Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Full implementation of River Information Services on the Sava River Waterway**		
Short project title: (acronym)	-	**Project logo:**	-
Project website:	www.vodniputovi.hr	**Project ID:**	PA1A094
Need and added value for Danube Region:	The Sava River waterway, being the longest waterway in Croatia is presently severely underused, river transport being limited to scarce traffic on small river sections of the waterway. The Sava River is navigable over a stretch of 594 km (starting from the confluence with the Danube, according to the brand new river chainage) and links the economies of the four Sava riparian states of Slovenia, Croatia, Bosnia and Herzegovina and Serbia. Based on the existing and/or planned construction of the traffic infrastructure the Sava River waterway with several ports of the Adriatic, the available port infrastructure along the Sava River and the connection with the Danube waterway, the Sava River provides a sound basis for further development of inland navigation transport, the elementary transport mode of the future, which is as such, strongly supported by the EU transport policy. Despite its natural and geographic advantages, over the last 20 years, the Sava River waterway system has been neglected and its current state-of-condition is poor due to many external, but also internal factors. Due to the homeland war in the Sava basin territory, traffic was completely halted at the period, whereas the maintenance of the Sava River waterway system was not carried out. Damaged infrastructure and the presence of unexploded ordnance do not merely pose a constant threat to navigation, but to the environment as well. In addition to the maintenance work done by the Croatian Agency for Inland Waterways over the course of the last three years, no significant infrastructural investments were made, neither to improve the navigation safety nor to increase the competitiveness of inland navigation transport on the Sava waterway. The current state of waterway basically starts the chain reaction as such, poor infrastructure conditions cause low levels of navigation safety, which inevitably hinder any inland waterway transport development on the waterway. The most reliable solution is the implementation of the latest information and communication technologies, River Information Services, which are necessary for several reasons. First and foremost, safety. River Information Services (RIS) will drastically improve safety of inland waterway navigation by utilization of the AIS (automatic identification system) and VHF networks in order to enable vessel tracking and tracing, vessel-vessel and vessel-shore communication, both data and voice communication, the ability to “see another vessel behind the bend” etc. In addition to the safety element, RIS are a standard proscribed by the EU transport policy and as such, represent a prerequisite of national transport policies of all EU candidate and member states.		
Objective(s) of project:	The objective of the project is to improve the safety and efficiency of inland waterway transport on the Sava river which encompasses all the main specific objects of the operation: To enhance the traffic safety by monitoring and managing the traffic on the Sava river waterway, to optimize the utilization of the Sava river, to establish manageability of the traffic on the Sava river by providing the possibility of giving navigational/directional aids to the traffic, to enable the authorities to manage and plan the traffic operation and strategy, to improve the exchange of information for facilitating cross-border operations and support authorities in law enforcement, to enable quick and timely response in the event of an accident or incident which involves hazardous cargo, to enable the authorities to distribute the information to other operators and organizations to integrate the information in logistic		

	chains and enable seamless transport operations and to reduce environmental hazard and polluting emissions and spills due to accidents, illegal actions and/or normal operation.
Planned project activities:	Activities which will be performed under this operation refer to tendering, procurement and contracting (including supervision services, implementation, tender evaluation, consultancy and project monitoring) and include two phases of the operation: **1. Procurement of proper RIS and Voice VHF systems** Procurement of proper RIS and Voice VHF systems will be performed as two tenders: service tender and supply tender. Supplies and services required for this operation will be determined according to the previous technical specification for the Sava River (Detailed Design and Prototype Installation for the RIS on the Sava River – 2010) and according to the Global Maritime Distress and Safety System (GMDSS) which define the following main components: • Fairway Information Service by means of Electronic Navigational Charts (ENC) • Fairway Information Service by means of Notices to Skippers (NtS) • Fairway Information Service by means of dGPS and AIS • Tracking and Tracing Service by means of Inland AIS • Electronic Ship Reporting System (ERI) • Hull database • Gateway portal • Portal for commercial users • Voice VHF system Supply tendert will provide the necessary supplies for the implementation of RIS and Voice VHF systems. Service tenderwill include procurement for the following services: • Development, installation and integration of Tracking and Tracing System • Integration with existing Electronic Reporting System • Development and installation of Hull Database System • Installation of Land User Work Stations • Installation of Vessel User Terminals • Development and installation of Voice VHF system • Voice VHF system and AIS system integration • RIS System Integration • Support for filing AIS Base station permits **2. Installation of RIS and Voice VHF system** This phase will include the installation of all necessary IT, RIS and VHF equipment on the shore, on the vessels and in the land work stations and performance of all necessary services in order to establish the fully functional RIS and Voice VHF systems on the Sava River. Regular supervision and project monitoring by the Recipient will be also performed in this phase.
Transboundary impact:	**Transboundary impact:** Republic of Croatia, Bosnia and Herzegovina and Serbia
Project beneficiaries /	• Industries in the Sava region (especially steel, oil, fertilizer and agriculture production)

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target groups:	• Shipping industries • Ports • Tourism (especially nautical tourism) • Inland waterway authorities in the Sava riparian countries		
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		
Start date:	01.10.2012.	**End date:**	31.01.2016.
Notes:			

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PROJECT TEAM			
Project leader:	Ministry of Maritime Affairs, Transport and Infrastructure of Croatia		
Project partner(s):	For each part of the project (e.g. detailed design, EIA, works) different project leader will be nominated		
Contact person:	**Name:**	Zrinko Zvocak	Ana Barišić
	Organisation:	Agency for Inland Waterways	Ministry of Maritime Affairs, Transport and Infrastructure
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FINANCING		
Available: (please tick a box)	Yes Partly No	
Total budget:	1.6 mil. EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	National/regional funds:	Planned national contribution from Croatian budget (national part in financing from structural funds)
	EU funds:	IPA
	IFI loans:	
	Private funds:	
	Other:	

PROJECT ENVIRONMENT	
Strategic reference:	• European Action Program for Inland Waterway Transport (NAIADES) • Platform for the implementation of NAIADES (PLATINA) • White Paper: "European Transport Policy for 2010: Time to Decide" • TEN T-Policy • SEETO Core Network and transport strategies of the Croatia, Bosnia and Herzegovina and

	Serbia.
Relevant legislation:	• Framework Agreement on the Sava River Basin • TEN-T Guidelines • European Agreement on Main Inland Waterways of International Importance (AGN)
Other:	-

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OTHER RELEVANT ISSUES	
Project requirements:	Continuing cooperation and coordination of the riparian countries (secured trough Sava Commission) and in-time financing of the implementation.
Follow-up project:	-
Any other issues:	-
META DATA	
Dated created / by:	13.01.2014.
Date of last update / by:	13.01.2014.
INTEGRATED PLANNING APPROACH	
Planning approach:	In order to guarantee an interdisciplinary approach and broader acceptance of the future planning process from the beginning, the ministries responsible for environment, water management and transport, scientists and experts in river engineering, navigation, ecology, spatial planning, as well as representatives of other stakeholders, such as environmental non-governmental organisations and relevant private sector representatives, will be involved.
Progress:	-
PUBLIC INVOLVEMENT	
Time:	-
Level of involvement:	-
Progress:	-

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INTERDISCIPLINARY PLANNING TEAM	
Planning bodies:	-
Time:	-
Transboundary and international aspects:	-
Progress:	-