

EUSDR Report June 2012

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

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ABBREVIATIONS USED

EUSDR	Strategy of the European Union for the Danube Region
IWT	Inland waterway transport
PA 1a	Priority Area 1a “To improve mobility and multimodality: Inland waterways” of the EUSDR
PAC	Priority Area Coordinator
TEN-T	Trans-European Transport Networks

1. OVERALL PROGRESS

1.1. State of play

1.1.1. *Work done on policies, actions and projects*

- **Policies:**
 - Raising political awareness of / attention for the subject of inland waterways in the Danube region, in particular for inland waterway transport, on the European level (e.g. participation of Commissioner Hahn in the 3rd Steering Group Meeting of PA 1a in May 2012; PA 1a involvement during the preparation of a declaration on effective waterway maintenance along the Danube for the EU Ministers' Council meeting in June 2012).
 - Raising political awareness of / attention for the subject of inland waterways, in particular for inland waterway transport, on the national level in the EUSDR region (PA 1a involvement in the preparation of status reports about waterway maintenance along the Danube based on the common initiative of the European Commission's Directorates-General for Regional Policy and Mobility & Transport in April 2012; PA 1a Steering Committee members).
 - Revision (extension and amendment) of EUSDR targets for PA 1a and approval of revised targets by the members of the Steering Group (autumn 2011) (cf. Chapter 2.1 for details).
- **Actions:**
 - Clustering of actions and targets into thematic action fields (cf. Chapter 2.2 for details) in order to create synergies and safeguard the efficient and effective implementation of the actions as identified in the EUSDR's Action Plan for PA 1a of the EUSDR.
 - Elaboration of background information (legal framework, responsibilities, existing strategies and concepts, next steps) as an input for the Roadmaps for the implementation of the EUSDR's actions identified for PA 1a (cf. Annex 1); discussion on / drafting of main activities with experts, stakeholders and country representatives during PA 1a meetings (Working Groups, Annual Stakeholder Conference, Steering Group) in order to meet the intentions of PA1a.
 - Generating discussion and creating baselines for further discussions among relevant stakeholders in order to:
 - identify new perspectives (e.g. best practice examples),
 - investigate key issues (e.g. waterway infrastructure, necessary investments in the infrastructure of inland ports, administrative barriers, insufficiency or lack of national budgets, lack in political commitment, missing competitive capacity of IWT compared to road or rail transport, missing social standards within the IWT sector) and
 - debate challenges and problems beyond mainstream argumentations.

- **Projects:**

- Collecting data on project proposals and on-going projects which contribute to the implementation of the EUSDR's targets and actions in the field of inland waterways (data systematised by means of data sheets and including e.g.: overview on project's objectives, status, timeframe or funding resources) (cf. Annex 4).
- Assessment of projects received from project promoters / leaders or identified by PACs on the basis of agreed evaluation criteria ("project labelling criteria") (cf. Annex 3).
- Issuing of a "Letter of Recommendation" for projects in line with the project labelling criteria set for PA 1a (including compliance with targets and actions) via agreement among the members of the Steering Group (cf. Annex 3).

1.1.2. Lessons learned, positive or negative

- The EUSDR's governance mechanism ("3 NOs": no new EU money, no new EU legislation, no new EU institutions) in addition to the existing institutional framework (= government) strongly contributes to initiate new ideas, to identify unconventional perspectives, to support the setting of agendas & to raise awareness among decision-makers as well as to generate networks and cooperation beyond existing institutional boundaries. On the other hand, this informal and non-institutionalised mechanism also shows clear limitations or even disadvantages in cases for which win-win situations can hardly be achieved (e.g. questions of national budgeting) and for which clear rules, responsibilities or funding resources are required.
- Meeting the targets set for PA 1a of the EUSDR by implementing specific actions will strongly depend on the design of the forthcoming EU funding schemes for the new programming period 2014 - 2020.
- The successful implementation of the EUSDR requires both a "top-down generated framework" (including, e.g., common objectives, commitment, agreements, financial resources) and "bottom-up actions" (projects implemented by partner consortiums under the lead of appropriate organisations, private financing means etc.). Apart from the European level, strong support is also needed by the respective governments and competent administrations at the national, regional and local level.
- There is a strong interest and involvement of stakeholders (IWT sector, authorities, NGOs) in the field of inland waterways (as demonstrated by the lively discussions during the Working Group meetings of PA 1a; cf. Annex 6). Many issues have been addressed –also including controversial topics – and the discussions generated valuable input for the Roadmaps aimed at the implementation of the thematic action fields of Priority Area 1a.
- The involvement of stakeholders is guaranteed via thematic Working Groups which meet twice a year (or more often, if necessary) for a discussion of relevant topics on an expert level. Members of the Steering Group are also participating in these events. Additionally, the stakeholders are involved / informed via Annual Stakeholder Conferences.

- The first meetings / events (Working Groups, Steering Group and Stakeholder Conference) have shown the need to streamline the organisation of these meetings (e.g. meeting of Working Group and Steering Group or Stakeholder Conference and Steering Group meeting at the same date and place in the future).
- The cross-sectoral cooperation between the different Priority Areas (e.g. transport and environment) has just started in the first year of the EUSDR's implementation, but is not yet fully developed. Informal discussions and one official meeting have taken place (EC / NCP / PAC meeting in Bucharest, 31st January 2012), but a more comprehensive cooperation form between the PACs still needs to be developed.
- The successful implementation of the EUSDR will strongly depend on the involvement and activation of stakeholders at all levels (European Commission / Union, national governments, regional / local authorities, private sector, funding institutions, NGOs etc.).

