1. **Basic Information**
   1.1 **CRIS Number:**
   1.2 **Title:** Development of the Pilot Nemunas River Tourism Route
   1.3 **Sector:** PHARE External Border Initiative 2003
   1.4 **Location:** Lithuania (Counties of Alytus, Kaunas, Marijampole, Taurage, Klaipeda).

2. **Objectives**

   2.1 **Overall Objective(s):**

   The overall objective of this 2,67 MEUR project with Lithuanian co-financing contribution of 0.52MEUR is the development of the Nemunas river as the basis for improved tourism and economic activities.

   2.2 **Project purpose:**

   The purposes of the project are:

   - The revival and development of passenger – tourist water transport and water tourism.

   - Development of water transport infrastructure of the Nemunas river with the aim to encourage water tourism.

   - Development of water tourism public infrastructure to contribute to the solution of social-economic problems in the regions encouraging creation of new services and jobs places in the regions.

   - To strengthen the capacity of municipalities in the future implementation of their development plans and, in particular, the effective preparation for investments (Structural Funds and private investments).

2.3. **Accession Partnership (AP) and NPAA priority**

   The project reflects the priorities set in the chapter on economic and social cohesion of the National Programme for the Adoption of the Acquis of May 2000, namely:

   - Implement the National Tourism Development Programme (which includes a priority to develop tourism infrastructure, improve tourism service quality and variety, develop tourist information and marketing and improve professional training).

In this respect the project also is in line with the Accession Partnership 2001, under Regional Policy and Co-ordination of Structural Instruments, “development of the technical preparation of projects eligible for Structural and Cohesion Funds assistance”.
2.4. Contribution to National Development Plan (NDP) and Single Programming Document (SPD)

According to the National Development Plan 2002 – 2004, one of the main directions of tourism industry development is the development of tourism services and tourism products. PHARE ESC financial support for the National Development Plan, Fourth measure “Development of the incoming and domestic tourism” will be concentrated on the creation of special tourist products (water tourism, etc.).

Draft Single Programming Document 2004 – 2006 Priority 3 Measure 4 addresses development of public tourism infrastructure (tourism routes, beaches, piers, rest-sides, etc.), improvement of the variety and quality of active relaxation and sport tourism service, usage and exhibition of objects of cultural heritage, installation of information boards and signs, development of tourism marketing measures (tourist guidebooks, marketing campaigns, etc.); arrangement of rivers; stimulation of activities and services in country-sides.

2.5 Cross Border Impact

Lithuania borders Russia (Kaliningrad region) by Nemunas river for 116 km. The development of water tourism infrastructure along Nemunas river will have a great influence to the development of tourism, small business on the Russian side of Nemunas. The project target area includes cross-boarder region on the cross roads of two important inland waterways. The first route goes from Klaipeda through Nemunas and Gilija rivers to Klainingrad region and Elblong in Poland. Another route connects Nida with Sovietsk (Russia, Kaliningrad region), Jurbarkas and Kaunas. It will increase the co-operation of district municipalities of both countries, will ease organization of various international tourism programs, competitions, etc. The implementation of the project will create preconditions to implement similar projects for the Russia (Kaliningrad) in future. Results of the project will have positive impact on cross-border cooperation and will facilitate development of international inland waterways. It is foreseen that that Nemunas river water tourism route will be connected with the Poland (Augustavas) water routes and will give the access to the Curonian Spit and Baltic sea.

At this time the Lithuania - Russia - Byelorussia project "The Co-operation development of tripartite governing of Nemunas river basin" financed by Sweden environmental protection agency is taking place. It will develop the transnational plan for the usage of Nemunas river basin.

