

Project Data Sheet

| BASIC PROJECT DATA | | | |
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| Full project title: | Network of Danube Waterway Administrations - data and user orientation | | |
| Short project title: (acronym) | NEWADA duo | Project logo: | – |
| Project website: | – | Project ID: | PA1A015 |
| Need and added value for Danube Region Strategy: | <p>Currently, different qualities of service exist concerning the maintenance of Danube waterway infrastructure and the provision of information on the current status of the fairway with a focus on the users of the Danube waterway.</p> <p>The partnership of the NEWADA duo project shall help to achieve noticeable progress in waterway management along the entire course of the Danube. Project partners are Danube waterway administrations, as these are the responsible organisations within a country with respect to waterway maintenance and development issues. The project features a wide horizontal but also vertical representation of the partnership by involving ministries, regional directorates and international organisations as well.</p> | | |
| Objective(s) of project: | <p>The main objective of the project is to achieve a common level of service along the Danube in all areas of the maintenance cycle, i.e. monitoring and surveying of the riverbed (hydrology and hydrography), dredging of shallow areas, realignment of the fairway and provision of customer-oriented information via different tools and services.</p> | | |
| Planned project activities: | <ul style="list-style-type: none"> • Improved waterway management: Integrated, sustainable and regionally coordinated waterway management based on commonly defined performance indicators; expert exchange on ecological aspects of waterway management with reference to the Joint Statement and the PLATINA Manual on Sustainable Waterway Planning; pilot action on functional electronic waterway maintenance management system; concept for cross-section database of bathymetric data • Enhanced waterway maintenance: Improved and coordinated performance in waterway maintenance, i.e. surveying and dredging, based on the strategic concept of the "waterway maintenance cycle"; national gap analyses on the resources needed for reaching the agreed-on performance indicators • Improved customer orientation: Enhanced Electronic Navigational Charts, atlas of berths; paper charts on the Danube waterway; pilot action on feasibility of enhanced provision of information on available fairway depths by making use of depth information provided by vessels' echo sounders • Harmonised basic data: Defined quality, scope and availability of data on waterway infrastructure with a focus on water levels, shallow sections and waterway marking plans; consolidated basic data in the fields of hydrology, hydrography and maintenance • Enhanced ICT: Harmonised and up-to-date fairway information services (FIS) provided online on the FIS Portal, i.e. shallow section information, water level information, water level forecasts, etc.; functional WLAN access points at locks and ports along the Danube; establishment and maintenance of virtual and remote-controlled aids to navigation (buoys etc.) • Increased visibility of waterway authorities: Improved communication skills; involvement of stakeholders; launch of Danube PR activities, e.g. Annual Report on Danube Navigation | | |

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| <p>Transboundary impact:</p> | <p>Due to previous projects, there is already good cooperation and communication between waterway authorities within the Danube area. Nevertheless, resulting from the highly varied character of the Danube Region and the fact that waterway maintenance and development is a national responsibility of the riparian states of the Danube (nine different states are responsible for Danube waterway management out of which three are non-Member States of the EU), cooperation still needs to be strengthened and better coordinated.</p> <p>Trans-national and cross-border cooperation is necessary as the Danube waterway consists of about 1,150 km of national borders. Thus, waterway administrations shall deepen their cross-border cooperation with their neighbouring countries in order to avoid redundancies and facilitate the exchange of information. The users of inland navigation are interested in a seamless transportation link and expect services to be available in common quality along the entire Danube. These two things can only be achieved if the waterway administrations strengthen their cooperation and coordinate their future activities.</p> <p>The continued harmonisation of efforts and taken measures will establish a level of efficiency and service which could not be achieved by isolated and non-coordinated activities of one riparian country alone. This will lead to a point where national priorities identified in the national strategies on waterway management developed within the NEWADA project must be in harmonised with transnational ones. NEWADA duo will establish a transnational strategy on waterway management which will be based on the "waterway maintenance cycle". Close cooperation with the Danube Commission, the International Commission for the Protection of the Danube River (ICPDR), the European TEN-T Coordinator and the Coordinators of the Danube Region Strategy's Priority Area 1a (to improve mobility and multimodality: inland waterways) will be a prerequisite in this respect.</p> | | |
| <p>Project beneficiaries / target groups:</p> | <p>Target group and stakeholder involvement will be a special focus of the project. All activities within the project will be based on the strategic approach of "integrated waterway maintenance" which has a strong customer-orientation.</p> <p>The most important target group of waterway administrations are the users of inland waterways (skippers, vessel operators, logistic service providers, port and terminal operator and authorities for inland navigation) performing freight and passenger transport by using the infrastructure provided and maintained by waterway administrations. Within NEWADA duo many activities will take place which will be directly based on information and feedback from this target group in order to be able to provide services according to their needs.</p> <p>Ministries are also an important stakeholder as they are the "owner" of the waterway administrations and have an impact on future actions and therefore on the sustainability of project results. In order to achieve a high impact for stakeholders, different activities will take place.</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 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>01.09.2012</p> | <p>End date:</p> | <p>31.08.2014</p> |
| <p>Notes:</p> | <p>The project is co-funded in the EU's South East Europe Transnational Cooperation Programme.</p> | | |