1.1.3. Next steps and challenges ahead

- **Next steps:**
 - Continue the work as Coordinator of PA 1a and monitor the implementation of the agreed Roadmaps for the thematic action fields of the Priority Area (cf. Annex 1).
 - Continue the support / stimulation of the elaboration of new project proposals on the basis of the results of PA 1a meetings and in line with the Roadmaps.
- **Challenges:**
 - Achieve all EUSDR related tasks of PA 1a in a cost-effective way considering the available Technical Assistance granted by the European Commission.
 - Maintain the necessary involvement and backing of / support for the Strategy on the political level; not to disappoint the expectations of stakeholders and project promoters in implementing the actions.
 - Further develop / adapt / amend the Roadmaps in the course of implementing the respective actions of PA 1a in cooperation with all relevant stakeholders.
 - Intensify the cooperation / coordination with related Priority Areas relevant for the implementation of PA 1a, e.g. PA 1b (rail, road, air) or PAs 4, 5 & 6 (environmental pillar of the EUSDR). Among the possible measures and activities are: organisation of joint events as e.g. stakeholder conferences or ad hoc thematic Working Groups on specific integrative topics.

1.1.4. Most important outcomes, events / discussions / results

- **Events:** Three Steering Group meetings (12 countries were involved); two Working Group Meetings (about 140 participants); one Stakeholder Conference – in total, some 350 stakeholders in the Danube region have been involved.
- **Discussions:** The EUSDR provides a broad discussion platform, enabling new perspectives and potential solutions for specific topics (e.g. administrative barriers for navigation companies and shippers along the Danube, improvement of waterway

maintenance especially in low water periods, improvement of the consideration of ecological aspects in the framework of waterway infrastructure projects).

- **Results:**

- Establishment of the organisational framework (“governance structure”) for implementing the EUSDR’s PA 1a in line with the requested conditions, including the set-up of a Joint Technical Secretariat (Austria and Romania).
- Set-up of PA 1a website (www.danube-navigation.eu) with the aim to continuously provide topical information for stakeholders / the general public and to ensure a transparent process.
- Labelling of project proposals to receive a “Letter of Recommendation” in line with the criteria set for PA 1a projects (including the applicable targets and actions of the EUSDR): Nine “Letters of Recommendation” were issued for projects in the first year of the EUSDR’s implementation (cf. Annex 3).
- Elaboration of Roadmaps for the implementation of seven thematic action fields. These Roadmaps include recurrent and specific tasks, activities and time frames in order to support the implementation of the EUSDR’s actions applicable for PA 1a (cf. Annex 1 and 2).
- Initiation of a broad discussion process and building of a network between the stakeholders by means of Working Group meetings and the organisation of an Annual Stakeholder Conference.
- Drawing the political attention to essential and highly topical issues which require a coordinated approach between the various stakeholders involved (e.g. in the field of effective waterway infrastructure maintenance).

1.2. Process

1.2.1. Governance: PACs, Steering Group, links with stakeholders

- **Priority Area Coordinators:**

- Organisation and execution of relevant meetings/events within EUSDR’s PA 1a (Steering Group, Working Groups and Stakeholder Conferences, see above) (cf. Annex 2, 5 and 6).
- Elaboration and approval of “Rules of Procedure” for the Steering Group of PA 1a (cf. Annex 5).
- Coordination / cooperation with Coordinators of other Priority Areas – bilateral meetings with PA 1b (mobility and multimodality: rail, road, air) as well as with PAs 4, 5 & 6 (pillar “environment” of the EUSDR).
- Preparation of dedicated Roadmaps (including background information) for the implementation of PA 1a actions according to the EUSDR’s Action Plan (cf. Annex 1).
- Creation of dedicated PA 1a document templates to create a specific “corporate design”, including a project data sheet for reporting projects to PACs.

- Project collection for EUSDR PA 1a with the support of lead partners (cf. Annex 4). The assessment of projects for issuing a “Letter of Recommendation” is based on common “project labelling criteria” which have been established by the PACs and approved by the SG members (cf. Annex 3).
- Participation in EUSDR-related international conferences and meetings (Bucharest, Brussels) as well as in national coordination meetings organised by the EUSDR National Contact Points of Austria and Romania.
- Tendering and contracting of the study “Innovative Danube Vessel”.
- Financing management and project management done by the Joint Technical Secretariat of PAC 1a (Austria and Romania).
- Establishing and regular updating of a EUSDR PA 1a website (www.danube-navigation.eu) and Intranet.
- Publication of relevant information on the website of PA 1a, including project data base (data sheets, project summaries and statistics), targets and governance structure, announcement of / documentation for meetings (including agenda, meeting minutes, presentations, list of attendance, background information, photo galleries), online contact form and restricted member area.
- Elaboration of PA 1a-related address data base on the Intranet (currently about 1,300 e-mailing contacts).
- **Steering Group:** Participation in EUSDR PA 1a Working Group meetings and in Annual Stakeholder Conference.

