



Innovation and Networks Executive Agency

Final report and financial statement (second part)

(Please always send together with points 1-3 on a Microsoft Excel template)

4.1 EC Decision					
Decision N°	C(2013)7925, C(2014)7131	Action N°	2012-EU-18089-S	Mode of Transport	<input type="checkbox"/> Airport <input type="checkbox"/> ATM <input type="checkbox"/> Galileo <input type="checkbox"/> Intermodal <input type="checkbox"/> ITS <input type="checkbox"/> Inland Waterway <input type="checkbox"/> Motorways of the Sea <input checked="" type="checkbox"/> Port <input type="checkbox"/> RIS <input type="checkbox"/> ERTMS <input type="checkbox"/> Road <input type="checkbox"/> Rail
Action Title	High Performance Green Port Giurgiu				
Priority Project N°	18 "Waterway axis Rhine/ Meuse-Main-Danube"				
Start date (as indicated in the Decision)	01/07/2013	End date (as indicated in the Decision)	31/08/2015		

¹ This report should give a comprehensive overview of the activities carried out under the Action. If a separate detailed final report is provided as an annex, this template should be completed as an 'Executive Summary'

4.2 Objectives of the Action

The global project's main objective is to transform Giurgiu port into the first efficient green port on the Danube that plays the role of a leading high-performance tri-modal logistics hub in the area. This shall be achieved by relying on a dedicated energy-efficient and innovative port development concept and a series of environmental protection and restoration measures.

The following three specific objectives are defined to help stream the transformation process:

1. Analyse the current situation in Giurgiu Port by elaborating a technical and operational analysis, a market analysis and an environmental analysis (Activity 1)
2. Develop concepts for innovative technology at the port by undertaking a series of studies meant to lay out the steps needed to transform the current location into a highly performant green port (Activity 2)
3. Design the new green port in Giurgiu and define its business plan (Activity 3)

The TEN-T project is to be regarded as the 1st stage in the process of transforming Giurgiu into a High Performance Green Port. The next step is the works. A follow-up Action has been funded in the framework of the 1st CEF-call: 2014-RO-TMC-0313-S - High Performance Green Port Giurgiu – stage II construction. The TEN-T Action provided all the necessary studies to start the construction phases under CEF.

- Studies elaborated for the rehabilitation of the road within the port area, for the old quay infrastructure, for the tri-modal logistic terminal
- Permits filed and obtained – Environmental Impact Assessment
- Issuance of construction permits
- Issuance of the town planning certificate, etc.

This Project is an example of cooperation between the local partners and the users to foster traffic flows in the Danube and can be used to share best practices across the Rhine-Danube TEN-T Core Network Corridor.

4.3 Description of the Action

This Action is located in the inland port of Giurgiu along the Rhine-Danube CNC (former Priority Project No.18 "Waterway axis Rhine/ Meuse-Main-Danube"). The Action has an overall duration of 26 months (01/07/2013-31/08/2015) and a budget of € 800.000. The Action relies on the coordination between different private and public stakeholders listed as follows:

- ILR Logistica Romania SRL (ILR) – coordinator of the action and the representative of the private sector interested to do business in the area
- Industrie-Logistik-Linz GmbH (ILL) – the Austrian parent company of ILR, also representing the private sector
- SC Administratia Zonei Libere Giurgiu SA (FZ) – representing the public sector
- Giurgiu Municipality – representing the public sector

Each of the beneficiaries has undertaken to focus on specific complementary tasks designed to

upgrade Giurgiu Port and help trigger the transformation process needed to boost the economic potential of the area, while applying environmentally safe technologies and innovative concepts. Given the strategic location of the inland port of Giurgiu as the closest port to the city of Bucharest and the greater Bucharest area, these new developments will help unlock potential for developing a new hub to foster waterborne logistics chains in the region and across the TEN-T CNC, connecting the Romanian capital with other industrial centres in the Danube region as well as with the port of Constanta. Once the terminal of Giurgiu becomes operational, further links with Bulgaria and Turkey will be established via this hub that would facilitate the distribution of freight at regional level using an environmentally-friendly transport mode.

The beneficiaries focused on different targets, as listed below:

ILR and ILL:

- To develop the design for the construction of the all-weather-terminal (tri-modal logistics centre) and its connections to the inland waterway, road and railway network in the port area
- To deliver state of the art equipment needed in the port to perform logistics tasks
- To develop the Environmental Impact Assessment for the port
- to deliver the green port concept which will serve as a best practice for further investments in the Danube area

The Free Zone Administration:

- To deliver the design for the reconstruction and modernization of the old quay
- To deliver the design for the rehabilitation of the road infrastructure within the port area

Giurgiu Municipality:

- To identify the available land and basic requirements for land preparation that would permit the further development of a tri-modal logistics hub in the port
- To deliver the design of a green area for the public in the neighbourhood of the port

These tasks have been grouped into 4 activities, as follows:

- Status-quo analysis (Activity1)
- Innovation and technology concept (Activity 2)
- Port design and business model (Activity 3)
- Project management (Activity 4)

Overall 6 Milestones were defined for the project and these are presented in detail in section 5.

