1. **Basic Information**

1.1 **CRIS Number**: 2004/016-689.05.03  
**Twinning light**: Assistance in developing information system for registering the infrastructure of inland waterways

1.2 **Title**: Developing information system (IT) for registering the infrastructure of inland waterways, following movement of vessel’s carrying dangerous goods, inspection and registry of vessels, and qualified shipping personnel

1.3 **Sector**: Transport

1.4 **Location**:  
Hungary (General Inspectorate of Transport, Inland Water Shipping and Maritime Department)

2. **Objectives**

2.1 **Overall Objective(s)**:  
Effective implementation of the Transport Acquis in the field of inland water infrastructure, port state control and controlling of inland water transport in respect of means of transport registers.

2.2 **Project purpose**:  
To establish a complete registration system for the Inland Water infrastructure and all shipping related documents, certificates, licences, infrastructure, personnels and vessels.

2.3 **Justification**

Comprehensive Monitoring Report on Hungary, 2003, chapter 9:

- “On inland waterways transport, legislative alignment has been completed; the Inland Waterway Fund has been set up. Administrative structures in this area are in place and are being strengthened, in particular through specialised training of staff.”
- The report concludes: “Hungary needs to reinforce administrative capacities for project management regarding Trans-European Transport Networks and to complete alignment to the acquis.”

3. **Description**

3.1 **Background and justification**:  
Hungary is crossed by four of the Helsinki corridors. Thus, transposition and full application of EU transport legislation in Hungary are crucial. River Danube – the VIIth Helsinki corridor - is an inland waterway of international importance.
The basis of the future development on the Danube is the detailed inventory of the inland water infrastructure and ports of this international waterway. Most of the data relating to the infrastructure and shipping establishment are recorded in digital format at the water management and shipping authorities, but there is no complex collecting and computing of these databases. The digital data were not recorded in the same computer programs, so there is a need to transform this database to a common, similar computer program, and make it available for official and public use.

Legal harmonisation is being carried out, or has been completed in the following fields:

- Council Regulation (EEC) 1108/70, which introducing an accounting system for expenditure on infrastructure in respect of transport by road rail or inland waterway, has been adopted by the Ministerial Decree No. 17/2002. (III. 07.) KÖVIM.
- The international agreements and rules applicable to the transport of dangerous goods (ADN: European Treaty on the International Transportation by Inland Waterways of Dangerous Goods) are binding for Hungary as well. The international provisions are applicable to domestic transport, and the differences permitted for domestic transport are in line with the Directives concerning transport of dangerous goods. In addition to this further legislation will be prepared.
- According to Council Directive 95/21/EC : an information system called Sirenac E established under the Paris MOU provides a large amount of the additional information needed for the application of this Directive; thus the Sirenac E information system needs direct connection to the Hungarian shipping authority.

The General Inspectorate for Transport (GIT) and its regional bodies are responsible for enforcement of the above legislation. There is a 10-year-old operating shipping information system based on computer technology, which works with digital database, but it has become old, slow, and unsafe.

The General Inspectorate of Transport is developing an IT, which would be the base environment for the HSA adapted IT.

In Europe there are two regimes of inland water navigation, the Rhine and the Danube region. The two regions has been connected by the Main-Danube channel since 1992, so the IT system should be familiar with the ones, which are being used in Rhine riparian countries (most of them are EU members), and the expertise should come from Rhine riparian country.

The policy guidelines of the “White paper”, (European transport policy for 2010) says:
• “In the new context of sustainable development, Community co-financing should be redirected to give priority to rail, sea and inland waterway transport.”

• “The European Union must have tougher rules on maritime safety going beyond those proposed in the aftermath of the Erika disaster. To combat ports and flags of convenience more effectively, the Commission, in collaboration with the International Maritime Organisation and the International Labour Organisation, will propose incorporating the minimum social rules to be observed in ship inspections and developing a genuine European maritime traffic management system. At the same time, to promote the reflagging of as many ships as possible to Community registers, the Commission will propose a directive on the tonnage-based taxation system, modelled on the legislation being developed by certain Member States.”