1.2.2. Changes in work / network approach resulting from the Strategy

- Besides existing data, the EUSDR provides the possibility to gather **additional and new information** as well as **complementary knowledge** about the main strengths, weaknesses, opportunities and threats of Danube navigation based on practice-oriented information received from stakeholders / actors of EUSDR countries (EU and non-EU) on the occasion of meetings and discussions.
- Reliable and comprehensive data overview about **planned, on-going and existing projects** along the Danube which have an influence on the IWT industry. This information allows to identify the implementation status of the EUSDR’s PA 1a actions (including gaps). The EUSDR strategy / approach and the related resources allow to involve – for the first time – a **broad stakeholder network** covering the entire stretch of the Danube and including the private and the public sector (administrations, waterway management organisations / authorities).
- The EUSDR approach for PA 1a allows to establish via the work of the PACs a **communication and discussion platform** which enables a holistic perspective (covering the EU Lisbon and Gothenburg objectives and following policies) and close cooperation between the European Commission, national ministries and secondary / auxiliary institutions, private companies and stakeholders.
- The EUSDR strongly helps to generate **transnational cooperation** between EU countries, non-EU countries with “candidate status” and third countries. The

instrument of the Steering Group is a unique (political) platform for discussions and decisions, involving three Directorates-General of the European Commission (Regional Policy, Mobility and Transport, Environment) as well as all river commission (Danube Commission, International Sava River Basin Commission, International Commission for the Protection of the Danube) and other relevant international organisations (Pan-European Transport Corridor VII, Danube Tourist Commission, Working Community of the Danube Regions, Council of Danube Cities and Regions).

1.3. Funding

1.3.1. Funding opportunities and sources, issues specific to PA 1a

- **National budget restrictions** in several EUSDR countries pose a great challenge and are serious limitations for a fundamental improvement to be achieved in important action fields like, e.g., waterway maintenance and management, fleet modernisation or port (infrastructure) development. An Inland Waterway Transport Funding Database (www.naiades.info/funding/) already exists which was elaborated within the PLATINA¹ project.
- Small EU and national **funding resources specifically dedicated to the preparation of project proposals** (“seed money”) which could be submitted in existing funding programmes like the South East Europe Transnational Cooperation (SEE) Programme, Sectoral Operational Programmes on Transport or the Instrument for Pre-Accession Assistance might support the generation of projects and in that way also the EUSDR approach.

1.4. Next steps

1.4.1. Recurrent activities

- **Implement the agreed Roadmaps** (cf. Annex 1) focused on recurrent activities of the Coordinators of PA 1a (on-going project data collection and assessment; issuing Letters of Recommendation, organisation of meetings, cooperation with the European Commission, national institutions and stakeholders etc.).
- **Implement the study “Innovative Danube Vessel”** together with the project consortium, contractors and experts (cf. Chapter 2.6 and Annex 7).

1.4.2. Additional activities

- **Increase the cooperation between PA 1a and related PAs** like PA 1b (rail, road, air) or PAs 4, 5 & 6 (environment pillar of the EUSDR).
- **Monitor and accompany the agreed declaration on effective waterway maintenance / management** along the Danube (cf. Chapter 2.4).

¹ Platform for the implementation of NAIADES (NAIADES is an EU Action Programme for the development of inland waterway transport in the European Union).

2. PROGRESS BY THEMATIC ACTION FIELD

2.1. Targets and actions

For PA 1a, ten different actions are specified in the Action Plan accompanying the Communication on the European Union Strategy for the Danube Region (SEC(2010) 1489 final)² which are aimed at meeting the targets of the Priority Area. On the basis of the three targets included as examples in the Communication on the European Union Strategy for the Danube Region (COM(2010) 715 final)³, the PACs submitted a proposal for a reformulation and amendment of these targets to the Steering Group of PA 1a. Finally, five targets were endorsed by the Steering Group.

In the following, the finalised targets for PA 1a of the EUSDR are listed together with the corresponding actions:

- Highlighted target for PA1a: Increase the cargo transport on the river by 20% by 2020 compared to 2010.

- Action: “To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way”.
- Action: “To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections”.
- Action: “To modernise the Danube fleet in order to improve environmental and economic performance”.
- Action: “To coordinate national transport policies in the field of navigation in the Danube basin”.
- Action: “To support Danube Commission in finalising the process of reviewing the Belgrade Convention”.
- Action: “To develop ports in the Danube river basin into multimodal logistics centres”.
- Action: “To improve comprehensive waterway management of the Danube and its tributaries”.
- Action: “To promote sustainable freight transport in the Danube Region”
- Action: “To implement harmonised River Information Services (RIS)”.
- Action: “To invest in education and jobs in the Danube navigation sector”

² Commission Staff Working Document: Action Plan Accompanying document to the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: European Union Strategy for the Danube Region, SEC(2010) 1489 final.

³ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: European Union Strategy for the Danube Region, COM(2010) 715 final.

- Target: 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.
 - Action: “To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way”.
 - Action: “To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections”.
 - Action: “To improve comprehensive waterway management of the Danube and its tributaries”.

