

2nd Working Group Meeting Vienna | 15-16 March 2012

Background Information

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Version | date:

0.1 | 12/03/2012

Waterway Infrastructure

Infrastructural bottlenecks have significant effects on how cost-effective inland navigation can operate and therefore have an adverse effect on the economic performance of waterway transport. Improving the existing waterway network in the Danube river basin will enable economic hinterland connections, resulting in economic growth and new jobs in the Danube region. Improvement of waterway infrastructure includes fairway parameters (depth, width, curve radius), bridges (height, width) and locks (length, width, height). This should include consideration of infrastructure for missing links, as well as how best to develop the onward links to the Black Sea and beyond.

In order to eliminate existing navigation bottlenecks on the Danube and its main navigable tributaries, work is ongoing to identify environmentally sustainable solutions for improved navigability. This should also take into account likely impacts of climate change, the preservation of functioning ecosystems and planning guidelines contained in the "Joint Statement on the Development of Inland Navigation and Environmental Protection in the Danube River Basin" (2008) and in the "PLATINA Manual on Good Practices in Sustainable Waterway Planning" (2010).

Actions defined in Action Plan

The following actions for implementing the Road Map on Waterway Infrastructure are specified in the Action Plan (SEC(2010) 1489 final) accompanying the Communication of the European Commission on the European Union Strategy for the Danube Region (COM(2010) 715 final) of 8.12.2010. This is supplemented with a short description of the key tasks and examples of projects identified for the action in the Action Plan.

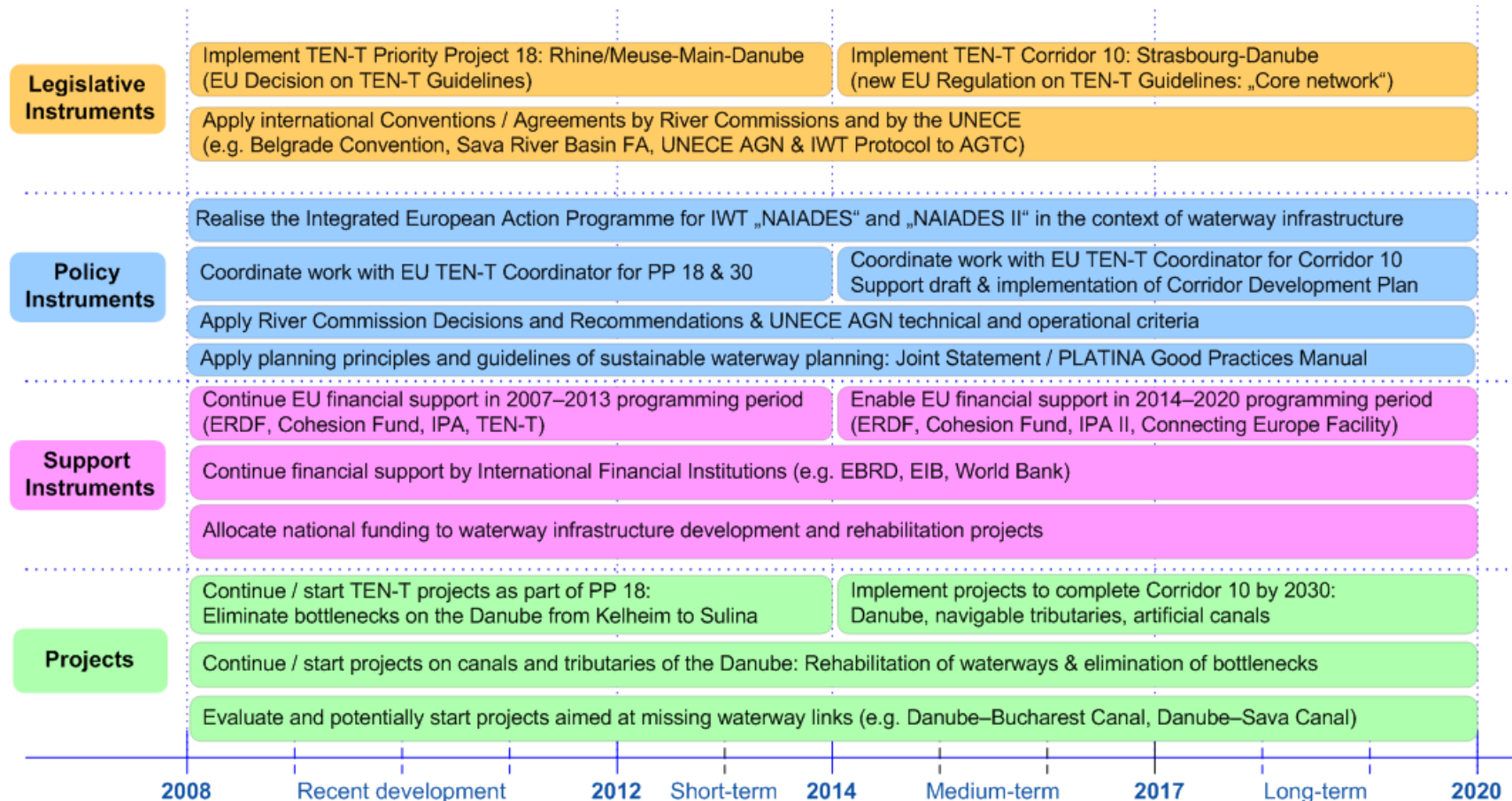
- ▶ **To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way**
 - Key tasks: remove existing navigability bottlenecks; use environmentally sustainable solutions; take into account likely impacts of climate change, the preservation of functioning ecosystems and the Joint Statement's planning guidelines
 - Example of project: none
- ▶ **To invest in waterway infrastructure of the Danube and its tributaries and develop the interconnections**
 - Key tasks: improve waterway network in order to enable hinterland connections; consider infrastructure for missing links and the development of onward links to the Black Sea and beyond
 - Example of project: "To remove shipwrecks, bridges debris and unexploded weapons from the riverbed of the Danube (lower Danube, especially in low water periods)"
 - Example of project: "To build the Danube–Bucharest Canal"

