

FACTS ABOUT Sava River Basin



- + **Length**, from the main source (SLO) to the river mouth (Danube, Belgrade, SER): 944 km
- + **Size** of the basin: 97.713 km²
- + Average **discharge** at the mouth: 1.564 m³/s
- + Main **tributaries**: Ljubljanica, Savinja, Krka, Sotla/Sutla, Krapina, Kolpa/Kupa, Lonja, Ilova, Una, Vrbas, Orljava, Ukrina, Bosna, Tinja, Drina, Bosut and Kolubara

Sava River Basin » SHARE PER COUNTRY

Country	share km ²	share %
Slovenia	11.734,8	12,0
Croatia	25.373,5	26,0
Bosnia and Herzegovina	38.349,1	39,2
Serbia	15.147,0	15,5
Montenegro	6.929,8	7,1
Albania	179,0	0,2
Total	97.713,2	100,0



ENVIRONMENTAL VALUE » OF Sava River Basin

- + Outstanding biological and landscape diversity
- + Large complex of alluvial wetlands and large lowland forest complexes
- + Unique example of intact floodplains, supporting flood alleviation and biodiversity
- + Four Ramsar sites: (Čerkniško jezero (SLO), Lonjsko Polje (CRO), Bardača (B&H) and Obedska Bara (SER))
- + Important bird and plant areas, protected areas at the national level, and Natura 2000 sites



contact

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PROMOTION OF SUSTAINABLE WATER MANAGEMENT

Navigation/River Basin Management/
Accident Prevention & Flood Management



Mission of the International Sava River Basin Commission (Sava Commission)»»

Based on the Framework Agreement on the Sava River Basin (FASRB), Bosnia and Herzegovina, Croatia, Serbia and Slovenia established the Sava Commission for the coordination of activities in the basin, toward the achievement of the following main objectives:

- ⊕ **Establishment** of an international navigation regime on the Sava River and its navigable tributaries
- ⊕ **Establishment** of the sustainable water management
- ⊕ **Undertaking** of measures to prevent / limit hazards, such as floods, ice, droughts, or accidents related to emissions of hazardous substances into the water, as well as to eliminate / reduce the consequences of their occurrence

Navigation»»

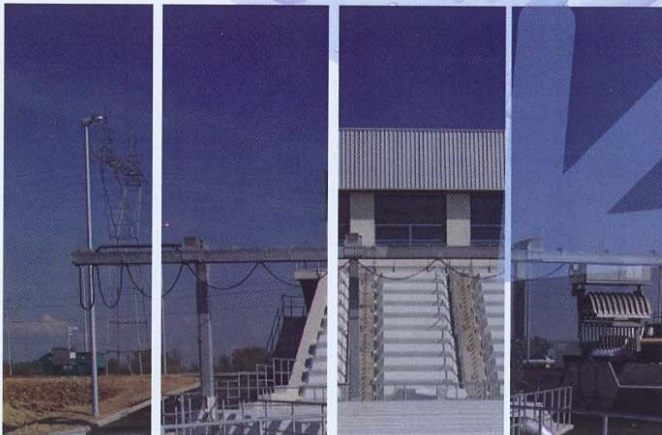
After the disintegration of the SFR Yugoslavia, the Sava River became an international river with no unique regime of navigation. After entering of the FASRB into force, the Sava River was declared open for international navigation and free for trade vessels of all states.

The Sava Commission has been guiding a number of activities related to improvement of the waterway infrastructure, so far including:

- ⊕ **Pre-feasibility** study and feasibility study, as well as the project documentation for the rehabilitation and development of transport and navigation on the Sava River
- ⊕ **Plan and the project** documentation for the marking of the Sava River waterway

The Sava Commission has passed important regulations in the field of navigation safety, such as:

- ⊕ **Navigation Rules** on the Sava River Basin (SRB)
- ⊕ **Minimum Manning** Requirements for the Vessels in the SRB
- ⊕ **Rules** on Minimum Requirements for the Issuance of the Boatmaster's Licences on the SRB
- ⊕ **Rules** for Waterway Marking on the SRB
- ⊕ **Detailed Parameters** for Waterway Classification on the Sava River



River Basin Management»»

The Parties to the FASRB have „recognized the great value of the Sava River Basin and its environmental and natural assets for the economic and social well-being and living standards of the citizens“. By signing the FASRB, the Parties committed themselves to cooperate in the process of the creation of integrated or joint plans and development programs, one of the most important plans being the Sava River Basin Management (RBM) Plan.

The Sava RBM Plan, which is being developed in accordance with the EU Water Framework Directive, will cover:

- ⊕ **Characterization** of the Sava River Basin
- ⊕ **Significant pressures and impacts** of human activity on the water status
- ⊕ **Identification** of protected areas
- ⊕ **Monitoring** networks
- ⊕ **List** of environmental objectives
- ⊕ **Economic analysis** of water use
- ⊕ **Program** of measures
- ⊕ **Public information** and consultation measures
- ⊕ **List of competent authorities** and contact points in the countries

Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube River Basin

The interdisciplinary process to create the Joint Statement was led by the International Commission for the Protection of the Danube River (ICPDR), Danube Commission on Navigation and the Sava Commission.

In the Statement, a common understanding has been generated about the protection of the riverine environment and the necessary conditions for developing sustainable inland navigation in an intact riverine landscape.

Accident Prevention & Flood Management»»

The work of the Sava Commission in the field of accident prevention and control is focused on:

- ⊕ **Functioning and improvement** of the warning system in case of an accident, known as the Accident Emergency Warning System
- ⊕ **Development** of the joint International Contingency Plan for the Sava River Basin
- ⊕ **Development and follow-up of different projects** referring to protection of eco-system and preparation of the protocols, first of all the Protocol on Emergency Situations

The activities of the Sava Commission related to flood management cover the issues as:

- ⊕ **Flood risk assessment and flood hazard and risk mapping**
- ⊕ **Flood risk management planning**
- ⊕ **Development of joint flood forecasting and warning system**

The Sava Commission also supports and coordinates all activities in harmonization of methodologies and joint actions related to flood prevention and protection. It promotes the exchange of knowledge with other river commissions and other relevant institutions.

One key principle is the need for an interdisciplinary planning process from the beginning of a project that includes: environment, water management and transport ministries; scientists in river engineering, navigation, ecology, spatial planning, tourism and economics; and other stakeholders such as environmental NGOs and the private sector.

Other principles include minimizing the impacts of engineering interventions, using non-structural measures (e.g. improved fleets, technologies and information systems) and applying environmental impact assessments with public input.