- Target: 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.
 - Action: “To develop ports in the Danube river basin into multimodal logistics centres”.
 - Action: “To promote sustainable freight transport in the Danube Region”

- Target: Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015.
 - Action: “To implement harmonised River Information Services (RIS)”.

- Target: 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.
 - Action: “To invest in education and jobs in the Danube navigation sector”

2.2. Thematic action fields

In the view of the PACs, an effective implementation of the actions specified for PA1a of the EUSDR cannot be achieved when based on a target-by-target and/or action-by-action approach. The main reason for this is the fact that in PA 1a the bulk of actions refer to two different targets, as the target of “increasing the cargo transport on the Danube by 20% by 2020 compared to 2010” is of a “horizontal” nature, i.e. all actions in PA 1a will contribute to meet this target. Conversely, some of the targets of PA 1a will be met by implementing not only one, but two or even more actions. What is more, three actions do not correspond to any of the “vertical” targets specified for PA 1a.

For these reasons and in order to create synergies and safeguard the efficient and effective implementation of the actions identified for PA 1a of the EUSDR, the PACs proposed to cluster actions and their corresponding target(s) into “thematic action fields”.

In the following, the seven thematic action fields for PA 1a of the EUSDR are listed together with the corresponding targets and actions. The listed actions 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 December 2010. Actions are supplemented with a short description of the key tasks as foreseen in the Action Plan.

▪ **Waterway infrastructure**

- Target: “Increase the cargo transport on the river by 20% by 2020 compared to 2010.”
- Target: “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.”
- *Action*: “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
- *Action*: “To invest in waterway infrastructure of 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

▪ **Comprehensive waterway management**

- Target: “Increase the cargo transport on the river by 20% by 2020 compared to 2010.”
- Target: “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.”
- *Action*: “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

▪ **Ports & sustainable freight transport**

- Target: “Increase the cargo transport on the river by 20% by 2020 compared to 2010.”
- Target: “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.”
- *Action*: “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

- *Action*: “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

▪ **Fleet modernisation**

- Target: “Increase the cargo transport on the river by 20% by 2020 compared to 2010.”
- *Action*: “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

▪ **River Information Services (RIS)**

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

▪ **Education & jobs**

- Target: “Increase the cargo transport on the river by 20% by 2020 compared to 2010.”
- Target: “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.”
- *Action*: “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

▪ Inland waterway transport policies

- Target: “Increase the cargo transport on the river by 20% by 2020 compared to 2010.”
- Action: “To coordinate national transport policies in the field of navigation in the Danube Basin.”
Key tasks: national administrations are called upon to pursue an active integration of inland waterway transport into their national transport strategies and policies, in a coordinated way
- Action: “To support the Danube Commission in finalising the process of reviewing the Belgrade Convention.”
Key tasks: the completion of the revision process would strengthen the role of the Danube Commission, also allowing the accession of the European Commission as Member

2.3. Waterway infrastructure

Actions: “To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way.” & “To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections.”

- Progress in the implementation of the actions:

In order to eliminate existing navigation bottlenecks on the Danube and its navigable tributaries, several national infrastructure projects have been designed or are already on-going, some of which are part of the EU’s TEN-T Priority Project 18 (including the Danube waterway from Kelheim in Germany to Sulina in Romania).

The development and maintenance of inland waterway infrastructure in the Danube region is the responsibility of the Danube countries. Representatives from the competent ministries of all Danube countries met twice in the Steering Group of PA 1a (October 2011 and May 2012) to report on the progress made in their waterway infrastructure projects. The coordinated development and maintenance of waterway infrastructure in the Danube region is facilitated by the activities of the European TEN-T Coordinator for Inland Waterways, the Danube Commission and the International Sava River Basin Commission, which are all represented in the Steering Group of PA 1a.

Progress made in infrastructure projects which are co-funded by the TEN-T (EU Member States only) is monitored and reported by the European Coordinator in charge of TEN-T Priority Project 18, Ms. Karla Peijs, in her Annual Activity Reports which have been published since 2008. The most recent report was made available in July 2011 and covers the progress made during the second half of 2010 and the first half of 2011⁴.

⁴ The Annual Activity Reports are available for download at the website of the EU’s General-Directorate for Mobility and Transport at http://ec.europa.eu/transport/infrastructure/ten-t-implementation/priority-projects/annual-reports_en.htm.

Based on the information received by its member states on national waterway infrastructure proposals and projects, the Danube Commission draws up its “General plan of the principal works called for in the interests of navigation” pursuant to the provisions of the Belgrade Convention⁵. The last edition of the general plan was published in 1984 and covered the period 1980–1990. Currently, the Danube Commission is working on a new edition of the plan.

On the basis of its annual work plans, the International Sava River Basin Commission (ISRBC) reports on its waterway infrastructure related activities in its Annual Reports. The most recent document was published in April 2011 and relates to the activities pursued in the period from April 2010 to March 2011⁶.

