


BASIC PROJECT DATA			
<b>Full project title:</b>	<b>Preparing FAIRway 2 works in the Rhine Danube Corridor</b>		
<b>Short project title:</b> (acronym)	<b>Preparing FAIRway 2</b>	<b>Project logo:</b>	
<b>Project website:</b>	-	<b>Project ID:</b>	PA1A148
<b>Need and added value for Danube Region Strategy:</b>	<p>550 million tonnes of freight were moved on European inland waterways in 2018. Along the whole TEN-T core network corridor “Rhine-Danube”, the inland waterway transport performance accounted for <b>135 billion ton-kilometres</b> in 2018. Navigation on the European Inland waterways is highly internationalised, as 75% of EU waterway traffic crosses borders. Existing bottlenecks and unreliable transport infrastructure in one country have significant negative impacts on the whole Danube corridor.</p> <p>Despite the well-known advantages of Inland Waterway Transport compared to other transport modes, a stable <b>loss in market share</b> is taking place. A <b>major driver</b> for the losses is seen in <b>lacking reliability of the waterway infrastructure and existing bottlenecks</b> – such as insufficient fairway depths and widths or outdated infrastructure in mooring places or at locks. These obstacles usually have an international dimension due to average transport distances along the Danube of around 600 km.</p> <p>The shortcomings regarding infrastructure represent a severe threat to the success of waterway transport in the Danube corridor and all over Europe. Consequently, achieving some of the main European transport policy goals is at risk if these shortcomings are not tackled.</p>		
<b>Objective(s) of project:</b>	<p>The general objectives of the trans-European transport network are to contribute to:</p> <ul style="list-style-type: none"> <li>• <b>Cohesion:</b> through accessibility and connectivity, reduction of infrastructure quality gaps etc.;</li> <li>• <b>Efficiency:</b> through the removal of bottlenecks, interconnection etc.;</li> <li>• <b>Sustainability:</b> through clean transport, reduction of external costs etc.;</li> <li>• <b>Increased benefits for its users:</b> through meeting transport needs, increased safety etc.</li> </ul> <p>Specific inland waterways transport infrastructure requirements include (among others) the following targets:</p> <ul style="list-style-type: none"> <li>• comply with the minimum requirements for <b>class IV waterways (ECMT)</b></li> <li>• preserve a <b>Good Navigation Status</b></li> </ul> <p>The proposed Action contributes to all of these objectives – it contributes to</p> <ul style="list-style-type: none"> <li>• <b>reducing infrastructure quality gaps and improving efficiency:</b> by preparing interventions to eliminate bottlenecks on the Serbian-Croatian common Danube stretch, by preparing infrastructure investments to establish high-quality mooring places along the Danube</li> <li>• <b>increases sustainability</b> through fostering inland navigation as such, increasing its capacity and reducing resource need for surveying trips, by</li> </ul>		