3. Description

3.1 Background and justification:

With regards to the development of water tourism routes in Lithuania, the National Tourism Development Program sets out a framework for the development of tourism sector and sets out priority measures to develop the tourism information system, tourism infrastructure and
marketing. Activities proposed by the National Tourism Development Program and linked with this project are:

1.6.2. For regions (municipalities) to analyze possibilities and work out the measures necessary for the revival of water routes of the Nemunas river and jetties;

11.4.6. Development of active leisure zone in the Middle Nemunas region through small water, hunt, leisure complexes and rural tourism services;

In addition, the importance of the Nemunas water tourism route is outlined in following important development strategies:

5. Šakiai region economic and business development program till 2005

The potential for such an activity is outlined in the Feasibility study "The Nemunas river tourist route development" initiated by State Department of Tourism and implemented by Kaunas Region Development Agency and Lithuanian Regional Research Institute. The study shows feasibility of the Nemunas river water tourism route, presents preliminary technical calculations for the building of piers along the Nemunas river route and foresees the potential tourism markets.

"The conception of recreation system development in Lithuania" points out the perspective possibility of tourism navigation via Nemunas river water tourism route connection with the Poland, Augustavas, water routes to the Curonian Spit and Baltic sea.

Currently the feasibility study and environment impact assessment is carried out for the project of a new hydroelectric dam on Nemunas river up steam in Alytus. It is planned that decision on permissibility of the new dam will be made next year. The possible dam on Nemunas river by Alytus city would not influence piers which are planned. The only one pier the flood of water could influence is the Merkine pier (please see Annex 5, pier No. 24). According to the project fiche that pier will be mobile and will be easily transported and adapted in another place if needed. The new dam would have special sluice for riverboats, therefore it would not influence the length of planned river trips. The possible dam would not diminish attractiveness of nature and will not impede the entireness of river tourism route. The possibility of building any other new dam on Nemunas River is unforeseen.

The initiative of the organization of the net of piers along Nemunas river came from municipalities. Communities of these counties are very much interested in the development of Nemunas river bank infrastructure. It will enliven visitation of these places, encourage creation of service businesses, increase the number of work places. Representatives of all twelve municipalities took part in the consultations for selecting best and most interesting, attractive locations of piers. Development of Nemunas river tourism infrastructure is approved by local authorities and included into regional development plans of all municipalities.
The creation of tourism water route as a net of piers and infrastructure demands a complex approach and financial capability. PHARE investment support to the project will make a crucial contribution to financial and technical implementation of the project.

3.2 Linked activities

**Link to the 2002 Phare ESC project “Support to business development” (grant scheme for tourism)**

Within this project it is intended to support business development via a grant scheme, within the context of strengthening economic and social cohesion and preparation for the EU Structural Funds. The specific objective of the grant scheme No. 3 is to invest in the development of public tourism infrastructure so that return arises through the benefits to the wider community, creation of income and employment in the regions. Grant scheme for tourism and the Nemunas river development project both are dedicated to enhance development of tourism product in Lithuania, the projects will compliment each other and there is no specific overlap between these two projects.

**Link to the PHARE 2002 project ”Development of the Pilot Western Lithuanian Cycling Circuit”, Feasibility study of national bicycle routes in Lithuania (funded within Phare LI 9917.01.01 Project Preparation Facility – PPF as part of the project) and Nemunas Cycling Route project**

Development of Nemunas tourism route is a national tourism priority. Essential components of this priority are development of cycling along the Nemunas river, water tourism on the Nemunas river, cultural and nature tourism along the Nemunas river, etc. The feasibility study of national bicycle routes in Lithuania has evaluated the potential for bicycle routes and identified four priority cycling routes, one of which is Nemunas River Tourism Route.

PHARE 2002 project ”Development of the Pilot Western Lithuanian Cycling Circuit” will develop two priority cycling routes detected in the feasibility study - Western Lithuanian Cycling Circuit and The Four Capitals Circuit. Construction and improvement works on Western Lithuanian cycling route, installation of integrated sign-posting, marketing campaign of these two cycling routes will be fulfilled.

The Nemunas Cycling Route project, financed under United Nations Development program Global Environmental Facility Small Grants is being implemented by the Green Movement, relevant municipalities and the Cyclists’ Community. The Nemunas Route covers 5 municipalities: Sakiu, Silutes, Kaunas, Jurbarkas and Pagegiai. The project produces the technical design of the Nemunas Cycling Route, a description and a map of the route.