In order to balance the needs of inland navigation and ecology, a “Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube River Basin” was signed in 2007/2008 by the International Commission for the Protection of the Danube River (ICPDR) in cooperation with the Danube Commission and International Sava River Basin Commission. On the basis of these principles and criteria for environmentally sustainable inland navigation on the Danube and its tributaries, a “Manual on Good Practices in Sustainable Waterway Planning” was published in 2010 in the framework of the PLATINA project⁷. In order to assess the progress achieved so far and to discuss on how to improve the application of the “Joint Statement” in waterway infrastructure projects, the ICPDR has organised several follow-up meetings after the finalisation of the Joint Statement. The last follow-up meeting took place in April 2011. The ICPDR is also represented in the Steering Group of PA 1a by its Permanent Secretariat.

To date, 32 projects or project ideas related to waterway infrastructure have been reported to or identified by the Coordinators of PA 1a (see below). Out of these 32 projects, 10 are currently being implemented, 17 are in preparation and five are in their definition phase.

Detailed information on these projects and on their current implementation status is available online at the website of PA 1a (www.danube-navigation.eu) in the form of project data sheets. These data sheets will be updated on a regular basis by the Joint Technical Secretariat of the PACs 1a. Annex 4 to this document features the status of projects as of July 2012 per data sheets.

- List of projects associated with the actions – Danube waterway:
 - Independent variant research on the development of the Danube between Straubing and Vilshofen (Germany)
 - Integrated River Engineering Project on the Danube East of Vienna (Austria)

⁵ Convention Regarding the Regime of Navigation on the Danube, signed at Belgrade on 18 August 1948. The Convention came into force on 11 May 1949.

⁶ The document is available for download at www.savacommission.org/annual.

⁷ PLATINA – Platform for the Implementation of NAIADES was an international project co-funded by the EU with the main objective to support the European Commission, EU Member States and third countries in the implementation of the EU’s NAIADES action programme for the promotion of inland waterway transport. More information is available at www.naiades.info/platina/.

- Complex solution of Danube stretch above Bratislava (Slovakia)
- Complex solution of Danube stretch below Bratislava (Water Structure Gabčíkovo–Nagymaros) (Slovakia)
- Improvement of navigability on the Danube in Hungary
- Rehabilitation of the riverbed and the right bank of the Danube river from km 1,382 to km 1,433 (Croatia)
- Regulation works on the Danube river on km 1,323 (Sotin) (Croatia)
- Preparation of Necessary Documentation for River Training and Dredging Works on selected locations along the Danube River in Serbia
- Improvement of navigation in the joint Bulgarian-Romanian section of the Danube river from km 530 to km 520 – Batin and from km 576 to km 560 – Belene (Bulgaria)
- Improving navigation conditions on the Romanian–Bulgarian common section of the Danube (rkm 845.5–375) (Romania)
- Improving navigation conditions on the Danube between Călărași and Brăila (rkm 375–175) (Romania)
- Banks protection on the Sulina Canal (Romania)
- International ship winter shelter on the Danube in Croatia
- Danube Shipwreck Removal
- Removal of unexploded ordnance (UXO) from the Danube River, sector Prahovo (Serbia)
- Cleaning the Danube River bottom from sunken vessels, sector Prahovo (Serbia)
- Capital repairs (rehabilitation) of Navigation Locks at HEPS Đerdap I and HEPS Đerdap II (Serbia)
- Construction of new Žeželj bridge in Novi Sad (Serbia)
- List of projects associated with the actions – Artificial canals:
 - Rehabilitation of locks on the Danube-Black Sea Canal and the Poarta Alba-Midia Navodari Canal (Romania)
 - Banks consolidation on the Danube–Black Sea Canal (Romania)
 - Banks consolidation on the Poarta Alba–Midia Navodari Canal (Romania)
 - Waiting berth for the dismantling/remaking of pushed convoys at the junction between the Danube–Black Sea Canal and the Poarta Alba–Midia Navodari Canal (Romania)
- List of projects associated with the actions – Danube tributaries:

- Rehabilitation and Development of Transport and Navigation on the Sava River Waterway
- Reconstruction and Improvement of the Sava River in Croatia
- Navigation on the river Tisza and exploring the possibility of construction of a river port at the junction of three borders of Ukraine, Hungary, Slovakia (Ukraine)
- Completion, reconstruction and modernization of the river Váh waterway (Slovakia)
- List of projects associated with the actions – Missing links:
 - Analytic Study of the need of water corridor Danube-Oder-Elbe (Czech Republic)
 - Construction of multi-purpose Danube-Sava Canal (Croatia)
 - Systematization of Argeş and Dâmboviţa Rivers for navigation and other uses – “Danube–Bucharest Canal” (Romania)
- List of projects associated with the actions – Supportive:
 - European Infrastructure Laboratory

2.4. Comprehensive waterway management

Action: “To improve comprehensive waterway management of the Danube and its tributaries.”

- Progress in the implementation of the action:

In February 2012, both Commissioner Johannes Hahn of the European Commission’s Directorate-General for Regional Policy and Commissioner Siim Kallas of the Directorate-General for Mobility and Transport addressed a joint letter to the ministers responsible for transport of the Danube riparian states requesting them to send information on the current status of inland waterway maintenance on the Danube in their countries. The cause of this joint activity was a blockage of Danube navigation due to low water levels in the fall of 2011 which revealed shortcomings in waterway maintenance along the Danube.