	<p>preparing innovative measures regarding mooring places infrastructure, by preparing concepts for improved stakeholder integration; and</p> <ul style="list-style-type: none"> <li>• <b>increases the benefits for its users</b> (quality and availability of mooring places).</li> </ul> <p>The proposed Action represents a <b>major step in the implementation of the Corridor Work Plan and will trigger additional investments.</b></p>
<p><b>Planned project activities:</b></p>	<p>Regulation (EU) No 1315/2013 sets minimum requirements for rivers and canals to be reached by 2030 and requires Member States to maintain a <b>Good Navigation Status</b> thereafter. In line with these requirements, the proposed Action will prepare the <b>foundation for “FAIRway Danube 2”</b>, the planned multi-beneficiary action under CEF2 as of 2021, which <b>builds on the CEF-funded flagship action “FAIRway Danube”</b>. “FAIRway Danube” has already been delivering tangible results in 6 Danube countries since 2015. The proposed Action will give a <b>significant impetus to the further acceleration of inland waterway works in the Rhine-Danube Corridor.</b></p> <p>The proposed Action consists of following activities:</p> <ol style="list-style-type: none"> <li>1. Monitoring and inventory of navigational and environmental parameters along the common Croatian and Serbian Danube stretch as input to the Modelling Activity (Act 2) and the development of the River Basin Management Plans in Croatia</li> <li>2. Modelling, multi-criteria analysis and a multidisciplinary stakeholder forum will prepare the ground for future works interventions to tackle navigational bottlenecks on the common Croatian and Serbian river stretch of the Danube</li> <li>3. Specification of new functionalities of the transnational Waterway Monitoring System WAMOS in order to enhance services for administrations and waterway users</li> <li>4. Definition of a concept for stakeholder involvement and cooperation, in particular the inland waterway transport sector, ports and terminals as well as the shipping industry, in order to enhance the interaction between waterway administrations and users.</li> <li>5. Analysis of requirements for upgrade/construction of mooring places in Austria, Croatia and Serbia and development of good-practice concepts on mooring places on the Danube and its navigable tributaries in order to stimulate future works</li> </ol>
<p><b>Transboundary impact:</b></p>	<p>The project addresses the <b>Core Network Corridor Rhine - Danube</b> (in particular the <b>pre-identified projects Danube waterway</b> from Kehlheim – Constanța/Midia/Sulina <b>and Sava river</b>). 42% of the navigable Danube and large parts of the Sava constitute state borders. With national stretches between 138 and 1,075km and average transport distances above 600km on the Danube, <b>actions related to fairway conditions and waterway infrastructure necessarily have to be of a cross border nature.</b></p> <p>Due to the absence of alternative routes, infrastructure limitations on the common Serbian-Croatian Danube stretch affect the whole Danube waterway axis. Thus, they represent a threat to the industries in the Rhine-Danube Corridor and need to be eliminated. For example, the Austrian section of the Danube is used by all vessels navigating from the Upper Danube to towards the Middle and Lower Danube and vice versa (and thus sailing on the Croatian/Serbian common stretch) with an average 7,2 million transported tons in 2018 (export, import and transit of goods). In 2017, 21% of the goods transported on inland vessels in Austria were exported to or imported from Serbia, Rumania, Bulgaria, Moldova or the Ukraine. In addition, cruises between Germany and the Danube Delta are very popular with tourists and show enormous growth rates. It is thus essential to implement activities to upgrade the common Serbian-Croatian Danube stretch.</p> <p>The Activities within the project will also prepare the foundation for “FAIRway Danube 2”, the planned multi-beneficiary action under CEF2 as of 2021. Therefore, they are <b>relevant for all countries along the Danube waterway.</b></p>

# Project Data Sheet

<b>Project beneficiaries / target groups:</b>	<p>Beneficiaries:</p> <ul style="list-style-type: none"> <li>Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology (AT) Designated implementing body: via donau - Österreichische Wasserstraßen-Gesellschaft</li> <li>Ministry of the Sea, Transport and Infrastructure (HR) Designated implementing body for issues concerning mooring places: Lučka uprava Vukovar</li> <li>Ministry of Construction, Transport and Infrastructure, Directorate for Inland Waterways (RS)</li> </ul> <p>Target groups:</p> <ul style="list-style-type: none"> <li>Waterway users (e.g. operators of cargo and cruise vessels, fleet and terminal operators)</li> <li>Environmental (non-governmental) organisations such as WWF</li> <li>European Commission, in particular DG MOVE, INEA and DG Environment</li> <li>Danube Commission and Sava River Basin Commission</li> <li>National Governmental authorities, such as Ministries of Transport, Ministries of Environment</li> <li>Waterway and Canal Administrations and lock operators along the Danube</li> </ul>		
<b>STATUS AND TIME FRAME</b>			
<b>Current project phase:</b> (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 <input type="checkbox"/> Completion		
<b>Start date:</b>	01.07.2020	<b>End date:</b>	30.04.2024
<b>Notes:</b>	-		
<b>PROJECT TEAM</b>			
<b>Project leader:</b>	<ul style="list-style-type: none"> <li>Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology (AT) Designated implementing body: via donau - Österreichische Wasserstraßen-Gesellschaft mbH</li> </ul>		
<b>Project partner(s):</b>	<ul style="list-style-type: none"> <li>Beneficiary Croatia: Ministry of the Sea, Transport and Infrastructure (HR) Designated implementing body for issues concerning mooring places: Lučka uprava Vukovar</li> <li>Beneficiary Serbia: Ministry of Construction, Transport and Infrastructure, Directorate for Inland Waterways (RS)</li> </ul>		
<b>Contact person:</b>	<b>Name:</b>	Andreas Bäck	

