Annex 3

PROJECTS APPROVED BY THE STEERING GROUP
PROJECT LABELLING CRITERIA
TEMPLATE FOR LETTER OF RECOMMENDATION

For the nine projects listed in this Annex a Letter of Recommendation (template reproduced below) was issued by the PACs on 7 May 2012 following their approval during the 3rd meeting of the Steering Group which was held at Bratislava on 3–4 May 2012. The selection of these projects was accomplished on the basis of the "Criteria for Project Labelling" for PA 1a (see below) which were established by the PACs and approved by the members of the Steering Group.

Germany was not represented in the 3rd meeting of the Steering Group on 3–4 May, but vetoed a Letter of Recommendation to be issued for two projects proposed by the PACs. As the veto was only received after the first day of the meeting by e-mail, it could not be considered in the decision-making process. The German veto is reproduced below together with the response provided by the PACs of PA 1a:

Project "Network of Danube Waterway Administrations - Data & User Orientation (NEWADA duo)"

German veto: "The idea of RIS comprises the harmonised deployment of information in order to improve safety, efficiency and environmental friendliness of inland waterway transport and to facilitate interfaces with other transport modes. To harmonise does not mean to centralise! River information services, provided by member states, shall be available and usable all over Europe. For this purpose the national services just have to be deployed in an interoperable manner. This as well is the basic idea of the INSPIRE directive. The upcoming amendment of CR No 416/2007 will include a standardized webservice for notices to skippers. This tool will enable national FIS portals to pull information from other member states' portals. Supplementary to the national portals, such as www.ELWIS.de, **one European Portal** providing **one central access point** to all fairway information seems reasonable from users' point of view. A need for further regional portals can not be recognized."

Response by PACs: "With regards to the FIS portal it has to be stated that this web application was established in the NEWADA project – therefore it is already a fact and it is not in the central focus of the NEWADA duo project. Furthermore, the vision of a future central European Portal with one central access point is not contradicted by this (intermediate) solution. As the Danube river is the most international of the world (10 riparian countries) the industry expressed the need to create a solution for the Danube with a single entrance point. It is clear that a future European Portal will integrate this FIS portal established in the NEWADA project by the respective Danube waterway administrations."

Project "Convention for Waste Management for Inland Navigation on the Danube (CO-WANDA)"

German veto: "The present rough sketch for the collection and disposal of waste on the River Danube does not pay any attention to existing strategies and experiences. A cross-border waste disposal system for the western European inland waterways network -

financed largely by the producers of waste - has already been implemented successfully on basis of the CDNI-agreement. Redundancies and isolated applications for certain waterways, which are not compatible to existing systems, must be avoided."

Response by PACs: "The project proposal CO-WANDA is based on the results of the WANDA project (WAste management for inland Navigation on the DAnube), which aimed at establishing a sustainable, environmentally sound and transnationally coordinated approach in ship waste management along the Danube. The project CO-WANDA will develop solutions for the Danube river in accordance with the relevant actors (countries and the Danube Commission) and will of course also take into consideration existing solutions (contact with the CCNR had already been established in the WANDA project). It is not the objective of the project to create redundancies or isolated applications."

Germany also noted that their veto is to be understood as objections in the sense of Art. 6 para. 1 lit. e of the Rules of Procedure of the Steering Group of PA 1a (Version 1.0 final of 28 October 2011), i.e. "Decisions which directly affect one of the Partner States cannot be taken without the approval of that particular Partner State."

Response by PACs: "This paragraph is not applicable for European projects in the framework of European territiorial co-operation programmes (as e.g. for the projects "CO-WANDA" or "NEWADA duo" under the SEE programme). Such projects will be only funded if the involved project partners (resp. countries) agree on the contents and if they are evaluated successfully by the respective European programme management authority. These projects do not **directly** affect Germany, as they do not impose any regulations/decisions on German territory. In the original discussion in the SG the "Art. 6 para. 1 lit e" has been taken up in the Rules of Procedure in order to prevent that decisions of the SG overrule national decisisons (e.g. on national infrastructure projects)."