Parallel to this activity, the NEWADA⁸ project was extended for one month for the purposes of drafting national reports by the national waterway management authorities of the project partners. These reports on “Analysis of the waterway management situation during the low water level periods in 2011” were finalised in April 2012. The reports complement the draft National Strategy Plans of Waterway Management which were developed within the NEWADA project by the project partners.

⁸ Network of Danube Waterway Administrations.

Based on the information regarding the status of waterway maintenance along the Danube generated by both these activities, the Danube riparian states each presented their short- and medium-term measures for effective waterway management in order to prevent a recurrence of the problems seen in 2011 at the 3rd meeting of the Steering Group of PA 1a which was held on 3 May 2012 in Bratislava. The meeting was also attended by Commissioner Hahn who discussed these reports with the countries. This activity conforms to Milestone 1 (“status quo of waterway infrastructure and improvement activities”) of the Activity “create a reliable waterway infrastructure by improving waterway maintenance” of the Roadmap to implement the action field of comprehensive waterway management (cf. Annex 1).

The direct consequence of the involvement of both Commissioners of the European Commission in this action field of the EUSDR is a declaration on the topic of “effective waterway infrastructure maintenance on the Danube and its navigable tributaries” which was signed by the ministers of transport of the Danube riparian states (with the exception of Hungary and Ukraine) on the occasion of the EU Transport Council on 7 June 2012. This declaration creates a clear commitment by the countries to ensure the execution of regular fairway maintenance works on the Danube and its tributaries by providing respective financial means and applying sustainable and effective methods of river training as well as deploying adequate equipment and highly skilled personnel for surveying, dredging and fairway signalling activities. The declaration conforms to Milestone 2 (“high-level meeting between EC and Danube region countries”) of the above-mentioned Activity of the Roadmap on comprehensive waterway management (cf. Annex 1).

To date, ten projects or project ideas related to comprehensive waterway management have been reported to or identified by the Coordinators of PA 1a (see below). Out of these ten projects, four have been completed, one is currently being implemented, three are in preparation and two are in their definition phase. For the projects “It’s Our Danube” and “NEWADA duo” a Letter of Recommendation was approved by the Steering Group and issued by the PACs.

Detailed information on these projects and on their current implementation status is available online at the website of PA 1a (www.danube-navigation.eu) in the form of project data sheets. These data sheets will be updated on a regular basis by the Joint Technical Secretariat of the PACs 1a. Annex 4 to this document features the status of projects as of July 2012 per data sheets.

- List of projects associated with the action:
 - Network of Danube Waterway Administrations (NEWADA)
 - Network of Danube Waterway Administrations - Data & User Orientation (NEWADA duo) – *project received Letter of Recommendation*
 - "It's Our Danube" - A floating campaign to increase awareness of aligning ecological and development interests – *project received Letter of Recommendation*
 - Effects of climate change on the inland waterway networks (ECCONET)
 - Extreme weather impacts on European networks of transport (EWENT)

- Improvement of the systems for navigation and topo-hydrographic measurements on the Danube River (Bulgaria)
- Set up of a support system for hydrographical works on the Danube in order to ensure minimal navigation depths (BORD) (Romania)
- Modernizing the navigation signalization system on the Danube–Black Sea Canal (Romania)
- Modernizing the navigation signalization system on the Poarta Albă–Midia Năvodari Canal (Romania)

2.5. Ports & sustainable freight transport

Actions: “To develop ports in the Danube river basin into multimodal logistics centres.” & “To promote sustainable freight transport in the Danube Region.”

- Progress in the implementation of the actions:

In 2011 and 2012, two important online tools providing information on Danube ports and sustainable freight transport in the Danube region were updated: “Danube Ports Online” presents the relevant technical and economical data about the most important ports of the Danube region, while “The Blue Pages” provide a comprehensive directory of transport services providers on the Danube and contains company profiles of the most important inland navigation and forwarding companies operating on waterways of the Danube region. This activity conforms to Milestone 1 (“optimise/update online promotion and information tools”) of the Activity “to develop ports in the Danube river basin into multimodal logistic centres” of the Roadmap to implement the action field of ports & sustainable freight transport (cf. Annex 1).

Currently there are many ongoing and planned activities from the public and the private sector in order to modernise the ports in the Danube region. The modernisation of ports is an important prerequisite to fully tap the potential of Danube navigation and to integrate this transport mode in intermodal logistic chains. The project list (see below) provides an overview on the ongoing project activities

To date, 23 projects or project ideas related to ports & sustainable freight transport have been reported to or identified by the Coordinators of PA 1a (see below). Out of these 23 projects, seven are currently being implemented, ten are in preparation and six are in their definition phase. For the project “Green Danube Ports” a Letter of Recommendation was approved by the Steering Group and issued by the PACs.

Detailed information on these projects and on their current implementation status is available online at the website of PA 1a (www.danube-navigation.eu) in the form of project data sheets. These data sheets will be updated on a regular basis by the Joint Technical Secretariat of the PACs 1a. Annex 4 to this document features the status of projects as of July 2012 per data sheets.