**Link to the 2001 Phare ESC project “National Tourism Information and Pilot Tourism Infrastructure in Utena Region”**

The present project is closely connected and complementary to the tourism development project financed under the 2001 PHARE Economic and Social Cohesion Program. The 2001 project focuses on the development of an integrated computer and internet based tourism information system. It will also provide funding for about 1,000 road signs (*Place of Interest, Rural Tourism, Tourist Information*), and 35 Information Boards. The State Tourism Department plans to set up signs and boards on the key axes of Via Baltica, Vilnius-Kaunas-
Klaipeda, and the Nemunas River area, and to put up boards at border crossings not presently equipped. Additional signboards will be set up along the Euro Velo international cycling routes connecting Kaliningrad via Klaipeda County to Riga, and Warsaw via Alytus County, Vilnius County, Utena County to Tartu and Tallinn.

**Link to Phare 2000**
The PHARE 2000 ESC projects for Klaipeda and Taurage Counties have done support to small business development projects, including tourism pilot projects. These projects which have received support under this program are very important to the present project. Three piers will be built (stationary pier in Jurbarkas and mobile piers in Nemuno Delta regional park and Rambynas regional park) on the Nemunas river. These piers will be integrated into Nemunas River tourism route. Water route infrastructure of Jura and Minija rivers will be developed.

### 3.3 Results:

The project will achieve the following results:

- Water transport infrastructure along the Nemunas river and Curonian lagoon covering 12 municipalities and 5 counties renovated and developed with the aim to revive and encourage water tourism.
- 9 existing stationary piers with related infrastructure (passenger service buildings, access roads, service facilities) renovated and reconstructed.
- 17 mobile piers and related facilities built.
- A pilot system of integrated sign posting of the Nemunas river water tourism route implemented. Around 60 signs and 10 information boards installed along the Nemunas river.
- A specialized water tourism guide book and a web site of the Nemunas river tourism route produced. This guide and web site will be regularly updated in the future and will be the basis for promotional/development campaigns carried out by the State Department of Tourism and Interior Water Roads Direction.
- Promotion campaign focusing on the Nemunas river water tourism route for target markets (priority markets - Germany, Poland, Russia, Byelorussia; other markets – Baltic Sea countries) and local tour operators prepared and carried out.

### 3.4 Activities:

#### 3.4.1. Works

There will be one **works component** for the following:
♦ reconstruction of 9 existing stationary piers which currently are not of a suitable standard for water tourism and building/improving of passengers services premises;

♦ construction and building of 17 new mobile modern piers for the Nemunas river stretch between Druskininkai – Šilute cities;

♦ building/improvement of access to the piers, parking–sites and rest-sites;

♦ Design, production and installation of approximately 60 information signs and 10 information boards along the river.

3.4.2. Service

There will be two service components.

The service component (1) will consist of:

♦ Preparation of technical design and specifications, appropriate environmental impact assessments if necessary, preparation of a full tender dossier for the works contracts set out above.

The service component (2) will consist of:

♦ Information dissemination and promotion of the Nemunas river water tourism route by preparing and publishing a high-quality specialized guidebook and web site for water tourists.

♦ Promotion campaign focusing on Nemunas river water tourism route for foreign and local tour operators.

3.5 Lessons learnt:

Very few practical water tourism infrastructure development was carried out in last ten years, therefore Nemunas tourism zone faces lack of the infrastructure for water tourism. There are few legally built small harbours in Nemuno river delta regional park and approaches to Kaunas city, piers for fishing-boats and yachts in the Curonian Spit. Other piers are constructed from 30 up to 50 years ago and cannot respond to the needs of constantly growing tourists flow.