Overview of projects which have received a Letter of Recommendation by thematic action field:

Comprehensive waterway management

- "It's Our Danube" – A floating campaign to increase awareness of aligning ecological and development interests
- Network of Danube Waterway Administrations - Data & User Orientation (NEWADA duo)

Ports & sustainable freight transport

- Green Danube Ports (GETUP)

Fleet modernisation

- Convention for Waste Management for Inland Navigation on the Danube (CO-WANDA)
- Development of a Next Generation European Inland Waterway Ship and Logistics System (NEWS)
- Green Inland Fleet (GrinFleet)
- Pollutant emissions reduction of IWT ships on the Danube Corridor (IDA)

Education & jobs

- Harmonized Inland Navigation Transport through Education and Information Technology (HINT)

Inland waterway transport policies

- Green Engineering for Challenges in Inland Navigation: The Danube Perspective (Green Chain)

Name of the project	"It's Our Danube" – A floating campaign to increase awareness of aligning ecological and development interests
Action(s) related	"To improve comprehensive waterway management of the Danube and its tributaries"
Countries involved	All Danube riparian states, i.e. Germany, Austria, Slovakia, Hungary, Croatia, Serbia, Bulgaria, Romania, Moldova, Ukraine
Project leader	International Commission for the Protection of the Danube River (ICPDR)
Funding	EUR 1,735,000 (indicative); EU Financial Instrument for the Environment
Stage of implementation	Under preparation; project proposal was submitted to the fifth call of LIFE+ which was launched on 26 February 2011.
Description	The project will contribute to the policy instrument "Apply planning principles and guidelines of sustainable waterway planning: Joint Statement / PLATINA Good Practice Manual" mentioned for PA 1a in the Action Plan of the EUSDR. A well-balanced bundle of communication instruments (multimedia exhibition in country language, cost-free tours for students, website with additional material, dialogue sessions with stakeholders, training sessions on the PLATINA Manual and Joint Statement with decision-makers) will be selected in order to bring the above-mentioned policy target to the people and the institutions in charge: sustainable waterway planning and maintenance. The planned exhibition on board of the ship MS Negrelli will deal with this subject and the trainings will focus on the application of the PLATINA Manual on Good Practices in Sustainable Waterway Planning in waterway engineering projects.
Involvement of the PACs	Letter of Recommendation issued on 7 May 2012; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a.
Next steps	The planned tours of MS Negrelli in 2013 and 2014 will feature stops in all Danube riparian countries. Also the foreseen trainings and dialogue sessions will take place in at least eight Danube countries. The following actions will be taken: • Exhibition on multiple uses of the Danube with the help of practical examples of waterway planning targeted for the general public. • Dialogue sessions between the local industry, NGOs, decision-makers and the general public in order to present and discuss future waterway/infrastructure developments. • Training sessions on the Joint Statement and Good Practices manual for decision-makers, waterway managements, NGOs and industry representatives.

Name of the project	Network of Danube Waterway Administrations - Data & User Orientation (NEWADA duo)
Action(s) related	"To improve comprehensive waterway management of the Danube and its tributaries"; "To implement harmonised River Information Services (RIS)"
Countries involved	Austria, Slovakia, Hungary, Croatia, Serbia, Bulgaria, Romania
Project leader	via donau – Österreichische Wasserstraßen-Gesellschaft mbH (Austria)
Funding	EUR 2,570,898 (indicative); European Regional Development Fund, Instrument for Pre-Accession Assistance
Stage of implementation	Under preparation; project proposal was submitted to the fourth call of the South East Europe Transnational Cooperation Programme which was launched on 28 September 2011.
Description	The project is directly related to the EUSDR's Action Plan, i.e. example of project – "To build on the network of Danube Waterway Administrations (NEWADA) project". Currently, different qualities of service exist concerning the maintenance of Danube waterway infrastructure and the provision of information on the current status of the fairway with a focus on the users of the Danube waterway. The partnership of the NEWADA duo project shall help to achieve noticeable progress in waterway management along the entire course of the Danube. Project partners are Danube waterway administrations, as these are the responsible national authorities with respect to waterway maintenance and development issues. The project features a wide horizontal but also vertical representation of the partnership by involving Ministries, regional directorates and international organisations as well. The main objective of the project is to achieve a common level of service along the Danube in all areas of the maintenance cycle (optimised performance measured against defined performance indicators), i.e. monitoring and surveying of the riverbed (hydrology and hydrography), dredging of shallow areas and provision of customer-oriented information via different tools and services.
Involvement of the PACs	Letter of Recommendation issued on 7 May 2012; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a.
Next steps	Due to previous projects, there is already good cooperation and communication between waterway authorities within the Danube area. Nevertheless, resulting from the highly varied character of the Danube Region and the fact that waterway maintenance and development is a national responsibility of the riparian states of the Danube, cooperation still needs to be strengthened and better coordinated. The continued harmonisation of efforts and taken measures will establish a level of efficiency and service which could not be achieved by isolated and non-coordinated activities of one riparian country alone. This will lead to a point where national priorities identified in the national strategies on waterway management developed within the NEWADA project must be in harmonised with transnational ones. NEWADA duo will establish a transnational strategy on waterway management which will be based on the "waterway maintenance cycle".

