

## Application Form – 1st Call for Proposals – 2nd Step

### 1. Project Summary

#### 1.1 Project Identification

##### 1.1.1 Main Data

<i>Reference No.</i>	<i>Project Acronym</i>
DTP1-1-050-3.1	DBS Gateway Region

<i>Project Title</i>
Regional and Transport Development in the Danube-Black Sea Region towards a Transnational Multiport Gateway Region

<i>Name of the Lead Partner Organisation in English</i>
Regional Government of Lower Austria

<i>Project Duration</i>	<i>Start Month</i>	<i>End Month</i>	<i>Number of Months</i>
	1 Jan 2017	to 1 Jun 2019	30

<i>Programme Priority</i>
PA3. Better connected and energy responsible Danube region

<i>Programme Specific Objective</i>
SO3.1 Support environmentally-friendly and safe transport systems and balanced accessibility of urban and rural areas

##### 1.1.2 Project Summary

With the enlargement of the EU, the borders were opened to reunite the historical Danube region. Economic development and the emergence of new markets led to raising road transport flows. High traffic volumes not only restrain economic development again, but also have negative effects on the regions.

The main result of the project will be the highly increased intensity and quality of cooperation between all key actors in order to jointly support the Danube-Black Sea region to become an attractive gateway region for maritime and inland waterway transport between Central Europe and the Black Sea, the Caspian region and the Far East (DBS Gateway Region) on a well-informed (Potential Analysis, Road Map), well-prepared (list of projects ready to be implemented, Funding Guideline), well-focused (Joint Vision, Joint Cooperation Strategy) and well-supported (operative Cooperation Platform beyond the lifetime of the project) basis.

The Potential Analysis points out the status, joint challenges and potential cargo for the waterway transport system. The Joint Vision 2040 tells us where the DBS Gateway Region wants to go, the Roadmap defines how we will get there and the Regional Action Plans give concrete steps on what needs to be done, by whom, when etc. and how much this will cost.

Cooperation increases between Danube and Black Sea ports, port's associations, public authorities, business agencies, universities, enterprises, freight forwarders and other strategic partners (such as the EUSDR PA 1a Coordinators, the Working Community of Danube Regions) who will establish close ties during project implementation and beyond. The project ensures financial sustainability by providing a Funding Guideline for project implementation, political sustainability through the strong commitment of participating policy-makers and institutional sustainability through the establishment of the Cooperation Platform that will support long-lasting cooperation and further action in the region.

### 1.1.3 Changes compared to the Expression of Interest (EoI)

With the new partners from Germany, Ukraine and Moldova, the partners now cover the entire DBS region. Given the strategic goals of the project, additional ministries from Austria, Croatia, Bulgaria and Moldova have been involved. In total, 10 new ASPs improve the competence and relevance of the partnership. The FP “Maritime Ports Administration” Constanta dropped out. It already has excellent hinterland connections and a special position within the region. Naturally, the port will stay in close contact with the project and be involved in the feedback-loops and information exchange process. Nevertheless, the operational incorporation in the project’s activities would have dominated the other partners, most of which medium-sized ports. The ASP Municipality of Constanta (that is currently involved in political turmoil) has dropped out, too. Improvements include realistic timetable and well-structured workplan, revised budget, more focused main result and clearly defined pilot actions.

### 1.1.4 Project Budget Summary

*Project Budget*

2,178,449.30 €

## 2. Project Partners

### 2.1 List of Project Partners

Role	Official Name in English	Acronym	Country
<i>LP</i>	Regional Government of Lower Austria	RGLA	AUSTRIA
<i>ERDF PP1</i>	TINA Vienna GmbH	TINA	AUSTRIA
<i>ERDF PP2</i>	Public Ports, jsc	PPS	SLOVAKIA
<i>ERDF PP3</i>	Freeport of Budapest Logistics Ltd	FBL	HUNGARY
<i>ERDF PP4</i>	Port Authority Vukovar	PAV	CROATIA
<i>ERDF PP5</i>	Bulgarian Ports Infrastructure Company	BPI	BULGARIA
<i>ERDF PP6</i>	Municipality of Burgas	MB	BULGARIA
<i>ERDF PP7</i>	Municipality of Varna	MV	BULGARIA
<i>ERDF PP8</i>	Municipality of Galati	MG	ROMANIA
<i>IPA PP1</i>	University of Novi Sad, Faculty of Technical Sciences	UNS	SERBIA
<i>ASP1</i>	ecoplus. The Business Agency of Lower Austria	ecoplus	AUSTRIA
<i>ASP2</i>	Port of Vienna	PVA	AUSTRIA
<i>ASP3</i>	Municipality of Vienna, Municipal Department for Urban development and planning	MA18	AUSTRIA
<i>ASP4</i>	Austrian Association of Cities and Towns	AACT	AUSTRIA
<i>ASP5</i>	Bratislava Self-governing region	BSGR	SLOVAKIA
<i>ASP6</i>	Hungarian Federation of Danube Ports	HFDP	HUNGARY
<i>ASP7</i>	Association of Hungarian Logistics Service Centers	AHLSC	HUNGARY
<i>ASP8</i>	Ministry of Development Hungary	MDH	HUNGARY
<i>ASP9</i>	Port of Varna EAD	PVB	BULGARIA
<i>ASP10</i>	Port of Novi Sad	PNS	SERBIA
<i>ASP11</i>	Bayernhafen GmbH & Co KG	BP	GERMANY

Role	Official Name in English	Acronym	Country
ASP12	Federal Ministry of Transport, Innovation and Technology	bmvit	AUSTRIA
ASP13	Working Community of Danube Regions	ARGE DL	AUSTRIA
ASP14	Ministry of Maritime Affairs, Transport and Infrastructure	MPPI	CROATIA
ASP15	Port of Vukovar Ltd	LV	CROATIA
ASP16	Ministry of Transport, Information Technology and Communications	MTITC	BULGARIA
ASP17	Autonomous Province of Vojvodina	APV	SERBIA
ASP18	The River Administration of the Lower Danube Galati	AFDJ	ROMANIA
ASP19	Ministry of Transport and Road Infrastructure	MTID	MOLDOVA
ASP20	Izmail Branch of state enterprise "Ukrainian Sea Ports Authority" (Izmail Sea Ports Authority)	USPA	UKRAINE

## 2.2 Description of the Partnership

The partnership consists of 10 Financing Partners and 20 Associated Strategic Partners and involves all direct neighbouring countries of the Danube river. It covers 7 of the 9 EU countries (Austria, Bulgaria, Croatia, Germany-Bavaria, Hungary, Romania and Slovakia) and 3 of the 5 non-EU countries (Republic of Moldova, Serbia and Ukraine-Odessa Oblast) included in the DTP.

The partnership follows an innovative approach by building an umbrella for all relevant stakeholders. One representative of each participating region is nominated financial partner (FP). His task is to involve all other stakeholders in his region (as ASPs and others), get their feedback and report to the core group. This approach ensures the proper involvement of all stakeholders.

The partnership not only includes ports and their related associations, but also national, regional and local authorities to widen the perspective from port infrastructure to hinterland connections. Ports are seen as important hubs and their accessibility to and from the region an essential factor. Ports provide the experience and competence of offered services, logistics and cargo management. Cities, regions and ministries are competent to integrate recommendations of the project into their local, regional and national policies and thus play an important role for implementation. In order to guarantee sound academic analysis and methods also a university is part of the partnership. Additional partners are integrated in the partnership (such as business agencies, regional and national associations, a Logistic Service Centre and the Working Community of the Danube Regions) that guarantee direct contact to the producing industry and freight forwarders.

The partners are the direct beneficiaries of the project's results and founding members of the Cooperation Platform. Thus, direct involvement in the elaboration of the basis for the Cooperation Platform raises the commitment for future collaboration.

## 2.3 Project Partners Data

### 2.3.1 Lead Partner (LP)

#### 2.3.1.1 Legal Identification Data

*Official Name in English*

Regional Government of Lower Austria

*Full Name in original Language*

Amt der Niederösterreichischen Landesregierung

*Acronym*

RGLA

*Country*

AUSTRIA

*NUTS II Region*

Niederösterreich

*NUTS III Region*

Sankt Pölten

*Type of Institution*

Regional public Authority

*Legal Status*

Public Body / Body governed by public Law

*Is your Organisation entitled to recover VAT based on national Legislation for the Activities implemented in the Project?*

No

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Director Division Transport

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*Contact Person*

*Name of the Contact Person in the Project*

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*Position of the Contact Person in the Project*

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2.3.1.2 Geographical Scope of the LP Activities

Regional

2.3.1.3 LP's Relevance for the proposed Project (thematic Competence)

Lower Austria has the largest area and the second largest population (after Vienna) of the nine federal provinces in Austria. On the north, Lower Austria is bordered by the Czech Republic; on the east it is bordered by Slovakia where the river system of Thaya and March marks the frontier line. In the south, the foothills of the Eastern Alps form a natural boundary with Styria. In the south-east, Lower Austria borders Burgenland and this is where the province also has a share in the Pannonian Plateau, which then stretches a scant 4km away into Hungary.. The Danube plays a very prominent role in both topographical and historical terms. This river, which was once the northern boundary of the Roman Empire, is the lifeline of the region and divides Lower Austria into a northern part with the Wald- and Weinviertel and a southern part with the Most- and Industrieviertel. The Danube has been of great importance since historical times as a transport artery, and today it forms part of the Rhine-Main-Danube canal, linking the Atlantic to the Black Sea. The Division Transport within the Regional Government of Lower Austria is responsible for the entire mobility planning and the elaboration of the comprehensive transport network in Lower Austria ensuring also its connectivity with the higher level of the TEN network. This expertise is very important working towards the EUSDR goal of "improving mobility and multimodality". Lower Austria's commitment also reflects in the participation of the Working Community of the Danube Regions (ARGE Donauländer) where it successfully initiated a Memorandum of Understanding on the cooperation between the Danube Countries and their

ports and regions. The current project proposal is the logic continuation of the LPs previous engagement and the joint recommendations drawn from the Memorandum of Understanding.

#### 2.3.1.4 How is the Organisation and the related Territory benefiting from Participating in this Project?

The Division Transport within the Regional Government of Lower Austria sees its core responsibility in the assurance and further development of the comprehensive transport network of Lower Austria in due consideration of general public and economic interests. The Mobility Concept 2030+ directly refers to the importance of integrating Lower Austria into the international network for freight transport and thus guarantee the country's accessibility and economic development potentials. In parallel, it is stated that sustainable development can only be ensured via environmentally-friendly means of transport. Lower Austria will profit from the know-how transfer between the ports, regions and Ministries of the whole Danube-Black Sea Region and through this expand its network within the region. As a founding member of the Cooperation Platform (WP6), Lower Austria is up-to-date with ongoing activities and can actively contribute to it.

Being the regional policy-maker in the field of waterway transport the Division Transport of the Regional Government of Lower Austria will benefit from profound knowledge about the needs and challenges as well as potential for waterway transport in the wider DBS Gateway Region (WP3), it will benefit from measures defined in the Roadmap (WP4) for own prioritising of projects supported by Lower Austria and from the far elaborated projects ready to be implemented (WP5) in order to increase the attractiveness of the waterway transport system which includes the regions of Lower Austria, too.

#### 2.3.1.5 Description of the LP's previous institutional Experience and of the available Capacities and Ressources for Managing an international Partnership.

The LP has extended experience in the management of EU projects and already successfully participated in the development and implementation of several thematically related EU projects, e.g. SETA (SEE-Programme), SIC! (CADSES-Programme) and SUSTRAIN (INTERREG IIc).

Lower Austria holds the biggest part of the Danube in Austria. Ongoing collaboration and cooperation in cross-border and transnational EU projects, working groups and working committees on political as well as operative level show the vast experience in management of operations such as the current project. Due to all these past efforts, an intense network of personal contacts was established and is built upon for the further development of the region and beyond.

The LP will bring in its extensive experience and will be directly involved in strategic feedback and decision-making process. The personnel of the Government of Lower Austria will steer the project, participate in meetings and events as well as supervise content-related work and project management activities. For this contribution it will not claim staff costs as this kind of work is included in the Government staff's work description. Beyond the above-mentioned tasks, the Government's staff does not have open resources. These activities will not be able without the contribution of ERDF funds. They will be carried out by external experts. This is why the budget does not entirely reflect the manpower, efforts and expertise of all staff involved, but nonetheless the LP's commitment towards the project is fully given and relevant tasks fulfilled in a highly qualitative way.

#### 2.3.1.6 Description of the previous Participation in other relevant EU funded Projects.

Lower Austria was involved in EU funded projects from the beginning on. It participated in many different projects fulfilling all different roles, from LP to WP Leader and contribution to content-related analysis. The following projects are most relevant in the field of transport:

- ÖV AT-CZ (2013), Potential Analysis of cross-border public transport, ETC AT-CZ 2007-2013; Lead partner: The project's objective was to demonstrate the potential for cross-border transport in tourism in the border area of Austria and the Czech Republic. Built on these findings concrete public transport offers were elaborated and prepared for implementation.
- SETA (2008), South East Transport Axis, SEE Programme; Project partner: The focus was to improve the accessibility and logistic work flows of and within the SEE regions involved by better connecting primary and secondary networks as well as to improve intermodal transport offers.
- CENTROPE (2003), Central Europe Programme; Project partner: The aim of the project was to re-unite the regions divided by the former EU external border through joint development in the areas of knowledge management, human capital, spatial integration, culture and tourism. The cross-border development of

international mobility was addressed as overall horizontal criteria.

- SIC! (2003), SUSTRAIN implement Corridor, Interreg IIIB CADSES; Project partner: SIC! (follow-up of SUSTRAIN) detailed the analysis filtering infrastructural investments in terms of their contribution to regional and economic development along the corridor. Key projects were identified and preconditions for implementation prepared.
- SUSTRAIN (2000), Sustainable Transport Infrastructure and intermodal transport concepts for northern Central Europe; Interreg IIC CADSES; Project partner: SUSTRAIN aimed at quantifying development potentials for regions along the former EU external border in regard of different scenarios of upgrade of the transport infrastructure along the NS-corridor.

### 2.3.1.7 Revenues generated by the Project

<i>Revenues generated by the LP</i>	<i>Amount</i>
none	—

### 2.3.2 ERDF PP1

#### 2.3.2.1 Legal Identification Data

<i>Official Name in English</i>	
TINA Vienna GmbH	
<i>Full Name in original Language</i>	
TINA Vienna Ltd	
<i>Acronym</i>	<i>Country</i>
TINA	AUSTRIA
<i>NUTS II Region</i>	<i>NUTS III Region</i>
Wien	Wien
<i>Type of Institution</i>	
SME	
<i>Legal Status</i>	
Public Body / Body governed by public Law	
<i>Is your Organisation entitled to recover VAT based on national Legislation for the Activities implemented in the Project?</i>	
Yes	
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2.3.2.2 Geographical Scope of the ERDF PP1 Activities

Transnational

2.3.2.3 ERDF PP1's Relevance for the proposed Project (thematic Competence)

TINA Vienna is a limited company under Austrian law, which was founded in February 1997. TINA Vienna is affiliated to the City of Vienna and since June 2003 a company of the Wien Holding, 100% owned by the City of Vienna. One of the main strengths of TINA Vienna is the expertise in international strategic transport planning in CEEC. This competence was and is shown in various projects that were financed by European funding instruments such as EU-PHARE, TACIS and ERDF. The company can point to work experience in CEEC, the Western Balkans, the Commonwealth of Independent States (CIS) (including Belarus, Georgia, the Russian Federation, Moldova and the Ukraine) and Turkey. To carry out the work, TINA has - based on the excellent contacts within the Vienna Cities Administration - established a wide network of contacts in the EU Member States and riparian countries of the Danube and the Black Sea, including Ministries, Universities, city administrations and individual experts. TINA can also rely on the expertise and the knowledge of the Port of Vienna. Vienna Port belongs to the same group as TINA Vienna, the Wien Holding, and both companies have a long lasting cooperation and exchange of know-how. TINA Vienna has experience in various cooperation projects either in the project management, partner or subcontractor.

2.3.2.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

The benefits for TINA Vienna and moreover for the Vienna region in participating in this project are the jointly developed vision and implementation strategy for the Danube Region having positive effects on an increased waterway transport on the Danube. Furthermore the development of solutions for existing problems as well as upcoming challenges in the field of intermodal transport along the Danube and in the Black Sea Region might induce an increase of transport flows within the riparian countries in the long term perspective and thus will have a positive effect on the economic development of the entire gateway region.

2.3.2.5 Description of previous Participation in other EU funded Projects.

TINA Vienna has experience in various cooperation projects either in the project management or as partner with the main focus on promoting and further developing multimodal transport solutions and cooperations:

-Project Coordination

--INTERMODA - Integrated Solutions for Intermodal Transport between the EU and the CEEC, FP5, 2001 – 2003

--DONAUHANSE – Networks of Danubian Cities for Economic Co-operation, INTERREG IIIB, 2004 –2006

--CENTRAL - Central European Nodes for Transport and Logistics, INTERREG IIIA, 2004 –2008

-Project Partner

--EC04LOG - East border COrridor 4th party LOGistics , INTERREG IIIC, 2004 –2006

--empiric - Enhancing Multimodal Platforms, Inland waterways and Railways services Integration in Central Europe, Central Europe Programme, 2011-2014

-Subcontractor

--WATERMODE - Transnational Network for the Promotion of the Water-Ground Multimodal Transport, South East Europe Programme, 2009-2011

--INWAPO - Upgrading of Inland Waterway and Sea Ports, Central Europe Programme, 2011-2014

2.3.2.6 Revenues

*Revenues generated by the Project*

*Amount*

none

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### 2.3.3 ERDF PP2

#### 2.3.3.1 Legal Identification Data

*Official Name in English*

Public Ports, jsc

*Full Name in original Language*

Verejné prístavy, a.s.

*Acronym*

PPS

*Country*

SLOVAKIA

*NUTS II Region*

Bratislavský kraj

*NUTS III Region*

Bratislavský kraj

*Type of Institution*

National public Authority

*Legal Status*

Public Body / Body governed by public Law

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Yes

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#### 2.3.3.2 Geographical Scope of the ERDF PP2 Activities

National

#### 2.3.3.3 ERDF PP2's Relevance for the proposed Project (thematic Competence)

VP, a.s. was established on 21 January 2008 The company's founder is the Slovak Republic as represented by the Ministry of Transport, Construction and Regional Development of the Slovak Republic. The Company's goal is to optimise the commercial operation of state assets and to increase the effective and efficient use of transport infrastructure in public ports in the interests of developing domestic and international waterborne transport. VP, a.s. is charged with the following business activities:

- ensuring the readiness and securing construction work at the public ports in Slovakia while developing



long-term and short-term concepts for their development,  
 - assuring operation, maintenance and repairs as well as all records of facilities, structures and installations inside the public ports,  
 - leasing land inside the public ports and other related activities immediately associated with the disposal of the assets inside the public ports, collecting payments for the use of the public ports, - establishing the conditions for the development of multi-modal transport, including handing of multi-modal cargo units  
 The VP, a.s. is interested in the project focusing on the market trends and challenges in the port development in the context of the Danube-Black Sea cooperation. The VP, a.s. will bring in valuable expertise in all Work Packages. It has an extensive network to relevant stakeholders and will contribute port related policies and development plan.

#### 2.3.3.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

The project represents a set of activities that reflect the current needs of development of the public ports in Slovakia. Therefore, VP, a.s. has decided to participate in all of the WPs. Firstly, the Market Analysis is crucial for the ports to discover opportunities and transport gaps that need to be reflected in the port development. Having in mind international transport environment and global dimension of the logistics, the overall Roadmap (WP4) is more than welcome. The added-value of the project lies in the comprehensiveness of the planned activities. In particular, the project identifies the need to connect the planning and implementation of the designed measures. This kind of unique connection between planning and implementation strategy applied on the international level will help the public ports of Slovakia to reach the respected level of development that is still needed. Currently, the development is limited to the national and regional funding structures and options that are however not sufficient for the complex investment into the modernization of the 3 public ports and its services. The VP, a.s. will benefit not only from the Roadmap, but also from its transition into concrete measures and funding guidelines within a Cooperation Platform that will last also after the project completion.

#### 2.3.3.5 Description of previous Participation in other EU funded Projects.

The VP, a.s. participated in many projects out of which the following two projects are most relevant for this application:

- DaHar - Development of inland ports on the Danube, Project duration: April 2011 – March 2014 (36 months)
- INWAPO - Upgrading of Inland Waterway and Sea Ports, Project duration: 10/2011 – 12/2014 (39 months)

#### 2.3.3.6 Revenues

<i>Revenues generated by the Project</i>	<i>Amount</i>
none	—

### 2.3.4 ERDF PP3

#### 2.3.4.1 Legal Identification Data

*Official Name in English*

Freeport of Budapest Logistics Ltd

*Full Name in original Language*

Budapesti Szabadkikötő Logisztikai Zrt

*Acronym*

FBL

*Country*

HUNGARY

*NUTS II Region*

Közép-Magyarország

*NUTS III Region*

Budapest

*Type of Institution*

Other: Port Operator

*Legal Status*

Private Enterprises

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Yes

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#### 2.3.4.2 Geographical Scope of the ERDF PP3 Activities

National

#### 2.3.4.3 ERDF PP3's Relevance for the proposed Project (thematic Competence)

FBL is the port operator of the Budapest Freeport – the largest, core TEN-T inland port in Hungary on the Danube. FBL has all the necessary competencies to design and implement the master plan and development strategy of the port, invest into infrastructure and establish new services. The port can technically load and store all kinds of cargo being a main multifunctional hub on the Danube also with a strong rail and road connections. It has a favourite location in Budapest, the administration and economic centre of Hungary, also at the crossing of several TEN-T corridors. The port is a member of network of TEN-T inland ports, strongly connected to the Black Sea and to the Danube-Rhein-Main ports. Its hinterland covers the whole of Hungary. It has a good relationship with several other Danube ports. It is a member of several industrial associations in Hungary. The port's total area is 153 hectares, including an unused area designated for further development. The Port's infrastructure is under continuous modernisation in the last 10 years – to catch-up the lack of investments for 40 years -in a close cooperation with the state-owned land and infrastructure owner company, MAHART. There are approx 60 companies operating in the port providing a wide range of logistic-related services. Port's development is hindered by infrastructural bottlenecks (Danube navigability, rail connection etc), lack of strategies, lack of common vision, joint agenda and action plans, missing cooperation strategy and cooperation platform. FBL is WP Leader of WP6 and will bring in its expertise for the set-up of the Cooperation Platform. Also, in all other Work Packages FBL will bring in valuable expertise and network to relevant stakeholders and port related policies and development plans.

#### 2.3.4.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

Although strategies and policies on EU, Danube Region and national level all aim to increase the share of waterway cargo flow - given its low environmental impact - common activities, projects, strategies, policies are still scarce. In Hungary national-level strategies and plans are still in favour of the development of road – and to some level rail - infrastructure and a very small percentage of development funding is spent on ports infrastructure. Therefore all transnational projects which can demonstrate strong co-operation, good practice have a positive effect. FBL expects that the project shall demonstrate that a strategic cooperation can work effectively, national and regional policies can be influenced in favour of waterway – ports –development. Also it is expected that new markets can be opened in a cooperation with other project partners which is a far more effective way than acting alone in a highly competitive market like the transport and logistics industry. FBL can involve effectively local and national policy makers and stakeholders which will help the sustainability of project results and hopefully achieve a favourable change in national and regional policies. Also – as the port is located in Budapest – modal shift from road to waterway has a direct positive impact on the reduction of pollution and other external effects in the city. FBL can also generate awareness as being a member of several relevant association of the industry therefore project results will be widely and effectively distributed. Also stakeholders’ opinion and views will be integrated into the project which will also help acceptance of project goals. Long-term cooperation (Strategy+Platform) is of particular importance as a lobbying tool to demonstrate cooperation and influence Hungarian policy makers beyond project lifetime, too.

#### 2.3.4.5 Description of previous Participation in other EU funded Projects.

FBL was a PP and the WP6 „Pilot Actions” responsible partner of the CE INWAPO project (Upgrading of Inland Waterway and Sea Ports) led by the Venice Port Authority. As WP6 coordinator FBL prepared the methodological background of the WP6, coordinated, supported and monitored pilot projects (studies, investments, tests) implementation, prepared regular reports to the LP, implemented its own small-scale pilot investment and prepared a study on the state aid policy vs inland ports development. This study had a major effect on the new Commission Regulation on investment aid for inland ports. As PP it was actively involved in all other project activities.

#### 2.3.4.6 Revenues

<i>Revenues generated by the Project</i>	<i>Amount</i>
none	–

### 2.3.5 ERDF PP4

#### 2.3.5.1 Legal Identification Data

<i>Official Name in English</i>	
Port Authority Vukovar	
<i>Full Name in original Language</i>	
Lucka uprav a Vukovar	
<i>Acronym</i>	<i>Country</i>
PAV	CROATIA
<i>NUTS II Region</i>	<i>NUTS III Region</i>
Kontinentalna Hrvatska	Vukovarsko-srijemska županija
<i>Type of Institution</i>	
Regional public Authority	
<i>Legal Status</i>	
Private Nonprofit Body	
<i>Is your Organisation entitled to recover VAT based on national Legislation for the Activities implemented in the Project?</i>	
Yes	

*National Tax Number*

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### 2.3.5.2 Geographical Scope of the ERDF PP4 Activities

Regional

### 2.3.5.3 ERDF PP4's Relevance for the proposed Project (thematic Competence)

Public Institution Port Authority Vukovar is a public institution established in 2001 by government of Republic of Croatia, with head office in Vukovar. Port Authority Vukovar is in charge for the management of the public port and quays on Danube River in Croatia, for building and maintaining the port infrastructure, issuing concessions for port operators, port dues charging and also for environmental protection in ports. Port Authority Vukovar manages the port area of port of Vukovar, and port area of passenger terminals Ilok, Vukovar, Aljmaš and Batina. According to the Act on inland navigation and inland ports, port management include activities of monitoring and records of port traffic, ensuring continuity of providing port activities, reception of waste, fecal, bilge and greasy oil water from vessel, enforcement order in port and supervision over carrying out the port activities, regular maintenance of port infrastructure and management of public water domain in port area.

### 2.3.5.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

Port Authority Vukovar – as a managing authority of the port of Vukovar – sees the possibilities of the project as adequate preparation of the DBS Gateway Region. Within this framework, the port of Vukovar builds a multimodal node for freight transport. Positioning of the port Vukovar within the gateway for global trade creates possibilities for potential cargo growth. This will lead to better economical exploitation of the port's hinterland. In addition, the planned project activities for shifting existing and attracting new cargo flows to the waterway transport system and related hinterland (intermodal connection with rail) will also have a positive influence on the environment. Port as a multi-modal hub implies combining different transport modes, such as inland waterway and railway modes of transport, which are environmentally-friendly modes of transportation.

### 2.3.5.5 Description of previous Participation in other EU funded Projects.

The Port Authority Vukovar participated in the SEE Transnational cooperation program, in WANDA (Waste management for inland navigation on the Danube) and CO-WANDA (Convention for Waste management for the inland navigation on the Danube) as IPA partner, as an observer partner in DAHAR (Danube Inland Harbor Development) and as an end-user in the UNCOSS (Underwater Coastal Sea Surveyor project) within FP framework programme.

### 2.3.5.6 Revenues

<i>Revenues generated by the Project</i>	<i>Amount</i>
none	—

## 2.3.6 ERDF PP5

### 2.3.6.1 Legal Identification Data

*Official Name in English*

Bulgarian Ports Infrastructure Company

*Full Name in original Language*

Държавно предприятие „Пристанищна инфраструктура”

*Acronym*

BPI

*Country*

BULGARIA

*NUTS II Region*

Югозападен (Yugozapaden)

*NUTS III Region*

София (Sofia)

*Type of Institution*

Transport Authority

*Legal Status*

Public Body / Body governed by public Law

*Is your Organisation entitled to recover VAT based on national Legislation for the Activities implemented in the Project?*

Yes

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### 2.3.6.2 Geographical Scope of the ERDF PP5 Activities

National

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#### 2.3.6.3 ERDF PP5's Relevance for the proposed Project (thematic Competence)

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Bulgarian Ports Infrastructure Company (BPICo) manages the port infrastructure of the public transport ports of national importance in accordance with the Maritime Spaces, Internal Waterways and Ports of the Republic of Bulgaria Act.

Therefore some of the main priorities when planning the of BPI Co. relevance for the proposed Project are:

- Effective maintenance, modernization and development of the transport infrastructure;
- Integrating the Bulgarian transport system in Europe;
- Transparent and harmonized conditions for competition in the transport market. Providing better business environment;
- Providing quality and accessible transport in all regions of the country;
- Sustainable development of public transport.

The vision for the development of the transport sector by 2020 is for Bulgaria to have a modern, safe and secure transport system that meets the needs for quality and safe transport.

BPICo is WP Leader of WP 3 and thus responsible for the potential analysis of the whole DBS Gateway Region. As a national authority, BPICo has a wider focus of planning and a substantial network to relevant stakeholders. It participated in several previous projects relevant for capitalisation. The regional workshops will be implemented together with all other PPs, BPICo's experience in formats and stakeholder involvement will be an asset. Also, in all other Work Packages BPICo will bring in valuable expertise, network to relevant stakeholders and port related policies and development plans.

