

Project Data Sheet

Please return the completed form by e-mail to eusdr-projects@via-donau.org.

Please note: Fields with orange background will be filled in by the Priority Area Coordinators!

BASIC PROJECT DATA			
Full project title:	Pilot activities to develop the technical and operational capacity for Danube fairway rehabilitation		
Short project title: (acronym)	PATTERN	Project logo:	Not available
Project website:	Not available	Project ID:	PA1A111
Need and added value for Danube Region Strategy:	<p>[Describe the initial situation for the project and its need together with the added value / relevance for the Danube Region]</p> <p>The Danube river is the main waterway artery of Central and South-Eastern Europe and could function as key logistics axis supporting regional development and economic growth in ten riparian countries. It also connects growing markets in Central & Western Europe with the Black Sea region via Constanta and the maritime seaports on the Danube. Several key industries of the region strongly depend on the Danube waterway for competitive logistics which is a pre-condition for safeguarding industrial jobs in the region. Over the last two decades, the reliability and cost-effectiveness of Danube transportation deteriorated tremendously which lead into a significant reduction of the transport volumes reaching less than 40 million tons a year.</p> <p>Besides the structural changes in the economies of the region, the major reason for the cargo losses can be found in the negligence in waterway maintenance: almost all waterway administrations of the Danube region fail to guarantee minimum fairway conditions as set out by international agreements such as the recommendations of the Danube Commission. Lack of political awareness and especially lack of technical and human resources to ensure sustainable state of technology waterway maintenance must be considered as main obstacles therefore.</p> <p>The deterioration of the fairway situation resulted into blockages of several days and even weeks of the fairway in the years 2011, 2012 and 2013 causing millions of Euros losses to the navigation sector and their customers. The severest restrictions to navigation occurred on the lower Danube in the common Romanian – Bulgarian Danube sector. Major industries like steel, agriculture, construction, chemical, etc. suffered from increases in logistics costs as well as from the interruption of supply chains which reduced their economic performances as well as their perspectives.</p> <p>As a consequence of these traffic interruptions, the European Commission in close cooperation with private and public stakeholders set up a process within the European Strategy for the Danube Region/Priority Area 1A (EUSDR/PA1A) which led to the “Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries”, signed on June 7th 2012 by all ministers of all Danube countries with the exception of Hungary. Following this clear expression of political will, an action plan for ensuring sustainable waterway management was elaborated within EUSDR/PA1A. This action plan was signed by the Transport Ministers of the Danube countries on 3rd of December 2014 in Brussels.</p> <p>Central element of the political conclusions is the “Fairway Rehabilitation and Maintenance Master Plan for the Danube and its Tributaries (FRMMP)”. The Master Plan sets out the necessary measures to reach the recommended levels of</p>		

	<p>service provision by the waterway administrations, in order to ensure sustainable and cost-effective navigation conditions. According to the Master Plan, all Danube riparian countries must efficiently use the existing technical, financial and human resources, as well as the opportunities offered by the European funding programs, so that the rehabilitation and maintenance activities on the fairway parameters shall lead to improved navigability on the Danube conform to the international recommendations and regulations.</p> <p>The proposed project by the Romanian Waterway Administration – AFDJ Galati, intends to develop pilot activities necessary for strengthening the AFDJ’s technical capacity to rehabilitate the fairway of the Danube according to the international obligations. The pilot activities consist in procurement of technical vessel used for dredging and for multi-functional operations in the field of surveying/markings/signalling of the fairway in order to ensure safe and effective environmentally sustainable navigation which are a pre-condition for the implementation of the Fairway Rehabilitation and Maintenance Master Plan and also serve the execution of the TEN T bottleneck projects on the Romanian Danube sector.</p> <p>Without these vessels, AFDJ Galati is not able to improve and to maintain navigation conditions on the Romanian Danube sector and consequently not able to eliminate the most critical barriers/obstacles and to prevent their subsequent appearance.</p> <p>The project is fully in line with the intentions of the White Paper on Transport, the NAIADES Action Program for the promotion of IWT and the Europe 2020 – New Economic Strategy and the European Union Climate Action. It directly relates to the efforts of the European Union to create a multimodal transport network within and between its Member States, as laid out in the EU Regulation 1315/2013 (the new TEN-T Regulation) and in relation to the EU Regulation 1316/2013 – the Connecting Europe Facility (CEF). The procurement of the technical vessels is also as pre-condition for the execution of the planned river engineering project on the common Romanian - Bulgarian Danube sector which shall upgrade the fairway conditions according to the provisions of the UNECE AGN Agreement ensuring thus environmentally sound, safe and cost-effective Danube navigation.</p>
<p>Objective(s) of project:</p>	<p>[What shall be achieved during the project's duration?]</p> <p><u>General objective:</u> Rehabilitation of the Danube fairway and thus establishing minimum fairway parameters as foreseen in international agreements with the help of modern technical vessels for waterway management. The project foresees the procurement of these vessels as well as their pilot operations in order to tackle the most critical fairway limitations on the Romanian Danube. These most critical spots have been identified in the FRMMP.</p> <p><u>Specific objectives:</u></p> <ul style="list-style-type: none"> • Elaboration of technical designs for the identified required vessels based on a profound cost-benefit analysis • Procurement of the technical vessels with CEF providing major financial resources • Operating the procured technical vessels in fairway rehabilitation projects addressing the most critical sections on the Romanian Danube • Evaluation the impact of the measures on safety and efficiency of navigation • Prepare the basis for the execution of the TEN T/CEF river engineering project foreseen on Calarasi – Braila Bulgarian Danube sector <p>The project is in close cooperation with the proposed CEF Action “FAIRway”. This project foresees the elaboration of coordinated national investment and operational plans for fairway rehabilitation on the Danube. AFDJ is part of the FAIRway consortium and will elaborate together with all other participating waterway</p>

