checkbox"/> PA10: To step up institutional capacity and cooperation</li> <li><input type="checkbox"/> PA11: To work together to promote security and tackle organised and serious crime</li> </ul>
<b>EUSDR COMPLIANCE</b>	
<b>Compliance with targets of the Danube Region Strategy:</b>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Increase the cargo transport on the river by 20% by 2020 compared to 2010.</li> <li><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.</li> <li><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.</li> <li><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.</li> <li><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.</li> </ul>

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<p><b>Compliance with actions of the Danube Region Strategy:</b></p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way.</li> <li><input checked="" type="checkbox"/> To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections.</li> <li><input type="checkbox"/> To modernise the Danube fleet in order to improve environmental and economic performance.</li> <li><input type="checkbox"/> To coordinate national transport policies in the field of navigation in the Danube basin.</li> <li><input type="checkbox"/> To support Danube Commission in finalising the process of reviewing the Belgrade Convention.</li> <li><input type="checkbox"/> To develop ports in the Danube river basin into multimodal logistics centres.</li> <li><input checked="" type="checkbox"/> To improve comprehensive waterway management of the Danube and its tributaries.</li> <li><input type="checkbox"/> To promote sustainable freight transport in the Danube Region.</li> <li><input type="checkbox"/> To implement harmonised River Information Services (RIS).</li> <li><input type="checkbox"/> To invest in education and jobs in the Danube navigation sector.</li> </ul>
<p><b>Affiliation to thematic working group of Priority Area 1a of the EUSDR:</b></p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Waterway infrastructure and management</li> <li><input type="checkbox"/> Ports and sustainable freight transport</li> <li><input type="checkbox"/> Danube fleet</li> <li><input type="checkbox"/> River Information Services</li> <li><input type="checkbox"/> Education and jobs</li> </ul>
<p><b>OTHER RELEVANT ISSUES</b></p>	
<p><b>Project requirements:</b></p>	<p>Collection of relevant hydrographic surveying data together with hydrological data was needed, in order to prepare hydraulic model. All data was collected and hydraulic and morphological models were prepared, as well as alternative options and conceptual designs for 6 critical sectors between Backa Palanka and Belgrade.</p>
<p><b>Follow-up project:</b></p>	<p>The follow-up project is currently being implemented (see Project Environment above). It will entail the execution of River Training Works on six critical locations for which main designs and tender documentation were prepared. Objective of the project is the elimination of critical sections, which will contribute to the improvement of mobility on the Danube River. The value of this project is about EUR 14,100,000 (including contracts for works and contract for supervision and environmental monitoring). Source of funding is the EU IPA 2013 programme.</p>
<p><b>Any other issues:</b></p>	<p>–</p>