5. TECHNICAL INFORMATION

5.1 Progress of the Action

5.1.1 Description of activities carried out under the Action

Activity 1: Status Quo Analysis

Original Decision C (2013) 7925		Modified Decision C(2014) 7131		Actual	
Start	End	Start	End	Start	End
01/07/2013	28/02/2014	01/07/2013	30/06/2014	01/07/2013	31/03/2015

This activity consists of 3 sub-activities that are explained in detail below:

SuAct.1.1: Technical & Operational Analysis

Start date: 01/07/2013

Actual end date: 28/02/2015

The objective of this sub-activity is to provide a detailed and comprehensive analysis of the current situation in the port of Giurgiu with regards to the following issues:

- The technical status of the port infrastructure and superstructure and port facilities available in the area where ILR is operating
- The legal framework that is associated to the port infra-structure/super-structure/facilities available in the area analysed within the project

Two deliverables have been elaborated in connection to this sub-activity:

- *Report on technical and operational status-quo analysis – 11/06/2014*
- *Report on the potential of Giurgiu port and its capacity for the future – 23/02/2015*

These two deliverables are part of **Milestone 1: Analysis of the capacity of the existing port and future potential** – reached on 23/02/2015.

SuAct.1.2: Market Analysis

Start date: 01/07/2013

Actual end date: 31/07/2014

The objective of this sub-activity is a market analysis and a survey of the current situation, its mid- and long-term perspective of the Romanian market and the requirements of existing and potential customers. The information gathered and the results of the estimations made have been included in the following report:

- *Market Analysis – 31/07/2014*

This deliverable also represents **Milestone 2: Customers' requirements in terms of infrastructure; actual condition of the Romanian market analysed**- reached on 31/07/2014.

SuAct.1.3: Environmental Assessment

Start date: 01/07/2013

Actual end date: 31/03/2015

The objective of this sub-activity is the status-quo of the environmental elements in Giurgiu Port area prior to the development of the green port. The results of the observations and measurements performed are included in the following report:

- *Environmental assessment – 06/03/2015*

Activity 2: Innovation and technology concept

Original Decision C (2013)7925		Modified Decision C(2014) 7131		Actual	
Start	End	Start	End	Start	End
30/09/2013	31/05/2014	30/09/2013	28/02/2015	30/09/2013	30/06/2015

This activity consists of 4 sub-activities that are presented below.

SuAct 2.1: Green & Energy efficient Danube port model

Start date: 30/09/2013

Actual end date: 31/08/2014

The objective of this sub-activity is to develop a report on selected eco-measures that have been applied to ports in general and make an assessment of their relevance for the Port of Giurgiu.

The report on selected eco-measures and assessment of their relevance for the port of Giurgiu was finalized on 22/08/2014.

SuAct 2.2: Infra- & Super- structure concept

Start date: 30/09/2013

Actual end date: 31/05/2015

The objective of this sub-activity is to produce the concepts needed for the upgrade of Giurgiu port in regards to its infra- & super-structure. The aspects that have been analysed are the following:

- Quay rehabilitation
- Trans-shipment facilities
- Storage and warehouse facilities
- Road access
- Rail access
- Cargo transport and trans-shipment processes
- Other Infrastructure needs
- Land use optimization

Due to the inter-connections existing between the above mentioned topics, some of the issues have been dealt with in the same report. Also, since the technical concepts are related to the technical designs in *SuAct 3.1 – Enhanced port design*, one set of reports has been made that covers the scope of both 2.2 & 3.1.

The deliverables elaborated are the following:

- *Hydrographic survey of the Veriga Basin- 12/08/2014 (ILR)*
- *Concept for railway connection (Sub-activity 2.2) including the feasibility study & the technical design study (Sub-activity 3.1) – 14/10/2014 (ILR)*
- *Concept for storage and warehouse facilities (Sub-activity 2.2) & the concept for transshipment facilities (Sub-activity 2.2) together with the accompanying technical designs (Sub-activity 3.1) are illustrated in the report *Technical Design Logistics Centre – 19/02/2015 (ILR)**
- *The land-use planning concept consists of topographic measurements and land operations – 15/12/2014 (Giurgiu Municipality)*
- *Technical design for demolitions, application of eco-restauration measures and railway level crossing – 23/02/2015 (Giurgiu Municipality)*
- *Concept for quay rehabilitation(Sub-activity 2.2) including the feasibility study (Sub-activity 3.1) – 19/11/2014 (Giurgiu Free Zone Administration)*
- *Concept for road access (Sub-activity 2.2) including the feasibility study (Sub-activity 3.1) – 30/09/2014 (Giurgiu Free Zone Administration)*