Name of the project	Green Danube Ports (GETUP)
Action(s) related	"To develop ports in the Danube river basin into multimodal logistics centres"
Countries involved	Austria, Hungary, Croatia, Romania, Ukraine
Project leader	Maritime Danube Ports Administration Galati (Romania)
Funding	EUR 1,984,715 (indicative); European Regional Development Fund, Instrument for Pre-Accession Assistance, European Neighbourhood and Partnership Instrument
Stage of implementation	Under preparation; project proposal was submitted to the fourth call of the South East Europe Transnational Cooperation Programme which was launched on 28 September 2011.
Description	GETUP wants to initiate and to promote the sustainable development of Danube ports with investment into green technologies and by applying green business strategies. The project must be seen as a blueprint for a comprehensive and long-term initiative to improve the efficiency and the eco-performance of all Danube ports. Such an initiative will turn the Danube ports and their adjacent areas into dynamic green business hubs which will result in economic growth, creating jobs and a more cost-effective and environmentally-friendly logistics system in the entire Danube region. The project will elaborate concepts and small-scale implementations (so-called pilot actions) for recycling and waste management, investments for improved energy efficiency and for environmental protection, renewable energy provision & distribution as well as for eco-management strategies. It will deliver tangible results in the participating ports but also good practice solutions, guidelines and recommendations which will allow the other ports to follow effectively. The project findings of GETUP will include results of previous projects as well as actual activities in Western Europe such as the EcoPorts initiative.
Involvement of the PACs	Letter of Recommendation issued on 7 May 2012; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a.
Next steps	All the findings of the project will be consolidated into a practical action plan. The "Green Danube Ports Action Plan" shall serve national and international authorities as a roadmap to trigger and to guide wide-scale implementations in Danube ports. The project will also provide concrete recommendations to national and international authorities to create a more favourable framework for a timely and comprehensive Danube port development strategy in the framework of the new EU transport and regional development policy.

Name of the project	Convention for Waste Management for Inland Navigation on the Danube (CO-WANDA)
Action(s) related	"To modernise the Danube fleet in order to improve environmental and economic performance"
Countries involved	Austria, Slovakia, Hungary, Croatia, Serbia, Romania, Bulgaria, Moldova, Ukraine; Germany has an observer status
Project leader	via donau – Österreichische Wasserstraßen-Gesellschaft mbH (Austria)
Funding	EUR 1,733,912 (indicative); European Regional Development Fund, Instrument for Pre-Accession Assistance
Stage of implementation	Under preparation; project proposal was submitted to the fourth call of the South East Europe Transnational Cooperation Programme which was launched on 28 September 2011.
Description	The project is directly related to the EUSDR's Action Plan, i.e. example of project – "To build on the Waste management for inland navigation on the Danube (WANDA) project". Inland navigation is a promising, environmental-friendly transport mode. Since transports are mostly carried out beyond national borders, existing international conventions ensure the smooth operation of vessels on the rivers and unify national laws. Besides fairway-related issues, technical requirements for vessels and guidelines for the transport of dangerous goods, the management and handling of ship-borne waste shall follow harmonised and state-of-the-art procedures. Yet, an International Danube Ship Waste Convention (IDSWC) along the Danube is still missing. Based on the findings of the WANDA project, the main focus of CO-WANDA is on initiative work for a binding treaty, which shall provide clear guidelines for ship waste management along the Danube. The support of national and international authorities, stakeholders and opinion leaders is a driving force for the successful implementation of international cooperation activities. In fact, the harmonisation and adaptation of available ship waste management systems will decrease the risk of illegal discharges of ship wastes and thereby support the protection of valuable river ecosystems and the means of livelihoods for future generations in the Danube region.
Involvement of the PACs	Letter of Recommendation issued on 7 May 2012; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a.
Next steps	Development of an International Ship Waste Convention on the Danube: A binding international ship waste convention will harmonise and coordinate the development of ship waste management systems along the Danube. The initiation and implementation of preparatory activities will be developed in cooperation with experts from the field of inland navigation, national administration and public international law. An "International Implementation Board", formed by experts during the project's lifetime, will press ahead the implementation of the International Danube Ship Waste Convention.

