## Project Data Sheet

### BASIC PROJECT DATA

<table>
<thead>
<tr>
<th>Full project title:</th>
<th>Waste Management for Inland Navigation on the Danube</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short project title: (acronym)</td>
<td>WANDA</td>
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<tr>
<td>Project website:</td>
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</tbody>
</table>

### Need and added value for Danube Region Strategy:

The river Danube is a unique ecosystem with a high biodiversity, an important water reservoir and an international waterway with high potential for inland navigation being promoted by the EU’s transport policy (NAIADES).

Due to significant differences and missing coordination in the current practice of ship waste management in Danube countries the increase of inland waterway transport enhances the environmental risks related to illegal ship waste discharge. In order to account for this, the project WANDA aimed at establishing a sustainable, environmentally sound and transnationally coordinated approach in ship waste management.

### Objective(s) of project:

The core objectives of WANDA were:

- the protection of the river Danube from pollution in order to preserve its valuable ecosystem and water resources and
- the establishment of a cross-border coordinated ship waste management system along the Danube

### Conducted project activities:

The following key activities were set up and implemented by the project:

- Preparation of coordinated ship waste management concepts on national level.
- Development of pilot activities for the collection and disposal of hazardous and non-hazardous ship waste.
- Creation of a basis for the elaboration and implementation of an international financing model for oily and greasy ship waste.
- Promotion of cross-border communication and knowledge transfer through harmonisation activities.

### Transboundary impact:

The WANDA project was based on the idea of trans-national cooperation in the Danube region. Participating countries were Austria, Slovakia, Hungary, Serbia, Croatia, Romania and Bulgaria. Specific transboundary effects were gathered through the implementation of cross-border pilot actions for collection of ship waste and close cooperation for developing ship waste management concepts as well as joint follow-up actions. The concepts elaborated take into account all special features of the participating countries.

### Project beneficiaries / target groups:

- Authorities dealing with environmental protection, waste management and inland navigation in the Upper, Middle and Lower Danube countries
- Stakeholders of the inland waterway sector, in particular skippers navigating the Danube, ship-owners and fleet operators, port administrations and port operators and waste collection companies
- Policy makers, their advisers and teams and high ranked civil servants
### Project Data Sheet

#### Status and Time Frame

<table>
<thead>
<tr>
<th>Current project phase: (please tick a box)</th>
<th></th>
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<tbody>
<tr>
<td>□ Definition (e.g. project idea, abstract)</td>
<td></td>
<td></td>
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<tr>
<td>□ Preparation (e.g. project proposal, feasibility study)</td>
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<tr>
<td>□ Implementation</td>
<td></td>
<td></td>
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<tr>
<td>✓ Completion</td>
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<table>
<thead>
<tr>
<th>Start date:</th>
<th>04/2009</th>
<th></th>
<th>End date:</th>
<th>03/2012</th>
</tr>
</thead>
</table>

**Notes:**

### Project Team

**Project leader:** via donau – Österreichische Wasserstraßen-Gesellschaft mbH / Austria

**Project partner(s):**
- VUVH - Water Research Institute Bratislava / Slovakia
- KTI - Institute for Transport Sciences Non Profit Ltd. / Hungary
- RSOE - National Association of Radio Distress-signalling and Infocommunications / Hungary
- APDF - National Company Administration of Danube River Ports J.S.Co Giurgiu / Romania
- APDM – National Company – The Maritime Danube Ports Administration SA Galati / Romania
- EAEMDR - Executive Agency for Exploration and Maintenance of the Danube River – Ruse / Bulgaria
- PAV - Public Institution Port Authority Vukovar / Croatia
- PLOVPUT - Directorate for Inland Waterways / Serbia

**Contact person:**

**Name:** Harald Beutl

**Organisation:** via donau – Österreichische Wasserstraßen-Gesellschaft mbH

**Address:** Donau-City Straße 1, 1220 Vienna, Austria

**Phone:** +43 5 04321 1629

**E-Mail:** harald.beutl@via-donau.org

**Website:** www.via-donau.org

### Financing

<table>
<thead>
<tr>
<th>Available: (please tick a box)</th>
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<tbody>
<tr>
<td>✓ Yes</td>
<td></td>
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<td>Partly</td>
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**Total budget:** 1,667,240 EUR