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#### 2.3.6.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

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According to the assessment of situation of the transport sector in Bulgaria (OP Transport and Transport Infrastructure 2014–2020) the river and sea transport is underdeveloped and their use directly dependent on the development of the connections with the hinterland and provision of efficient port services. European transport policy considers the development of maritime transport and inland waterways as a priority. These key components of modality enable to overcome the growing congestion of road and rail infrastructure and help to reduce the air pollution. Ports are of vital importance for the competitiveness of the European, and thus Bulgarian transport business. The trend for development of public river and sea ports of national importance is related to concessions and liberalization of port services taking into account the needs for improvement of technical conditions of the port infrastructures and port water areas. The expected benefits of participation in the project for BPICo and the Bulgarian transport system are as follows:

- Improvements of sustainable transport system in order to promote intermodal transport
- Strengthened cooperation between relevant stakeholders in the region;
- Improved business environment by attracting business partners and cargo to/from the Danube

While the main corridors are the focus of European schemes and funding policies, Bulgaria lacks Partner contact table – DBS Gateway Region improvements of necessary regional transport links. The project helps to put these needs in the focus improve the connection of the ports with their hinterland and to establish themselves as intermodal terminals. Only the joint effort of all stakeholders in the DBS Gateway Region will enable Bulgaria to connect with Europe and new markets abroad. Combining the efforts of the countries will help to accelerate ongoing, planned and new actions of need for Bulgaria and the whole DBS Gateway Region.

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#### 2.3.6.5 Description of previous Participation in other EU funded Projects.

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Bulgarian Ports Infrastructure Company has successfully implemented projects for modernization and maintenance of the infrastructure of river and sea ports for public transport of national importance in Bulgaria with its own resources as well as European funding. The company completed several projects

funded by Operational Programme "Transport" 2007-2013 related to monitoring, navigation and control of vessel traffic. BPICo was co-beneficiary of 2 successfully completed major projects under SOUTH EAST EUROPE Transnational Cooperation Programme 2007-2013 related to the prevention of pollution of water, air and infrastructure in port areas.

PROJECTS FINANCED BY EU FUNDS IMPLEMENTED BY BPICo:

- "AnNa – Advanced National Networks for Administrations": implementing the Maritime Single Windows concept in accordance with Directive 2010/65/EU
- IRIS Europe 3 - "Implementation of River Information Services (RIS) in Europe": development and improvement of key RIS technologies, services and applications
- Environmental Management of Transborder Corridor Ports (ECOPORT 8): improving the quality of ports, putting as a main priority the prevention of pollution of the water, air and infrastructure in the port areas and adjoining coastal zone through close cooperation between scientific institutions and local port authorities
- Transnational Enhancement of ECOPORT8 Network - TEN\_ECOPORT: establishment of common model for protection of the environment in the ports of Southeast Europe
- Monitoring and Information system for the Black Sea based on the model of BarentsWatch's AS A SPECIFIC BENEFICIARY UNDER THE OPERATIONAL PROGRAMME „TRANSPORT“ 2007-2013, THE BULGARIAN PORTS INFRASTRUCTURE COMPANY - BPICo MANAGES:
- Establishment of River Information System in the Bulgarian Part of the Danube River – BULRIS
- Building of Vessel Traffic Management Information System - VTMISS phase 3
- Design and implementation of GIS for management of the port infrastructure

#### 2.3.6.6 Revenues

<i>Revenues generated by the Project</i>	<i>Amount</i>
none	—

#### 2.3.7 ERDF PP6

##### 2.3.7.1 Legal Identification Data

<i>Official Name in English</i>	
Municipality of Burgas	
<i>Full Name in original Language</i>	
Община Бургас	
<i>Acronym</i>	<i>Country</i>
MB	BULGARIA
<i>NUTS II Region</i>	<i>NUTS III Region</i>
Югоизточен (Yugoiztochen)	Бургас (Burgas)
<i>Type of Institution</i>	
Local public Authority	
<i>Legal Status</i>	
Public Body / Body governed by public Law	
<i>Is your Organisation entitled to recover VAT based on national Legislation for the Activities implemented in the Project?</i>	
No	
<i>National Tax Number</i>	
000056814	
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### 2.3.7.2 Geographical Scope of the ERDF PP6 Activities

Local

#### 2.3.7.3 ERDF PP6's Relevance for the proposed Project (thematic Competence)

Burgas is the fourth biggest city in Bulgaria (210 000 inhabitants) and the most important economic, logistic and touristic municipality in South-Eastern Bulgaria. It is situated on a large bay on the Black sea and important part of its territory is covered by wetlands.

Partner contact table – DBS Gateway Region The location of the municipality determines its role as a major logistics point in the country. The city is also part of the Orient/East-Med corridor of Trans-European transport network (TEN-T) disposing of good road and railway connectivity. With its seven ports, Burgas is one of the two largest centers of maritime transport in Bulgaria. Maritime transport is serviced by 4 ports, which add to the good transport connectivity of the municipality. As for industry, some important industrial sectors are represented within the territory of the city including the largest oil refinery on the Balkans. At the same time, the growing economic development the city is facing during the past years, leads to increasing human activities, pollution and augmenting urbanisation. All these factors predetermine the Municipal policy towards fostering eco-friendly economy. The municipality of Burgas contributes to all WPs in the project, bringing in valuable experience of port-integration into urban areas. It will bring in local and regional policies and development plans and its extensive network to relevant stakeholders in the region. The municipality holds close contact to the port of Burgas and will bring in its interests, needs and ideas as well as port-related plans. Its strong commitment towards the activities and outputs of the project will lead to the subsequent support to integrate recommendations of the project into its plans and strategies and to lobby for the DBS Gateway Region.

#### 2.3.7.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

Even though the city of Burgas has a good transport infrastructure, there are still a lot of challenges Burgas municipality has to face within the process of freight transport system development especially its adaptation towards the measures laid down in the European transport policy. Some bottlenecks are identified in terms of creating an efficient multimodal transport system that will ensure a sustainable economic development. The project presents a great opportunity for Burgas Municipality to obtain an exact overview of the existing cargo flows, market development strategies, transport interwoven potential of the region and the potential markets for Burgas as part of the Danube-Black Sea Gateway Region. The elaboration of Joint Vision 2040 for development of the whole Danube-Black Sea Region will serve as a base for future concrete actions; a viable partnership among institutions from the Danube-Black Sea Region will be established capable of making strategic decisions and lobbying for their realization. Last but not least, there will be a list of options of financial mechanism outlined to provide funding for the implementation of the identified actions in the joint vision for development. Thus, via participation in the current projects Burgas Municipality will enrich its strategic management knowhow and expertise to fully exploit the region's



potential in terms of mobility by ensuring conditions for development of efficient multi-modal networks, identifying innovative solutions to reduce the harmful impact ensuring ecological balance and sustainable economic growth through joint efforts of the partners within the whole Danube-Black Sea Region

#### 2.3.7.5 Description of previous Participation in other EU funded Projects.

During the last few years, Burgas Municipality realised major projects related to the creation of new and the improvement of existing infrastructure: Thus, an integrated urban transport system was inaugurated. Important measures were implemented for the modernisation of the port infrastructure through building the largest fish port in Bulgaria.

-Urban Transport Project (EU Cohesion Fund, project's total budget € 67 million): aim to modernise the city public transport and to improve the metropolitan functions of the city achieving greater mobility for the community, giving priority to environment friendly modes of passenger transport.

-Reconstruction and modernization of the fishing port - SARAFOVO (Operational programme for development of fisheries sector /2007-2013): aim at creating suitable conditions for the development of fisheries in the region of Burgas meeting the highest quality standards. Within the project the following infrastructure was constructed: Pier wall and cooling devices, pier with length 235 m and 30 m wide, Incoming roads construction; Parking for light and heavy vehicles, access point, ship area, slipway, area for ship repair, area for offloading of fish, administrative building covered market for fish sale, Ice generator and fridge compartment/storage, Square lighting for safe and effective work during the dark hours, Column for electricity and water supply of the vessels.

-Integrated plan of Burgas for urban regeneration and development

-Investment programme of Burgas Municipality for the period 2015-2020 (Operational Programme "Regions in growth" 2014-2020): Under one of its strategic investment priorities –“urban environment, areas with potential for economic development” one of the most important pass routes for the city is going to be financed. Expanding its capacity and patency will improve transit south of Burgas and will allow quick access to all industrial zones of the city and to the Port of Burgas.

#### 2.3.7.6 Revenues

<i>Revenues generated by the Project</i>	<i>Amount</i>
none	—

### 2.3.8 ERDF PP7

#### 2.3.8.1 Legal Identification Data

<i>Official Name in English</i>	
Municipality of Varna	
<i>Full Name in original Language</i>	
Община Варна	
<i>Acronym</i>	<i>Country</i>
MV	BULGARIA
<i>NUTS II Region</i>	<i>NUTS III Region</i>
Североизточен (Severoiztochen)	Варна (Varna)
<i>Type of Institution</i>	
Local public Authority	
<i>Legal Status</i>	
Public Body / Body governed by public Law	
<i>Is your Organisation entitled to recover VAT based on national Legislation for the Activities implemented in the Project?</i>	
No	
<i>National Tax Number</i>	
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### 2.3.8.2 Geographical Scope of the ERDF PP7 Activities

Local

### 2.3.8.3 ERDF PP7's Relevance for the proposed Project (thematic Competence)

The city of Varna is an administrative centre of Varna Municipality and Varna District, as well as the centre of North-East Region - NUTS 2. The biggest city in North Bulgaria and on the Bulgarian Black Sea coast, it is situated on the north and west shore of the Gulf of Varna, around Lake Varna. The city is an important transport, logistical, administrative, cultural, academic and economic centre of the region, as well as at national and international level.

Partner contact table – DBS Gateway Region The Municipality serves as a mediator between and works with all public bodies of national or regional governance located in its area, such as Regional Administration Varna, Port Varna EAD, Directorate Maritime Administration – Varna, NGOs and local business. Varna is a major transport centre in Northeastern Bulgaria, its transport connections with Bourgas to the South, Ruse and Romania to the Northwest/North and Sofia to the west making it effectively a vital entry/exit point for cargo and transport services. The Municipality has an overall personnel of 748 people, divided into 19 directorates. The Municipal administration has an extensive experience on projects developed through EU funding, mostly in the field of international cooperation, infrastructure and environment. The municipality of Varna contributes to all WPs in the project, bringing in valuable experience of port-integration into urban areas. It will bring in local and regional policies and development plans and its extensive network to relevant stakeholders in the region. The municipality holds close contact to the port of Varna and will bring in its interests, needs and ideas as well as port-related plans. Its strong commitment towards the activities and outputs of the project will lead to the subsequent support to integrate recommendations of the project into its plans and strategies and to lobby for the DBS Gateway Region.

### 2.3.8.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

The current project will provide the means to: -Gather specific information regarding the tackling of the bottleneck in cargo transportation through the port of Varna and needs to diversify cargo transported from/to the Danube; -Analyze the information and develop a regional masterplan to increase the cargo transport input/output throughout the Port of Varna and improve the hinterland connections of the Port/connecting infrastructure; -Provide the tools to further develop specific projects aimed at better connectivity between the Port of Varna and ports along the Danube river; -Provide the tools necessary for project development to

regional stakeholders and target groups; -Increase investment interest in the Municipality of Varna, the Region of Varna and in the Port of Varna; -Create new contacts and improve business communication between target groups from the Region of Varna and the Danube cities/ports; -Raise awareness of the benefits of using the Danube as cheap, environmentally cleaner means of cargo transportation among the local stakeholders. Changes expected as a result of the project: -Development and execution of the Masterplan and regional Masterplan as a direct result; -Establishment of a Cooperation Platform directly influencing and thus increasing the cargo transportation between the Black Seas region and the Danube ports; -Bankable papers/application forms for most important development measures ready to be implemented. -Improvement of port connectivity/infrastructure and increase in quality and quantity of services provided and used.

#### 2.3.8.5 Description of previous Participation in other EU funded Projects.

The Municipality has successfully participated in the following projects:

- Integrated Urban Transport Project (Regional development operational program 2007-2013): aim at development of sustainable and integrated public transport system, contributing to improvement of living and environmental conditions
- SEE MMS - South East European Mobility Management Scheme (Southeast Europe TCP): results are the creation of urban mobility masterplans, urban mobility centers and a network of urban mobility centers
- F:ACTS! Forms for: Adapting to Climate Change through Territorial Strategies! (INTERREG IVC Programme)
- E.T.O.S. (Lifelong Learning Programme): aim at creating an attractive, practical training model not requiring in classroom attendance, but allowing on the job learning, to transfer and certify basic skills to the target population
- SMART CIBER (EU CIPS programme): System of Maps Assessing Risk of Terrorism against Critical Infrastructures in Big Events Rallies
- Grow Mobile (EU CIP programme): aim at the development of customized services (mobile applications and integrated destination management platforms) to facilitate easy access to cultural heritage sites, provide better information for tourists about leisure activities in a region and offer smart solutions for travelling in rural areas
- EuniverCities (URBACT II): a European network in which ten medium sized cities as well as universities (working in tandems) work together in order to give knowledge cities more visibility within Europe
- BS-Tourism NET – Black Sea Tourism Network (Black Sea Cross Border Cooperation): aim at establishing and operating a cooperative and self-supporting BS Network for sustainable tourism comprising data and information providers, policy and decision makers and tourism industry
- LIMEN– aim at contributing to the development of cultural tourism in the wider region of the Black & Aegean Sea

#### 2.3.8.6 Revenues

<i>Revenues generated by the Project</i>	<i>Amount</i>
none	—

### 2.3.9 ERDF PP8

#### 2.3.9.1 Legal Identification Data

<i>Official Name in English</i>	
Municipality of Galati	
<i>Full Name in original Language</i>	
U A T Municipiul Galati	
<i>Acronym</i>	<i>Country</i>
MG	ROMANIA
<i>NUTS II Region</i>	<i>NUTS III Region</i>
Sud-Est	Galati

*Type of Institution*

Local public Authority

*Legal Status*

Public Body / Body governed by public Law

*Is your Organisation entitled to recover VAT based on national Legislation for the Activities implemented in the Project?*

Yes

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### 2.3.9.2 Geographical Scope of the ERDF PP8 Activities

Local

### 2.3.9.3 ERDF PP8's Relevance for the proposed Project (thematic Competence)

Galati is an industrial city where port activities are combined with the activity of the metallurgic plant Arcelor Mittal, thus creating the premises of a high volume freight. Moreover, commercial and supply activities within the city come to add an extra pressure on the road system, also given the absence of any logistics parks within the area, which would allow the adoption of supply options with small dimensions vehicles. The traffic in Galati port has increased during the last years, reaching 3.8 million tons in 2014. According to the traffic study performed under the "Strategic Plan for the Development of Galati Port"— prepared by C.N. APDM S.A. Galati , such traffic volumes show an ascending trend by approximately 600,000 tons/year. This assumes that it is necessary to create intermodal facilities. The location of all port logistics facilities is in the southern part of the city, on the Danube alignment, the railway transport operators having at their disposal railway facilities (with normal track gauge and wide track gauge) and access to a national road (E 584). The industrial park is located in the immediate vicinity of the Free Zone, with access to the same facilities. The municipality of Galati contributes to all WPs in the project, bringing in valuable experience of port-integration into urban areas. It will bring in local and regional policies and development plans and its extensive network to relevant stakeholders in the region. The municipality holds close contact to the port of Galati and will bring in its interests, needs and ideas as well as port-related plans. Its strong commitment towards the activities and outputs of the project will lead to the subsequent support to integrate recommendations of the project into its plans and strategies and to lobby for the DBS Gateway Region.

2.3.9.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

The cooperation platform established at the partnership level and beyond will transfer the know-how acquired within the project and will harmonize the pilot actions from the project with the action plans from the Local and Regional Development Strategies and Galati Sustainable Urban Mobility Plan. It will facilitate private investment or public funding for the necessary activities identified within the project Road Map and ensure durability and sustainability of the project results. The city and port of Galati will benefit from the Funding Guideline which will enable necessary projects to be implemented. The better awareness of the possibilities within the DBS Gateway Region together with better interconnection between the port and the city/region will help the port of Galati to increase the cargo loads and thus help the city of Galati shift current road transport to environmentally friendly means of transport.

2.3.9.5 Description of previous Participation in other EU funded Projects.

The municipality of Galati participated in the following projects:

SEE Transnational Cooperation Programme:

• RETINA

– Revitalisation of traditional Industrial Areas in South East Europe”: elaboration of 3 transnational case studies within 3 transnational taskforces. The results of the studies were incorporated into the ReTInA Brownfield Revitalization Method (BRM) which consists of the model masterplan and tool for stakeholder engagement.

•DAHAR

–Danube Inland Harbour Development–completed: Municipality of Galati was the leader of the thematic group “Enhancing hinterland connections related to transport linkages of inland navigation with road & rail” and helped creating the Integrated Strategy, initiated the methodology for development of Local Action Plans and presented the recommendations for hinterland connections to EU decision makers in Brussels meeting; coordinated the activities for the working package “Supporting all stakeholders and disseminate the Dahar achievements within national and regional policies”

•SILVER CITY

–Innovative urban strategies and action plans to increase the social and economic role of seniors: Municipality of Galati has organised 2 types of transfer sessions to enhance the exchange of knowledge and implementation of innovative practices and models

URBACT II Programme:

FIN-URB-ACT – Integrated urban actions for fostering and financing innovative economies and SMEs: Municipality of Galati participated within 4 Work Groups

URBACT III Programme:

URBAN GREEN LABS – Phase I completed and Phase II under evaluation: Municipality of Galati has developed the Baseline Study at partner level to be included in AF.

Black Sea Basin Joint Operational Programme 2007–2013: BSBEEP - Black Sea buildings energy efficiency plan: Municipality of Galati was the responsible partner for the implementation of GA 2 (energy consumption, energy-audits and Carbon Footprint estimation at municipal level

2.3.9.6 Revenues

<i>Revenues generated by the Project</i>	<i>Amount</i>
none	—

## 2.3.10 IPA PP1

### 2.3.10.1 Legal Identification Data

*Official Name in English*

University of Novi Sad, Faculty of Technical Sciences

*Full Name in original Language*

Univerzitet u Novom Sadu, Fakultet tehničkih nauka

*Acronym*

UNS

*Country*

SERBIA

*NUTS II Region*

Vojvodina

*Type of Institution*

University, Higher Education institution, Scientific Institution, Research Centre, College

*Legal Status*

Public Body / Body governed by public Law

*Is your Organisation entitled to recover VAT based on national Legislation for the Activities implemented in the Project?*

Yes

*National Tax Number*

100724720

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### 2.3.10.2 Geographical Scope of the IPA PP1 Activities

Transnational

### 2.3.10.3 IPA PP1's Relevance for the proposed Project (thematic Competence)

The University of Novi Sad was founded in 1960 and is the only state University in the Autonomous Province of Vojvodina, comprising nowadays 14 faculties and 2 research institutes with about 48 000 students and about 4 500 employees. As a member of the Danube Rectors' Conference, the University of Novi Sad has been given a leading role for the priority area 7 within EUSDR (EU Strategy for the Danube Region) „to Develop the Knowledge Society through Research, Education and Information Technologies”, which is

Partner contact table – DBS Gateway Region coordinated jointly with Slovak Academy of Sciences. The

Faculty of Technical Sciences (FTN) consists of 13 departments, 8 sectors for special services and 29 research centres. Faculty is involved in more than 110 projects supported by Serbian and Provincial ministry of science and technology and 59 international projects realized in different programmes: FP6, FP7, COST, TEMPUS, CEEPUS, SEE... The project team of the Faculty has an extensive education, knowledge and experience in subjects related to all modes of transport, logistics, ports, technical regulatives and solutions, development plans, strategies and different levels of studies (prefeasibility, feasibility, pre investment, etc.). Within the project, the University will be WP Leader of WP 5 and bring in its experience from former project as well as extensive academic competence in the transport and logistics sector. Overall, it will safeguard the sound academic methodology of the project. The University holds close contact to the port of Novi Sad and has already worked on several projects together. It has a large network in the transport community and will bring in the contacts for stakeholder involvement.

#### 2.3.10.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

The main benefit of the project for the territory and the partner will be:

- Lobbying for the Danube
- Networking and contact building
- Transnational knowledge transfer
- Development of the logistics in the Danube region
- Europeanisation of the academic and business environment in Serbia
- Integration of Serbia into international cargo flows
- Contribution to the development of the Danube ports in Serbia
- Overview of the actual conditions in the Danube Black Sea logistics
- Creating the Joint Vision of the DBS region for 2040
- Development of regional action plans that will be the basis for future investment
- Feasibility studies that will enable investments and public private partnership in the infrastructure and services development
- Research papers based on the project results

#### 2.3.10.5 Description of previous Participation in other EU funded Projects.

The FTS project team for the DBS Gateway project participated in several EU funded projects. The relevant ones are: INTERREG IIIB CADSES project "interim-Integration in the intermodal goods Transport of non EU states: Rail, Inland/coastal waterway Modes" (2006-2008). The FTS was involved in the integration of Serbia in the EU logistics system through EU corridors, logistics centres, route calculations and optimisation of traffic flows of the Danube, with the intermodal participation of railways. SEE Transnational Programme project "WATERMODE-Transnational Network for the Promotion of the Water-Ground Multimodal Transport" (2009-2011). The project's objective was an implementation of multimodal logistics cooperation, especially ground/water. The FTS was involved in cargo flows analysis and development of scenarios for the development of intermodal connections. SEE Transnational Programme project "DaHar-Danube Inland Harbour Development" (2011-2014). The main objective of the project was integration of small and medium size cities and ports along the Danube in the transport logistical chain. The main activities of the FTS were: analysis of multi-modal cargo transport development, development potentials of individual ports, synthesising stakeholder inputs, drawing up an integrated strategy for the functional specialisation of ports in the logistic chain, developing action plans for ports based on the common strategy. FP 7 project "NEWS-Development of a Next generation European Inland Waterway Ship and logistics system" (2013-2015). The main aim of the project was to increase transport flows on the Danube by developing a Next generation European Inland Waterway Ship and logistics system. The FTS participated in the WPs dedicated to: the Macro-regional analysis; Micro-regional analysis: Logistical network structures; River ports infrastructure and service concepts; Development of a finance and business plan, Development of implementation scenarios.

### 2.3.10.6 Revenues

<i>Revenues generated by the Project</i>	<i>Amount</i>
none	—

### 2.3.11 ASP1

#### 2.3.11.1 Legal Identification Data

<i>Official Name in English</i>	
ecoplus. The Business Agency of Lower Austria	
<i>Full Name in original Language</i>	
ecoplus. Niederösterreichs Wirtschaftsagentur GmbH	
<i>Acronym</i>	<i>Country</i>
ecoplus	AUSTRIA
<i>NUTS II Region</i>	
Niederösterreich	
<i>Type of Institution</i>	
Business Support Organisation	
<i>Legal Status</i>	
Public Body / Body governed by public Law	
<i>National Tax Number</i>	
ATU37475308	
<i>Official Address</i>	
Niederösterreichring 2, Haus A, 3100 St. Pölten, Austria	
<i>Phone</i>	<i>Mobile</i>
0043 2742 900019600	
<i>Homepage</i>	<i>E-Mail</i>
www.ecoplus.at	headoffice@ecoplus.at
<i>Legal Representative</i>	
<i>Name of the Legal Representative</i>	<i>Position of the Legal Representative</i>
Helmut Miernicki	Chief Executive
<i>Phone</i>	<i>Mobile</i>
0043 2742 900019600	
<i>E-Mail</i>	
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<i>Contact Person</i>	
<i>Name of the Contact Person in the Project</i>	<i>Position of the Contact Person in the Project</i>
Simone Hagenauer	Project Manager
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<i>E-Mail</i>	
s.hagenauer@ecoplus.at	

#### 2.3.11.2 Geographical Scope of the ASP1 Activities

Regional

#### 2.3.11.3 ASP1's Relevance for the proposed Project (thematic Competence)

For over 50 years, ecoplus has united commerce and politics, education and research, business and administration, investors and initiators of regional and international projects. Ecoplus offers tailored services, information and support to companies, project backers and partners in areas such as:



- Establishment or expansion of companies
- Provision of attractive company locations
- Facilitation of access to educational and R&D facilities
- Intercompany cooperation and networks
- Initiatives involving new market activities

Shares in ecoplus are 100% wholly-owned by the province of Lower Austria with a staff of approx. 80 at present. It oversees approx. 400 instances of active consultative support relating to settlement and investment projects and the subsequent management of realized projects handled each year.

Ecoplus provides funding for around 100 initiative projects per year on average, operates 17 business parks, has direct holdings in 7 and indirect holdings in 41 companies, operates/implements 4 Technopols and Cluster initiatives. Ecoplus is represented by ecoplus International offices in Prague, Bratislava, Budapest, Katowice and Timisoara and has a representative office in Moscow. Ecoplus will be most valuable for the project to open the network towards the business sector for stakeholder involvement. It has year-long experience in the business sector and extensive knowledge about companies' needs, challenges and opportunities.

#### 2.3.11.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

Ecoplus will benefit from opening its network towards the Danube-Black Sea region and the exchange of experience with stakeholders from different sectoral, administrative and geographical background (WP6). It will benefit from the potential analysis (WP3) in order to better understand the current and future market opportunities for the companies it supports. The Roadmap (WP4) gives a clear direction as competent sign of reliability for action and arguments for lobby towards policy makers. In the long run it will benefit from the better business environment, service offers and thus location quality in Lower Austria.

#### 2.3.11.5 Description of the Involvement of the Partner in the Project

Ecoplus will be involved to actively participate in the certain project activities which are aiming to collect the opinion and gain a verification from the business side. Ecoplus will be consulted regularly as a catalyst of representing a group of strategically important stakeholder during the project implementation and its feedback will be taken into consideration and built into relevant documents:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
  - It will bring in the business's point of view, ideas and direct proposal of possible solutions as an input to the Roadmap (WP4).
  - It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the standpoint of the business side and discuss and verify project activities in the form of direct consultations, workshops, seminars
  - It will actively participate in the regional workshops for stakeholder involvement (WP3), give input and at the same time build up the business's commitment towards the project's Joint Vision
  - It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform
- Ecoplus will also support communication and dissemination to provide a multiplication effect to its network. As an organisation linked to policy level in Austria it will also help to channel project results to regional/national policy – in a close cooperation with the other Austrian ASPs.

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
RGLA	2,000.00 €	0.45%

*Description and Location of the Activities*

Ecoplus will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the business sector stakeholders – Austria (2.1)
- Dissemination of project results to the business sector (e-newsletter) – Austria (2.3)
- Co-organisation of the Regional Workshop for stakeholder involvement (contacts etc.) – Austria (3.2)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Austria (4.1 and 4.2)
- Consultation on the funding options – Austria (5.1)
- Development project selection with the ASP in consultation and verification – Austria (5.2)
- Pilot Action verification – Austria (5.3)
- Cooperation Strategy consultation process – Austria (6.1)

Ecoplus will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)
- Participation at Regional Workshop on stakeholder involvement – Austria (3.2)

## 2.3.12 ASP2

### 2.3.12.1 Legal Identification Data

*Official Name in English*

Port of Vienna

*Full Name in original Language*

Hafen Wien

*Acronym*

PVA

*Country*

AUSTRIA

*NUTS II Region*

Wien

*Type of Institution*

Other: Port Operator

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

ATU 57329000

*Official Address*

Seitenhafenstr. 15, 1023 Vienna

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0043 1 72716-0

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### 2.3.12.2 Geographical Scope of the ASP2 Activities

Transnational

### 2.3.12.3 ASP2's Relevance for the proposed Project (thematic Competence)

The Port of Vienna has an area of 3 million square metres. Port of Vienna group is part of the Wien Holding group and with its subsidiaries it operates three large cargo terminals including the corresponding infrastructure: Freudenua harbour, Albern harbour and Lobau oil terminal. These three harbours handle around 1,000 cargo vessels a year. The Danube is used for the transport in particular of oil products, road salt, building materials such as cement, sand or steel products, and agricultural products such as grain and fertilisers. The passenger terminal close to the Reichsbrücke and Marina Wien are also part of the Port of Vienna group. Port of Vienna operates the largest free port in Austria. There are modern warehouses and well trained and equipped staff for the storage and handling of customs and domestic goods as well as a customs office for rapid clearance. The site is guarded round the clock and feeder roads are exempt from the night driving ban in Vienna. The three harbours on the Danube in Vienna are notable for their modern handling facilities, excellent infrastructure and dependable, well trained workers, ensuring the reliable and rapid handling of all goods, be they building materials, containers, general cargo or bulk goods.

The Port of Vienna will observe all activities within the project and pursue constant information flow. It will bring in relevant information about the Austrian situation for WP3 Potential Analysis. It will give feedback on the Joint Vision from the logistics development point of view as well as to the Joint Roadmap (WP4) to which it will contribute national/regional/port-related policies and development plans. WP 5 is of particular interest with respect to project identification for regional/transport related development. In the development of the Cooperation Platform (WP6), Port of Vienna will actively engage to enrich the discussion and bring in his specific need as Viennese logistic hub needs and possible contribution.