Similar PHARE project of reconstruction and modernisation of stationary pier is carried out (2000 - 2003) in Jurbarkas city. Another PHARE project - the development of water tourism of the Minija river lower reaches is on its way too. The municipality of Taurage county is accomplishing the PHARE project of water route infrastructure of Jura river. Construction of mobile pier is mentioned in plans of tourism infrastructure development of Rambynas regional park (PHARE 2000 ESC). These projects will result in producing and installation of information boards, development of rest and parking sites, building of short connecting roads, preparation of advertising materials.
Information and experience gained during the implementation of the above-mentioned projects was used for the preparation of the present project proposal (estimation of the scope of works, estimation of the required budget, etc.) and will be used during project implementation phase.

The experience gained during the implementation of Phare 2001 project “National Tourism Information and Pilot Tourism Infrastructure in Utena Region” and preparation for the implementation of Phare 2002 project "Development of the Pilot Western Lithuanian Cycling Circuit" clearly showed the importance of close cooperation between the State Department of Tourism and the regional authorities, therefore municipalities were closely involved during the preparation of the current project fiche. The municipalities will be also involved in the preparation of the technical and tender documentation and in the implementation phase of the project.

4. Institutional Framework

The Implementing Agency for this project will be the CPMA.

The State Department of Tourism will be responsible for the overall co-ordination of the project and will be directly responsible for the marketing part of the project. The contact person is Ms. Birute Rubikaite, chief specialist of the Tourism Infrastructure Development Division, ph. +370 5 2108689, e-mail: brub@tourism.lt.

The Inland Waterways Directorate will be responsible for the overseeing of the technical part of the project and may be involved in the practical implementation of the project. The contact person is Mr. Mykolas Smetonis, Deputy Director, ph. +370 37 322804, e-mail: smetonis@takas.lt.

The Inland Waterway Directorate is the State owned enterprise subordinated to The Ministry of Transport of the Republic of Lithuania. The main task of it is to exploit and supervise the interior water way system. It arranges the construction of water ways, under water technical works, geodesic and hydro graphic works, design, construct and repair ships, etc.

A steering committee will be established, chaired by the State Tourism Department and involving the Ministry of Transport, the Ministry of Interior, the Ministry of Economy, the Ministry of Environment, the Ministry of Foreign Affairs, the Ministry of Finance., the Inland Waterways Directorate, representatives of municipalities and appropriate civil society bodies.

With regard to the Nemunas tourism component piers to be developed will be owned by the Inland Waterways Directorate, whilst the land-based infrastructure servicing piers will be owned by the relevant municipalities.
5. Detailed Budget (MEUR)

Detailed Budget (MEUR)

<table>
<thead>
<tr>
<th>PHARE Support</th>
<th>National Co-financing</th>
<th>IFI</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Support</td>
<td>Institution Building</td>
<td>Total PHARE (=I+IB)</td>
<td>IFI</td>
</tr>
<tr>
<td>Service (1)</td>
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</tr>
<tr>
<td>Service (2)</td>
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</tr>
<tr>
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</tr>
<tr>
<td>Total</td>
<td>1,55</td>
<td>0,60</td>
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</tr>
</tbody>
</table>

The PHARE amount is binding as a maximum amount available for the project. The ratio between the PHARE and national co-financing is also binding and has to be applied to the final contract price. The national co-financing amount is a tax-excluded net amount.

6. Implementation Arrangements

6.1. Implementing Agency

The CPMA will be the Implementing agency and will be responsible for the contracting and overall financial management of the project.

6.2. Twinning: n/a.

6.3. Non-standard aspects:

DIS/EDIS rules and procedures will be applied.

6.4. Contracts

The project will be implemented via the following components:

- A works component with a total value of 2,07 MEUR (including national co-financing of 0,52 MEUR).
- A service (1) component with a total value of 0,40 MEUR.
- A service (2) component with a total value of 0,20 MEUR.
7. Implementation Schedule

<table>
<thead>
<tr>
<th>Component</th>
<th>Start of Tendering</th>
<th>Start of Project activity</th>
<th>Project Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service (1)</td>
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<td>1 Q / 2004</td>
<td>3 Q / 2004</td>
</tr>
<tr>
<td>Service (2)</td>
<td>4Q / 2004</td>
<td>1Q / 2005</td>
<td>4 Q / 2005</td>
</tr>
</tbody>
</table>

8. Equal Opportunity, social aspect

The project will provide equal opportunity for all citizens regardless of gender, age and geographical location.