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	<b>Organisation:</b>	via donau – Österreichische Wasserstraßen-Gesellschaft mbH	
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<b>FINANCING</b>			
<b>Available:</b> (please tick a box)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Partly	<input type="checkbox"/> No
<b>Total budget:</b>	3,292,000 EUR		
<b>Source(s) and amount (potential sources for project ideas):</b> (please tick a box and provide further info)	<input checked="" type="checkbox"/> National/regional funds:	amount unknown	
	<input checked="" type="checkbox"/> EU funds:	2 130 400 EUR (CEF)	
	<input type="checkbox"/> IFI loans:		
	<input checked="" type="checkbox"/> Private funds:	amount unknown	
	<input type="checkbox"/> Other:		
<b>PROJECT ENVIRONMENT</b>			
<b>Project cross-reference:</b>	FAIRway Danube, FAIRway works! in the Rhine-Danube corridor		
<b>Cross-reference ID(s):</b>	especially PA1A108 (FAIRway Danube)		
<b>Strategic reference:</b>	<ul style="list-style-type: none"> <li>• Third Rhine-Danube Corridor Work Plan of the European Coordinator (February 2018).</li> <li>• NAIADES II</li> <li>• “EU Strategy for mobility and transport: measures needed by 2030 and beyond” (currently under development)</li> <li>• Guidelines towards achieving a Good Navigation Status (GNS)</li> <li>• Fairway Rehabilitation and Maintenance Masterplan for the Danube and its navigable tributaries</li> </ul>		
<b>Relevant legislation:</b>	<ul style="list-style-type: none"> <li>• TEN-T Guidelines (e.g. Reg. 1315/2013)</li> <li>• COM(2019) 640 final “European Green Deal”</li> </ul>		
<b>Other:</b>	–		

EUSDR EMBEDDING	
<p><b>Relation to other Priority Areas of the Danube Region Strategy:</b> (please tick a box)</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> PA1b: To improve mobility and multimodality – Road, rail and air links</li> <li><input checked="" type="checkbox"/> PA02: To encourage more sustainable energy</li> <li><input type="checkbox"/> PA03: To promote culture and tourism, people and people contacts</li> <li><input type="checkbox"/> PA04: To restore and maintain the quality of waters</li> <li><input checked="" type="checkbox"/> PA05: To manage environmental risks</li> <li><input checked="" type="checkbox"/> PA06: To preserve biodiversity, landscapes and the quality of air and soils</li> <li><input type="checkbox"/> PA07: To develop the knowledge society through research, education and information technologies</li> <li><input checked="" type="checkbox"/> PA08: To support the competitiveness of enterprises, including cluster development</li> <li><input type="checkbox"/> PA09: To invest in people and skills</li> <li><input checked="" type="checkbox"/> PA10: To step up institutional capacity and cooperation</li> <li><input type="checkbox"/> PA11: To work together to promote security and tackle organised and serious crime</li> </ul>
EUSDR COMPLIANCE	
<p><b>Compliance with PA1a-related actions and targets of the Danube Region Strategy (new as of 2020):</b></p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Action 1: Contribute to improve waterway and port infrastructure &amp; management Target: Achieve a notable improvement of the fairway conditions and shore side infrastructure along the Danube and its navigable tributaries, confirmed by the waterway users by means of an annual user survey.</li> <li><input type="checkbox"/> Action 2: Foster business development Target: Contribute to transnational business-to-business (B2B) meetings on an annual basis.</li> <li><input type="checkbox"/> Action 3: Facilitate fleet modernisation Target: Promote the use of EU funds for fleet modernisation and support the set-up of national funding schemes.</li> <li><input type="checkbox"/> Action 4: Support the further roll-out and enhancement of River Information Services Target: Ensure the online provision, availability and interoperability of up-to-date Fairway Information Services in the Danube Region</li> <li><input type="checkbox"/> Action 5: Contribute to the enhanced quality of education and jobs Target: Facilitate the implementation of the provisions of Directive 2017/2397 in all Danube riparian states, putting specific emphasis on non-EU riparian states</li> <li><input type="checkbox"/> Action 6: Contribute to the simplification, harmonisation and digitalisation of administrative processes Target: Achieve a notable improvement of administrative procedures, especially border controls, in inland navigation on the Danube and its navigable tributaries by 2023, as confirmed by the waterway users by means of user surveys</li> </ul>

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<b>Affiliation to thematic working group of Priority Area 1a of the EUSDR:</b>	<input checked="" type="checkbox"/> Waterway and port infrastructure & management <input type="checkbox"/> Business development <input type="checkbox"/> Fleet modernisation <input type="checkbox"/> River Information Services <input type="checkbox"/> Education & jobs <input type="checkbox"/> Administrative Processes
<b>OTHER RELEVANT ISSUES</b>	
<b>Project requirements:</b>	-
<b>Follow-up project:</b>	-
<b>Any other issues:</b>	-