

# Feedback by attendants on draft Road Maps

2nd meeting of Working Groups  
Vienna, 15/16 March 2012

# Disclaimer

**Please note** that this document contains the original or abridged versions of the anonymous feedback provided in written form on cards by the attendants of the 2nd meeting of Working Groups of Priority Area 1a (PA 1a) on inland waterways of the EU Danube Region Strategy (EUSDR).

On the one hand, feedback was received with regard to the **six draft thematic Road Maps** proposed by the Priority Area Coordinators for implementing the actions specified in the European Commission's Action Plan for the EUSDR. On the other hand, **administrative and political issues** as well as **aspects of the implementation of PA 1a** were also commented on.

Feedback by the attendants of the Working Group meeting is represented here in the following in its original form – except for abridged versions, which nonetheless retain the meaning of the original.

The views expressed in the comments received as feedback by the attendants of the Working Group meeting are those of the attendants. The Priority Area Coordinators do not accept any liability for the content of the feedback received.

# Waterway Infrastructure | 1



Solve obstacles for navigability: For proper application conventional **understanding of "bottlenecks"** has to be re-evaluated and revised

Keep in mind **inevitable limited reliability of river Danube for navigation** – especially when it comes to "urgent actions"

## **Environment must not remain invisible**

assuming that it is common understanding not worth mentioning -> not only address DC and AGN but also Joint Statement (name EIA, SEA, Birds and Habitats Directive, WFD!! etc.)

EUDSR does not provide any specific actions or opportunities for **involvement of the supply chain and logistic industry** – How can this be improved?

Keep in mind that **infrastructural or management measures** such as dredging or dams **can make situation/navigability worse**; extreme low water conditions, ice, flood, lock problems

you still need to **integrate environment**, flood protection and other uses into the Road Maps (all fields)

I am missing environmental legislation / policies / standards: there are too many examples of **projects** across the Danube **that do not fully take into account environment** (eg RO, HR projects)

To avoid unnecessary conflict, to expedite projects and ensure their optimisation, a stronger, **more proactive focus is needed on environmental issues** eg. further roll-out/training on PLATINA (specific project for this?)

# Waterway Infrastructure | 2

A clearer sense/understanding of **climate change** impacts is needed: Implications? Response?  
How to increase resilience/adaptability of river + navigation systems to address this challenge rather than simply dredging + dyking?

More good **berths** (quays and car jetties); not mooring on basalt stone shore/bank

Push member's states with **binding measures** to improve navigation circumstances

Development of **TEN-T Danube corridor**: identify projects to be developed / prepared / implemented until 2020 / 2030 / 2050; roadmaps, responsibilities; inclusion in national strategic plans & OPs; joint project proposals between countries

**Presentation** of each **project proposal** to all the stakeholders concerned and discussion on the topics; realistic project proposals; awareness

To **prove the potential for future construction** of the new transport links of IWT

Efficiency in solving problems with bottlenecks: more support from EUDRS in talks with **NGOs and people from environment sector** ... not to avoid them, but to avoid blocking realisation of projects

# Waterway Management | 1



Keep in mind inevitable **limited reliability** of river Danube for navigation – especially when it comes to "urgent actions"

To avoid unnecessary conflict, to expedite projects and ensure their optimisation, a stronger, **more proactive focus is needed on environmental issues** eg. further roll-out/training on PLATINA (specific project for this?)

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places to put **car** on board / from board

**Projects** for maintaining the **optimal depths** for the Danube region and funding to apply the projects based on the effort of all River States

Keep in mind that infrastructural or **management measures** such as dredging or dams **can make situation/navigability worse**; extreme low water conditions, ice, flood, lock problems

A clearer sense/understanding of **climate change** impacts is needed: Implications? Response? How to increase resilience/adaptability of river + navigation systems to address this challenge rather than simply dredging + dyking?

I am missing environmental legislation / policies / standards: there are too many examples of **projects** across the Danube **that do not fully take into account environment**

Interpretation of waterway **predictions**, prognoses for condition of navigation, prediction for water level, ice weather, flow

# Waterway Management | 2

In my opinion the **Danube Commission** would be the body/institute that lead the harmonization of waterway management. The revision of Belgrade Convention gives chance to define who is responsible for joint/harmonized mgm.

