

EUSDR Report June 2014

Priority Area 1a

To improve mobility and multimodality: Inland waterways

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1. OVERALL PROGRESS

1.1. State of play

1.1.1. Progress made on policies, actions and projects

• Policies

- Generally speaking, **close cooperation with the European Commission** on the various topics of PA1a was conducted. This enabled both sides to provide feedback exchange important facts. Coordination meetings between DG REGIO, DG MOVE and PA1a took place in Brussels among others on 6th February 2014 and 16th May 2014. This and continuous coordination work sped up the implementation of concrete actions and therefore the visibility of the EUSDR's work among a broad group of stakeholders. In addition, exchange and cooperation with dedicated stakeholders was fostered by participating in selected conferences and seminars.
- Further progress on the promotion of an integrated approach in planning and implementing inland waterway infrastructure projects, taking into consideration environmental objectives and needs, was achieved. PA1a contributed to the elaborating the future process of implementing the **Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube Basin** and continued the close cooperation with PA6 ("Biodiversity").
- The "**Interministerial Committee for Sustainable Development of Inland Waterways Transport on the Romanian-Bulgarian common sector of the Danube**" which was set up in the last reporting period, met three times in 2013. Additional meetings took place between Romanian and Bulgarian authorities in order to define the common action plan for an efficient management of the waterway as well as meetings with the European Coordinator for Rhine – Danube Core Network Corridor to discuss the CEF financing possibilities for the next 5 – 6 years.
- Progress was made on the preparation of the future investments for the improvement of the conditions for navigation on the Danube, between km 375 - km 845.5.

• Actions

- The defined ten actions and five targets for PA1a were clustered into **seven thematic action fields** and have been discussed in the respective thematic Working Groups and Steering Group meetings (one Working Group and two Steering Group meetings in November 2013 in Budapest and in May 2014 in Vienna respectively; see Annex 4 for Meeting Minutes).
- After two and half years of implementation, generally a **positive intermediate assessment** of the actions executed can be given. By end of June 2014, key pilot projects such as a study on the Innovative Danube Vessel have been successfully completed within the planned financial and temporal framework and delivered valuable results which can be used as basis for further research initiatives and the design of targeted measures. Substantial progress was

also made on several other key projects in the PA1a action fields. A detailed description of the progress made on actions is included in chapter 2 ("Actions per target and progress made on the achievement of targets") of this report.

- The **thematic focus** of actions and working groups in this reporting period (June 2013-June 2014) was laid on the action fields of *waterway management, fleet modernisation and administrative processes*.

Waterway infrastructure & management

- In order to further pursue the realisation of the Luxemburg Declaration, which requests the implementation of effective waterway maintenance in the Danube region, an “**Appeal of the Steering Group of Priority Area 1A of the EU Strategy for the Danube Region (EUSDR) concerning the implementation of the Luxemburg Declaration**” was transmitted to the transport ministers of the Danube region and the European Commission in February 2014 by PA1a (see Annex 5).
- As a next step and flanking measure, a draft “**Fairway Maintenance Master Plan**” containing a description and analysis of necessary maintenance actions is being developed by PA1a. The final version of this document is expected to be released by the PA1a Steering Group – and addressed to the responsible Danube transport ministers and the European Commission – by mid-2014

Fleet

- The key flagship project of PA1a, the “**Innovative Danube Vessel**”, was **finalised in December 2013**. It delivered valuable results in order to improve the economic and environmental performance the Danube fleet. Its results are presented during the 3rd Annual Forum in Vienna on 26th/27th of June 2014. Steps towards further implementation of the results are currently being discussed with DG REGIO, DG MOVE, the European Investment Bank and PA1a (5th June 2014).

Administrative processes

- Administrative processes and paperwork are sometimes seen as a significant competitive disadvantage for inland waterway transport on the Danube and its tributaries. In autumn 2013, therefore, a **new working group on administrative processes** was started by Priority Area 1a (on Inland Waterways) in cooperation with PA11 (Security). First analyses have been undertaken, a dialogue with waterway operators and law enforcement units has been started and measures for improvement are under development.

More details on the implementation of PA1a’s actions can be found in chapter 2.

• **Projects**

- Data on proposed and on-going projects which contribute to the implementation of the EUSDR's targets and actions in the field of inland waterways was collected continuously. Altogether, 97 projects/project ideas were identified (see Annex 1 for a list of projects in each thematic action field of PA1a). Detailed information on these projects is publicly available at the PA1a website (www.danube-navigation.eu/pages/projects) in the form of

downloadable data sheets. Whereas data sheets are updated on a continuous basis, the latest complete review and update was performed in May 2014.

- Continuous assessment of projects received from project promoters / leaders or identified by PACs on the basis of agreed evaluation criteria ("project labelling criteria", which remained unchanged compared to the last reporting period) was undertaken. For 2 projects ("Danube Shipwreck Removal", "Green Islands Budapest"), Letters of Recommendation have been issued in the last reporting period via agreement among the members of the Steering Group (see Annex 2).
- The flagship project "Innovative Danube Vessel" was successfully finalised in December 2013.
- In the two calls of the Technical Assistance Facility of PA10, altogether 4 PA1a projects were selected to receive start-up support.

1.1.2. Lessons learned

- The setting of the **Working and Steering Groups** is in the process of review and continuous improvement. In the first two years, the meetings usually addressed all PA1a action fields, providing an overview of all activities performed. This setting was required and needed to get the EUSDR activities started. In order to foster more in-depth discussions that allow for more productive results, the meetings were and will be focused around fewer topics. This approach was welcomed by the participants. Due to the intensified work on this, discussions were sped up and major results could be achieved, particularly in the fields of waterway management, fleet modernisation and administrative processes (see chapter 2 for further details). Participation in Steering Group and Working Group Meetings remains high.
- The **implementation of actions as described in the Luxemburg Declaration** has not been satisfying up to now. By means of an appeal issued in February 2014, the PA1a Steering Group took the initiative to remind the responsible ministers of Transport of the commitments as agreed in this Declaration of June 2012. PA1a offered to support the ministers in convening a follow-up meeting and announced the publication of a Fairway Maintenance Master Plan as a solid knowledge basis for targeted measures to improve fairway conditions on the Danube and its navigable tributaries. The appeal as such did not produce immediate results, but the matter of waterway maintenance has been put on the political agenda again. The elaboration process of the Master Plan is an important step towards addressing this topic in a result-oriented way. The Master Plan produces for the first time a consolidated overview of waterway maintenance needs along the entire Danube and its navigable tributaries. As such it also brought cooperation between the Member States forward, as the Master Plan overviews create transparency which did not exist before. It has to be made sure that the Master Plan receives political backing on the transport minister's level. This also requires intensified policy coordination between DG REGIO and DG MOVE.
- The Master Plan is conceived as a living document and requires to be updated at the occasion of each Steering Group meeting (twice a year). Data collection proved to be challenging for several Danube countries. It is expected that this situation will improve once

the reporting structure is in place. The **workload for reporting on maintenance activities** should thereby be generally reduced as much as possible.

- **Contributions of PA1a to the EUSDR Annual Fora** were a good platform to make the work of PA1a visible among the public and to discuss the results with a broader group of stakeholder. Also the newsletter was a good means for dissemination.
- **Synergies with other European initiatives** were achieved, e.g. did the Danube Strategy deliver valuable input for the TEN-T corridor development plans. There is potential for further cooperation, which will be exploited, e.g. with European projects like PLATINA II, Co-MA etc.
- The **Technical Assistance Facility** was very much welcomed by the project applicants. It is a valuable bridge between project ideas and their implementation, especially in the Danube region, where these competencies still have to be developed.

1.1.3. Outlook

- The **focus on proper fairway maintenance will be kept** in the coming periods, as it represents the key problem towards a better functioning inland waterway system. Proper waterway maintenance is also a crucial enabler for achieving the overall objective of raising transport shares on the Danube. The Fairway Maintenance Master Plan is planned to be presented to the Danube transport ministers in the second half of 2014 for approval. The implementation of the Master Plan is task of the Member States. Political backup and support for the proposed actions, also on the European level, is of prime importance.
- The **implementation of the results of the Innovative Danube Vessel study will remain in the focus** of attention of PA1a in the forthcoming period. Further scientific studies may be required, especially in the field of the design of economy planning devices, tailored to the circumstances of the Danube and its navigable tributaries. Further steps towards further implementation of the results will be discussed with DG REGIO, DG MOVE, the European Investment Bank and PA1a (5th June 2014).
- Generally, the successful implementation of the **EUSDR will strongly depend on the continuation of interest from the political level** (European Commission / Union, national governments, regional / local authorities, private sector, funding institutions, NGOs etc.), which will have to be demonstrated via concrete political actions / signals.
- Meeting the targets set for PA1a of the EUSDR by implementing specific actions and projects will also strongly depend on how the EUSDR will be anchored in the **forthcoming EU funding schemes** for the new programming period 2014–2020.
- A **continuation of the TAF or the START facility is desired by PA1a** as it appeared an effective instrument in getting project ideas started and implemented.
- A question to be addressed in the forthcoming period is to evaluate whether the **project labelling criteria** (see Annex 2) would need slight adaptations, in the sense that projects for which a concrete funding opportunity has not been identified as yet could also qualify for a PA1a Letter of Recommendation.

1.2. Process

- The implementation of the agreed Roadmaps for the thematic action fields of PA1a (see Annex 1) was monitored, coordinated and supported. The action fields were discussed in the thematic **Working Group and Steering Group meeting in Budapest on 20th/21st November 2014** (see Annex 4 for meeting minutes). The topics “innovative ship technologies, “waste management”, “influence of extreme weather events”, “professional qualifications” and “effective waterway maintenance” were addressed. 88 participants signed up for the Working Group meeting and 37 persons attended the Steering Group meeting in Budapest.
- The **7th PA1a Steering Group meeting in Vienna on 9 May 2014** was dedicated to the action field waterway management– the first draft of the “Fairway Maintenance Master Plan for the Danube and its navigable tributaries” was discussed; (see Annex 4 for meeting minutes). On 9th May 2014, 57 participants had registered for the Steering Group meeting. Participation therefore continues to be high in PA1a. The strategic choice to focus Steering Group themes on a limited number of crucial themes (as related to the achievement of the PA1a EUSDR targets) therefore proved to be right.
- The **8th Steering Group meeting** is planned to take place in **Vukovar (Croatia) in October 2014**. Most Danube countries will then have voluntarily hosted at least one Steering Group meeting in the course of the last 2,5 years. This is also a sign of reciprocal commitment of the different Member States.
- The cross-sectoral cooperation with thematically related Priority Areas in the third year of the EUSDR's implementation was continued. In particular, **cooperation with PA 6 "Biodiversity" and PA 11 "Security" was intensified**. Several joint meetings were held and an additional working group treating administrative issues was created. PA1a will continue and even more intensify this cooperation.
- Furthermore, **information exchange with PA 1b "Road, Rail and Aviation", PA 3 "Tourism" and PA 8 "Competitiveness"** was conducted, also in the framework of the PAC meetings (11th/12th March 2014 in Vienna).
- During the **2nd Annual EUSDR Forum** in Bucharest a **joint workshop with PA 1b and PA 2** was held reflecting on the work in the several action fields with a broad group of participants. During the **3rd Annual Forum in Vienna** (26/27 June 2014), contributions to activities related to the workshop designs for the sessions on “**Industry meets Policy**”, “**Waterway Maintenance**”, “**Innovative Danube Vessel**” and “**Sustainable Navigation on a Healthy River**” were made.
- Furthermore, PA1a was (jointly with PA1b) selected as **focus area in the 9th EUSDR newsletter** issued during the 3rd Annual Forum. These activities were a major contribution to public visibility of PA1a's work, and consequently, Danube navigation in general.
- The **public website** operated by PA1a (www.danube-navigation.eu) is being continuously updated and contains a topical overview of supported projects, working groups and meetings. The latest full update of the project database took place in May 2014.
- Presentation of PA1a at the occasion of the **Brussels Danube Network Meetings** on 25th October 2013 and 2nd April 2014.

1.3. Funding

- The criteria for selecting / supporting projects relevant for the PA were not changed in PA1a in the third year. There still is a distinction made between projects which are – in general – relevant for achieving the targets of PA1a and those for which the project promoter / leader is actively applying for a **Letter of Recommendation (LoR)**. In the second case, there are rather strict criteria which the project has to fulfil in order to receive a LoR (see Annex 2); in addition, the application for a LoR has to be approved by the PA1a Steering Group members entitled to vote.
- **A continuation of the TAF or the START facility is desired by PA1a** as it appeared an effective instrument in getting project ideas started and implemented.
- As several EUSDR countries face serious budget limitations, the **use of European funding opportunities will be a crucial factor** for the implementation of relevant investment projects within PA1a (especially waterway infrastructure, waterway maintenance and management, fleet modernisation or port infrastructure development). Thus, it will be important to appropriately make use of the forthcoming Connecting Europe Facility 2014-2020 as well as of national Operational Programmes for Transport, which are co-funded by the European Regional Development Fund (ERDF) and the Cohesion Fund. PA1a gave advice to several countries in the formulation of the upcoming Operational Programmes for Transport, especially paying attention to elements with relevance for the EUSDR PA1a targets.
- PA1a gave inputs and contributed to the designing the upcoming **Danube Programme**. Inputs for the development of the thematic pole “Greener Transport System” were given during workshops in Bucharest (June 2013), Split (September 2013) and Budapest (April 2014).