• “To reinforce the position of inland waterway transport, which, by nature, is intermodal, ‘waterway branches’ must be established and transhipment facilities must be installed to allow a continuous service all year round. Greater, fuller harmonisation of the technical requirements for inland waterway vessels, of boatmasters’ certificates and of the social conditions for crews will also inject fresh dynamism into this sector.”

The IT system would help to fulfil the above mentioned tasks.

3.2 Linked activities:

COMPRIS and RIS

COMPRIS is a pan-European project, focussing on the development and implementation of River Information Services (RIS) on the inland waterways in Europe. It is funded by the Directorate-General for Energy and Transport (DG TREN) of the European Commission. The COMPRIS consortium consists of 44 active partners from 11 European countries. The project is co-ordinated by AVV Transport Research Centre of the Ministry of Transport in the Netherlands.

COMPRIS (Consortium Operational Management Platform River Information Services) is one of the Fifth Framework research and demonstration projects in the Growth Programme of the European Commission. The main objective of COMPRIS is to enhance the existing concept of RIS (River Information Services). RIS will support traffic management on inland waterways in Europe. By improving the transport and logistic information that underpins transport and logistical management, the inland navigation transport mode will become a more competitive modality. Awareness and co-operation of all participants (industry, transport sector and authorities) are crucial factors in the scientific, technical and organisational elements of COMPRIS.

COMPRIS is the last stepping stone before the implementation of RIS across Europe. During the Pan-European Conference on Inland Waterway Transport in Rotterdam in September 2001, the European Ministers of Transport declared that River Information Services should be up and running on the main European rivers within five years. Being a research and development project, the main objective of COMPRIS is to contribute to this implementation strategy. And thus to make the
RIS concept feasible throughout Europe. Therefore, COMPRIS will be linked to existing and future initiatives in the participating European countries. Once the COMPRIS project has ended, the market forces should be in a position to offer solutions and services on the basis of tested concepts and the specified standards. Hungary is participating in the COMPRIS project.

The IT system would be the base of the Hungarian part of RIS.

3.3 Results:

- The Transport Inspectorate is provided with an information system, that complies with EU requirements. The information system operates in the following fields of:
  - registering the infrastructure of inland waterways,
  - following the vessel’s movement which carrying dangerous goods,
  - recording the result of inspection of ships, reporting and receiving data from Sirenac E,
  - registering the vessels, boats, and floating establishments in Hungary,
  - registering the qualified shipping persons and of,
  - providing data relating the Hungarian waterway infrastructure for the project management of the Trans-European Transport Networks.

3.4 Activities:

3.4.1 Twining Light

Scope of the twinning light

The inland shipping expert will stay in Hungary for 3 months. During his/her assignment he/she will map the existing IT and registration database system in EU countries and organize study visits for getting to know the IT-systems in these countries. After the mapping the expert will make a report of his/her findings. In this report the expert will define the necessary criteria concerning the tender of the HSA IT. The expert has to gather information on the software, which is needed for his/her work, so there might be a timeframe for info gathering, which must be given in the initial report. After collecting the necessary expertise and knowledge of the IT used in different EU member states, the expert will help to choose the best one for the HSA and will help to write the “real tender” of the IT. At this point the expert work will be finished.

The project expert will:

- be responsible for the choosing the best practised IT from EU member state,
- assist in managing the project administration,
- keep permanent contact with the national project management,
- be in liaison with the responsible units in the Commission.
Profile of the expert:

He or she shall be

- be an expert of inland water shipping both for its technical and legal aspects
- have relevant experience in member states administration and in twinning procedures, if possible
- have experience in building up an IT system
- have relevant experience in inland water shipping on the Rhine
- have a working command of spoken and written English.

3.4.2. Service

Development of IT software for the purposes of registration inland waterways infrastructure, following movement of vessels carrying dangerous goods, inspection and registry of vessels and of qualified shipping personnel in full accordance with the relevant EU legislation.