**Waterway maintenance "observatory"**  
(monitoring of shortcomings & progress)

**buoys** (green/red) better in colour & reflection

**share electricity** (63 amp for barges + extra for passenger vessels)

- water gauges network
- information about sediment transport
- monitoring current flows (discharge) in bottlenecks areas
- river engineering works

Development of **TEN-T Danube corridor**: identify projects to be developed / prepared / implemented until 2020 / 2030 / 2050; roadmaps, responsibilities; inclusion in national strategic plans & OPs; joint project proposals between countries

**Presentation** of each **project proposal** to all the stakeholders concerned and discussion on the topics; realistic project proposals; awareness

good safe **berths** for loaded and unloaded vessels

**water level prognosis** for about 7 days

# Waterway Management | 3



**waste/garbage containers** onshore + locks (free of charge); **bilge boat** to take in duty oil

Bring in **overview from available free berths** for cargo / tanker / passenger vessels with indication how long a certain ship will stay at the berth

**Locks and information** – that needs to be harmonized but also managed locally on state level as a service to solve problems and not to create problems

EUDSR does not provide any specific actions or opportunities for **involvement of the supply chain and logistic industry** – How can this be improved?

Organise **expert exchange programmes** not only for theoretical speeches, but for real actions

**Standardising and harmonising the work for all administrations**; try to do the same jobs at the same level; create strategies for this work

**Physical navigability** is high priority. Water Depth is crucial at least a route pointed out to the operators + state or private (by tender) dredging as SOS

you still need to **integrate environment water management, flood protection etc.** into the Road Map (in all fields)

To think about modal chains, multimodal transport, since IWT is **interconnected with other modes** (PA 1a has to cooperate with 1b)

Develop **multimodal connections**: Is it possible to speak about land projects in the frame of "port's infrastructure development?"

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an intermodal interface should be established between Danube inland waterway transport and **port of Constanta**. One without other could not exist and in the end developed normally

**Port situation in Budapest** for the white fleet from 2012 on

**Presentation of each project proposal** to all the stakeholders concerned and discussion on the topics; realistic project proposals; awareness

To have "**master plans**" for **Danube ports management**

promote a **mission and logo for the logistic activities based on IWT**; see Netherlands = the Blue Road

Rebuilding/realisation of the **closed ports** for the new economical targets



# Ports & Sustainable Freight Transport | 2



Development of **TEN-T Danube corridor**: identify projects to be developed / prepared / implemented until 2020 / 2030 / 2050; roadmaps, responsibilities; inclusion in national strategic plans & OPs; joint project proposals between countries

EU DSR does not provide any specific actions or opportunities for **involvement of the supply chain and logistic industry** – How can this be improved?

**Reposition inland ports to logistic service providers** and argue for the development with different impulse, not only IWT

**Integrate environment aspects** (legal, policy) into the Road Map

Ports are crucial: a **standard** + some money to comply to the standards should be announced asap. Market needs to see progress

**Cut the exorbitant costs of Constanta**, it is 10 times more expensive than the Port of Rotterdam; it is choking the development of the Danube; this is the very first problem that should be tackled

Long term planning is indeed a must, but **short term solutions** are urgently required, consider direct subsidies to actors on the market

Create a **strategy** with all ports, with all administration of this port and all the port activities to see here the can improve and what the modality existing in ports

Don't dream of **magic adaptation of vessels to the river** as a solution

**Ship waste management** needs transnational coordination and that requires an **international convention** (WANDA, CO-WANDA) -> the WG has to support this activity

Fleet modernisation -> yes! –  
but with **EU money!**

**Environment must not remain invisible** assuming that it is common understanding not worth mentioning -> not only address DC and AGN but also Joint Statement (name EIA, SEA, Birds and Habitats Directive, WFD!! etc.)

Within new **FP7** draft for transport there is no call "**innovative vessels**" - is it possible to launch the topic? If not -> which other possibilities apart from the EUSDR "innovative vessels" call are there to hand in projects?