2. PROGRESS BY TARGET

Major achievements were made in many projects supporting the several targets. Only a selection of the projects can be described in more detail in this chapter. Further information can be found in the project database on <http://www.danube-navigation.eu/pages/projects> and on the respective project websites.

2.1. Actions per target and progress made on the achievement of targets

- Target: Increase the cargo transport on the river by 20% by 2020 compared to 2010. *Note:* This target includes all ten actions identified in the EUSDR's Action Plan for PA1a, as it is of a horizontal nature.
 - 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"

The increase of inland waterway transport in the Danube region is dependent on the overall improvement of the inland navigation system and thus is a function of the implementation of the content-related targets of PA1a (see below). Furthermore, the increased use of inland waterways, especially as an integral part of multi-modal logistics chains, also strongly depends on policy measures taken in the overall European transport system (e.g. the internalisation of external costs) which are beyond the scope of the EUSDR respectively also of PA1a. In addition, freight transport

per se is strongly linked to the overall economic development of a region and thus very sensitive with regard to positive or negative trends in this respect.

As three of the ten actions related to this horizontal target are not subsumed under any of the content-related targets of PA1a (see below), the respective progress achieved will be shortly described in the following on the action level.

Modernise the Danube fleet in order to improve environmental and economic performance:

- In order to reduce the environmental impact and to improve the economic performance of Danube navigation, it is necessary to stimulate the modernisation of the Danube fleet. To gather the necessary knowledge for this attempt, a specific research and development project, the “**Innovative Danube Vessel**”, was launched within the framework of PA1a. The study “Innovative Danube Vessel”, a flagship project of PA1a, was finalised in December 2013. For the project, “innovation” was not an end in itself, but understood to be “better than the existing fleet”, in terms of energy efficiency, cost efficiency and environmental impact. As the modernisation rate of the Danube fleet is low due to long amortisation periods of investments, the aim was to identify both designs for newly built vessels as well as solutions that can be applied to existing ships.
- The “Innovative Danube Vessel” study confirmed that, under good waterway conditions, transportation carried out with Danube vessels can reach excellent cost and energy efficiency. Innovative devices and optimised ship designs would further improve this situation. As far as new constructions are concerned, the project identified **three most promising options leading to energy and cost savings** and reduced environmental impact: two new types of Danube pushers as well as an innovative version of a self-propelled vessel. Quick wins can be realised by installing real-time voyage speed optimisation tools on existing Danube vessels.
- Additionally, results demonstrated that energy and cost efficiency of Danube vessels is largely dependent on waterway conditions, especially on the available water depth. Proper fairway maintenance on the Danube therefore is an important prerequisite for energy and cost-efficient inland waterway transport operations. This applies to both existing and innovative vessel types.
- Steps towards further implementation of the results are currently being discussed with DG REGIO, DG MOVE, the European Investment Bank and PA1a (5th June 2014).

In addition to the key study “Innovative Danube Vessel”, major achievements were made in other projects supported by PA1a, e.g.:

- The project “**LNG Master Plan**” aiming at furthering LNG as fuel and transport good for inland navigation was started. In 2013, training courses for crew members have been developed. By mid-2014, the first pilot ship developments are expected.
- The project “**NEWS**”, aims at developing a new generation of Danube container ships. A model test series was conducted in 2013.

- **“MoVe IT!”** aims at concepts for modernising inland ships in order to meet the challenges of an over-ageing the fleet, climate change and stricter environmental targets. In this reporting period, the environmental assessment of five MoVe IT! vessel types was carried out.
- In **“Co-WANDA”**, which deals with Ship Waste Management along the Danube, an Electronic Vignette system for waste disposal was tested and a draft International Danube Ship Waste Convention, providing the future legal framework for harmonised ship waste management along the Danube River, was developed

Coordinate national transport policies in the field of navigation in the Danube basin:

- The project **“ProDuna – Establishment of the Hungarian IWT promotion centre”** was finalised end 2013. Key outcomes were the ProDuna National Danubian Waterway Transport Strategy and an accompanying Action Plan.
- The project **“PLATINA II – Implementation platform for NAIADES II”**, started in September 2013. PA1a will secure that Danube region issues are taken account of in PLATINA II, i.e. are set on the agenda of European IWT policy makers. One of the first activities were the **“Danube Business Talks”** in Vienna in March 2014, where high-level European policy stakeholders discussed the special situation and requirements of the Danube waterway with its existing and potential users.

Support the Danube Commission in finalising the process of reviewing the Belgrade Convention:

- As the **Danube Commission** is a permanent member of the Steering Group of PA1a, progress made on this issue is reported in the SG meetings. It has to be noted that the line ministries of the Danube countries represented in the SG are responsible for inland waterways as a transport mode, whereas the revision of the Belgrade Convention is a diplomatic matter pertaining to the Ministries of Foreign Affairs of the Danube countries who are in turn represented in the Danube Commission. During the last Steering Group meeting on 9th May 2014, the Danube Commission announced that cooperation between the DC and DG MOVE is planned to be intensified, especially in the field of waterway maintenance.

Administrative Processes

- **Administrative processes** and paperwork are sometimes seen as a significant competitive disadvantage for inland waterway transport on the Danube and its tributaries. The administrative bottlenecks – as mentioned by inland waterway operators – that cause the biggest time losses and highest operational costs can be summarised into three main areas: administrative bottlenecks related to customs, border police and navigation surveillance.
- In autumn 2013, therefore, a new working group on administrative processes was started by Priority Area 1a (on Inland Waterways) in cooperation with PA11 (Security). The background for this initiative is provided by the fact that not all Danube riparian states are an

- EU Member State and not all EU states are in the Schengen area. Therefore, for instance, border checks for passengers and crews are necessary, as well as required customs clearance procedures for imports and exports. Especially on the external EU-borders (e.g. Mohács /Bezdan), administrative procedures for freight transport on water were found to take long and consequently cause additional costs for transport operators. A first analysis of administrative forms in use demonstrated that more than 15 forms are to be filled in for a single transport. On many occasions multiple data entry of the same data is required.
- The working group on administrative processes was set up in close coordination with PA11 (Security). PA1a participated in the PA11 Steering Group on 6th June 2013. The PA1a working group on administrative processes met for the first time on 25 September 2013 in Vienna, including participation of waterway operating companies. **Close ties were built up with the “DARIF” project**, which is coordinated by the Hungarian Ministry of Interior and financed under the ISEC programme. DARIF is a cross-border platform of law enforcement bodies and deals with measures to increase the safety and security of the Danube River and a focus project of PA 11; to take harmonised and efficient measures against river and river related crimes and organised crimes; and finally to establish transnational, cross border and operative law enforcement cooperation platform for the Danube. Coordination meetings with the DARIF project took place in Budapest in 23rd April and 13th/14th May 2014, whereby PA1a introduced the view of waterway operators.

- 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"

TEN-T Priority Project 18 and waterway infrastructure:

- A major milestone of the pilot project Bad Deutsch-Altenburg (“**Integrated River Engineering Project on the Danube East of Vienna**”) was reached when the Jöhler Branch was reconnected with the main stream of the Danube in March 2014.
- Concerning the “**Preparation of Necessary Documentation for River Training and Dredging Works on selected locations along the Danube River in Serbia**”, dredging permits for six selected critical locations was acquired in June 2013. The Environmental Impact Assessment was approved in February 2014, the Feasibility Study and Conceptual designs in March 2014.
- The projects within the frame of “**Improving navigation conditions on the Danube between Călărăși and Brăila**” are restructured in order to achieve the improvement of navigation conditions and also to ensure the sturgeon migration. A new study is being tendered until mid-2014, which will generate additional scientific evidence as a basis for decision-making.

Invest in waterway infrastructure of Danube and its tributaries and develop the interconnections:

- In order to raise political awareness for the importance of an integrated approach in planning and implementing inland waterway infrastructure projects, taking into consideration environmental objectives and needs: **Support for the Joint Statement on Guiding Principles** for the Development of Inland Navigation and Environmental Protection in the Danube Basin consisted of the participation in the 5th Meeting on the Follow-up of the Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube Basin on 4–5 February 2014 (Joint presentation PA1a and PA6, Zagreb, Croatia) and the facilitation of a brainstorming session on the future Joint Statement process (together with PA6 and selected stakeholders in Vienna on 8th May 2014).
- The project “**Regulation works on the Danube river**” on km 1,323 (Sotin) (Croatia) has started its implementation phase.

Comprehensive waterway management:

- In order to **further pursue the realisation of the Luxemburg Declaration**, which requests the implementation of effective waterway maintenance in the Danube region, an “Appeal of the Steering Group of Priority Area 1A of the EU Strategy for the Danube Region (EUSDR) concerning the implementation of the Luxemburg Declaration” was prepared by the PA1a Steering Group (see Annex 5). The appeal was transmitted to the transport ministers of the Danube region and the European Commission in February 2014.
- As a next step, a draft “Fairway Maintenance Master Plan” was developed by PA1a. Based on the work carried out in the framework of the “**NEWADA duo**” project (funded under the SEE programme), an analysis of the needs of each Danube region country concerning the implementation of effective waterway maintenance was prepared. The Master Plan prepares the necessary actions and measures to be taken by the responsible Transport Ministers and the European Commission in order to cover those needs.
- After approval and release of the Fairway Maintenance Master Plan by the PA1a Steering Group (expected end of June 2014), corresponding key measures and actions will be derived and summarised for decisions on the political level later in 2014.
- Ordinary waterway maintenance was severely affected by the high water situations on the Danube in June 2013 as well as on its tributaries in May 2014. Alone in Austria, dredging demand was doubled in the aftermath of the floods and high water last year. Additional investments are required to compensate the backlog created by this force majeure.

- The project “**DREAM**” (flagship project of PA07) also covers issues relevant for PA1a and exchange is undertaken. In 2013, the construction of an in situ test site for river morphology was started in Vienna.
- Based on the results of the projects “**EWENT**”, “**ECCONET**” and “**MOWE-IT**”, adaption measures to extreme weather effects on inland waterway transport were developed and discussed during the Working Group meeting in Budapest. Based on this, a guidebook with recommended measures was elaborated.
- In the second call of PA10’s **TAF** (February 2014) two projects of this action field were selected: “Technical assistance for preparation of project modernisation and optimisation of the maintenance activities in the common BG-RO sector of the Danube River” and “Danube Shipwreck Removal”.

- 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"

- Efficient nodes are a core issue for successful integration of inland navigation in multimodal transport networks. The flagship project “**DaHar**” dealing with the development of multimodal terminals in the Danube ports was finalised (Presentation of PA1a at the occasion of the Dahar Final Event on 20th February 2014 in Dunaujvaros).
- In the project “**INWAPO**”, the conference „Danube Business Talks“in March 2014, organised jointly with the project PLATINA II, brought together key policy and industry stakeholders for discussion on necessary IWT policy actions. The subsequent „Danube Business Dating“ created a platform to connect service providers and (potential) customers in order to initiate concrete transport cases on the Danube.
- In the second call of PA10`s **TAF**, the project „Sustainable economic development through enhanced logistics services linked to ports in small and medium-sized cities in the Danube Region" was selected for funding.
- 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)"

The EU project “**IRIS Europe 3**” was started in January 2012 and will contribute to the harmonised implementation of RIS in the Danube Region, as all Danube countries are involved either as fully financed or as corporation partners in the project. The international exchange and the provision of RIS related information to logistics users are deemed to be the most critical issues. The support of all Danube countries and the signing of the necessary Service Agreements for data exchange by the responsible authorities is a mandatory requirement for enabling the international data exchange and for making the IRIS Europe initiative a success. In a few Danube countries this support is still lacking. So far, RIS was implemented in RIS in Serbia and Romania. Test systems for RIS data exchange between Austria, Slovakia, Hungary, Croatia, Serbia, Bulgaria and Romania were developed. Data exchange between Austria, Slovakia and Hungary is operational and the integration of users has started. It is necessary to further the integration of the remaining Danube countries, which is mainly a question of agreements on data exchange. Within the DaHar project, two RIS pilots within the geographic areas of the ports of Dunaújváros (HU) and Silistra (BG) were tested, specifically serving the information needs of inland ports along the Danube.

- In the first call of the **TAF**, the project “Creation of River Information Services on the Ukrainian part of the Danube River” was selected to receive support. However, the support was cancelled prematurely by PA10 as of 31.3.2014 due to insufficient cooperation on the side of the project applicant.
- **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"
- In this reporting period, the EU co-funded project “**HINT**” developed a financial, technical and content-related concept for the transnational use of a school vessel, simulators for training and a job promotion campaign. The elearning platform INes Danube was continued.
- In the framework of the “**ProDuna**” – project, a Hungarian version of the Manual on Danube Navigation was issued.

Annex 1 – Roadmaps to implement each thematic action field

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 PA1a 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 PA1a will contribute to meet this target. Conversely, some of the targets of PA1a 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 PA1a.