Relevant targets

The European Commission's Communication on the European Union Strategy for the Danube Region (COM(2010) 715 final) of 8.12.2010 includes three exemplary targets which are relevant for the implementation of Priority Area 1a on Inland Waterways of the EUSDR. The Priority Area Coordinators together with the Members of the Steering Group altered and expanded these targets to five, of which the following are applicable for implementing the Road Map on Waterway Infrastructure.

- ▶ **Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015.**
- ▶ **Increase the cargo transport on the river by 20% by 2020 compared to 2010.**

Waterway Infrastructure



Waterway Management

National waterway management bodies are responsible for the continuous maintenance of the waterway infrastructure (e.g. surveying and dredging activities), as well often for implementation of flood protection and ecological measures (e.g. required by the EU Water Framework Directive).

These bodies shall continue further to intensify their cooperation, in particular by creating common standards for waterway management in the Danube basin. This is also in line with the “Danube River Basin Management Plan 2009” which has defined a “Joint Programme of Measures” to be implemented by the Danube region countries.

Actions defined in Action Plan

The following action for implementing the Road Map on Waterway Management is specified in the Action Plan (SEC(2010) 1489 final) accompanying the Communication of the European Commission on the European Union Strategy for the Danube Region (COM(2010) 715 final) of 8.12.2010. This is supplemented with a short description of the key tasks and examples of projects identified for the action in the Action Plan.

