6TH ANNUAL FORUM

OF THE EU STRATEGY FOR THE DANUBE REGION

18 and 19 October 2017 BUDAPEST

THEMATIC OVERVIEW

OF THE 6TH ANNUAL FORUM OF THE EU STRATEGY FOR THE DANUBE REGION

The Hungarian Presidency of the
EU Strategy for the Danube Region

MINISTRY OF
FOREIGN AFFAIRS AND TRADE
OF HUNGARY

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REKK

SZÁZADVÉG
Economic Research Institute

DANUBE REGION
strategy
Energy

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Interreg
EUROPEAN UNION
Danube Transnational Programme

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a secure,
CONNECTED
and prospering
DANUBE REGION

INTRODUCTION

The Hungarian Presidency of the European Union Strategy for the Danube Region (EUSDR) has chosen regional energy security, transport infrastructure development and clean connectivity as thematic focuses for its one-year term. Connecting transboundary infrastructure networks in the field of energy and transport alike is a necessary pre-requisite for the smooth functioning of integrated markets. Balanced economic growth across the Danube Region can only be achieved through the elimination of bottlenecks in the transport of goods, services and energy.

The successful implementation of the EUSDR requires the efficient functioning of not only its Priority Areas, but also of certain horizontal elements, such as project financing. As a consequence, the timely implementation of all strategic projects, the realization of Transnational and Cross-Border Cooperation programs and the utilisation of other financial instruments are essential to the success of the EUSDR. ***Well-designed financial mechanisms and grants are prerequisites to fully unlocking the potential of the EUSDR and its programs. The Presidency stresses the importance of the strong representation of the EUSDR and its interests in the upcoming negotiations of the EU's Multi-Annual Financial Framework for the post-2020 period.***

ENERGY SECURITY

POLICY BACKGROUND

Developing a trans-European infrastructure network in the f eld of energy is a key EU policy, as it is a necessary pre-requisite for the smooth functioning of the integrated and secure European energy markets. There are inherent barriers to developing trans-European infrastructure elements, as, in most cases, costs and benef ts are unevenly distributed amongst the countries involved. A good example of such an asymmetric cost and benef t distribution involves the development of gas corridors, where countries building such links will bear all construction costs, but distant countries would also benef t due to increased trading opportunities.

In order to overcome these barriers, the European Union has put substantial effort into building a strategy for the trans-European networks (TEN-E regulation). The next policy milestone was adopting regulation No. 347/2013 on energy networks, which determines the main directions of building trans-European corridors of strategic importance. Besides these regulatory instruments, the Connecting Europe Facility (CEF) was created to help f nance infrastructure elements that are key to the functioning of an integrated EU market. Over €30 billion is set aside for transport and energy infrastructure projects for the period of 2014-2020, with preferential access given to countries that are eligible for Cohesion Fund support, including EU Member States of EUSDR countries. Based on the TEN-E regulation, key network infrastructure elements were identif ed. In the f eld of energy, PCI (Project of Common Interest) and PECI (Project of Energy Community Interest) project lists were prepared to help private investors and international f nancial institutions focus their activities on projects with EU or Energy Community interests, and to promote their realization with streamlined licensing and granting processes.

The special feature of many of the Danube Region countries with more modest income levels is that their ability to f nance these developments are limited due to their budgetary problems and high costs of capital. Private investors would only be interested in participating in these infrastructure developments if their investment risks were

reduced, or if the project is granted preferential treatment. For the non-EU Danube Region countries, many of the f nancing tools that are available to EU Member States are inaccessible (e.g. CEF and Cohesion Fund sources). *The Presidency is of the opinion that some of the currently available f nancing tools should be made partly accessible to non-EU states through the Energy Community's PECI selection procedure for the post-2020 period.*

MANAGING A POSSIBLE SHIFT IN THE GAS SUPPLY ROUTES AFTER 2020

Further accelerating the energy infrastructure investments in the EUSDR is crucial, as the map of the Central and South-East European supply routes are likely to undergo profound transformations. One of the key drivers indicating this immanent shift is the concept of the Nord Stream 2 project, as it is designated to become the key supply route for the majority of Russia's European gas-exports. As a consequence of the potential downsizing of the Ukrainian transit route which has been the primary Russian corridor towards Central and Eastern European gas customers, *the Presidency supports the region in joining its efforts in order to complete the building of resilient and well-interconnected gas networks by no later than 2020.* For Europe, this underlines the signif cance of reinforcing energy security through regional cooperation evermore.

With the implementation of the Polish and Lithuanian liquef ed natural gas (LNG) terminals, signif cant progress was made towards the realization of the North-South Energy Corridor. The Central and South Eastern Europe Gas Connectivity (CESEC) initiative represents a critical platform in

CENTRAL AND SOUTH-EASTERN EUROPE GAS CONNECTIVITY PROJECTS

identifying and accelerating the realization of the missing energy infrastructure projects connecting Central Europe and the Balkans. In order to successfully advance the creation of integrated and liquid energy markets, strengthening cooperation with neighbouring Energy Community members such as Ukraine, Moldova, Bosnia-Herzegovina and Serbia is of the utmost importance.

Beyond developing the missing links and thus establishing a direct connection to the Southern Corridor, the *Presidency is emphasising that Croatia and Romania could be key routes for new supplies entering the Danube Region, thus enabling access to three different gas sources.* As a gateway to global LNG supplies, the Croatian LNG project can become a game changer in EUSDR energy security, while Romania, as an emerging regional supplier, holds potential through the exploration of its offshore Black Sea gas reserves.