Name of the project	Development of a Next Generation European Inland Waterway Ship and Logistics System (NEWS)
Action(s) related	"To modernise the Danube fleet in order to improve environmental and economic performance"; "To develop ports in the Danube river basin into multimodal logistics centres"; "To promote sustainable freight transport in the Danube Region"
Countries involved	Germany, Austria, Serbia, Romania, Switzerland
Project leader	Vienna University of Technology (Austria)
Funding	EUR 2,500,000 (indicative); Seventh Framework Programme
Stage of implementation	Under preparation; project proposal was submitted to the call SST-2012-RTD-1 of the Seventh Framework Programme (FP7) which was launched on 20 July 2011.
Description	The project will develop specific technical and logistical solutions to improve mobility and multimodality in Europe by combining a technical solution with the appropriate logistical implementation. The project will identify cross-border impacts, especially for the Danube Region and its hinterland, on a macro-location scale. It will include an assessment of regional added value regarding Danube linked waterways (e.g. Rhine, secondary waterways: Meuse, Saar, Mosel, Sava or Tisa) and of spatial implications (e.g. port and logistics industry, intermodality). On a micro-location scale, possible necessary new river port infra- and suprastructural elements will be identified and conceptually developed on the basis of different case studies. Subsequently, the appropriate logistical network structures for container logistics will be identified followed by a micro-analysis for the targeted catchment area. This will be done with the overall goal to contribute to the development of ports in the Danube river basin into multimodal logistics centres and efficient multimodal terminals to connect inland waterways with rail and road transport by the year 2020. The technical solution to be developed and validated in the project is a novel container ship which will include as technical innovations the re-design of a standard inland ship hull, adaptable draught and an adjustable propulsion system. The logistical innovations will be part of a special-designed and integrated logistics system including an adapted logistics and supply system for the respective demands of market in the catchment area, new river ports infrastructure concepts and a re-evaluation of multimodal activities.
Involvement of the PACs	Letter of Recommendation issued on 7 May 2012; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a.
Next steps	The project will help improve the environmental and economic performance in the European inland waterway system. All components (i.e. hull, propulsion system, logistics concepts) may also be used separately as innovative amendments for other purposes. The novel container ship will be able to meet operators' targeted costs, optimize time-management (reliability), answer to inland shipping-specific bottlenecks (e.g. low bridges, shallow waters), improve carbon footprints and thus successfully compete with road and railway transport. A significant modal shift is aspired, especially to the Danube and its hinterland.

Name of the project	Green Inland Fleet (GrinFleet)
Action(s) related	"To modernise the Danube fleet in order to improve environmental and economic performance"
Countries involved	Germany, Austria, Hungary, The Netherlands, Italy, France
Project leader	Centre for Maritime Technology and Innovation (The Netherlands)
Funding	t.b.d.; Seventh Framework Programme
Stage of implementation	Under preparation; project proposal was submitted to the call SST-2012-RTD-1 of the Seventh Framework Programme (FP7) which was launched on 20 July 2011.
Description	The GrinFleet strategic aim is to enhance the use of the Danube and the Rhine as waterborne inland "motorways" hereby implementing the EU inland Blue Belt policy and contributing to the EU 2020 target for reducing energy usage and emissions. To do this, GrinFleet will develop a variety of "Green inland fleet" solutions containing efficient and innovative ship concepts. To this aim, a logistic modelling & simulation tool for container transport suitable for the three business cases of interest will be developed. The tool will enable to devise co-modal logistic solutions based on the infrastructural conditions and freight volume requirements, determine the main characteristics of vessel solutions fitting these requirements and the performance of the logistic chain in terms of economy, energy and emissions. The following innovations will be developed: • five vessel solutions of maximum attainable vessel size on the rivers fitting the business cases • novel power &propulsion trains for minimum energy usage and emissions for self-propelled solutions • novel hull configurations for all vessel solutions possessing the following characteristics
Involvement of the PACs	Letter of Recommendation issued on 7 May 2012; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a.
Next steps	A part of the results will be applicable to the entire Danube as well as the Central and Lower Danube.