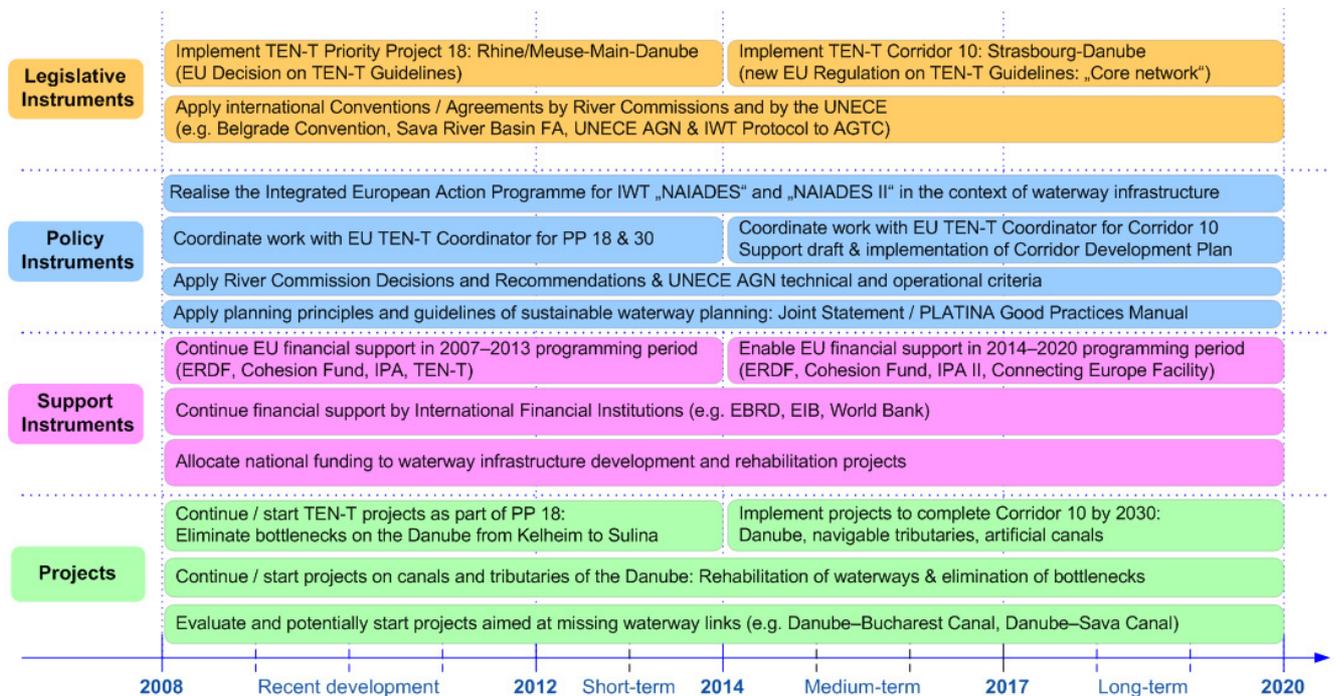
For these reasons and in order to create synergies and safeguard the efficient and effective implementation of the actions identified for PA1a of the EUSDR, the PACs proposed to cluster actions and their corresponding target(s) into the eight "thematic action fields" listed below. In comparison to the first reporting period and in the wake of discussions during the Working Groups meetings of PA1a, the PACs identified an additional action field dealing with enhancing administrative processes and paperwork in inland navigation as these are a significant competitive disadvantage for the sector on the Danube and its tributaries.

1. Waterway infrastructure
2. Comprehensive waterway management
3. Ports & sustainable freight transport
4. Fleet modernisation
5. River Information Services (RIS)
6. Education & jobs
7. Inland waterway transport policies
8. Administrative processes

On the following pages, the eight thematic action fields for PA1a 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.

For six of the eight thematic action fields, i.e. for the action fields being of a "vertical" rather than a "horizontal" nature, of PA1a a dedicated Roadmap was developed by the PACs and proposed to the members of the Steering Group. The Roadmaps, which are also reproduced in the following, were approved by all members of the Steering Group entitled to vote via written procedure in June 2012 with the exception of Germany ("unanimity minus one" procedure according to Art. 6 (1) d. of the "Rules of Procedure of the Steering Group" of PAC 1a, version 1.0 final, 28 October 2011).

(1) 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

- List of projects associated with the actions – Danube waterway:

→ Independent variant research on the development of the Danube between Straubing and Vilshofen (Germany) – *completed*

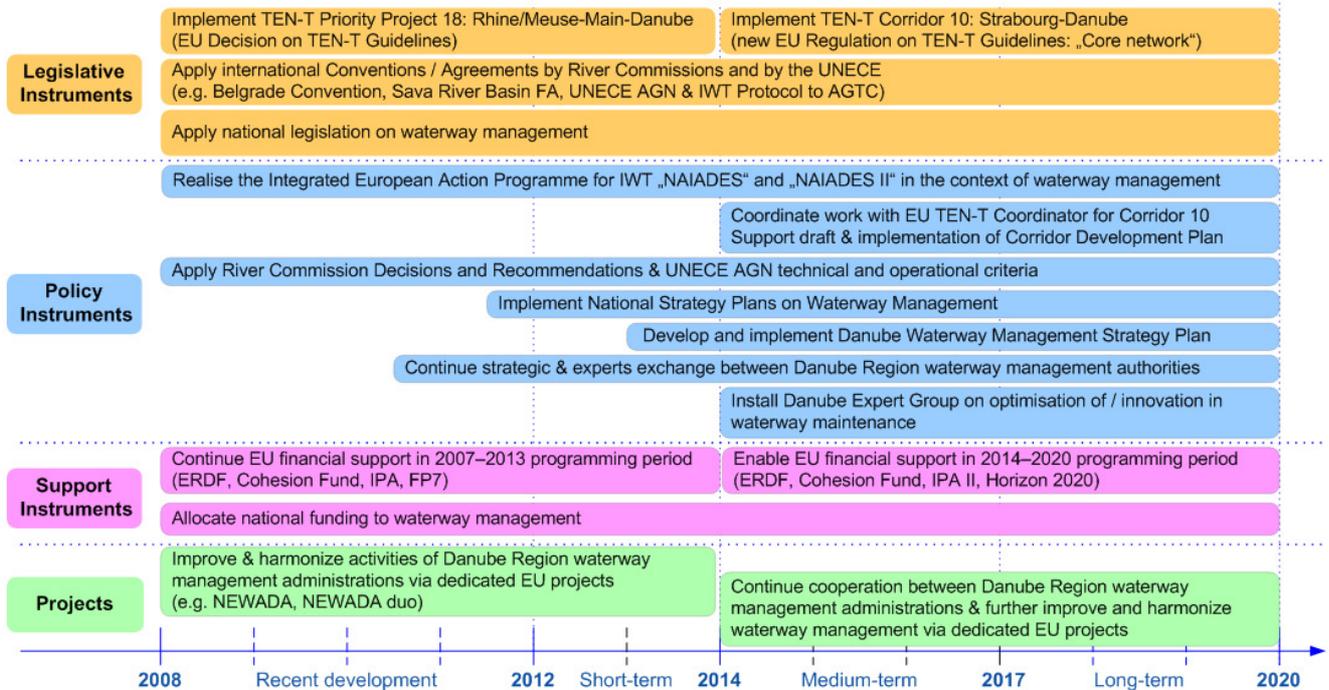
- Integrated River Engineering Project on the Danube East of Vienna (Austria) – *under implementation*
- Complex solution of Danube stretch upstream of Bratislava (Slovakia) – *definition phase*
- Complex solution of Danube stretch downstream of Bratislava (Water Structure Gabčíkovo–Nagymaros) (Slovakia) – *under implementation*
- Improvement of navigability on the Danube in Hungary – *completed*
- Rehabilitation of the riverbed and the right bank of the Danube river from km 1,382 to km 1,433 (Croatia) – *in preparation*
- Regulation works on the Danube river on km 1,323 (Sotin) (Croatia) – *under implementation*
- River Training and Dredging Works on selected locations along the Danube River in Serbia – *in preparation; project received Letter of Recommendation*
- 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) – *in preparation*
- Improving navigation conditions on the Romanian–Bulgarian common section of the Danube (rkm 845.5–375) (Romania) – *in preparation*
- Improving navigation conditions on the Danube between Călărași and Brăila (rkm 375–175) (Romania) – *under implementation*
- Banks protection on the Sulina Canal – phase I (Romania) – *completed*
- Banks protection on the Sulina Canal – phase II (Romania) – *under implementation*
- International ship winter shelter on the Danube in Croatia – *under implementation*
- Danube Shipwreck Removal (DSWR) – *in preparation*
- Removal of unexploded ordnance (UXO) from the Danube River, sector Prahovo (Serbia) – *completed*
- Cleaning the Danube River bottom from sunken vessels, sector Prahovo (Serbia) – *in preparation*
- Capital repairs (rehabilitation) of Navigation Locks at HEPS Đerdap I and HEPS Đerdap II (Serbia) – *in preparation*
- Construction of new Žeželj bridge in Novi Sad (Serbia) – *under implementation*

- 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) – *under implementation*
 - Banks consolidation on the Danube–Black Sea Canal (Romania) – *in preparation*
 - Banks consolidation on the Poarta Alba–Midia Navodari Canal (Romania) – *in preparation*
 - 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) – *under implementation*

- List of projects associated with the actions – Danube tributaries:
 - Rehabilitation and Development of Transport and Navigation on the Sava River Waterway – *in preparation*
 - Reconstruction and Improvement of the Sava River in Croatia – *under implementation*
 - 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) – *definition phase*
 - Feasibility Study "Recreational Navigation on the Morava River" (rkm 0.00 – rkm 69.30) (Slovakia) – *under implementation; project received Letter of Recommendation*
 - Completion, reconstruction and modernization of the river Váh waterway (Slovakia) – *under implementation*

- List of projects associated with the actions – Missing links:
 - Analytic Study of the need of water corridor Danube-Oder-Elbe (Czech Republic) – *under implementation*
 - Construction of multi-purpose Danube-Sava Canal (Croatia) – *in preparation*
 - Systematization of Argeş and Dâmbovița Rivers for navigation and other uses – "Danube–Bucharest Canal" (Romania) – *in preparation*

(2) Comprehensive waterway management



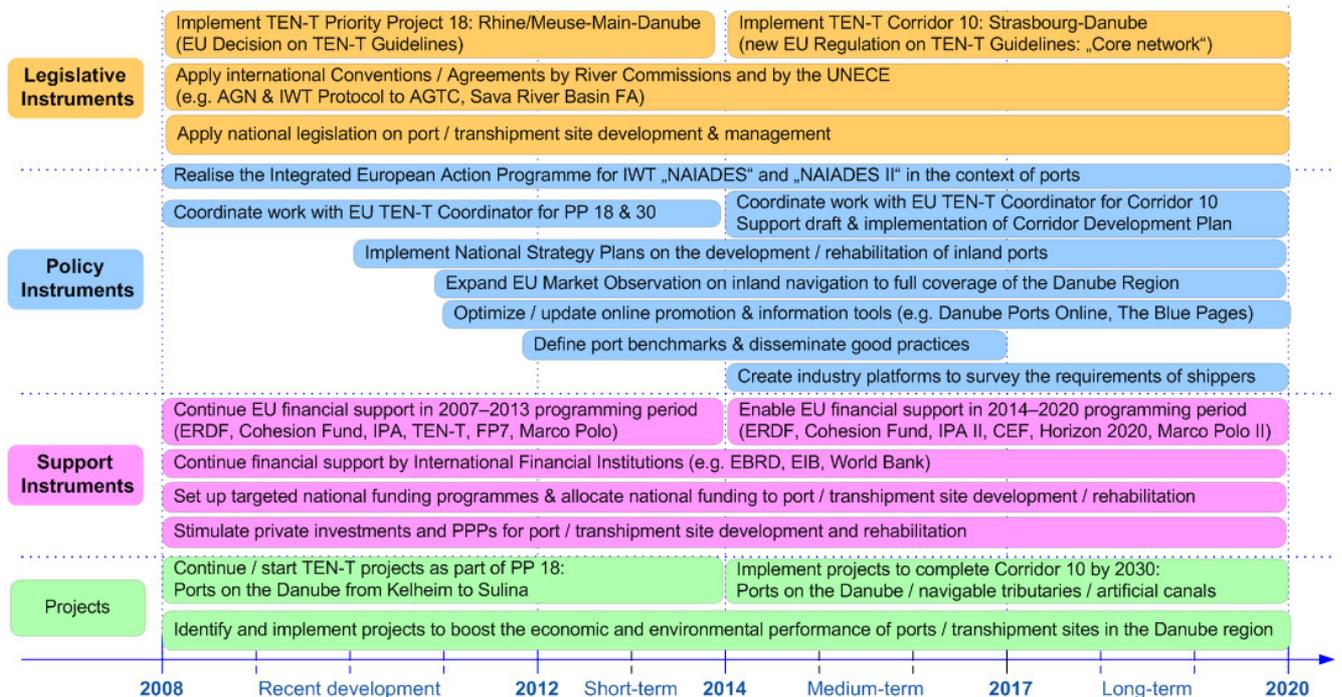
- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."
- Target: "Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by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

- List of projects associated with the action:

- Network of Danube Waterway Administrations - Data & User Orientation (NEWADA duo) – *under implementation; project received Letter of Recommendation*
- "It's Our Danube" - A floating campaign to increase awareness of aligning ecological and development interests – *project rejected; project received Letter of Recommendation*
- Danube River Research and Management (DREAM) – *in preparation*

