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# **Background Information**

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# 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
  - <u>Key tasks</u>: 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
  - o Example of project: none
- To invest in waterway infrastructure of the Danube and its tributaries and develop the interconnections
  - <u>Key tasks</u>: 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
  - <u>Example of project</u>: "To remove shipwrecks, bridges debris and unexploded weapons from the riverbed of the Danube (lower Danube, especially in low water periods)"
  - o 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.

# EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality: Inland waterways



#### 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
  - <u>Key tasks</u>: 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
  - <u>Example of project</u>: "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.



# EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality: Inland waterways



#### Waterway Management





Ministerul Transporturilor si Infrastructurii



# **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
  - <u>Key tasks</u>: 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
  - <u>Key tasks</u>: establish intermodal interfaces (ports) especially between inland navigation and railway freight transport, thus helping increase multimodal freight transport
  - o Example of project: "To develop container transport on the Danube"
  - <u>Example of project</u>: "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

	Implement TEN-T Priority Project 18: Rhine/Meuse-Main-Danube Implement TEN-T Corridor 10: Strasbourg-Danube   (EU Decision on TEN-T Guidelines) (new EU Regulation on TEN-T Guidelines: "Core network")		
Legislative Instruments	Apply international Conventions / Agreements by River Commissions and by the UNECE (e.g. AGN & IWT Protocol to AGTC, Sava River Basin FA)		
	Apply national legislation on port / transhipment site development & management		
	Realise the Integrated European Action Programme for IWT "NAIADES" and "NAIADES II" in the context of ports		
	Coordinate work with EU TEN-T Coordinator for PP 18 & 30 Coordinate work with EU TEN-T Coordinator for Corridor 10 Support draft & implementation of Corridor Development Plan		
Policy	Implement National Strategy Plans on the development / rehabilitation of inland ports		
Instruments	Expand EU Market Observation on inland navigation to full coverage of the Danube Region		
	Optimize / update online promotion & information tools (e.g. Danube Ports Online, The Blue Pages)		
	Define port benchmarks & disseminate good practices		
	Create industry platforms to survey the requirements of shippers		
	Continue EU financial support in 2007–2013 programming period (ERDF, Cohesion Fund, IPA, TEN-T, FP7, Marco Polo) Enable EU financial support in 2014–2020 programming period (ERDF, Cohesion Fund, IPA II, CEF, Horizon 2020, Marco Polo II)		
Support	Continue financial support by International Financial Institutions (e.g. EBRD, EIB, World Bank)		
Instruments	Set up targeted national funding programmes & allocate national funding to port / transhipment site development / rehabilitation		
	Stimulate private investments and PPPs for port / transhipment site development and rehabilitation		
•••••	Continue / start TEN-T projects as part of PP 18: Implement projects to complete Corridor 10 by 2030:		
Projects	Ports on the Danube from Kelheim to Sulina Ports on the Danube / navigable tributaries / artificial canals		
	Identify and implement projects to boost the economic and environmental performance of ports / transhipment sites in the Danube region		
20	008Recent development2012Short-term2014Medium-term2017Long-term2020		





# **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
  - <u>Key tasks</u>: 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
  - <u>Example of project</u>: "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**

	Implement existing EU directives regarding technical requirements for vessels, transport of dangerous goods (ADN), reduction of pollutant emissions, GHG emission reduction & develop new EU directives in relevant thematic fields (e.g. LNG - Liquefied Natural Gas)			
Legislative Instruments	Implement, adapt and develop other international conventions / agreements / regulations: UNECE – working documents, Danube Commission - recommendations, classification societies – classification rules			
	Apply and adapt national legal requirements based on EU directives, conventions, regulations and recommendations: in EU Member States and non-EU countries			
	Realise the Integrated European Action Programme for IWT "NAIADES" and NAIADES II in the context of fleet modernisation			
Policy Instruments	Continue EU research policy in the field of inland fleet modernisation: European Technology Platform WATERBORNE & European Intermodal Research Advisory Council EIRAC			
	Apply and develop national action programmes and policies in EU and non-EU countries along the Danube and its tributaries			
	Continue EU financial support in the period 2007–2013 (ERDF, Cohesion Fund, IPA, ENPI, FP7, Marco Polo)Enable EU financial support in the period 2014–2020 (ERDF, Cohesion Fund, IPA II, ENPI II, Horizon 2020, Marco Polo II)			
Support Instruments	Continue financial support by national and international financial institutions (e.g. private banks)			
	Allocate national funding to fleet modernisation, supporting instruments for implementation of research actvities (e.g. national research funds)			
	Implement projects for the improvement of the ecnomonic and environmental performance of inland waterway vessels (e.g. Creating; Move-it; LDS – LNG Donauschiff, ECCONET)			
Projects	Create and implement EU projects related to the modernisation of the Danube fleet (e.g. retrofitting/modification of existing vessels; alternative fuels like LNG; new ship concepts; technologies for automation of operation on board)			
20	008 Recent development 2012 Short-term 2014 Medium-term 2017 Long-term 202			