These deliverables are part of **Milestone 3: Innovation & technology concept defined and approved –reached on 19/02/2015.**

SuAct 2.3: Enhanced information systems

Start date: 30/09/2013

Actual end date: 30/06/2015

The objective of this sub-activity is to provide solutions for the management of the logistical chain with the help of innovative software applications.

The outcome of this sub-activity is a report on *Enhanced port and logistics chain information & management systems – 15/01/2015.*

SuAct 2.4: Consumer oriented operational concept

Start date: 30/09/2013

Actual end date: 31/05/2015

The high-performance tri-modal logistics hub in Giurgiu is shaped according to the one that ILL is operating in Linz/AT. Relying on the experience of the private sector representatives ILL & ILR in both Austria and Romania the operational requirements of current and potential customers of logistics services were analysed. The results are part of the report *Technical Design Logistics Centre.*

The *Consumer oriented operational concept* was finalized on 19/02/2015.

Activity: 3 Port design & business model

Original Decision C (2013)7925		Modified Decision C(2014) 7131		Actual	
Start	End	Start	End	Start	End
03/03/2014	31/12/2014	07/01/2013	31/08/2015	07/01/2013	31/08/2015

This activity consists of 5 sub-activities and they are presented in detail below.

SuAct 3.1: Enhanced port design

Start date: 07/01/2014

Actual end date: 31/08/2015

As previously mentioned, the technical designs regarding the missing port infra- & super-structure in Giurgiu port have been treated together with the concepts elaborated in sub-activity 2.2 Infra- & super-structure concept. As such, the deliverables listed there are also valid for the current sub-activity.

SuAct 3.2: Environmental management concept

Start date: 01/07/2014

Actual end date: 31/08/2015

The objective of this sub-activity is to ensure that the concepts and technical designs elaborated in 2.2/3.1 for Giurgiu port comply with a high level of eco-standards.

The outcome of this sub-activity is the *environmental design model for Giurgiu Port reached on 12/08/2015*.

This deliverable also takes into account the findings of 2.2/3.1 and is associated to **Milestone 4: Detailed design finished and approved** – reached on 31/08/2015.

SuAct 3.3: Business & implementation plan

Start date: 01/07/2014

Actual end date: 28/02/2015

The objective of this sub-activity is to elaborate the business plan for the completion of the works needed to transform Giurgiu into a high-performance green port. The studies elaborated in the previous activities serve as input to the business plan. A business plan for the logistics services of ILR for a period of 10 years was finalized on 14/09/2014. The financial and sensitivity analyses elaborated take into account cargo volumes, costs and revenues for a period of 25 years.

The *business plan* was finalized on 12/02/2015 by ILR/ILL.

SuAct 3.4: Model port implementation strategy & measures

Start date: 01/07/2014

Actual end date: 31/08/2015

This sub-activity aims at elaborating an implementation strategy and the related measures for a Model Green Danube Port. The experiences gained from the elaboration of the concepts and technical design as well as from the elaboration of the concrete business model for the Port of Giurgiu were transformed into a generic port development model which serves as a blue-print for future development activities of Danube ports.

The *Model Port Implementation Strategy & Measures* – 28/07/2015

This deliverable constitutes **Milestone 5: Model port implementation strategy agreed with stakeholders** – reached on 28/07/2015.

SuAct 3.5: Macro-economic & environmental & social impact assessment

Start date: 01/07/2014

Actual end date: 31/08/2015

The objective of this sub-activity is to carry out an assessment of the impact that is associated with the investments planned in the project as well as the benefits won as a result of the availability of top-level logistics services in the Giurgiu-Bucharest-Russe region. These assessments that cover macro-economic issues, environmental and social issues serve as proper indicators to measure the impact of the current project.

The outcomes of this sub-activity are the following deliverables:

- *Macro-economic & environmental & social impact assessment/ CBA – 28/05/2015*
- *Considerations & recommendations for a Danube Port Development Strategy- 28/07/2015*

Activity 4: Project management

Original Decision C (2013)7925		Modified Decision C(2014) 7131		Actual	
Start	End	Start	End	Start	End
01/07/2013	31/12/2014	01/07/2013	31/08/2015	01/07/2013	31/08/2015

This activity consists of 2 sub-activities as presented below.