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<tr>
<th>Source(s) and amount (potential)</th>
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<tbody>
<tr>
<td>✓ national/regional funds:</td>
<td></td>
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<td>250,086 EUR</td>
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Project Data Sheet

<table>
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<tr>
<th>sources for project ideas:</th>
<th></th>
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<tbody>
<tr>
<td>(please tick a box and provide further info)</td>
<td>EU funds: 1,417,154 EUR South-East Europe Programme 2007-2013 (ERDF)</td>
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<tr>
<td></td>
<td>IFI loans:</td>
<td></td>
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<tr>
<td></td>
<td>Private funds:</td>
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<tr>
<td></td>
<td>Other:</td>
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**PROJECT ENVIRONMENT**

**Project cross-reference:**
- WANDA built upon the results of the feasibility study “Ship borne oily water and waste on the Danube” (1999-00, PHARE) and national initiatives.
- Blueprint for organizing the collection of waste from IWT vessels in Romania, elaborated by NEA / Holland
- PLATINA (2007-11, FP7)
- The Ship Waste Collection System in the Maritime Danube Ports - CODENAV project, funded by the Romanian Sectoral Operational Programme for Transport
- Convention for Waste Management for Inland Navigation on the Danube (CO-WANDA)

**Cross-reference ID(s):** PA1A017 (CO-WANDA)

**Strategic reference:**
- Waste prevention and management was one of the four top priorities of EU's Sixth Environment Action Programme (2002–2012). The preventive approach to waste management was detailed in the 2005 Thematic Strategy on Waste Prevention and Recycling and the Waste Framework Directive (2008) where it has highest priority in the waste hierarchy. Also, member states were required to develop waste prevention programmes not later than December, 12th 2013.
- Sustainability is one of the priorities of EU 2020, the European Union’s growth strategy for the current decade. WANDA contributes to sustainable growth by pressing ahead environmental protection, reduction of emissions and cooperation with inland waterway companies and ports. Through the advancement of the sector's environmental performance, WANDA enhances the competitive position of inland waterway transport in the Danube Region.
- The European Action Programme for Inland Waterway Transport (NAIADES) aims at promoting inland waterway transport. WANDA contributes to three out of five defined strategic areas, namely fleet, infrastructure and market.
- The Danube Region Strategy supports creation of synergies between existing policies and initiatives in the Danube Region. WANDA is explicitly mentioned as a contribution to the “Improvement of Mobility and Multimodality”; moreover it clearly supports other identified priorities, such as environmental protection or strengthening the region by fostering transnational cooperation.

**Relevant legislation:** The legal and administrative framework with relevance for ship waste management along the River Danube includes a multitude of directives, regulations and laws on national and supra-national level. In general, regulations are part of four main areas of activity, as described below.
**Project Data Sheet**

| COLLECTION OF SHIP-WASTES IN THE FIELD OF THE NAVIGATION ON THE DANUBE, Protocol on prevention of the water pollution caused by navigation to the Framework Agreement on the Sava River Basin, Convention on the collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways,…)
| - Inland Navigation (e.g. European Code for Inland Waterways (CEVNI), European Agreement on Main Inland Waterways of International Importance (AGN), Directive on port reception facilities for ship-generated waste and cargo residues 2000/59/EC, …)

**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
- [x] PA04: To restore and maintain the quality of waters
- [x] PA05: To manage environmental risks
- [x] 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 2015.
- [ ] 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 2015.
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)

- 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: (please tick a box)

- Waterway infrastructure and management
- Ports and sustainable freight transport
- Danube fleet
- River Information Services
- Education and jobs

OTHER RELEVANT ISSUES

Project requirements: Some of the critical issues encountered during the project implementation were due to the different interpretation of the international legislation in the field of ship waste. Hence, international cooperation is crucial for further development of ship waste management along the Danube.

Follow-up project: Based on the findings of the project, a follow-up project was developed and submitted to the 4th call of the South-East Europe Transnational Cooperation Programme in November 2011. The main focus of CO-WANDA was to start initiative work for a binding treaty, which shall provide clear guidelines for ship waste management along the Danube. The support of national and international authorities, stakeholders and opinion leaders is a driving force for the successful implementation of the international cooperation activities. In fact, the harmonisation and adaptation of currently running ship waste management systems will decrease the risk of illegal discharges of ship wastes and thereby support the protection of valuable river ecosystems and the means of livelihoods for future generations in the Danube region.

Any other issues: –