	<p>administrations. In order to exploit synergies between the administrations, the procurement of the surveying vessel and one of the multi-functional surveying/marketing/signalling vessels will be executed in the “FAIRway” project. The technical specifications for these vessels will be shared among the administrations.</p> <p>Due to the short term need to ensure good navigational conditions as committed in the FRMMP, the AFDJ Galati launched already in December 2014 a tender for the Feasibility Study of the required technical vessels. In order to apply a consolidated approach to the entire procurement and the later on pilot operations, AFDJ decided to include the already tendered Feasibility Study into the CEF application, but without requesting finance for the external consultancy efforts. These efforts will be covered from financial sources of the National OPT 2007-2013.</p>				
<p>Planned project activities:</p>	<ul style="list-style-type: none"> ▪ The project is structured into four activities, all of them with four sub-activities: ▪ Project coordination ▪ Feasibility study for the technical concept of the vessels ▪ Vessels procurement ▪ Pilot operations <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>Activity 1 Project Coordination</p> <ul style="list-style-type: none"> SuAc 1.1 Project Management SuAc 1.2 Grant Management SuAc 1.3 Project Dissemination SuAc 1.4 Liaison EUSDR & Fairway Masterplan </td> <td style="width: 50%; vertical-align: top;"> <p>Activity 3 Procurement of vessels</p> <ul style="list-style-type: none"> SuAc 3.1 Tender preparation & publication SuAc 3.2 Evaluation of offers SuAc 3.3 Establishment of contracts SuAc 3.4 Documentation </td> </tr> <tr> <td style="width: 50%; vertical-align: top;"> <p>Activity 2 Feasibility Study</p> <ul style="list-style-type: none"> SuAc 2.1 Elaboration of technical solutions SuAc 2.2 Cost-benefit analysis SuAc 2.3 General vessel designs SuAc 2.4 Tender books & Application preparation </td> <td style="width: 50%; vertical-align: top;"> <p>Activity 4 Pilot Operation</p> <ul style="list-style-type: none"> SuAc 4.1 Start-up operations of vessels SuAc 4.2 Preparation of pilot operations SuAc 4.3 Execution of pilot operations SuAc 4.4 Evaluation of pilot operations </td> </tr> </table>	<p>Activity 1 Project Coordination</p> <ul style="list-style-type: none"> SuAc 1.1 Project Management SuAc 1.2 Grant Management SuAc 1.3 Project Dissemination SuAc 1.4 Liaison EUSDR & Fairway Masterplan 	<p>Activity 3 Procurement of vessels</p> <ul style="list-style-type: none"> SuAc 3.1 Tender preparation & publication SuAc 3.2 Evaluation of offers SuAc 3.3 Establishment of contracts SuAc 3.4 Documentation 	<p>Activity 2 Feasibility Study</p> <ul style="list-style-type: none"> SuAc 2.1 Elaboration of technical solutions SuAc 2.2 Cost-benefit analysis SuAc 2.3 General vessel designs SuAc 2.4 Tender books & Application preparation 	<p>Activity 4 Pilot Operation</p> <ul style="list-style-type: none"> SuAc 4.1 Start-up operations of vessels SuAc 4.2 Preparation of pilot operations SuAc 4.3 Execution of pilot operations SuAc 4.4 Evaluation of pilot operations
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<p>Transboundary impact:</p>	<p>[Which region / countries will be affected by the project and how will they be affected?]</p> <p>The implementation of the project will provide AFDJ Galati with the necessary technical capacity to tackle the most critical spots of navigational restrictions on the Danube fairway and to improve the navigational conditions permanently by better marking and continuous fairway surveillance. The operation of the technical vessels will also contribute to ensure safe navigation. For this, the operation of multi-functional pilot vessels also allowing emergency response to prevent environmental damage is foreseen.</p> <p>While the multinational CEF application “FAIRway” deals with the preparation of plans, feasibility studies and preparatory activities, the project can be considered as important further step into the implementation of the FRMMP as well as a necessary preparatory step to the TEN T river engineering project on the sector Calarasi - Braila. The project has therefore a strong pilot character for future infrastructure work.</p> <p>The proposed project will positively affect all barging companies and their industrial</p>				