- Effects of climate change on the inland waterway networks (ECCONET) – *completed*
- Extreme weather impacts on European networks of transport (EWENT) – *completed*
- Management of weather events in the transport system (MOWE-IT) – *under implementation*
- Improvement of the systems for navigation and topo-hydrographic measurements on the Danube River (Bulgaria) – *under implementation*
- Set up of a support system for hydrographical works on the Danube in order to ensure minimal navigation depths (BORD) (Romania) – *under implementation*
- Unification of the reference systems used in Romania and Bulgaria on the Danube river and introduction of the European systems – *in preparation; project received Letter of Recommendation*

(3) Ports & sustainable freight transport



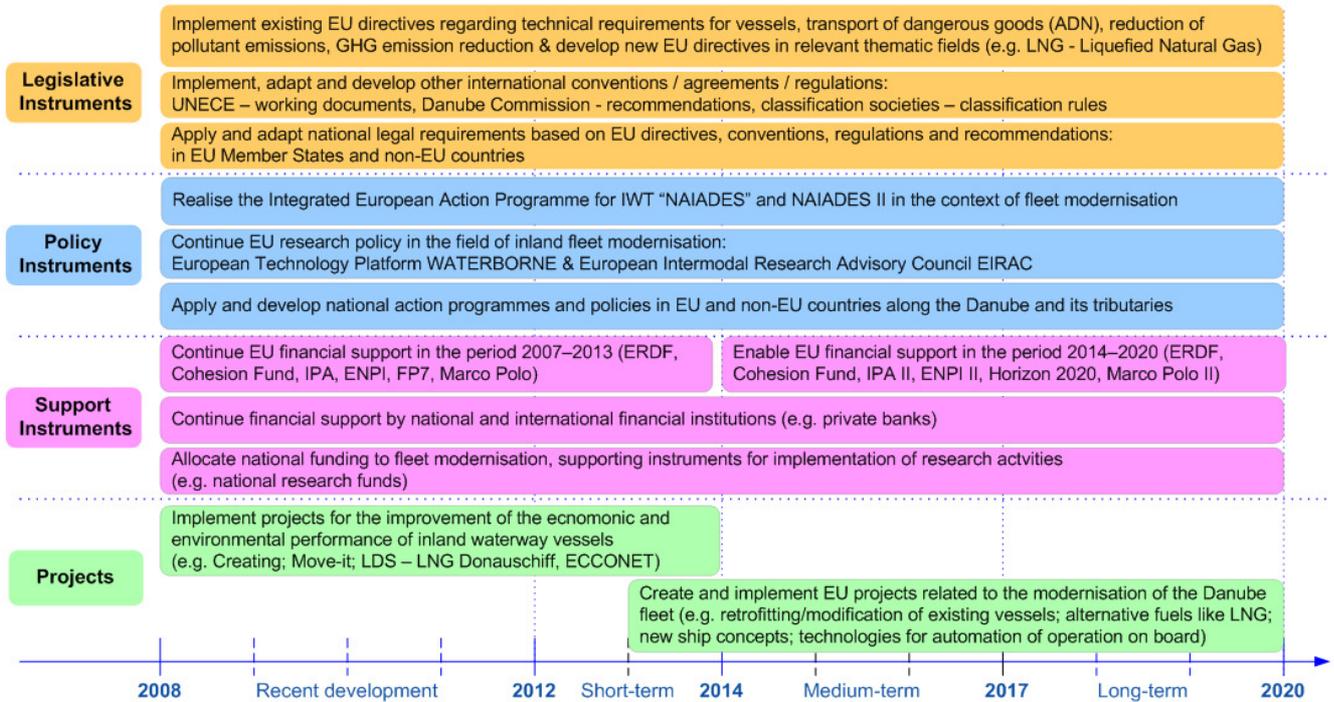
- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."
- Target: "Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020."
- Action: "To develop ports in the 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

- List of projects associated with the actions – Ports in the Danube region:
 - Reconstruction of the port of Vukovar – New port East (Croatia) – *in preparation*
 - Construction of bulk cargo terminal in the Port of Osijek (Croatia) – *in preparation*

- Building and reconstruction of the south quay - Phase I - in Port of Osijek (Croatia) – *in preparation*
- Building and reconstruction of the south quay - Phase II - in Port of Osijek (Croatia) – *in preparation*
- Rehabilitation and modernization of port infrastructure in the Port of Brăila (Romania) – *under implementation*
- Rehabilitation and modernization of port infrastructure in the Port of Galați (Romania) – *under implementation*
- Ro-Ro terminal in the Port of Galați (Romania) – *in preparation*
- Bulk terminal in the Port of Galați (Romania) – *in preparation*
- Rehabilitation and modernization of port infrastructure in the Port of Tulcea (Romania) – *in preparation*
- Modernization of port infrastructure in the Port of Cernavodă (Romania) – *in preparation*
- Modernization of port infrastructure in the Port of Călărași (Romania) – *in preparation*
- Modernization of port infrastructure in the Port of Giurgiu (Romania) – *in preparation*
- High-performance Green Port Giurgiu (Romania) – *in preparation; project received Letter of Recommendation*
- Rehabilitation and development of port infrastructure in the Port of Oltenița (Romania) – *under implementation*
- Modernization of port infrastructure in the Port of Calafat (Romania) – *under implementation*
- Modernization of port infrastructure in the Port of Drobeta Turnu Severin (Romania) – *in preparation*
- Modernization of port infrastructure in the Port of Moldova Veche (Romania) – *in preparation*
- Completion of the North breakwater in the Port of Constanța (Romania) – *under implementation*
- Development of the railways capacity in the river-maritime area of the Port of Constanța (Romania) – *under implementation*
- 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) – *under implementation*

- Constanța South Bridge (Romania) – *in preparation*
- List of projects associated with the actions – Sustainable freight transport:
 - Green Danube Ports (GETUP) – *project rejected; project received Letter of Recommendation*
 - Danube Inland Harbour Development (DaHar) – *completed*
 - Upgrading of Inland Waterway and Sea Ports (INWAPO) – *under implementation*
 - Onshore automobile Ferry crossing complex Izmil – Tulcea (FLITUR) (Ukraine) – *in preparation*

(4) Fleet modernisation

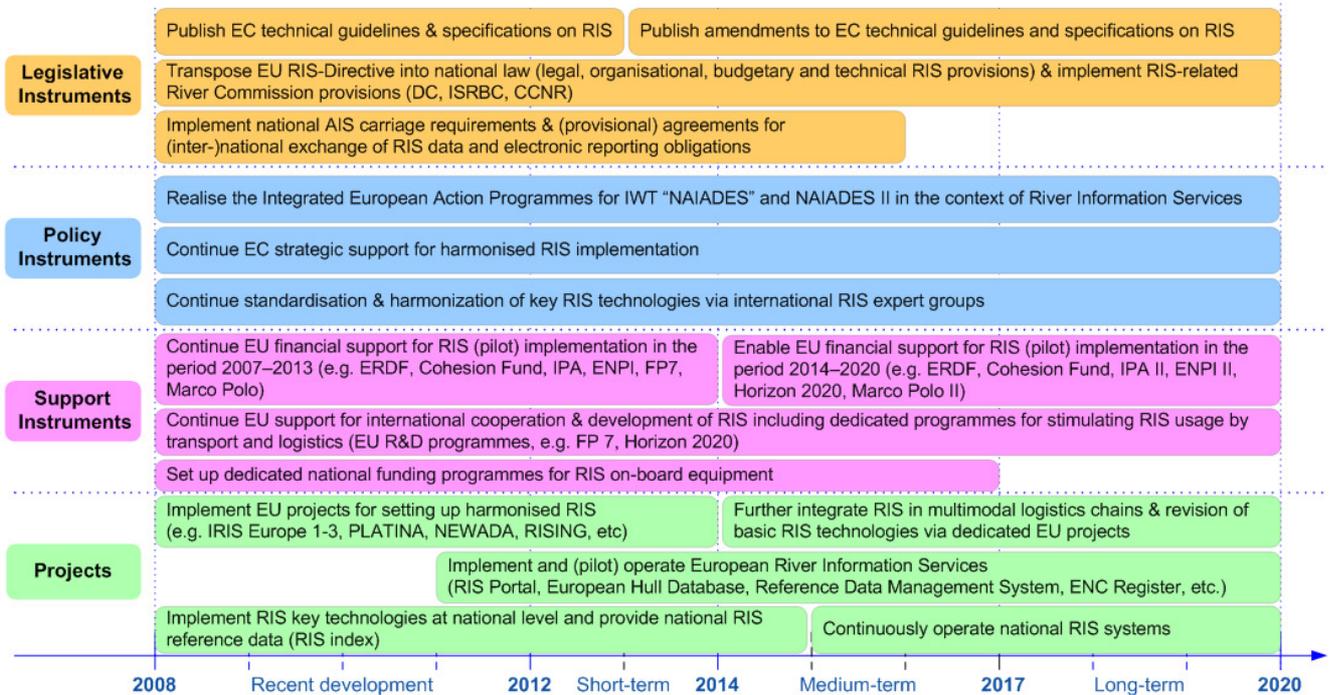


- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."
- Action: "To modernise the Danube fleet in order to improve environmental and economic performance."
Key tasks: improve environmental and economic performance of Danube navigation via innovation (vessels, engines, alternative fuels), fleet modernisation (incl. retrofitting), waste management and logistics operations; establish common approach for the modernisation of vessels

- List of projects associated with the action – Research and development:
 - Innovative Danube Vessel – *completed; pilot action to be implemented by PACs of PA1a*
 - Development of a Next Generation European Inland Waterway Ship and Logistics System (NEWS) – *under implementation; project received Letter of Recommendation*
 - Green Inland Fleet (GrinFleet) – *project rejected; project received Letter of Recommendation*
 - Pollutant emissions reduction of IWT ships on the Danube Corridor (IDA) – *in preparation; project received Letter of Recommendation*

- Modernisation of Vessels for Inland Waterway Freight Transport (MoVe IT!) – *under implementation*
- LNG Masterplan for Rhine-Main-Danube – *under implementation*
- List of projects associated with the action – Waste management:
 - Convention for Waste Management for Inland Navigation on the Danube (CO-WANDA) – *under implementation; project received Letter of Recommendation*
 - System for ship-generated waste collection and processing in the maritime Danube ports (CODENAV) (Romania) – *under implementation*
 - 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) – *under implementation*
 - Creation of integrated system of waste management from ships in the Ukrainian part of the Danube river – *definition phase*

(5) River Information Services (RIS)

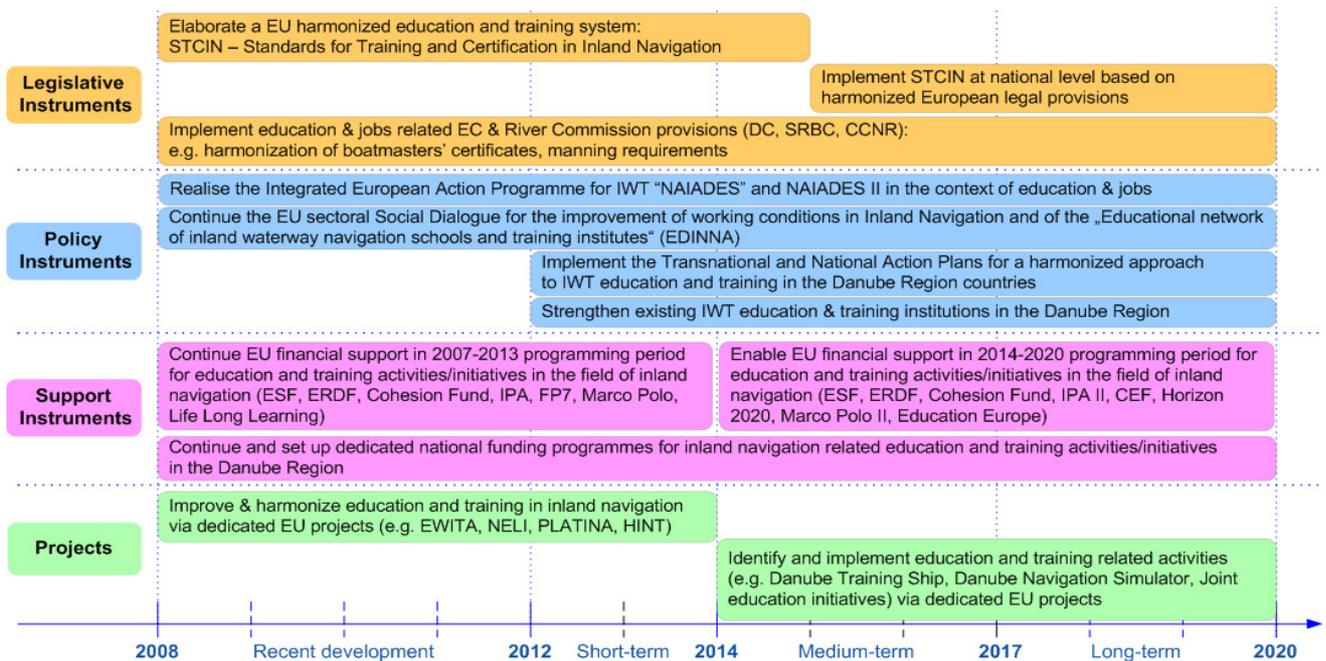


- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."
- Target: "Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015."
- Action: "To implement harmonised River Information Services (RIS)."
Key tasks: implement River Information Services along the entire Danube and on its main navigable tributaries and canals

- List of projects associated with the action – Harmonisation:
 - IRIS Europe 3 - Implementation of River Information Services in Europe – *under implementation*
- List of projects associated with the action – National implementations:
 - Implementation of River Information Services in Serbia – *completed*
 - Implementation of River Information System on the Bulgarian part of the Danube river (BULRIS) – *under implementation*

- Vessel Traffic Management Information System – Phase 3 (Bulgaria) – *under implementation*
- Traffic vessel management and information system on the Danube, Danube–Black Sea Canal and Poarta Alba–Midia Navodari Canal (RoRIS) (Romania) – *completed*
- Creation of River Information Services on the Ukrainian part of the Danube River – *in preparation*
- Full implementation of River Information Services on the Sava River Waterway (Croatia) – *under implementation*

(6) 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

- List of projects associated with the action:

- Harmonized Inland Navigation Transport through Education and Information Technology (HINT) – *under implementation; 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 – *in preparation*
- Investments in education and training in the Ukraine – *in preparation*
- Train for Ports – *project rejected; project received Letter of Recommendation*

(7) 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

- List of projects associated with the actions:

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

(8) Administrative processes

- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."
 - 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
- List of projects associated with the actions:
 - *Cooperation with the PA11 flagship project DARIF*

Annex 2 - Projects approved by the Steering Group (Letters 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 **Green Island Budapest** 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 **Green Island Budapest** contributes to the targets and/or actions of the EU Strategy for the Danube Region's Priority Area 1a and also meets the criteria for project labelling, whereas labelling criterion four, which refers to readiness for submission to a specific call of a relevant funding scheme, does not apply, as the project is envisaged to be financed by financial institutions (venture capital).