Name of the project	Pollutant emissions reduction of inland waterway transport ships on the Danube Corridor (IDA)
Action(s) related	"To modernise the Danube fleet in order to improve environmental and economic performance"; "To develop ports in the Danube river basin into multimodal logistics centres"; "To promote sustainable freight transport in the Danube Region"
Countries involved	Germany, Slovakia, Hungary, Croatia, Bulgaria, Romania, Montenegro, The Netherlands, United Kingdom, Spain
Project leader	University of Craiova (Romania)
Funding	EUR 3,268,374 (indicative); Seventh Framework Programme
Stage of implementation	Under preparation; project proposal was submitted to the call SST-2012-RTD-1 of the Seventh Framework Programme (FP7) which was launched on 20 July 2011.
Description	The project will address the urgent need to reduce levels of pollutant emissions caused by inland waterway transport, both on board of vessels and in river ports. This holistic programme of research will develop the "eco-friendly ship" concept. The first strand to this investigation is to establish the relationship between the type, duty cycle and age of the engines that power ships navigating the Danube corridor and their emissions characteristics. In order to establish the impact of this new technology, this project will analyse the effect of pollutant emissions on ecosystems from different populated, protected and low dissipation geographic areas along the Danube corridor. In order to understand the effect of ships within these regions, a series of parametric mathematical models will be developed for pollutant emission levels for certain engine types and operating regimes. The concept of a "green port" will be developed using data relating to the levels of pollutant emissions and pollutant maps. Within the port, it will be necessary to establish the constraints in cargo handling and ship manoeuvring.
Involvement of the PACs	Letter of Recommendation issued on 7 May 2012; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a.
Next steps	The deliverables of this project will aid in the elaboration and implementation of regulations for river ports and inland waterways ships regarding environmental issues (pollution monitoring similar to maritime transport).

Name of the project	Harmonized Inland Navigation Transport through Education and Information Technology (HINT)
Action(s) related	"To invest in education and jobs in the Danube navigation sector"
Countries involved	Austria, Slovakia, Hungary, Croatia, Serbia, Bulgaria, Romania, Ukraine
Project leader	CERONAV – Romanian Maritime Training Centre, Constanta (Romania)
Funding	EUR 2,515,275 (indicative); European Regional Development Fund, Instrument for Pre-Accession Assistance, European Neighbourhood Policy
Stage of implementation	Under preparation; project proposal was submitted to the fourth call of the South East Europe Transnational Cooperation Programme which was launched on 28 September 2011.
Description	The project is directly related to the EUSDR's Action Plan, i.e. example of project – "To establish cooperation networks for logistics and nautical education focusing on Inland Waterway Transport in the Danube corridor supported by innovative solutions (NELI)". HINT will foster and enlarge transnational partnerships among stakeholders of the education & training, administrative and inland navigation sectors in the South East Europe region by capitalising on existing results from NELI and other related projects like PLATINA. The outputs delivered by the projects include, among others, harmonized concepts for training ship, inland navigation simulator and transhipment simulator and will define the minimum requirements for education, training and certification in inland navigation, thus paving the way for the mobility of inland navigation personnel throughout the entire Danube region and beyond. The concept of a school ship establishing a set of minimum standard requirements for practical training on board a training vessel, integrating the contribution of all relevant education and training institutions in the area and developed under the guidance of applicable entities in the sector will also offer alternative solutions for the joint operation of such a training ship which can be further implemented and put in action in a future project. The job promotion campaign using the instruments developed in PLATINA will offer a higher visibility of career opportunities in inland navigation and will thus mitigate the lack of staff in the inland waterway navigation sector in Europe.
Involvement of the PACs	Letter of Recommendation issued on 7 May 2012; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a.
Next steps	The objective of the project is a harmonized approach based on shared European benchmarks in education and training: developing key competencies and organisational skills, unifying the education and training system and offering as a result equal opportunities and extensive mobility to nautical labour force in the Danube corridor. The activities also include the conception and implementation planning of transnational Danube-wide strategies for a future "Danube School Ship" and a "Danube Navigation Simulator", for closing the education and information technology gap with other European regions in the mid-term future.