- List of projects associated with the actions – Ports in the Danube region:
 - Intermodal transportation center in Smederevo (Serbia)

- Port and nautical center "BEŠKA" (Serbia)
- Rehabilitation and modernization of port infrastructure in the Port of Brăila (Romania)
- Rehabilitation and modernization of port infrastructure in the Port of Galați (Romania)
- Ro-Ro terminal in the Port of Galați (Romania)
- Bulk terminal in the Port of Galați (Romania)
- Rehabilitation and modernization of port infrastructure in the Port of Tulcea (Romania)
- Modernization of port infrastructure in the Port of Cernavodă (Romania)
- Modernization of port infrastructure in the Port of Călărași (Romania)
- Modernization of port infrastructure in the Port of Giurgiu (Romania)
- Rehabilitation and development of port infrastructure in the Port of Oltenița (Romania)
- Modernization of port infrastructure in the Port of Calafat (Romania)
- Modernization of port infrastructure in the Port of Drobeta Turnu Severin (Romania)
- Modernization of port infrastructure in the Port of Moldova Veche (Romania)
- Completion of the North breakwater in the Port of Constanța (Romania)
- Development of the railways capacity in the river-maritime area of the Port of Constanța (Romania)
- Road bridge at km 0+540 of the Danube–Black Sea Canal and the works related to the road and access infrastructure for the Port of Constanța (Romania)
- Constanța South Bridge (Romania)
- List of projects associated with the actions – Sustainable freight transport:
 - Green Danube Ports (GETUP) – *project received Letter of Recommendation*
 - Danube Inland Harbour Development (DaHar)
 - Upgrading of Inland Waterway and Sea Ports (INWAPO)
 - Onshore automobile Ferry crossing complex Izmail – Tulcea (Ukraine)

2.6. Fleet modernisation

Action: “To modernise the Danube fleet in order to improve environmental and economic performance.”

- Progress in the implementation of the action:

On behalf of the Directorate-General for Regional Policy, via donau in its role as Technical Secretariat of the Austrian Coordinator of PA 1a has been made responsible for tendering and supervision of the project “Innovative Danube Vessel” which is funded by the European Commission. The outcome of the project will be a study containing descriptions and analyses of technology and vessel solutions recommended for further development within the EUSDR. The results of the project will be publicly available for further use and exploitation in the Danube countries.

A call for proposals was internationally published in May 2012 (including information provided on the website of PA 1a) based on the detailed tender documents elaborated by the PACs. In June 2012, the most promising consortium was awarded the contract. Work on the study will commence in July 2012 and will be finalised by the end of 2013 (project duration is 18 months).

The activities related to the tendering procedure of this study conform to Milestones 1 and 2 of the Activity “implementation of Innovative Danube Vessel Project” of the Roadmap to implement the action field of fleet modernisation (cf. Annex 1).

To date, 12 projects or project ideas related to fleet modernisation have been reported to or identified by the Coordinators of PA 1a (see below). Out of these 12 projects, two have been completed, two are currently being implemented, six are in preparation and two are in their definition phase. For the projects “CO-WANDA”, “NEWS”, “GrinFleet” and “IDA” a Letter of Recommendation was approved by the Steering Group and issued by the PACs

Detailed information on these projects and on their current implementation status is available online at the website of PA 1a (www.danube-navigation.eu) in the form of project data sheets. These data sheets will be updated on a regular basis by the Joint Technical Secretariat of the PACs 1a. Annex 4 to this document features the status of projects as of July 2012 per data sheets.

- List of projects associated with the action – Research and development:
 - Innovative Danube Vessel – *pilot action to be implemented by PACs of PA 1a*
 - Development of a Next Generation European Inland Waterway Ship and Logistics System (NEWS) – *project received Letter of Recommendation*
 - Green Inland Fleet (GrinFleet) – *project received Letter of Recommendation*
 - Pollutant emissions reduction of IWT ships on the Danube Corridor (IDA) – *project received Letter of Recommendation*
 - Modernisation of Vessels for Inland Waterway Freight Transport (MoVe IT!)
 - Master plan for the introduction of LNG as fuel and as cargo for Danube navigation
 - LNG Power Train for Danube Inland Navigation (LDS)
- List of projects associated with the action – Waste management:

- Waste Management for Inland Navigation on the Danube (WANDA)
- Convention for Waste Management for Inland Navigation on the Danube (CO-WANDA) – *project received Letter of Recommendation*
- System for ship-generated waste collection and processing in the maritime Danube ports (CODENAV) (Romania)
- Ship-generated waste collection and processing system and response in cases of pollution on the Danube sector managed by the CN APDF SA Giurgiu (Romania)
- Creation of integrated system of waste management from ships in the Ukrainian part of the Danube river

2.7. River Information Services

Action: “To implement harmonised River Information Services (RIS).”

- Progress in the implementation of the action:

In the field of River Information Services the topic “international exchange of RIS data” was intensively discussed in the second Working Group Meeting. On this basis an activity was taken up in the Roadmap which shall “support the legal provisions for the international exchange of RIS data”. This activity has a first Milestone (“encourage national RIS authorities to adapt national law”) set for September 2012 (cf. Annex 1).

To date, seven projects or project ideas related to River Information Services (RIS) have been reported to or identified by the Coordinators of PA 1a (see below). Out of these seven projects, one has been completed, three are currently being implemented and three are in preparation.

Detailed information on these projects and on their current implementation status is available online at the website of PA 1a (www.danube-navigation.eu) in the form of project data sheets. These data sheets will be updated on a regular basis by the Joint Technical Secretariat of the PACs 1a. Annex 4 to this document features the status of projects as of July 2012 per data sheets.

