


Project Data Sheet

BASIC PROJECT DATA			
Full project title:	High Performance Green Port Giurgiu Stage II - Construction		
Short project title: (acronym)	Green Port Giurgiu Stage II – Construction	Project logo:	
Project website:	http://www.ilr.com.ro/projects/high-performance-green-port-giurgiu.html	Project ID:	PA1A109
Need and added value for Danube Region Strategy:	<p>The project which is under implementation now was approved under the CEF-Transport programme. It is the implementation of the Study “High Performance Green Port Giurgiu – 2012-EU-18089-S” funded under the TEN-T programme. The Study was finalized in August 2015 and represents stage 1 of the transformation of Free Zone Port Giurgiu into a High Performance Green Port. The study provides the preparatory work needed for the upgrade of the road, rail and port infrastructure, together with the building of an intermodal logistics terminal.</p> <p>The action being implemented now represents Stage II and is deploying the infrastructure as “works project”. In addition, the action includes the development of the supply management system, the training of staff members and the environmental certification of the Port after the works have been performed.</p> <p>The application was filed to the CEF/MAP Call 2014 and it addressed Funding Objective 4, Priority 1 as “works”. The project was approved under the CEF-Transport programme.</p> <p>Giurgiu is the closest Danube port location (only 66 km distance) serving Bucharest, Romania’s capital and the adjoining region. The Free Zone Port is located on the TEN-T Rhine-Danube core network corridor. The project is one of common interest with high relevance for the trans-European transport network. The project will have the following results:</p> <ul style="list-style-type: none"> • Increased capacity of Free Zone Giurgiu Port: from 60,000 tons / year (2013) to 300,000 tons / year to be reached in a 10-year-interval since the finalization of the project • Diversification of cargo flows in the port by introducing new types of cargo especially high-quality steel products • Increased quality of the logistics services provided due to the building of an all-weather terminal • Increased interoperability of all transport and logistics processes within the port due to the implementation of advanced IT software for the warehouse management and the connection of the intermodal terminal to the rail and road services • Improved safety and more fluent traffic within the port due to the upgrade of the obsolete infrastructure: rehabilitated quay for the construction of the intermodal terminal, rehabilitated road, new railway connection as well as capital dredging within the port basin to ensure unhindered all year access at cost-effective vessel draught • Reduction of CO2 emissions from the port operations by: using new equipment (2 cranes and lifting equipment installed and ready for operations) 		

	<ul style="list-style-type: none"> • Better energy efficiency of the port by applying specific measures: LED and sensor lighting, special insulation applied to the all-weather terminal, energy efficient heating and cooling systems • Highly skilled work force: at least 30 people trained in the field of logistics and the operation of the intermodal terminal • Providing the Danube port community as well as public authorities with a good-practice example on how an old port (brownfield investment) can be transformed into a high-performance logistics node <p>The project is in line with operational objectives set in the Romanian General Master Plan for Transport in regards to inland navigation. It is included in the list of pre-identified sections and projects stipulated in Annex I, Part I.2 of the CEF Regulation and also addresses key areas of intervention of the Naiades II policy framework meant to reinforce the contribution of the inland waterways and ports to a sustainable European Freight transport network namely developing quality infrastructure, improving the environmental quality of the port operations and highlighting the need for skilled workforce.</p>
<p>Objective(s) of project:</p>	<p>The project is designed to transform Giurgiu Free Zone Port into a High Performance Green Port by:</p> <ul style="list-style-type: none"> • Upgrading its key infrastructure by building an all-weather intermodal terminal and by rehabilitating roads, railways and quay infrastructure enabling to provide logistics services that are as competitive as those offered on the upper Danube sector/Western Europe • Connecting Inland Waterway Transportation (IWT) with the road and rail networks, thus permitting quicker transfer times and creating thus cost-effective intermodal logistics chains • Stimulating IWT and related intermodal transportation and thus reducing specific greenhouse gas emissions associated to road transportation as well as operation of outdated port equipment • Stimulate regional economic growth by facilitating high performance logistics services for the entire region
<p>Planned project activities:</p>	<p>The project is divided into 4 activities:</p> <ul style="list-style-type: none"> • Activity 1: Project management & Communication • Activity 2: Construction works • Activity 3: Supply Chain Management System • Activity 4: Environmental Certification for the port of Giurgiu <p>Activity 1 deals with all the preparatory work needed to start, implement and finalize the project in line with the terms and conditions required by the funding programme. It also displays the cooperation between public & private entities when carrying out infrastructure investments that will generate additional jobs and economic growth in the area. The communication and dissemination tasks related to the project are also included in this activity.</p> <p>Activity 2 includes all the works on the infrastructure elements that are being developed within the project. These elements have been identified and technical solutions for their improvement have been developed and assessed within the High Performance Green Port Giurgiu project-2012-EU-18089-S funded under the TEN-T program. Based on the feasibility studies previously elaborated the works are being carried out in compliance with the Romanian legislation in force. Work is split into several sub-activities:</p> <ul style="list-style-type: none"> • Set-up of the work site (Sub-activity 2.1) • Upgrade and construction of the road infrastructure, including the connection with the regional/national road network (Sub-activity 2.2) • Upgrade and construction of the rail infrastructure, including the connection with the regional/national rail network (Sub-activity 2.3)

- Upgrade of the port waterside infrastructure (Sub-activity 2.4)
- Intermodal Logistics Terminal (Sub-activity 2.5)

All project partners carry out the preparatory stages before starting the works for the infrastructure elements they are responsible for (install facilities for the workers, carry out demolitions and obtain all necessary work permits required in line with the Romanian legislation).

