

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:	PA1A086
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:	<p>The objectives of the SuperGreen project concerned supporting the development of sustainable transport networks by fulfilling requirements covering environmental, technical, economic, social and spatial planning aspects. This was achieved by:</p> <ul style="list-style-type: none"> • 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 needed 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 were suggested. • Policy Implications: The implications of related regulatory policies on the possible solutions proposed by the project were 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 paid particular attention to dissemination and creation of awareness on its results. This involved 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 also included the development of a dissemination plan, promotional material, workshops and other events with stakeholder participation. 		
Project activities:	SuperGreen evaluated a series of “green corridors” covering some representative regions and main transport routes throughout Europe. The selected corridors were benchmarked based on parameters and key performance indicators covering all aspects related to transport operations and infrastructure.		

Project Data Sheet

	<p>Environmental issues and emissions, external, infrastructure, and internal costs were covered to get an overall and realistic picture.</p> <p>Based on this benchmarking, areas and candidates for improvement were identified, followed by an evaluation of “green technologies” for improvement of the identified bottlenecks.</p> <p>Further, smarter utilisation of available information in the multimodal transport chain (ICT-flows) was 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.</p> <p>Recommendations for future calls for R&D proposals were elaborated, and implications of alternative policy measures for green corridors were reviewed and assessed, both at local and European level.</p>		
Transboundary impact:	The results related to inland waterway transport refer to the entire Rhine-Main-Danube axis.		
Project beneficiaries / target groups:	<ul style="list-style-type: none"> • 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)	<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:	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		

Project Data Sheet

	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	
Contact person:	Name:	-
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	Website:	www.supergreenproject.eu
FINANCING		
Available: (please tick a box)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partly <input type="checkbox"/> No	
Total budget:	3,453,746 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:	2,634,698 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:	-	
Cross-reference ID(s):	-	
Strategic reference:	Contribution to environmentally friendly transport corridors	

Relevant legislation:	–
Other:	–
EUSDR EMBEDDING	
Relation to other Priority Areas of the Danube Region Strategy: (please tick a box)	<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 type="checkbox"/> PA04: To restore and maintain the quality of waters <input 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	
Compliance with targets of the Danube Region Strategy:	<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. <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.
Compliance with actions of the Danube Region Strategy:	<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.

Project Data Sheet

	<input 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 checked="" type="checkbox"/> To implement harmonised River Information Services (RIS). <input 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:	<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 type="checkbox"/> Education and jobs
OTHER RELEVANT ISSUES	
Project requirements:	–
Follow-up project:	–
Any other issues:	–