The project will stimulate the development of small business and will create conditions for better possibilities to visit famous places and increase cultural education.

The project will develop the possibilities of international co-operation between Baltic countries, Poland and Russia (via travel possibility, various international competitions - sports, boating, fishing, etc.)

The implementation of the project will help to enforce the co-operation of various State institutions and private business sector.

9. Environment

An Environmental Impact Assessment will be carried out during the preparation phase as part of the service contract detailed above.

No harmful influence on the environment is perceived. On the contrary it will strengthen the environmental protection and popularise cultured water tourism.

10. Rates of return

N/a

11. Investment criteria

11.1. Catalytic effect:

This project includes PHARE support which catalyses a priority, accession driven action which would otherwise not have taken place or which would have taken place at a later date. PHARE investment support to the Project has a catalytic effect, because otherwise the beneficiary would have no financial and technical possibility to undertake a key element of
the public infrastructure to deal with the issues outlined in the background and justification section above. The development of water tourism infrastructure will stimulate the appearance of new businesses, will make precondition to the private and public investments in future.

11.2. Co-financing:

PHARE must use its grants to attract as much co-financing as possible from all sources. Co-financing of the project will be provided from the national budget (25%).

11.3. Additionally:

PHARE investment support will be additional, because the nature of the project means no other public or private resources would be able to invest in the short- or medium term. PHARE funds will supplement not displace other financiers especially from the private sector or IFI’s. On the contrary, it is expected that the infrastructure project will foster private sector investment in the tourism sector.

11.4. Project readiness and size:

The size of the project reaches 2,67 MEUR. The project is ready for implementation and there are no barriers to prevent this. Preparation of full technical documentation is envisaged within the project, and will be ready in time to ensure full implementation within the required timetable.

11.5. Sustainability:

The investment will be sustainable in the long term, i.e. beyond the date of accession. Therefore they comply with EU norms and standards and are in line with EU sector policy Acquis. They will not have adverse effects on the environment and will be financially sustainable.

11.6. Compliance with state aids provisions

The investment is supporting public infrastructure and is in line with all state aids provisions.

12. Conditionality and sequencing

The following conditionalities apply to the project:

- Availability of sufficient Lithuanian national co-financing.

The following sequencing assumptions will apply:

All the technical design and tender dossiers are prepared and approved before implementation of the works contracts can start.
Annexes to Project Fiche

1. Logical framework matrix in standard format
2. Detailed implementation chart
3. Cumulative contracting and disbursement schedule
4. Reference to feasibility / pre-feasibility study
5. List of piers
6. The map of Lithuania
### LOGFRAME PLANNING MATRIX FOR

**Project: Development of the Pilot Nemunas River Tourism Route**

<table>
<thead>
<tr>
<th>Program Name and Number:</th>
<th>Tourism infrastructure</th>
</tr>
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<tbody>
<tr>
<td>Contracting Period Expires:</td>
<td>Disbursement Period Expires:</td>
</tr>
<tr>
<td>4Q/2005</td>
<td>3Q/2006</td>
</tr>
<tr>
<td>Total Budget: 2.67 MEUR</td>
<td>PHARE Budget: 2.15 MEUR</td>
</tr>
</tbody>
</table>

#### Overall Objective
Economic and social cohesion based on increased tourism activities of the Nemunas river basin.

#### Objectively Verifiable Indicators
- Extension of private service sector in the region
- Increase of income from tourism
- Increase of the employment rates in the region

#### Source of Verification
- Statistical Surveys
- National tourism data
- Regional and urban data
- Public opinion and business surveys

#### Project Purpose
- The revival and development of passengers - tourists water transport and water tourism.
- Development of water transport infrastructure of the Nemunas River to encourage water tourism.
- Development of water tourism public infrastructure to contribute to the solution of social-economic problems in the regions encouraging creation of new services and jobs places in the regions.
- To strengthen the capacity of municipalities in the future implementation of their development plans and, in particular, the effective preparation for investments (Structural Funds and private investments).