ILR Logistica Romania SRL which acts as coordinator of the activity is responsible for the building of the **intermodal logistics terminal** within Giurgiu Free Port. These works also include:

- Building the service area around the all-weather terminal: parking & waiting area available
- Connecting the terminal to all the transport modes in the area (road, rail and inland navigation)
- Purchasing the cranes and loading equipment for the all-weather terminal
- Making the special fixtures for the new cranes

All these new infrastructure elements will also be connected to the utilities networks and all the work is performed in the section dedicated to the intermodal logistics terminal.

ILR Logistica Romania SRL also carries out the following infrastructure works:

- Building a new railway line to serve the intermodal logistics terminal
- Installing a collision avoidance line as a safety precaution
- Installing railway switches & buffer stops
- Building 1 level crossing within the port area, other than the one built by Giurgiu Municipality
- Building ditches to allow rain water to drain
- Planting different types of vegetation to act as an anti-erosion mattress for the railways
- Installing sound-absorbing panels along the railway tracks

Furthermore, ILR Logistica Romania SRL is also responsible for the following waterway infrastructure elements:

- Capital dredging works within the port basin to ensure the proper depth for the ships to reach the intermodal terminal
- Reinforcement of the quay walls where the intermodal logistics terminal shall be built

Works related to the road infrastructure within Giurgiu Free Zone Port are carried out by the **Free Zone Administration**. This partner is responsible for the rehabilitation of 1.38 km of road within the port. This partner is also responsible for the consolidation of the structural frame of the old quay that it manages.

Giurgiu Municipality is in charge of building 1 railway level crossing to facilitate access to the intermodal terminal and help with traffic decongestion.

Activity 3 deals with the set-up of the supply chain within the intermodal terminal. To complement this design the warehouse management software is also implemented. Training for the staff members and test operations are also conducted.

Activity 4 includes the environmental review of the High Performance Green Port upon the completion of the works and the installation of the new energy-efficient loading/unloading equipment. The port benefits from a new environmental policy with clearly defined objectives & targets as well as the measures and responsibilities to meet them. The environmental audit of the port is performed in order to comply with the requirements of the EU EMAS Regulation.

Transboundary impact:	<p>The port is located on the TEN-T Rhine-Danube core network corridor. The project is one of common interest with high relevance for the trans-European transport network:</p> <ul style="list-style-type: none"> • by adopting the all-weather tri-modal hub model successfully applied in Port of Linz / Austria and implementing it on the Lower Danube, it contributes to reducing the infrastructure and service quality gap between Upper and Lower Danube States • the development of intermodal transport facilities in Giurgiu area offers a high-quality link between inland navigation infrastructure, railways and roads, thus supporting environmentally friendly long-distance traffic of goods (in particular Austria-Romania), but also encouraging the local distribution of goods within Giurgiu County and the Greater Bucharest Area as well as the regional distribution to Bulgaria and even Turkey • the upgrade of Giurgiu Free Zone Port allows the creation of a key logistics hub between the Danube waterway and the rail and road routes Bucharest-Giurgiu/Rousse-Stara Zagora resp. Varna; special importance will be given to the hub function for relations from and to Constanta. The increase in the port capacity (transshipment, storage, handling, etc.) also tackles one of the bottlenecks on the common Romanian-Bulgarian Danube section, while allowing for better logistics connections between Member States and adjoining regions • the upgrade process for Giurgiu Free Zone Port takes into account and uses in an efficient manner the existing infrastructure; it provides a best practice for the rehabilitation of out of use brownfield infrastructure • the tri-modal hub for the handling of freight within the port area will be open to all operators in a non-discriminatory way and it shall apply transparent charges • the measures adopted in order to transform Giurgiu into a Highly Performant Green Port will serve as a model to other ports along the Danube and will contribute to the promotion of low-carbon transport, resulting in a significant reduction of CO2 by 2050 along the Rhine-Danube corridor 		
Project beneficiaries / target groups:	<ul style="list-style-type: none"> • ILR Logistica Romania SRL – coordinator of the action • Giurgiu Municipality • Giurgiu Free Zone Administration • Target groups: shipping companies, port operators, industry 		
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 checked="" type="checkbox"/> Implementation <input type="checkbox"/> Completion		
Start date:	01.09.2015	End date:	30.09.2019
Notes:	-		