Hence, the Steering Group – representing the Danube countries – expresses its favour of this project, subject to the availability of a sound finance plan.

Vienna, 03.04.2014

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

Priority Area Coordinator
Ministry of Transport and Infrastructure,
Romania



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 **Danube Shipwreck Removal** 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 **Danube Shipwreck Removal** contributes to the targets and/or actions of the EU Strategy for the Danube Region's Priority Area 1a and also meets the criteria for project labelling. Regarding labelling criterion four, which refers to readiness for submission to a specific call of a relevant funding scheme, it can be stated that suitable calls are envisaged to be identified with support of the Technical Assistance Facility for EUSDR projects (PA10).

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 the specific call/s that will be identified within the frame of the Technical Assistance Facility of Priority Area 10 of the EUSDR.

Vienna, 03.04.2014

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

Priority Area Coordinator
Ministry of Transport and Infrastructure,
Romania

Annex 4 – Meeting minutes & attendance lists for Steering and Working Group meetings

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

**6th Meeting of the Steering Group for
Priority Area 1a of the EUSDR**

Budapest, Hungary
21 November 2013

MINUTES

Author(s):

Joint Technical Secretariat of PACs 1a

Version (date):

Version 2 (final) | 21-11-2013

1. Welcome to the participants, adoption of the minutes from the previous meeting, adoption of the agenda and introductory keynote

The 6th meeting of the Danube Strategy's Steering Group for Priority Area 1a – To improve mobility and multimodality: Inland waterways - was held in Budapest, Hungary in the premises of the Ministry of National Development. The Coordinators of Priority Area 1a (henceforth: PACs 1a) of the EUSDR, represented by Mr. Reinhard VORDERWINKLER of Austria and Ms. Monica PATRICHI of Romania, welcomed the participants, members of the Steering Group, Mr. Balázs Medgyesy – Government Commissioner and Hungarian NCP, representatives of the European Commission (DG REGIO) and representatives of river commissions. The participating countries were Austria, Slovakia, Hungary, Croatia, Bosnia and Herzegovina, Serbia, Romania and Moldova.

The Minutes from the 5th meeting as well as the agenda for the 6th meeting of the Steering Group were approved unanimously and without amendments.

The Coordinators of Priority Area 1a (PACs 1a), Austria and Romania, provided an overview of the current ongoing activities and of the discussions in the working group meeting held on 20th November 2013 in Budapest. The status quo of the PA1a activities is published on the website www.danube-navigation.eu. The website is updated permanently.

Mr. Balázs MEDGYESY (Government Commissioner and Hungarian NCP) welcomed the participants and underlined the importance of the EUSDR and inland waterway transport for the Danube Region countries and, due to its geographic location, for Hungary in particular. Mr. Medgyesy emphasized that the challenges of economical and climate change as well as of migration should be faced and that the best tool to address these issues is the EUSDR. He underlined the high level support for the strategy from the countries through their coordinators, as well as from the European Commission.

He appreciated the progress registered within PA1a and stated that the new European funds and opportunities should be used. Concerning activities in Hungary, he stated that the RIS extension, the establishment of a Single Window System for traffic safety and the single Schengen border are the main elements. The EUSDR is included in the Partnership Agreements as well.

Hungary aims at integrating inland waterway transport into the logistic chains more intensely in order to obtain a sustainable system. Sustainable results could be achieved through the alignment of funding and Hungary will support the implementation of a common vision.



2. Introduction of state of play of the EUSDR

Mrs. Ann - Jasmin KRABATSCH (DG REGIO) informed the participants that all States submitted the Partnership Agreements and the Commission made efforts to be assured that the EUSDR is reflected therein. She also reported that the legal framework for the new cohesion funds was adopted and that in the next financing period, the new *Danube Transnational 2014-2020 programme* will cover the geographical area of the Danube Strategy. A meeting of the Programming Committee under Hungarian lead (JTS in Budapest) is scheduled for December in Zagreb.

Afterwards, Mrs. Krabatsch presented the main conclusions of the 2nd Annual Forum on the EUSDR, held in Bucharest on 28 – 29 of October 2013, which focused on the idea “Stronger together, stronger in the world”. The Forum was attended by more than 1000 participants and 4 parallel workshops were organized. The main message of these workshops was that the cooperation process should be enhanced and improved. PA 1a has been called one of the most successful Priority Areas.

Many discussions during the Annual Forum focused on waterway maintenance and Commissioner Hahn showed great interest in this topic. He expressed his willingness to support Romania and Bulgaria in bringing works on the common sector of the Danube forward. Mrs. Krabatsch also referred to the recent meeting between Romania and Bulgaria, organised on 19th November 2013 in Silistra (BG) by the Bulgarian presidency.

The next Annual Forum will be organized in Vienna on 26th – 27th June 2014 and will focus on improving the governance of the macroregional strategies.

3. Working Groups for the implementation of the EUSDR's Priority Area 1a on inland waterways

Effective waterway maintenance

Mr. Thomas HARTL (via donau, Austrian Technical Secretariat for PA 1a) prepared a summary of the discussions during the WG meeting which had focused on the topics of waterway management and fleet modernization. It was also emphasised that fairway conditions are essential for efficient use of the ships.

In the WG meeting, the outcome of the questionnaire regarding waterway maintenance activities for 2013 was presented. Mr. Hartl mentioned Mr. Capatu's intervention concerning the dissatisfaction of the private sector about the application of the Declaration on effective waterway infrastructure maintenance, signed in June 2012 in Luxemburg, lack of EU financing for maintenance and administrative barriers.

Mr. Hartl presented the objective of the Declaration on effective waterway infrastructure and the key role of the PA 1a on monitoring its implementation. Through the questionnaire presented, each country is providing information on waterway maintenance, which is included in the Annual Reports submitted to the European Commission. The declaration was signed/adopted by all Danube Region Countries except Hungary.

Furthermore, Mr. Hartl provided information on one of the main outcomes of the NEWADA duo project, which is a master plan for waterway maintenance on the Danube and its navigable tributaries (Waterway Maintenance Master Plan - WMMP). It will be based on information gathered by questionnaires sent to the Danube countries: each country is asked to provide information on maintenance plans, expected costs and need for equipment (e.g. surveying and dredging vessels). This needs assessment will be a main element of the WMMP and serve as basis to prepare for funding opportunities in the next European programme period.

Another important outcome of NEWADA duo will be an Annual Danube Report comprising performance indicators and statistics.

Mr. Reinhard VORDERWINKLER underlined that the Declaration was signed/adopted by all Danube Region Countries except Hungary; still, there are several reasons of not being fully implemented by the countries (i.e. lack of funding).

For preparing the WMMP within the NEWADA duo project, each country should provide information not only on the operational needs, but also in terms of costs. Mr. Vorderwinkler stressed that, for the next financing period, financing possibilities for equipment (such as surveying and dredging vessels) exist and that respective needs should be communicated. A good means for that will be the WMMP.

In the same time, according to the Declaration's provisions, the Ministers who are responsible for transport committed to meet once a year to monitor the implementation of the Declaration. No meeting was held until today. Taking into account the SG's monitoring role, the Technical Secretariats from Romania and Austria have prepared a draft letter to be sent to all Transport Ministers from the Danube Region Countries. In the letter, the need for implementation of the Declaration is stressed and support in preparing the first meeting of the transport ministers is expressed. It could be held in June 2014, back-to-back with the next TTE Council meeting.

The SG Members unanimously agreed with the proposal of sending a letter to the ministers responsible for transport within the Danube Region Countries. The SG members contributed suggestions for the text, which will be included; afterwards, the new draft will be circulated for final approval according to the Rules of Procedure of the SG.

The European Commission, the Danube Commission and the Sava Commission also expressed their support for the First Ministerial Annual Meeting on the follow – up of the implementation of the Luxembourg Declaration.

Regarding this meeting, **Mr. Petar MARGIĆ**, General Director of the Danube Commission, provided information on the discussions with the European Commission in this respect. It could take place in Budapest at the headquarters of the Danube Commission.

The decision on time and place of the First Annual Ministerial Meeting concerning the Luxemburg Declaration remains to be taken by the ministers responsible for transport, as the participation should be extended to all Danube Region countries.



Status quo of maintenance plans in different countries

According to the Luxembourg Declaration, the implementation of the actions foreseen in the Declaration is to be monitored through a common regular monitoring and reporting mechanism in the framework of the EUSDR's PA 1a. A Questionnaire has been drafted in order to enable Danube riparian states to provide specific information on the execution of regular fairway maintenance works as agreed on in the Declaration. The SG members were asked to present the updated information for 2013 filled in the questionnaire and also other relevant information related to maintenance activities foreseen for 2014.

Romania pointed out that the maintenance activities are performed by the River Administration of the Lower Danube (AFDJ) based in Galati and reported that in 2013, an amount of 1,101,000 Euros was provided for measurement activities, from which 709,953 Euros were spent. For 2014, an amount of 1,125,000 Euros was planned for this activity. For dredging interventions, an amount of 2,445,000 Euros was foreseen in 2013, from which 1,792,271 Euros were spent. For 2014, the amount of 2,700,000 Euros is foreseen for this activity. For signalling activities, the amount of 3,515,590 Euros was provided in 2013, from which 2,636,695 Euros were spent. For 2014, an amount of 3,640,450 Euros is foreseen for this activity.

Austria presented the measures taken after the summer floods, providing details on the surveying activities of more than 100 spots. In 50 spots, dredging of approximately 1.3 million cubic meters will be necessary. Contracts with dredging companies were concluded and the critical points were prioritized since there are only a few dredging companies in Austria. The dredging started in July 2013 and should be finalized at the beginning of 2014 according to the schedule. RIS is functional along the entire Austrian Danube stretch. A unified historical database is under preparation within the NEWADA duo project and will be ready in 2014.

Serbia presented the status of the project River Training and Dredging Works on Selected Locations along the Danube River, which has started in 2011, for which both feasibility study and EIA were finalised. By the end of 2013, the EIA legal procedure, which started in August, will be completed. For the Serbian – Croatian common sector, a Joint Commission was established which meets twice per year. Within this Joint Commission, two technical working groups were created and the critical sectors were identified jointly. The prioritisation of the 17 critical sectors is currently under discussion. For the period 2014 – 2020, the planning process is ongoing and works for improving the conditions for navigation on the Danube River and Sava River are among high ranked priorities. RIS is operational in Serbia and its use will be mandatory as of January 2014.

Bosnia and Herzegovina informed the participants that two months ago, the signalling activities on the Sava River were started based on a three years contract with a private company. For the common sector with Croatia, close cooperation is taking place based on an agreement concluded between the two countries. Such an agreement was signed also with Serbia (30 km of common sector). The works are foreseen to start in 2016, after the finalisation of the studies, in close cooperation with Croatia and Serbia (PLOVPUT).

Slovakia pointed out that all maintenance activities are carried out according to schedule. After the summer floods, new measurements revealed that for the stretch upstream of Bratislava, just dredging activities will not be sufficient. The budget for signalisation in 2013 comprised 400.000 Euros. The same amount is foreseen for 2014.

Moldavia informed that works on Prut River have started in July 2013 and a strategy for modernizing the waterway infrastructure and for logistics was approved on national level. A project for building a railway in Giurgiulesti Port is foreseen.

Croatia explained that for years, no maintenance works have been carried out on Sava River. Progress was made for the preparation of the major infrastructure project, however this not being maintenance works. Because of lack of funds, only signalisation is possible, which is carried out continuously.

Hungary considers the availability of a sediment balance model as a prerequisite for major infrastructure projects on the Danube. An international consortium has been established to conduct

sediment balance research. As soon as the comprehensive social and environmental cost-benefit toolkit is available, Hungary intends to finance IWT projects through CEF. Negotiations are underway with DG MOVE regarding the scope and timeframe of such projects. Funds for RIS are allocated in national Operational Programmes.

