Involvement of Public & Transparency of the Planning Process in IWWs Infrastructure Project in Serbia

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- Summary
Basic project data

- EU funding programme: IPA 2010
- EU funding rate: 100%
- Value: EUR 1.85 Mill
- Timeframe: 2011-2013
- Beneficiaries:
  - Ministry of Infrastructure and Energy
  - Directorate for Inland Waterways
- Goal: Improvement of navigation safety
- Measure: removal of navigation bottlenecks
Critical sectors

Master Plan (2006)
- 18 critical sectors
- 40 km total length

IPA 2010 project (2011)
- 24 critical sectors
- 70 km total length

Cross-section analysis

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Range of the Project

- hydraulic models (1D and 2D)
- Feasibility study and conceptual designs for all critical sectors
- CBA
- EIA
- main designs and tender documentation for 6 critical sectors
- IPA Major project application form
- Documentation is being prepared in accordance to national legislation, as well as EU legislation
Project area

Strategic and Legal Framework

- **Strategic framework:**
  - General transport master plan (2009)
  - Spatial plan of the corridor VII (drafted)
  - EU strategy for the Danube region (2010)

- **Inland navigation:**
  - DC Recommendations
  - AGN (UNECE)
  - SRIB-CRO bilateral agreement on inland navigation and fairway maintenance (2009)
  - Law on navigation and ports on inland waterways (2010)
  - Bylaws

- **Water management:**
  - Law on waters
  - Relevant bylaws
  - WFD (EU)
  - Danube River Basin management plan (ICPDR)

- **Environment:**
  - ESPOO convention
  - Law on nature protection
  - Law on environment protection
  - Law on EIA
  - Law on SEA
  - Regulation on ecological network
  - Specific spatial plans
  - Relevant bylaws

- **Protection of cultural monuments:**
  - Law on cultural heritage
  - Bylaws

- **Law on construction and spatial planning:**

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Basic Orientation

Ensuring **minimal width and depth** of the fairway during the low water periods, while respecting **environmental requirements**

- Preserving **connectivity** conditions
- Preferring **detached structures**
- Ensuring **mitigation measures**
- Preserving **sediment equilibrium**

Dissemination
Stakeholders’ Forum

- **Interdisciplinary** approach
  - inland waterway transport
  - hydrotechnics
  - industry
  - nature and environment protection
  - archaeology
- **Kick-off:** 26th of June 2012
- Ensuring **transparency**
- Using **multi-criteria analysis**
- **Methodology** of the work ensuring comparability of options

**Building trust**

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**Forum members**

**Asking each others**
Stakeholder’s Forum - Basic principles of work

- Membership is voluntary
- Membership is free of charge
- Recommendations of the Forum have advisory character
- Mutual respect and acknowledgment of standpoints of others

Acknowledging each others

Basic principles of the work

- All documents are in both Serbian and English
- Work of the Forum is public and transparent
- Observers are welcomed

Respecting each others
Results

- **General rules** on organization and work of the Forum
- **Annex I** to the General rules – list of members and deputy members
- Active participation of observers
- **Methodology** of the work ensuring **comparability of options and choosing the best**

Learning from each others

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Results

- Results of **evaluation** of the work of the Forum
- **6 critical sectors** presented and discussed
- Detailed discussion and fruitful inputs

**Common understanding**
Results

- Identification and **common agreement on the preferred options** for further modeling for 6 critical sectors on Serbian stretch of the Danube
- **2,500 hits** on Plovput web site – section Forum
- All documents available in **Serbian and English**
- Short **movie** about the Forum

Planning together

Joint Statement on Guiding Principles

- **Adopted by ICPDR and Danube Commission in December 2007**
- Annual follow-up meetings (Zagreb - September 2017, Vienna - September 2018, Budapest – September 2019, next Zagreb – fall 2020)
01. Application of JS

JS: ...supporting a dynamic equilibrium and adequate connectivity conditions...

• Adopted design approach:
  • Preserving connectivity conditions

02. Application of JS

JS: ...undisturbed longitudinal and lateral migration of all fish species and other water-related species to ensure their natural and self-sustaining development...

• Adopted design approach:
  • Preferring detached structures
03. Application of JS

JS: ...a balanced sediment budget...

- Adopted design approach:
  - Preserving sediment equilibrium

04. Application of JS

JS: ...Establish interdisciplinary planning teams involving key stakeholders...

- Stakeholders’ Forum established
05. Application of JS

JS: ...Set-up a transparent planning process (information/participation)...

- Stakeholders’ Forum established
- Web site, no restrictions (2,000 hits monthly)
- Serbian and English language
- 9 Forum meetings
- 2 site visits
- 26 presentations on events
- 24 articles
- 1 movie

06. Application of JS

JS: ...Ensure the comparability of alternatives...

- Multi-Criteria Analysis
  - Navigation
  - Environment
  - Technical feasibility
  - Costs
07. Application of JS

**JS:** ...Inform and consult the international river commissions in the Danube River Basin...

- Stakeholders’ Forum

08. Application of JS

**JS:** ...Seek to avoid or, if this is not possible, to minimize the impacts of structural/ hydraulic engineering interventions...

- For each of 6 sectors, at least 5 conceptual alternatives
- For conceptual alternatives, up to 35 simulations
09. Application of JS

Use of best practice measures to improve navigation...

• Using all available practice, to identify the most suitable solution for each sector, by case-by-case approach

10. Application of JS

JS: ...Ensure flexible funding ... to enable integrated planning and adaptive implementation & monitoring...
11. Application of JS

JS: ...Monitor the effects of measures...

- Environmental monitoring ensured: before, during and after works
  - Hydro-morphology
  - Water and sediment quality
  - Biology

12. Application of JS

JS: ...Use a case-by-case approach...

- Every critical sector analyzed by case-by-case approach
13. Application of JS

JS: ...“working with nature” ... following the principle of minimum or temporary engineering intervention...

- Mostly applied solution is dredging, with refilling the sediment back into the river
- Minimum structural interventions by application of different pilot solutions
- All structures detached

14. Application of JS

JS: ...Integrated design of regulation structures, equally regarding hydraulic, morphological and ecological criteria...

- Multi-Criteria Analysis
  - Navigation
  - Environment
  - Technical feasibility
  - Costs
15. Application of JS

JS: ...implementation of measures in an adaptive form (e.g. river bed stabilization by granulometric bed improvement, low water regulation by groynes)...

- All structures design to have impact only during low water periods

16. Application of JS

JS: ...Optimal use of the potential for river restoration (e.g. river banks restoration) and side channel reconnection...

- Budget for (during monitoring programme) identified additional environmental compensation measures insured
17. Application of JS

**JS:** ...Ensuring that flood water levels are not exacerbated and, ideally, are reduced...

- No long-term impact on water levels

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**Current navigation conditions**

Critical sector **FUTOG** – available depth, August 2012
Current navigation conditions

Critical sector FUTOG – available depth, August and December 2013

Current navigation conditions

Critical sector FUTOG – available depth, May 2017
Stakeholders’ Forum during Works

- Forum Members
- Observers

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Stakeholders’ Forum during Works

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Stakeholders’ Forum during Works

2019
Stakeholders’ Forum during Works

Current navigation conditions

Critical sector FUTOG – available depth, October 2019
Mixed Environment Transport External Expert Team (METEET)
Training on Integrated Planning of Inland Waterways Transport Projects

Thank you for your kind attention

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