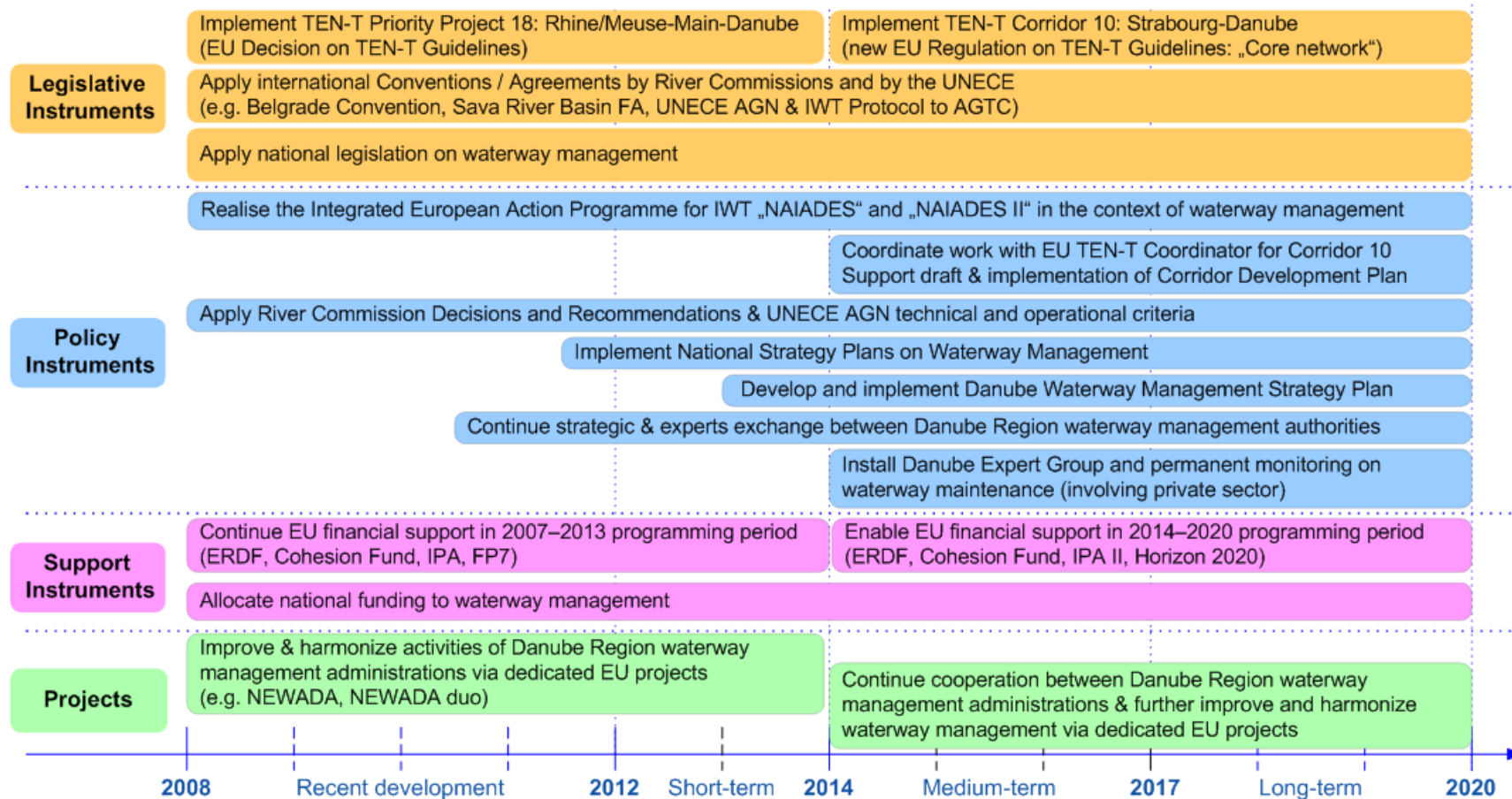
- ▶ **To improve comprehensive waterway management of the Danube and its Tributaries**
 - Key tasks: improve management with regard to waterway maintenance (surveying, dredging), flood protection and ecological measures; create common standards for waterway management in the Danube basin; continue and intensify the cooperation of national waterway management bodies
 - Example of project: "To build on the network of Danube Waterway Administrations (NEWADA) project"

Relevant targets

The European Commission's Communication on the European Union Strategy for the Danube Region (COM(2010) 715 final) of 8.12.2010 includes three exemplary targets which are relevant for the implementation of Priority Area 1a on Inland Waterways of the EUSDR. The Priority Area Coordinators together with the Members of the Steering Group altered and expanded these targets to five, of which the following are applicable for implementing the Road Map on Waterway Management.

