

An Example of Excellence



The present assignment is the preparation of the designs and contract documentation for river training works and dredging on selected locations along the Danube river. Due to the active and enthusiastic involvement of the beneficiary (Plovput), the project is considered by the EU an example of how environment and river training works can be completed successfully

Witteveen + Bos

Witteveen+Bos have been held up on more than one occasion as examples and role models in project implementation. Working on an area as complex and, at the same time, important as the inland waterways in Serbia, Witteveen+Bos Director Roberto Zanetti talks about some of the progress they have been making.

• **What are your main activities regarding the Danube Strategy?**

- In 2003 Witteveen+Bos started with the EU Reconstruction assignment for the preparation of the Master Plan for the Serbian Inland Waterways Transport system, consisting of the rivers Danube, Tisa, Sava and the DTD Hydrosystem in Vojvodina. As project manager, I have led a team of more than 20 engineers and technicians to complete this project. The project was an initiative of the Serbian government and the EU to boost inland waterway transport sector in Serbia that had suffered substantially due to the economic sanctions and the 1999 NATO bombings.

• **What other assignments do you have?**

- The present assignment is the preparation of the designs and contract documentation for river training works and dredging on selected locations

along the Danube river. Due to the active and enthusiastic involvement of the beneficiary (Plovput), the project is considered by the EU an example of how environment and river training works can be completed successfully. The morphological modelling has been very challenging, but with the support of all stakeholders, EU, the NGOs and the active role of Plovput, the project nears completion. It has already been considered in Europe as an example of how to design projects, monitor the works and the environment during and after project execution.. In addition we have completed the World Bank funded project regarding the copper mine tailings in Bor.

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• **Which are the most important parts of the Master Plan for the development of Inland Waterway Transport?**

- These are basically the six recommendations made that have been accepted and supported by the Serbian government and the EU in Brussels. These in-

clude the UXO clearance on the Danube, the removal of the in 1945 vessels that were sunk by the German army close to Prahovo to prevent the Red Army from capturing them, the rehabilitation of the navigation locks at the hydro power plants in Kladovo (Djerdap I) and in Prahovo (Djerdap II), the implementation of a new bridge in Novi Sad to replace the bombed Zezelj bridge, the implementation of the River Information Services, execution of a national transport plan for Serbia for all modes of transport and the improvement of the Danube fairway from Apatin to Belgrade for Plovput. All these projects have been brought to contract documentation and some have already been implemented.

• **Who are your partners on these projects?**

- The Serbian partner for the projects executed by Witteveen+Bos has been executed with Energoprojekt-Hidroinzenjering. They have been crucial in the successful completion of the projects carried out for the Serbian inland waterways. For certain specific expertise use was made of the company DHI in Denmark.

Working in Serbia is very challenging. Establishing personal relationships with project staff, beneficiaries and clients are crucial to a successful completion of projects. ■