The Hungarian Shipping Authority (HSA) in co-operation with the expert gather all information required for tendering the IT software. The HSA will write the tender for the IT Service. In the tender the HSA will adopt the criteria, which is defined by the expert.

The developed software will satisfy the following requirements:

3.4.2.1 Waterway infrastructure software module:

- Contains the required data fields according to ministerial decree No. 17/2002 KöViM and the data of maps recorded in the shipping and water management offices relating to all Hungarian waterways.
- Shows all the communal or other infrastructures (oil,- water,- drain pipelines, bridges, overhead cables, etc.) which crossing or nearing the specified waterways.
- Ensures that certain data, which were recorded on different workstations and application used by the shipping authorities, shall be linked to a geographical point, and this database shall be printed or displayed independently from this geographical point.

3.4.2.2. Vessel’s inspection software module

- Ensures, that the shipping authority shall be able to fulfil the task of the work process relating to the inspection of maritime and inland water vessels.
- Will be able to operate from mobile workstation (ship, car, etc) and ensures the connection between the workstation and the main server to reach, to display, to exchange data, and to print from the database.
3.4.2.3. Carriage of dangerous goods by inland water vessels software module:

- Records and display all the incoming data received - at the local shipping authorities - on the report given by the ship carrying dangerous goods on Hungarian inland waterway.
- Registers and lists (statistic) the required data.
- Shows the instructions relates to the dangerous goods carried by the ship
- Displays the ship’s position on GIS (print the name and geographic position of all the reporting ships).

3.4.2.4. Register of floating establishment software module:

- Contains all the data-fields required in Governmental Decree 198/2000 (XI.29.) on the Registering of floating establishments (but, not more than 30 data-fields).
- Enables the automatic docketing on the register (on document of title) in case of new record or amendments of an old record.

3.4.2.5. Registry of qualified shipping personnel software module:

- Registers all the data relating to
  - the seaman’s and boatman’s book (for personals serving on board of a maritime or inland water ship or ferryboat)
  - the pilots,
  - the ship safety managers,
  - the shipping interrogators
  - the qualifications and certification of these personals
  - the shipping exams
- Contains controlling possibility according to International Maritime Organization (hereinafter referred to as: IMO) requirements and regulations of the Ministry of Transport

3.5 Lessons learned:

No previous project has been implemented, therefore lessons learned could not have been in this field.

4. Institutional Framework

The administrative responsibility falls on the CFCU. The overall technical responsibility is with the General Inspectorate of Transport, which is the national authority responsible for shipping administration. Owner will be the Hungarian State. Trustee of the property will be the General Inspectorate of Transport. The General Inspectorate of Transport will ensure the full co-ordination. The General Inspectorate reports directly to the Shipping Department of the Ministry of Economy and Transport.
5. Detailed Budget

<table>
<thead>
<tr>
<th>Transition Facility</th>
<th>Support</th>
<th>Total (=I+IB)</th>
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<th>National Co-financing*</th>
<th>IFI*</th>
<th>TOTAL</th>
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* In cases of co-financing only

All the amounts in the table above are indicated net of VAT. The project is jointly co-financed by Transition Facility and Government resources. The ratio between the Transition Facility and national amount is binding and has to be applied to the final contract price.

6. Implementation Arrangements

6.1 Implementing Agency

The Implementing Agency of the project is the Central Finance and Contracting Unit (CFCU). The CFCU will be the Contracting Authority and in that capacity will issue and evaluate tenders, conclude contracts and authorize the treasury to make contractually related payments. The Director of the CFCU will act as PAO of the project. His contacts are:

**PAO:** Name: Mr. Gábor Rónaszéki, Director of CFCU
Address: 1052 Budapest, Deák Ferenc u.5.
Phone: + (36-1) 327-35-51 Fax: +(36-1) 327-35-72

The Ministry of Economy and Transport will be responsible for the technical part of the project in terms of design, evaluation follow up and monitoring. The Director General of the Ministry will act as Senior Programme Officer. His contacts are:

**SPO:** Name: Dr. Győző Kenéz, Director General
Grant Coordination and Finance Department
Ministry of Economy and Transport
Address: 1055 Budapest Kálmán Imre utca 2
Phone: +(36-1) 472-8770 Fax: +(36-1) 472-8780

6.2 Twinning Light

The beneficiary institution will be the General Inspectorate of Transport. Contact person is:

Name: Mr. Dr. István Békési, Director General
General Inspectorate of Transport
Address: 1066 Budapest Teréz krt. 38.
Phone: +(36-1) 373-14-10 Fax: +(36-1) 373-14-53
The Contracting Authority of the twinning component will be the CFCU, headed by Mr. Gábor Rónaszéki (for details please see above).

6.3 Non-standard aspects

The National Public Procurement Rules and the Twinning Manual will be strictly followed.

6.4 Contracts

The programme shall be implemented through: one twinning light arrangement in a value of € 0,1 million and a service international open tender in a value of € 0,4 million.

7. Implementation Schedule

<table>
<thead>
<tr>
<th>Component</th>
<th>Start of Tendering</th>
<th>Start of Activity</th>
<th>Project Activity</th>
<th>Project Completion</th>
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<tbody>
<tr>
<td>Service</td>
<td>11/2004</td>
<td>03/2005</td>
<td>06/2005</td>
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</tbody>
</table>

8. Sustainability

All supported actions are sustainable in the long term. Operational costs of all software will be covered by the Hungarian Shipping Authority budget.

9. Conditionality and sequencing.

- The General Inspectorate of Transport will ensure all the hardware needed for operation of the IT system.

- The draft ToR for the Twinning Light arrangement is ready by the end of March 2004.

- The necessary working environment for MS-experts - including appropriate office facilities - will be the responsibility of the GIT.
ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter for full duration of programme
4. List of relevant Laws and Regulations
5. Indicative allocations
## Transition Facility log frame

**LOGFRAME PLANNING MATRIX FOR**

<table>
<thead>
<tr>
<th>Overall objective</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
</table>
| Effective implementation of the Transport Acquis in the field of inland water infrastructure, port state control and controlling of inland water transport in respect of means of transport registers. | Hungarian legislation and data providing fully compliant with the Council Regulation (EEC) 1108/70, 95/21/EC and EEC 3912/92 in the field of inland water infrastructure, port state control (PSC) and controlling of inland water transport in respect of means of transport registers or put into circulation in a third country. | • International transport and traffic statistics  
• Implementation status report from the NAC,  
• Summary monitoring report from the relevant SMSC  
• Monitoring report from the implementing authority  
• Project documentation, training certificates, twinning covenant and quarterly reports  
• Interim Evaluation reports | |

<table>
<thead>
<tr>
<th>Project purpose</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
</table>
| To establish a complete registration system for the Inland Water infrastructure and all shipping related documents, certificates, licences, infrastructure, personals and vessels. | The registration system is fully operating and open for the public and at least 95% of the concerned Inland Water Infrastructure is registered Controls including environmental and safety checks are carried out in Hungary at frequencies and quality standards comparable to those in EU Member States (opt.) | • Reports of the GIT  
• Regular Reports of the Commission on Hungary  
• Implementation status report from the NAC,  
• Summary monitoring report from the relevant SMSC  
• Monitoring report,  
• Project documentation, training certificates, twinning covenant and quarterly reports | |

<table>
<thead>
<tr>
<th>Results</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
</table>
| • The Transport Inspectorate institute is provided with information system, which complies with EU requirements. | • Operating information system, which receives and gives data.  
• Direct connection available to the Sirenac E system | • Documentation on technical acceptance and the completion of the project approved by the GIT (provisional and final acceptance protocols)  
• Implementation status report from the NAC,  
• Summary monitoring report from the relevant SMSC  
• Monitoring report from the implementing authority  
• Project documentation, training certificates, twinning covenant and quarterly reports | |

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
</tr>
</thead>
</table>
| • mapping the existing IT in EU countries  
• assisting in choosing the best IT for the HSA  
• assisting in writing the “real tender” of the IT,  
• software development | 1 Twinning Light arrangement  
1 Service contract | Co-operation and helpfulness of the partner EU member state. Well enough trained colleagues at HSA |