### 2.3.12.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

As part of the Danube-Black Sea region this strategic project is of great interest to the Port of Vienna. The project is considered to give a positive boost to the development of the DBS Gateway Region, a concept to be of high relevance for the macro-region as such. Port of Vienna will benefit from the Potential Analysis (WP3) that will lead to a more accurate estimation of expected cargo flows in the port and thus improve port-related business plans. Furthermore, it will use the Roadmap and Regional Action Plans (WP4) in order to put its own development plans into the wider perspective of the DBS Gateway Region. Port of Vienna has special interest in the project's positive effect towards transnational cooperation (WP6) and will seek to join the Cooperation Platform as a member. Becoming a member of the DBS Gateway Region consortium and platform enables transnational cooperation with other peer organizations in the region in order to jointly develop and disseminate the project results and outputs. The port will benefit from a deeper engagement and potential rise of transport in inland waterway transport on the Danube.

### 2.3.12.5 Description of the Involvement of the Partner in the Project

The port of Vienna will actively engage to enrich the discussion and bring in his specific need as Viennese logistic hub needs and possible contribution:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in port-related policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the standpoint of the port and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will actively participate in the regional workshops for stakeholder involvement (WP3)

- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
TINA	2,100.00 €	0.57%

*Description and Location of the Activities*

The Port of Vienna ensures consistency between outputs and results elaborated by the project partnership and local/regional strategies and master plans of the port.

Port of Vienna will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the ports – Austria (2.1)
- Dissemination of project results to the ports (e-newsletter) – Austria (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Austria (4.1 and 4.2)
- Consultation on the funding options – Austria (5.1)
- Development project selection with the ASP in consultation and verification – Austria (5.2)
- Pilot Action verification – Austria (5.3)
- Cooperation Strategy consultation process – Austria (6.1)

Port of Vienna will be involved in person in the following events:

- Participation at the transnational conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)
- Participation at Regional Workshop on stakeholder involvement – Austria (3.2)

### 2.3.13 ASP3

#### 2.3.13.1 Legal Identification Data

*Official Name in English*

Municipality of Vienna, Municipal Department for Urban development and planning

*Full Name in original Language*

Stadt Wien, Magistratsabteilung für Stadtentwicklung und Stadtplanung

*Acronym*

MA18

*Country*

AUSTRIA

*NUTS II Region*

Wien

*Type of Institution*

Regional public Authority

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

ATU 36801500

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2.3.13.2 Geographical Scope of the ASP3 Activities

Regional

2.3.13.3 ASP3's Relevance for the proposed Project (thematic Competence)

The Municipal Department 18 (MA18) – Urban Development and Planning of the City Vienna is responsible for the strategic planning of urban and regional development within the core area of the metropolitan region Vienna.

For the project DBS Gateway Region the public administration as one key addressee is important to be included during the whole process. Key messages and especially the Joint Vision (WP3) for long term strategic development in the DBS Gateway Region will be main content for the MA 18.

2.3.13.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

In general, the MA 18 and the City of Vienna have always been a leading interested party in the creation and roll-out of the EUSDR and therefore very interested in projects which contribute with a concrete implementation perspective to the macro-region development strategy.

The City of Vienna will benefit from the know-how transfer between the ports, regions and Ministries of the whole Danube-Black Sea Region and through this expand its network within the region (Cooperation Platform in WP6). By doing this, the City of Vienna is up-to-date with ongoing activities and will aim at joining the Platform as a member in a later stage.

Being the regional policy-maker in the field of waterway transport the MA18 will benefit from profound knowledge about the needs and challenges as well as potential for waterway transport in the wider DBS Gateway Region (WP3), it will benefit from measures defined in the Roadmap (WP4) for own prioritising of projects supported by the City of Vienna and from the far elaborated projects ready to be implemented (WP5) in order to increase the attractiveness of the waterway transport system which is the overall goal of the City's activities, too.

2.3.13.5 Description of the Involvement of the Partner in the Project

The City of Vienna will participate in several project activities:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the Vienna's point of view and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

The City of Vienna will also support the communication and dissemination of project results on regional and national level and can also help the transferability to regions in Austria and also to other national organisations (in and outside Austria) not directly involved.

Strong commitment towards the outputs of the project will help to have measures recommended in the Roadmap incorporated into Vienna's policies and development plans.

The MA 18 as public administration will continuously cross check strategic perspectives from the project within the framework of spatial development of Vienna and its role in the Danube Region in SEE.

*Sponsoring Partner*

TINA

*Amount*

2,100.00 €

*Rate*

0.57%

*Description and Location of the Activities*

MA18 will ensure consistency between outputs and results elaborated by the project partnership and local/regional strategies and master plans of the City of Vienna/Vienna region.

In particular, the City of Vienna will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the cities and towns – Austria (2.1)
- Dissemination of project results to other regions and cities in Austria (e-newsletter) – Austria (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Austria (4.1 and 4.2)
- Consultation on the funding options (especially regarding national funding schemes in Austria) – Austria (5.1)
- Development project selection with the ASP in consultation and verification (in order to check the strategic relevance) – Austria (5.2)
- Cooperation Strategy consultation process – Austria (6.1)

The City of Vienna will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)

## 2.3.14 ASP4

### 2.3.14.1 Legal Identification Data

*Official Name in English*

Austrian Association of Cities and Towns

*Full Name in original Language*

Österreichischer Städtebund

*Acronym*

AACT

*Country*

AUSTRIA

*NUTS II Region*

Wien

*Type of Institution*

Other: Association of cities

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

*Official Address*

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#### 2.3.14.2 Geographical Scope of the ASP4 Activities

National

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#### 2.3.14.3 ASP4's Relevance for the proposed Project (thematic Competence)

The Austrian Association of Cities and Towns represents 248 members, including all towns with more than 10,000 inhabitants. The association was founded in 1915.

More than 50% of the Austrian population lives in urban areas, 44.5% live in cities with 10.000 and more inhabitants. Cities and Towns contribute significantly to the prosperity of regions and their people. They are places of social and cultural diversity and provide innovative strength beyond country borders. With today's increasing complexity, cities and towns are strongly stipulated to make political decisions concerning the economy, security, public transport, education, culture and social stability.

As ASP the Austrian Association of Cities and Towns (AACT) mainly supports the projects to raise the awareness of the DBS Gateway Region on regional and national level, but as well within the European Strategy for the Danube Region. The AACT considers its role as interlinkage between the project and Austrian Cities and Towns. The AACT gives the project the opportunity to communicate with the intermediary to Austrian Cities and towns and their interest for a prosperous macro-regional development. The Association of Cities and Towns considers the approach of the project to interweave regional prosperity and transport development as the best leverage to build up a prosperous perspective for the Danube-Black Sea region. Especially within the WP 4 – Road Map for the DBS-Region, AACT will contribute with clear input from the regional and urban point of view as a representing body for Austrian Cities and Towns. A lobbying and cooperation platform as proposed in WP 6 might set the whole region towards an economic space of common perception.

As Austrian ASP AACT will underline the importance of development input for Austrian public bodies, which always compete with „less developed“ cities and town downstream of the Danube in order to raise EU money. Hence the AACT will strongly represent the Austrian perspective.

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#### 2.3.14.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

Being a body for lobbying interest of cities and towns towards national policy-makers the AACT will benefit from profound knowledge about the needs and challenges as well as potential for waterway transport in the wider DBS Gateway Region (WP3), it will benefit from measures defined in the Roadmap (WP4) for own prioritising of projects considered valuable for the development of its members and from the far elaborated projects ready to be implemented (WP5) in order to increase the attractiveness of the waterway transport system and thus to decrease negative effects of road transport for its member cities and towns as well as their economic potential.

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#### 2.3.14.5 Description of the Involvement of the Partner in the Project

The AACT will actively engage to enrich the discussion and bring in its specific point of view from city-level. As a representing body for cities and towns

In particular, AACT will participate in several project activities:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in national policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the point of view of cities and towns and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

The AACT will also support the communication and dissemination of project results on national level and

can also help the transferability to regions, cities and towns in Austria not directly involved.

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
TINA	2,100.00 €	0.57%

*Description and Location of the Activities*

The AACT will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with cities and towns – Austria (2.1)
- Dissemination of project results to other regions in Austria and Brussels (e-newsletter) – Austria (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Austria (4.1 and 4.2)
- Consultation on the funding options (especially regarding national funding schemes in Austria) – Austria (5.1)
- Development project selection with the ASP in consultation and verification (in order to check the strategic relevance) – Austria (5.2)
- Cooperation Strategy consultation process – Austria (6.1)

The AACT will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)

AACT will ensure consistency between outputs and results elaborated by the project partnership and Austrian City strategies and master plans.

## 2.3.15 ASP5

### 2.3.15.1 Legal Identification Data

*Official Name in English*

Bratislava Self-governing region

*Full Name in original Language*

Bratislavský samosprávny kraj

*Acronym*

BSGR

*Country*

SLOVAKIA

*NUTS II Region*

Bratislavský kraj

*Type of Institution*

Regional public Authority

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

36063606

*Official Address*

Sabinovská 16, P.O. Box 106, 820 05 Bratislava 25

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00421 248 26 41 11

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*Homepage*

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Pavol Freso

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### 2.3.15.2 Geographical Scope of the ASP5 Activities

Regional

### 2.3.15.3 ASP5's Relevance for the proposed Project (thematic Competence)

The Bratislava Region is one of the administrative regions of Slovakia. Its capital is Bratislava. It is the smallest of the eight regions of Slovakia. The Bratislava Region comprises of 73 municipalities; one is the capital Bratislava and 6 towns (Malacky, Stupava, Svätý Jur, Pezinok, Modra, and Senec). Being the economically best performing region in Slovakia, the Bratislava Region generates approximately 26 % of the country's GDP. The Bratislava Region exceeds the EU 25 average by 15, 9 % in GDP per capita in purchase power parity. The regions' economy comprises of all sectors that are based on traditional industrial production of goods; the most important sectors are: the chemical industry, automotive industry, mechanical engineering, electro-technical and food processing industry all of which are sectors feasible for waterway transport. In recent times the region has become the centre of the European automotive industry, contributing to 30 % of Slovakia's exports.

### 2.3.15.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

The Bratislava region is an economically strong region within Slovakia and part of the Danube-Black Sea region. This strategic project is of great interest to Slovakia as increasing industrialisation goes along with a huge rise of transport demand. Most of the industrial goods imported and exported in the region are suitable for waterway transport and thus the current project provides wellcome opportunity to support this means of transport.

The Bratislava region will profit from the know-how transfer between the ports, regions and Ministries of the whole Danube-Black Sea Region and through this expand its network within the region (Cooperation Platform in WP6). By doing this, the Bratislava region is up-to-date with ongoing activities and will aim at joining the Platform as a member in a later stage.

Being the regional policy-maker in the field of waterway transport the Bratislava region will benefit from profound knowledge about the needs and challenges as well as potential for waterway transport in the wider DBS Gateway Region (WP3), it will benefit from measures defined in the Roadmap (WP4) for own prioritising of projects supported by the Bratislava region and from the far elaborated projects ready to be implemented (WP5) in order to increase the attractiveness of the waterway transport system which is the overall goal of the Bratislava region's activities, too.

### 2.3.15.5 Description of the Involvement of the Partner in the Project

The Bratislava region will participate in several project activities:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in national policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the regional point of view of Bratislava and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

The Bratislava region will also support the communication and dissemination of project results on regional level and can also help the transferability to regions in Slovakia and also to other regional governments not

directly involved.

Strong commitment towards the outputs of the project will help to have measures recommended in the Roadmap incorporated into national policies and development plans.

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
PPS	2,000.00 €	1.28%

*Description and Location of the Activities*

The Bratislava region will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the regions – Slovakia (2.1)
- Dissemination of project results to other regions in Slovakia and national organisations in and outside Slovakia (e-newsletter) – Slovakia (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Slovakia (4.1 and 4.2)
- Consultation on the funding options – Slovakia (5.1)
- Development project selection with the ASP in consultation and verification (in order to check the strategic relevance) – Slovakia (5.2)
- Cooperation Strategy consultation process – Slovakia (6.1)

The Bratislava region will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)

## 2.3.16 ASP6

### 2.3.16.1 Legal Identification Data

*Official Name in English*

Hungarian Federation of Danube Ports

*Full Name in original Language*

Magyar Dunai Kikötők Szövetsége

*Acronym*

HFDP

*Country*

HUNGARY

*NUTS II Region*

Közép-Dunántúl

*Type of Institution*

Nongovernmental or nonprofit Organisation

*Legal Status*

Private Nonprofit Body

*National Tax Number*

18294011-2-07

*Official Address*

2400 Dunaújváros, Ruhagyári út 5

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003612109801

*Mobile*

+36309412866

*Homepage*

www.hfip.hu

*E-Mail*

elnök@hfip.hu

*Legal Representative*

*Name of the Legal Representative*

Béla Szalma

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2.3.16.2 Geographical Scope of the ASP6 Activities

National

2.3.16.3 ASP6's Relevance for the proposed Project (thematic Competence)

HFIP is a business association – operating in a non-governmental form – which was established in 2012, being the main representative organisation with a 25-membership including all the main ports alongside the Hungarian part of the Danube river. It is the only association to represent the interest of the ports towards the government and other national and regional organisation also providing all kind of services for the members like provision of information, organisation of trainings, organisation of conferences and seminars. It has also participated as a consultative body in the preparation of relevant governmental strategies, policies and also grant schemes with the aim to develop the ports' services, networks and the Danube waterway in general as a main cargo route. Its member ports are usually multimodal hubs (port authorities and operators) with destination-origin mostly outside the country. HFIP is also closely connected to similar organisations alongside the Danube and also has a wide range of network upstream and downstream the Danube river also extending to the Northern and Black Sea. It has close connections and working closely together with several other associations in Hungary from the logistic sector. HFIP will provide this network to the project for stakeholder involvement. HFIP will raise the quality of work performed in the project through its wide range of experience in the water transport sector valuable for constructive feedback to strategies elaborated in the project. It will bring in port-related policies and development plans and commit itself to the back-flow of recommendations of the project into its own policy. Additionally, HFIP provides an important platform for the promotion of the DBS Gateway Region as such and the Cooperation Platform in particular.

2.3.16.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

The membership of HFIP consists of Hungarian Danube Ports which business model mostly is based upon the cargo flow of the Danube region and mostly towards the Black Sea and the Northern Sea (internal market cargo flow is of low importance). Ports – and the companies located in the ports and/or are using the logistical services – have strong connections and are in particular active in the Danube area. Therefore, the transnational project with a specific focus on the DBS region is of great interest to all Hungarian ports. They will benefit from the Joint Vision (WP3) that helps them work together towards the same direction, from the Roadmap (WP4) that gives them an argumentation towards national and EU policy makers for necessary improvements and the Funding Guideline (WP5) that helps them find the adequate kind of financial support in order to implement recommended projects. Most of all, the long-term Cooperation Strategy and set-up of the Cooperation Platform will help HFIP to extend its network in the region. This has a positive impact on all its member ports, strengthens HFIP's strategic relevance and weight in policy debates and thus helps to successfully lobby for the right kinds of measures for the benefit of the whole DBS Gateway Region of which Hungary is an important part. Members are willing to introduce new intermodal services and to encourage the shifting of existing and attract new cargo flows to environmentally friendly transport systems and to access new markets. Therefore, this project is a strategically important project for HFIP and also unique learning opportunity given its transnational coverage.

2.3.16.5 Description of the Involvement of the Partner in the Project

HFIP will be involved as the ports representative body to actively participate in certain project activities which are aiming to collect the opinion and gain a verification from the ports. HFIP will be consulted

as an association of representing a group of strategically important stakeholder regularly during the project implementation and its feedback will be taken into consideration and integrated into relevant documents:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in port-related policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the standpoint of the ports and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will actively participate in the regional workshops for stakeholder involvement (WP3)
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

HFIP also will support communication and dissemination to provide a multiplication effect to all of its members. As an organisation linked to policy level in Hungary it will also help to channel project results to regional/national policy – in a close cooperation with the other Hungarian ASPs.

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
FBL	2,000.00 €	0.77%

*Description and Location of the Activities*

HFIP will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the ports – Hungary (2.1)
- Dissemination of project results to the ports (e-newsletter) – Hungary (2.3)
- Co-organisation of the Regional Workshop for stakeholder involvement (contacts etc.) – Hungary (3.2)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Hungary (4.1 and 4.2)
- Consultation on the funding options – Hungary (5.1)
- Development project selection with the ASP in consultation and verification – Hungary (5.2)
- Pilot Action verification – Hungary (5.3)
- Cooperation Strategy consultation process – Hungary (6.1)

HFIP will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)
- Participation at Regional Workshop on stakeholder involvement – Hungary (3.2)

## 2.3.17 ASP7

### 2.3.17.1 Legal Identification Data

*Official Name in English*

Association of Hungarian Logistics Service Centers

*Full Name in original Language*

Magyarországi Logisztikai Szolgáltató Központok Szövetsége

*Acronym*

AHLSC

*Country*

HUNGARY

*NUTS II Region*

Közép-Magyarország

*Type of Institution*

Nongovernmental or nonprofit Organisation

*Legal Status*

Private Nonprofit Body

*National Tax Number*

18177714-2-43

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<i>Name of the Legal Representative</i>	<i>Position of the Legal Representative</i>
Zsolt Fülöp	President
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0036-1-2663126	0036209441053
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mlszksz@mlszksz.hu	

### 2.3.17.2 Geographical Scope of the ASP7 Activities

National

### 2.3.17.3 ASP7's Relevance for the proposed Project (thematic Competence)

MLSZKSZ has been the most significant associations of logistics and transport in Hungary since its establishment of 2002 covering almost 90% of the Hungarian logistics service centres. As opposed to other organisations which only deal with certain segments of logistics MLSZKSZ is the only association that represents all aspects of the logistic service chain: members are mostly main logistic hubs which provide a wide range of logistic services, in many cases with a foreign ownership background and also with sister companies or subsidiaries in Europe and also in the DBS region. MLSZKSZ has 60 members and they represent a massive economic power with their annual revenue that exceeds HUF 1100 billion (2012). The activities of its members and its subsidiaries collectively contribute to national GDP with a high percentage. The number of MLSZKSZ-member-enterprise employees is around 6.500 – 7.000, while another 8.500 – 9.000 people work for the companies settled in logistics centres. It is a business association with a wide range of services for its clients: general lobbying - including participation in the drafting of governmental policies, strategies and main projects in the field of logistics and cargo transport, participation in the drafting of governmental grant schemes targeting the sector, development and operation of the 3-level "Logistic service centres" national qualification system, common organisation of regular events and a main annual conference, preparation of a regular newsletter and information for the members and operation of a joint purchase schemes in different fields. It has also a wide range of international contacts – mostly in the Danube region – and also a close cooperation with other business associations in Hungary working in related business sectors. MLSZKSZ will be most valuable for the project to open the network towards the logistic

### 2.3.17.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

The membership of MLSZKSZ consists of large intermodal service centres – hubs- which are in particular active in the Danube area and also in many cases subsidiaries of a multinational company or part of a network of logistic service providers in the region and also – in case if there is a Hungarian ownership – have themselves subsidiaries in the DBS region. Therefore, they will benefit from the increased awareness and attractiveness of the DBS Gateway Region as it has a positive impact on its business development, growing market share and nevertheless growing income and profit. In specific, MLSZKSZ will benefit from a clearer understanding of current and future market potentials (WP3), from the recommendations relating new service offers (Roadmap in WP4) and the elaborations of projects

ready for implementation as this will make the whole water transport system more attractive and gives them better opportunities. The MLSZKSZ will clearly benefit from the set-up of the Cooperation Platform (WP6) through which they will be able to expand their network over the borders of Hungary into the whole Danube-Black Sea region. The mix of involved parties (ranging from local, regional and national authorities to ports and their related associations) is of great value for exchange of experience and points of view (Transnational Workshop on exchange of experience in WP6) to the logistic industry. Therefore, this project is strategically important for the MLSZKSZ and also unique learning opportunity given its transnational and multi-level coverage.

### 2.3.17.5 Description of the Involvement of the Partner in the Project

MLSZKSZ will be involved as a main industrial association to actively participate in the certain project activities which are aiming to collect the opinion and gain a verification from the industry. MLSZKSZ will be consulted regularly as an association of representing a group of strategically important stakeholder during the project implementation and its feedback will be taken into consideration and built into relevant documents:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in the industry's point of view, ideas and direct proposal of possible solutions as an input to the Roadmap (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the standpoint of the industry and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will actively participate in the regional workshops for stakeholder involvement (WP3), give input and at the same time build up the industry's commitment towards the project's Joint Vision
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

MLSZKSZ also will support communication and dissemination to provide a multiplication effect to all of its members. As an organisation linked to policy level in Hungary it will also help to channel project results to regional/national policy – in a close cooperation with the other HU ASPs.

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
FBL	2,000.00 €	0.77%

#### *Description and Location of the Activities*

MLSZKSZ will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the ports – Hungary (2.1)
- Dissemination of project results to the ports (e-newsletter) – Hungary (2.3)
- Co-organisation of the Regional Workshop for stakeholder involvement (contacts etc.) – Hungary (3.2)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Hungary (4.1 and 4.2)
- Consultation on the funding options – Hungary (5.1)
- Development project selection with the ASP in consultation and verification – Hungary (5.2)
- Pilot Action verification – Hungary (5.3)
- Cooperation Strategy consultation process – Hungary (6.1)

MLSZKSZ will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)
- Participation at Regional Workshop on stakeholder involvement – Hungary (3.2)

### 2.3.18 ASP8

#### 2.3.18.1 Legal Identification Data

##### *Official Name in English*

Ministry of Development Hungary

*Full Name in original Language*

Nemzeti Fejlesztési Minisztérium

*Acronym*

MDH

*Country*

HUNGARY

*NUTS II Region*

Közép-Magyarország

*Type of Institution*

National public Authority

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

15764412-2-41

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### 2.3.18.2 Geographical Scope of the ASP8 Activities

National

### 2.3.18.3 ASP8's Relevance for the proposed Project (thematic Competence)

The Ministry of Development is the main policy/strategy formulator of the topics addressed by the project in Hungary: it is responsible for transport (including waterway transport) and regional development among several other policy areas like energy, mining, postal services, informatics etc. In general the Ministry is in charge for the overall development of the economic infrastructure in Hungary. Furthermore the responsibilities of the Ministry include the formulation of relevant strategies and policies: such as the National Transport Strategy, including a specific policy on the "Survey on the Development Opportunities of Water Transport"(prepared in 2013). It also participates in the preparation of connecting strategies prepared by national or regional (county) level. The Ministry has a specific department responsible for water transport issues (in a close cooperation with the background agencies on the implementation side). Relevant EU funds are hosted by the Ministry including the Transport Operational Programme – OP funding has been used to invest into major port infrastructure projects in Budapest (Csepel) and Győr-Gönyű and also a number of minor port project and further projects are underway in Baja, Mohács and also Budapest as well - and preparation of projects for CEF in close cooperation with its background institutions/agencies. It works together closely with the relevant governmental bodies in the other EU and non-EU member states

with a particular connection to the Balkan countries as general and in case of the Danube river navigability with the relevant national and international bodies, too. The Ministry considers the Danube river as a main natural transport route with several advantages comparing it to other modes of transport.

#### 2.3.18.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

The Ministry is the public sector organisation in Hungary which defines national policy and strategy in the field of water transport and regional development. Therefore from a major project with strategic relevance – like DBS Gateway – it will benefit in many ways from participating: it will feed in its views into the long-term policy and influence strategy formulation which is carried out in the framework of the project (Joint Vision in WP3). The Roadmap is of great interest as it streamlines priority areas towards the DBS Gateway Region and helps as a basis for decision-making. The Ministry will benefit from working in the transnational environment together with other policy and strategy makers from the participating countries therefore they can learn and interact with each other, change views and policies and formulate common understanding and joint views (Transnational Workshop for exchange of experience in WP6). Any positive long-term impact (encourage cargo flow and increase the importance of the whole transnational region and specifically the Danube river) can be achieved only via strong cooperation of relevant stakeholders looking over national borders. Learning from stakeholders directly dealing with waterway transport and logistics will increase the quality of Ministry's work and vice versa, understanding of the Ministry's points of view by industrial players (ports, logistics sector etc.) will increase the working atmosphere in the future. Furthermore, the establishment of a durable and long-term Cooperation Platform will be beneficial for the Ministry as its major infrastructure development projects also have the same kind of long-term horizon and impact (Cooperation Platform in WP6).

#### 2.3.18.5 Description of the Involvement of the Partner in the Project

The Ministry - as an ASP with a national-level policy formulator and implementer – will participate in several project activities:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in national policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the national Hungarian point of view and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

The Ministry will also support the communication and dissemination of project results on national level and can also help the transferability to regions in Hungary and also to other national organisations (in and outside Hungary) not directly involved. Strong commitment towards the outputs of the project will help to have measures recommended in the Roadmap incorporated into national policies and development plans.

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
FBL	2,000.00 €	0.77%



*Description and Location of the Activities*

The Ministry will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the port – Hungary (2.1)
- Dissemination of project results to the ports (e-newsletter) – Hungary (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Hungary (4.1 and 4.2)
- Consultation on the funding options (especially regarding national funding schemes in Hungary and CEF) - Hungary (5.1)
- Development project selection with the ASP in consultation and verification (in order to check the strategic relevances)– Hungary (5.2)
- Cooperation Strategy consultation process – Hungary (6.1)

The Ministry will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)

2.3.19 ASP9

2.3.19.1 Legal Identification Data

*Official Name in English*

Port of Varna EAD

*Full Name in original Language*

Пристанище Варна ЕАД

*Acronym*

PVB

*Country*

BULGARIA

*NUTS II Region*

Североизточен (Severoiztochen)

*Type of Institution*

Other: Port Operator

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

*Official Address*

1, Slaveykov square, Varna 9000

*Phone*

00359 52 692232

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*Homepage*

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*Contact Person*

*Name of the Contact Person in the Project*

Petar Seferov

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### 2.3.19.2 Geographical Scope of the ASP9 Activities

Regional

### 2.3.19.3 ASP9's Relevance for the proposed Project (thematic Competence)

The Port of Varna is a public company with 100% state-owned capital. The right of ownership is executed by the Minister of Transport, IT and Communications. The company management is undertaken by a Board of Directors consisting of 3 members. The main line of business of Port of Varna EAD is port operation and any related agency, commercial and technical service, forwarding, investment and engineering, research and development, training of port staff, home and foreign trade. The company has all required legal documents to do its business. Port of Varna EAD can handle all types of cargo, including containers, general cargo, dry and liquid bulks. The port serves passenger and cruise ships, scientific vessels and pleasure boats. It is a host of major international marine events, including the Tall Ships Races. Practical results show that Port of Varna EAD is unquestionable national leader for container and grain traffic. The port facilities are open for operations all year round and offer continuous service. Port of Varna EAD is the only port in the Black Sea region which has a successfully implemented and certified Integrated Management System up to international standards, covering all aspects of the business with respect to quality (ISO 9001:2008), environment (ISO 14001:2004), health and safety at work (BS OHSAS 18001:2007). The company also meets the requirements of ISPS Code. Port of Varna EAD operates Bulgaria's two largest port terminals: Varna East and Varna West, which are at the outer border of the European Union. The Port of Varna will support the work of all Work Packages in the project. It will bring in valuable expertise, network to relevant stakeholders and port-related policies and development plans.

### 2.3.19.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

Port of Varna will benefit from the Potential Analysis (WP3) that will lead in a more accurate estimation of expected cargo flows in the port and thus improve port related business plans. Furthermore, it will use the Roadmap and Regional Action Plans (WP4) in order to put its own development plans into the wider perspective of the DBS Gateway Region. Port of Varna has special interest in the project's positive effect towards transnational cooperation (WP6) and will seek to join the Cooperation Platform as a member. Becoming a member of the DBS Gateway Region consortium and platform enables transnational cooperation with other peer organizations in the region in order to jointly develop and disseminate the project results and outputs. The above-mentioned benefits for the Port of Varna will lead to increased quality of the Port's work and thus be of the benefit of the whole territory of Varna. In the long run the shift of existing and attraction of new cargo flows to the waterway transport system will reduce road traffic and thus alleviate the urban area of Varna.