- ▶ **Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015.**
- ▶ **Increase the cargo transport on the river by 20% by 2020 compared to 2010.**

Waterway Management



Ports & Sustainable Freight Transport

In order to increase the opportunities to bundle cargo flows for inland waterway transport and reduce negative transport externalities elsewhere, a coordinated and harmonised development concept for multimodal ports should be elaborated by Danube river basin countries and relevant stakeholders. As a basis for this activity, national port development plans shall be elaborated or reviewed with a view to their integration into local and regional development strategies.

An intermodal interface should be established between Danube inland waterway freight transport and railway freight transport to strengthen existing economic ties and foster cohesion in the region. The project would help increase the multimodal freight transport and lead to more evenly and efficiently spread traffic across the existing infrastructure.

Actions defined in Action Plan

The following actions for implementing the Road Map on Ports & Sustainable Freight Transport are specified in the Action Plan (SEC(2010) 1489 final) accompanying the Communication of the European Commission on the European Union Strategy for the Danube Region (COM(2010) 715 final) of 8.12.2010. This is supplemented with a short description of the key tasks and examples of projects identified for the action in the Action Plan.

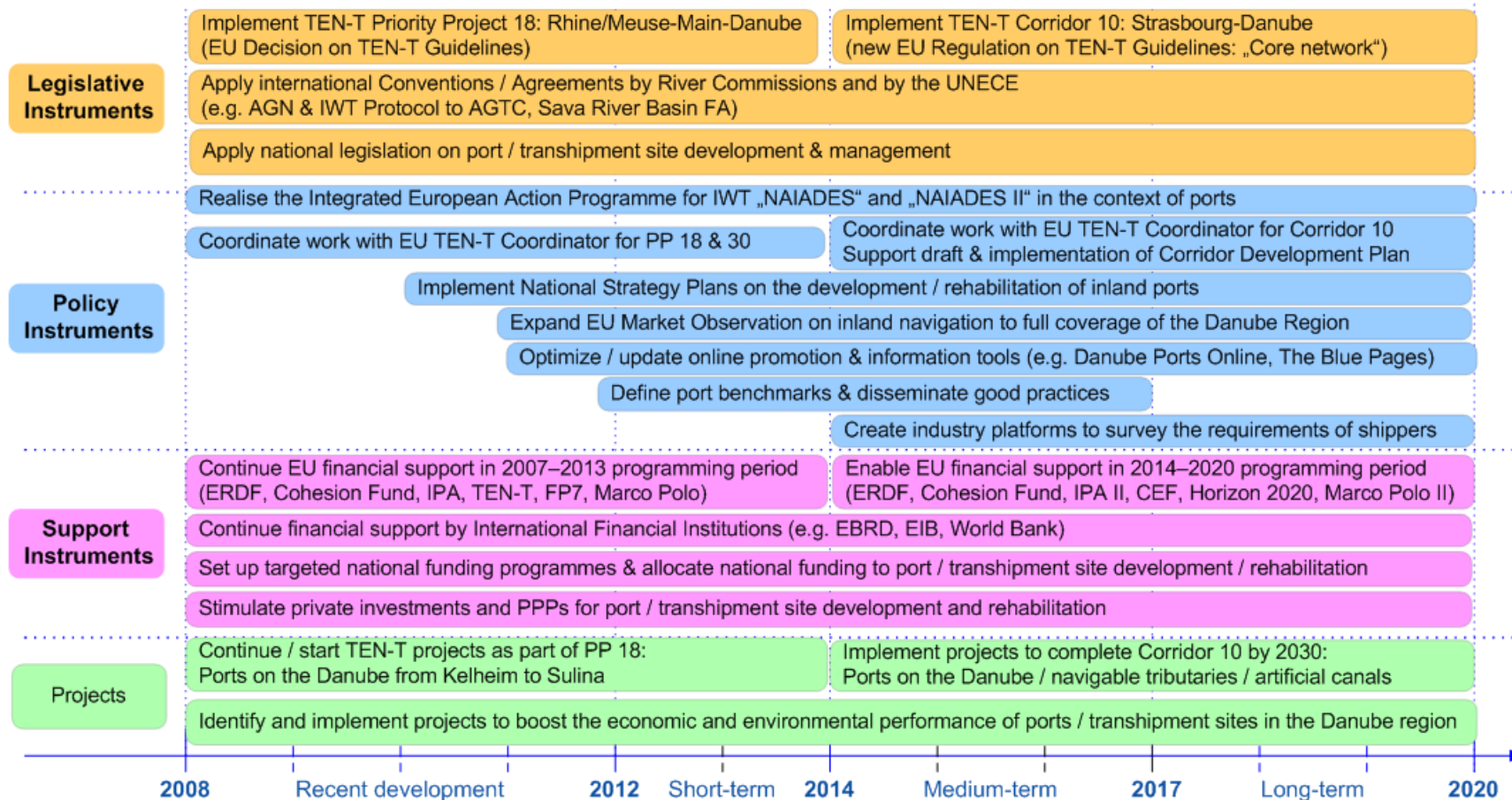
- ▶ **To develop ports in the Danube river basin into multimodal logistics centres**
 - Key tasks: draft coordinated and harmonised development concept for multimodal ports; involve Danube countries and relevant stakeholders; elaborate or review national port development plans for integration into local and regional development strategies
 - Example of project: none
- ▶ **To promote sustainable freight transport in the Danube Region**
 - Key tasks: establish intermodal interfaces (ports) especially between inland navigation and railway freight transport, thus helping increase multimodal freight transport
 - Example of project: "To develop container transport on the Danube"
 - Example of project: "To create an approach and a web platform to provide complete real-time information concerning Danube navigation and connections with all modes of transport"