TRANSPORT[1]

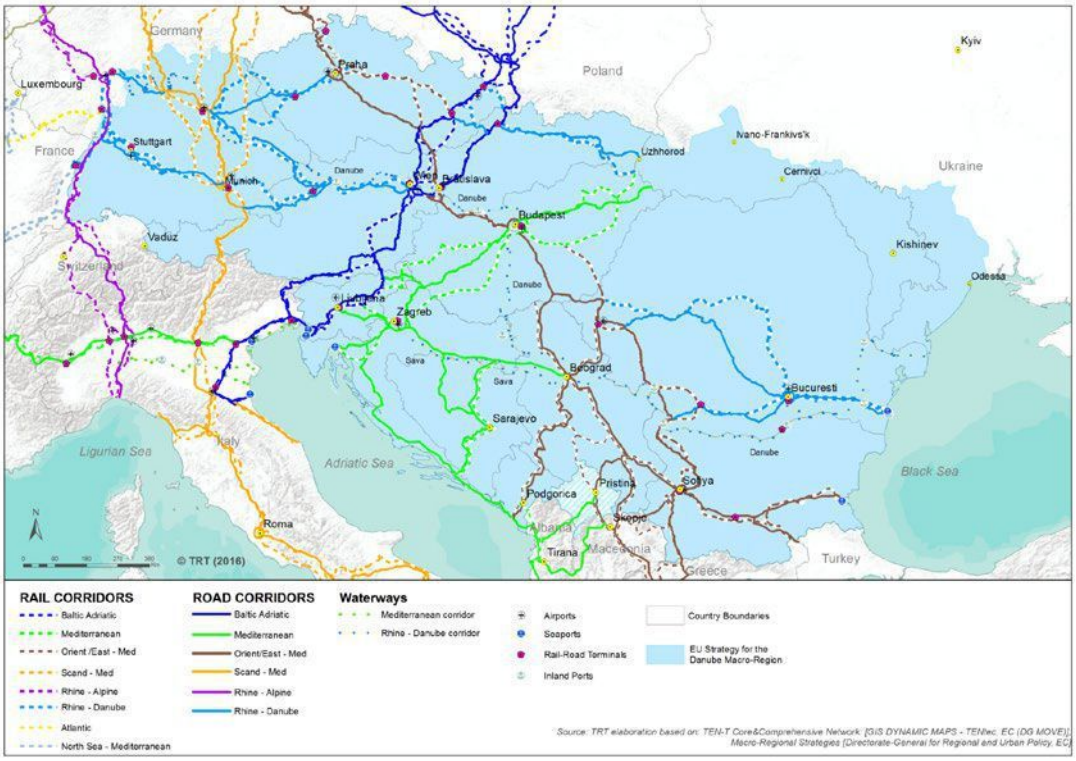
The EUSDR assembles three transport areas: the Trans-European Transport Network (TEN-T) network, the Western Balkans SEETO (South-East Europe Transport Observatory) network and the Eastern Partnership strategic network. The TEN-T network has two layers: the core network, which carries most of passenger and freight flows, and the comprehensive network, which ensures access to the core network. As part of the TEN-T core network, the Core Network Corridors (CNC) represents the main axis on which efforts are made to (i) remove bottlenecks, (ii) fill missing links and (iii) promote integration and interoperability amongst transport modes.

The development of the transport network infrastructures towards the Eastern Partnership countries is a key element of the

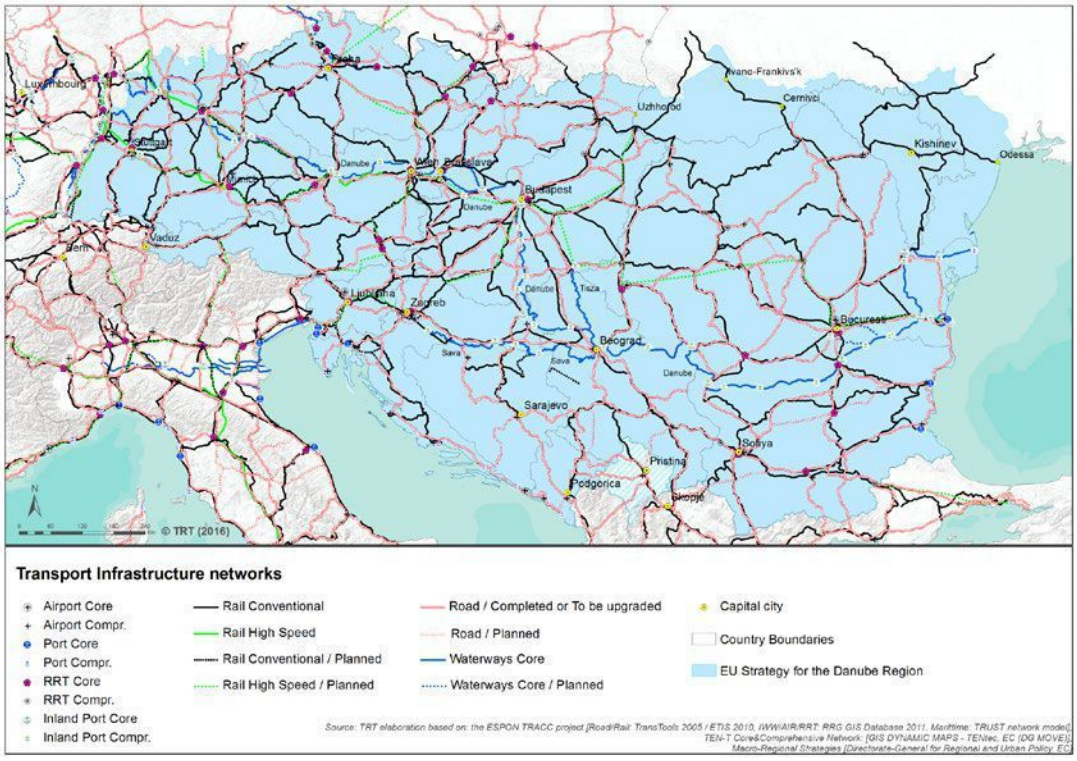
TEN-T CNC	EU MEMBER STATES CROSSED	CNC EXTENSION TO NON-EU COUNTRIES
Baltic-Adriatic	Czech Republic, Slovakia, Austria, Slovenia	
Mediterranean	Slovenia, Croatia, Hungary	Bosnia and Herzegovina, Serbia, Montenegro
Rhine-Danube	Germany, Slovakia, Austria, Hungary, Croatia, Romania, Bulgaria, Czech Republic	Serbia, Ukraine
Orient/East-Med	Czech Republic, Austria, Slovakia, Hungary, Romania, Bulgaria	Serbia, Montenegro
Rhine-Alpine	Germany	
Scandinavian-Mediterranean	Germany, Austria	

