Project Data Sheet

BASIC PROJECT DATA			
Full project title:	PAN-LNG-4-DANUBE		
Short project title: (acronym)	-	**Project logo:**	-
Project website:	-	**Project ID:**	PA1A132
Need and added value for Danube Region Strategy:	The project´s overall objective is to foster the use of LNG in the inland navigation sector across the Danube, therefore contributing to the European alternative fuels implementation strategy. The project, including a study and a real-life pilot deployment, is implemented in the core port of Csepel-Freeport, the biggest inland port in Hungary and a crossroad for flows and transshipment of freight between inland waterway, rail and road transport. It is located in the southern part of Budapest on the Rhine-Danube Core Network Corridor.		
Objective(s) of project:	The aim is to: • Accelerate LNG availability for Danube inland waterway transport. • Contribute to the European alternative fuels implementation strategy. The first specific objective is to understand all necessary technical, economic and customer-related requirements to ensure innovative, modular and openly accessible LNG offshore bunkering for inland waterway vessels and onshore refueling services for long haulage trucks, as well as, at a later stage, for trains. The last specific objective is to build technical, financial and commercial real-life experience related to the operations of onshore LNG bunkering and LNG-propelled vessels on the Danube, through two pilots: • one pilot for the innovative LNG bunkering and refueling station for vessels and trucks in the Freeport of Csepel, and • one pilot to retrofit and operate a freight vessel with LNG propulsion. Collection and exploitation of operational data will contribute to drawing conclusions and making recommendations for the future LNG roll-out along the Danube and in the EU.		
Planned project activities:	Deployment of a fixed LNG refueling station at this tri-modal core port. This station would serve not only LNG-propelled vessels but also LNG trucks and later possibly trains as well. In addition, the project foresees to retrofit existing vessels with LNG propulsion. The project will study the design of the innovative LNG related infrastructure, implement it and will disseminate appropriate related results.		
Transboundary impact:	The solutions are applicable to all Danube countries.		
Project beneficiaries / target groups:	The list of beneficiaries comprises barge operators, port authorities, shipyards, technology providers, energy industry, research organisations, etc.		

STATUS AND TIME FRAME	
Current project phase: (please tick a box)	☐ Definition (e.g. project idea, abstract) ☐ Preparation (e.g. project proposal, feasibility study) ☒ Implementation ☐ Completion

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Start date:	01.06.2016	**End date:**	31.12.2019
Notes:	-		

PROJECT TEAM		
Project leader:	Ministry of National Development / Hungary	
Project partner(s):	MAHART	
Contact person:	**Name:**	-
	Organisation:	MAHART
	Address:	-
	Phone:	-
	E-Mail:	-
	Website:	-

FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	7,097,150 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National/regional funds:	1,064,572 EUR (State budget approved)
	☒ EU funds:	6,032,578 EUR (CEF-funding approved)
	☐ IFI loans:	
	☐ Private funds:	
	☐ Other:	

PROJECT ENVIRONMENT	
Project cross-reference:	LNG Masterplan for Rhine-Main-Danube
Cross-reference ID(s):	PA1A023
Strategic reference:	The project addresses key priorities of the European Union transport policy such as: • Europe 2020 strategy for smart, sustainable and inclusive growth: to comply with reducing greenhouse gas emissions by 20% (or even 30%, if the conditions are right) compared to 1990, reduce energy consumption by 20% through increased energy efficiency, to meet 20% of energy needs from renewable sources

	• European alternative fuels implementation strategy • The White Paper on Transport – 2030/2050 perspective (2010) & Single Market Act II: emphasize the need for well-connected port infrastructure, efficient and reliable port services and transparent port funding • 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 • Ports: an engine for growth COM (2013) 295 final: setting up the EU strategy needed to help ports implement good practices and sound managerial approaches while fully respecting diversity and particular circumstances
Relevant legislation:	-
Other:	-

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 2020. ☒ 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 2020. ☐ 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:	-