	<p>clients (transport users) by ensuring cost-effective and safe water depths at a guaranteed minimum standard. Major industries of the region will benefit from more reliable and less costly waterborne logistics chains. The improvements of the fairway will also have indirect and induced positive economic effects arising e.g. by increased economic activities in the Danube inland and seaports, including Port of Constanta.</p> <p>The project will strengthen the cooperation between the Romanian and the Bulgarian waterway administration due to direct cooperation on issues of technical vessel specifications as well as through the close cooperation in the conjoint “FAIRway” project.</p> <p><u>In addition, the project will:</u></p> <ul style="list-style-type: none"> • Ensure and sustain economic and social development of regions located in the Danube River basin, in compliance with environmental protection requirements • Stimulate cargo flows in the region thus improving the economic development of the area • Stimulate the development of a sustainable transport system in the area in order to ensure inter modality (railway transport, road transport, maritime and inland waterway transport) • Significantly contribute to the objective of the EUSDR to increase cargo transport on the Danube by 20% until the year 2020 		
<p>Project beneficiaries / target groups:</p>	<p><u>[Main beneficiaries of project results]</u></p> <p><u>Beneficiary:</u> River Administration of the Lower Danube Galati (RA AFDJ)</p> <p><u>Direct target groups:</u> actors in charge with the development of inland waterways and ports, decision-makers on political and administrative level, national and regional authorities (waterways and ports authorities)</p> <p><u>Indirect target groups:</u> actors that will benefit from and contribute to the operation and services of Danube fairway such as: river & maritime ports and logistical centres, freight forwarders, shippers, shipping companies, terminal operators, chambers of commerce, logistics associations, railway associations, operators of combined transport, and many other stakeholders from manufacturing sector as well as cargo trading businesses.</p>		
<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 checked="" type="checkbox"/> Preparation (e.g. project proposal)</p> <p><input checked="" type="checkbox"/> Implementation (Feasibility Study)</p> <p><input type="checkbox"/> Completion</p>		
<p>Start date:</p>	<p>[01.07.2015]</p>	<p>End date:</p>	<p>[30.06.2019]</p>
<p>Notes:</p>	<p>The Feasibility Study for the technical design and the economic assessment of the technical vessels was started by a European-wide public tender in December 2014.</p> <p>The project will be closely linked with the planned CEF project “FAIRway” which will be the coordination platform of the Danube region waterway administrations for the implementation of the Fairway Rehabilitation and Maintenance Master Plan of the Danube and its Tributaries (FRMMP).</p>		

PROJECT TEAM

Project Data Sheet

Project leader:	[Name of organisation / country]: River Administration of the Lower Danube Galati / Romania	
Project partner(s):	[Name of organisation / country]: Not applicable.	
Contact person:	Name:	Valerica Anghel
	Organisation:	Regia Autonoma Administratia Fluviala a Dunarii de Jos Galati
	Address:	32 Portului street, Galati, Romania
	Phone:	+40 236 460812
	E-Mail:	secretariat@afdj.ro
	Website:	http://www.afdj.ro
FINANCING		
Available: (please tick a box)	<input type="checkbox"/> Yes <input type="checkbox"/> Partly <input type="checkbox"/> No	
Total budget:	The total budget is estimated to approximately 25 million EURO	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	<input checked="" type="checkbox"/> National/regional funds:	Non EU covered expenses
	<input checked="" type="checkbox"/> EU funds:	Connecting Europe Facility, Funding objective 4 with funding rate of 85% for all study and pilot efforts except for the external consultancy services of the Feasibility Study. These financial efforts will be funded by the OPT 2007-2013
	<input type="checkbox"/> IFI loans:	[Name of source and amount in EUR, i.e. loans by international financial institutions, e.g. EIB, EBRD]
	<input type="checkbox"/> Private funds:	[Name of source and amount in EUR]
	<input type="checkbox"/> Other:	[Name of source and amount in EUR]
PROJECT ENVIRONMENT		
Project cross-reference:	[For any related project within or outside the scope of the Danube Region Strategy: project name (and acronym, if applicable)] <ul style="list-style-type: none"> • Network of Danube Waterway Administrations – NEWADA • Network of Danube Waterway Administrations - data and user orientation – NEWADA Duo • TENT T/CEF project: "Improvement of the fairway on the common Romanian – Bulgarian Danube sector • Improvement of navigation conditions on the Danube sector Calarasi – Braila • Proposed CEF project "FAIRway" – Coordination and implementation project of the FRRMP/EUSDR PA1A 	
Cross-reference ID(s):	[Project ID for EUSDR projects, e.g. PA03006]	