### 2.3.19.5 Description of the Involvement of the Partner in the Project

The port of Varna will participate in the following activities of the project:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in port-related policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the standpoint of the industry and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will actively participate in the regional workshops for stakeholder involvement (WP3)
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

Sponsoring Partner	Amount	Rate
MV	2,000.00 €	1.30%

*Description and Location of the Activities*

Port of Varna will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the ports – Bulgaria (2.1)
- Dissemination of project results to the ports (e-newsletter) – Bulgaria (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Bulgaria (4.1 and 4.2)
- Consultation on the funding options – Bulgaria (5.1)
- Development project selection with the ASP in consultation and verification – Bulgaria (5.2)
- Pilot Action verification – Bulgaria (5.3)
- Cooperation Strategy consultation process – Bulgaria (6.1)

Port of Varna will be involved in person in the following events:

- Participation at the transnational conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)
- Participation at Regional Workshop on stakeholder involvement – Croatia (3.2)

## 2.3.20 ASP10

### 2.3.20.1 Legal Identification Data

*Official Name in English*

Port of Novi Sad

*Full Name in original Language*

Luka Novi Sad a.d

*Acronym*

PNS

*Country*

SERBIA

*NUTS II Region*

Vojvodina

*Type of Institution*

Other: port operator

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

*Official Address*

Carinska 1, 21000 Novi Sad, Serbia

*Phone*

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*Legal Representative*

*Name of the Legal Representative*

Aleksandar Milovančev

*Position of the Legal Representative*

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### 2.3.20.2 Geographical Scope of the ASP10 Activities

Regional

### 2.3.20.3 ASP10's Relevance for the proposed Project (thematic Competence)

The Port of Novi Sad, being one of the most important ports in Serbia, is a medium-sized port in the Province of Vojvodina with the perspective of becoming a logistics centre with an integrated railway terminal (tri-modal centre). This port is the only non-privatized port in Serbia. .

The capacities of the port regarding multimodality and logistical functions are currently not exploited. However, there are plans for building a container terminal and Ro-Ro terminal.

By participating in this project, the process of transformation of the port into the logistics centre of Vojvodina is expected to accelerate. Moreover, better collaboration with stakeholders in the waterway Rhine-Main-Danube, adaptation and application of best practices in port operations and the harmonization of port operations at EU level are to be achieved.

Besides the numerous national projects, the Port participated in the following relevant EU projects: "DaHar-Danube Inland Harbour Development" and "NEWS-Development of a Next generation European Inland Waterway Ship and logistics system".

The port will be supporting University of Novi Sad in all foreseen activities.

### 2.3.20.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

Port of Novi Sad will benefit from the Potential Analysis (WP3) that will lead in a more accurate estimation of expected cargo flows in the port and thus improve port related business plans.

Furthermore, it will use the Roadmap and Regional Action Plans (WP4) in order to put its own development plans into the wider perspective of the DBS Gateway Region.

Port of Novi Sad has special interest in the project's poas a member. Becoming a member of the DBS Gateway Region consortium and platform enables transnational cooperation with other peer organizations in the region in order to jointly develop and disseminate the project results and outputs.

The above-mentioned benefits for the Port of Novi Sad will lead to increased quality of the Port's work and thus be of the benefit of the whole territory of Novi Sad.

### 2.3.20.5 Description of the Involvement of the Partner in the Project

The port is interested in offering its support for the development of the topics approached within the project:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in port-related policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the standpoint of the industry and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will actively participate in the regional workshops for stakeholder involvement (WP3)
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
PAV	2,000.00 €	1.28%

*Description and Location of the Activities*

Port of Novi Sad will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the ports – Serbia (2.1)
- Dissemination of project results to the ports (e-newsletter) – Serbia (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Serbia (4.1 and 4.2)
- Consultation on the funding options – Serbia (5.1)
- Development project selection with the ASP in consultation and verification – Serbia (5.2)
- Pilot Action verification – Serbia (5.3)
- Cooperation Strategy consultation process – Serbia (6.1)

Port of Novi Sad will be involved in person in the following events:

- Participation at the transnational conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)
- Participation at Regional Workshop on stakeholder involvement – Croatia (3.2)

## 2.3.21 ASP11

### 2.3.21.1 Legal Identification Data

*Official Name in English*

Bayernhafen GmbH & Co KG

*Full Name in original Language*

Bavarian ports Ltd & Co KG

*Acronym*

BP

*Country*

GERMANY

*NUTS II Region*

Niederbayern

*Type of Institution*

Other: Public Port

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

DE 814447923

*Official Address*

Linzer Straße 6, 93055 Regensburg

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0049 941 795040

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projects@bayernhafen.de

### 2.3.21.2 Geographical Scope of the ASP11 Activities

Regional

### 2.3.21.3 ASP11's Relevance for the proposed Project (thematic Competence)

The Bavarian ports Ltd operates six locations: Aschaffenburg, Bamberg, Nuremberg, Roth, Regensburg and Passau. The sites are centrally located on economic and geographic important nodes combined with an efficient mix of different modes of transport: water, rail and road, makes the location stand out. Every year about 30 million tonnes of goods are handled by ship, rail and truck.

The Bavarian ports Ltd is an active moderator for the development of logistics solutions and networks. They act as site architects, who develop the common company and location strategies, invest in infrastructure and work in close co-operation with the resident companies to unlock added value potential. The aim is, to further strengthen the position of the port as a logistics hub and platform for the worldwide exchange of goods. Strategic area management insures a mix of industries from transport, warehousing, logistics, services and production. 800 hectares (8 square kilometre) of total port area and around 500 resident companies with more than 12,000 employees make the bayernhafen group one of the most successful logistics networks in Europe and one of the most important motors of the Bavarian economy. The bayernhafen Gruppe itself employs more than 200 staff members.

Bavarian ports Ltd brings in the German perspective into the development of the DBS Gateway Region.

### 2.3.21.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

Historically and logistically Bavaria is oriented towards ARA ports and their business specifications.

However, the inland waterway Danube is known as underrated transport axis towards south east of Europe. Bavarian ports Ltd looks forward to new ways of generating transport from/to the DBS Gateway Region and will give feedback to the consortium from the German/Bavarian point of view. The Bavarian ports Ltd is very interested in the economic development of the Danube Region, especially the opportunity to improve alternative routes to the Black Sea area and beyond.

Further more Bavarian ports Ltd looks forward to new opportunities to meet potential partners along the Danube and in the Black Sea region in order to define common development interests which need common effort to lobby for. In a globalized economic space of cargo flows, strategic positioning of the macro-region Danube-Black Sea calls for deeper cooperation between regional administrations and key economic partners like ports and transport terminals. Bavarian ports Ltd sees the project DBS Gateway Region as one useful stepstone for further deepening territorial cooperation.

### 2.3.21.5 Description of the Involvement of the Partner in the Project

The involment of the ASP is limited to three events in the course of the project. These are:

- Kick Off Meeting (Action 2.2.)
- Transnational Conference (Action 6.3)
- Final Conference (Action 2.2.)
- Optional Regional workshops (Action 3.2)

The Bavarian ports Ltd will actively engage to enrich the discussion and bring in his specific point of view as port infrastructure operator from Bavaria.

In particular, it will participate in several project activities:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in port-related policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the German point of view and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

The Bavarian ports Ltd will also support the communication and dissemination of project results on regional

and national level and can also help the transferability to regions in Germany and also to other regional and national organisations (in and outside German) not directly involved.

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
TINA	2,100.00 €	0.57%

*Description and Location of the Activities*

The activities of Bavarian ports Ltd are on the one hand the participation at the scheduled events in order to provide valuable input for project implementation. On the other hand Bayernhafen Gruppe will ensure consistency between outputs and results elaborated by the project partnership and regional German strategies and master plans of Bavarian ports and Bavaria as German stakeholder.

The Bavarian ports Ltd will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project – Germany (2.1)
- Dissemination of project results to other regions and ports in Germany (e-newsletter) – Germany (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Germany (4.1 and 4.2)
- Consultation on the funding options (especially regarding national funding schemes in Germany) – Germany (5.1)
- Cooperation Strategy consultation process – Germany (6.1)

The Bavarian ports Ltd will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)

## 2.3.22 ASP12

### 2.3.22.1 Legal Identification Data

*Official Name in English*

Federal Ministry of Transport, Innovation and Technology

*Full Name in original Language*

Bundesministerium für Verkehr, Innovation und Technologie

*Acronym*

bmvit

*Country*

AUSTRIA

*NUTS II Region*

Wien

*Type of Institution*

National public Authority

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

ATU 37584501

*Official Address*

Radetzkystraße 2, 1030 Wien

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0043 1 711 62 65 0

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*Homepage*

<http://www.bmvit.gv.at>

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2.3.22.2 Geographical Scope of the ASP12 Activities

National

2.3.22.3 ASP12's Relevance for the proposed Project (thematic Competence)

The unit infrastructure planning within bmvit is responsible for general aspects of and tools for infrastructure planning in Austria, such as transport forecasts and the national transport model. The unit is responsible for international aspects of infrastructure planning e.g. planning aspects of TEN-T. Additionally, the ASP is responsible for railway infrastructure projects.

There is significant experience in the participation of EU funded projects.

2.3.22.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

As part of the Danube-Black Sea region this strategic project is of great interest to Austria. The Austrian Ministry of Transport will profit from the know-how transfer between the ports, regions and Ministries of the whole Danube-Black Sea Region and through this expand its network within the region (Cooperation Platform in WP6). By doing this, the Austrian Ministry of Transport is up-to-date with ongoing activities and will aim at joining the Platform as a member in a later stage.

Being the national policy maker in the field of waterway transport the Ministry will benefit from profound knowledge about the needs and challenges as well as potential for waterway transport in the wider DBS Gateway Region (WP3), it will benefit from measures defined in the Roadmap (WP4) for own prioritising of projects supported by the Ministry and from the far elaborated projects ready to be implemented (WP5) in order to increase the attractiveness of the waterway transport system which is the overall goal of the Ministry's activities, too.

2.3.22.5 Description of the Involvement of the Partner in the Project

The Ministry will hold strong contact with the Lead Partner to ensure coordination between the project and national agenda. It will be responsible of the coordination with other relevant units of Ministry and bodies owned by bmvit with respect to the topic of the project.

In particular, bmvit will participate in several project activities:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in national policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the national Austrian point of view and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

The Ministry will also support the communication and dissemination of project results on national level and can also help the transferability to regions in Austria and also to other national organisations (in and outside Austria) not directly involved.

Strong commitment towards the outputs of the project will help to have measures recommended in the Roadmap incorporated into national policies and development plans.

*Sponsoring Partner*

RGLA

*Amount*

2,000.00 €

*Rate*

0.45%



*Description and Location of the Activities*

The Ministry will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the ministries – Austria (2.1)
- Dissemination of project results to other regions in Austria and national organisations in and outside Austria (e-newsletter) – Austria (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Austria (4.1 and 4.2)
- Consultation on the funding options (especially regarding national funding schemes in Austria and CEF) – Austria (5.1)
- Development project selection with the ASP in consultation and verification (in order to check the strategic relevance) – Austria (5.2)
- Cooperation Strategy consultation process – Austria (6.1)

The Ministry will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)

### 2.3.23 ASP13

#### 2.3.23.1 Legal Identification Data

*Official Name in English*

Working Community of Danube Regions

*Full Name in original Language*

Arbeitsgemeinschaft Donauländer

*Acronym*

ARGE DL

*Country*

AUSTRIA

*NUTS II Region*

Niederösterreich

*Type of Institution*

Other: working community

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

*Official Address*

Landhausplatz 1, Haus 3, 3109 St. Pölten

*Phone*

0043 2742900513488

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*Homepage*

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Otto.schwetz@tinavienna.at

### 2.3.23.2 Geographical Scope of the ASP13 Activities

Transnational

### 2.3.23.3 ASP13's Relevance for the proposed Project (thematic Competence)

According to Sect. 1 of the Joint Declaration, the Working Community has the objective of promoting cooperation among its members for the development of the Danube area to serve the interests of its inhabitants and foster peaceful cooperation in Europe.

The Working Community enjoys the status of observer in the Assembly of European Regions and in Central European Initiative, project partner in "Danube Co-operation Process" (DCP), has strategic partnerships with the EU corridor II management "The Danube" and the scientific and technical organisation PIANC, cooperates with the "Danube Tourist Commission", the "Danube Offices" and the "Council of Danube Cities and Regions" and collaborates with the „EU Strategy for the Danube Region" (EUSDR).

A Memorandum of Understanding on the establishment of cooperation between the Working Community of the Danube Regions and the regions of the Western Black Sea and its ports was signed in 2013. Resultant the Baseline Study "Danube-Black Sea Cooperation" – carried out in cooperation between the signatories – highlighted the development and cooperation possibilities in the Danube-Black Sea region, supporting both (1) economic growth in the whole Danube region and (2) efficient infrastructural pre-conditions to upgrade environmentally-friendly means of freight transport.

The Working Community of Danube Regions established 5 Working groups one of which is the Working Group „Economy, Tourism and Transport". The Chairman of this Working Group is also institutional member in the Priority Area 1a of the Danube Region Strategy (EUSDR) Mobility - Waterways.

The Working Community of Danube Regions is of strategic relevance for the project as it represents the interface to all relevant strategies, initiatives and partners in the region. It will provide valuable input and supervise the whole process of project implementation. It will serve as political framework for the establishment of the Cooperation Platform and promote project outcomes.

### 2.3.23.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

Building an umbrella over the Danube regions and representing their interests the Working Community of Danube Regions will benefit from the overview about all ongoing activities in the region. It will especially benefit from the concrete actions within the project and the respective flow-back into the Working Community. This will provide content-related backing to its strategic agenda and thus strengthen the Community's relevance.

In particular, the Working Community will benefit from profound knowledge about the needs and challenges as well as potential for waterway transport in the wider DBS Gateway Region (WP3), it will benefit from measures defined in the Roadmap (WP4) for own prioritising of project support and from the far elaborated projects ready to be implemented (WP5) in order to increase the attractiveness of the waterway transport system which is the overall goal of the Working Community, too.

### 2.3.23.5 Description of the Involvement of the Partner in the Project

The involvement of the ASP is limited to three events in the course of the project. These are:

- Kick Off Meeting (Action 2.2.)
- Transnational Conference (Action 6.3)
- Final Conference (Action 2.2.)
- Optional Regional workshops (Action 3.2)

The ARGE Donailänder will actively engage to enrich the discussion and bring in its specific point of view from a regional level and from the transport and economic development perspective.

The Working Community of the Danube Regions will participate in several project activities:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)

- It will bring in EU policies and development plans (WP4).
  - It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the strategic transnational point of view and discuss and verify project activities in the form of direct consultations, workshops, seminars
  - It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform
- The Working Community of the Danube Regions will also support the communication and dissemination of project results on transnational and EU level and can also help the transferability to regions and also to other national organisations not directly involved.
- Strong commitment towards the outputs of the project will help to have measures recommended in the Roadmap incorporated into EU policies and development plans.

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
TINA	2,100.00 €	0.57%

*Description and Location of the Activities*

The Working Community of the Danube Regions will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project – Austria (2.1)
- Dissemination of project results to other regions, national and international organisations (e-newsletter) – Austria (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Austria (4.1 and 4.2)
- Consultation on the funding options – Austria (5.1)
- Development project selection with the ASP in consultation and verification (in order to check the strategic relevance) – Austria (5.2)
- Cooperation Strategy consultation process – Austria (6.1)
- Institutional set-up of the Cooperation Platform (in relation to the Working Community of the Danube Regions, 6.2)

The Working Community of the Danube Regions will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)

## 2.3.24 ASP14

### 2.3.24.1 Legal Identification Data

*Official Name in English*

Ministry of Maritime Affairs, Transport and Infrastructure

*Full Name in original Language*

Ministarstvo pomorstva, prometa i infrastrukture

*Acronym*

MPPI

*Country*

CROATIA

*NUTS II Region*

Kontinentalna Hrvatska

*Type of Institution*

National public Authority

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

*Official Address*

10000 Zagreb, Prisavlje 14

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00385 1 6169 111

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Minister

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### 2.3.24.2 Geographical Scope of the ASP14 Activities

National

### 2.3.24.3 ASP14's Relevance for the proposed Project (thematic Competence)

On the national level MMATI (Ministry of Maritime Affairs, Transport and Infrastructure) is responsible for organizing the development of strategic infrastructure projects and investment programs for all types of traffic that are of particular importance for Croatia and preparing a proposal to the Croatian Government for their approval and implementation.

Furthermore, the Ministry implements relevant major infrastructure investment projects in the construction of structures and facilities of transport infrastructure, in addition to their reconstruction and maintenance, and other relevant major infrastructure works of significance for the sustainable development of Croatia which is wholly or largely financed from the state budget, and coordinates the activities of other subjects in the construction of such facilities and monitors and controls these investments.

MMATI performs professional activities related to the initiation, coordination and control of activities of certain laws and regulations governing the development of the overall traffic including inland navigation. The Ministry is the major policy maker in the field of the project and is thus of great relevance to the partnership.

### 2.3.24.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

What is the benefit for the organisation and the territory that represents from participating in this project As part of the Danube-Black Sea region this strategic project is of great interest to Croatia. The MMATI will profit from the know-how transfer between the ports, regions and Ministries of the whole Danube-Black Sea Region and through this expand its network within the region (Cooperation Platform in WP6). By doing this, the MMATI is up-to-date with ongoing activities and will aim at joining the Platform as a member in a later stage.

Being the national policy maker in the field of waterway transport the Ministry will benefit from profound knowledge about the needs and challenges as well as potential for waterway transport in the wider DBS Gateway Region (WP3), it will benefit from measures defined in the Roadmap (WP4) for own prioritising of projects supported by the Ministry and from the far elaborated projects ready to be implemented (WP5) in order to increase the attractiveness of the waterway transport system which is the overall goal of the Ministry's activities, too.

The above-mentioned benefits for the Ministry will lead to increased quality of the Ministry's work and thus be of the benefit of the whole territory of Croatia.

### 2.3.24.5 Description of the Involvement of the Partner in the Project

Description of the involvement of the partner in the project The institution is interested in offering its support for the development of the topics approached within the project. Becoming a member of the DBS Gateway Region consortium and platform enables transnational cooperation with other peer organizations in the region in order to jointly develop and disseminate the project results and outputs.

In particular, MMATI will participate in several project activities:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in national policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the national Croatian point of view and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

The Ministry will also support the communication and dissemination of project results on national level and can also help the transferability to regions in Croatia and also to other national organisations (in and outside Croatia) not directly involved.

Strong commitment towards the outputs of the project will help to have measures recommended in the Roadmap incorporated into national policies and development plans.

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
PAV	2,000.00 €	1.28%

#### *Description and Location of the Activities*

The Ministry will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the ministries – Croatia (2.1)
- Dissemination of project results to other regions in Croatia and national organisations in and outside Croatia (e-newsletter) – Croatia (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Croatia (4.1 and 4.2)
- Consultation on the funding options (especially regarding national funding schemes in Croatia and CEF) – Croatia (5.1)
- Development project selection with the ASP in consultation and verification (in order to check the strategic relevance) – Croatia (5.2)
- Cooperation Strategy consultation process – Croatia (6.1)

The Ministry will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience, giving official statements on project outputs, results and deliverables – Serbia (6.3)

### 2.3.25 ASP15

#### 2.3.25.1 Legal Identification Data

##### *Official Name in English*

Port of Vukovar Ltd

##### *Full Name in original Language*

Luka Vukovar d.o.o.

##### *Acronym*

LV

##### *Country*

CROATIA

##### *NUTS II Region*

Kontinentalna Hrvatska

##### *Type of Institution*

Other: Port Operator

##### *Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

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### 2.3.25.2 Geographical Scope of the ASP15 Activities

Regional

### 2.3.25.3 ASP15's Relevance for the proposed Project (thematic Competence)

Port of Vukovar Ltd is one of the port operators in the port of Vukovar who deals with port activities which has been approved according to concession contract assigned by Public institution Port Authority Vukovar. Activities assigned according to concession contract are the transport manner, and port operator deals with cargo handling business on the port area, on the terminals for bulk cargo, general cargo, palletised cargo, as well as on multi-purpose terminal. Port of Vukovar Ltd is equipped with mobile crane with capacity 63t, suitable for transshipment of bulk cargo and general cargo, with possibility of manipulation of 20' and 40' container and other heavy cargo. Furthermore crane of 16/27tons lifting capacity and two portal cranes of 5/6 t capacity are installed. Currently installes capacity enable annual thransshipment volume of approximately 1.200.000 and 1.500.000 tons, depending on types of cargo.

Port of Vukovar will raise the quality of work performed in the project through its wide range of experience in the water transport sector valuable for constructive feedback to strategies elaborated in the project.

### 2.3.25.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

Port of Vukovar Ltd will benefit from the Potential Analysis (WP3) that will lead in a more accurate estimation of expected cargo flows in the port and thus improve port related business plans.

Furthermore, it will use the Roadmap and Regional Action Plans (WP4) in order to put its own development plans into the wider perspective of the DBS Gateway Region.

Port of Vukovar Ltd has special interest in the project's positive effect towards transnational cooperation (WP6) and will seek to join the Cooperation Platform as a member. Becoming a member of the DBS Gateway Region consortium and platform enables transnational cooperation with other peer organizations in the region in order to jointly develop and disseminate the project results and outputs.

The above-mentioned benefits for the Port of Vukovar Ltd. will lead to increased quality of the Port's work and thus be of the benefit of the whole territory of Vukovar.

### 2.3.25.5 Description of the Involvement of the Partner in the Project

The port operator is interested in offering its support for the development of the topics approached within the project:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in port-related policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the standpoint of the port and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will actively participate in the regional workshops for stakeholder involvement (WP3)
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
PAV	2,000.00 €	1.28%

#### *Description and Location of the Activities*

Port of Vukovar will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the ports – Croatia (2.1)
- Dissemination of project results to the ports (e-newsletter) – Croatia (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Croatia (4.1 and 4.2)
- Consultation on the funding options – Croatia (5.1)
- Development project selection with the ASP in consultation and verification – Croatia (5.2)
- Pilot Action verification – Croatia (5.3)
- Cooperation Strategy consultation process – Croatia (6.1)

Port of Vukovar will be involved in person in the following events:

- Participation at the transnational conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)
- Participation at Regional Workshop on stakeholder involvement – Croatia (3.2)

### 2.3.26 ASP16

#### 2.3.26.1 Legal Identification Data

##### *Official Name in English*

Ministry of Transport, Information Technology and Communications

##### *Full Name in original Language*

Министерство на транспорта, информационните технологии и съобщенията

##### *Acronym*

MTITC

##### *Country*

BULGARIA

##### *NUTS II Region*

Югозападен (Yugozapaden)

##### *Type of Institution*

National public Authority

##### *Legal Status*

Public Body / Body governed by public Law

##### *National Tax Number*

BG000695388

##### *Official Address*

Dyakon Ignatiy Street 9, 1000 Sofia, Bulgaria

##### *Phone*

00359 2 940 97 71

##### *Mobile*

##### *Homepage*

<http://www.mtitc.government.bg>

##### *E-Mail*

[mail@mtitc.government.bg](mailto:mail@mtitc.government.bg)

*Legal Representative*

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Ivaylo Moskovski

*Position of the Legal Representative*

Minister

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2.3.26.2 Geographical Scope of the ASP16 Activities

National

2.3.26.3 ASP16's Relevance for the proposed Project (thematic Competence)

The Ministry of Transport, Information Technology and Communications (MTITC) is the responsible body for the development and implementation of the transport policy on national level. One of the priorities of the policy is the development of intermodal transport. The added value of the MTITC participation in the project will result in the provision of expertise for the development of sustainable transport and valuable information, including statistical data. Additional benefit will be the ability of MTITC to apply the results of the project.

2.3.26.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

The expected benefit from the partnership is the improving of the cooperation on regional level in the field of port infrastructure development and multimodality. This could lead to a better application of the proposed intermodal approach on national level that would be a basis for establishment of more efficient logistical chains, and to establishment of better conditions for provision of transport services, addressing more efficiently the expectations of the users.

2.3.26.5 Description of the Involvement of the Partner in the Project

By participating at meetings and contributing with relevant data and information about former projects, needs and challenges in order to raise the awareness of the DBS Gateway Region on national and EU-level and to support the speeding up of the implementation of important improvements.

*Sponsoring Partner*

BPI

*Amount*

2,000.00 €

*Rate*

0.80%

*Description and Location of the Activities*

Participation in DSB Gateway Region meetings – according to the project meeting schedule.  
Information collection and provision of relevant data – at the MTITC, Sofia, Bulgaria  
Provision of input to project activities and outcomes

2.3.27 ASP17

2.3.27.1 Legal Identification Data

*Official Name in English*

Autonomous Province of Vojvodina

*Full Name in original Language*

Autonomna Pokrajina Vojvodina



<i>Acronym</i>	<i>Country</i>
APV	SERBIA
<i>NUTS II Region</i>	
Vojvodina	
<i>Type of Institution</i>	
Regional public Authority	
<i>Legal Status</i>	
Public Body / Body governed by public Law	
<i>National Tax Number</i>	
<i>Official Address</i>	
Bulevar Mihajla Pupina 16, 21000 Novi Sad, Serbia	
<i>Phone</i>	<i>Mobile</i>
00381 21 487 4000	
<i>Homepage</i>	<i>E-Mail</i>
<a href="http://www.vojvodina.gov.rs">http://www.vojvodina.gov.rs</a>	
<i>Legal Representative</i>	
<i>Name of the Legal Representative</i>	<i>Position of the Legal Representative</i>
Miroslav Vasin	Vice-President of the Government of AP Vojvodina
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### 2.3.27.2 Geographical Scope of the ASP17 Activities

Regional

### 2.3.27.3 ASP17's Relevance for the proposed Project (thematic Competence)

Pursuant to the law and the Statute, Provincial Secretariat for Economy, Employment and Gender Equality, perform duties of the Provincial Administration in the field of economic and regional development, industry and crafts, road, river and rail transport, pertaining to preparation of acts for the Assembly and the Provincial Government which shall stipulate: regulating and providing of the balanced regional development in the field of economy; establishing of organisations dealing with securing the balanced regional development in the field of economy; defining and adoption of strategic and other regional development documents in the field of economy; regulating of issues of importance to the Province in the field of industry; defining of the plan and programme for the balanced economic development; regulating of issues of importance to the Province in the field of road, river and rail transport; regulating and providing of the method for managing, protection, maintenance and financing of public roads of the second class in the territory of the AP Vojvodina; regulating and providing of inland navigation in the territory of the AP Vojvodina; etc.

The Province participated in numerous EU projects, mostly as an Associated Strategic Partner.

The Province will be supporting the DBS Gateway project in all foreseen activities.

#### 2.3.27.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

Serbia is a landlocked country in the Danube region and the Province of Vojvodina geographically entirely belongs to the Danube region. Therefore, its strategic orientation is completely in coherence with the Danube Strategy and policies are in the process of synchronization with the EU ones.

The region will benefit from the Potential Analysis (WP3) by better understanding the opportunities for shifting existing and attracting new cargo flows to the waterway transport system and thus decrease road transport in the region of Vojvodina. It will benefit from the Roadmap and related Regional Action Plan (WP4) in order to set its own regional development policy and plans into the perspective of the greater DBS Gateway Region. It will benefit from the set-up of the Cooperation Platform (WP6) and thus receiving continuous and long-lasting support in the implementation of relevant projects. The learning effect from activities for know-how and experience exchange between peers as well as stakeholders from different fields and administrative levels will enrich the discussion broaden the perspective and build up mutual understanding and a good basis for future cooperation. The whole region Vojvodina will benefit from improved regional concepts, implementation possibilities of relevant projects and increased cooperation of all stakeholders in order to work together towards the DBS Gateway Region which will lead to a higher share of intermodal transport. This will have two positive effects for the region of Vojvodina: (1) the decrease of road transport and thus decreasing negative effects from it in the region and (2) increased business environment.

#### 2.3.27.5 Description of the Involvement of the Partner in the Project

The Region Vojvodina will participate in the following activities of the project:

- It will provide the necessary regional market knowledge and background for the Potential Analysis (WP3)
- It will bring in regional policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the regional point of view and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will actively participate in the regional workshops for stakeholder involvement (WP3)
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

The Region Vojvodina also will support communication and dissemination to provide a multiplication effect to other regions in Serbia. As an organisation linked to policy level in Serbia it will also help to channel project results to regional/national policy.

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
RGLA	2,000.00 €	0.45%

#### *Description and Location of the Activities*

The Region Vojvodina will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the regions – Serbia (2.1)
- Dissemination of project results to other regions (e-newsletter) – Serbia (2.3)
- Co-organisation of the Regional Workshop for stakeholder involvement (contacts etc.) – Serbia (3.2)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Serbia (4.1 and 4.2)
- Consultation on the funding options – Serbia (5.1)
- Development project selection with the ASP in consultation and verification – Serbia (5.2)
- Pilot Action verification – Serbia (5.3)
- Cooperation Strategy consultation process – Serbia (6.1)

The Region Vojvodina will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)
- Participation at Regional Workshop on stakeholder involvement – Serbia (3.2)

## 2.3.28 ASP18

### 2.3.28.1 Legal Identification Data

*Official Name in English*

The River Administration of the Lower Danube Galati

*Full Name in original Language*

Administratia Fluviala a Dunarii de Jos R.A. Galati

*Acronym*

AFDJ

*Country*

ROMANIA

*NUTS II Region*

Sud-Est

*Type of Institution*

National public Authority

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

R 1644670

*Official Address*

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*Phone*

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### 2.3.28.2 Geographical Scope of the ASP18 Activities

National

### 2.3.28.3 ASP18's Relevance for the proposed Project (thematic Competence)

Lower Danube River Administration functions as an autonomous state control and is the waterways authority for the Romanian sector of Danube from the border line - km 1,075 to the river mouth in the Black Sea, on Sulina branch, in Sulina roadstead, on the shipping branches of the Danube, Borcea, Bala, Macin, Valciu, Caleia, on Chilia branch with its secondary branches, on Sfantu Gheorghe channel with the rectifications channels and on the secondary branches of the Sulina Channel, named the Old Danube. River Administration of the Lower Danube has its head office in Galati and has subsidiaries in the main Danubian ports are (Drobeta Turnu Severin, Giurgiu, Braila, Sulina and Tulcea). The Lower Danube River Administration is of main relevance to the project as it represents all ports of the Romanian section of the Danube. The Lower Danube River Administration will provide its network of ports to the project for stakeholder involvement. It will raise the quality of work performed in the project through its

wide range of experience in the water transport sector valuable for constructive feedback to strategies elaborated in the project. It will bring in port-related policies and development plans and commit itself to the back-flow of recommendations of the project into its own policy. Additionally, the Lower Danube River Administration provides an important platform for the promotion of the DBS Gateway Region as such and the Cooperation Platform in particular.