THE DANUBE REGION COUNTRIES INTERSECTED BY THE TRANS-EUROPEAN TRANSPORT NETWORK CORE NETWORK CORRIDORS

[1] *This section was extracted – with the approval of Priority Area 1b Coordinator (PAC) of Slovenia - from the study commissioned by the EIB on behalf of Priority Area 1b of the EU Strategy for the Danube Region and published on 30 June 2017 by the European Investment Bank. The study is entitled 'Transport Study for the Danube Macro-Region', and can be accessed here:* ***https://www.danube-transport.eu/documents.***



THE TRANS-EUROPEAN TRANSPORT NETWORK CORE CORRIDORS CROSSING THE DANUBE REGION, INCLUDING INDICATIVE EXTENSIONS INTO THE WESTERN BALKANS



ROAD AND RAIL NETWORK IN THE DANUBE REGION

European Neighbourhood Policy. The Eastern Partnership initiative included the extension of TEN-T towards the transport network of the neighbouring countries and a list of priority infrastructure projects was agreed between the EU and Eastern Partnership Transport Ministers.

THE CURRENT TRANSPORT DEMAND

The estimations of the current transport demand volumes of the countries of the EUSDR based on a number of sources suggests an exchange of freight of 1.2 billion tonnes per year, while 3.9 billion passengers per year travel in the region. The modal split is markedly in favour of the road transport, which dominates both freight and passengers. The variation of freight volumes through time shows a higher increase of the road mode compared to rail, while in terms of the variation of passenger volume the opposite is true.

Volumes transported by road and rail modes are mostly domestic and concentrated in the EU Member States. Not surprisingly and similarly to the EU, the land transport modal share is imbalanced in favour of the road transport both for passengers and freight. Dealing with the context of the TEN-T Core Network Corridors and their extensions to accession and neighbouring countries, the long distance road demand segment is within the interval of 5%-20% for freight and 2%-7% for passenger volumes, respectively. Air transport volume observed for 73 airports from 2010 to 2015 shows that passengers increased from 125 to 146 million (i.e., 17.3%). Regarding cargo, the volume increased from 843 to 915 tonnes (i.e., 8.5%). The majority of the demand transits through Munich and Vienna hubs, while other primary international airports are in Bucharest, Budapest, Praha, Sofia, Belgrade and Zagreb.

From 2010 to 2015 maritime freight demand, generated by Adriatic (around 25%) and Black Sea ports (around 75%), increased from 133 to 149 million tonnes (with an average annual growth of 3%); dry bulk goods accounts for the largest share, (i.e., 44% of total volume), followed by liquid bulk goods (i.e., 28%) and large containers (i.e., 14%). The picture is different as regards passengers, where Croatian ports account for almost the entirety of the traffic, which grew from 23 to 27 million between 2006 and 2015. Concerning inland waterways, the volume of goods shipped yearly on the Danube River shows an oscillating trend through the years. The ports with higher traffic (i.e., 3-4 million per year) are those interested in sea-river relations (i.e., in Romania and Ukraine on the lower Danube) or by more intense multimodal flows (i.e., on the upper Danube).

TRANSPORT MODE	UNIT OF MEASUREMENT	ROAD		RAIL		TOTAL	
		2010	2015	2010	2015	2010	2015
Freight	thousand tonnes	937,657	989,476	220,147	224,764	**1,157,804**	**1,214,240**
	modal share (%)	81.0	81.5	19.0	18.5	**100.0**	**100.0**
	variation (%)	+5.5		+2.1		**+4.9**	
Passengers	thousand passengers	3,613,646	3,725,783	204,995	229,496	**3,818,679**	**3,955.280**
	modal share (%)	94.6	94.2	5.4	5.8	**100.0**	**100,0**
	variation (%)	+3.0		+12.0		**+3.5**	

ESTIMATED VOLUMES OF TRANSPORT FLOWS IN THE DANUBE REGION

THE PROJECTIONS UNTIL 2030

The projections of key socio-economic drivers and demand volumes for road, rail and air transport modes are elaborated in the form of indicative annual growth rates for the period from 2015 to 2030. Given the marked heterogeneity of the data sources, these projections should be treated with caution. In this respect, concerning the key socio-economic drivers and demand volumes of the countries of the EUSDR from 2015 to 2030, it can be observed that:

1. The population is expected to decline from 90.9 to 89.3 million inhabitants (i.e. -17%).
2. GDP is expected to increase by 24.5%.
3. Passenger cars will remain the dominant mode of transport, though with a modal share declining from 73% to 71%. Modal shares will grow for rail (from 10% to 11%) and – more substantially – for air (from 6% to 8% with the highest annual growth rate of +3.6%);

With respect to transport activities, transport by road is to keep the lion share, both for passengers and freight, although, depending on future infrastructure developments, its share could slightly decline through time in favour of rail. For the TEN-T Core Network Corridors crossing the EUSDR, the picture is relatively varied: western countries attract the majority of demand volumes but are projected to reduce their growth rate, while countries of the eastern side of the region show lower demand volumes but would are projected to grow at higher annual growth rates. In competition with the land modes, transport by inland waterways on the Danube River is not expected to grow signif cantly.

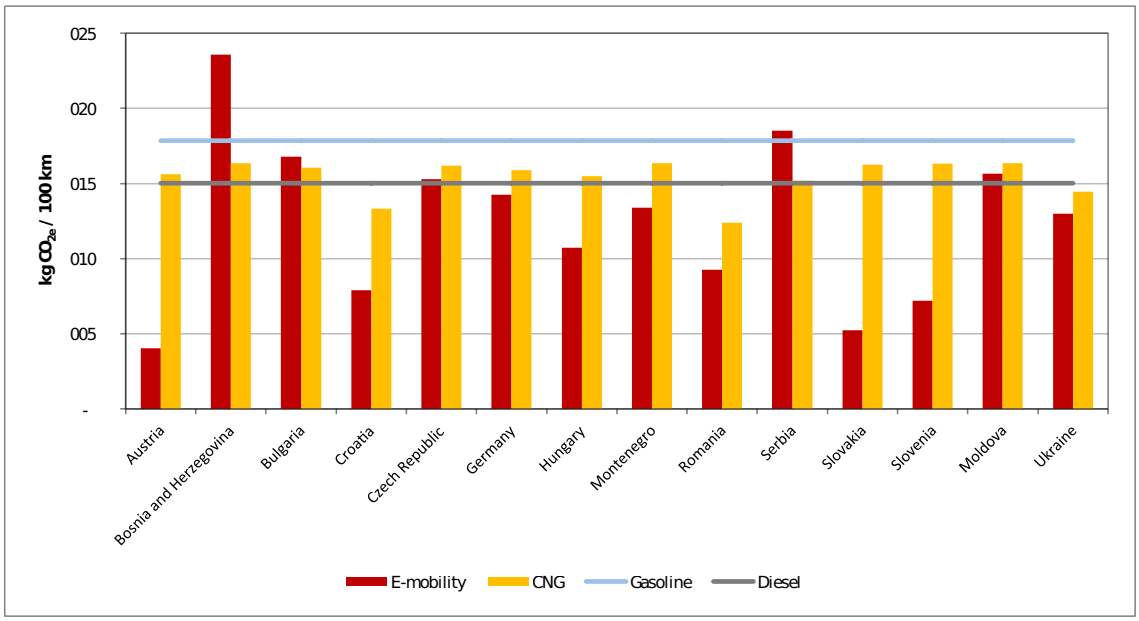
Concerning the sections of the TEN-T Core Network Corridors towards the Western Balkans, the highest road traff c projections are foreseen to be along the extensions of the Mediterranean Core Network Corridor in Bosnia and Herzegovina and Orient/ East-Med Core Network Corridor in Serbia, especially around urban agglomerations. The demand trends of neighbouring countries indicate a general increase, more visible on the rail sections Odessa-Ternopol and L'viv-borders with Hungary and Romania and on the road section Odessa-Uman-Kiev. As also suggested by Eurocontrol, air transport would increase appreciably on an annual basis, especially in the Eastern EU Member States, Western Balkans and neighbouring countries.

CLEAN TRANSPORT

The EU Strategy for the Danube Region connects countries that are not only highly heterogeneous in terms of their economic performance, but also in terms of their transport sectors. Clean connectivity and interoperability in the region thus means connecting countries with highly diverging characteristics in passenger and freight transport. This divergence even among neighbouring countries suggests that the way in which the alternative fuels market will unfold in each respective country of the Danube Region will indeed be rather different, both in terms of timing and in technology. Therefore, close cooperation and coordination is required for interoperability to be achieved at the regional level.

The question of clean connectivity in the Danube Region will effectively become a question of how to integrate EU member and non-EU member countries to the alternative transport infrastructure that will develop on the back of the 2014/94/EU Directive. The EU has established ambitious targets for itself and a considerable part of the emission reduction must come from the transport sector. If the citizens of EU countries are discouraged from the purchase and use of alternative fuel vehicles as a result of the lack of the infrastructure in neighbouring countries limiting their usage opportunities, then the emission reduction targets for EU countries themselves may be compromised as well.

The Századvég report commissioned by the Hungarian EUSDR Presidency argues that at least 10 years will be necessary to achieve full interoperability within the region in the field of clean transportation. Realistically, the region has two options pertaining to alternative fuels, electric mobility and natural gas. As for first option, generation liquid biofuels, these fuels only provide for a short-term solution, without any kind of beneficial technological lock-in effect that could ensure long-term emission reduction. Accordingly wide-scale support for these fuels will likely be withdrawn post 2020 in the EU. Hydrogen, on the other hand, provides for a true alternative and has the greatest potential of being virtually carbon-free in many subsectors of transportation. However, most of



WELL-TO-WHEEL EMISSIONS OF FUELS IN DANUBE REGION COUNTRIES IN 2014

the EU countries do not seem to be committed, as of yet, to develop hydrogen supply chains on a large scale.