Project Data Sheet

| PROJECT TEAM | | | | | |
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| Project leader: | via donau – Österreichische Wasserstraßen-Gesellschaft mbH / Austria | | | | |
| Project partner(s): | <ul style="list-style-type: none"> • Slovak Water Management Enterprise, state enterprise (SVP) / Slovakia • General Directorate of Water Management (OVF) / Hungary • National Association of Radio Distress-Signalling and Infocommunications (RSOE) / Hungary • River Administration of the Lower Danube Galati (AFDJ) / Romania • Administration of the Navigable Canals SH (ACN) / Romania • Executive Agency for Exploration and Maintenance of the Danube River (EAEMDR) / Bulgaria • Agency for Inland Waterways (AVP) / Croatia • Directorate for Inland Waterways (Plovput) / Serbia | | | | |
| Contact person: | Name: | Barbara Kéri | | | |
| | Organisation: | via donau – Österreichische Wasserstraßen-Gesellschaft mbH | | | |
| | Address: | Donau-City-Straße 1, 1220 Vienna, Austria | | | |
| | Phone: | +43 50 4321 1635 | | | |
| | E-Mail: | barbara.keri@via-donau.org | | | |
| | Website: | www.via-donau.org | | | |
| FINANCING | | | | | |
| Available: (please tick a box) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partly <input type="checkbox"/> No | | | | |
| Total budget: | 2,239,287.20 EUR (indicative) | | | | |
| Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info) | <input checked="" type="checkbox"/> National/regional funds: <table border="1" style="width: 100%;"> <tr> <td style="width: 30%;"></td> <td>335,893.08 EUR (State and other public contributions of project partners)</td> </tr> </table> | | 335,893.08 EUR (State and other public contributions of project partners) | | |
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| <input type="checkbox"/> IFI loans: <table border="1" style="width: 100%;"> <tr> <td style="width: 30%;"></td> <td></td> </tr> </table> | | | | | |
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| <input type="checkbox"/> Private funds: <table border="1" style="width: 100%;"> <tr> <td style="width: 30%;"></td> <td></td> </tr> </table> | | | | | |
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| <input type="checkbox"/> Other: <table border="1" style="width: 100%;"> <tr> <td style="width: 30%;"></td> <td></td> </tr> </table> | | | | | |
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| PROJECT ENVIRONMENT | | | | | |

Project Data Sheet

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| Project cross-reference: | Network of Danube Waterway Administrations (NEWADA) |
| Cross-reference ID(s): | PA1A005 |
| Strategic reference: | <ul style="list-style-type: none"> • Trans-European Transport Network: Among the objectives in developing the infrastructure of the TEN-T according to the Commission's Proposal for a Regulation on Union guidelines for the development of the trans-European transport network are the efficient use of infrastructure and the establishment of infrastructure requirements, notably in the field of interoperability, safety and security, which will benchmark quality, efficiency and sustainability of transport services. Projects of common interest which provide efficient freight transport services shall in particular aim to improve the sustainable use of transport infrastructure, including its efficient management, and analyse, provide information on and monitor markets, fleet characteristics and performance, administrative requirements and human resources. • NAIADES Action Programme: The action proposed for the improvement of the multi-modal network in terms of waterway infrastructure is the elimination of missing links, strategic bottlenecks and crucial maintenance backlogs. Aiming at integrated waterway management based on the "waterway maintenance cycle", NAIADES duo will clearly contribute to the elimination of crucial maintenance backlogs. • Europe 2020: Among the aims of the "Resource efficient Europe" flagship initiative under the Europe 2020 Strategy is to develop smart, upgraded and fully interconnected transport and energy infrastructures and make full use of ICT as well as to ensure a coordinated implementation of infrastructure projects, within the EU core network, that critically contribute to the effectiveness of the overall EU transport system. NEWADA duo will be in line with these aims in providing a consolidated, Danube-basin wide approach to waterway management, serving as a basis for the coordinated implementation of infrastructure projects and waterway maintenance activities in the region. <p>Apart from strategies on the EU level, there are several national strategies for the development and promotion of inland waterway transport in the countries of the participating project partners in place.</p> |
| Relevant legislation: | <ul style="list-style-type: none"> • European Agreement of Main Inland Waterways of International Importance (AGN), done at Geneva on 19 January 1996, United Nations Economic Commission for Europe. • Recommandations relatives à l'établissement des gabarits du chenal, des ouvrages hydrotechniques et autres sur le Danube, Budapest 1988, Danube Commission. • Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community. |
| Other: | – |
| EUSDR EMBEDDING | |
| Relation to other Priority Areas of the Danube Region Strategy: (please tick a box) | <input 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 |

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| | <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 checked="" 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 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 checked="" 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 checked="" 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 checked="" type="checkbox"/> To promote sustainable freight transport in the Danube Region. <input checked="" type="checkbox"/> To implement harmonised River Information Services (RIS). <input type="checkbox"/> To invest in education and jobs in the Danube navigation sector. |

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| 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 checked="" type="checkbox"/> River Information Services <input type="checkbox"/> Education and jobs |
| OTHER RELEVANT ISSUES | |
| Project requirements: | Financing of resources for waterway management (manpower and equipment) by national waterway administrations / Ministries of Transport in the Danube region. |