#### 2.3.28.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

The transnational project with specific focus on the DBS Gateway Region is of great interest to all Romanian ports. They will benefit from the Joint Vision (WP3) that helps them work together towards the same direction, from the Roadmap (WP4) that gives them an argumentation towards national and EU policy makers for necessary improvements and the Funding Guideline (WP5) that helps them find the adequate kind of financial support in order to implement recommended projects. Most of all, the long-term Cooperation Strategy and set-up of the Cooperation Platform will help the Lower Danube Administration to extend its network in the region. This has a positive impact on all its member ports, strengthens the Lower Danube Administration's strategic relevance and weight in policy debates and thus helps to successfully lobby for the right kinds of measures for the benefit of the whole DBS Gateway Region of which Romania is an important part.

Members are willing to introduce new intermodal services and to encourage the shifting of existing and attract new cargo flows to environmentally friendly transport systems and to access new markets. Therefore, this project is a strategically important project for the Lower Danube Administration and also unique learning opportunity given its transnational coverage.

#### 2.3.28.5 Description of the Involvement of the Partner in the Project

Lower Danube Administration will be involved as the ports representative body to actively participate in certain project activities which are aiming to collect the opinion and gain a verification from the ports. Lower Danube Administration will be consulted regularly during the project implementation and its feedback will be taken into consideration and integrated into relevant documents:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in port-related policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the standpoint of the ports and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will actively participate in the regional workshops for stakeholder involvement (WP3)
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

Lower Danube Administration also will support communication and dissemination to provide a multiplication effect to all of its members. As an organisation linked to policy level in Romania it will also help to channel project results to regional/national policy.

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
MG	6,000.00 €	3.40%

*Description and Location of the Activities*

Lower Danube Administration will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the ports – Romania (2.1)
- Dissemination of project results to the ports (e-newsletter) – Romania (2.3)
- Co-organisation of the Regional Workshop for stakeholder involvement (contacts etc.) – Romania (3.2)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Romania (4.1 and 4.2)
- Consultation on the funding options – Romania (5.1)
- Development project selection with the ASP in consultation and verification – Romania (5.2)
- Pilot Action verification – Romania (5.3)
- Cooperation Strategy consultation process – Romania (6.1)

Lower Danube Administration will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)
- Participation at Regional Workshop on stakeholder involvement – Romania (3.2)

## 2.3.29 ASP19

### 2.3.29.1 Legal Identification Data

*Official Name in English*

Ministry of Transport and Road Infrastructure

*Full Name in original Language*

Ministerul Transporturilor si Infrastructurii Drumurilor

*Acronym*

MTID

*Country*

MOLDOVA

*NUTS II Region*

Moldova

*Type of Institution*

National public Authority

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

*Official Address*

162 Stefan cel Mare bvd, Chisinau, MD 2004

*Phone*

00373 22 820-702

*Mobile*

*Homepage*

www.mtid.gov.md

*E-Mail*

admin.nav.moldova@gmail.com

*Legal Representative*

*Name of the Legal Representative*

Igor Zaharia

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Chief of Naval Transport Division

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igor.zaharia@mtid.gov.md

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### 2.3.29.2 Geographical Scope of the ASP19 Activities

National

### 2.3.29.3 ASP19's Relevance for the proposed Project (thematic Competence)

The Ministry is the main policy-maker in the Republic of Moldova regarding the waterway transport system. It includes the responsibility for inland waterways and open sea transport. The Republic of Moldova has two inland navigable waterways (the Nistru River and the Prut River) which, according to the Europe an Agreement on Main Inland Waterways of International Importance (Geneva, 19 January 1996), are classified as waterways of international importance. For the DBS Gateway Region of major importance is Giurgiulesti Port located on the maritime segment of the Danube River.

The Ministry of Moldova considers water transport an important and environmentally friendly way of transporting goods. Especially for a landlocked country it is a vital alternative way. Danube River transport network offers a large potential. However, on the one hand, insufficient infrastructure development and maintenance prevent competitive and efficient operations; on the other hand, the fragmented market structure poses difficulties to effectively integrate it into modern door-to-door transport chains. Thus, ensuring and increasing the efficiency of the water transport system, as well as further expansion of its networks, become a priority tasks for the Ministry to work on. The main purpose is to take ultimate advantage of this safe and sustainable kind of transport.

The ministry is a relevant partner in the project to ensure transfer of information on Moldova's needs, challenges and possible solutions as well as national policies, development plans and other relevant documents in order to include all Danube countries in the process of supporting the DBS Gateway Region.

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### 2.3.29.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

The project's results will allow strengthening and facilitating trade relations, as well as to identify new prospects for potential cargo flows. The exploitation of the Giurgiulesti Port Complex gives a good opportunity for developing the multimodal transport sector in the Republic of Moldova. It is an important task, taking into account that multimodal transport represents an efficient way to perform regional and international door-to-door transport operations and allows combining specific advantages of each kind of transport – the flexibility of road transport, the capacity of rail transport and lower costs of water transport. The Ministry of Moldova will benefit from the extended network established within the Cooperation Platform (WP6) and related know-how exchange with other relevant stakeholders in the region. The information developed in the Potential Analysis (WP3) will be of great value in order to get a clearer picture of the transport and business situation and challenges and thus improve national policy in this respect. The Roadmap (WP4) will give substantial input to the national development plans and give Moldova the possibility to streamline its policy with the Joint Vision (WP3) of the DBS Gateway Region in order to work together with its neighbouring countries.

In the long run, the Republic of Moldova will benefit from extended awareness of the trademark and possibilities within the DBS Gateway Region within which Moldova will also play a part and gain additional transport loads for its waterway transport system.

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### 2.3.29.5 Description of the Involvement of the Partner in the Project

The Ministry will receive all information generated in the project for its disposal. Furthermore, it will be involved in the following activities:

- It will provide the necessary market knowledge and background for the Potential Analysis (WP3)
- It will bring in national policies and development plans (WP4).
- It will be consulted for feedback: Potential Analysis and Joint Vision (WP3), Roadmap (WP4) and Cooperation Strategy (WP6) to represent the national Moldovan point of view and discuss and verify project activities in the form of direct consultations, workshops, seminars
- It will participate at the project's 3 main events: the Kick-off and final conference and the transnational workshop for know-how exchange as an inauguration of the Cooperation Platform

The Ministry will also support the communication and dissemination of project results on national level and

can also help the transferability to regions in Moldova and also to other national organisations (in and outside Moldova) not directly involved.

Strong commitment towards the outputs of the project will help to have measures recommended in the Roadmap incorporated into national policies and development plans.

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
RGLA	2,000.00 €	0.45%

*Description and Location of the Activities*

The Ministry will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the ministries – Moldova (2.1)
- Dissemination of project results to other regions in Austria and national organisations in and outside Moldova (e-newsletter) – Moldova (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Moldova (4.1 and 4.2)
- Consultation on the funding options (especially regarding national funding schemes in Austria and CEF) – Moldova (5.1)
- Development project selection with the ASP in consultation and verification (in order to check the strategic relevance) – Moldova (5.2)
- Cooperation Strategy consultation process – Moldova (6.1)

### 2.3.30 ASP20

#### 2.3.30.1 Legal Identification Data

*Official Name in English*

Izmail Branch of state enterprise "Ukrainian Sea Ports Authority" (Izmail Sea Ports Authority)

*Full Name in original Language*

Ізмаїльська філія державного підприємства «Адміністрація морських портів України» (Адміністрація Ізмаїльського морського порту)

*Acronym*

USPA

*Country*

UKRAINE

*NUTS II Region*

Odessa Oblast

*Type of Institution*

National public Authority

*Legal Status*

Public Body / Body governed by public Law

*National Tax Number*

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2.3.30.2 Geographical Scope of the ASP20 Activities

Regional

2.3.30.3 ASP20's Relevance for the proposed Project (thematic Competence)

competences of the Izmail Branch of State Enterprise "Ukrainian Sea Ports Authority":

- Ensuring effective use of the state property transferred for economic management, as well as modernization, renovation, reconstruction and construction of hydraulic structures, and other port infrastructure
- Ensuring all the entities (public, private and other forms) equitable access to the strategic ports' infrastructure, which will form the basis of property of the Authority and its branches in each seaport
- Provision with services for vessels during approach to the port and directly in each seaport for safe navigation, maneuvering and moorage
- Organization and ensuring the safe operation of ports' infrastructure, including hydraulic structures, navigation safety systems within the territory and water areas of the ports
- Organization of navigation safety
- Collection and recording of data for the Seaports Register
- Design and implementation of the plan of development of seaports as well as making proposals for its improvement
- Rescue operations provision
- Organization of works to raise the sunk property in the seaports
- Ensuring observance of the law on environment protection
- Works on the elimination of the consequences of the accidents
- Injured persons assistance
- Delimitation of areas with mandatory use of tugs
- Collection and proper use of port charges
- Coordination of own activities and the activities of ports' captains, pilot service, owners, of marine terminals, port operators and other entities operating in the seaports in the event of natural disasters, accidents, and other emergencies requiring interaction
- Provision of equal competitive conditions for business activities and services in the seaports



#### 2.3.30.4 What is the Benefit for the Organisation and the Territory that represents from Participating in this Project?

As part of the Danube-Black Sea region, this strategic project is of great interest to the Ukrainian ports that are located in the Danube-Black Sea region. The Izmail Branch of State Enterprise "Ukrainian Sea Ports Authority" will profit from the know-how transfer between the ports and regions of the whole Danube-Black Sea Region and through this expand its network within the region. By doing this the Izmail Branch of State Enterprise "Ukrainian Sea Port Authority" is up-to-date with ongoing activities and will aim at joining the Platform as a member in a later stage.

The information developed in the Potential Analysis (WP3) will be of great value in order to get a clearer picture of the transport and business situation and challenges and thus improve national policy in this respect. The Roadmap (WP4) will give substantial input to the national development plans and give Ukraine the possibility to streamline its policy with the Joint Vision (WP3) of the DBS Gateway Region in order to work together with its neighbouring countries.

In the long run, the Izmail Sea Port Authority will benefit from extended awareness of the trademark and possibilities within the DBS Gateway Region within which Ukraine will also play a part and gain additional transport loads for its waterway transport system.

#### 2.3.30.5 Description of the Involvement of the Partner in the Project

By participating at meetings and contributing with relevant data and information about former projects, needs and challenges in order to raise the awareness of the DBS Gateway Region on national and EU-level and to support the speeding up of the implementation of important improvements.

The Izmail Branch of State Enterprise "Ukrainian Sea Ports Authority" will observe all activities within the project with great interest. It will bring in relevant information about the Ukrainian situation for WP3 Potential Analysis. It will give feedback on the Joint Vision to bring in the Ukrainian point of views as well as to the Joint Roadmap (WP4) to which it will contribute national/regional/port-related policies and development plans. It will participate in activities for know-how transfer and use transferable results (particularly from WP5). In the development of the Cooperation Platform (WP6), the Izmail Branch of State Enterprise "Ukrainian Sea Ports Authority" will actively engage to enrich the discussion and bring in Ukrainian needs and possible contribution.

The Izmail Branch of State Enterprise "Ukrainian Sea Ports Authority" will also support the communication and dissemination of project results on national level and can also help the transferability to regions in Ukraine and also to other national organisations (in and outside Ukraine) not directly involved.

Strong commitment towards the outputs of the project will help to have measures recommended in the Roadmap incorporated into national policies and development plans.

<i>Sponsoring Partner</i>	<i>Amount</i>	<i>Rate</i>
BPI	2,000.00 €	0.80%

#### *Description and Location of the Activities*

The Izmail Branch of State Enterprise "Ukrainian Sea Ports Authority" will be involved in the following activities giving its input, feedback and opinion in written or via telephone:

- Verification of the Communication Strategy of the project with the Port Authorities – Ukraine (2.1)
- Dissemination of project results to other regions in Ukraine and national organisations in and outside Ukraine (e-newsletter) – Ukraine (2.3)
- Verification of the Roadmap and Regional Action Plans in a consultation process with the ASPs – Ukraine (4.1 and 4.2)
- Consultation on the funding options (especially regarding national funding schemes in Ukraine) – Ukraine (5.1)
- Development project selection with the ASP in consultation and verification (in order to check the strategic relevance) – Ukraine (5.2)
- Cooperation Strategy consultation process – Ukraine (6.1)

The Ministry will be involved in person in the following events:

- Participation at the kick-off conference – Bulgaria, and the final promotion event – Austria (2.2)
- Participation at the transnational workshop on exchange of experience – Serbia (6.3)

### 3. Project Description

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#### 3.1 Strategic Relevance

*Please, describe the territorial Need / Challenge your Project addresses, justify its Relevance for the Programme Area (e.g. to what extent it helps to achieve Programme Objectives) and describe how the Project will address the Need / Challenge.*

The Black Sea region is an area with great economic development potential. GDP is still rather low compared to Central European countries (2012: Austria 35.000€, Black Sea Countries around 5.000€), but the GDP was growing much faster in the Western Black Sea region (Austria 16%, Black Sea Countries 25-65% btw. 2006-2012).

With the accession of Romania and Bulgaria to the EU the borders were opened to reunite the historical Danube region. Two core network corridors (TEN-T) connect the DBS region (Rhine-Danube and Orient East-Med). The Danube river itself is part of the Rhine-Danube-Corridor. However, it is used far below its full capacity. Freight transported on the Danube is only 10%-20% of that on the Rhine.

International transport volumes are expected to grow in all forecasts. However, the share of road transport within the RD corridor is still twice as high as for rail, and four times as high as for inland waterway (58% for road, 28% rail and 14% waterway transport). Negative effects cannot only be accounted from a business-related point of view (reduced capacities and higher travel times due to congestions), but also from the political-economic (reduced economic growth) and ecological (increased air and noise pollution, reduced quality of life especially in urban areas) perspective.

Even though the Danube-Black Sea region has the potential to become a very important gateway for sustainable and environmentally friendly waterway transport, the current level of infrastructure (aging infrastructure and missing links) and logistic performance (inefficient and non-transparent intermodal transport services) in a fragmented market with a multitude of single transport service providers is not sufficient to take over the envisaged global role and rising transport demands.

The project focuses on the connectivity of the ports with their hinterland. Port selection criteria are related to the entire network in which the port is just one node. The Drewry Group proved this assumption right in its new study (March 2016) in which the high level of intermodal connectivity with its hinterland rank the port of Hamburg above Rotterdam and Antwerp.

The DTP acknowledges this challenge with its objective to support environmentally friendly transport systems through better cooperation between relevant stakeholders. The project helps to increase the share of waterway transport by providing the preconditions for increased attractiveness of the waterway transport system through cooperation between relevant stakeholders in the DBS Gateway Region on a well-informed (Potential Analysis, Road Map), well-prepared (list of projects ready to be implemented, Funding Guideline), well-focused (Joint Vision, Joint Cooperation Strategy) and well-supported (Cooperation Platform beyond the lifetime of the project) basis.

*Please, explain the main and specific Objectives of the Project in Relation to the mentioned Problems and / or Challenges.*

With the enlargement of the EU the borders were opened to reunite the historical Danube region. Economic development and the emergence of new markets led to raising road transport flows. High traffic volumes not only restrain economic development again, but also have negative effects on the regions.

The main objective of the project is to support the Danube-Black Sea region to become an attractive gateway region for maritime and inland waterway transport between Central Europe and the Black Sea, the Caspian region and the Far East (DBS Gateway Region) by facilitating the cooperation between ports, regions and other key actors. The joint effort shall improve accessibility of both the ports and the regions and strengthen interoperability between maritime and inland waterways as well as with their hinterland. Together with raising the awareness of the possibilities of intermodal transport, this will lead to shifting existing and attracting new cargo flows to environmentally friendly transport systems.

At present, aging infrastructure and inefficient, non-transparent intermodal services limit the potential of the water transport system. The multitude of private companies in a fragmented market cannot be expected to be the promoters of an intermodal network system that leads to higher efficiency at the macro-level rather than the level of the firm. The project is built upon the belief that the cooperation of public authorities, ports and their related associations is the key success factor in order to raise quality, reliability and efficiency of the waterway transport system.

Cooperation in itself will not yet lead to the envisaged results. It needs to be elevated on a well-informed (Potential Analysis, Road Map), well-prepared (list of projects ready to be implemented, Funding Guideline), well-focused (Joint Vision, Joint Cooperation Strategy) and well-supported (Cooperation Platform beyond

the lifetime of the project) level. The specific objectives of the project accommodate this fact: The project aim at creating a basis for cooperation between the relevant stakeholders in order to be able to work together towards the development of the DBS Gateway Region (Specific objective 1). Through increased attractiveness of the waterway transport system, it aims at providing the preconditions for the region to take over the envisaged role as DBS Gateway Region (Specific objective 2). In order to be able to further develop and actively promote the DBS Gateway Region beyond the lifetime of the project, the project aims at facilitating long-term cooperation of all key actors within an institutionalised Cooperation Platform (Specific objective 3).

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*Please, describe the Methodology used to achieve the Project Objectives, highlighting the innovative Approach.*

Complex challenges require a multidisciplinary approach. The core working group consists of the financing partners that ensure the involvement of public authorities (cities, regions and ministries), ports and their associations as well as the academic background of a university. They bring together all key actors competent to successfully work towards a better connected and interoperable DBS Gateway Region. In order to strengthen the cooperation and the commitment to work together towards the Joint Vision, the methodology foresees the incorporation of other relevant stakeholders in the region (as ASPs) through regional workshops, feedback-loops and direct input to relevant topics.

The methodology will combine both bottom-up and top-down approach:

- First, the project starts bottom-up in order to assure that it meets regional needs and that all existing information is used and built upon: The project takes advantage of all sources of information, including desk-top studies of previous studies and analysis, adding additional statistical data as well as using adequate formats of stakeholder participation for specific input (WP3). Equally, existing policies and development plans are collected on local, regional, national, transnational and thematic level (WP4).
- Based on the grounds of common challenges and needs, the elaboration of a Joint Vision (WP3) for the whole DBS Gateway Region lifts the project on the transnational level. The Joint Roadmap (WP4) is another transnational document (using existing plans and policies) for identifying measures suitable to reach the Joint Vision. This document applies to the whole DBS Gateway Region.
- The third step follows the top-down approach and brings the Roadmap down to regional level again in order to raise regional commitment and break down the transnational measures to concrete actions for implementation (Regional Action Plans, WP4).

In parallel, the set-up of the Cooperation Platform (WP6) will be done in a collaborative approach (building on the content-related Work Packages) including all partners throughout the process. This methodology ensures that the Platform has a clear joint vision, joint strategy and joint agenda whilst legitimised by all partners that support it with a strong commitment.

The flexibility of the framework of the workplan reflects the innovative approach of the project. As the partners build upon different levels of existing studies and level of development each of them can walk through the envisaged workflow in its own suitable pace. Using this methodology, the project ensures not to start from scratch, to use all relevant information, to increase know-how transfer between the partners and to enable more advanced regions to focus on the preparation of implementation of relevant actions.

However, even if a partner brings in high-level analyses and master plans, it will still have to add the DBS Gateway perspective and integrate the Joint Vision into existing roadmaps.

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*Please, describe the Policy and strategic Background of your Project, highlighting the Contribution to the existing Policy Framework (at EU, national, regional Levels) applicable for the thematic Scope of the Project. Please, clearly mention and describe the possible Link with the EUSDR.*

The EU has committed itself to pursue the goal of shifting transport to less energy-intensive, cleaner and safer transport modes. Inland waterway transport can play a prominent role in reaching these targets. The project supports the Danube-Black Sea region to become an attractive gateway region for maritime and inland waterway transport in order to shift existing and attract new cargo flows to environmentally friendly means of transport. This clearly contributes to the Europe 2020 goals to reduce greenhouse gas emissions by at least 20% compared to 1990 levels or by 30%, if the conditions are right. The documents by the European Commission "A Roadmap for moving to a competitive low carbon economy in 2050" and the "Roadmap to a Single European Transport Area (WHITE PAPER 2011)" all target the reduction of CO<sub>2</sub> emissions in transport.

The European Union Strategy for the Danube Region (EUSDR) specifies these goals for the geographic area of the Danube-Black Sea regions, highlighting the importance of inter-modality and hinterland

connections and suggesting actions to promote sustainable freight transport. The project is in line with Priority Area 1A “to improve mobility and multimodality/ inland waterways”. It contributes to the following areas of action in the EUSDR Action Plan:

- The project contributes to Action - “to invest in waterway infrastructure of Danube and its tributaries and develop the interconnections” by preparing a joint Roadmap with necessary improvements for economic hinterland connections. The Roadmap includes infrastructural missing links in the greater perspective of the onward links to the Black Sea and beyond.
- The project contributes to Action - “to develop ports in the Danube river basin into multimodal logistics centres” by elaborating a coordinated and harmonised development concept for multimodal ports (Roadmap) taking into account existing port development plans as well as local, regional and national strategies and lobbying for the back-flow of the project’s recommendations into the mentioned plans and strategies.
- The project contributes to Action - “to promote sustainable freight transport in the Danube Region” by raising awareness for the trademark "DBS Gateway Region" and its possibilities for intermodal transport.
- The project contributes to Action - “to develop further nodal planning for multimodality” by setting up a networks between relevant stakeholders in order to improve the quality of the transport system and logistic chains between the nodes and within the nodes.

Furthermore, the project is in line with European Commission’s Port 2030. The project contributes to the identified need to link ports with railways and inland waterways to promote sustainable transport (Roadmap) and to continuously try to anticipate future development in order to react on them in time by suggesting to include necessities of the DBS Gateway Region into today’s strategies, planning and investments.

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*Please, describe the Benefits, Advantages and added Value of the transnational Approach for achieving the Project Objectives.*

The objective of the project is to support the Danube-Black Sea region to become an attractive gateway region for maritime and inland waterway transport between Central Europe and the Black Sea, the Caspian region and the Far East. On a global market, single ports are less likely to be recognised than the unified label of a Gateway Region offering a multitude of integrated services and cover the whole geographical area. The participating regions share similar challenges with negative environmental effects of increased road transport and thus aim at shifting existing and attracting new cargo flows to environmentally friendly transport systems. Ports, and especially the ports of the trans-European network, service a hinterland and catchment area which go beyond their local and national borders (EC: Gateways for the trans-European transport network, 2014). Within this transport chain, the network is only as strong as its weakest link. Problems are largely linked to a lack of coordinated planning, funding and implementation. The existing inter-governmental bodies need support to deliver sufficient concrete results. Since transport and accessibility require costly investments, it is important to plan so that these investments are used to their full potential.

The development of the DBS Gateway Region - Black Sea ports as entry points, Danube ports as distribution centres for the regions - needs more than the sum of local and regional policies. The project will capitalize previous projects and studies as well as existing local, regional or national strategies and plans but adds the transnational focus of the DBS Gateway Region.

The transnational approach helps all involved parties to identify with the outcomes of the project and raise the commitment to address the mutual challenge in a joint way:

- Creating a basis for cooperation includes the analysis of potential joint markets that go beyond borders and individual port’s analyses. In order to be able to react to new market trends on time it is essential to see the greater picture. The Joint Vision is an integral part of future cooperation and covers the whole DBS region.
  - Increasing the attractiveness of the waterway transport system in the DBS region requires the implementation of measures that will help to reach the Joint Vision. Even though these measures might result in being implemented on local, regional or national level they are chosen because of their contribution to the transnational Joint Vision.
  - Facilitating long-term cooperation will lead to the creation of an institutionalised Cooperation Platform. This platform includes members from all administrative levels, ports and their related associations as well as strategic members from other initiatives that work in the similar field. Know-how transfer, exchange of experience and monitoring of the implementation of joint projects can only be ensured on a transnational level.
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*Please, explain how the Composition of the Partnership contributes to the Achievement of the Project Objectives.*

The partnership consists of 10 Financing Partners and 20 Associated Strategic Partners and involves all direct neighbouring countries of the Danube river. It covers 7 of the 9 EU countries (Austria, Bulgaria, Croatia, Germany-Bavaria, Hungary, Romania and Slovakia) and 3 of the 5 non-EU countries (Republic of Moldova, Serbia and Ukraine-Odessa Oblast) included in the DTP.

In order to support the Danube-Black Sea region to become an attractive gateway region for maritime and inland waterway transport the set-up of a multi-level governance in the partnership was carefully tailored:

- Local and regional authorities (Municipalities and Regions) together with ports and ports associations are the main drivers of the project. They build the linkage across sectors and geographical boundaries in order to jointly focus on the hinterland connections and inter-modality.
- National authorities (Ministries) are of key policy relevance as they are the main decision makers. They provide existing policies and guarantee the flow-back of recommendations elaborated in the project.
- Ports Associations cover a wider range of ports and act on a strategic level. They have good contacts to policy-makers on the one hand and relevant stakeholders on the other hand.
- The University of Novi Sad guarantees sound academic analysis and methods.
- The Working Community of Danube Regions provides the political framework for the set-up of the Cooperation Platform.
- TINA Vienna represents a neutral partner competent in communicational issues and promotion of transport-related topics. The close interlink to the Working Community of Danube Regions (as Leaders of the Working Group “Economy, Tourism and Transport”) will support the set-up of the Cooperation Platform.
- Additionally, a Logistic Association, Business Agency and Association of towns and cities provide an extensive network to relevant stakeholders.

The partnership is competent to capitalise relevant previous projects. At least one partner of each of these projects is part of the partnership of this current project. This does not only prove transnational experience, but also ensures valuable capitalization of results.

The partners are the direct beneficiaries of the project’s results. Thus, direct involvement in the elaboration of the basis for the Cooperation Platform raises the commitment for future collaboration.

*Please, explain if the Proposal is building from the Results of already implemented Projects (Capitalisation) or if synergic Activities with current Projects are planned.*

The project builds from the results of already implemented projects and capitalises their results. This task is mainly done in WP3 where relevant analyses and data are taken from these projects in order to draw a clear picture of the current status of cargo potential for the whole DBS Gateway Region.

Most of all, the project builds upon outputs of the “Danube Inland Harbour Development (DaHar)” project which is the most recently completed project and many partners of this project are participating in the partnership. The DaHar project included a partnership of small and medium sized Danube ports. The analysis of cargo transport is of great relevance to the project. Equally, the 5 Master Plans developed within DaHar will be integrated in the Roadmap (WP4) and extended due to the wider focus of the project. DaHar also elaborated an integrated strategy for functional specialisation of the Danube ports in the logistic chain that will be integrated in the Roadmap.

Additionally, specific outputs of the following projects will be capitalised:

The project “Development of a Next generation European Inland Waterway Ship and logistics system (NEWS)”, like DaHar, focused on the Danube ports only. It consists of a macro-regional analysis and a micro-regional analysis. Both will be scanned for relevant inputs for the Potential Analysis done in WP3. The river ports infrastructure and service concept will be incorporated in the Roadmap (WP4).

The project “Enhancing multimodal platforms, inland waterways and railways services integration in Central Europe (EMPIRIC)” focused on a different geographic area. Still the analysis of main goods flow done for Austria and Hungary will give important input to the Potential Analysis (WP3) and the elaboration of incentives for intermodal transport input to the Roadmap (WP4).

The project “Upgrading of inland waterway and sea ports (INWAPO)” overlaps the current project partially (Austria, Slovakia and Hungary). The market studies on the potential waterborne transport done for Vienna, Bratislava and Budapest will be capitalised in the Potential Analysis (WP3).

The project “Green intermodal freight transport (GIFT)” gives an overview about the transport system and related strategies for three corridors one of which is the Danube. The assessment of freight transport corridor will be incorporated in the Potential Analysis (WP3) and further set into the context of the DBS Gateway Region.

The project “Adriatic-Danube-Black Sea multimodal platform (ADB)” carried out gap analyses and provides an insight in specific limitations and related recommendations useful for the Roadmap (WP4).

*Please, explain how the Proposal will ensure the Durability and Transferability of its Results.*

The project aims for high durability of its results at all levels:

- Financial durability is addressed by identifying suitable funding options (Funding Guideline on public funding at national and EU-level, development bank funds and public-private partnership, WP5) for the implementation of projects recommended in the Roadmap (WP4). The elaboration of a Funding Guideline supports active stakeholders to find the right kind of funding scheme for their project. In order to raise capacities in related organisations, the project offers trainings on the Funding Guideline and implementation possibilities. Multipliers will ensure durability and transferability of the knowledge as the capacity building follows the “train-the-trainers”-concept. This will ensure that plans and developed projects are not stopped after project completion, but follow-up activities are drawn from it for the benefit of the whole DBS Gateway Region.
- The participation of local, regional and national authorities in the project leads to political sustainability of results by using their political and administrative channels in order to incorporate recommendations of the project into regional and national policies and plans. As these authorities are involved in the development of these recommendations, personal commitment is assured and inter-relations taken into account.
- The establishment of a Cooperation Platform will provide the umbrella for institutional sustainability. The platform will be integrated in the Working Community of Danube Regions for political backing and consist of an operational secretariat that will take over the follow-up actions after the end of the project and enhance the capacity for spill-over effects.