Relevant targets

The European Commission's Communication on the European Union Strategy for the Danube Region (COM(2010) 715 final) of 8.12.2010 includes three exemplary targets which are relevant for the implementation of Priority Area 1a on Inland Waterways of the EUSDR. The Priority Area Coordinators together with the Members of the Steering Group altered and expanded these targets to five, of which the following are applicable for implementing the Road Map on Ports & Sustainable Freight Transport.

- ▶ **Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020.**
- ▶ **Increase the cargo transport on the river by 20% by 2020 compared to 2010.**

Ports & Sustainable Freight Transport



Fleet Modernisation

Environmental and economic performance of Danube navigation can be improved by means of innovation, dedicated fleet modernisation and optimised waste management measures. For this purpose, a common approach for the modernisation of inland vessels should be established. Technological developments in terms of innovative vessels, engines and optimised fuel consumption (e.g.: retrofitting with particle filter, using low emission fuel, using onshore power while docking, LNG) and logistics operations can make inland navigation more attractive giving it extra advantages.

Actions defined in Action Plan

The following action for implementing the Road Map on Fleet Modernisation is specified in the Action Plan (SEC(2010) 1489 final) accompanying the Communication of the European Commission on the European Union Strategy for the Danube Region (COM(2010) 715 final) of 8.12.2010. This is supplemented with a short description of the key tasks and examples of projects identified for the action in the Action Plan.