The emission intensity of alternative fuels differs greatly across the region. Electricity proves to be of inferior climate performance, if the electricity mix of the country is dominated by fossil fuels, such as coal and natural gas. CNG (compressed natural gas) is superior to gasoline in all instances; however, the carbon dioxide savings are questionable relative to diesel, although natural gas has the advantage of being free from particulate matter and nitrogen oxides emissions are lower.

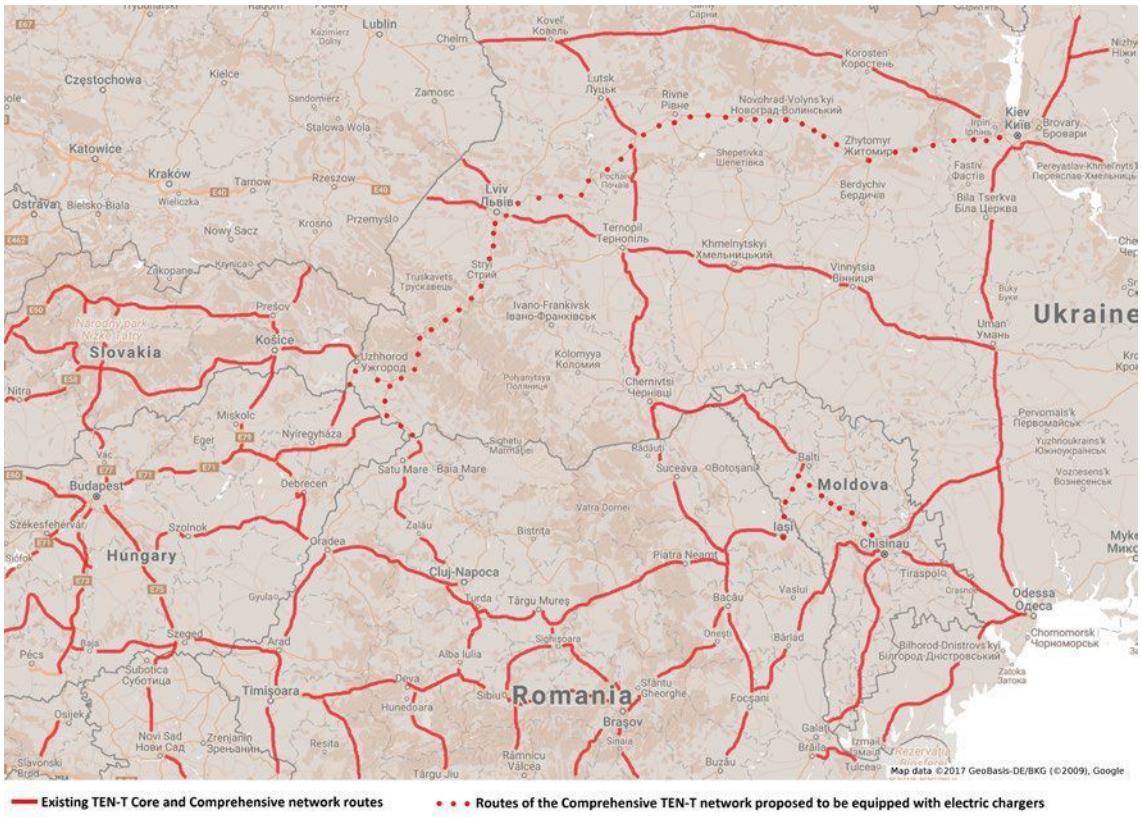
Despite the divergence in carbon dioxide emissions between natural gas and e-mobility, both technologies have a future within the alternative transport sector in the countries of the Danube Region. E-mobility should provide for the primary means of alternative personal transport. Natural gas, on the other hand, should be promoted for use in the long-haul goods transport, as the region provides for an important transport corridor in east to west directions.

Developing alternative fuel technologies and vehicles are meaningless without an appropriate f lling and recharging infrastructure that allows for these vehicles to circulate without signif cant limitations in their performance and mileage. It is the network of these individual infrastructure elements that creates the basis for interoperability across cities and countries. The question of interoperability is a key aspect of European transport policy and it is through the TEN-T core and comprehensive networks that the EU wishes to enhance and enable the seamless connection of its Member States. In recent years though, the TEN-T networks have been indicatively extended into third countries as well, a recognition of the fact that through the increased mobility of employees, tourism and road haulage, the EU and neighbouring countries together form a transport system. Thus, the core TEN-T network now indicatively penetrates Serbia, while the comprehensive network connects Bosnia and Herzegovina, Montenegro, Moldova and Ukraine to the core European transport routes. In the past interoperability was preoccupied with physically connecting

countries; however, the need to decarbonise the transport sector will require the TEN-T routes to be equipped with alternative fuels infrastructure in the spirit of interoperability.