Outputs, such as the Funding Guideline and Cooperation Strategy, can be used by other stakeholders in the region as well as in other regions. In order to spread information the Cooperation Platform will continuously organise events for capacity building and know-how transfer.

*« Please, define the Target Group(s) to whom this Project is addressed. »*

Target Groups	Please further specify the Target Groups.	Target Value
Target Group Type 1	Local public Authority	40.00
Target Group Type 2	Regional public Authority	20.00
Target Group Type 3	National public Authority	14.00
Target Group Type 4	Infrastructure and (public) Service Provider	70.00
Target Group Type 5	Enterprise, except SME	50.00

*State Aid.*

The activities planned in the project are not market oriented. They consist of the elaboration of a Joint Vision and a Roadmap (with a break-down into Regional Action Plans) on how to achieve the Joint Vision. The recommendations are of strategic nature for integration into regional/national and EU policy. The project produces funding guidelines for the use of regional/national governments in order to be able to implement the recommended actions after project completion. Also, the pilot action is not market oriented as it consists of the demonstration of the feasibility of the project’s recommendations in order to give them more credibility for future action.

The project’s activities are not affecting trade between Member States as such but rather (once the recommendations of the project are implemented – after the project’s completion) the transport possibilities of the traded goods. The project stops in the planning and preparation phase. The recommendations are of strategic nature for integration into regional/national and EU policy.

### 3.2 Level of joint Cooperation

« Please select all cooperation criteria that apply to your project and describe how you will fulfil them. »

Cooperation Criteria	Description
<i>Joint Development</i>	<input checked="" type="checkbox"/> The PPs developed the project proposal in a joint effort. In 2 meetings (1 in each phase of application) and intensive electronic communication objective, structure and approach was jointly detailed. Each PP gave direct input to the application form.
<i>Joint Implementation</i>	<input checked="" type="checkbox"/> All PPs have clear responsibilities within the project and contribute together to the implementation of the project. Each output and deliverable will be approved by the SCOM in which all PPs are members.
<i>Joint Staffing</i>	<input checked="" type="checkbox"/> The project partners have appointed dedicated persons in charge of the project, ensuring the thematic contribution to project outputs and according deliverables as well as communication flows internally and externally.
<i>Joint Financing</i>	<input checked="" type="checkbox"/> All PPs bring in financial resources to fulfil the tasks set in the project. As the project has joint outputs joint financing is a logical consequence. This ensures financial efficiency as synergies are used and redundancies avoided.

### 3.3 Project Intervention Logic

*Programme Specific Objective*

SO3.1 Support environmentally-friendly and safe transport systems and balanced accessibility of urban and rural areas

« Specify one Project Main Objective and describe its Contribution to the programme priority specific Objective. »

*Project Main Objective*

With the enlargement of the EU the borders were opened to reunite the historical Danube region. Economic development and the emergence of new markets led to raising road transport flows. High traffic volumes not only restrain economic development again, but also have negative effects on the regions.

The main objective of the project is to support the Danube-Black Sea region to become an attractive gateway region for maritime and inland waterway transport between Central Europe and the Black Sea, the Caspian region and the Far East (DBS Gateway Region) by facilitating increased intensity and quality of cooperation between ports, regions and other key actors. The joint effort shall improve accessibility of both the ports and the regions and strengthen interoperability between maritime and inland waterways as well as with their hinterland. Together with raising the awareness of the possibilities of intermodal transport, this will contribute to the programme priority to support environmentally-friendly and lead to shifting existing and attracting new cargo flows within the DBS Gateway Region.

« Define and describe maximal 3 project specific Objectives. »

<i>Project specific Objectives</i>	<i>Description</i>
Create a basis for cooperation	Specific objective 1 is to create a basis for cooperation between the relevant stakeholders in order to be able to work together towards the development of the DBS Gateway Region. Increased knowledge about similar challenges and joint market potentials, the agreement on a joint vision, fields of joint action and identification of needed learning interactions will have an immediate effect on the quality of future cooperation.
Increase attractiveness of waterway transport	Specific objective 2 is to increase the attractiveness of the waterway transport system in the Danube-Black Sea region in order to be able to take over the envisaged role as DBS Gateway Region for environmentally friendly transport. This will mean creating preconditions for investments in intermodal infrastructure and recommending innovative measures for services along the whole logistics chain suitable to increase the connectivity between Black Sea and Danube ports and with their hinterland.
Facilitate long-term cooperation	Specific objective 3 is to facilitate long-term cooperation of all key actors within an institutionalised Cooperation Platform in order to be able to further develop and actively promote the DBS Gateway Region beyond the lifetime of the project. Legitimised by a jointly agreed agenda this platform shall ensure sustainability of the taken actions through know-how transfer, trainings and monitoring of the implementation of joint projects.

*Programme Result Indicator*

3.1 Intensity of Cooperation of Key Actors in the Programme Area in Order to strengthen environmentally friendly, safe and balanced Transport Systems

« Specify one Project Result and describe its Contribution to the Programme Result Indicator (Project must contribute to one Programme Result Indicator, quantify the Contribution if possible). »

*Project Main Result*

The main result of the project will be the highly increased intensity and quality of cooperation between all key actors in the Danube-Black Sea region in order to jointly support the Danube-Black Sea region to become an attractive gateway region for maritime and inland waterway transport between Central Europe and the Black Sea, the Caspian region and the Far East (DBS Gateway Region) on a well-informed (Potential Analysis, Road Map), well-prepared (list of projects ready to be implemented, Funding Guideline), well-focused (Joint Vision, Joint Cooperation Strategy) and well-supported (Cooperation Platform beyond the lifetime of the project) basis.

Cooperation will be increased between Danube and Black Sea ports, port's associations, Public Authorities, Business Agencies, Universities, other strategic partners such as the EUSDR PA 1a Coordinators, the Working Community of Danube Regions, enterprises and freight forwarders who will establish close ties during project implementation and will be the founding members of the Cooperation Platform.

The increased intensity and quality of cooperation will lead to the development of the better connected and interoperable DBS Gateway Region and thus result in shifting existing and attracting new cargo flows to environmentally friendly means of transport. This will relieve the regions from negative effects of road transport and boost sustainable economic development.



*Project Outputs as defined in the Work Packages*

Programme Output Indicators	Project Output Number	Project Output Title	Project Output Quantification
PO7	Output 3.1	Target group-oriented regional Workshops	1.00
PO21	Output 3.2	Joint Vision 2040	1.00
PO21	Output 4.1	Road Map towards the DBS Gateway Region	1.00
PO21	Output 5.1	Funding Guideline	1.00
PO7	Output 5.2	Capacity Building on Funding Guideline	1.00
PO22	Output 5.3	Pilot Action	1.00
PO20	Output 6.1	Cooperation Strategy	1.00
PO7	Output 6.2	Transnational workshop on know-how transfer	1.00

### 3.4 Horizontal Principles

*« Please indicate which type of contribution to horizontal principles applies to the project, and justify the choice. »*

Horizontal Principles	Type of Contribution	Description of Contribution
<i>Sustainable Development</i>	positive	<p>As sustainable development is the main focus of the DTP programme, the contribution of the project to this horizontal principle will be positive.</p> <p>With the enlargement of the EU the borders were opened to reunite the historical Danube region. Economic development and the emergence of new markets led to raising road transport flows. High traffic volumes not only restrain economic development again, but also have negative effects on the regions.</p> <p>The project supports the Danube-Black Sea region to become an attractive gateway region for maritime and inland waterway transport (DBS Gateway Region). This helps shifting existing and attracting new cargo flows to environmentally friendly means of transport.</p> <p>By relieving the regions from negative effects of road transport, the project helps reducing their environmental and carbon footprint, enables smooth transport chains to new markets and thus contributes to the sustainable development in the region.</p>

Horizontal Principles	Type of Contribution	Description of Contribution
<i>Equal Opportunities and Non-Discrimination</i>	neutral	The project aims at increased cooperation between relevant stakeholders in the Danube-Black Sea region. Cooperation is open to everyone and with no discrimination based on gender, racial or ethnic origin, religion or belief, disability, age or sexual orientation during the preparation. Communication in the project and beyond accounts for the particular needs of the various target groups prone to such discrimination and the requirements of ensuring accessibility for persons with disabilities to the events planned in the project. As the project aims at freight transport, it is about the mobility of goods rather than people. The services are open to all with equal opportunities for all interested parties and avoid limiting and discriminating with requirements or selection criteria.
<i>Equality between Men and Women</i>	neutral	The DTP Programme aims at promoting gender equality in line with the EU policies in this field. The project's activities contribute to increased cooperation between relevant stakeholders in the Danube-Black Sea region. Cooperation is open to everyone with equal participation of men and women and avoids generating discrimination of any kind.

## 4. Work Packages and Activities

### 4.1 Financial Support for Project Preparation

« Please, indicate whether your Project is based on a Project developed under the EU Strategy for the Danube Region (EUSDR) Seed Money Facility or on any other EU Fund. In Case you received financial Support for the Project Preparation, you would not be eligible for Preparation Costs granted by the Danube Transnational Programme. »

Seed Money Facility     Other EU financial Support

### 4.2 Work Packages (WP)

WP0	WP Title	WP Budget
	Project Preparation	17,500.00 €

#### *Summary Description of Activities carried out with the Contribution of each Partner*

The project dates back to the signature of the Memorandum of Understanding on the establishment of cooperation between the Working Community of the Danube Regions, represented by the Province of Lower Austria (incl. Danube ports) and the regions of the Western Black Sea and its ports in 2013. Resultant a baseline study highlighted the development and cooperation possibilities in the Danube-Black Sea region and the project Danube Inland Harbour Development (DaHar) managed to develop a strategy for the Danube's inland waterway ports. Combining both recommendations led to the present project idea for taking the next step in deepening the cooperation.

This proves the involvement of all relevant partners from the first moment on. Then the project objectives were focused and an adequate funding instrument was searched. The partnership was formed based on experience in former funding periods, the competence needed to best fulfil the envisaged work-plan and capacities to carry out the tasks required in a transnational project of this size.

The following months were designated to the joint collaboration developing objectives, results, work packages and activities. Two Partner Preparation Meetings were held in Vienna, 8./9.10.2016 (for elaborating EoI) and 13./14.4.2016 (for elaborating Full Application) where all PP participated and overall strategy for the whole DBS Gateway Region and the project intervention logic was jointly developed. Each WP-Leader worked out the detailed activities discussed and defined in the Partner Preparation Meeting. Each PP gave qualified feedback and own contribution (incl. challenges and needs of their own region, national/regional policies, outputs of former projects and synergies with ongoing projects etc.). Finally, each

PP calculated their respective budget according to the activities defined.

The PP used the possibility to consult with NCP and JS. The LP participated at the Kick-off Conference and the LP Seminar organised by the Programme

*Involved Partners*

BPI, FBL, MB, MG, MV, PAV, PPS, RGLA, TINA, UNS

WP1	<i>WP Title</i>	<i>WP Start Month</i>	<i>WP End Month</i>	<i>WP Budget</i>
	Project Management	01/2017	to 06/2019	462,416.50 €

*Partner's Involvement*

*WP responsible Partner*

RGLA

*Involved Partners*

BPI, FBL, MB, MG, MV, PAV, PPS, RGLA, TINA, UNS

*Summary Description and Objective of the Work Package*

WP1 provides the basis for a fruitful cooperation among all PPs (FP and ASP). As DBS Gateway Region addresses ambitious goals, sound project management with clear assignment of tasks is essential.

The LP takes over the role of the overall PM that consists of the following main responsibilities: Project and Financial Management, Project Coordination (incl. Meetings), Quality Management.

Project and Financial Management covers the monitoring of the project implementation and financial progress and day-to-day management tasks.

Project Coordination includes partner support in all administrative matters and especially in unexpected and expected cases, where troubleshooting deems necessary; furthermore elaborating guidelines for internal decision making processes (SCOM meetings), preparation of meetings (schedules, agenda, meetings organisation, etc.) laid down in a project handbook), elaborating templates for relevant input when necessary, facilitating the distribution of relevant information to all PPs.

It will also serve as the interface between partners, the JS and other external actors.

Quality Management makes sure that the project is carried out in line with the programme's requirements. It includes supervision of the internal cooperation mechanism, quality assurance of handed in reports and the work on continuous quality improvement. Together with the transnational progress reports, accompanying quality reports shall be handed in.

Each PP appoints an internal project management, engaged with project, financial and quality management on partner level. The PPs tasks include thematic and financial input for the progress report, participation in meetings and/or delegating relevant representatives according to the scope of the project meetings (e.g. legal representative to SCOM meetings, internal thematic experts to partner meetings) in order to facilitate smooth project implementation at all levels.

« Please describe Activities and Deliverables within the Work Package. »

Activity	<i>Activity Title</i>	<i>Start Month</i>	<i>End Month</i>	<i>Activity Budget</i>
1.1	Project and Financial Management	1 Jan 2017	to 1 Jun 2019	367,267.50 €

*Activity Description*

Project and financial management are concerned with day-to-day management tasks and ongoing partner support. The overall PM holds close contact to the Work Package Leaders and monitor the timely implementation.

It is responsible for elaborating the bi-annual progress report that consists of both an activity report (highlighting the achievement of the activities and outputs) and a financial report (providing information regarding project expenditure). The overall PM collects all PP contributions, elaborates a consistent report and supervises the timely submission

Financial Management furthermore deals with permanent monitoring of all financial aspects, such as administration of the funds, budget shifts, financial reports and the transfer of funds to the partners.

The project management serves as basis to achieve the outputs and results according to the defined schedule.

The Project Handbook will be presented in the 1st project meeting and approved by the SCOM.

*Role of Each Partner*

All PPs nominate a Project/Financial Manager or management team who is in charge with the management and coordination of the project implementation on partner level. Each partner's Project Manager contributes to the work of the overall Project Administration, which is led by the LP. They are responsible to use the templates provided and contribute the necessary information and input to the progress report.

For each reporting period they organise First Level Control (FLC) for their own expenditure in due time to forward certified costs to the LP. FLC involves different institutions in each country, requires different procedure, time and budget.

They are responsible to keep up close contact to the project's overall PM and provide all required information within the timeline agreed on. In case of any doubts, questions, uncertainties or irregularities each PPs Project Manager is obliged to report to the overall PM immediately (e.g. necessary budget shifts, delays in keeping up with the project's time schedule etc.).

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>	
D 1.1.1	The Project Handbook lays down the basis for implementing the project and includes templates, internal communication procedures, time schedule, budget tables, project organisational system etc.	1.00	Period 1	
D 1.1.2	For effective financial management a Financial Supervision System will be set up in order to keep track of the overall budget, necessary budget shifts and possible problems. It will be set up in the beginning and used throughout project lifetime.	1.00	Period 1	
D 1.1.3	A Progress Report (consisting of Activity and Financial Report) will be handed in each reporting period and elaborated according to programme guidelines with input by all PPs.	5.00	Period 5	
D 1.1.4	The Project Management will elaborate a Project Status Report including management-related and financial issues before each SCOM meeting. This report is the basis for discussion and decision-making of the SCOM.	5.00	Period 5	
Activity 1.2	<i>Activity Title</i> Project Coordination (Partner & Steering Committee meetings)	<i>Start Month</i> 1 Jan 2017	<i>End Month</i> 1 Jun 2019	<i>Activity Budget</i> 77,194.50 €

*Activity Description*

Project Coordination helps to keep the partnership capable of acting in a joint effort towards the set objectives. It includes all aspects of internal project communication (with FP and ASP) and interface with external actors (JS etc.).

Several Partner Meetings as well as the set-up of a Steering Committee will help to guarantee the continuous involvement of all partners, the coordinated project progress and the generation of outputs agreed on by all Partners.

Partner Meetings provide the possibility to present the current status of implementation, to discuss open questions and to set the next steps to be taken in order to achieve the project objectives. The meetings will be accompanied with study visits on relevant topics of the project.

Steering Committee meetings will be coordinated and organized along with a Project Meeting. The Steering Committee (SCOM) consists of the legal representatives (or officially nominated persons, authorised to take decisions) of all project partners. The Steering Committee will monitor and steer the project implementation process and take strategic decisions. The SC serves as internal audit committee, checking if project implementation is in line with the activities and outputs foreseen in the Application Form, validating the progress towards the achievement of project outputs and reviewing project performance in terms of implemented activities against spending. If necessary, the SCOM takes decisions with regard to project modifications (e.g. content, partnership, budget, duration). The SCOM also approves content-related steps

within the project (approval of the Joint Vision, Joint Road Map etc.) in order to build upon a broad consent between all participating PPs.

The Project Coordination's task is to organise and facilitate the meetings. For preparation of the meeting the Project Coordination will set up an agenda, provide the necessary information for valid decision-making and moderate the meeting.

#### *Role of Each Partner*

Each PP will actively participate in meetings and send a competent project manager to each partner meeting, a legal representative to all SCOM meetings and nominate experts working on the project implementation. Depending on the agenda of the meeting the partners will send between 1 and up to 3 representatives to the meeting.

Partner meeting will take place in different places in the project area. The project partner in which region the meeting will be held is responsible for the organisation. He will get support and guidance by the WP Leader. Meetings shall always start the day before with an informal dinner. If possible, it is recommended to find a hotel that can host all participants, including a meeting/seminar room. The meetings shall be accompanied with a study visit to give the participants an insight relevant for the project.

In order to save travel costs, meetings shall be combined whenever reasonable: SCOM meetings will be coordinated and organised after a Project Meeting. Kick-off and final conference (see WP2) will be combined with partner and SCOM meeting.

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 1.2.1	5 Partner Meetings: 1. Partner Meeting: Sofia, Bulgaria 2. Partner Meeting: Budapest, Hungary 3. Partner Meeting: Galati, Romania 4. Partner Meeting: Novi Sad, Serbia (incl. Study Visit to Croatia) 5 Partner Meeting: St. Pölten, Austria	5.00	Period 5
D 1.2.2	5 SCOM Meetings: 1. SCOM Meeting: Sofia, Bulgaria 2. SCOM Meeting: Budapest, Hungary 3. SCOM Meeting: Galati, Romania 4 SCOM Meeting: Novi Sad, Serbia 5 SCOM Meeting: St. Pölten, Austri	5.00	Period 5

<i>Activity</i>	<i>Activity Title</i>	<i>Start Month</i>	<i>End Month</i>	<i>Activity Budget</i>
1.3	Quality Management	1 Jan 2017	to 1 Jun 2019	17,954.50 €

#### *Activity Description*

Quality Management makes sure that the project is carried out in line with the programme's requirements. It includes supervision of the internal cooperation mechanism, quality assurance of handed in reports and the work on continuous quality improvement.

The success of a project relies heavily on its internal quality management which is an important pre-condition for the delivery of qualitative and sustainable outputs. For this task an independent person is nominated to assure the quality of the project's deliverables and outputs.

The procedure of the internal quality assurance includes setting up an internal quality management structure consisting of analysing and reviewing project outputs (proofreading, peer reviewing etc.) from the qualitative point of view as well as submitting quality reports (as part of the regular progress reports), especially related to main outputs of the project.

In order to get feedback of external stakeholders (Working Community of the Danube Regions, EUSDR PACs, relevant organisations, etc.) the project outputs will be presented during the networking workshops taking place along with transitional events/conferences (close cooperation with WP 2.2).

Additionally, the Quality Manager will be responsible for second-level audit and other possible audits (such as reviews by the JS after the first year of implementation).

The Quality Management Concept will be presented in the 1st project meeting and approved by the SCOM.

*Role of Each Partner*

All PP contribute in the quality management on partner level.

Tasks include

- the check of consistency with project objectives,
- proofreading (national language & English) and
- working on remarks given by the WP Leader in order to fit the input into the wider context

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 1.3.1	The Quality Management Concept lays down steps and procedures necessary to safeguard the quality of project outputs, deliverables and taken activities. The Concept includes templates, checklists, responsibilities etc.	1.00	Period 1
D 1.3.2	Together with the Progress Report a Quality Report will be elaborated by the Quality Manager (level of quality of each reported activity, deliverable or output and in case of problems how to solve and avoid them in the future).	5.00	Period 5

<b>WP2</b>	<i>WP Title</i>	<i>WP Start Month</i>	<i>WP End Month</i>	<i>WP Budget</i>
	Communication Activities	01/2017	to 06/2019	256,734.20 €

*Partner's Involvement*

*WP responsible Partner*

TINA

*Involved Partners*

AACT, AFDJ, AHLSC, APV, ARGE DL, BP, BPI, BSGR, FBL, HFDP, LV, MA18, MB, MDH, MG, MPPI, MTID, MTITC, MV, PAV, PNS, PPS, PVA, PVB, RGLA, TINA, UNS, USPA, bmvit, ecoplus

*Project Specific Objectives*

Specific Objective 1	<i>Project Specific Objective</i>
	Create a basis for cooperation

*How do you plan to reach your Target Groups?*

A basis for cooperation needs a common understanding and builds upon listening to each other's opinions, needs and ideas.

Target groups on regional level will mostly not have the time and financial means to travel far to participate in transnational events. They have to be reached where they are. Rather than sending out information via email or presenting them final outputs they will be actively involved in a discussion in an early stage of the project through regional workshops (WP 3).

*What can Communications do to reach a specific Project Objective?*

Direct involvement of target groups at an early stage assures that the basis for future cooperation and specific action is built on common grounds. Communication contributes to establish a relationship of trust and provides the formats for free expression of different points of view and moderates the process towards joint understanding. This assures that outputs contribute to actual needs and awareness is raised for the need of cooperation.

Specific Objective 2	<i>Project Specific Objective</i> Increase attractiveness of waterway transport
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*How do you plan to reach your Target Groups?*

Most targeted actors competent to reach specific objective 2 are part of the project partnership (as FPs and ASPs). In order to gain their commitment they are part of the communication network from the beginning throughout the whole project lifetime. FPs are directly involved in the development of measures. ASPs receive all dissemination material and are invited in the 3 main events of the project. Additionally they are involved in all feedback-loops for joint action.

*What can Communications do to reach a specific Project Objective?*

The project will not directly invest into infrastructure and thus be able to offer new connections to raise the attractiveness of the water transport system as such. But, through communication it will clearly influence the perception of possibilities within the DBS Gateway Region. Communication will show clear relations between necessary measures and the resultant leap in attractiveness and thus give policy-makers good arguments for lobbying for implementation.

Specific Objective 3	<i>Project Specific Objective</i> Facilitate long-term cooperation
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*How do you plan to reach your Target Groups?*

The inauguration event of the Cooperation Platform (WP6) targets all potential members of the Platform. It facilitates informal networking and shows possible fields of cooperation. The Final Conference is open to a wider range of stakeholders and serves as a vehicle to promote the DBS Gateway Region and inform about outputs of the project. The River Show calling at several ports along the Danube reaches regional stakeholders that will not be able to travel to transnational conferences.

*What can Communications do to reach a specific Project Objective?*

Communication can build a network of strategic partners within the project and beyond with other related organisations. Cooperation as such is about communication between relevant stakeholders towards building trust and through this the basis for long-lasting coordination and cooperation. Disseminating the project's outputs helps raise awareness and visibility of intermodal transport offers and promote the DBS Gateway Region.

« Please describe Activities and Deliverables within the Work Package. »

Activity	<i>Activity Title</i>	<i>Start Month</i>	<i>End Month</i>	<i>Activity Budget</i>
2.1	Communication Strategy	1 Jan 2017	to 1 Jun 2019	30,945.00 €

*Activity Description*

In order to ensure a coherent communication and dissemination strategy, the WP Leader (together with all PPs) will develop a Communication Plan laying down the communication strategy. This includes guidelines and recommendations on every communication-related activity (internal and external) by outlining objectives, target groups, result indicators and timing. Additionally it gives supporting research and information on how and to whom to communicate.

Thus, the Communication Plan sets standardised project communication practices to be applied effectively throughout the whole project implementation by all PPs and gives guidance for all communication activities. In developing the project's communication strategy, it is important to decide what communication tools and methods are appropriate for specific project and communication objectives and for specific target groups.

The following topics will be dealt with:

- Project communication main goal and objectives: What do we want to achieve with the communication activities?
- Definition of target group-oriented information: Who do we want to inform? Of whom do we need input and/or feedback on which topics? How do we reach them, how do we get them interested? With whom do we have to lobby our ideas? Who will be future clients and main interest groups? Who could be possible opponents? Who do we need to embrace for the sake of a common understanding of the DBS Gateway Region?
- Main messages of the project
- Tools and methods to achieve objectives: communication activities, time plan and activities tailored for different target groups' needs

- Evaluation measures: Regularly checking whether – and to what extent – the activities meet the communication objectives, allowing revision and readjustment if necessary
  - Continuous internal communication and cooperation with other WPs
- The Communication Plan will be presented in the 1st project meeting and approved by the SCOM. It is subject of continuous updates and adaptations.

*Role of Each Partner*

The WP Leader nominates a Communication Manager (CM) responsible for developing the project's Communication Strategy and implementing the project communication strategy in close cooperation with the project management, WP Leaders and project partners.

The CM participates in communication trainings organised by the programme once a year and in other DTP events to present/discuss/develop/share project results and create synergies with other projects/organisations. He/she prepares information for the JS/MA about all project communication activities.

In addition, each PP appoints a Communication manager (CM) responsible for both the media and non-media communication, with the overall coordination of the WP Leader's CM. He/she contributes to the overall communication by giving content-related input, translating dissemination material to their own country's language and distribution of dissemination material to national/regional target groups.

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 2.1.1	The Communication Plan includes checklists, templates, communication rules and guidelines to be used by all PPs throughout the project lifetime. It marks clear interlinks between WP 2 and other WPs.	1.00	Period 1
D 2.1.2	Target Group Analysis incl. involvement strategy (tools and formats, target-group oriented material) for the entire project, which is the basis for the scheduled workshops and meetings within all WPs and activities.	1.00	Period 1

<i>Activity</i>	<i>Activity Title</i>	<i>Start Month</i>	<i>End Month</i>	<i>Activity Budget</i>
2.2	Promotion Events	1 Jan 2017	to 1 Jun 2019	120,662.10 €

*Activity Description*

To promote the project's topics, outcomes and follow-up activities 2 transnational conferences are planned: The Kick-off conference takes place in Sofia, Bulgaria, within 2 months after project start. The activity includes the organisation, preparation and moderation of the event. It will be organised along with a Partner and Steering Committee Meeting (close cooperation with WP1.2) and will take at least half a day. External speakers will be invited in order to underline the macro-regional significance of the overall objective of the project. The purpose of the conference is to sensitise a broader professional audience for the purpose of the project.

The main promotion event will be the River Show. The River Show consists of a travelling exhibition that will be hosted by each port and region participating in the project and will conclude in the Final Conference in Lower Austria where the exhibition is shown, too. The River Show gives the opportunity to reach local and regional stakeholders that might not be able to participate at the final conference. It will help the regions and ports to take the ownership of the project. This travelling exhibition is closely related to the pilot action in WP5 where the documentation of the transport chain is shown, outcomes presented and port tours organised to show the handling and communication within the intermodal nodes. The exhibition will make the trademark DBS Gateway Region more visible and raise awareness for the possibilities of intermodal transport. Journalists, young bloggers and other media are invited to participate (documentation, interviews etc.).

In addition, it is planned to present the project at least at 1 existing conference dealing with the project's topic. Envisaged are the Annual Forum of the European Strategy for the Danube Region (every year in autumn in different places), the 6th Black Sea Ports and Shipping (May 18th and 19th 2017, Georgia) and/or Transport Logistic in Munich (May 2017 or 2019).



*Role of Each Partner*

The WP Leader

- provides a tool for target group analysis and involvement strategy
- coordinates the interface with other relevant WPs and the LP
- coordinates target group-oriented workshops in each region and provides the format template
- coordinates one transnational conference (see WP 6)
- coordinates the documentation and outcomes of the workshops and conference, provides templates for this purpose

All PP support the WP Leader in the implementation of project activities:

- Prepare a list of relevant target groups in their own region in line with the defined target groups' definition
- Organise the target group-oriented workshop in their own region
- Help to organise the transnational conference (potential speakers, location, invitations etc.)
- Disseminate project information material within their networks and peers.