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Strategic reference:	<p>[Identification of strategies/policies at international, EU, regional, national level which are relevant for the project]:</p> <ul style="list-style-type: none"> • NAIADES II Policy Package: “Towards quality inland waterway transport”: Seeks to create the conditions for inland navigation transport to become a quality mode of transport. • The Lisbon Strategy: Encourages the development of Trans-European networks in line with sustainable development. • The EU Strategy for the Danube Region • Europe 2020 – Europe’s growth strategy • Communication from the Commission Freight Transport Logistics Plan (SEC 2007 / 1320; SEC 2007/1321) • EU Regulation 1315/2013 (the new TEN-T regulation) and in relation to the EU Regulation 1316/2013 – the Connecting Europe Facility (CEF). • The Recommendations of the Danube Commission regarding fairway parameters • The Danube Navigation Regulations • UNECE Agreement on AGN • The Romanian Strategy for Sustainable Transport 2007-2013 and 2020, 2030: Contains a special chapter dedicated to maritime and inland water way transport • Masterplan for Transport of Romania • Fairway Rehabilitation and Maintenance Master Plan of the Danube and its Tributaries (FRMMP)/EUSDR PA1A
Relevant legislation:	<p>[International, EU, regional, national legislation (if any) which are relevant for the project]:</p> <ul style="list-style-type: none"> • Council Regulation (EC) No. 1083/2006 of 11 July 2006 laying down general provisions on the European Regional Development Fund and the Cohesion Fund and repealing Regulation (EC) No. 1260/1999 • Regulation (EC)No.1080/2006 of the European Parliament and of the Council of 5 July 2006 on the European Regional Development Fund and repealing Regulation(EC)No.1783/1999 • Commission Regulation (EC) No. 1828/2006 of 8 December 2006 setting out rules for the implementation of Council Regulation (EC) No.1083/2006 laying down general provision on the European Regional Development Fund, the European Social Fund and Cohesion Fund and of Regulation(EC) Nr.1080/2006 of the European Parliament and of the Council on the European Regional Development Fund • Directive 2000/60/EC of the European Parliament and of the Council establishing a framework for the Community action in the field of water policy; • Law no. 107/25 September 1996 – the Water Law; • Convention for the Protection of the Danube signed on June 29, 1994 in Sofia, Bulgaria (entered into force in October 1998);
Other:	<p>[e.g. ongoing or completed studies, activities etc. which are relevant for the project]:</p> <p>Fairway Rehabilitation and Maintenance Master Plan – Danube and its navigable tributaries.</p>
EUSDR EMBEDDING	
Relation to other Priority Areas of the Danube Region Strategy: (please tick a box)	<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 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 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.
Compliance with actions of the Danube Region Strategy: (please tick a box)	<input checked="" type="checkbox"/> To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way. <input 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 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.

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	<input type="checkbox"/> To implement harmonised River Information Services (RIS). <input type="checkbox"/> To invest in education and jobs in the Danube navigation sector.
Affiliation to thematic working group of Priority Area 1a of the EUSDR: (please tick a box)	<input checked="" type="checkbox"/> Waterway infrastructure and management <input type="checkbox"/> Ports and sustainable freight transport <input type="checkbox"/> Danube fleet <input type="checkbox"/> River Information Services <input type="checkbox"/> Education and jobs
OTHER RELEVANT ISSUES	
Project requirements:	[What is/will be needed for successful project completion? Any critical issues?] None
Follow-up project:	[Is a follow-up project planned? If so, please provide project description (need, added value, objectives, trans-boundary impact etc.) and potential sources of financing] Execution of TEN T bottleneck projects on Romanian Danube
Any other issues:	[Other relevant information] None
META DATA	
Dated created / by:	
Date of last update / by:	