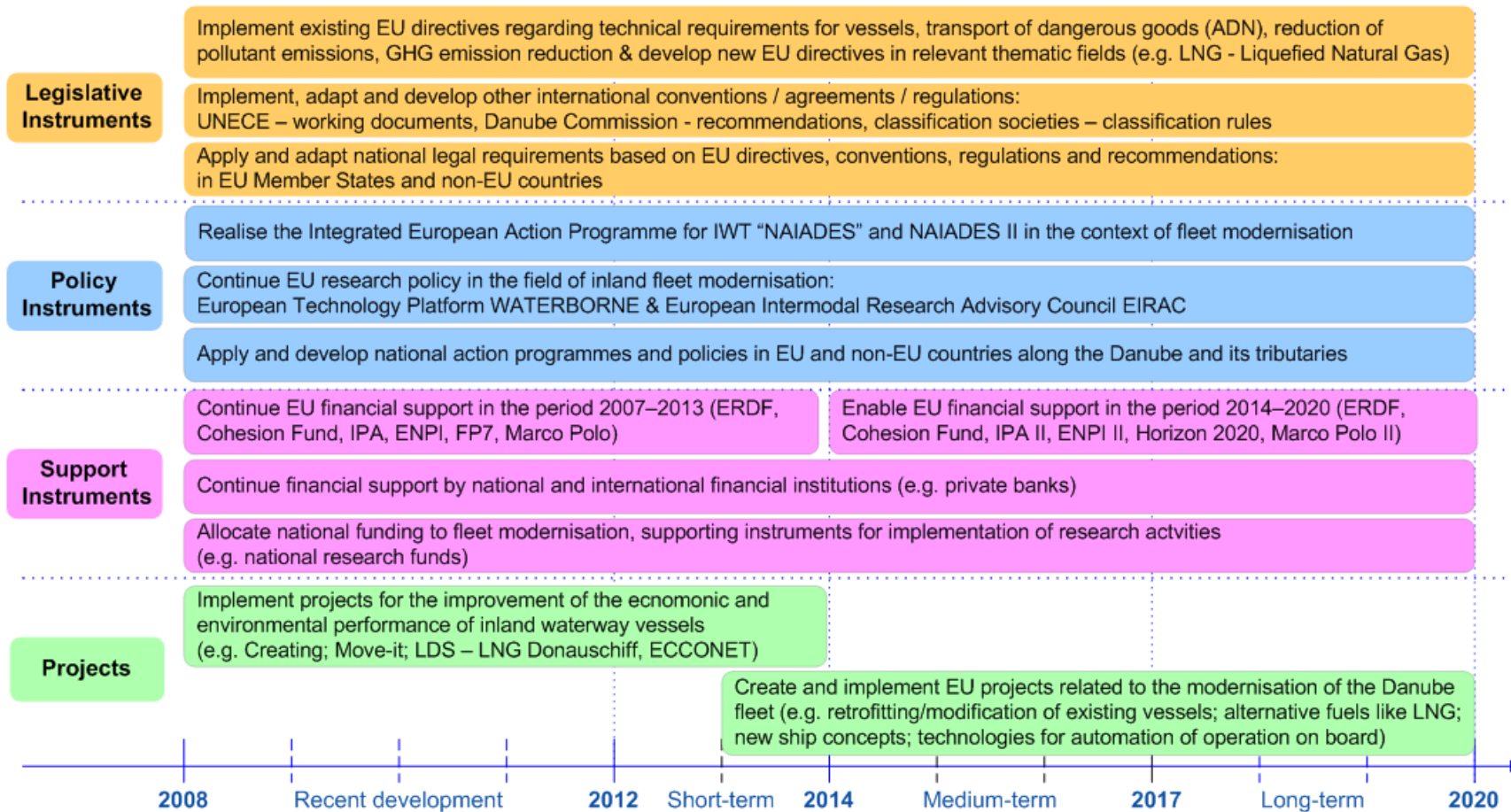
- ▶ **To modernise the Danube fleet in order to improve environmental and economic performance**
 - Key tasks: improve environmental and economic performance of Danube navigation via innovation (vessels, engines, alternative fuels), fleet modernisation (incl. retrofitting), waste management and logistics operations; establish common approach for the modernisation of vessels
 - Example of project: "To build on the WASTE management for inland Navigation on the DANUBE (WANDA) project"

Relevant targets

The European Commission's Communication on the European Union Strategy for the Danube Region (COM(2010) 715 final) of 8.12.2010 includes three exemplary targets which are relevant for the implementation of Priority Area 1a on Inland Waterways of the EUSDR. The Priority Area Coordinators together with the Members of the Steering Group altered and expanded these targets to five, of which the following is applicable for implementing the Road Map on Fleet Modernisation.