Modernised Danube fleet

Mr. Thomas GUESNET (DST) provided information on the status and preliminary conclusions of the Innovative Danube Vessel study on energy efficiency of inland water ships and ways to improve it. The study is focused on vessel types showing the highest traffic on the Danube and on solutions that can be implemented fast.

Mr. Guesnet underlined that water depths have a major influence on the loading capacity, the speed of the vessel, fuel consumption and CO₂ emissions. RIS could assist in optimising cruising behaviour in dependence of the situation of the waterway, but however, lack of water depths could not be compensated by innovative ships.

Ship waste management on the Danube

Mr. Hans Berger (via donau) and **Mrs. Raluca Danila** (APDM Galati) presented the CO-WANDA project (A Convention for Ship Waste Management on the Danube, duration 2012-2014), which contributes to a green transport system in the Danube region. Within this project, an International Danube Ship Waste Convention including financing models and control mechanisms will be elaborated as well as waste reception facilities for users developed along the Danube. The first draft of the Convention will be available in early 2014, and an Electronic Vignette System to support the waste reception network management is under development as well. The project partners asked for support for data investigations, evaluating national framework conditions, feedback on the draft Convention, facilitate communication on national level.

Mr. Pjotr SUVOROV (Deputy General Director of the Danube Commission's Secretariat) made a presentation on risk assessment in Danube navigation. Mr. Suvorov described the infrastructure characteristics on the Danube, where a large number of critical sections have been identified that do not meet the parameters recommended by the Danube Commission. Thus, the level of risks of the Danube navigation can be considered rather high.

According to the indicators of the Danube Commission, provided by the main gauging stations, the most visible indicator of the waterway's navigability is the number of days of interrupted navigation on a certain section, as well as the number of days when passage of vessels with a draught of 2.5 m cannot be ensured. During periods of climate phenomena, conditions are mainly defined by crew qualification and well-timed management of a situation by the local administration within their area of responsibility (i.e. by enabling risk management).

Mr. Gerhard Skoff (President of Danube Tourist Commission) stressed that this year, a lot of problems were faced along the Danube (i.e. floods, low waters, strikes) which generated losses of about 16 Mio Euros. Mr. Skoff underlined the importance of the SG support for the national authorities in order to improve the navigation conditions on the Danube and its reliability.



4. Conclusions and priority actions 2013 – 2014 within PA 1a

The Steering Group members were informed that three project consortia have issued requests for a Letter of Recommendation for their projects (Danube Islands, Ship Wreck Removal, DREAM Project). The SG members agreed to support all three project proposals, subject to the applications being revised in order to meet the required criteria.

The next meeting of the SG is scheduled for June 2014 in Vienna, in combination with the EUSDR Annual Forum.

The drafted appeal to implement the Luxemburg Declaration will be finalised and will, subject to no formal objection, be sent to DG Regio, DG Move and the Transport Ministers of the Danube region.

Enclosures

Please note: All documents are available for download at the website of EUSDR PA 1a
→ www.danube-navigation.eu

- (1) Presentations given by the participants at the Steering Group meeting
- (2) List of attendants

EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality:

Inland waterways



List of Participants | 6th Meeting of the Steering Group | Budapest, 21 November 2013

No.	Last name	First name	Country	Organisation
01	Barišić	Ana	HR	Ministry of Maritime Affairs, Transport and Infrastructure
02	Bauernfeind	Maximilian	AT	Federal Ministry for Transport, Innovation and Technology
03	Berezintu	Andrada	RO	Ministry of Foreign Affairs
04	Berger	Hans	AT	via donau - Austrian Waterway Management Company
05	Cabadaj	Roman	SK	Waterborne Transport Development Agency
06	Cacicovschii	Elena	MD	Ministry of Transport and Road Infrastructure
07	Cuc	Cristina	RO	Ministry of Transport
08	Danila	Raluca	RO	The Maritime Danube Ports Administration
09	Fastenbauer	Michael	AT	via donau - Austrian Waterway Management Company
10	Gerencsér	Zsolt	HU	National Transport Authority
11	Guesnet	Thomas	DE	Entwicklungszentrum für Schiffstechnik und Transportsysteme e.V. (DST)
12	Hadžić	Snežana	BA	Ministry of Communication and Transport
13	Hartl	Thomas	AT	via donau - Austrian Waterway Management Company
14	Hörcher	Daniel	HU	Ministry of Foreign Affairs
15	Horvat	Iva	HR	Port Authority Vukovar
16	Krabatsch	Ann-Jasmin	BE	European Commission, DG REGIO
17	Maierbrugger	Gudrun	At	via donau - Austrian Waterway Management Company
18	Margic	Petar	HU	Danube Commission

EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality:

Inland waterways



List of Participants | 6th Meeting of the Steering Group | Budapest, 21 November 2013

No.	Last name	First name	Country	Organisation
19	Meduyesy	Balázs	HU	Gov. Commissioners for EUSDR
20	Milkovic	Zeljko	HR	International Sava River Basin Commission
21	Mitrovic	Ivan	RS	Directorate for Inland Waterways (Plovput)
22	Muילerman	Gert-Jan	AT	via donau - Austrian Waterway Management Company
23	Muskatirovic	Jasna	RS	Directorate for Inland Waterways (Plovput)
24	Novák	Vladimír	SK	Waterborne Transport Development Agency
25	Patrichi	Monica	RO	Ministry of Transport
26	Proca	Roman	MD	Master Harbor Giurgiulesti
27	Radoš	Irena	HR	Ministry of Maritime Affair, Transport and Infrastructure
28	Rafael	Róbert	HU	RSOE
29	Schindler	Horst	HU	Danube Commission
30	Schwetz	Otto	AT	Arge Donauländer, Corridor VII, Council of Danube Cities and Regions
31	Simoner	Markus	AT	via donau - Austrian Waterway Management Company
32	Skoff	Gerhard	AT	Danube Tourist Commission
33	Suvorov	Pjotr	HU	Danube Commission
34	Vanicer	Matej	SK	MDURR SR
35	Vorderwinkler	Reinhard	AT	Federal Ministry for Transport, Innovation and Technology

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

**5th Meeting of the Working Groups for
Priority Area 1a of the EUSDR**
Budapest, Hungary
20 November 2013

MINUTES

Author(s):
Joint Technical Secretariat of PACs 1a

Version (date):
V 0.1 (draft) | 22-11-2013

The 5th meeting of the Danube Strategy's Working Groups for Priority Area 1a – *To improve mobility and multimodality: Inland waterways*, was held in Budapest, Hungary in the premises of Art'otel. The meeting was attended by 76 people representing public institutions, the European Commission, the private sector, universities and non-governmental organizations active in the field of inland navigation. The meeting was organized in plenum sessions to give the participants the possibility to express their ideas and opinions and to discuss issues concerning fleet modernization, sustainable development and waterway maintenance with a broad group of stakeholders.

1. Welcome to the participants and status quo of Priority Area 1a on inland waterways

The Coordinators of Priority Area 1a (PACs 1a), Austria and Romania (represented by **Mr. Reinhard VORDERWINKLER** and **Ms. Monica PATRICHI**) welcomed the participants, thanked them for the interest in the PA 1a activities and provided an overview of the current implementation of Priority Area 1a of the Danube Strategy.

They described the milestones reached since the last meeting: the publication of a report evaluating EU macro-regional strategies by the European Commission on 1 July 2013; submission of the second Progress Report by the PA 1a PACs which included the monitoring process of the implementation of the Luxembourg Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries, signed in June 2012; the EUSDR Annual Forum organised by the European Commission in Bucharest on 28 – 29 October 2013, which was attended by more than 900 participants.

Afterwards, the coordinators mentioned the targets for PA 1a and the thematic areas of the Working Groups. They presented the agenda and stressed that the projects presented during the meeting are flagship projects contributing to the achievement of the targets and objectives established for PA 1a.

They also informed the audience that the staff of the Austrian Technical Secretariat had changed. Since 1 October 2013, the Secretariat is executed by Mr. Gert-Jan Muilerman and Mrs. Gudrun Maierbrugger from via donau.



2. Overview on latest European policy developments/NAIADES II

Mr. Cesare Bernabei (EC – DG MOVE) provided information on next year's European elections and reported that the EU's multiannual financial framework for 2014-20 had been approved on 19 November 2013.

He presented the new TEN-T guidelines, which have a dual layer approach consisting of a core and a comprehensive network to be completed in 2030 respectively 2050. Member States failing in implementing the core network by 2030 will have to return the funds granted. The new regulation on TEN-T Guidelines and the Regulation for the establishment of the Connecting Europe Facility (CEF) identifies 9 multimodal corridors, 7 of them comprising IWT. Mr. Bernabei also presented the mechanism for corridor implementation and the budgets available for CEF in 2014 – 2020.

He also reported that the European Action Programme for inland navigation ("NAIADES II") and its implementation platform PLATINA II have been launched this year.



3. Inland vessel fuel consumption under operational circumstances

Mr. Meeuwis van Wirdum (Marin - Stichting Maritiem Research Instituut Nederland) presented the main outcomes of the ongoing MoVe IT! project financed by the Seventh Framework Programme for RTD. The project develops a suite of options for the modernisation of inland ships in order to meet the challenges of over-aging of the fleet, climate change and stronger environmental objectives. It provides decision support regarding the application of these options.

One of the main focal points of MoVe IT! is the modernisation of the ship's drive and power system to match the conditions it faces throughout its lifecycle. Research topics include new power system configurations, alternative fuels, retrofitting techniques for existing engines, improved hull and propulsion organs and assistance to the captain for efficient sailing. Further crucial modernization measures are to increase the vessel's main dimensions to achieve economic and ecological scale advantages and the upgrade of old tankers to meet new ADN requirements.

In this research project, two transport companies with activity on the Danube River are involved.

4. Innovative vessel and technology solutions with high potential of implementation

Mr. Thomas GUESNET (DST) provided information on the status and preliminary conclusions of the Innovative Danube Vessel study on energy efficiency of inland water ships and ways to improve it. The study is focused on vessel types showing the highest traffic on the Danube and on solutions that can be implemented fast.

Mr. Guesnet underlined that water depths have a major influence on the loading capacity, the speed of the vessel, fuel consumption and CO₂ emissions. RIS could assist in optimising cruising behaviour in dependence of the situation of the waterway, but however, lack of water depths could not be compensated by innovative ships.

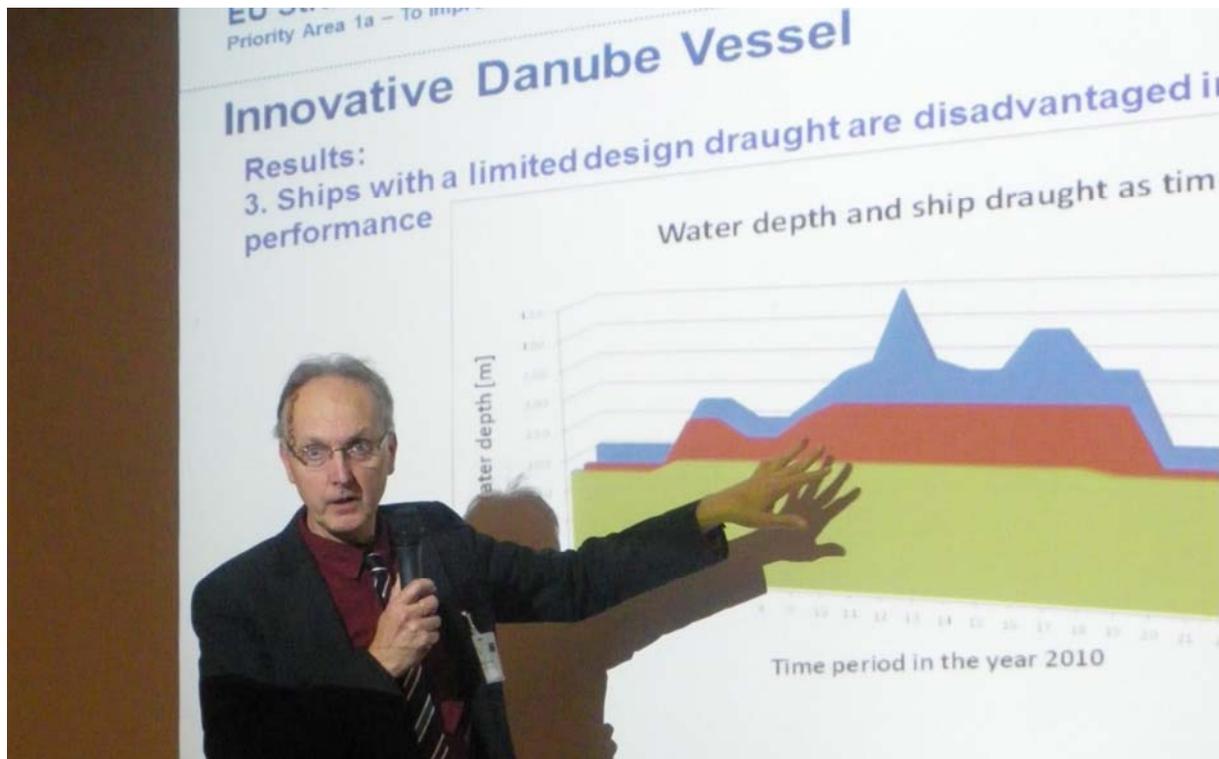
The participants of the WG suggested considering container vessels more intensely in the study as well as hydrodynamic elements when the convoy is moving.

