

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	Reconstruction of the critical part of the Sava River waterway in the section Jaruge – Novi Grad		
Short project title: (acronym)	–	Project logo:	–
Project website:	www.vodniputovi.hr	Project ID:	PA1A134
Need and added value for Danube Region Strategy:	<p>The Sava River is a right side tributary of the Danube in Belgrade. The river is 945 km long and drains 95,719 km² of surface area. It flows through four countries: Slovenia, Croatia, Bosnia and Hercegovina, and Serbia.</p> <p>The Sava River is classified as an international waterway class IV from the border of the Republic of Serbia (km 211) to Sisak (km 594). Currently, the Sava river waterway does not meet the required navigation parameters of international waterway class IV and does not allow for smooth navigation on 300 days/year for vessels with a maximum draft of 2.5 metres.</p> <p>In view of the continued recovery of the economies in the region, it is obvious that the need for rehabilitation of waterway transport on the Sava River becomes particularly important. Not only because of its contribution to economic growth, but also because it is an environmentally-friendly and sustainable mode of transport with extraordinary potential and because its development is in line with European transport policy, namely the main objective of upgrading the Sava river waterway to navigability Class IV along the entire route.</p> <p>The critical section between Jaruge and Novi Grad is the largest obstacle for navigation on the whole river Sava from Sisak to Belgrade. Namely, this subsection is under all criteria for navigability class II, while the need for the whole river is to be upgraded to class IV. In this section the Sava constitutes the border between Croatia and Bosnia and Hercegovina which makes this specific project a transnational initiative.</p> <p>Improving the physical capacity of the Sava river waterway is necessary and will contribute to the improvement of mobility and multimodality in the Danube Region. At the same time, it will contribute to the increase of river transport, to the removal of obstacles to navigability and to the establishment of effective waterway infrastructure management in the Danube region.</p>		
Objective(s) of project:	<p>The main objective of the project is the integration and modernization of the Croatian infrastructure within the Trans-European Transport Network. As an international waterway, the Sava river does not meet the navigability criteria for the European inland waterways as provided in the AGN Agreement, since it should enable safe navigation for vessels of class IV for 300 days per year.</p> <p>The project aims at implementing the "Fairway Rehabilitation and Maintenance Master Plan of the Danube and its navigable tributaries" by solving the bottlenecks on the defined river stretch.</p>		
Conducted and planned project activities:	<p>In January 2014 the feasibility study and the preliminary design for rehabilitation of the two critical sections of the Sava River waterway "Jaruge - Novi Grad" and "Puska - Preloščica" (project PA1A135) have been completed.</p> <p>For the Jaruge - Novi Grad sector the Croatian Ministry of the Sea, Transport and Infrastructure launched a project for the elaboration of detailed designs for priority measures, in particular:</p> <ul style="list-style-type: none"> the elaboration of a main design for priority measures (works) along the critical section of the Sava from rkm 268 (Županja) to rkm 371 (Slavonski Brod); 		

	<ul style="list-style-type: none"> the complete Environmental Impact Assessment for the river sections where priority works will be carried out, and the issuance of construction permits. <p>The project duration is from January 2018 until December 2020. The project should prepare and initiate actual rehabilitation works to be conducted in follow-up projects.</p> <p>The technical measures will include:</p> <ul style="list-style-type: none"> Renewal of existing groynes and construction of new T-groynes, which will reduce the width of the waterway and increase the depth of the river. Construction of bottom sills on the riverbed, which would increase the water level. Excavation of river material at places of smaller depth due to increased sedimentation. Renewal of existing and construction of new revetments that will prevent bank erosion. 		
Transboundary impact:	The Republic of Croatia and Bosnia and Herzegovina will benefit directly from the project, but also all shipping companies and industries in the Sava region will benefit from more reliable infrastructure.		
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 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 checked="" type="checkbox"/> Implementation (detailed design) <input type="checkbox"/> Completion		
Start date:	2018	End date:	2022
Notes:	<p>For the planning project "Preparation of EIA Study and Design Documentation for the river Sava" project:</p> <p>Start date: January 2018 End date: December 2020</p> <p>For actual works to be conducted:</p> <p>Start date: 2020 (planned) End date: 2022 (planned)</p>		

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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) a different project leader will be nominated.	
Contact person:	Name:	-
	Organisation:	Agency for Inland Waterways
	Address:	Parobrodarska 5, 32000 Vukovar / Croatia
	Phone:	-
	E-Mail:	-
	Website:	www.vodniputovi.hr
FINANCING		
Available: (please tick a box)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partly <input type="checkbox"/> No	
Total budget:	<p>For the planning project "Preparation of EIA Study and Design Documentation for the river Sava" project:</p> <p>Total budget: 648,872 EUR EU funds: 551,541 EUR are funded by <i>Connecting Europe Facility (CEF)</i> National budget: 97,331 EUR</p> <p>For actual works to be conducted:</p> <p>Total budget: 6,700,000 EUR (HR budget) and 6,700,000 EUR (BIH budget) (indicative) The project needs to involve both Republic of Croatia and Bosnia and Herzegovina since the contribution of the budget is 50-50.</p> <p>Planned budget consisting of EU co-financing (Structural Funds - potentially) and national contributions from the state budget (national part in financing from structural funds). Financing is only partly available.</p>	
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 state budget (national part in financing from structural funds)
	<input checked="" type="checkbox"/> EU funds:	currently <i>Connecting Europe Facility (CEF)</i> ; Structural Funds (potentially)
	<input type="checkbox"/> IFI loans:	-
	<input type="checkbox"/> Private funds:	-
	<input type="checkbox"/> Other:	-

PROJECT ENVIRONMENT	
Project cross-reference:	<p>Reconstruction of the critical part of the Sava River waterway in the section Puska-Prelošćica (PA1A135)</p> <p>Rehabilitation, Improvement and Development of Transport and Navigation on the Sava River Waterway (PA1A039)</p> <p>Rehabilitation of the critical sectors on the Sava River (PA1A152)</p>
Cross-reference ID(s):	-
Strategic reference:	<ul style="list-style-type: none"> • European Action Programme for Inland Waterway Transport (NAIADES) • Platform for the implementation of NAIADES (PLATINA) • White Paper: "European Transport Policy for 2010: Time to Decide" • TEN-T Policy • SEETO Core Network • Transport strategies of Croatia
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:	<ul style="list-style-type: none"> <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 checked="" 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 checked="" 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	
<p>Compliance with targets of the Danube Region Strategy:</p>	<ul style="list-style-type: none"> <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 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.
<p>Compliance with actions of the Danube Region Strategy:</p>	<ul style="list-style-type: none"> <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 checked="" 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.
<p>Affiliation to thematic working group of Priority Area 1a of the EUSDR:</p>	<ul style="list-style-type: none"> <input checked="" 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

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OTHER RELEVANT ISSUES	
Project requirements:	Continuing cooperation and coordination of the Sava riparian countries (secured through Sava Commission) and financing of the project.
Follow-up project:	-
Any other issues:	-