- List of projects associated with the action – Harmonisation:
 - IRIS Europe II - Implementation of River Information Services in Europe
 - IRIS Europe 3 - Implementation of River Information Services in Europe
- List of projects associated with the action – National implementations:
 - Implementation of River Information Services in Serbia
 - Implementation of River Information System on the Bulgarian part of the Danube river (BULRIS)
 - Traffic vessel management and information system on the Danube, Danube–Black Sea Canal and Poarta Alba–Midia Navodari Canal (RoRIS) (Romania)

- Creation of River Information Services on the Ukrainian part of the Danube River
- Full implementation of River Information Services on the Sava River Waterway (Croatia)

2.8. Education & jobs

Action: “To invest in education and jobs in the Danube navigation sector.”

- Progress in the implementation of the action:

Concerning the Roadmap on education & jobs, the topic “harmonisation of education and certification in inland navigation” was intensively discussed in the second Working Group Meeting. On this basis an activity was taken up in the Roadmap which shall “support the information and participation of the Danube region in the European process of modernisation and harmonisation of education and certification in inland navigation”. This activity has a first Milestone (“Status Quo Report”) set for September 2012 (cf. Annex 1).

To date, three projects or project ideas related to education & jobs have been reported to or identified by the Coordinators of PA 1a (see below). Out of these three projects, one has been completed, one is in preparation and one is in its definition phase. For the project “HINT” a Letter of Recommendation was approved by the Steering Group and issued by the PACs.

Detailed information on these projects and on their current implementation status is available online at the website of PA 1a (www.danube-navigation.eu) in the form of project data sheets. These data sheets will be updated on a regular basis by the Joint Technical Secretariat of the PACs 1a. Annex 4 to this document features the status of projects as of July 2012 per data sheets.

- List of projects associated with the action:
 - Network for logistics and nautical education focusing on Inland Waterway Transport in the Danube corridor supported by innovative solutions (NELI)
 - Harmonized Inland Navigation Transport through Education and Information Technology (HINT) – *project received Letter of Recommendation*
 - Attractive Employment in Danube Navigation – A roadmap to a sustainable and prospering Danube navigation system offering attractive jobs and working conditions for its employees

2.9. Inland waterway transport policies

Actions: “To coordinate national transport policies in the field of navigation in the Danube Basin.” & “To support the Danube Commission in finalising the process of reviewing the Belgrade Convention.”

- Progress in the implementation of the actions:

On the basis of the engagement of the Bulgarian EUSDR National Contact Point, Bulgaria and Romania – sharing a common border stretch of the Danube at the length of about 470 river-kilometres – have taken first steps towards establishing an inter-ministerial committee. A meeting took place on 31 May 2012 in Ruse in which the concrete projects which both countries could prepare and implement until 2020 as well as the framework for a Memorandum of Understanding to be signed in September 2012 were discussed. The meeting was also attended by the European TEN-T Coordinator for Inland Waterways.

This joint action taken by Bulgaria and Romania conforms to Milestone 1 (“identify interventions”) of the Activity “inter-ministerial committee to be set up between neighbouring countries” of the Roadmap to implement the action field of inland waterway transport policies (cf. Annex 1).

A second Activity for implementing the Roadmap on IWT policy, i.e. “support project development for the next SEE call ‘Reducing administrative barriers for IWT along the Danube’, has its first Milestone (“Working Group on administrative barriers within IWT on the Danube”) set for September 2012 (cf. Annex 1).

To date, five projects or project ideas related to inland waterway transport policies have been reported to or identified by the Coordinators of PA 1a (see below). Out of these five projects, three are currently being implemented and two are in preparation. For the project “Green Chain” a Letter of Recommendation was approved by the Steering Group and issued by the PACs.

Detailed information on these projects and on their current implementation status is available online at the website of PA 1a (www.danube-navigation.eu) in the form of project data sheets. These data sheets will be updated on a regular basis by the Joint Technical Secretariat of the PACs 1a. Annex 4 to this document features the status of projects as of July 2012 per data sheets.

- List of projects associated with the actions:
 - Platform for the implementation of NAIADES (PLATINA)
 - PLATINA II - Platform for the implementation of NAIADES
 - Supporting EU's Freight Transport Logistics Action Plan on Green Corridors Issues (SuperGreen)
 - Green Engineering for Challenges in Inland Navigation: The Danube Perspective (Green Chain) – *project received Letter of Recommendation*
 - ProDuna - Establishment of the Hungarian IWT Promotion Centre (Hungary)

3. ANNEXES

- Annex 1: Roadmaps to implement each thematic action field
- Annex 2: Recurrent activities in PA 1a
- Annex 3: Projects approved by the Steering Group (Letters of Recommendation), project labelling criteria, template for Letter of Recommendation
- Annex 4: Data sheets for projects in line with the targets/actions of PA 1a
- Annex 5: Meeting minutes & attendance list for Steering Group meetings, Rules of Procedure for PA 1a Steering Group
- Annex 6: Meeting minutes & attendance list for Working Groups meetings
- Annex 7: Tendering documentation for project “Innovative Danube Vessel”