Mr. Alexandru Capatu requested information from the PACs and the EC on actions carried out for solving the navigation problems (i.e. maintenance of the river) which are under the responsibility of national authorities. He expressed his concerns regarding the activity of the TEN-T coordinators in solving the navigation problems.

Mr. Cesare Bernabei explained that there is a legal framework for navigation and its environmental aspects. Numerous stakeholders have to be integrated in the process. He provided several examples of major projects where such dialog is taking place, currently being implemented in Austria, Serbia and Romania,

He also stated that the TEN-T coordinators follow the legal requirements and that the Member States are the parties committed to implement the network. If the ideal of 2.5m fairway depth cannot be reached, solutions must be found.

Mr. Reinhard Vorderwinkler added that one of the topics of the next SG meeting, which will take place on 21st of November 2013, addresses the implementation of the *Declaration on effective waterway infrastructure maintenance*, signed in June 2012, in Luxembourg.



5. Impacts of extreme weather events on waterways

Ms. Nina Siedl (via donau) provided a presentation on extreme weather effects on inland waterway transport, explaining that uncertainties are still high. Ms. Siedl stated that there is no convincing evidence for increasing water levels on European waterways until 2050. However, floods are not expected to decrease. Predictions indicate that ice occurrence will decrease and visibility will improve. Regarding wind activity, almost no change is expected.

She concluded that on the Rhine- Danube corridor, there will be no decrease in the performance of inland waterway transport due to climate change until 2050.

She informed the participants on the next steps within the MOWE-IT project, which are a Draft Guidebook and the development of road map for enhanced resilience of inland waterway transport.

6. Master Plan on waterway maintenance on the Danube

Mr. Thomas HARTL (via donau) provided information on one of the main outcomes of the NEWADA duo project, which is a master plan for waterway maintenance on the Danube and its navigable tributaries (Waterway Maintenance Master Plan - WMMP). It will be based on information gathered by questionnaires sent to the Danube countries: each country is asked to provide information on maintenance plans, expected costs and need for equipment (e.g. surveying and dredging vessels). This needs assessment will be a main element of the WMMP and serve as basis to prepare for funding opportunities in the next European programme period.

Another important outcome of NEWADA duo will be an Annual Danube Report comprising performance indicators and statistics.

7. Contributions to ongoing EU initiatives with regard to recognition and modernisation of professional qualifications in inland navigation

Ms. Ana Leganel (CERONAV) explained the HINT project and provided information regarding the Joint Working Group with members from CCNR, European Barge Union, EDINNA, European Transport Workers' Federation, European Skippers Organisation, PLATINA, the Danube Commission and the Sava Commission. The main goal of the JWG is to prepare Standards of Training and Certification in Inland Navigation (STCIN). The problems identified in the sector (shortage of skilled personnel in IWT, ageing workforce, safety) could be addressed through harmonisation of the training standards and harmonisation of the professional qualification and certification rules. The next steps in the project are publishing the results of a public consultation, an impact assessment and promoting the strategy. Mrs. Leganel pointed out that the project partners had hardly received answers to their questionnaires from the private sector.

Mr. Radu Comanici (Danube Cruises Romania) added that there are significant problems related to the recognition of certificates. For example, according to EU Directives, certificates valid on the Rhine are also valid on the Danube but not vice versa. For Danube certificates, getting permission for the Rhine results in increased financial and temporal effort.

8. Ship waste management on the Danube

Mr. Hans Berger (via donau) and **Mrs. Raluca Danila** (APDM Galati) presented the CO-WANDA project (A Convention for Ship Waste Management on the Danube, duration 2012-2014), which contributes to a green transport system in the Danube region. Within this project, an International Danube Ship Waste Convention including financing models and control mechanisms will be elaborated as well as waste reception facilities for users developed along the Danube. The first draft of the Convention will be available in early 2014, and an Electronic Vignette System to support the waste reception network management is under development as well. The Project Partners asked for support for data investigations and feedback on the draft Convention.



9. Next steps

The Coordinators of PA1a thanked the participants for their contributions and announced that the next meeting of the Working Groups will take place in Vienna, in June 2014, in combination with the 3rd EUSDR Annual Forum. The exact date and venue will be communicated by the PACs in due time.

Enclosures

Please note: All documents are available for download at the website of EUSDR PA 1a
→ www.danube-navigation.eu

- (1) Presentations given by the participants at the Working Groups meeting
- (2) List of attendants

List of Participants | 4th Meeting of Working Groups | Linz, 16 - 17 April 2013

No.	Surname	First name	Country	Organisation
01	Aleynikov	Volodymyr	UA	Ministry of Infrastructure
02	Bálint	Ágnes	HU	RSOE
03	Barišić	Ana	HR	Ministry of Maritime Affairs, Transport and Infrastructure
04	Benga	Gabriel	RO	University of Craiova
05	Berger	Hans	AT	via donau - Austrian Waterway Management Company
06	Bernabei	Cesare	BE	European Commission - DG MOVE
07	Boone	Christaan	BE	Borealis
08	Boroš	Martin	SK	Waterborne Transport Development Agency
09	Butoi	Remus	RO	Administration of the Navigable Canals - ACN
10	Cabadaj	Roman	SK	Waterborne Transport Development Agency
11	Capatu	Alexandru	AT	Pro Danube International
12	Cataranciuc	Natalia	MD	Ministry of Transport and Road Infrastructure
13	Ciubrei	Luigi Marius	RO	Maritime Danube Ports Administration Galați
14	Cojocar	Stelian	RO	River Administration of the Lower Danube Galați
15	Comanici	Radu	RO	DCR Cruise Service
16	Costea	Ovidiu	RO	Municipality of Galați
17	Cristea	Mircea	RO	Ministry of Transport and Infrastructure
18	Cuc	Cristina	RO	Ministry of Transport and Infrastructure
19	Cucu	Alexandru Serban	RO	River Shipowner and Ports Operators Association
20	Dabrowski	Vojtech	CZ	Ministry of Transport
21	Dascalu	Simon	RO	European Business Innovation & Research Centre

List of Participants | 4th Meeting of Working Groups | Linz, 16 - 17 April 2013

No.	Surname	First name	Country	Organisation
22	David	Gabriela	RO	Maritime Danube Ports Administration Galați
23	de Kiewit	Peter	NL	Damen Shipyards
24	Dobesberger	Georg	AT	Danubia Speicherei Ges.m.b.H
25	Drebitko	Josef	CZ	DOE Europe SE
26	Dupej	Peter	SK	Ministry of Transport, Construction and Regional Development
27	Dworak	Thomas	AT	Fresh-Thoughts
28	Džojić	Dalibor	HR	Port Tranzit Osijek d.o.o.
29	Fastenbauer	Michael	AT	via donau - Austrian Waterway Management Company
30	Georgijevic	Miroslav	RS	University of Novi Sad
31	Gjoreska	Aleksandra	AT	Southeast European Cooperative Initiative
32	Guesnet	Thomas	DE	DST Duisburg
33	Gussmagg	Gerhard	AT	Mierka Donauhafen Krems
34	Győri	Máté	HU	Dahar project
35	Hackel	Christoph	AT	Federal Ministry for Transport, Innovation and Technology
36	Hadžić	Snežana	BA	Ministry of Communication and Transport
37	Hanser	Siegmar	AT	Ziv.Ing. Dr. Hanser
38	Hartl	Simon	AT	via donau - Austrian Waterway Management Company
39	Hartl	Thomas	AT	via donau - Austrian Waterway Management Company
40	Haselbauer	Katrin	AT	Technical University of Vienna
41	Hauzer	Zsanett	HU	Dahar project
42	Horváth	Gábor	HU	Széchenyi István University

List of Participants | 4th Meeting of Working Groups | Linz, 16 - 17 April 2013

No.	Surname	First name	Country	Organisation
43	Hubalek	Lidija	HR	Agency for Inland Waterways
44	Isaković	Duško	HR	International Sava River Basin Commission
45	Ištuk	Miroslav	HR	Agency for Inland Waterways
46	Kadrić	Renata	HR	Inland Navigation Development Centre
47	Kiss	András	HU	Plimsoll Kft
48	Klimov	Vladimir	AT	Danube Shipping Management Service GmbH
49	Kollár	Slavomír	SK	Public Ports JSC
50	Korporaal	Laurens	NL	Damen Shipyards
51	Krauchenberg	Georg	AT	Austrian Federal Economic Chamber
52	Leganel	Ana	RO	Romanian Maritime Training Centre - CERONAV
53	Leolea	Ruxandra	RO	Bunge Ltd.
54	Liebscher	Christoph	AT	Wolf Theiss Rechtsanwälte GmbH
55	Lippner	György	HU	"Zoltan Steamer" Public Foundation
56	Löffert	Andreas	DE	Hafen Straubing-Sand GmbH
57	Löschl	Judith	AT	via donau - Austrian Waterway Management Company
58	Lucius	Irene	AT	WWF Danube-Carpathian Programme
59	Maierbrugger	Gudrun	AT	via donau - Austrian Waterway Management Company
60	Manea	Bogdan	RO	River Administration of the Lower Danube Galați
61	Manole	Ghiuler	RO	Romanian Maritime Training Centre - CERONAV
62	Martin	Edgar	UA	Infospectrum Ltd UK
63	Matoš	Božana	HR	Port Authority Vukovar

List of Participants | 4th Meeting of Working Groups | Linz, 16 - 17 April 2013

No.	Surname	First name	Country	Organisation
64	Meterna	Silviu	RO	Maritime Danube Ports Administration Galați
65	Mező	Gergely	HU	RSOE
66	Mihajlović	Ljubiša	RS	Directorate for inland waterways - Plovput
67	Mihaljević	Tomislav	HR	Luka Vukovar d.o.o.
68	Moravčík	Jozef	SK	Public Ports JSC
69	Mützel	Marc	AT	Panta Rhei
70	Nikolić	Srećko	RS	Shipmasters Association of Serbia
71	Novák	Vladimír	SK	Waterborne Transport Development Agency
72	Patrichi	Monica	RO	Ministry of Transport and Infrastructure
73	Policov	Elena	RO	DCR Cruise Services
74	Praher	Jörg	AT	Ennschafen NÖ GmbH
75	Proca	Roman	MD	Ministry of Transport and Road Infrastructure
76	Putz	Lisa-Maria	AT	University of Applied Sciences Upper Austria
77	Rafael	Róbert	HU	RSOE
78	Ramaakers	Marieke	NL	Van Winssen & Ramaakers V.o.F.
79	Sajgo	Nikoletta	HU	RSOE
80	Saragiotis	Periklis	AT	International Finance Corporation
81	Savu	Sorin	RO	University of Craiova
82	Schäffer	Patrick	AT	Rhenus Logistics
83	Schauer	Oliver	AT	University of Applied Sciences Upper Austria
84	Schleker	Thomas	DE	BioCampus Straubing GmbH

List of Participants | 4th Meeting of Working Groups | Linz, 16 - 17 April 2013

No.	Surname	First name	Country	Organisation
85	Schnabel	Georg	AT	via donau - Austrian Waterway Management Company
86	Schöbel	Herwig	AT	Technical University of Vienna
87	Schuermans	Rob	NL	Bodewes Millingen a/d Rijn
88	Schwetz	Otto	AT	TINA Vienna
89	Seitz	Manfred	AT	Pro Danube International
90	Semonov	Viktor	AT	Embassy of Ukraine
91	Severin	Anastasi	RO	Administration of Navigable Canals
92	Shcherbakova	Valeriia	UA	Ministry of Infrastructure
93	Siedl	Nina	AT	via donau - Austrian Waterway Management Company
94	Simoner	Markus	AT	via donau - Austrian Waterway Management Company
95	Šimunović	Vjekoslav	HR	Port Authority Vukovar
96	Skoff	Gerhard	AT	Danube Tourist Commission
97	Snitko	Yevgen	UA	Ministry of Infrastructure
98	Soóki-Tóth	Gábor	HU	CBS Property ZRT
99	Sribnyi	Sergej	AT	Danube Shipping Management Service GmbH
100	Stein	Sandra	AT	Vienna University of Technology
101	Steindl	Christian	AT	Ennschafen OÖ Ltd.
102	Stoenescu	Doru	NL	Damen Shipyards
103	Strasser	Gerhard	AT	Vienna Model Basin Ltd.
104	Strasser	Christian	AT	PETROLINKS Handels GmbH
105	Stratulat	Claudiu	RO	River Administration of the Lower Danube Galați

List of Participants | 4th Meeting of Working Groups | Linz, 16 - 17 April 2013

No.	Surname	First name	Country	Organisation
106	Šuker	Ivan	HR	Inland Navigation Development Centre
107	Suvorov	Pjotr	HU	Danube Commission
108	Szilagy	György	HU	Expert Project Logistics & Break Bulk
109	Tivilichi	Dan	RO	Maritime Danube Ports Administration Galați
110	Trandafir	Nina	RO	Maritime Danube Ports Administration Galați
111	Trevisan	Andrea	NL	Damen Shipyards
112	Trögl	Jürgen	AT	via donau - Austrian Waterway Management Company
113	van Terwisga	Peter	NL	Damen Shipyards
114	van Winssen	Gerard	NL	Koninklijke Schuttevaer Int. Dept.
115	Vdovitchenko	Vadim	AT	Danube Shipping Management Service GmbH
116	Verberght	Pierre	BE	Nautical Adviser
117	Virna	Bogdan	RO	Rhenus Logistics
118	Vorderwinkler	Reinhard	AT	Federal Ministry for Transport, Innovation and Technology
119	Weiter	Anita	HU	Dahar project
120	Zamfir	Julien	RO	River Administration of the Lower Danube Galați
121	Zinke	Alexander	AT	Zinke Environment Consulting for CEE
122	Zvocak	Zrinko	HR	Luka Vukovar d.o.o.