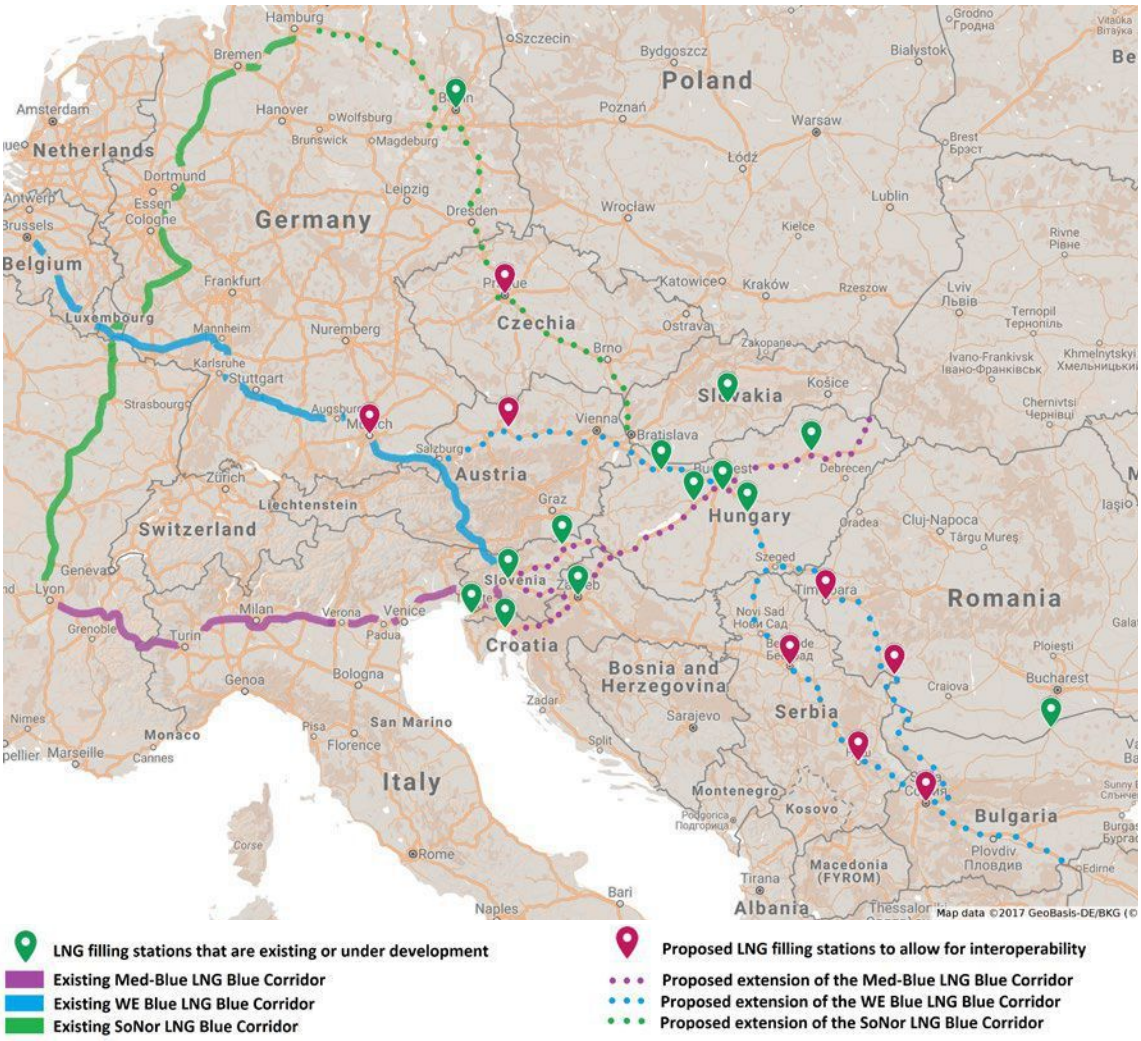
Considering the present legal framework that governs the TEN-T network, there are two obstacles standing in the way of international efforts in removing infrastructural bottlenecks of alternative fuels in the Danube Region. First of all, the present regulation by no means requires that the comprehensive network be equipped with alternative fuel charging or refuelling infrastructure, but the non-EU Danube Region states are mainly penetrated by the comprehensive network. Most importantly however, projects that seek the development of sustainable transport practices in third countries are not yet eligible for funding from the EU, and the Union may cooperate - giving non-f nancial assistance - only to promote the interoperability between the trans-European transport network and networks of third countries. As a result, the current legislation leaves little room to provide for EU f nanced projects that aim to develop the alternative fuel infrastructure in third countries. These regulations will need to be amended if interoperability is to be achieved at the regional level.

To identify routes that need to be equipped with alternative fuels infrastructure, the Hungarian Presidency proposes to not only indicatively extend the TEN-T core network, but these indicative segments should become an integral part of the TEN-T network and thus be equipped with the required electric charging and, potentially, LNG infrastructure. For Ukraine



Source: Google Maps

INDICATIVE MAP OF THE COMPREHENSIVE TRANS-EUROPEAN TRANSPORT NETWORK EXTENDED INTO UKRAINE AND MOLDOVA



LNG filling stations that are existing or under development

Existing Med-Blue LNG Blue Corridor

Existing WE Blue LNG Blue Corridor

Existing SoNor LNG Blue Corridor

Proposed LNG filling stations to allow for interoperability

Proposed extension of the Med-Blue LNG Blue Corridor

Proposed extension of the WE Blue LNG Blue Corridor

Proposed extension of the SoNor LNG Blue Corridor

Source: Google Maps

PROPOSED LIQUEFIED NATURAL GAS (LNG) BLUE CORRIDORS WITHIN THE DANUBE REGION

and Moldova, where the most important road networks are indicatively part of the comprehensive TEN-T network, the Presidency proposes that at least the capitals of these countries should be accessible via roads that are equipped with electric chargers. Reaching Kiev from the Slovakian and Hungarian border requires 10-12 100 kW fast chargers within Ukraine, while to reach Chisinau 2-3 100 kW fast chargers are required in Moldova, if the route connects onto the Sebes-Iasi core network in Romania. Given the current share of transiting freight through Ukraine and Moldova, the development of the LNG infrastructure is at present not a priority and the servicing of the small-scale LNG infrastructure in these countries would be too costly given the distance from current sources of LNG.

