

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	Full implementation of River Information Services on the Sava River Waterway		
Short project title: (acronym)	–	Project logo:	–
Project website:	www.vodniputovi.hr	Project ID:	PA1A094
Need and added value for Danube Region Strategy:	<p>The Sava River waterway, being the longest waterway in Croatia, is presently severely underused, river transport being limited to scarce traffic on small river sections of the waterway.</p> <p>The Sava River is navigable over a stretch of 594 km (starting from the confluence with the Danube, according to the brand new river chainage) and links the economies of the four Sava riparian states of Slovenia, Croatia, Bosnia and Herzegovina and Serbia. Based on the existing and/or planned construction of the traffic infrastructure the Sava River waterway, with several ports of the Adriatic, the available port infrastructure along the Sava River and the connection with the Danube waterway, provides a sound basis for further development of inland navigation transport. As the elementary transport mode of the future, it is strongly supported by the EU transport policy.</p> <p>Despite its natural and geographic advantages, over the last 20 years, the Sava River waterway system has been neglected and its current condition is poor due to many external, but also internal factors. Due to the homeland war in the Sava basin territory, traffic was completely halted at the period, whereas the maintenance of the Sava River waterway system was not carried out. Damaged infrastructure and the presence of unexploded ordnance do not merely pose a constant threat to navigation, but to the environment as well.</p> <p>In addition to the maintenance work done by the Croatian Agency for Inland Waterways over the course of the last three years, no significant infrastructural investments were made, neither to improve the navigation safety nor to increase the competitiveness of inland navigation transport on the Sava waterway. The current state of waterway basically starts the chain reaction as such; poor infrastructure conditions cause low levels of navigation safety, which inevitably hinder any inland waterway transport development on the waterway.</p> <p>The most reliable solution was the implementation of the latest information and communication technologies, River Information Services, which are necessary for several reasons. First and foremost, safety. River Information Services (RIS) drastically improve safety of inland waterway navigation by utilization of the AIS (automatic identification system) and VHF networks in order to enable vessel tracking and tracing, vessel-vessel and vessel-shore communication, both data and voice communication, the ability to “see another vessel behind the bend” etc.</p> <p>In addition to the safety element, RIS are a standard proscribed by the EU transport policy and as such, represent a prerequisite of national transport policies of all EU candidate and member states.</p>		
Objective(s) of project:	<p>The objective of the project was to improve the safety and efficiency of inland waterway transport on the Sava river which encompassed all the main specific objectives of the operation:</p> <ul style="list-style-type: none"> • To enhance the traffic safety by monitoring and managing the traffic on the Sava river waterway, • to optimize the utilization of the Sava river, • to establish manageability of the traffic on the Sava river by providing the possibility of giving navigational/directional aids to traffic, • to enable the authorities to manage and plan the traffic operation and 		

	<p>strategy,</p> <ul style="list-style-type: none"> • to improve the exchange of information for facilitating cross-border operations and support authorities in law enforcement, • to enable quick and timely response in the event of an accident or incident which involves hazardous cargo, • to enable the authorities to distribute information to other operators and organizations, • to integrate the information in logistic chains and enable seamless transport operations and • to reduce environmental hazard and polluting emissions and spills due to accidents.
<p>Conducted project activities:</p>	<p>Activities which were performed under this operation referred to tendering, procurement and contracting (including supervision services, implementation, tender evaluation, consultancy and project monitoring) and included two phases of the operation:</p> <p>1. Procurement of proper RIS and Voice VHF systems</p> <p>Procurement of proper RIS and Voice VHF systems were performed as two tenders: service tender and supply tender. Supplies and services required for this operation were determined according to the previous technical specification for the Sava River (Detailed Design and Prototype Installation for the RIS on the Sava River – 2010) and according to the Global Maritime Distress and Safety System (GMDSS) which defined the following main components:</p> <ul style="list-style-type: none"> • Fairway Information Service by means of Electronic Navigational Charts (ENC) • Fairway Information Service by means of Notices to Skippers (NtS) • Fairway Information Service by means of dGPS and AIS • Tracking and Tracing Service by means of Inland AIS • Electronic Ship Reporting System (ERI) • Hull database • Gateway portal • Portal for commercial users • Voice VHF system <p>Supply tender provided the necessary supplies for the implementation of RIS and Voice VHF systems.</p> <p>Service tender included procurement for the following services:</p> <ul style="list-style-type: none"> • Development, installation and integration of Tracking and Tracing System • Development and installation of Hull Database System • Installation of Land User Work Stations • Installation of Vessel User Terminals • Development and installation of Voice VHF system • Voice VHF system and AIS system integration • RIS System Integration • Support for filing AIS Base station permits