#### Objectively Verifiable Indicators
- Growth of small and medium private enterprises related with water transport and water tourism service sector.
- Increase in permanent and seasonal hotel, rural tourism homesteads by 25%.
- Increase by 70% of the number of guest boats docking/mooring in harbors and piers.
- Flow of tourists will increase from 3% up to 20% in three years
- A potential of 15 000 – 20 000 international and domestic tourists could be addressed in first years after proper marketing.

#### Source of Verification
- Statistics and appraisals
- Surveys

#### Assumptions
- Frontiers and crossing procedures, visas, especially with CIS.
- Results of linked projects produced.
Results

- Water transport infrastructure along the Nemunas river and Curonian lagoon covering 12 municipalities and 5 counties renovated and developed with the aim to revive and encourage water tourism.
- 9 existing stationary piers with related infrastructure (passenger service buildings, access roads, service facilities) renovated and reconstructed.
- 17 mobile piers and related facilities built.
- A pilot system of integrated sign posting of the Nemunas river water tourism route implemented. Around 60 signs and 10 information boards installed along the Nemunas river.
- A specialized water tourism guide book and a web site of the Nemunas river tourism route produced. This guide and web site will be regularly updated in the future and will be the basis for promotional/development campaigns carried out by the State Department of Tourism and Interior Water Roads Direction.
- Promotion campaign focusing on the Nemunas river water tourism route for target markets (priority markets - Germany, Poland, Russia, Byelorussia; other markets – Baltic Sea countries) and local tour operators prepared and carried out.

Objectively Verifiable Indicators

- 9 stationary piers reconstructed.
- 9 passenger service buildings built/reconstructed.
- 17 mobile piers built.
- 10 informational boards and 60 road signs produced and installed.
- 26 parking sites built.
- 26 rest sites built.
- Facilities for piers, parking and rest sites (rest and open air furniture, 40 bio-toilets, 17 summerhouses, 54 garbage-cans).
- Specialized guidebook and web site for water travelers.

Source of Verification

- Project reports
- Regional annual reports
- Public opinion and business surveys
- Equipment audit

Assumptions

- Close co-operation between State Tourism Department, municipalities and Inland Waterways Directorate.
- Co-financing available.
<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
<th>Preconditions</th>
</tr>
</thead>
</table>
| • Preparation of technical design, environment impact assessment and full tender dossier.  
• Building and reconstruction of piers planned.  
• Building of access to piers, parking-sites, rest-sites.  
• Design, production and installation of information signs and boards.  
• Publishing of guidebook and development of web-site.  
  Promotion campaign. | • Works and service contracts | • All participating institutions co-operate successfully.  
• Adequate implementation and monitoring capacity assured  
• High-quality project management assured | • National co-finance available when required |
Annex 2
Detailed Implementation Chart for the Project

<table>
<thead>
<tr>
<th></th>
<th>2003</th>
<th></th>
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<th>2005</th>
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<tr>
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<td></td>
</tr>
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<td>Works</td>
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</tbody>
</table>

Legend:
- Design
- Tendering
- Implementation
### CUMULATIVE CONTRACTING AND DISBURSEMENT SCHEDULE (2.15 MEUR PHARE contribution)

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<tr>
<th></th>
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<th>2006</th>
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<td>30/06</td>
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<tr>
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</tr>
<tr>
<td>Works</td>
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</tr>
<tr>
<td><strong>Total contracting (cumulative)</strong></td>
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<td>1.95</td>
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<tr>
<td><strong>Disbursement</strong></td>
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<tr>
<td>Service 1</td>
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<td>0.21</td>
<td>0.30</td>
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</tr>
<tr>
<td>Service 2</td>
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<tr>
<td>Works</td>
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<tr>
<td><strong>Total disbursement (cumulative)</strong></td>
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<td>0.21</td>
<td>0.30</td>
<td>0.70</td>
</tr>
</tbody>
</table>
Annex 4

Reference to feasibility / pre-feasibility study.