In the case of Serbia, the requirement is to have at least 12-15 100 kW fast charging points along the core and comprehensive parts of the TEN-T network. To allow for the transiting freight transport, the report proposes to have at least two LNG f lling stations deployed in Serbia within the vicinity of Belgrade and Nis. These Serbian LNG stations could serve as key infrastructure elements in the extension

of the Blue LNG corridors through Hungary, Slovakia, Austria and the Czech Republic in order to reach Germany and there connect with the already existing WE Blue, SoNor and Med-Blue Corridors. We estimate that with the installation of eight additional LNG stations in these countries, a SE-NW LNG corridor can be established, thereby connecting Turkey to Germany.

In Bosnia and Herzegovina, the requirement is to have at least 7-10 fast chargers. With these electric charging infrastructure developments in mind, it should be remembered that, while the interoperability with electric transport in both Serbia and Bosnia and Herzegovina may be accomplished, it can only be done at the expense of higher carbon emissions given the generation mix of the two countries at present. Finally, the report proposes that 5-7 fast charging points in Montenegro is adequate to reach interoperability with electric vehicles. The amount of freight transiting through Montenegro and Bosnia and Herzegovina does not justify the installation of an LNG filling station at present.

Based on market information and the projects that have received funding so far under the Connecting Europe Facility, it is estimated that the installation cost of a 100 kW fast electric charger is EUR 50,000, while the deployment of an LNG filling station can be achieved from EUR 1,000,000. Regarding the timing of the proposed developments, funds should be earmarked in the next EU budgeting cycle (2021-2027) that specifically target the development of the alternative fuels infrastructure in the EUSDR countries. *The report estimates that installing the minimum infrastructure necessary for the interoperability of electric- and LNG-powered vehicles within the Danube Region would cost EUR 10,350,000. The Hungarian Presidency also proposes that these developments in neighbouring countries should be completed by 2025, so that non-EU states will not lag behind*

	NO. OF ELECTRIC CHARGING POINTS	NO. OF LNG FILLING STATIONS	COST OF ELECTRIFICATION	COST OF GASIFICATION
Ukraine	10-12	0	EUR 600,000	n/a
Moldova	2-3	0	EUR 150,000	n/a
Serbia	12-15	2	EUR 750,000	EUR 2,000,000
Bosnia and Herzegovina	7-10	0	EUR 500,000	n/a
Montenegro	5-7	0	EUR 350,000	n/a
Bulgaria	Dealt through Directive 2014/94/EU and national alternative fuels framework policies.	1	n/a	EUR 1,000,000
Romania		2	n/a	EUR 2,000,000
Germany		1	n/a	EUR 1,000,000
Austria		1	n/a	EUR 1,000,000
Czech Republic		1	n/a	EUR 1,000,000
SUM	**36-47**	**8**	**EUR 2,350,000**	**EUR 8,000,000**

PROPOSED INFRASTRUCTURE DEVELOPMENTS TO ACHIEVE INTEROPERABILITY OF ELECTRIC AND NATURAL GAS VEHICLES IN THE DANUBE REGION

alternative transport development, thereby also enabling the growing alternative f eet of EU countries to circulate in an ever-larger part of Europe.

With the advancement of electricity and natural gas as a transport fuel, the energy policies and strategies of countries can converge with policies that strive to achieve sustainability in the electricity sector or the energy security issues that characterise the supply of natural gas. Consequently, the report proposes that, under the auspices of the Energy Community, non-EU states in the Danube region shall prepare a report by 2020 that, similarly to the national policy frameworks in relation to Directive 2014/94/EU, establishes non-binding targets concerning alternative fuel sector development, thereby providing a platform to formalise support policies. This is essential, as the report revealed that the commonly held assumption that the alternative fuels infrastructure development will incentivize vehicle usage is unsubstantiated; therefore, these national policy frameworks would be ideal platforms to formalise support measures for obtaining vehicles, which could effectively complement the policies formulated at the international level.

DANUBE TRANSNATIONAL PROGRAMME[2]

The Danube Transnational Programme (DTP) is a financing instrument of the European Territorial Cooperation (ETC, also known as Interreg) initiative. ETC is one of the goals of the European Union cohesion policy. The DTP promotes economic, social and territorial cohesion in the EUSDR through policy integration in selected fields. The transnational cooperation programme acts as a policy driver and pioneer to tackle common challenges and needs in specific policy fields where transnational cooperation is expected to deliver tangible results.

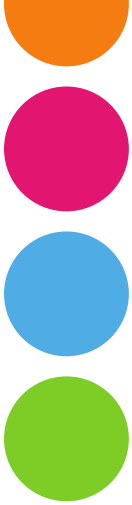
The total budget is €274 million. DTP approved 54 projects in 12 Thematic Poles, as listed below. The Poles are partially aligned to the EUSDR Priority Areas.