- ▶ **Increase the cargo transport on the river by 20% by 2020 compared to 2010.**

Fleet Modernisation



River Information Services

River Information Services (RIS) contribute substantially to increasing the safety, efficiency and environmental-friendliness of inland navigation. By developing services for transport management and integrating RIS in e-initiatives, shipping operators, ports and logistics service providers can optimise their logistics operations, thus reducing overall transport costs. The full potential of RIS can however only be realised if they are implemented along the entire Danube and its main navigable tributaries and canals.

As part of waterway infrastructure along the Rhine-Main-Danube axis, which features as Priority Project 18 in the Trans-European Transport Network, projects for the implementation of RIS are also funded within TEN-T, Cohesion Funds and the Instrument for Pre-Accession (IPA).

Actions defined in Action Plan

The following actions for implementing the Road Map on River Information Services are specified in the Action Plan (SEC(2010) 1489 final) accompanying the Communication of the European Commission on the European Union Strategy for the Danube Region (COM(2010) 715 final) of 8.12.2010. This is supplemented with a short description of the key tasks and examples of projects identified for the action in the Action Plan.

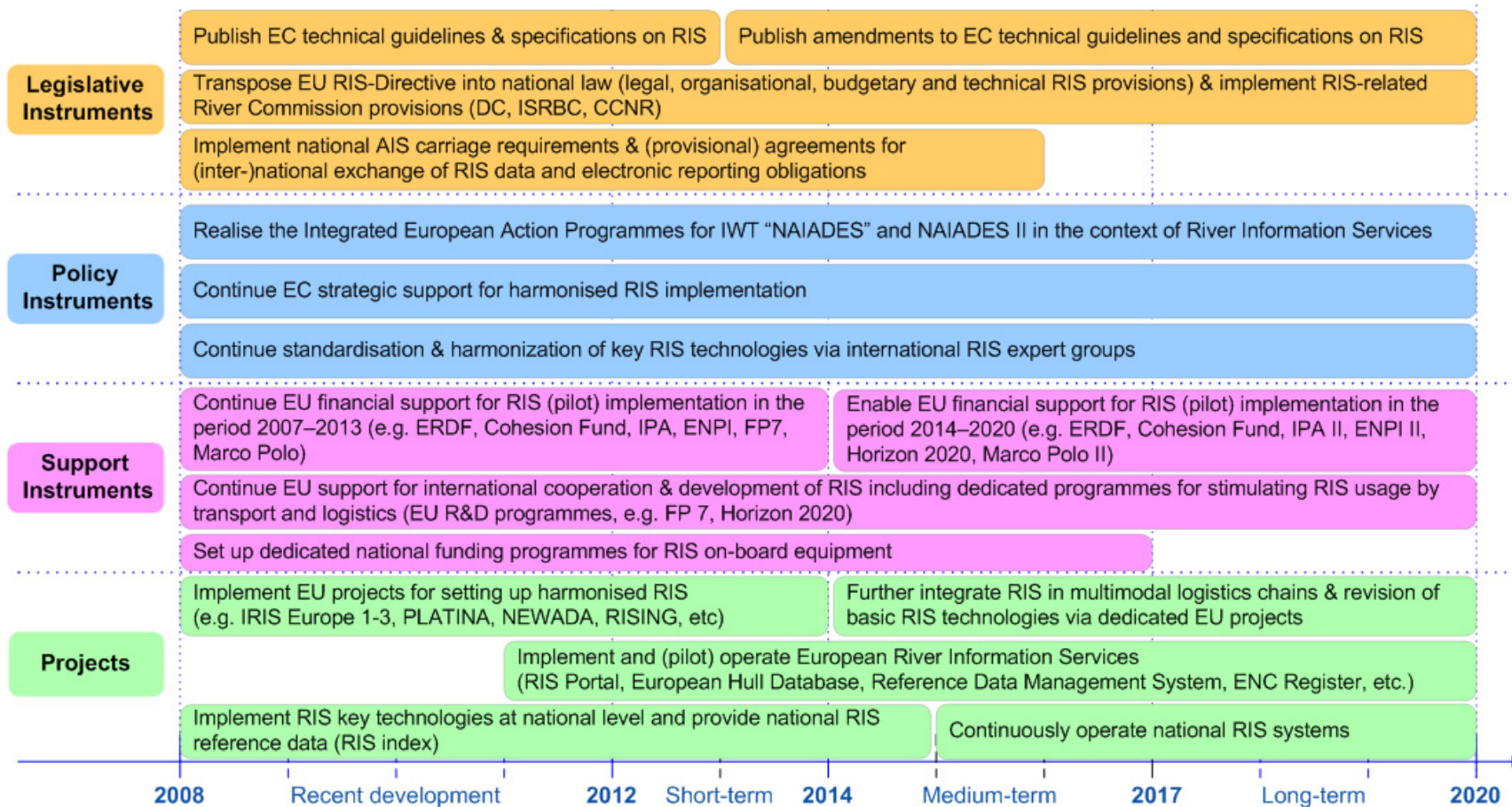
- ▶ **To implement harmonised River Information Services (RIS)**
 - Key tasks: implement River Information Services along the entire Danube and on its main navigable tributaries and canals
 - Example of project: "To build on the IRIS Europe projects – support the co-ordinated implementation of River Information Services (RIS) in Europe"
- ▶ **To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way**
 - Key tasks: remove existing navigability bottlenecks; use environmentally sustainable solutions; take into account likely impacts of climate change, the preservation of functioning ecosystems and the Joint Statement's planning guidelines
 - Example of project: none

