


Project Data Sheet

BASIC PROJECT DATA			
Full project title:	Regional and Transport Development in the Danube-Black Seas (DBS) Region towards a Transnational Multi-port Gateway Region		
Short project title: (acronym)	DBS Gateway Region	Project logo:	
Project website:	www.interreg-danube.eu/dbs-gateway-region	Project ID:	PA1A119
Need and added value for Danube Region Strategy:	<p>At present, aging infrastructure and inefficient, non-transparent intermodal services limit the potential of the water transport system. The project is built upon the belief that the cooperation of public authorities, ports and their related associations is the key success factor in order to raise quality, reliability and efficiency of the waterway transport system.</p>		
Objective(s) of project:	<p>DBS Gateway Region project aims at supporting the Danube-Black Sea region to become an attractive gateway region for maritime and inland waterway transport between Central Europe and the Black Sea, the Caspian region and the Far East by facilitating increased intensity and quality of cooperation between ports, regions and other key actors.</p> <p>The joint effort shall improve accessibility of both the ports and the region and strengthen interoperability between maritime and inland waterways as well as with their hinterland. Together with raising the awareness of the possibilities of intermodal transport, this will lead to shifting existing and attracting new cargo flows to environmentally friendly transport systems.</p> <p>Cooperation in itself will not yet lead to the envisaged results. It needs to be elevated to a well-informed (Potential Analysis, Road Map), well-prepared (list of projects ready to be implemented, Funding Guideline), well-focused (Joint Vision, Joint Cooperation Strategy) and well-supported (Cooperation Platform beyond the lifetime of the project) level.</p> <p>The specific objectives of the project accommodate this fact:</p> <ul style="list-style-type: none"> • The project aims at creating a basis for cooperation between the relevant stakeholders in order to be able to work together towards the development of the DBS Gateway Region. • Through increased attractiveness of the waterway transport system, it aims at providing the preconditions for the region to take over the envisaged role as DBS Gateway Region. • In order to be able to further develop and promote the DBS Gateway Region beyond the lifetime of the project, it aims at facilitating long-term cooperation of all key actors within an institutionalised platform. 		
Planned project activities:	<p>Complex challenges require a multidisciplinary approach. The core working group consists of the financing partners that ensure the involvement of public authorities (cities, regions and ministries), ports and their associations as well as the academic background of a university. They bring together all key actors competent to successfully work towards a better connected and interoperable DBS Gateway Region.</p>		

	<p>In order to strengthen the cooperation and the commitment to work together towards the Joint Vision, the methodology foresees the incorporation of other relevant stakeholders in the region through regional workshops, feedback-loops and direct input to relevant topics.</p> <p>The methodology will combine both bottom-up and top-down approach:</p> <ul style="list-style-type: none"> • First, the project starts bottom-up in order to assure that it meets regional needs and that all existing information is used and built upon: The project takes advantage of all sources of information, including desktop research of previous studies and analyses, studies of previous studies and analysis, adding additional statistical data as well as using adequate formats of stakeholder participation for specific input. • Based on the grounds of common challenges and needs, the elaboration of a Joint Vision for the whole DBS Gateway Region lifts the project on the transnational level. The Roadmap is another transnational document (using existing plans and policies) for identifying measures suitable to reach the Joint Vision. • The third step follows the top-down approach and brings the Roadmap down to regional level again in order to raise regional commitment and break down the transnational measures to concrete actions for implementation (Regional Action Plans). <p>In parallel, the set-up of the Cooperation Platform will be done in a collaborative approach including all partners throughout the process. This methodology ensures that the Platform has a clear joint vision, joint strategy and joint agenda whilst legitimised by all partners that support it with a strong commitment.</p>		
<p>Transboundary impact:</p>	<p>The partnership consists of 10 Financing Partners and 20 Associated Strategic Partners and involves all riparian countries of the Danube river.</p> <p>The partnership not only includes ports and their related associations, but also national, regional and local authorities to widen the perspective from port infrastructure to hinterland connections. Ports are seen as important hubs and their accessibility to and from the region is an essential factor. Cities, regions and ministries are to integrate recommendations of the project into their local, regional and national policies and thus are important.</p> <p>The partnership follows an innovative approach by building an umbrella for all relevant stakeholders. One representative of each participating region is nominated financial partner. His task is to involve all other stakeholders in his region, get their feedback and report to the core group. This approach ensures the proper involvement of all stakeholders.</p>		
<p>Project beneficiaries / target groups:</p>	<ul style="list-style-type: none"> • ports and related associations • national, regional and local authorities • cities, regions and ministries 		
<p>STATUS AND TIME FRAME</p>			
<p>Current project phase: (please tick a box)</p>	<p><input type="checkbox"/> Definition (e.g. project idea, abstract)</p> <p><input type="checkbox"/> Preparation (e.g. project proposal, feasibility study)</p> <p><input checked="" type="checkbox"/> Implementation</p> <p><input type="checkbox"/> Completion</p>		
<p>Start date:</p>	<p>01.01.2017</p>	<p>End date:</p>	<p>30.06.2019</p>

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Notes:	-	
PROJECT TEAM		
Project leader:	Regional Government of Lower Austria	
Project partner(s):	<ul style="list-style-type: none"> • Bayernhafen GmbH & Co (DE) • ecoplus. The Business Agency of Lower Austria (AT) • Port of Vienna (AT) • Vienna, Municipal Department for Urban Development and Planning (AT) • Austrian Association of Cities and Towns (AT) • Federal Ministry of Transport, Innovation and Technology (AT) • Working Community of Danube Regions (AT) • Bratislava, Self-governing region (SK) • Hungarian Federation of Danube Ports (HU) • Association of Hungarian Logistics Service Centers (HU) • Ministry of Development Hungary (HU) • Ministry of Maritime Affairs, Transport and Infrastructure (HR) • Port of Vukovar (HR) • Port of Novi Sad (RS) • Autonomous Province of Vojvodina (RS) • Port of Varna (BG) • Ministry of Transport, Information Technology and Communications (BG) • The River Administration of the Lower Danube Galati (RO) • Ministry of Transport and Road Infrastructure (MD) • Izmail Branch of state enterprise „Ukrainian Sea Ports Authority“ (UA) 	
Contact person:	Name:	-
	Organisation:	Regional Government of Lower Austria
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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:	2,178,449.30 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:	326,767.40 EUR
	<input checked="" type="checkbox"/> EU funds:	1,652,352.65 EUR (ERDF) and 199,329.25 EUR (IPA) funded by <i>Danube Transnational Programme (DTP) 2014 - 2020</i>

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	<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:	-	
Relevant legislation:	-	
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 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	

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	<p>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 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	
Project requirements:	-
Follow-up project:	-
Any other issues:	-