

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	Promoting Innovation in the Inland Waterways Transport Sector		
Short project title: (acronym)	PROMINENT	Project logo:	
Project website:	http://www.prominent-iwt.eu/	Project ID:	PA1A112
Need and added value for Danube Region Strategy:	The existing fleet needs to be retrofitted in order to enhance and secure its energy efficiency and its environmental sustainability. A new generation of smart, clean, innovative and climate change adapted vessels shall enable sustainable transport with low impacts on the environment and speed up the use of alternative and sustainable energy sources. Highly qualified and skilled crews shall ensure safe, efficient and reliable transport services. Barriers to enter the profession should be lowered, and the professional qualifications need to be further modernized. Inland waterway transport (IWT) must become an integral part of general logistics education and more attention shall be paid to energy efficient navigation by means of education and tools. A significant part of the project activities was dedicated to IWT in the Danube region.		
Objective(s) of project:	PROMINENT was ultimately aimed at providing solutions which make inland navigation as competitive as road transport - in terms of air pollutant emissions - by 2020 and beyond. In parallel, PROMINENT aimed to further decrease the energy consumption and carbon footprint of IWT, an area where IWT has already a strong advantage compared to road transport. PROMINENT focused on: • Massive transition towards efficient and clean vessels • Certification and monitoring of emission performance and development of innovative regimes • Harmonisation and modernisation of professional qualifications and the stimulation of the further integration of IWT into sustainable transport chains PROMINENT aimed to achieve the following targets: • develop cost-effective solutions applicable to 70% of the fleet and reduce the implementation costs by 30% • involve all relevant stakeholders • actively address and remove implementation barriers by 2020 The PROMINENT partners have found broad support among political and commercial decision makers in the field of inland navigation. Through its direct access to relevant industrial stakeholders and Member States the consortium has obtained significant backup needed to perform the work. The commitment of these organisations will lead to a high acceptance and further dissemination of the project's results, even after it was finalised.		
Conducted project activities:	The project activities of PROMINENT were carried out in seven interrelated WP's: WP1 (state of play) identified and selected the best available greening technologies & concepts. Barriers and facilitating factors to uptake these technologies and concepts were identified as a basis for developing appropriate counter-measures. WP1 laid the foundation to execute the activities in WP2-5.		

	WP2 (advanced concepts for mass introduction) developed standardized solutions and concepts for promising technologies in order to enable their further mass implementation. Furthermore, WP2 prepared and specified the pilot projects on alternative energy concepts and energy-efficient navigation. WP3 (certification & monitoring) evaluated options for certification procedures for new engines and retrofit solutions for vessel operators to comply with stricter emission limits. Furthermore, WP3 prepared and specified the pilot on new certification/monitoring regimes as carried out in WP5. WP4 (digital education tools) assessed the use of ship-handling simulators for education, training and examination purposes and developed digital tools for cargo handling, ship stability and energy-efficient navigation. In addition, prototypes of e-SRB (Service Record Book) and e-Logbook as well as digital education tools were developed for testing in WP5 and assessed. In order to assess the real-life implementation of LNG fuelled vessels, retrofit of diesel after-treatment, energy-efficient navigation and digital education tools as well as innovative monitoring systems for emissions and operational profiles, WP5 (real-life pilot deployment) executed and technologically evaluated the pilot deployments in these areas. The results were fed back in WP2, 3, 4 and 6 for further elaboration of the technologies and the roll-out plan. The outcomes of WP5 fed the activities of WP6 (roll-out plan), where the pilots and results of WPs 2 to 4 were reviewed and assessed from a broader perspective. This resulted in a key user buy-in plan as well as policy recommendations and a draft implementation roadmap in order to ensure and to support the mass implementation of alternative technologies and concepts. A strong project management (WP7), with representatives of each of the WP leaders, was responsible for the overall technical coordination of the project, the liaison with the European Commission, project controlling as well as the dissemination of results.		
Transboundary impact:	Rhine region, Danube region, and regions with other waterways in Belgium, France, Germany and the Netherlands. Expected effects: more sustainable and competitive waterway transport, as well as reduced external costs to the society in these regions.		
Project beneficiaries / target groups:	In general: ship owners, ship crew, equipment providers, waterway (management) authorities/companies, the European Commission.		
STATUS AND TIME FRAME			
Current project phase:	☐ Definition (e.g. project idea, abstract) ☐ Preparation (e.g. project proposal, feasibility study) ☐ Implementation ☒ Completion		
Start date:	01.05.2015	End date:	30.04.2018
Notes:	The project was successfully concluded.		
PROJECT TEAM			
Project leader:	STC-Group (NL)		

