

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	Reconstruction of the Port of Vukovar		
Short project title: (acronym)	New Port East	Project logo:	–
Project website:	–	Project ID:	PA1A097
Need and added value for Danube Region Strategy:	<p>The port of Vukovar is a strategically important port, as it is the only Croatian port on the Danube River. Because of this, a broader objective of the project should be sought in the development of the economy of the Eastern Slavonija region and the whole Republic of Croatia.</p> <p>By conducting the project New Port East, the region Eastern Slavonija and particularly Vukovar would benefit from a better position on the transport market. The proposed investment would produce significant employment and multiplier effects within the local community. It would increase the domestic economic product of the Vukovar municipality. Labour employment opportunities are expected to rise.</p>		
Objective(s) of project:	<p>Croatian river ports (among them the Danube port Vukovar) need qualitative and technological modernization in order to satisfy the existing and expected transport demands. Along with the modernization of basic port infrastructure, the systems of safety and surveillance in the port areas need to be enhanced. Ports need to connect with the main rail and road corridors in order to better integrate with the economic hinterland and to create preconditions for the development of multi-modal transport.</p> <p>The overall objective is to modernise and to increase the capacity of the ports along Corridor VII, so that they can respond to growing transport demands in order to solve the problem of competitiveness and encourage the development of inland navigation.</p> <p>Presently, the port of Vukovar does not meet market requirements and cannot offer high quality port services. It is therefore the main objective of this project to reconstruct basic port facilities, to provide normal and undisturbed work, to develop the Vukovar port in a sustainable way and thereby make the port more competitive in the international market.</p>		
Planned project activities:	<p>The new port of Vukovar project encompasses the construction of infrastructural port facilities (banks, road and rail as well as communal infrastructure), port loading and unloading equipment, and the construction and acquisition of terminal-related equipment for:</p> <ul style="list-style-type: none"> • Bulk cargo terminal • Multi-purpose terminal • Vessel waste disposal station (ship supply management and collection of waste liquids from the vessels) <p>In addition, it is envisaged to construct an office building, a car park, an administrative port control centre and a new port entrance.</p>		
Transboundary impact:	<p>The project would have an impact on all Danube countries since inland waterway transport is an environmentally-friendly transport mode. The modal shift towards inland waterway transport would have a positive impact on the overall transport relations in the Danube region.</p>		
Project beneficiaries / target groups:	<p>The final beneficiary of the project is the Port Authority Vukovar (PAV). The PAV will be the owner of the infrastructure once it has been constructed and taken over.</p>		

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	Target groups: shipping companies, port operators, forwarding companies		
STATUS AND TIME FRAME			
Current project phase: (please tick a box)	<input type="checkbox"/> Definition (e.g. project idea, abstract) <input checked="" type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input type="checkbox"/> Implementation <input type="checkbox"/> Completion		
Start date:	2013	End date:	not defined
Notes:	<p>A feasibility study and a cost-benefit analysis of the project were carried out in 2011, before the application for EU financing. The main design preparation was financed by the EU Program IPA 2007 – 2013 Component III; therefore it was necessary to follow the EU regulations during the consultant selection.</p> <p>After the consultant selection has been made, the consultant was expected to begin with the main design preparation during the second quarter of 2013. On the 30th of April 2014 the Central Finance and Contracting Agency (CFCA) suspended the contract.</p> <p>The New Port East project is therefore under suspension since the CFCA suspended the contract for the main design preparation.</p>		
PROJECT TEAM			
Project leader:	Port Authority Vukovar	Ministry of Maritime Affair, Transport and infrastructure	
Project partner(s):	–		
Contact person:	Name:	-	-
	Organisation:	Port Authority Vukovar	Ministry of Maritime Affairs, Transport and Infrastructure
	Address:	Parobrodarska 5, Vukovar / Croatia	Krležin Gvozd 1a, Zagreb / Croatia
	Phone:	-	-
	E-Mail:	-	-
	Website:	www.port-authority-vukovar.hr	www.mppi.hr
FINANCING			
Available: (please tick a box)	<input type="checkbox"/> Yes <input type="checkbox"/> Partly <input checked="" type="checkbox"/> No		
Total budget:	24,200,000 EUR (estimation) – financing is not yet available		
Source(s) and amount	<input checked="" type="checkbox"/> National/regional funds:	National budget	

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(potential sources for project ideas): (please tick a box and provide further info)	<input checked="" type="checkbox"/> EU funds:	Structural funds (potentially)
	<input type="checkbox"/> IFI loans:	
	<input type="checkbox"/> Private funds:	
	<input type="checkbox"/> Other:	
PROJECT ENVIRONMENT		
Project cross-reference:	–	
Cross-reference ID(s):	–	
Strategic reference:	<ul style="list-style-type: none"> • Development strategy for inland waterway transport in the Republic of Croatia (2008-2018) • Medium term development of inland waterways and ports of the Republic of Croatia (2009-2016) 	
Relevant legislation:	<ul style="list-style-type: none"> • Inland navigation and inland ports act (2007) 	
Other:	<ul style="list-style-type: none"> • Master plan (2004) • Feasibility study (2005), Updated Feasibility Study (2011) • Environmental Impact Assessment (2007) • Updated Cost-Benefit Analysis (2011) 	
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	
<p>Compliance with targets of the Danube Region Strategy: (please tick a box)</p>	<p><input checked="" type="checkbox"/> Increase the cargo transport on the river by 20% by 2020 compared to 2010.</p> <p><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.</p> <p><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.</p> <p><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.</p> <p><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>
<p>Compliance with actions of the Danube Region Strategy: (please tick a box)</p>	<p><input type="checkbox"/> To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way.</p> <p><input checked="" type="checkbox"/> To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections.</p> <p><input type="checkbox"/> To modernise the Danube fleet in order to improve environmental and economic performance.</p> <p><input type="checkbox"/> To coordinate national transport policies in the field of navigation in the Danube basin.</p> <p><input type="checkbox"/> To support Danube Commission in finalising the process of reviewing the Belgrade Convention.</p> <p><input checked="" type="checkbox"/> To develop ports in the Danube river basin into multimodal logistics centres.</p> <p><input type="checkbox"/> To improve comprehensive waterway management of the Danube and its tributaries.</p> <p><input checked="" type="checkbox"/> To promote sustainable freight transport in the Danube Region.</p> <p><input type="checkbox"/> To implement harmonised River Information Services (RIS).</p> <p><input type="checkbox"/> To invest in education and jobs in the Danube navigation sector.</p>
<p>Affiliation to thematic working group of Priority Area 1a of the EUSDR: (please tick a box)</p>	<p><input type="checkbox"/> Waterway infrastructure and management</p> <p><input checked="" type="checkbox"/> Ports and sustainable freight transport</p> <p><input type="checkbox"/> Danube fleet</p> <p><input type="checkbox"/> River Information Services</p> <p><input type="checkbox"/> Education and jobs</p>
OTHER RELEVANT ISSUES	
<p>Project requirements:</p>	<p>–</p>

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Follow-up project:	–
Any other issues:	–