SuAct 4.1: Project management

Start date: 01/07/2013

Actual end date: 31/08/2015

The aim of this Sub-Activity is to carefully describe what the consortium members need to do in order to manage the project according to the requirements stated in the Decision C(2014) 7131.

The outcomes of this sub-activity are the following deliverables:

- *Strategic Action Plan & Action Status Report – elaborated, submitted and approved by INEA – 25/03/2014*
- *Action Status Report - elaborated, submitted and approved by INEA – 30/03/2015*
- *Final report & financial statement – 29/04/2016*

Milestone 6: Final report finalized is associated with the work carried out in SuAct.4.1. This milestone has not been delivered on 31/08/2015, due to the fact that the partners needed time to centralize all the financial information regarding the project after its official closure. For this delay, the consortium asked for the extension of the project which was granted by INEA. The milestone was reached on 29/04/2016.

SuAct 4.2: Project dissemination

Start date: 01/07/2013

Actual end date: 31/08/2015

The objective of this activity is to promote the project itself, its goals as well as to

exploit & disseminate its results towards various national and international stakeholders. The outcomes of this sub-activity are the following:

- *A dedicated project web-page was elaborated and is hosted by ILR's web-site since February 2014: <http://www.ilr.com.ro/projects/high-performance-green-port-giurgiu.html>*
- *Project Dissemination Strategy – 25/03/2014*
- *1st project press conference organized – 12/03/2014 – Giurgiu*
- *2nd press conference organized together with the Public Port Information Day – 25/06/2015 Giurgiu*
- *Promotional items produced & distributed*
- *Participation at relevant events at national & international level to disseminate information about the project*

More details about the communication activities performed at project level are presented in section 6 of the current report.

5.1.2. Achievement of action activities or milestones (as identified in the TEN-T funding decision)

Activity/Milestone	Planned Start/End date		Actual Start/End date		Completed ²
Act.1/ M1: Analysis of the capacity of the existing port and future potential	01/07/2013	30/06/2014	01/07/2013	23/02/2015	100%
Act.1/ M2: Customers' requirements in terms of infrastructure; actual condition of the Romanian market analysed	01/07/2013	30/06/2014	01/07/2013	31/07/2014	100%
Act.2/ M3: Innovation and technology concept defined and approved	30/09/2013	28/02/2015	30/09/2013	19/02/2015	100%
Act.3/ M4: Detailed design finished and approved	07/01/2013	30/06/2015	07/01/2013	31/08/2015	100%
Act.3/ M5: Model port implementation strategy agreed with stakeholders	07/01/2013	31/08/2015	07/01/2013	28/07/2015	100%
Act.4/ M6: Final report finalized	01/07/2013	31/08/2015	01/07/2013	29/04/2016	100%

² Achievement per activity or milestone should be identified either in terms of a quantifiable figure or as a % of completion of the activity

5.1.3. Deviations from the planned activities for the Action

Explain the impact of the deviation on 1) the objectives of the action, 2) the activities and 3) the cost-breakdown

Although there were some delays in the implementation schedules all of the project activities have been completed 100% by 31/08/2015. The delays affecting the milestones and their corresponding activities are presented below.

Activity 1/Milestone 1: Analysis of the capacity of the existing port and future potential – it has been reached on 23/02/2015, with a delay of 8 months than initially foreseen. This milestone was made up of two reports:

- *Report on technical and operational status quo analysis for Giurgiu Port (Sub-Act.1.1)* – the final form of this report was only available on 11/06/2014, in line with the planned schedule.
- *Report on the potential of the port and its capacity for the future (Sub-Act.1.1)* – the draft version was available on 29/08/2014. The elaboration of the document took longer because extensive research had to be made in order to identify suitable Key Performance Indicators (KPIs) for inland ports on the Danube. It was observed that a series of KPIs are missing, such as: KPIs measuring environmental performance (CO2 emissions, noise pollution, green-house effect, etc.), KPIs related to governance measuring the manner in which the bodies in charge of port management issues and the stakeholders interact when taking decisions that affect all business and operations within the port limits. The report was finalised on 23/02/2015. One of the KPIs included in the report refers to the average cargo tonnage handled per year/month and in order to calculate it data needed to be provided for the entire duration of 2014. These final values for 2014 were only available in the 2nd half of February 2015. Consequently, it was on 23/02/2015 that the report was finalized.

Activity 1/Milestone 2: Customers' requirements in terms of infrastructure; actual condition of the Romanian market analysed – it was reached on 31/07/2014 with a delay of 1 month. Although the draft of the Market Analysis that is Milestone 2 was available at the end of June 2014, the project partners needed to make minor adjustments to it. Consequently the final form was available at the end of July 2014.