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Project partner(s):	• viadonau (AT) • Stichting Projecten Binnenvaart (NL) • Pro Danube Management GmbH (AT) • Ecorys Nederland B.V. (NL) • TÜV Nord Mobilität GmbH & Co (DE) • Entwicklungszentrum für Schiffstechnik und Transportsysteme GmbH (DE) • Universitatea di Craiova (RO) • TNO (NL) • FHOÖ Forschungs & Entwicklungs GmbH (AT) • Panteia B.V. (NL) • Compania de Navigatie Fuviala Romana Navrom SA (RO) • ADS Propulsion B.V. (NL) • Wartsilä Nederland B.V. (NL) • SGS Nederland B.V. (NL) • Multitronic N.V.(BE) • Bundesanstalt für Wasserbau (DE)	
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FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	6,572,616 EUR (as published by the European Commission)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	322,618 EUR
	☒ EU funds:	6,249,998 EUR were funded by <i>Horizon 2020</i>
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	Innovative Danube Vessel (PA1A010), MoVe IT! (PA1A062), NewadaDuo, PLATINA, PLATINA II, LNG Masterplan for Rhine-Main-Danube, IRIS Europe 3, NELI, HINT	
Cross-reference ID(s):	see above	

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Strategic reference:	NAIADES
Relevant legislation:	• Non-Road-Mobile-Machinery (NRMM) Directive • European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) • Directive 2014/94/EU on the deployment of alternative fuels infrastructure • directive laying down technical requirements for inland waterway vessels • regulations of the CCNR with respect to emissions, usage of LNG and staff qualifications • national regulations regarding qualification of on-board staff
Other:	Activities of the Joint Research Centre (JRC) relating to the development of an electronic service-record book, other activities related to the legislation mentioned above.
EUSDR EMBEDDING	
Relation to other Priority Areas of the Danube Region Strategy:	☐ PA1b: To improve mobility and multimodality – Road, rail and air links ☒ PA02: To encourage more sustainable energy ☐ PA03: To promote culture and tourism, people and people contacts ☐ PA04: To restore and maintain the quality of waters ☐ PA05: To manage environmental risks ☒ PA06: To preserve biodiversity, landscapes and the quality of air and soils ☐ PA07: To develop the knowledge society through research, education and information technologies ☒ PA08: To support the competitiveness of enterprises, including cluster development ☒ PA09: To invest in people and skills ☐ PA10: To step up institutional capacity and cooperation ☐ PA11: To work together to promote security and tackle organised and serious crime
EUSDR COMPLIANCE	
Compliance with targets of the Danube Region Strategy:	☒ Increase the cargo transport on the river by 20% by 2020 compared to 2010. ☒ 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. ☐ 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. ☐ 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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	☒ 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:	☐ To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way. ☐ To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections. ☒ To modernise the Danube fleet in order to improve environmental and economic performance. ☐ To coordinate national transport policies in the field of navigation in the Danube basin. ☐ To support Danube Commission in finalising the process of reviewing the Belgrade Convention. ☐ To develop ports in the Danube river basin into multimodal logistics centres. ☒ To improve comprehensive waterway management of the Danube and its tributaries. ☒ To promote sustainable freight transport in the Danube Region. ☐ To implement harmonised River Information Services (RIS). ☒ To invest in education and jobs in the Danube navigation sector.
Affiliation to thematic working group of Priority Area 1a of the EUSDR:	☒ Waterway infrastructure and management ☐ Ports and sustainable freight transport ☒ Danube fleet ☒ River Information Services ☒ Education and jobs
OTHER RELEVANT ISSUES	
Project requirements:	-
Follow-up project:	-
Any other issues:	-