Name of the project	Green Engineering for Challenges in Inland Navigation: The Danube Perspective (Green Chain)
Action(s) related	"To modernise the Danube fleet in order to improve environmental and economic performance"; "To develop ports in the Danube river basin into multimodal logistics centres"; "To promote sustainable freight transport in the Danube Region"; "To coordinate national transport policies in the field of navigation in the Danube basin"
Countries involved	Austria, Serbia, Romania, Bulgaria, The Netherlands, Belgium
Project leader	PANTEIA/NEA BV (The Netherlands)
Funding	EUR 2,900,000 (indicative); Seventh Framework Programme
Stage of implementation	Under preparation; project proposal was submitted to the call SST-2012-RTD-1 of the Seventh Framework Programme (FP7) which was launched on 20 July 2011.
Description	The project aims to accomplish the following goals: to contribute to an increase of the modal share of waterborne transport, particularly in the Danube region and the Black Sea basin; to indicate ways to achieve efficient waterborne connections between inland and maritime ports as well as between main inland waterways and small, secondary waterways and canal systems and to introduce innovative ship design that would comply with present navigation conditions. The goals of the Green Chain project should be attained through five thematic research activities: waterways, ports, ships, logistics chains, transport policy. Project activities will provide applicable and feasible solutions for the project's main areas of research: • Waterways will study feasible options for low environmental impact modernization of waterways; • Ports will provide concepts for the improvement of port management and operations; • Ships will develop design of innovative vessels for inland and river-sea navigation; • Logistics chains will perform demand and supply gap analysis; • Transport policy will investigate policy shortcomings on both local and European level.
Involvement of the PACs	Letter of Recommendation issued on 7 May 2012; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a.
Next steps	• Introduction of innovative shallow-draught vessels for the Danube and the Black Sea; • Transfer of knowledge between the Danube and the Rhine waterway network; • Policy support for new type of ship safety regulations and greenhouse gas reduction measures • Solutions for sustainable growth of waterborne transport.

Criteria for Project Labelling:

Criteria for Project Labelling

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

Preamble

The criteria specified below shall be the basis to evaluate project proposals which have been submitted by means of a Project Data Sheet (cf. Addendum B) to the Coordinators of PA 1a of the European Union Strategy for the Danube Region (EUSDR).

Having regard to the provisions concerning the factors to be considered for identifying EUSDR actions and projects as stipulated in the

- Communication from the European Commission on the European Union Strategy for the Danube Region[9] and the
- Action Plan accompanying the Communication on the European Union Strategy for the Danube Region[10],

the Steering Group for Priority Area 1a will decide if the project under consideration will contribute to the implementation of Priority Area 1a of the EUSDR and shall thus receive a Letter of Recommendation.

Criteria for labelling a project and to issue a Letter of Recommendation

1. **The project complies with any of the targets and/or the corresponding actions established for Priority Area 1a of the Danube Region Strategy (cf. Addendum A) and demonstrates added value for this Priority Area.**
2. **The project has an impact on the macro-region or a significant part of it, which can derive from regional and local activities as well.**
3. **The major part of the project, its activities or its related impacts are located in the Danube region.**
4. **A proposal for the project must be ready for submission or must have been submitted to a specific call of a relevant funding scheme (reference to the call will be made in the Letter of Recommendation)[11].**

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[9] 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

[10] 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

[11] This requirement does not apply to projects included in national Operational Programmes and for projects solely funded by financial institutions.

Template for Letter of Recommendation:

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

LETTER OF RECOMMENDATION

To whom it may concern

The Steering Group of Priority Area 1a – **To improve mobility and multimodality: Inland waterways**, made up of representatives from the Danube countries (nominated by their governments), has pre-examined the project [**Name of Project**] on the basis of

a) information provided in a project data sheet, in which the project relevance for the EUSDR, the project objectives, activities and expected results and further information are described by the applicant, and

b) the "Criteria for Project Labelling" of EUSDR Priority Area 1a.

The conclusion is:

The project [**Name of Project**] contributes to the targets and/or actions of the EU Strategy for the Danube Region's Priority Area 1a. Hence, the Steering Group – representing the Danube countries – invites the funding sources to consider providing adequate financial support to the project.

This Letter of Recommendation is only valid in connection with submission of the project proposal to [Name/No. of Call] of [Name of Funding Source] launched on [dd.mm.yyyy].

Vienna and Bucharest, [dd.mm.yyyy]

Reinhard Vorderwinkler
Priority Area Coordinator
Federal Ministry for Transport,
Innovation and Technology, Austria

Alexandru Şerban Cucu
Priority Area Coordinator
Ministry of Transport and Infrastructure,
Romania