Impact on the objectives of the action:

The delayed delivery of Milestones 1 & 2 did not have a negative impact on the objectives of the action. The provision of the data for 2014 associated to cargo tonnage handled on a monthly basis, allowed a more precise forecasting for the business plan and for determining the technical features needed for the future port infra- & super-structure defined in Activity 2. Overall this contributes to allowing a more careful planning of the works stage and provides for a greater level of detail and quality for the objectives of the action.

Impact on the activities:

The missing data for the *Report on the potential of the port and its capacity for the future* determined a prolongation of Activity 1 and this was also reflected in a prolongation of Activity 2. Nevertheless, the objectives of every activity have been reached in line with the description included in the funding Decision.

Impact on the cost-breakdown:

The staff costs foreseen for the teams of ILL & ILR were not increased due to the prolongation

of activity 1. There was a break in the work of this Activity and the costs were redistributed so as to cover 2014 & 2015, but no increases were made.

Activity 2/Milestone 3 Innovation and technology concept defined and approved was completed within the limits set in Decision C (2014) 7131. A special task which was not initially foreseen in the work plan was achieved within this activity. It represents a concession contract signed between 2 project partners: ILR & Giurgiu Municipality. Without this contract, ILR would not have the right to plan and build the all-weather intermodal terminal. This document allows for the detailed technical designs to be finalized and to apply for the permits needed to start the construction works at a later stage.

A series of contracts that were not initially foreseen had to be awarded and signed in 2014 & 2015. These are:

- *Hydrographic survey of the Veriga Basin- 12/08/2014 (ILR)*
- *Contract for topographic measurements – 28/07/2014 (Giurgiu Municipality)*
- *Contract for land operations – 03/12/2014 (Giurgiu Municipality)*
- *Technical design for demolitions, application of eco-restauration measures and railway level crossing -23/02/2015 (Giurgiu Municipality)*

Impact on the objectives of the action:

During the project implementation it became clear that in order for the reconversion of the area around Giurgiu Free Zone port to happen there needed to be clearly identified which area was available for further development, who had the right to build on this area and what were the conditions under which the works could be carried out. The answers to these questions allowed a better understanding of the situation and the establishment of a better course of action in order to reach the objectives of sub-activities 2.2. *Infra- & Super- structure concept* and 3.1 *Enhanced port design* which were combined due to their interdependencies.

By awarding the above mentioned contracts the consortium members gathered input that facilitated the signature of the concession contract signed between ILR & Giurgiu Municipality on 29/10/2014. At the same time the data gathered together with the concession contract permitted a more realistic and feasible elaboration of the concepts & technical designs for the infra- & super-structure missing/underdeveloped in the port. By awarding these contracts the objectives of the action are addressed in more detail and the deliverables produced have a higher quality level.

Impact on the activities:

The extension in the duration of sub-activities 2.2 and 3.1 were reflected in the extension of Activity 2 and Activity 3. Nevertheless, the deliverables were available within the project duration and the work performed was carried out in parallel.

Impact on the cost-breakdown:

Due to the Romanian legal background applicable to Giurgiu Municipality, this partner is not allowed to claim staff costs from the project budget. As such, this entity's budget provided for enough funds to award contracts to third parties that were qualified to produce the necessary input for the successful completion of the objectives of the Action. The overall costs for the external expertise contracted by the Municipality in Activity 2 amounted to approx. 37.500,00 EUR. This amount is in line with this partner's budget and no supplementation was necessary.

The hydrographic study contracted by ILR permitted to assess the current situation within

Veriga basin and thus carefully plan the design of the all-weather intermodal terminal. The cost of this report amounted to 2.277,00 EUR and it is in line with this partner's budget.

Activity 2/Sub-activity 2.3: Enhanced information systems

The software application described in the concept for port information and communication systems will not be available during the action herein described. This is due to the fact that it has to be linked to the new infrastructure elements planned to be built (railway, all weather-intermodal terminal, new storage facilities, etc.). This software will be implemented in the 2nd stage of the project, associated to the infrastructure works.

Impact on the objectives of the action:

This will not have an impact on the objectives of the Action, due to the fact that the elaborated concept for port information and communication systems provides an accurate description and input for what is needed to be connected to the facilities built after the works will be carried out. The software will be implemented in the 2nd stage of the project, associated to the infrastructure works.

Impact on the activities:

The fact that the software is not produced does not affect in any way the tasks included in activity 2. The other project activities are not affected by this.

Impact on the cost-breakdown:

Approximately 50.000,00 EUR of the project budget will not be used due to the fact that the software is not purchased at this stage.