Relevant targets

The European Commission's Communication on the European Union Strategy for the Danube Region (COM(2010) 715 final) of 8.12.2010 includes three exemplary targets which are relevant for the implementation of Priority Area 1a on Inland Waterways of the EUSDR. The Priority Area Coordinators together with the Members of the Steering Group altered and expanded these targets to five, of which the following are applicable for implementing the Road Map on River Information Services.

- ▶ **Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015.**
- ▶ **Increase the cargo transport on the river by 20% by 2020 compared to 2010.**

River Information Services



Education & Jobs

Danube navigation is currently experiencing a shortage of nautical personnel, which is also caused by limited training and education opportunities in the Danube countries. Existing education institutions use different curricula. In order to facilitate labour availability and mobility at the European level, common education and training profiles should be pursued. Within this framework, the Danube countries should attract and educate young people for the profession of Danube crewman. Companies involved in inland waterways transport (ports, shipping companies, customers, etc.) and educational and research bodies should establish educational platforms and networks to increase competitiveness and competence of all actors.

Actions defined in Action Plan

The following action for implementing the Road Map on Education & Jobs is specified in the Action Plan (SEC(2010) 1489 final) accompanying the Communication of the European Commission on the European Union Strategy for the Danube Region (COM(2010) 715 final) of 8.12.2010. This is supplemented with a short description of the key tasks and examples of projects identified for the action in the Action Plan.

▶ To invest in education and jobs in the Danube navigation sector

- Key tasks: attract and educate young people for the profession of Danube crewman; extend training and education opportunities in the Danube countries; create common education and training profiles; establish educational platforms and networks
- Example of project: "To establish cooperation networks for logistics and nautical education focusing on Inland Waterway Transport in the Danube corridor supported by innovative solutions (NELI)"

Relevant targets

The European Commission's Communication on the European Union Strategy for the Danube Region (COM(2010) 715 final) of 8.12.2010 includes three exemplary targets which are relevant for the implementation of Priority Area 1a on Inland Waterways of the EUSDR. The Priority Area Coordinators together with the Members of the Steering Group altered and expanded these targets to five, of which the following are applicable for implementing the Road Map on Education and Jobs.

- ▶ Solve the shortage of qualified personnel and harmonise education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.
- ▶ Increase the cargo transport on the river by 20% by 2020 compared to 2010.

Education & Jobs