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	2. Installation of RIS and Voice VHF system This phase included the installation of all necessary IT, RIS and VHF equipment on the shore, on the vessels and in the land work stations and performance of all necessary services in order to establish the fully functional RIS and Voice VHF systems on the Sava River. Regular supervision and project monitoring by the Recipient were also performed in this phase.		
Transboundary impact:	Republic of Croatia, Bosnia and Herzegovina and Serbia		
Project beneficiaries / target groups:	<ul style="list-style-type: none"> Industries in the Sava region (especially steel, oil, fertilizer and agriculture production) Shipping industries Ports Tourism (especially nautical tourism) Inland waterway authorities in the Sava riparian countries 		
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:	24.08.2015	End date:	24.11.2016
Notes:	-		
PROJECT TEAM			
Project leader:	Ministry of Maritime Affairs, Transport and Infrastructure of Croatia		
Project partner(s):	For each part of the project (e.g. detailed design, EIA, works) different project leaders were nominated.		
Contact person:	Name:	-	-
	Organisation:	Agency for Inland Waterways	Ministry of Maritime Affairs, Transport and Infrastructure
	Address:	Parobrodarska 5, Vukovar, Croatia	Krležin Gvozd 1a, Zagreb, Croatia
	Phone:	-	-
	E-Mail:	-	-
	Website:	www.vodniputovi.hr	www.mppi.hr

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FINANCING	
Available: (please tick a box)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partly <input type="checkbox"/> No
Total budget:	760,000 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: national contribution from Croatian budget (national part in financing from structural funds)
	<input checked="" type="checkbox"/> EU funds: 646,000 EUR Operational Programme "Transport" 2007-2013 (IPA, ERDF)
	<input checked="" type="checkbox"/> IFI loans: World Bank, EBRD
	<input type="checkbox"/> Private funds:
	<input type="checkbox"/> Other:
PROJECT ENVIRONMENT	
Project cross-reference:	Platform for the implementation of NAIADES (PLATINA) Implementation of River Information Services in Europe (IRIS Europe 3)
Cross-reference ID(s):	PA1A004 (PLATINA), PA1A019 (IRIS Europe 3)
Strategic reference:	<ul style="list-style-type: none"> European Action Programme for Inland Waterway Transport (NAIADES) White Paper: "European Transport Policy for 2010: Time to Decide" TEN-T Policy SEETO Core Network and transport strategies of the Croatia, Bosnia and Herzegovina and Serbia.
Relevant legislation:	<ul style="list-style-type: none"> Framework Agreement on the Sava River Basin TEN-T Guidelines European Agreement on Main Inland Waterways of International Importance (AGN)
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: (please tick a box)	<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: (please tick a box)	<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 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.

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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 type="checkbox"/> Ports and sustainable freight transport <input type="checkbox"/> Danube fleet <input type="checkbox"/> River Information Services <input type="checkbox"/> Education and jobs
OTHER RELEVANT ISSUES	
Project requirements:	Continuing cooperation and coordination of the riparian countries (secured trough Sava Commission).
Follow-up project:	–
Any other issues:	–