Activity 3/Milestone 4 Detailed design finished and approved. This milestone is in close connection to Milestone 3, as tasks from Activity 2 (2.2. *Infra- & Super- structure concept*) and Activity 3 (3.1. *Enhanced port design*) have been performed together and the results are presented in joint reports. In addition to the technical parts, Milestone 4 relies also on the environmental management concept (3.2 *Environmental Management Concept*), the business and implementation plan (3.3 *Business and implementation plan*) and the socio-economic impact assessment (3.5 *Macro-economic & environmental & social impact assessment*) regarding the works for the all-weather terminal. The deviation in this case is represented by the way in which Activities 2 & 3 are interrelated and how the contracts awarded provide deliverables that incorporate data for both activities.

Activity 3/ Milestone 5 Model port implementation strategy agreed with stakeholders relies on the tasks included in sub-activity 3.4 *Model port implementation strategy & measures*. The same company that ILR has selected to elaborate the design of the all-weather intermodal terminal (Markon Architecture ZT GmbH) was also responsible for the data included in the model port implementation strategy. The draft of this document and the plans for the future developments of Giurgiu were available upon the organization of the final press conference on 25/06/2015 in Giurgiu. The feedback received from the audience was integrated in the final form of the deliverable which was finalized on 28/07/2015. The national stakeholders (Romanian Ministry of Transport, Romanian Parliament, etc.) have been informed about this strategy and about the plans for the works that will be carried out in line with this strategy.

Impact on the objectives of the action:

Although Activities 2 & 3 overlap in their implementation and some deliverables include data for both activities, the objectives of the action are always complied with.

Impact on the activities:

It is necessary to make the connection between the deliverables of 2.2 and 3.1, where the interdependencies occur. The tasks have been carried out in parallel and they have been completed within the official project duration.

Impact on the cost-breakdown:

Due to the fact that the tasks of 2.2 and 3.1 have been merged, a reduction in the costs pertaining to these sub-activities has been achieved. ILR for example used the company Markon Architecture ZT GmbH to provide the design of the intermodal terminal and also to produce the Environmental management concept (95.000,00 EUR). SC Auditeco Ges SRL selected for performing the assessment of the environmental situation in Giurgiu (23.546,40 EUR) also collaborated with the Austrian company. The consortium members have managed to use the project budget in an efficient manner.

Activity 4/ Milestone 6 Final report finalized – it was reached on 29/04/2016 with a delay of 8 months. This was due to the fact that the partners needed extra time to gather all the financial details for the financial report and also perform the auditing of the tasks carried out in 2015.

Impact on the objectives of the action:

The objectives of the action were not affected by the delay in the provision of the final report finalized. The objectives of the action are linked to the tasks of Activities 1-3.

Impact on the activities:

Milestone 6 is associated to the project management tasks and also the communication responsibilities which are included in Activity 4. Although the activity itself was finalized on 31/08/2015 upon the official closure of the project, this Milestone was only available in draft format at that time. According to the conditions laid down in the EU Decision granting the subsidy for the project implementation, the consortium members have to submit the final report within 12 months since the official end-date of the project. This deadline has been complied with by the project members.

Impact on the cost-breakdown:

The costs for the preparation of the final report have been taken into account by the consortium members and budgeted accordingly. The delay in the delivery of the final form of the report was also anticipated and as such there was no impact on the cost-breakdown.

5.2 Conclusions on technical results of the Action

This completed Action is the 1st step of a process of transforming Giurgiu into a high performing green port. Within this stage the preparatory steps are made that will allow the start of the works as of 2016.

Relying on the deliverables of the current Action, the Romanian consortium members have elaborated together a 2nd Action designed to carry out the works. This proposal known as High Performance Green Port Giurgiu – Stage II Construction was submitted under the 2014 MAP of the Connecting Europe Facility (2014-RO-TMC-0313-W). The Action was approved by the European Commission and Grant Agreement No INEA/CEF/TRAN/M2014/1041944 was signed in December 2015.

The major technical results for the port of Giurgiu of the Action can be summarized as follows:

- Concept of land-use planning and technical design for demolitions, application of eco-restoration measures for Giurgiu port
- Concept and feasibility study for the rehabilitation of the roads within Giurgiu Free Zone Port - 1,38 km
- Concept and feasibility study for the upgrade and construction of the rail infrastructure and build of the connection with the regional/national rail network:
 - Construction of a new railway line of 736 m long to connect the existing railway network with the tri-modal terminal
 - Construction of a two railway crossings at the entrance of the tri-modal terminal and close to the Giurgiu railway station
 - Planting vegetation along the railway tracks to prevent erosion & installing sound-absorbing panels along the railway tracks (510 linear meters)
- Concept and feasibility study for the upgrade of the port waterside infrastructure:
 - Capital dredging to create a water basin to connect the Veriga basin with the tri-modal terminal
 - Reinforcement of the existing quay and of the embankments located in the proximity of the terminal
 - Improvement of the mooring area
 - Rehabilitate the old quay within the Free Zone Port
- Concept and feasibility study for the building of an Intermodal Logistics terminal
 - Build a tri-modal covered "all-weather" terminal: 200 m length, 40 m width, 15 m height
 - Build a truck parking area to serve the terminal
 - Purchase environmentally friendly equipment for the terminal: 2 bridge cranes with a span of 38 m and a lifting capacity of 42 tons, 2 fork-lifters for the transportation of goods
- Concept for the software used to manage the supply-chain within the terminal