NAME OF THE PROJECT	WEBSITE
1. Innovative ecosystem for SMEs	
Accelerator	http://www.interreg-danube.eu/approved-projects/accelerator
CrowdStream	http://www.interreg-danube.eu/approved-projects/crowdstream
DanuBioValNet	http://www.interreg-danube.eu/approved-projects/danubiovalnet
EcoInn Danube	http://www.interreg-danube.eu/approved-projects/ecoinn-danube
FORESDA	http://www.interreg-danube.eu/approved-projects/foresda
Made in Danube	http://www.interreg-danube.eu/approved-projects/made-in-danube
MOVECO	http://www.interreg-danube.eu/approved-projects/moveco
Smart Factory Hub	http://www.interreg-danube.eu/approved-projects/smart-factory-hub
InnoHPC	http://www.interreg-danube.eu/approved-projects/innohpc
2. RDI framework support	
D-STIR	http://www.interreg-danube.eu/approved-projects/d-stir
ResInfra@DR	http://www.interreg-danube.eu/approved-projects/resinfra-dr
RI2integrate	http://www.interreg-danube.eu/approved-projects/ri2integrate

[2] More information about the DTP projects: **www.interreg-danube.eu**

NAME OF THE PROJECT	WEBSITE
3. Entrepreneurial learning system	
DA-SPACE	http://www.interreg-danube.eu/approved-projects/da-space
NewGenerationSkills	http://www.interreg-danube.eu/approved-projects/newgenerationskills
Excellence-in-ReSTI	http://www.interreg-danube.eu/approved-projects/excellence-in-resti
SENSES	http://www.interreg-danube.eu/approved-projects/senses
DIGITRANS	http://www.interreg-danube.eu/approved-projects/digitrans
4. Water management	
CAMARO-D	http://www.interreg-danube.eu/approved-projects/camaro-d
DanubeSediment	http://www.interreg-danube.eu/approved-projects/danubesediment
DriDanube	http://www.interreg-danube.eu/approved-projects/dridanube
JOINTISZA	http://www.interreg-danube.eu/approved-projects/jointisza
5a. Cultural values in the Danube region	
ART NOUVEAU	http://www.interreg-danube.eu/approved-projects/art-nouveau
DANUrB	http://www.interreg-danube.eu/approved-projects/danurb
CultPlatForm_21	http://www.interreg-danube.eu/approved-projects/cultplatform-21
Iron-Age-Danube	http://www.interreg-danube.eu/approved-projects/iron-age-danube
INSiGHTS	http://www.interreg-danube.eu/approved-projects/insights
NETWORLD	http://www.interreg-danube.eu/approved-projects/networld
5b. Natural values in the Danube region	
DANUBEparksCONNECTED	http://www.interreg-danube.eu/approved-projects/danubeparksconnected
ECO KARST	http://www.interreg-danube.eu/approved-projects/eco-karst
Coop MDD	http://www.interreg-danube.eu/approved-projects/coop-mdd
Danube GeoTour	http://www.interreg-danube.eu/approved-projects/danube-geotour
LENA	http://www.interreg-danube.eu/approved-projects/lena
6. Sustainable mobility	
CHESTNUT: supports sustainable urban mobility less dependent on car	http://www.interreg-danube.eu/approved-projects/chestnut
CityWalk: promotes walking as the most sustainable mode of transport	http://www.interreg-danube.eu/approved-projects/citywalk
eGUTS: promotes e-mobility	http://www.interreg-danube.eu/approved-projects/eguts
Linking Danube: fosters environmentally-friendly mobility and balanced accessibility	http://www.interreg-danube.eu/approved-projects/linking-danube
Transdanube.Pearls: develops integrated sustainable mobility services	http://www.interreg-danube.eu/approved-projects/transdanube-pearls
TRANSGREEN: develops environmentally-friendly and safe road and rail transport	http://www.interreg-danube.eu/approved-projects/transgreen

NAME OF THE PROJECT	WEBSITE
7. Waterways	
DANTE: eliminates the administrative barriers along the Danube for IWT navigation	http://www.interreg-danube.eu/approved-projects/dante
Danube SKILLS	http://www.interreg-danube.eu/approved-projects/danube-skills
Danube STREAM: establishes and maintains an effective waterway management	http://www.interreg-danube.eu/approved-projects/danube-stream
DAPhNE	http://www.interreg-danube.eu/approved-projects/daphne
DBS Gateway Region	http://www.interreg-danube.eu/approved-projects/dbs-gateway-region
GREEN DANUBE: identif es greening technologies on board ships	http://www.interreg-danube.eu/approved-projects/green-danube
8. Sustainable energy	
3Smart: technological and legislative setup for cross-spanning energy management	http://www.interreg-danube.eu/approved-projects/3smart
DARLINGe: promotes sustainable utilization of the deep geothermal resources	http://www.interreg-danube.eu/approved-projects/darlinge
ENERGY BARGE: exploits the potential of delivering biomass (green energy)	http://www.interreg-danube.eu/approved-projects/energy-barge
9. Educational governance	
EDU-LAB	http://www.interreg-danube.eu/approved-projects/edu-lab
Learning by Doing	http://www.interreg-danube.eu/approved-projects/learning-by-doing
10. Migration and inclusive governance	
DRIM	http://www.interreg-danube.eu/approved-projects/drim
YOUMIG	http://www.interreg-danube.eu/approved-projects/youmig
RARE	http://www.interreg-danube.eu/approved-projects/rare
11. Participatory and local governance	
AgriGo4Cities	http://www.interreg-danube.eu/approved-projects/agrigo4cities
ATTRACTIVE DANUBE	http://www.interreg-danube.eu/approved-projects/attractive-danube
NewGenerationSkills	http://www.interreg-danube.eu/approved-projects/newgenerationskills



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