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 2.2.1	The Kick-off event takes place in Sofia, Bulgaria. All PPs, ASPs, the JS/MA, EUSDR representatives and local, regional and national authorities are invited for information on the project, informal networking and exchange of thoughts.	1.00	Period 1
D 2.2.2	The Final Conference takes place in Lower Austria. Prior to it, the River Show will take place to involve regional stakeholders and include promotion events along the route.	1.00	Period 5
D 2.2.3	The project will be presented at least at 1 existing conference dealing with the project's topic. Possible events are the Annual Forum of the EUSDR, the 6th Black Sea Ports and Shipping and/or Transport Logistic in Munich.	1.00	Period 5

<i>Activity</i>	<i>Activity Title</i>	<i>Start Month</i>	<i>End Month</i>	<i>Activity Budget</i>
2.3	Dissemination	1 Jan 2017	to 1 Jun 2019	83,448.00 €

*Activity Description*

Already during the project lifetime continuous dissemination is foreseen. The activity is based on the Communication Plan that operationalises the communication strategy and provides the PPs with detailed information on what to disseminate, when, how and to whom. The objective of dissemination is the continuous information of target groups, additional stakeholders and the broader public about ongoing activities and achievements of the project.

This will include:

- Continuous update of project website hosted by the DTP which will provide information about the project
- Design, content and print of 1 project poster (min. size A3, incl. financial support of EU) which each project partner will place at a location visible to the public for the whole duration of the project
- Design, content and distribution of 3 Newsletters (in electronic form, in English and translated to national languages) on ongoing project activities and results prepared and disseminated to a wider public in the whole Danube-Black Sea region.
- Design, content, print and distribution of 1 project leaflet (in electronic and paper form, in English and translated to national languages) providing general information about the project
- Design, content, print and distribution of 1 general brochure (in paper form, in English and translated to national languages) on the project results prepared and actively disseminated to relevant stakeholders on different levels at the end of the project lifetime.
- Organisation, content and documentation of 3 press releases (at the kick-off and final conference and the inauguration event of the Cooperation Platform) in order to inform the public through the media.
- Organisation of 1 press trip within the River Show

The logo will be provided by the programme. The rules of the Communication Strategy will be applied in close coordination with the Project Manager.

*Role of Each Partner*

The WP Leader coordinates and implements dissemination process.  
All PPs support the WP Leader in the implementation of project activities:

- Content-related input
- Translation into each partner's national language
- Distribution to national/regional target groups, stakeholders and broader public
- place project poster at a location visible to the public for the whole duration of the project

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 2.3.1	The project section of the website hosted by the Danube Transnational Programme will be continuously updated with information about the project.	1.00	Period 5
D 2.3.2	A poster will be designed with information about the project (minimum size A3), including the financial support from the EU and put at a location visible to the public in each PPs institution.	10.00	Period 1
D 2.3.3	3 Newsletters and 1 Leaflet (electronic form) show ongoing project activities and results and will be disseminated to a wider public in the whole Danube-Black Sea region.	4.00	Period 5
D 2.3.4	The project will generate a general brochure (print version) on the project results. It will be actively disseminated to relevant stakeholders on different levels.	1.00	Period 5
D 2.3.5	At the kick-off, the final conference and the inauguration event of the Cooperation Platform press releases will be issued in order to inform the public through the media. The River Show will provide the opportunity to involve the press more deeply.	3.00	Period 5

<i>Activity</i>	<i>Activity Title</i>	<i>Start Month</i>	<i>End Month</i>	<i>Activity Budget</i>
2.4	Knowledge-Management	1 Jan 2017	to 1 Jun 2019	21,679.10 €

*Activity Description*

The WP Leader defines standard procedures for internal knowledge management. The system will collect best practices as well as lessons learned during project implementation. This especially refers to the Communication Plan but also includes all other activities within the project (all other WPs). This will ensure constant improvements of the quality of both content and procedure. Additionally, content related knowledge management will be set up, providing best practices and the set-up of a structured and easily accessible project library so that no information gets lost.

Within a first step the process for the knowledge management will be elaborated defining what kind of information will be collected, who will provide information, who has access to the information, where the information will be stored, how the information will be used and disseminated and by whom, etc. This approach avoids the repetition of activities implemented as well as the incurrence of mistakes and critical situations faced by past activities.

In order to ensure the consistency of the process it will be reviewed on a yearly basis, evaluated and adapted to cope with the needs of the project and to reflect latest developments for further implementation. The knowledge management activity foresees also specific collaboration with current other projects as cross-fertilisation to be conducted at programme level and at EU level to be done mainly in occasion of Programme or other institutional events (e.g. capitalisation events etc.).

The Knowledge Management System will be presented in the 1st project meeting and approved by the SCOM.

*Role of Each Partner*

The WP Leader sets up the knowledge management system and continuously implements the process. All PP contribute input and feedback to the knowledge management.

This activity is also strongly link with act. 1.3 Quality Management.

The competences and the expertise owned by the PPs involved in the activity allow an evaluation of the reached outputs and capitalisation from other projects in order to outline best experiences (see act. 3.1).

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 2.4.1	The Knowledge Management System includes standard procedure for knowledge management, provides checklists and templates, responsibilities etc.	1.00	Period 1
D 2.4.2	Half way through the project lifetime a Mid-term Report on Knowledge Management will be produced and presented in the SCOM meeting. The same will be done at the end of the project (Final Report on Knowledge Management).	2.00	Period 5

<b>WP3</b>	<i>WP Title</i>	<i>WP Start Month</i>	<i>WP End Month</i>	<i>WP Budget</i>
	Potential Analysis	01/2017	to 10/2017	351,164.00 €

*Partner's Involvement*

*WP responsible Partner*

BPI

*Involved Partners*

AACT, AFDJ, AHLSC, APV, ARGE DL, BP, BPI, BSGR, FBL, HFDP, LV, MA18, MB, MDH, MG, MPPI, MTID, MTITC, MV, PAV, PNS, PPS, PVA, PVB, RGLA, TINA, UNS, USPA, bmvit, ecoplus

*Summary Description and Objective of the Work Package*

WP3 elaborates a Potential Analysis for the whole DBS Gateway Region leading to a Joint Vision 2040.

These documents are a prerequisite for WP4 and contribute to the project's specific objective 1 to provide a basis for future cooperation.

The Potential Analysis gives a clear picture on existing and future markets. Relevant information from existing studies is gathered, harmonised in terms of indicators, actuality and data quality and missing information is added.

Most of all, the project builds upon outputs of the DaHar project which is the most recently completed project and many partners of this project are participating in the partnership. Additionally, outputs of the projects GIFT, INWAPO, ADB, EMPIRIC and others will be capitalised.

Future development options are discussed with relevant stakeholders (industry, operators, freight forwarders etc.) in a workshop held in each participating region. The focus of these workshops will be two-fold: (1) gathering information from the stakeholders in order to assure that solutions cover actual needs as well as (2) the provision of relevant information for open discussion in order to get qualified feedback to ideas developed within the project. The aim of the workshops is to reach the relevant regional stakeholders. This is why it is intended to hold the workshops are in parallel in each participating region.

The knowledge of the potential in the region will lead to the definition of the Joint Vision 2040 that is understood as an aspirational description of what the DBS Gateway Region would like to accomplish in the mid-term and long-term future. This gives a jointly agreed common direction and serves as a clear guide for choosing current and future action.

« Please describe Project Outputs that will be delivered based on the Activities carried out in this Work Package. For each Output, a Programme Output Indicator should be chosen. Please, note that the same Measurement Unit has to be applied. »

<b>Output</b>	<i>Output Title</i>	<i>Quantification</i>	<i>Delivery Period</i>
3.1	Target group-oriented regional Workshops	1.00	Period 2

*Describe your Project Output and its Contribution to the Project Specific Objectives.*

The output contributes to Specific Objective 1 to create a basis for cooperation between relevant stakeholders in order to be able to work together towards the development of the DBS Gateway Region.

Cooperation is always triggered when similar challenges and joint market potentials are detected and collaboration is seen necessary for the benefit of all. The regional workshops contribute to this objective by facilitating experience exchange and peer learning on needs and potentials.

Select a Programme Output Indicator to which the Project Output will contribute.

PO7 No of documented learning interactions in finalized operations – MANDATORY

Output	Output Title	Quantification	Delivery Period
3.2	Joint Vision 2040	1.00	Period 2

Describe your Project Output and its Contribution to the Project Specific Objectives.

The vision is understood as an aspirational description of what the gateway region would like to achieve or accomplish in the mid-term and long-term future. It is intended to give a jointly agreed common direction and serve as a clear guide for choosing current and future courses of action. Thus, the output contributes to Specific Objective 1 to create a basis for cooperation between relevant stakeholders in order to be able to work together towards the development of the DBS Gateway Region.

Select a Programme Output Indicator to which the Project Output will contribute.

PO21 No of tools for the improvement of transport and transport systems

Target Groups Involvement

Who will use the Outputs delivered in this Work Package?

Regional public Authority, Local public Authority, Infrastructure and , public, Service Provider, Enterprise, except SME

How will you involve Target Groups (and other Stakeholders) in the Development of the Project Outputs?

A basis for cooperation needs a common understanding and builds upon listening to each other's opinions, needs and ideas.

Target groups on regional level will mostly not have the time and financial means to travel far to participate in transnational events. They have to be reached where they are. Rather than sending out information via email or presenting them final outputs they will be actively involved in a discussion in an early stage of the project through regional workshops.

Each PP has a wide network within its own region and the direct contacts to the target groups. An overall guideline will assure the quality and consistency of information gathered in the workshops. However, each PP knows about the concerns and discussion culture of their respective stakeholders and will adapt the formats and dramaturgy according to regional needs. This will best assure numerous and active participation.

Durability and Transferability of the Outputs delivered in this Work Package

How will the Project Outputs be further used once the Project has been finalised? Please describe concrete Measures (including e.g. institutional Structures, financial Sources etc.) taken during and after Project Implementation to ensure the Durability of the Project Outputs. If relevant, please explain who will be responsible and/or the Owner of the Output.

Durability of the outputs is guaranteed in two dimensions: (1) the process of learning interaction itself will create a basis of trust and interest in the topic. This will lead to an increased willingness to cooperate on a long-term basis; (2) the outcomes of the regional workshops and the Joint Vision 2040 will directly be used for the development of the Roadmap (see WP4), be considered in the development of relevant projects and most of all used for the pilot action. All this help to preserve the outputs for future action.

The gained know-how within the partnership on stakeholder involvement can be transferred for future events in other regions of the project area or outside. It will be integrated into the project's knowledge-management system (see WP2). The Cooperation Platform (institutionalised in WP6) will adopt this system in a later stage in order to ensure durability after the project is finalised. The Joint Vision will provide the common basis for future cooperation within the Cooperation Platform.

How will the Project ensure that the Project Outputs are applicable and replicable by other Organisations/Regions/Countries outside of the current Partnership? Please describe to what Extent it will be possible to transfer the Outputs to other Organisations/Regions/Countries outside of the current Partnership.

Stakeholder involvement is a very important activity crucial for the successful implementation of nearly all projects everywhere in the world. Decades of planning teams have ignored this fact and developed plans exclusively by academically trained experts. Recent developments suggest that the "real experts" are the people dealing with this topic on a daily basis. First, we are well advised to listen to their voices in order to get a complete picture about challenges and needs. Second, the process aims at sensitising stakeholders

for new ideas and creative solutions looking beyond their every-day routine and thus get them on board for future implementation.

The project develops the methodology and quality-related guidelines for holding regional workshops. They will be adopted by each region and learnings from the actual implementation of the workshops flow back to the project's knowledge-management system (see WP2). This is to safeguard that learnings are kept for future events in other regions of the project area and outside.

The Cooperation Platform (institutionalised in WP6) will adopt this system in a later stage and organise trainings on stakeholder involvement after the project is finalised.

« Please describe Activities and Deliverables within the Work Package. »

Activity	Activity Title	Start Month	End Month	Activity Budget
3.1	Potential Analysis Step 1: Capitalisation of existing data and studies (current status)	1 Jan 2017	to 1 Jul 2017	141,083.00 €

#### Activity Description

In the past, several projects dealing with similar topics in various regions have been carried out. Most of all, the project builds upon outputs of the DaHar project which is the most recently completed project and many partners of this project are participating in the partnership. The 5 Master Plans for Danube ports include relevant information for logistic development in the Danube region and will be extended to the entire Danube-Black Sea perspective. Additionally the "Assessment of freight transport corridor" done in the GIFT project, the Gap Analysis of the ADB project done for the Adriatic-Danube-Black Sea region and macro/micro-regional analysis of the NEWS project will be important resources for the current study. Additionally, analyses done in INWAPO, EMPIRIC and other projects cover relevant aspects and will be taken into account.

This activity draws a consistent picture of the current status of the DBS Gateway Region and includes the following steps:

- Gathering relevant information from existing studies and projects mentioned above
- Obtaining missing statistical data
- Harmonising data in terms of indicators, actuality and quality (up-dating of existing data, filling gaps and including the broader picture of the gateway region into the analysis)
- Processing the information and providing diagrams and other graphical means of overview

The synthesis of existing information together with additional information will give an overview about the existing cargo types, volumes and origin/destination pairs. In addition, it will give information about the existing infrastructural connections on a global and transnational level as well as between the Danube and Black Sea ports and their regional/economic hinterland.

#### Role of Each Partner

The WP Leader provides tables of content for the Potential Analysis. He/she also provides a list of relevant statistical data and further information needed for the analysis. With the input from the project partners, the WP Leader assembles a draft version of the Potential Analysis, moderates feedback-loops, consolidates the findings, drafts recommendations derived from the findings and reaches an agreement among project partners.

The PPs participated in several past projects (INWAPO, DaHar, NEWS, GIFT, ADB, etc.) that give relevant input to the current project. This will ensure detailed insight and valuable capitalisation of the respective results. The results of the analysis from each of these projects will be summarised by the particular partner that was involved in that particular project. All PPs provide relevant statistical data and further information required by the WP Leader, participate in feedback-loops and agree on suggestions of WP-Leader.

Activity	Deliverable Description	Target Value	Delivery Period
D 3.1.1	The Report represents Part I of the Potential Analysis. It lays down the findings of the capitalisation of existing studies and data that reflect the current status of cargo potential for the whole DBS Gateway Region.	1.00	Period 5

  

Activity	Activity Title	Start Month	End Month	Activity Budget
3.2	Potential Analysis Step 2: Adding the perspective of future potential	1 Apr 2017	to 1 Sep 2017	149,840.00 €

#### Activity Description

The future development options for freight transport in the DBS Gateway Region are discussed with relevant stakeholders (industry, operators, forwarders, associations etc.) in a workshop held in each participating region.

The activity is aiming at learning from both sides: (1) The PPs will learn about restrictions of freight transport from the stakeholder's point of view and about specific challenges and needs for different types of industries/cargo types (shift existing cargo flows) as well as about concrete requirements of the stakeholders in order to step into new markets (attract new cargo flows to the DBS Gateway Region). (2) The PPs will present the findings of Part I of the Potential Analysis (deliverable 3.1.1) and the opportunities of the DBS Gateway Region.

The regional workshops provide a basis for discussion and exchange of experience as well as a platform for the development of future visions and ideas. The findings of all regional workshops will be gathered and conclusions drawn for the whole DBS Gateway Region.

The Final Report (including step I and II) will be presented in the 2nd project meeting and approved by the SCOM.

#### Role of Each Partner

The WP Leader

- acts as interface to all PPs' activities
- provides each PP with a guideline for their regional workshops (relevant topics to be discussed, information to be gathered, possible formats to be used etc.) and
- coordinates the implementation as well as the back-flow of information drawn from the individual workshops.

All information from Activity 3.1 and Activity 3.2 will conclude in the Potential Analysis for the whole DBS Gateway Region. The WP Leader prepares a draft report and leads the discussion with all PPs.

Each PP

- is responsible for the organisation of a target group-oriented workshop in their own region
- implements and moderates the workshop in their own region (using the guidelines provided by the WP Leader)
- provides the WP Leader with the required information drawn from the workshops and
- discusses the results for final adoption into the overall analysis.

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 3.2.1	Part II Potential Analysis Report includes the findings from the regional workshops (future potential). All information from Activity 3.1 and 3.2 will conclude in the Potential Analysis for the whole DBS Gateway Region.	1.00	Period 2

<i>Activity</i>	<i>Activity Title</i>	<i>Start Month</i>	<i>End Month</i>	<i>Activity Budget</i>
3.3	Joint Vision 2040	1 Sep 2017	to 1 Oct 2017	60,241.00 €

#### Activity Description

The vision is understood as an aspirational description of what the gateway region would like to achieve or accomplish in the mid-term and long-term future. It is intended to give a jointly agreed common direction and serve as a clear guide for choosing current and future courses of action.

Keeping the potential cargo market in mind, all partners participating in the project will exchange their ideas on the future development of the DBS Gateway Region. The Joint Vision for the year 2040 will be approved in the 2nd SCOM meeting.

#### Role of Each Partner

The WP Leader works out a draft Vision as a basis for discussion, moderates the process and includes comments into the draft. He presents the final Version in the SCOM meeting.

All PP provide their ideas and participate in the discussion to agree on the Joint Vision.

The SCOM approves the Joint Vision 2040 as a basis for all further activities within the project and beyond.

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 3.3.1	Record of the process towards the agreement of the Joint Vision 2040	1.00	Period 2

<b>WP4</b>	<i>WP Title</i>	<i>WP Start Month</i>	<i>WP End Month</i>	<i>WP Budget</i>
	Roadmap	09/2017	to 07/2018	318,762.59 €

*Partner's Involvement*

*WP responsible Partner*

RGLA

*Involved Partners*

UNS, TINA, RGLA, PPS, PAV, MV, MG, AFDJ, APV, BP, BPI, BSGR, FBL, HFDP, LV, MB, MDH, MPPI, MTID, MTITC, PNS, PVA, PVB, MA18, USPA, bmvit

*Summary Description and Objective of the Work Package*

Output of WP4 is a Roadmap for the whole Danube-Black Sea region to become an attractive gateway region for maritime and inland waterway transport. Two of the project's specific objectives will be addressed: Objective 1 to provide a basis for future cooperation and Objective 2 to increase attractiveness of the water transport system.

The Joint Vision 2040 (see WP3) tells us where the DBS Gateway Region wants to go, the Roadmap defines how we will get there and the Regional Action Plans give us concrete steps on what needs to be done, by whom, when etc. and how much this will cost.

The Roadmap follows the methodology of collecting measures extracted from existing plans at all administrative levels and from ports as well as elaborating additional measures, all suitable to reach the Joint Vision 2040.

Focus will be laid on measures to improve the connectivity of existing infrastructure and thus strengthen the hinterland connection. Intermodal services and communicational bottlenecks are in the centre of attention. Regional Action Plans will break down the identified measures into concrete regional actions.

« Please describe Project Outputs that will be delivered based on the Activities carried out in this Work Package. For each Output, a Programme Output Indicator should be chosen. Please, note that the same Measurement Unit has to be applied. »

<b>Output</b>	<i>Output Title</i>	<i>Quantification</i>	<i>Delivery Period</i>
4.1	Road Map towards the DBS Gateway Region	1.00	Period 4

*Describe your Project Output and its Contribution to the Project Specific Objectives.*

The Roadmap (incl. several Regional Action Plans) consists of measures suitable to reach the Joint Vision 2040. The discussion and agreement on necessary measures to jointly work towards the creation of the DBS Gateway Region provide a basis for future cooperation and directly contributes to Specific Objective 1. The Roadmap itself contributes to Specific Objective 2 because the implementation of recommended measures will increase the attractiveness of the waterway transport system.

*Select a Programme Output Indicator to which the Project Output will contribute.*

PO21 No of tools for the improvement of transport and transport systems

*Target Groups Involvement*

*Who will use the Outputs delivered in this Work Package?*

Local public Authority, Regional public Authority, National public Authority, Infrastructure and , public, Service Provider

*How will you involve Target Groups (and other Stakeholders) in the Development of the Project Outputs?*

The Roadmap is an instrument for the future cooperation towards increasing the attractiveness of the DBS Gateway Region. It includes measures on different levels and thus need the contribution of the different stakeholders:

The PPs and ASPs of the project's partnership are the main drivers of the activity: Public Authorities at local, regional and national level as well as the ports and port's associations contribute existing plans and strategies and discuss which ones help reach the Joint Vision 2040 and therefore to be included in the

Roadmap. Close cooperation is held with WP3 and findings from the regional workshops taken into account (recommendations and ideas expressed by the stakeholders).

*Durability and Transferability of the Outputs delivered in this Work Package*

*How will the Project Outputs be further used once the Project has been finalised? Please describe concrete Measures (including e.g. institutional Structures, financial Sources etc.) taken during and after Project Implementation to ensure the Durability of the Project Outputs. If relevant, please explain who will be responsible and/or the Owner of the Output.*

The Roadmap builds the basis for future action within the DBS Gateway Region. WP6 deals with the set-up of an institutionalised Cooperation Platform that will take over the agenda after the project-lifetime. All PPs will become members of the Cooperation Platform to ensure continuity and to carry on working towards the implementation of the measures recommended in the Roadmap. The Public Authorities help to lobby the incorporation of defined measures into regional, national and EU-wide plans and policies. The ports include them into their own master and action plans. The network established during the project will expand with the Cooperation Platform as new members join in and thus facilitate the broader use of the Roadmap.

*How will the Project ensure that the Project Outputs are applicable and replicable by other Organisations/Regions/Countries outside of the current Partnership? Please describe to what Extent it will be possible to transfer the Outputs to other Organisations/Regions/Countries outside of the current Partnership.*

The Roadmap is a public document open to all interested parties. It contains a set of measures at all administrative levels for the whole DBS Gateway Region. The partnership consists of several regions within the Danube-Black Sea region, but other regions will be invited to join the Cooperation Platform (see WP6) and use the Roadmap as guideline for their own plans and policies.

The Roadmap addresses bottlenecks and challenges specifically for the DBS Gateway Region. Yet, the methodology of developing a jointly agreed document to increase the attractiveness of the water transport system in a wider region will be possible to transfer to other regions outside the DBS Gateway Region. Even though the Roadmap addresses the specific situation of the DBS Gateway Region, many of these challenges are typical for other regions, too. Resultant, many actions within the Roadmap can inspire other regions.

« Please describe Activities and Deliverables within the Work Package. »

Activity	Activity Title	Start Month	End Month	Activity Budget
4.1	Roadmap	1 Sep 2017	to 1 Jan 2018	111,215.00 €

*Activity Description*

The first step is to scan the Potential Analysis (WP3) and its findings from previous studies and statistical data and also from the regional workshops held with relevant stakeholders in order to take needs and recommendations articulated by them into consideration.

In the second step a set of topics is developed in which need for action is seen and thus measures are recommended on a transnational scale:

- Measures included in existing plans will be reviewed towards their contribution to the Joint Vision.
- Additional measures will have to be developed as these plans miss the broader picture of the DBS Gateway Region.
- Recommendations and ideas from Potential Analysis (especially from the regional workshops held with the stakeholders) will be taken into consideration.

From this starting point, relevant topics are extracted and prioritised. These topics describe in which field what kind of further development is needed in order to fulfil the criteria set in the Joint Vision as a standard for the DBS Gateway Region, such as:

- Infrastructural bottlenecks to connect the whole logistic chain
- Communicational gaps between demand and supply and between each other
- Service-related recommendations (new services needed?)
- Needs within intermodal nodes/terminals
- Administrative bottlenecks
- Etc.

*Role of Each Partner*

The WP Leader will organise the process and provide the PPs with criteria for analysis of existing plans and strategies in their country and region. He/she will collect all the relevant information and work out a



synthesis as a draft for discussion. He/she organises the workshop and moderates the process towards a mutually agreed set of measures.

The WP Leader is responsible for promotion of the Roadmap on European level.

Each PP provides relevant plans and strategies at all administrative levels relating to their country and region and analyses them according to the set criteria and contribute the input to the WP Leader.

Additionally, all PPs will provide ideas and feedback for the Roadmap.

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 4.1.1	Intermediate Report: Step I Roadmap	1.00	Period 3

<i>Activity</i>	<i>Activity Title</i>	<i>Start Month</i>	<i>End Month</i>	<i>Activity Budget</i>
4.2	Regional Action Plans	1 Jan 2018	to 1 Jul 2018	207,547.59 €

*Activity Description*

Once the relevant topics are defined in Activity 4.1, each participating region will work on concrete actions feasible to tackle these challenges and to provide the standards set in the Roadmap.

The Action Plans will consist of concrete actions needed in different regions based on the recommendations of the Roadmap and will include the following parts:

- Definition of actions, timelines and related budget
- Matching of actions with respective areas of responsibility for implementation (Who can contribute to the implementation process?)
- Subdivision of internal responsibilities and distribution of resources
- Identification of the monitoring and evaluation system

Bilateral consultations are planned with the ASP (who are the main target groups for integrating the recommendations of the Regional Action Plans into national and regional development strategies). The ASP's role is the verification of the planned Actions.

The Roadmap including all Regional Action Plans will be presented during the 3rd Partner Meeting and approved by the SCOM. Each partner will make sure that the plan is promoted at national and regional level for integration in the national/regional development strategies. Reference is made to WP6, Output 6.2: the Transnational Workshop will be used for presentation of the Roadmap and Regional Action Plans and possibilities of integration into regional and national strategies discussed in working groups. This WP 6 workshop is the inauguration of the cooperation platform as an important vehicle to further promote the outcomes of the project and support the partners and additional stakeholders in the implementation process (open for a wider audience of interested stakeholders).

*Role of Each Partner*

The WP Leader

- coordinates the process,
- provides criteria for measures included in the Action Plans and
- provides a platform for exchange of experience and open discussion.

Each PP works out 1 Regional Action Plan for their respective region. All PPs are responsible for promotion of the Action Plan on national and regional level.

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 4.2.1	Each participating region breaks down the Roadmap into concrete regional actions including timelines, responsibilities, necessary steps to be taken etc. for each defined action.	10.00	Period 4

<b>WP5</b>	<i>WP Title</i>	<i>WP Start Month</i>	<i>WP End Month</i>	<i>WP Budget</i>
	Towards Implementation	01/2018	to 04/2019	490,310.81 €

*Partner's Involvement*

*WP responsible Partner*

UNS

*Involved Partners*

BPI, FBL, MG, MV, PAV, RGLA, TINA, UNS, PPS, MB

*Summary Description and Objective of the Work Package*

WP5 intends to face the challenge that implementation often lags behind recommendations in regional Roadmaps/Action Plans. The willingness of action is very high, but many involved parties and institutions are either not aware of all existing financing options or do not have the knowledge and resources to apply for them. WP5 will assist the preparation of implementation of necessary projects recommended to increase the attractiveness of the waterway transport system in the DBS Gateway Region (project's specific objective 2).

Objective of WP5 will be to initiate and support implementation of activities defined and recognised within WP4 as priorities for the whole DBS Gateway Region. The WP activities will include:

- Elaboration of a Guidelines for existing funding options (finding adequate funding options for the implementation of defined activities and facilitating stakeholders with the knowledge and tools in order to support their application) and training them on it
- Project identification (identifying most important projects, in every project partner region, for the Joint Vision 2040 (WP3), drawn from the Regional Action Plans (WP4)
- Project development – preparation of implementation of the identified projects in every involved region taking into account the requirements of the funding schemes/institutions)
- Pilot actions (testing of selected actions at transnational level – demonstrating the positive effects that an improvement of communication and organization along the supply chain members in the DBS Gateway Region would have)

« Please describe Project Outputs that will be delivered based on the Activities carried out in this Work Package. For each Output, a Programme Output Indicator should be chosen. Please, note that the same Measurement Unit has to be applied. »

Output	<i>Output Title</i>	<i>Quantification</i>	<i>Delivery Period</i>
5.1	Funding Guideline	1.00	Period 4

*Describe your Project Output and its Contribution to the Project Specific Objectives.*

The output directly contributes to the specific objective 2 by facilitating stakeholders in the region with knowledge about all available funding options that would support their development and thus take an important step towards increasing the attractiveness of the waterway transport system. The guidelines provide support for implementation of the measures recognised in the Roadmap (WP4) necessary in order to reach the Joint Vision (WP3). They are a tool for trainings and capacity building.

*Select a Programme Output Indicator to which the Project Output will contribute.*

PO21 No of tools for the improvement of transport and transport systems

Output	<i>Output Title</i>	<i>Quantification</i>	<i>Delivery Period</i>
5.2	Capacity Building on Funding Guideline	1.00	Period 4

*Describe your Project Output and its Contribution to the Project Specific Objectives.*

Implementation of development projects often lags behind recommendations in regional Roadmaps/Action Plans due to a lack of knowledge about existing funding possibilities and how to apply for them. The transnational workshop for capacity building closes this gap and enables relevant stakeholders to get projects closer towards implementation. This directly contributes to increasing the attractiveness of the waterway transport system in the DBS Gateway Region (project's specific objective 2).

*Select a Programme Output Indicator to which the Project Output will contribute.*

PO7 No of documented learning interactions in finalized operations – MANDATORY

Output	<i>Output Title</i>	<i>Quantification</i>	<i>Delivery Period</i>
5.3	Pilot Action	1.00	Period 5

*Describe your Project Output and its Contribution to the Project Specific Objectives.*

One transport chain (origin-destination A to B) will be chosen according to findings within the project focusing on tackling communicational bottlenecks between the demand and supply side as well as within the intermodal nodes.

A showcase will demonstrate that increased communication provides better quality of intermodal transport (Black Sea ports, Danube ports and rail hinterland connection). This contribute to Specific Objective 2 to increase the attractiveness of the water transport system.