The concepts and studies elaborated have made it possible to obtain a series of permits & certificates and to initiate the necessary environmental procedures for the works planned to start in 2016:

- Town planning certificate for the demolition of the old ferry-boat station including a list of all other permits required for the works to be performed by Giurgiu Municipality – 25/08/2014

- Demolition authorization for the old ferry boat station – Giurgiu Municipality – 30/12/2014
- Town planning certificate for the railway level crossing including a list of all other permits required for the works to be performed by Giurgiu Municipality – 19/02/2015
- Town planning certificate for the eco-restoration measures implemented by Giurgiu Municipality – 19/02/2015
- Town planning certificate for the rehabilitation of the road within Giurgiu Free Zone Port – Free Zone Administration – 15/01/2015
- Environmental Permit for the rehabilitation of the road within Giurgiu Free Zone Port – Free Zone Administration – 03/02/2015
- Building permit for the road rehabilitation made by the Free Zone Administration - 03/03/2016
- Town planning certificate for the rehabilitation of the quay within Giurgiu Free Zone Port – Free Zone Administration – 19/01/2015
- Environmental Permit for the rehabilitation of the quay within Giurgiu Free Zone Port – Free Zone Administration – 03/02/2015
- Building permit for the quay rehabilitation made by the Free Zone Administration – 03/03/2016
- Town planning certificate for the intermodal terminal including railway, waterway & road connections including a list of all other permits required for the works to be performed by ILR Logistica Romania – 04/02/2015
- Environmental agreement for the execution of the works submitted to the Environmental Protection Agency in Giurgiu by ILR Logistica Romania – 18/02/2015
- Building permit for the intermodal terminal including railway, waterway & road connections for the works to be performed by ILR Logistica Romania – 21/12/2015
- Initiation of the Environmental Impact Assessment procedure in line with the Romanian & European legislation – 04/02/2015 (after receipt of the Town planning certificate)
- Finalization of the Environmental Impact Assessment procedure in line with the Romanian & European legislation – 24/11/2015

6. PUBLICITY

6.1 What measures have been taken to publicise the Action (including EC funding)?

In line with the Dissemination Plan, the following outputs/tools have been delivered to publicise the Action:

- 5 templates delivered in order to ensure a common visual identity for the Action: power point presentation (1), press conference invitations (1), list of participants (1), meeting minutes (1), study/reports (1)
- 1 project logo included on the dissemination materials produced
- 1 project section available on the ILR website: <http://www.ilr.com.ro/projects/high-performance-green-port-giurgiu.html>
- 1st press conference organized on 12/03/2014 in Giurgiu with 39 participants
- Final press conference organized together with the Public Port Information Day (event organized for the promotion of the project) – 25/06/2015 Giurgiu with 43 participants
- A **3D port model** was produced on 10/06/2015 and displayed at the final press conference (25/06/2015) and at the TEN-T Days in Riga (22-23/06/2015)
- A series of **promotional items** was also produced as follows:
 - **ILL produced the following materials on 07/03/2014 to be delivered at the 1st press conference:**
 - 150 project folders including the presentation and project information delivered
 - 50 USB flash drives – 2GB
 - **115 pieces of each of the following materials were made on 23.01.2015 (Giurgiu Municipality)**
 - Ball pens
 - USB flash drives – 2GB
 - Notebooks 100 pages each
 - Folder
 - Gift Bag

These promotional items were distributed at the events attended by Giurgiu Municipality: *Stakeholder Conference- Strengthening the Urban Dimension of the Danube Region* (Vienna/AT, 26-27/01/2015) & *Steering Committee Meeting & Political Council of PLATFORMA – the voice of European local and regional authorities for development* (Brussels/BE, 9-10/04/2015)

- **ILL produced the following materials on 10/06/2015 to be delivered at the 2nd press conference:**
- 50 USB flash drives – 4GB
- **115 pieces of each of the following materials were made on 30.07.2015 (Giurgiu Municipality)**
- USB flash drives – 2GB
- Folder
- Gift Bag
- Personal organizer
- Wall calendar