The choice to develop the Nemunas river water tourism route is based on several detailed feasibility studies and projects.

The potential for such an activity is outlined in the Feasibility study "The Nemunas river tourist route development" prepared by Kaunas Region Development Agency and Lithuanian Regional Research Institute. The study shows feasibility of the Nemunas river water tourism route, presents preliminary technical calculations for the building of piers along the Nemunas river route and foresees the potential tourism markets. The feasibility study states that many individual enterprises are developing small business along the Nemunas river in the tourism sector. Individual enterprises supply catering services (30.75 %), accommodation services (21.94 %), various tourism services (riding, souvenirs, etc 8.00%). 13 % of enterprises rents boats, yachts, motor boats, bicycles. Feasibility study says that development of public tourism infrastructure along the Nemunas route will foster the development of small and medium tourism business and will encourage local and foreign tourists to flow into the region. From the international perspective Nemunas river water tourism route is very competitive because of its unique (nature beauty, unique landscapes, old historical cities, many historical and cultural values of state level importance). "The segment of Nemunas river in the Panemunes Regional Park is of equal value with very strongly marketable France Luan river valley"- points out the feasibility study (Kaunas Region Development Agency and Lithuanian Regional Research Institute. Feasibility Study of Nemunas tourism route development, Page 8-39;68).

The project is also based on Investment project "Building mobile piers and reconstruction of current stationary piers" prepared by Inland Waterways Directorate. The project shows annually increasing water tourists flows in the Nemunas river and its tributaries and increasing amounts of private boats, yachts etc. which are becoming a problem because there are no possibilities for safe mooring and protection of moored boats. This situation requires the development of safe and modern Nemunas river water tourism infrastructure, which will attract even more tourists. The project provides detailed costing for the necessary construction work, and these figures have been used in the preparation of this project.

The project is based on Technical - Economical feasibility study of Lithuanian Interior Water Roads made by PHARE (contract 96-0325.00). The study points out that investment into the development of water tourism transport infrastructure and water tourism services improvement must be considered as one of the most rational components of the tourism sector (Lithuanian Interior Water Roads. Technical – economical feasibility study. LR Ministry of Transport/P SHARE. Contract 96-0325.00, Page 17-3). This feasibility study also refers to the Nemunas river as the most important and rational water tourism route.

The key points relating to the choice of the Nemunas river water tourism route are:

♦ Access to the Baltic sea gives strong possibilities for attracting international water transport.
♦ Existing infrastructure (especially piers) is inadequate and must be developed to make the river to be able to attract and service modern users.

♦ There is a need to supplement investment in physical (public) infrastructure with some support in relation to marketing and promotion.

Tourism potential is strengthened by having a number of important natural and cultural sites along the river, and three resorts (Druskininkai, Birstonas, and Neringa). Along the route there are 119 state protected nature objects, 2 national parks, 6 regional parks, and 1018 objects listed as valuable objects of state importance and historical heritage (including 21 ethno cultural reserves with architectural and art complexes). Part of them are planned to be included into the list of UNESCO World heritage.
## Annex 5
### List of piers

<table>
<thead>
<tr>
<th>Counties</th>
<th>No.</th>
<th>Municipalities</th>
<th>Name of Pier</th>
<th>Type of Pier</th>
<th>Indicative amount MEUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Klaipeda county</td>
<td>1</td>
<td>Šilute municipality. Nemunas delta regional park</td>
<td>Rusnes</td>
<td>stationary</td>
<td>0,07</td>
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<tr>
<td></td>
<td>2</td>
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<tr>
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<tr>
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<td>5</td>
<td>Jurbarkas municipality</td>
<td>Pilies I</td>
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<td>6</td>
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<td>Raudones</td>
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<tr>
<td></td>
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<td>mobile</td>
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<tr>
<td></td>
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**Total** 2,07 MEUR
Annex 6

The map of Lithuania