Project Data Sheet

BASIC PROJECT DATA			
Full project title:	Integrated River Engineering Project on the Danube East of Vienna		
Short project title: (acronym)	IREP	**Project logo:**	
Project website:	www.lebendige-wasserstrasse.at	**Project ID:**	PA1A031
Need and added value for Danube Region:	On a section with a total length of about 48 km, from the Freudenau river power plant in Vienna to the Austrian-Slovakian border, the Danube is free-flowing. Due to reduced sediment transport downstream of the power plant in Vienna, a degradation of the riverbed has taken place since its completion in 1998, resulting in a decoupling of the river and its floodplains as well as in falling groundwater levels. Additional ecological deficits were caused by river engineering structures which were erected in past centuries and which endanger the habitats of typical local flora and fauna. Regarding navigable conditions, there are inadequate fairway depths and restricted fairway widths in this section, which negatively affect the competitiveness of inland waterway transport, both in Austria and on an international level, as the majority of transports on the Danube waterway on Austrian territory is of international and long-distance character.		
Objective(s) of project:	The Integrated River Engineering Project on the Danube East of Vienna is an integrated overall project with the following objectives: • Riverbed stability • Improvement of ecological conditions • Improvement of nautical conditions in low-water periods		
Planned project activities:	• Granulometric riverbed improvement / sediment management in order to stabilize the riverbed: reduction of riverbed erosion by adding larger gravel sizes within the natural grain size spectrum • River bank restoration to improve ecological conditions: removal of riprap, reconnection of side arms • Riverbed adjustments to improve nautical conditions: optimization of low-water regulation structures (design of new groynes and training walls and removal/adaptation of old structures), dredging & dumping		
Transboundary impact:	As the transport of goods on the Danube and its tributaries has an international and long-distance character, the entire Danube region will benefit from the project.		
Project beneficiaries / target groups:	• Shippers • Navigation companies/transport operators • Forwarding agents • Danube Floodplains National Park		

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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:	01.2007	**End date:**	t.b.d.
Notes:	Interdisciplinary monitoring of the project is on-going since 2005. Five pilot projects were finished between 1998 and 2009 which featured measures on five different sectors within the project area (side arm reconnection, river bank restoration and groyne optimization). In February 2012, the pilot project at Bad Deutsch-Altenburg was started on a sector with a length of approx. 3 km with the aim to gain experience and reducing technical and economic risks for the Integrated River Engineering Project by realizing in natura all measures foreseen in the integrated project on one sector for the first time.		

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PROJECT TEAM		
Project leader:	via donau – Österreichische Wasserstraßen-Gesellschaft mbH / Austria	
Project partner(s):	Federal Ministry for Transport, Innovation and Technology / Austria	
Contact person:	**Name:**	Robert Tögel
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FINANCING		
Available: (please tick a box)	Yes Partly No	
Total budget:	223,100,000 EUR (index 2006)	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	National/regional funds:	State budget is assigned on the basis of a long-term agreement and the actual government programme, but based on yearly budgets
	EU funds:	TEN-T; Actual decision: TEN-T MAP 2007-2015: 50% for pilot projects, 20% for the implementation of the overall stretch
	IFI loans:	
	Private funds:	
	Other:	

PROJECT ENVIRONMENT	
Strategic reference:	• Communication from the Commission on the promotion of inland waterway transport "NAIADES" – an integrated European action programme for inland waterway transport (SEC(2006) 34) • Priority Project 18 of the Trans-European Transport Networks (TEN-T) of the European Union (since 2014: Rhine-Danube-Corridor) • Austrian National Action Plan Danube Navigation (NAP) • Austrian Government Programme 2013-2018, chapter „Traffic and Infrastructure" • Austrian Implementation of the Water Framework Directive • Listed in the EU Strategy for the Danube Region (EUSDR) (PA1A031)
Relevant legislation:	• Measure pursuant to the Austrian Federal Waterways Act 2004; §2, sub-

	section 1 • National legislation (water, navigation, environmental, and others) is mainly incorporated by an EIA • Water Framework Directive
Other:	• Five pilot projects are already implemented in the stretch • "Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin" and the PLATINA Manual for sustainable waterway planning • In 2012, a stakeholder participation model was implemented to accompany the implementation of the Pilot Project Bad Deutsch-Altenburg