*Select a Programme Output Indicator to which the Project Output will contribute.*

PO22 No of pilot actions for the improvement of transport and transport systems

*Target Groups Involvement*

*Who will use the Outputs delivered in this Work Package?*

Local public Authority, Regional public Authority, National public Authority, Infrastructure and , public, Service Provider

*How will you involve Target Groups (and other Stakeholders) in the Development of the Project Outputs?*

The target groups of the outputs are part of the partnership of the project (FP and ASP). They are directly involved in the development of the outputs by providing input to in various ways: (1) provide access to regional and national funding options to be included into the guideline, (2) bring in open questions and doubts about funding and (3) suggest transport route for pilot action. On the other hand, they will be included in the feedback-loop and give their opinion on the proposals: How useful the Funding Guideline? How adequate is the training format for the capacity building on this Guideline? In the development of the pilot action, the target groups directly involved in the chosen transport chain are more actively involved. They participate in the elaboration of the travel book and get directly engaged in the implementation and evaluation of the showcase.

*Durability and Transferability of the Outputs delivered in this Work Package*

*How will the Project Outputs be further used once the Project has been finalised? Please describe concrete Measures (including e.g. institutional Structures, financial Sources etc.) taken during and after Project Implementation to ensure the Durability of the Project Outputs. If relevant, please explain who will be responsible and/or the Owner of the Output.*

The Funding Guideline covers all relevant funding schemes on EU and development bank level as well as national and regional level. The Guideline is a tool that provides an overview about possibilities for project implementation far beyond the project lifetime and can be used by all stakeholders alike. Additionally, durability and transferability is given through the workshops for capacity building on funding schemes and implementation possibilities. The knowledge drawn from the workshop will conclude in a series of project applications that have a long lasting influence on the attractiveness of the DBS Gateway Region. Most of all, the participants of the workshop carry their knowledge back into their institutions and hand the information on to colleagues. In order to provide regular updates, support for successful application and monitoring of the implementation process and continue with similar workshops for capacity building a Cooperation Platform will be set-up (see WP6) to take over the agenda after the project is finalised.

The pilot action shows along one showcase how obstacles because of the fragmented ownership in the transport industry can be overcome and increase the attractiveness of the water transport system through intensified cooperation and communication between the involved stakeholders.

*How will the Project ensure that the Project Outputs are applicable and replicable by other Organisations/Regions/Countries outside of the current Partnership? Please describe to what Extent it will be possible to transfer the Outputs to other Organisations/Regions/Countries outside of the current Partnership.*

The Funding Guideline covers funding schemes at all administrative levels. Specific regional and national funds only apply to the respective geographical area. Most of the relevant funding schemes are at EU level or development bank related. These funds are applicable for other regions and countries outside of the current partnership alike. The formats and content of the workshop on capacity building can be easily transferred to other organisations, regions and countries outside of the current partnership.

In order to ensure that the outputs are further used by other authorities and organisations within the DBS Gateway Region and transferred to other regions and countries, the Cooperation Platform (WP6) will distribute the guideline and organise further trainings on capacity building once the project is finalised. The pilot action documents the possibilities of the waterway transport system and through this put the topic back on the agenda of other regions outside the project area, too. It raises the awareness for measures additional to the common demand for infrastructural investments. It demonstrates what can be achieved

through efficient channels of communication and leads to recommendations that again can be used in other regions outside the project area.

« Please describe Activities and Deliverables within the Work Package. »

Activity	Activity Title	Start Month	End Month	Activity Budget
5.1	Funding Guideline	1 Jan 2018	to 1 Jul 2018	73,490.00 €

*Activity Description*

The Funding Guideline is a tool to implement the measures recommended in the Roadmap (WP4). All measures from the Roadmap are clustered according to their geographic area, type of project (feasibility study, investment, business plan etc.) and methodological scope.

The funding landscape will be scanned for funding options suitable for each detected project type.

Funding schemes will be divided into different categories:

- EU Level (Interreg, CEF, ESF, Cohesion Fund, Horizon etc.)
- Development banks (EBRD, EIB, IMF, World Bank etc.)
- National and regional level (including input from all participating countries)
- Public Private Partnership etc.

An introduction gives an insight in the funding landscape and the differences of the above-mentioned categories.

The selected projects are matched to the specific funding options and relevant criteria given in a table to provide an overview. The next step will deep-dive into each relevant programme and describe necessary information (procedures, eligibility etc.) in a comparable way. This section is prepared in cooperation with experts from the relevant funding institutions. There is enough information on funding schemes in the Web and elsewhere. However, there is little overview and guidance for applicability when looking for a funding option for a specific project. It requires a lot of time and specific knowledge to be able to select the most suitable funding scheme for a given project.

The Funding Guideline is used for capacity building in a transnational workshop organised along with the 3rd partner meeting. The Partners are the main target group for this learning interaction in order to “train the trainers” that are enabled to spread their knowledge to other people in their respective institution and region. The learning interaction is a test-run for similar events organised within the Cooperation Platform (see WP6).

*Role of Each Partner*

The WP Leader provides methodologies and research for the preparation of the funding guideline. He/she collects input from PP on existing funding schemes, coordinates the set-up of the funding guideline, facilitates working groups and expert involvement. The WP Leader organises the trainings together with WP1 Leader along with the 3rd partner meeting.

All PPs support the WP Leader by contributing regional and national funding schemes, providing contacts to funding experts, etc.

The Funding Guideline will be translated into the national languages of the participating countries. It is in the PPs’ responsibility to fulfil this task (to be coordinated among the partners of one country/language).

The PPs participate in the training on the Funding Guideline and give relevant feedback.

	Deliverable Description	Target Value	Delivery Period
D 5.1.1	A Concept of the workshop on capacity building from a pedagogical point of view will be worked out (formats, working groups, expert involvement, presentations etc.)	1.00	Period 5

Activity	Activity Title	Start Month	End Month	Activity Budget
5.2	Project Identification	1 Jun 2018	to 1 Aug 2018	20,685.00 €

*Activity Description*

The Regional Action Plans (see WP4) will suggest a number of actions necessary to improve the regional and overall prosperity of the Danube-Black Sea Gateway Region. Here, the most important measures will be chosen for further development. This activity will include

- Identification of the most important measures for every region, that are defined in the Regional Action Plans and are in accordance with the Joint Vision 2040 (WP3), whose implementation would be significant

for the development of the whole Danube-Black Sea Gateway Region;

- Selection of the adequate funding options for the identified measures, based on the funding guideline (Output 5.1).
- Matching of the selected measures with the corresponding funding option in order to define the requirements of the selected funding programme (using the guideline) and to proceed with the projects' development towards the next step of implementation.

*Role of Each Partner*

The WP Leader will steer the process. He/she evaluates the project proposals of the PPs towards their transnational relevance, contribution to the Joint Vision 2040 (WP 3) and priority given by the Roadmap (WP4). The WP Leader will assist the PPs to match the selected projects to adequate funding options in order to determine the next consequent step to be taken towards implementation (definition of project type). Each PP contributes with proposing adequate projects in their region and collaborate in the selection process.

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 5.2.1	List of selected projects with overview of open requirements according to the selected funding schemes	1.00	Period 4

<i>Activity</i>	<i>Activity Title</i>	<i>Start Month</i>	<i>End Month</i>	<i>Activity Budget</i>
5.3	Project development (for measures selected in Act. 5.2)	1 Aug 2018	to 1 Apr 2019	287,965.00 €

*Activity Description*

The projects listed in Activity 5.2 will be further developed in Activity 5.3 according to the provided funding guideline developed in Activity 5.1.

Starting from the matching of the selected projects with the corresponding funding options is finalised (WP5.2), a precise gap analysis will show what kind of information is needed for the project to enter the next phase of implementation. Depending on the stage of project development, each project will have a different starting-point, e.g. pre-feasibility, feasibility study or pre-investment studies.

Eight studies will be carried out by the relevant project partners covering important nodes within the DBS waterway transport system:

- 1 in Austria – region of the Vienna port
- 1 in Slovakia – region of the Bratislava port
- 1 in Hungary – region of the Budapest port
- 1 in Croatia – region of the Vukovar port
- 1 in Serbia – region of the Novi Sad port
- 2 in Bulgaria – Danube ports region and Black Sea ports Burgas/Varna region
- 1 in Romania – region of the Galati port

The developed studies will cover all information required by the intended funding institution ready for application. This activity will guide these projects as close towards implementation as possible and release them with a clear plan and aspiration for further action.

*Role of Each Partner*

The WP Leader will supervise the process and give guidance and expertise wherever needed. Each partner works on the project selected for their own region.

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 5.3.1	8 Projects ready for the next implementation step.	8.00	Period 5

<i>Activity</i>	<i>Activity Title</i>	<i>Start Month</i>	<i>End Month</i>	<i>Activity Budget</i>
5.4	Pilot Action	1 Aug 2018	to 1 Apr 2019	108,170.81 €

*Activity Description*

For the pilot action, one transport-chain (transport A to B) will be chosen where communication-related bottlenecks were detected within the project (WP3 and WP4).

First a virtual itinerary is described based on different offers from freight forwarders for 1 container and 1 bulk cargo. Economic and ecological criteria (such as prize, travel-time from A to B, used transport mode,

route and length, footprint etc.) are developed and catalogued for the offers received by the freight forwarders.

Then the same origin-destination will be demonstrated choosing intermodal transport (Black Sea ports, IWW and rail hinterland connection). The project will act as intermediary to coordinate the transport chain. This step includes the planning of the itinerary, the analysis of the different administrative, legal and ownership frameworks in participating ports and the relevant hinterland region. A travel book is worked out listing the chain of responsibilities, contact persons and specific requirements for each port/intermodal node incl. back-up plan in case of low tide at the Danube in order to guarantee reliability of service. Back-up systems are also seen as part of the increased communication concept as it results in more flexibility and thus reliability of service.

The itinerary will be accompanied by a video team to document the transport chain.

After the successful test-run the pilot action will be evaluated. The intermodal transport chain will be compared to the one chosen by the freight forwarders using economic and ecological criteria and see whether intermodal transport can prove an attractive alternative.

Recommendation of two-side ICT tool for coordination (interface between service providers as well as interface to customers). The task to further develop new ideas resulting from the lessons learned by the pilot action will be taken over by the Cooperation Platform after project completion.

#### *Role of Each Partner*

The WP Leader develops a proposal for the implementation of the pilot action. All PPs contribute ideas and feedback to the proposal. For the implementation of the pilot action, all relevant PPs along the transport-chain support the WP Leader with contacts and local/regional information.

The WP Leader develops the criteria for the comparison between conventional transport modes and intermodal transport and provides a scientific evaluation.

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 5.4.1	The Travel book includes all preparatory steps necessary for successful implementation of the pilot action.	1.00	Period 5
D 5.4.2	The Evaluation Report includes the comparison between the conventional and intermodal transport, lessons learned from the pilot action and resultant recommendations.	1.00	Period 5

<b>WP6</b>	<i>WP Title</i>	<i>WP Start Month</i>	<i>WP End Month</i>	<i>WP Budget</i>
	Cooperation Platform	04/2018	to 06/2019	281,561.20 €

#### *Partner's Involvement*

##### *WP responsible Partner*

FBL

##### *Involved Partners*

AACT, AFDJ, AHLSC, APV, ARGE DL, BP, BPI, BSGR, FBL, HFDP, LV, MA18, MB, MDH, MG, MPPI, MTID, MTITC, MV, PAV, PNS, PPS, PVA, PVB, RGLA, TINA, UNS, USPA, bmvit, ecoplus

##### *Summary Description and Objective of the Work Package*

The activities carried out within the project have a deep impact towards the development of the DBS Gateway Region but their full implementation will take longer than the project duration. The jointly developed vision for 2040 also is a long-term commitment and needs continuous promotion and active engagement for the incorporation of the project's recommendations. In order to continue efforts after project completion, to ensure further action in the region and to increase awareness of the possibilities offered by the DBS Gateway Region, a Cooperation Platform will be established.

The platform will ensure transferability of the know-how acquired within the project through trainings and will monitor the implementation of the projects developed in WP5. It will facilitate private investment or public funding for the necessary activities identified within the Roadmap, ensure durability and sustainability of the project results and enhance further development steps towards realisation of the Joint Vision 2040.

The Cooperation Platform will act towards

- strengthening the cooperation in the region between Black Sea ports and Danube ports, business sectors and ports as well as between ports and local/regional/national authorities
- continuing efforts after project completion and ensuring further action in the region
- increasing the awareness for the possibilities offered by the DBS Gateway Region
- coordinating common action to overcome joint obstacles, meet common challenges and use joint voice to lobby for speeding-up of necessary improvements in the interest of the whole DBS Gateway Region.

The WP includes the following steps:

- Cooperation Strategy
- Institutional set-up for the Cooperation Platform within the Working Community of the Danube Regions (ARGE Donauländer)
- Inauguration event of the Cooperation Platform with transnational workshop on know-how transfer between regions and ports

« Please describe Project Outputs that will be delivered based on the Activities carried out in this Work Package. For each Output, a Programme Output Indicator should be chosen. Please, note that the same Measurement Unit has to be applied. »

Output	Output Title	Quantification	Delivery Period
6.1	Cooperation Strategy	1.00	Period 5

*Describe your Project Output and its Contribution to the Project Specific Objectives.*

The Cooperation Strategy lays down the competences and fields of action of the Cooperation Platform after the project is finalised. Legitimised by this jointly agreed Strategy the Platform will ensure sustainability and continuation of the taken actions and thus contribute to Specific Objective 3 is to facilitate long-term cooperation of all key actors in the DBS Gateway Region.

*Select a Programme Output Indicator to which the Project Output will contribute.*

PO20 No of strategies for the improvement of transport and transport systems

Output	Output Title	Quantification	Delivery Period
6.2	Transnational workshop on know-how transfer	1.00	Period 4

*Describe your Project Output and its Contribution to the Project Specific Objectives.*

1 transnational workshop with working groups on know-how transfer between regions and ports will be held in the framework of the project to demonstrate the operation of the Platform and to facilitate the know-how exchange process among ports and regions. It is a pilot exercise which will be held regularly beyond the project lifecycle with the aim to intensify cooperation via the operation of the Platform, gain feedback from the stakeholders and widen the membership of it.

*Select a Programme Output Indicator to which the Project Output will contribute.*

PO7 No of documented learning interactions in finalized operations – MANDATORY

*Target Groups Involvement*

*Who will use the Outputs delivered in this Work Package?*

Local public Authority, Regional public Authority, National public Authority, Infrastructure and , public, Service Provider

*How will you involve Target Groups (and other Stakeholders) in the Development of the Project Outputs?*

The partners of the project (FPs and ASPs) are the founding members of the Cooperation Platform. In loops of input and feedback, they work in sub-groups on different subjects, e.g. ports on the “coopetition concept” (Cooperation on global vs healthy competition on regional level). This direct involvement strengthens the commitment of the target groups for future cooperation.

The transnational workshop will be the inauguration of the Cooperation Platform and the possibility to connect with other regions and ports. It brings all stakeholders together for know-how transfer between the participants of the project, new members of the Platform and other interested stakeholders. This workshop is a forum to demonstrate the operation of the platform and also to gain the opinion and experience. In the preparation phase, target groups are consulted on the invitation list and asked to contribute a speech or moderate a working group.

*Durability and Transferability of the Outputs delivered in this Work Package*

*How will the Project Outputs be further used once the Project has been finalised? Please describe concrete Measures (including e.g. institutional Structures, financial Sources etc.) taken during and after Project Implementation to ensure the Durability of the Project Outputs. If relevant, please explain who will be responsible and/or the Owner of the Output.*

The Cooperation Strategy will be used by the Cooperation Platform as a legitimised basis for future action. The joint development of the Strategy will give it broad acceptance by all founding and potential new members in order to guarantee durability. The Cooperation Strategy forms the basis for consideration of the institutional set-up of the Platform (Act. 6.2) indicating which kind of political, operational and financial framework will serve best the quality of contribution towards the Cooperation Strategy.

The transnational workshop on know-how transfer inaugurates the Cooperation Platform that will be held annually in the future years. The two-yearly elected Chairman of the Cooperation Platform will be responsible for the organisation of this annual event and thus guarantee the durability of the output. Lessons learned from each workshop will help to keep up the quality of the event and develop it further in order to stay close to the member's needs. All members will be involved in the preparation of the event and contribute to the agenda.

Both, the Cooperation Strategy and the transnational workshop on know-how transfer can be easily transferred to other regions and used as a guidance for similar action.

*How will the Project ensure that the Project Outputs are applicable and replicable by other Organisations/Regions/Countries outside of the current Partnership? Please describe to what Extent it will be possible to transfer the Outputs to other Organisations/Regions/Countries outside of the current Partnership.*

The Cooperation Strategy is a jointly developed document laying down the codes of cooperation within the Cooperation Platform. It includes concepts of cooperation, fields of cooperation and ways of cooperation including the administrative framework. This document is specifically developed for the DBS Gateway Region. However, cooperation is a universal quality and the Strategy can be used as best practice on how cooperation can work. Parts of it can be transferable to other regions and countries with similar aspirations.

The transnational workshop will involve non-partnership organisations and facilitate the transfer/learning process. As a regularly organised (first time during the project lifecycle) workshop it will maintain this process long-term, providing a forum for know-how transfer. This in specific already expresses that the workshop is aiming at applicability and replicability for other organisations, regions and countries. The exchange of know-how is not limited to the DBS Gateway Region and can include comparison to other gateway regions and vice versa for the benefit of all.

« Please describe Activities and Deliverables within the Work Package. »

Activity	Activity Title	Start Month	End Month	Activity Budget
6.1	Cooperation Strategy	1 Apr 2018	to 1 Jan 2019	108,468.00 €

*Activity Description*

The Cooperation Strategy directly builds upon the results of the previous WPs, in particular the Joint Vision2040 (WP3), Roadmap and Regional Action Plans (WP4). The purpose of it is to define and create the long-term strategic cooperation environment and to provide a basis to boost a strategic alliance in the partnership and beyond, based upon mutual benefits and common goals.

The Cooperation Strategy will be the framework which will determine how the Cooperation Platform will operate.

The elaboration of the Cooperation Strategy will include the following steps:

- Work out of a proposal for the Strategy.
- Consult with relevant stakeholders (ASPs and others) on topics such as the “coopetition concept” and marketing, promotion and lobby mechanisms.
- Moderate the feedback-loop
- Consolidate the document

The Cooperation Strategy aims for a very broad acceptance so that new members may join the Cooperation Platform in a later stage.

The final document consists of a joint agenda with concrete responsibilities for the Cooperation Platform to define which goals it shall achieve and what main activities it shall cover, also defining the roles of the partners of DBS Gateway in that, furthermore a long-term marketing concept to increase awareness of the services offered by the DBS Gateway Region and generate more cargo inflow into the region on waterway, lobby mechanisms for speeding up the implementation of recommended actions to ensure political acceptance and strategic background provided by policy makers on all levels, assistance in further project



development based upon also the result accumulated in the project and in particular the pilot action and the funding guidelines and monitoring guidelines and also to provide a forum of exchange of knowledge, skills development and know-how transfer.

The Cooperation Strategy will be presented in the 4th partner meeting and approved by the SCOM.

*Role of Each Partner*

The WP Leader will be responsible for the implementation of this activity in general. It will prepare a proposal of the Cooperation Strategy (in the process to build-in the results of the previous WPs) and facilitate a regular consultation and feedback mechanism during the preparation process in order to achieve a maximum commitment from the project partners. This includes the presentation of ideas, facilitation of the discussion process and implementation of feedback-loops. ASPs and other relevant stakeholders will also be consulted during the process due the nature of the Strategy.

Each partner will contribute to the above-mentioned topics and bring in their expertise, specific needs and ideas in an exchange and feedback process. Specific tasks will be designated to selected project partners to maximize their involvement and commitment. The SCOM shall formally approve the final document of the Cooperation Strategy.

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 6.1.1	Documentation of the preparation process of the Cooperation Strategy - methodology of the preparation, table of content and concrete steps of the preparation, partnership involvement and inputs, consultation methods and timeplan.	1.00	Period 5

  

<i>Activity</i>	<i>Activity Title</i>	<i>Start Month</i>	<i>End Month</i>	<i>Activity Budget</i>
6.2	Institutional set-up for the Cooperation Platform	1 Sep 2018	to 1 Jun 2019	79,669.00 €

*Activity Description*

In order to be able to fulfil the strategic and ambitious tasks foreseen in the Cooperation Strategy, the set-up of the Cooperation Platform will build upon two pillars: the political and the operational backing.

The Working Community of the Danube Regions will host the Cooperation Platform already during the project lifetime, legitimised by the signatories of the Memorandum of understanding (political backing). The members of the Working Community and the members of the Cooperation Platform will mostly overlap and use the resultant synergies. The operational work will be taken over by an institution with no commercial or operative interest in the freight transport in the Danube region and thus keeps objectivity and provides support to all members. The political backing is necessary to lobby for the recommendations (direct use of output "Roadmap") of the project. The operational backing is necessary to keep up with the administration (defined in the Cooperation Strategy) that is provided by the partnership during project lifetime and needs to be held up after project completion.

Close contact will be held with the Danube Region Strategy PA1 and other communities in the Danube-Black Sea region. The Cooperation Platform will start with the members of the project's partnership and will acquire new members through the Working Community and beyond. The Chair rotates on a biennial basis. An annual conference will be held in different places of the DBS Gateway Region.

The definition of the institutional framework will start with the development of a 5-year Business Plan which will analyse in-depth the financial and institutional durability of the Platform. The Business Plan will find answers to questions such as membership rules, financial sustainability and legal form of the Platform.

*Role of Each Partner*

The WP Leader is the main responsible partner for the delivery of the actions laid down in the activity. It will be responsible for the preparation of the Business Plan and the Agreement.

As working group leader within Working Community of the Danube Regions TINA Vienna assists the WP Leader with the establishment of the framework within the Working Community. It establishes the contract and mutual understanding of cooperation and procedures.

The WP Leader coordinates the process by viewing incoming ideas, presenting proposals and steers discussions and consultation processes.

All other PPs will support the WP Leader by providing expertise and ideas as well as feedback to proposed solutions. Specific tasks may be dedicated to selected partners with special knowledge or interest and also

to increase commitment and maintain common work culture.

The 5th SCOM will formally endorse the final documents – Business Plan and Cooperation Agreement.

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>	
D 6.2.1	Business Plan of the Cooperation Platform to define operational and financial issues and also to outline a 5-year detailed agenda of operation, with a specific emphasis on cooperation with the Working Community of the Danube Regions.	1.00	Period 5	
D 6.2.2	Cooperation Agreement – initial stage among the PP – as a commitment to operate the Platform in a long-term. Stakeholders are open to join the Agreement.	1.00	Period 5	
Activity	<i>Activity Title</i>	<i>Start Month</i>	<i>End Month</i>	<i>Activity Budget</i>
6.3	Transnational Workshop on know-how transfer	1 Oct 2018	to 1 Jan 2019	93,424.20 €

*Activity Description*

In the framework of the operation of the Cooperation Platform transnational workshops on know-how exchange between regions and ports will be held on a yearly basis. The aim of such an event is to provide a regular operational forum for the work of the Platform, to physically gather the members of the Platform in order to discuss various topics relevant for the future development and strategy (Joint Vision 2040) of the DBS Gateway region. The annual repetition of the event will lead to a long-term learning curve and will provide the actors behind the platform an institutionalized way to discuss topics, exchange ideas, revise policies and strategies and maintain stronger cooperation.

The first transnational workshop will be organised as the kick-off event of the Cooperation Platform in the framework of the project and will be held along with the 4th partner meeting in Serbia. It will be a strategic event and present the Cooperation Strategy, the Business Plan and the operation of the platform to a larger audience and potential new members of the Cooperation Platform. The symbolic signing of the Cooperation Agreement will be celebrated on this occasion.

The workshop will host several working groups on relevant topics (institutional/administrational, financial, structural and content-related) for further discussion and contribution. The discussion will be moderated in order to facilitate know-how transfer and mutual learning between all participating stakeholders.

Workshop results – in a form of a Workshop Report - will be published electronically and will be made available throughout the region.

*Role of Each Partner*

The WP Leader and the IPA partner UNS will jointly set up the agenda of the Workshop and co-organise the event to share the tasks of the organisation (agenda, speakers, working groups, invited guests etc.). UNS will host the event and organise the technical side (venue, meals, hotels, prepare the minutes, take photos and videos, publicity side of the event such as press conference, interviews, articles etc.). The WP Leader will finalise the agenda, select the speakers, defined the working groups, set up the list of the participants etc.). The WP Leader will take care of the preparation of the Workshop Report, electronic publication and circulation to a database of stakeholders in the DBS region.

All partners will provide inputs to the agenda and profiles of speakers, define further tasks of the working groups, propose participants to be invited from the stakeholder group and will participate in the workshop, lead and/or present in the working groups, moderate the discussion or lead a particular topic.

	<i>Deliverable Description</i>	<i>Target Value</i>	<i>Delivery Period</i>
D 6.3.1	Workshop report published electronically	1.00	Period 5

#### 4.3 Infrastructure and Works

Investment 1	<i>Title</i>

Description

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Justification

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Location of the Investment

Location

NUTS II or NUTS III Region

[Click to select NUTS II or NUTS III Region](#)

Risk associated with the Investment

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Investment Documentation (incl. Specification and Requirements)

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Responsible Partner

[Click to select a Responsible Partner](#)

Involved Partners

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Ownership

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WP or Activity Nr.	Investment Budget	Start Date	Delivery Date
<a href="#">Click to select</a>	–		

#### 4.4 Equipment

WP Nr.	Description	Responsible Partner	Unit Nr.	Unit Rate	Budget
WP1	Laptops incl. Windows licence exclusively used for project implementation, financial and quality management administration, editing, verifying graphic templates.	MG	2	1,500.00 €	<b>3,000.00 €</b>
WP1	Desktop computer exclusively used for project implementation, financial and quality management administration, editing, verifying graphic templates.	PAV	1	1,300.00 €	<b>1,300.00 €</b>
WP1	Printer exclusively used for project implementation, financial and quality management administration, editing, verifying graphic templates.	PAV	1	300.00 €	<b>300.00 €</b>
WP1	Copy machine exclusively used for project implementation, financial and quality management administration, editing, verifying graphic templates.	PAV	1	1,500.00 €	<b>1,500.00 €</b>

WP Nr.	Description	Responsible Partner	Unit Nr.	Unit Rate	Budget
WP1	Laptops exclusively used by the Project Manager and the Financial Manager for the implementation of the project	BPI	2	1,250.00 €	<b>2,500.00 €</b>
WP1	Computers and maintenance service exclusively used by the Project and Financial Manager as well as the expert responsible for content-related work of the project	UNS	2	2,250.00 €	<b>4,500.00 €</b>
WP2	Network printer (A4 all-in-one copier, scanner, fax) exclusively used for communication activities as printing leaflets, brochures, posters, power-point hands-out during project implementation	MG	1	2,000.00 €	<b>2,000.00 €</b>
WP3	Laptop exclusively used by the Expert responsible for content-related analysis within this WP.	MV	2	837.36 €	-
WP5	Licence for the material flow simulation software (Enterprise Dynamic) that is needed for the project development	UNS	1	4,000.00 €	-
					<b>15,100.00 €</b>



## 5. Other Data

### 5.1 Codes for the Priority Theme Dimension

Code	- Project Contribution -	
	Percentage	Amount
039. Seaports (TEN-T)	15.00%	326,767.40 €
040. Other seaports	10.00%	217,844.93 €
041. Inland waterways and ports (TEN-T)	20.00%	435,689.86 €
042. Inland waterways and ports (regional and local)	20.00%	435,689.86 €
036. Multimodal transport	20.00%	435,689.86 €
035. Multimodal transport (TEN-T)	15.00%	326,767.40 €
Total	100.00%	2,178,449.30 €

### 5.2 Keywords

Keyword
Gateway Region
Multimodal Transport
Hinterland connection
Cooperation Platform
Waterway Transport System

## 6. Annexes

Name	Piece
Partnership Agreement	1
Co-financing Declaration	10
State Aid Declaration	10
International Organisation Declaration	0
Associated Strategic Partner Declaration	20

## Lead Partner Confirmation and Signature

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By signing the Application Form the Lead Partner on behalf of all Partners confirms that:

- The Project neither in whole or in part has or will receive any other additional EU Funds (except for the Funds indicated in this Application Form) during the whole Duration of the Project.
- The Project Partners listed in the Application Form are committed to take part in the Project's Activities and Financing.
- The Project is in line with the relevant EU and national/regional Legislation and Policies of the Regions and Countries involved.
- The Lead Partner and the Project Partners will act according to the Provisions of the relevant national and EU Regulations, especially regarding structural Funds, public Procurement, state Aid, equal Opportunities and sustainable Development, as well as the specific Provisions of the Programme.
- The Project respects equal POportunities and Nondiscrimination and has no harmful impact on the Environment.
- The Information in the Application Form is accurate and true to the best Knowledge of the Lead Partner.

<i>Date</i>	<i>Place</i>	<i>Signature</i>
6 May 2016	St. Pölten, Austria	
<i>Name of signing Person</i>		
Werner Pracherstorfer		
<i>Position of signing Person</i>		
Head of Division		