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PROJECT TEAM																					
Project leader:	ILR Logistica Romania SRL																				
Project partner(s):	Giurgiu Municipality Giurgiu Free Zone Administration (SC Administratia Zonei Libere Giurgiu SA)																				
Contact person:	Name: Bujor Marian																				
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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:	<table border="1"> <thead> <tr> <th>Project Partners (PP)</th> <th>Budget per PP [EUR]</th> <th>CEF Contribution [EUR]</th> <th>PP's own contribution [EUR]</th> </tr> </thead> <tbody> <tr> <td>ILR Logistica Romania SRL</td> <td>12,963,802.15</td> <td>11,019,231.7</td> <td>1,944,570.45</td> </tr> <tr> <td>Giurgiu Free Zone Administration</td> <td>548,478.3</td> <td>466,206.3</td> <td>82,272</td> </tr> <tr> <td>Giurgiu Municipality</td> <td>2,081,782.55</td> <td>1,769,515.55</td> <td>312,267</td> </tr> <tr> <td>Total</td> <td>15,594,063</td> <td>13,254,953.55</td> <td>2,339,109.45</td> </tr> </tbody> </table>	Project Partners (PP)	Budget per PP [EUR]	CEF Contribution [EUR]	PP's own contribution [EUR]	ILR Logistica Romania SRL	12,963,802.15	11,019,231.7	1,944,570.45	Giurgiu Free Zone Administration	548,478.3	466,206.3	82,272	Giurgiu Municipality	2,081,782.55	1,769,515.55	312,267	Total	15,594,063	13,254,953.55	2,339,109.45
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Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	<input checked="" type="checkbox"/> National/regional funds (local public budget): 312,267 EUR																				
	<input checked="" type="checkbox"/> EU funds: 13,254,953.55 EUR (project was approved under the CEF-Transport programme)																				
	<input type="checkbox"/> IFI loans: -																				
	<input checked="" type="checkbox"/> Private funds: 2,026,842.45 EUR																				
	<input type="checkbox"/> Other: -																				

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PROJECT ENVIRONMENT	
Project cross-reference:	<ul style="list-style-type: none"> • High Performance Green Port Giurgiu - 2012-EU-18089-S (TEN-T MAP 2012 Application) (PA1A100) • IRIS-Europe 3 (TEN-T Program) • DaHar – Danube Harbours (SEE Program) (PA1A059)
Cross-reference ID(s):	See above
Strategic reference:	<p>The project addresses key priorities of the European Union transport policy such as:</p> <ul style="list-style-type: none"> • Europe 2020 – New Economic Strategy (2010) with highest relevance for the Flagship initiatives: “Innovation Union”, “Resource Efficient Europe” • The Energy Efficiency Plan 2011: part of the EU’s 20% target aimed at reducing primary energy consumption and the 2020 Energy strategy is focused on: promoting an economy that respects the planet’s resources, improving the EU’s energy independence, implementing a low carbon system; • A roadmap to moving to a competitive carbon economy in 2050 (2011): the EU should prepare for reductions in its domestic emissions by 80% by 2050 compared to 1990 • White Paper on transport – 2030/2050 perspective (2010): creation of modern infrastructure and multimodality assisted by smart management and information systems, provision of a roadmap to a low carbon transport system and independency from oil and to the objective to shift 30%of road freight over 300km to rail and waterborne transport by 2030 and more than 50% by 2050
Relevant legislation:	<ul style="list-style-type: none"> • The final version of the Romanian Master plan for transport for the short, medium and long term perspective clearly identifies the fact that the facilities used for handling solid cargo in Giurgiu port have almost reached their maximum capacity and that the upgrade of the port infrastructure and equipment is required. The proposed solution is the construction of a tri-modal terminal within the port which will help increase the handling capacity, promote the use of inland navigation as a safe and environmentally friendly transport mode, increase the interconnectivity between the road-rail-port network and transport freight safely to/from the hinterland. • The Romanian Strategy for intermodal transport 2020 (2011)- Annex 25 (b) which includes the action plan for the time period 2014-2020 foresees the implementation of new projects for the modernization, development and building of intermodal terminals and Giurgiu is one of the recommended locations.
Other:	High Performance Green Port Giurgiu - 2012-EU-18089-S (TEN-T MAP 2012 Application) - All preparatory studies required for the implementation of the works under the current project have been elaborated within the above mentioned TEN-T action. This action was completed in August 2015.
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 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 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 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 type="checkbox"/> To modernise the Danube fleet in order to improve environmental and economic performance. <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 checked="" 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).

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	<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: (please tick a box)	<input type="checkbox"/> Waterway infrastructure and management <input checked="" 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:	-
Follow-up project:	The implementation of the project could serve as good-practice example to all Danube ports.
Any other issues:	-