Fleet modernisation should also try to find **solutions for ships that do not require 2.5 m in depth**

Contact with **research organisations** in EU to get proven information -> just like EICB Rotterdam, DST Duisburg

# Fleet Modernisation | 2



Use **catalyst systems** for existing engines of ships as cost-effective option

**support programmes**; inform financial institutions so that they can provide loans

to establish a **platform for sharing experiences** on the field of fleet modernisation; support for **transnational programmes** for fleet modernisation including reduction of emission

Tender a **EU wide competition to find all new ideas** of ship industry, research institute/university towards new vessels in a state of the art manner

# River Information Services | 1



Keep in mind that **RIS are the first stage** and have not unleashed their full potential; there might be further steps/stages of RIS

With RIS better and sooner **customs formalities**

How is EUSDR helping to **implement existing RIS concept** (several existing programmes, policies)?

**update of RIS directive** – legal requirements for international application - use RIS to improve the PR of IWT

To **put order in all efforts** on European level for the good of the regions

Bring in "**lock management**" via **RIS or FIS** – Fairway Information Services -> see Dutch pilot LIVRA (Rijkswaterstaat)

**Stop improving standard** and implementation what we have in all country to see it works – after that improving

Facilitate **international data exchange**: Harmonisation of RIS along Danube at least – i.e. information given by national systems to have certain value for users on equal level

Entire **harmonised RIS coverage of Danube** should consider all Danube countries (non-EU as well) participation in the process of harmonisation

Extremely important to **speed up publication of guidelines and specifications** on RIS

**Interpretation** at national and international level

# Education & Jobs | 1



**Lack of qualified staff** is a problem even in the **maritime sector** -> maybe to cooperate?

involve people at the **age of 16**, use **social media** to reach the people

**Cooperation with/involvement of schools, institutes, universities** as required -> they have to take part of the WG discussions

**Environmental criteria** are not part of the planning of this priority area: It is not clear how the projects, strategy points, action plans will meet environmental requirements.

integrate in harmonised **education profile environmental protection** topics in order to raise environmental awareness

bring in education on **nautical English** language

bring in for young educated people job **rotation with Rhine area**

**Round tables at national level:** evaluate demand for education & training services of people involved in IWT sector – identify future common projects; would create more project ideas and create appropriate framework for cooperation

make further steps for **harmonisation of Crew certificates**; language in IWT sector needs – to settle further steps to be taken

Implement several **training and educational focused points**, specified to various topics of needed education in the IWW sector, Captains, Officers, Engineers, Crews

create **schools** for learning the skippers to work with ECDIS system and AIS and all other **new technology** that we have it at the moment

**Integration of STCIN** for the minimum requirements for recognising the qualifications

# Administration & Politics | 1



Get rid of **border revisions** - obsolete, annoying and time-consuming. If a ship can sail non-stop, so without the delay of border formalities it would shorten a trip with 2-3 days and it would cut out a lot of corruption and it saves a lot of money

There are too many "uso porto" along the Danube, **too many taxes** for shipping companies, the taxes are **not transparent**

Ships should sail in and out of the **tributaries** like Sava and Tisa without stopping and without extra Serbian **pilots or permits**. The tributaries should be accessible for anyone with a Danube patent or Rhine patent. Captains with Danube patent can already sail the Rhine tributaries now. This should also count of the Vojvodina Canals and Danube Black Sea Canal



# Implementation of EUSDR PA 1a | 1



PACs: Clearly **indicate the need for dedicated EU Support Funds for EUSDR projects** - Current Structural Funds have inappropriate regional programmes

Not clear how Strategy will contribute to **harmonization of different projects** developed under the 6 Action Fields?

What about **passenger transport and tourism**?

What are the experiences? Are the **steering group members** active in the groups? How will they will be inspired to contribute for the improving of the strategy?

PACs: **raise the attention of "Danube specific" geography in the EC** and its relevant DGs and Services: EU and non-EU Members; **unique river regime** (Danube Commission / Belgrade Convention) and its consequences

I don't see how will the **"letters of recommendation"** check whether the project goal fits with the targets of other priority areas

What would be further means to **support projects beside LoR**?

# Implementation of EUSDR PA 1a | 2



Proposal: **one big topic IWT infrastructure** with subtopics to serve correlations and integration between them: Waterway infrastructure, ports and sustainable transport, RIS are the main topics (according to TEN-T policy);

Are you considering to **create an internal EUDRS structure for maintaining specific projects** to sustain the EUSDR actions

Are there any intentions as **smart objectives**, to create other functional means for supporting the projects. i.e. technical competence of the project