These promotional items were distributed by Giurgiu Municipality at the Day of the Romanian Naval Forces on 15/08/2015 in Giurgiu

- Events attended by the consortium members to promote the project:
 - Logistics in 2030 - Challenges and the Way Forward - Brussels/BE, 08/11/2013 (project presentation delivered)
 - 3rd Annual Forum of the EU Strategy for the Danube Region – Vienna/ AT, 26-27/06/2014 (project presentation and project newsletter delivered)
 - Pro Danube International General Assembly – Vienna/AT, 17/10/2014 (project presentation delivered)
 - Stakeholder Conference- Strengthening the Urban Dimension of the Danube Region - Vienna/AT, 26-27/01/2015
 - Steering Committee Meeting & Political Council of PLATFORMA – the voice of European local and regional authorities for development - Brussels/BE, 9-10/04/2015
 - 2015 TEN-T Days – Riga/LV, 22-23/06/2015 (project promotional stand with presentation 3D port model and project newsletter)
- Relying on the experience acquired during the current Action ILR & Giurgiu Municipality were invited to become members of a consortium regarding the formation of a Danube Ports Network – DAPhNE submitted under the Danube Transnational programme on 02/11/2015
- The project was intensely promoted in the media: a report was made including all the articles & videos connected to the project in 2014 and a similar report is also available for 2015

7. ENVIRONMENT

7.1 Overview of the activities with respect to the Environmental aspects during the period of the Action

The Action is a study and it makes the preparatory steps towards completing the works associated to developing an all-weather intermodal terminal in the vicinity of Giurgiu Free Zone Area. As such, a series of reports connected to environmental aspects have been elaborated within the project. These are:

- *Environmental assessment – 06/03/2015 (SuAct.1.3 Environmental Assessment)* – analysing the status-quo of the environmental elements in Giurgiu Port area prior to the development of the green port.
- *Report on selected eco-measures and assessment of their relevance for the port of Giurgiu- 22/08/2014 (SuAct.2.1 Green & Energy efficient Danube port model)*- an inventory of eco-measures that have been applied to ports in general (inland and maritime) and make a selection of the most suitable ones in the case of Giurgiu Port
- *Environmental design model for Giurgiu Port (SuAct.3.2 Environmental management concept)* – the infra- & super-structure concepts developed take into account the highest eco-standards to be applied in Giurgiu Green Port

7.2 Do all activities continue to comply with EU legislation?

If **NO** please explain why

YES
 NO

All the activities carried out within the current Action are in line with the EU & Romanian legislation regarding environmental aspects.

7.3 Have new activities involving environmental issues occurred since the start of the project?

If **YES** please explain which

YES
 NO

In order to speed up the construction of the works, the consortium members needed to prove that the plans made for the all-weather intermodal terminal and the connected infrastructure (road rehabilitation, railway development and rehabilitation, works on the waterside infrastructure) do not represent a danger to the environment. For this reason the procedure was initiated regarding the Environmental impact assessment of these works, in line with the EU & Romanian legislation.

The Environmental impact assessment consists of 4 phases and can take up to 200-250 days.

The 4 phases are:

- Detail assessment phase
- Environmental assessment decision phase
- Environmental assessment scoping guidance phase
- Environmental impact assessment report analysis phase

The consortium members were assisted by a specialized company in this field and the procedure and was finished on 24/11/2015.

7.4 Was an assessment of the carbon footprint of the project carried out?

If **YES** please explain the results

YES
 NO

N/A since the tasks carried out in the current Action are connected to the elaboration of studies/ reports, etc.

8. VALIDATION OF THE MEMBER STATE

(if the report is prepared by the Implementing body or a Beneficiary, which is not a Member State)

Name	
Position	
Entity	
Telephone N°	
e-mail	

The Member State certifies that:

1. the information provided in this report is correct and justified;
2. all the information entered by the Beneficiary in this request for payment is fully reliable and true, the costs have been actually incurred during the eligible period and are eligible in accordance with the Decision granting financial aid, all receipts have been declared, and the request for payment is substantiated by adequate supporting documents that can be checked (see Article III.3.5 para 3 of the Decision granting Community financial aid) in connection with its implementation;
3. the accounting rules used to record eligible costs comply with the accounting rules in force;
4. all obligations relating to the payment of taxes and social security contributions pursuant to the applicable legislation have been complied with;
9. the activities described in Article II.2.3 of the Decision have not benefited from any other Community funding.

This certificate is based on³:

- internal audit
 external audit
 other form of verification carried out by the Member State (please specify _____)

Date of audit/verification:

³ The Member State may undertake an audit or any other form of verification.

Overall assessment of the Member State (including conclusions and recommendations):

Date of validation

Signature

Stamp