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OTHER RELEVANT ISSUES	
Project requirements:	The project is realized in an environmentally sensitive area. Therefore it was necessary to incorporate the needs of the Danube Floodplain National Park in the project. Interdisciplinary planning and stakeholder involvement are key issues for successful project implementation.
Follow-up project:	–
Any other issues:	–
META DATA	
Dated created / by:	31.01.2014 / Robert Tögel (viadonau)
Date of last update / by:	–
INTEGRATED PLANNING APPROACH	
Planning approach:	The planning process of the IREP is a showcase for the development of a sustainable waterway planning approach. The experiences gained while planning this project influenced the content of the Joint Statement, where the process was honoured as “best practise”. The planning process included the following steps: First, an Interdisciplinary Steering Group consisting of well-known experts from the fields of hydraulic engineering, ecology, inland navigation and regional economy was established. The ISG analysed in detail several alternatives and some 11 different variants for developing the Danube section east of Vienna. The ISG excluded all alternatives that could not be agreed on or which were legally impossible to realise (such as building a new hydropower plant in the project area). Then several scenarios of the selected alternative were discussed intensively and improved over several years. In parallel to these discussions, a wider stakeholder involvement process was carried out to reflect the interim results of the ISG. Facilitated by professional moderation, this process involved about 40 stakeholders representing NGOs, relevant ministries, authorities, communities, the navigation sector, the national park and others. The results led to modified scenarios which were assessed and improved by the ISG and the planning team in an intense discussion process. Finally, the ISG defined several essential planning principles and preconditions to balance navigation and environmental needs. These principles served as a basis for the integrative planning team, which develops the project and the pilots in detail. (see also: Manual on Good Practices in Sustainable Waterway Planning; PLATINA Project; ICPDR; 2010)
Progress:	• General planning of the global project finalised; EIA on-going • Planning of 6 pilots finalised (5 already realised)
PUBLIC INVOLVEMENT	
Time:	Involvement / participation of the scientific community from the very beginning of the planning process. Involvement of a wider group before the definition of the planning principles. The realisation of Pilot Project Bad Deutsch-Altenburg is accompanied by a stakeholder participation forum.

Level of involvement:	see “Planning approach”. The relevant stakeholders were usually addressed personally and / or invited by already participating stakeholders. Widespread invitations to join the moderation process. Stakeholder participation forum: self-organising within the group of NGOs and within the group of representatives from the economy.
Progress:	Planning process: Tools: Workshops, open information & discussion events at universities Results: Planning principles, general project, pilots, etc. Stakeholder participation process: Tools: Meetings, e-mail, website, on-site visits (for details see project website) Results: Common understanding of the project, its aims and measures, how the measures are realised (what is needed to do so), information on monitoring programme, discussions of first experiences, design adaptations

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INTERDISCIPLINARY PLANNING TEAM	
Planning bodies:	Interdisciplinary Steering Group: Definition of planning principles; supervision of planning team Interdisciplinary Planning Team: planning of the mix of measures Monitoring Team(s): Pre-/Post-Monitoring, Monitoring during construction period to deliver missing planning data and to monitor as-is-situation, the effects of the construction site and the success of the realised measures. (construction site supervision and ecological supervision to accompany / supervise construction)
Time:	see “Planning approach”
Transboundary and international aspects:	The neighbouring country Slovakia was involved through the Slovakian-Austrian border waters commission and participates in the EIA in due consideration of the ESPOO convention. ICPDR is involved in the stakeholder participation forum for Pilot Project Bad Deutsch-Altenburg
Progress:	Next step is to integrate the experiences from the on-going pilot projects in the project planning