<table>
<thead>
<tr>
<th>Preconditions</th>
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</thead>
</table>
| **General Inspectorate of Transport** will ensure all the hardwares needed for operation of the IT system. Availability of national co-funding  
Appropriately staffed unit and computer assets in the GIT available for the project  
Technical specification for the IT/software to be purchased to be available in accordance with the schedule |
## Annex 2

### Detailed Implementation Chart

<table>
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<th>Year</th>
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<td>D</td>
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<tr>
<td>Component: Service</td>
<td>/</td>
<td>/</td>
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</tbody>
</table>

- Design (20% shadowing) | 20% |
- Tendering and contracting (50%) | 50% |
- Contract Implementation and Payments (100%) | 100% |
### CUMULATIVE CONTRACTING AND DISBURSEMENT SCHEDULE (MEUR)

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</table>

- Amounts in MEUR
- Only for the Transition Facility contribution
LIST OF RELEVANT LAWS AND REGULATIONS

International agreements, EU regulations, directives to be considered

- Council Regulation (EEC) No 3912/92 of 17 December 1992 on controls carried out within the Community in the field of road and inland waterway transport in respect of means of transport registered or put into circulation in a third country.
- Paris MOU – Memorandum of understanding on Port State Control in Europe and the in the Atlantic basin.
- Council Regulation (EEC) 1108/70, which introducing an accounting system for expenditure on infrastructure in respect of transport by road rail or inland waterway
- Regulation on the International Carriage of Dangerous Goods on the river Rhine (ADNR),
- The international agreement ADN: European Treaty on the International Transportation by Inland Waterways of Dangerous Goods

Hungarian shipping laws and regulations to be considered

- Act No.42 issued in 2000 on Waterway Transportation.
- Act No. 112 issued in 2000 on accepting the country planning of high priority holiday-resort of lake Balaton, and the issue of the country planning regulation concerning the lake Balaton area.
- Governmental decree No. 151/2000 on promulgation of the International Agreement concerning the waterways of international importance.
- Governmental Decree 198/2000 (XI.29.) on the registering of floating establishments.
- Governmental Decree 184/1996 (XII.11.) on country planning concept and program and the harmonization of agreeing procedures on country planning
- Governmental Decree 57/2002. on ship safety inspection of the sea-going ship flying foreign flags, sailing on Hungarian territorial waters.
- Ministerial Decree 17/2002. (III. 7.) KöViM on registering the navigable waterways or canals and waterways or canals, which can be made navigable in Hungary.
- Ministerial Decree 27/2002. (XII. 25.) GKM. on the buoyancy, navigational signs and signals, which controls the inland water shipping and the initiating-, operating-, amending or ceasing licences of these navigational signs and signals.
- Mutual Ministerial Decree 4/1981. (III. 11.) KPM-IPM on crossing or nearing with communal infrastructures
- Mutual Ministerial Notice 9004/1982. KPM-IPM on the technical requirement concerning the crossing or nearing with communal infrastructures
- Ministerial Decree 50/2002. (XII. 29.) GKM. on initiating-, operating-, amending or ceasing licences of port, ferry and other shipping related infrastructures.
- Regulations issued by the Hungarian Shipping Authority.
- Ministerial Decree 2/1982 KPM on Regulation on the International Carriage of Dangerous Goods on Inland Waterways (ADN), or the newly issued ADN
- Ministerial Decree 14/1997 KHVM on the Forward, Carriage and Package of radiating materials,
- Ministerial Decree 27/1993. (IX. 23.) KHVM on shipping regulation, or its revised version
- Ministerial decree No. 13/2001. KöViM on the inspection and certification on the ability and compliance with the ship safety requirements of the floating establishments which sail on inland waterways.
- Ministerial Decree 28/2000. (XII. 18.) KHVM on licensing the operation of shipping.
- Shipping Authority Regulations
## INDICATIVE ALLOCATIONS

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