# **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)
  - <u>Key tasks</u>: implement River Information Services along the entire Danube and on its main navigable tributaries and canals
  - <u>Example of project</u>: "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
  - <u>Key tasks</u>: 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
  - o 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.





# **EU Strategy for the Danube Region** Priority Area 1a – To improve mobility and multimodality: Inland waterways



# **River Information Services**

	Publish EC technical guidelines & specifications on RIS Publish amendments to EC technical guidelines and specifications on RIS		
Legislative Instruments	Transpose EU RIS-Directive into national law (legal, organisational, budgetary and technical RIS provisions) & implement RIS-related River Commission provisions (DC, ISRBC, CCNR)		
	Implement national AIS carriage requirements & (provisional) agreements for (inter-)national exchange of RIS data and electronic reporting obligations		
	Realise the Integrated European Action Programmes for IWT "NAIADES" and NAIADES II in the context of River Information Services		
Policy Instruments	Continue EC strategic support for harmonised RIS implementation		
	Continue standardisation & harmonization of key RIS technologies via international RIS expert groups		
Support Instruments	Continue EU financial support for RIS (pilot) implementation in the period 2007–2013 (e.g. ERDF, Cohesion Fund, IPA, ENPI, FP7, Marco Polo) Enable EU financial support for RIS (pilot) implementation in the period 2014–2020 (e.g. ERDF, Cohesion Fund, IPA II, ENPI II, Horizon 2020, Marco Polo II)		
	Continue EU support for international cooperation & development of RIS including dedicated programmes for stimulating RIS usage by transport and logistics (EU R&D programmes, e.g. FP 7, Horizon 2020)		
	Set up dedicated national funding programmes for RIS on-board equipment		
	Implement EU projects for setting up harmonised RIS (e.g. IRIS Europe 1-3, PLATINA, NEWADA, RISING, etc)Further integrate RIS in multimodal logistics chains & revision of basic RIS technologies via dedicated EU projects		
Projects	Implement and (pilot) operate European River Information Services (RIS Portal, European Hull Database, Reference Data Management System, ENC Register, etc.)		
	Implement RIS key technologies at national level and provide national RIS reference data (RIS index)		
20	008 Recent development 2012 Short-term 2014 Medium-term 2017 Long-term 202		





# **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
  - <u>Key tasks</u>: 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
  - <u>Example of project</u>: "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**

	Elaborate a EU harmonized education and training system: STCIN – Standards for Training and Certification in Inland Navigation		
Legislative Instruments		Implement STCIN at national level based on harmonized European legal provisions	
	Implement education & jobs related EC & River Commission provisions e.g. harmonization of boatmasters' certificates, manning requirements	s (DC, SRBC, CCNR):	
	Realise the Integrated European Action Programme for IWT "NAIADES	S" and NAIADES II in the context of education & jobs	
Policy Instruments	Continue the EU sectoral Social Dialogue for the improvement of working conditions in Inland Navigation and of the "Educational network of inland waterway navigation schools and training institutes" (EDINNA)		
		ional and National Action Plans for a harmonized approach aining in the Danube Region countries	
	Strengthen existing IWT education & training institutions in the Danube Region		
Support Instruments	for education and training activities/initiatives in the field of inland navigation (ESF, ERDF, Cohesion Fund, IPA, FP7, Marco Polo,	Enable EU financial support in 2014-2020 programming period for education and training activities/initiatives in the field of inland navigation (ESF, ERDF, Cohesion Fund, IPA II, CEF, Horizon 2020, Marco Polo II, Education Europe)	
	Continue and set up dedicated national funding programmes for inland in the Danube Region	navigation related education and training activities/initiatives	
Projects	Improve & harmonize education and training in inland navigation via dedicated EU projects (e.g. EWITA, NELI, PLATINA, HINT)		
	(	dentify and implement education and training related activities (e.g. Danube Training Ship, Danube Navigation Simulator, Joint education initiatives) via dedicated EU projects	
20	008 Recent development 2012 Short-term 2014	4 Medium-term 2017 Long-term 20	