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

**7th Meeting of the Steering Group for
Priority Area 1a of the EUSDR**

Vienna, Austria
09 May 2014

MINUTES

Author(s):

Joint Technical Secretariat of PACs 1a

Version (date):

Version 0.1 (draft) | 13-05-2014

The presentation slides of this SG meeting are integral part of the minutes. They are provided on www.danube-navigation.eu.

1. Welcoming of participants and status presentation of PA1a

The PAC1a, represented by Mr. Reinhard Vorderwinkler, welcomed the participants. The Romanian Representatives were not able to attend the meeting and transmitted their apologies on beforehand.

Gert-Jan Muilerman (Technical Secretariat PA1a) presented the status of work of the Technical Secretariat, the milestones since the last SG meeting and the main activities of the next months.

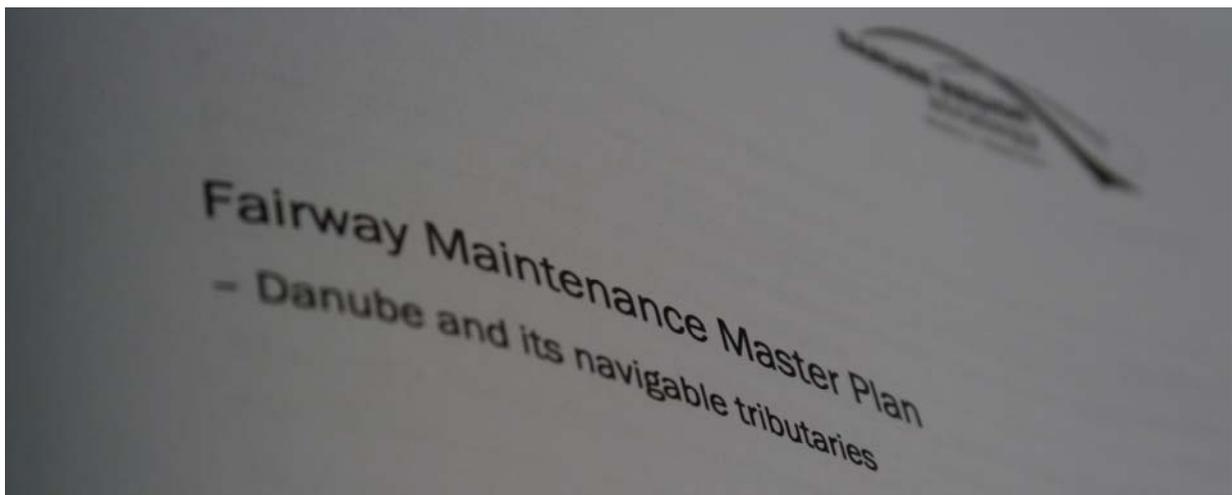
2. Presentation of draft Fairway Maintenance Master Plan

The main focus of this SG meeting was put on the Master Plan on Fairway Maintenance. The draft plan had been sent to the SG members in advance.

At the beginning, the structure, objectives and target groups of the document were presented. Afterwards, each country section was discussed and participants had the opportunity to provide feedback.

The Technical Secretariat emphasized that the Master Plan is a joint document and the draft provided represents a starting impulse and first estimate based on the data available at this point in time.

Further input by the countries is needed and very much appreciated. Countries that are not partners in the NEWADA duo project will need special attention.



The following feedback was provided by the Steering Group Members:

Germany: More time is needed to prepare the requested data. There had been misunderstandings on the desired information;

Austria: The information contained in the Master Plan is valid and complete. In Austria, no major problems exist besides the limited market concerning dredging companies. This fact results in restrictions of available equipment in urgent situations. As a consequence, prioritisation of actions is needed and performed. Another field for improvement is backup of energy supply of water level gauges in bad weather situations.

Slovakia: More time is needed for discussing the Master Plan and checking the contained data.

Hungary: The Master Plan is welcomed in Hungary as joint efforts in waterway maintenance are needed along the Danube. It is necessary to have a solid and professional background available for ministerial meetings.

Nevertheless, the Fairway Maintenance Master Plan is considered as a “phantom document”. There was not enough time for discussion and check of validity. Furthermore, there was no information provided on who is involved in the elaboration of the document. Better communication within countries is needed, but also more information on the methodology. The government level should be more involved.

Croatia: Croatia is very pleased with the Fairway Maintenance Master Plan. Nevertheless, more time is needed to integrate data on the Drava and Sava river.

Hungary: feeling of ownership is needed – transparency of ownership and methodology and who is involved is needed;

Serbia: Serbia supports the initiative of the Master Plan. The Serbian representative emphasized that this is the first time that costs for structural investments and maintenance work are divided. It might be necessary to emphasize that the plan is about *maintenance*, it seems that not all countries understood it correctly. The NEWADA duo partners would like to be more involved in the second draft of the document, there were differences in the data spotted.

Bosnia-Herzegovina: There was too little time to coordinate within the country about the requested data, especially concerning the Sava river. There is more time needed to gather the requested data. Some data leaks are due to structural issues: the maintenance of the Sava river is not in the focus in Bosnia-Herzegovina. Emphasis is put on structural works, maintenance just relates to the signalling system acc. to an agreement with Croatia. There is also no state level organisation dealing with maintenance, but it might be established soon. A roadmap for maintenance being prepared in coordination with Serbia right now.

Bulgaria: The document is very important and desired. There is more time needed to evaluate the document and fill data gaps. There is a meeting with Romanian colleagues planned. Afterwards, more input will be provided.

Romania: Mr. Capatu contributed the viewpoint of Romania, which is happy about the initiative of the Master Plan. Nevertheless, there is more time needed to provide the requested data and check the validity. It might also be better to mention who is responsible for critical sections than mentioning where they are located.



Sava Commission: The Master Plan was communicated late. Data about the tributaries is missing in the document, although the information is available. The NEWADA duo needs assessment has gaps as well concerning this issue.

Danube Commission: The Danube Commission thanked via donau for the preparation of the document. The Master Plan is a huge first step, but not finished. The question about the desired data for finalisation was raised, especially in the light of the fact the Danube Commission will take the coordination role for the Danube in the field of maintenance. Negotiations with the EC are underway, an agreement is to be signed in June. From a first overview of the Master Plan, it can be stated that tributaries are missing and that the Hungarian data is very contradictory. Furthermore, maintenance in Moldova is performed by Romania.

Another question relates to how the critical sections were chosen. As they were based on an assessment by each country and the criteria therefore differ, the word “high priority” should be deleted. Just “critical sections” should be mentioned. *The participants agreed on this suggestion.*

Danube Tourist Commission: The document is an important step. The season has already started – about 150 ships are already cruising along the Danube.

TINA VIENNA: The draft Master Plan is important document and good for raising questions.

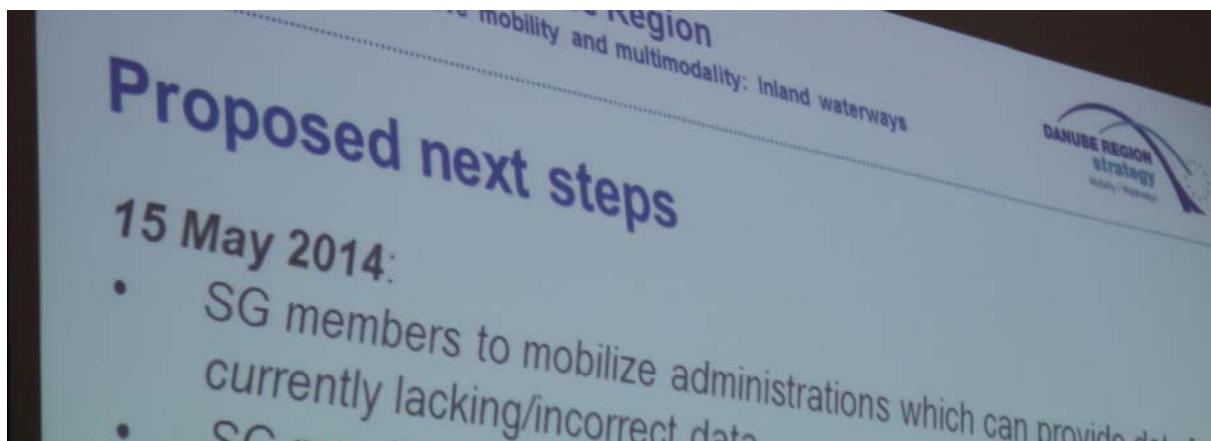
Royal Schuttevaer Rotterdam: The international barge industry welcomes this initiative very much as the Danube gets more and more important.

Thomas Hartl: The input was collected by the project partners of NEWADA duo in the “Needs Assessment Report”. This report is the basis for the Master Plan and could only be finished 3 days ago.

PAC Reinhard Vorderwinkler: The idea behind the remarks of the SG members is understood. The document is as good as the data provided. If there is an agreement on the principle structure of document, data gaps will be filled with help of the countries. The utmost is done to involve all Danube countries as we need a complete picture of the Danube region. All partners will be asked to fill the data gaps including the navigable tributaries. A “data provided by” section will be added for every country to raise transparency. The Master Plan is a living document – and will also need constant update. An agenda point at each SG meeting should be added to update the FMMP.

It is not purpose of the Master Plan to interfere with agreements between and structures within countries. Developing measures based on the Master Plan is task of the countries.

The Steering Group Members agreed on the principal structure of the document, assured to provide missing data and to perform validity checks.



3. New timeline & next steps

The deadline of the Transport Ministers Council in Luxembourg on 5 June as well as the EUSDR Annual Forum End of June deadline cannot be reached.

The Steering Group Members agreed on the following revised time planning:

until 15 May 2014:

- SG members mobilize administrations which can provide data for currently lacking/incorrect data
- SG members / country representatives provide the PA1a Technical Secretariat with contact data on institutions and administrations responsible for additionally required data

until 18 May 2014: The PA1a Technical Secretariat contact the mentioned institutions/administrations (CC: Steering Group members), with the request to provide data for draft Fairway Maintenance Master Plan

until 18 June 2014: Deadline for data input and validation of data (in parallel) by identified institutions and administrations

until 30 June 2014: Finalisation of Fairway Maintenance Master Plan by the Technical Secretariat as input for written procedure by Danube Transport Ministers in July 2014. A request for endorsement will be made.

4. Letters of recommendation

The proposal of the Technical secretariat to start a written procedure for the elaboration of a Letter of recommendation for the project "Bala Branch" was accepted by the SG members.

The Serbian representative announced that the Technical Secretariat will be formally addressed by Serbia until end of May concerning the project "3D waterway mapping".

5. Technical Assistance Facility

The decision of PA 10 and external committee is expected next week and will be communicated.

6. Working Group on Administrative Processes

The aim of this working group is to harmonise processes along the Danube and to reduce administrative burdens. The process has to be seen on the longer term. First results of the working group were presented.

7. Reflection on targets of EUSDR

The participants were asked to discuss the EUSDR targets for PA1a. The EC mentioned that all targets of all PAs have to be seen as a whole under the umbrella of the EUSDR. There will be a revision of the strategy and its objectives as a whole. The date will be decided jointly by the EC and the member states. The SG agreed unanimously that no revision of the targets and no definition of intermediate objectives is opportune at this point in time.



8. Next meeting

The offer of the Port Authority of Vukovar to host the next SG and WG meeting was accepted. The proposed date is 28th/29th October 2014.

9. Any other business

The European Commission representative Irina Cruceru (DG Regio) mentioned that the Partnership Agreements and Operational Programmes for the Danube Programme are under development. The EC has received a letter by the PA1a Coordinator asking if waterway maintenance equipment is eligible. The EC informed the SG members that, if the issue is included in the Operational Programmes of each country, the equipment is fundable. Nevertheless, the maintenance activities as such are not fundable.

A definite, formal reply will be sent to the National Contact Points.

Another request to the EC had been launched by Pro Danube Austria. They were inquiring about possibilities to backfinance state aid schemes for renewal of the fleet. The EC referred to the Czech Model, where this is already the case. Nevertheless, this is subject of the negotiations with the individual countries and is dependent on National Transport Plans. It has to be seen in a greater context.

Ms. Cruceru informed the participants on the outcome of the Innovative Danube Vessel study that focused on new and environmentally friendly designs of ships and pushers. There are ongoing discussions between Commission and Pro Danube International on how to finance the implementation of the study results.

There are 3 main results of study containing a mix of elements. The study will be presented during the Annual Forum and should be taken up by Steering Group to decide on follow-up steps and see if the industry is interested in financing these innovations.

An ongoing study deals with jobs induced by Danube navigation. The study is implemented by ECORYS, who will contact the countries. The end result is expected in July and should be put on the Agenda of the next steering group.

On the request of Hungary to elaborate the intentions of the EC on this study, Ms Cruceru replied that the EC wants to find out about the job potential of Danube navigation seen on a regional scale. DG MOVE is involved as well, but focusing on the transport potential issue. Starting point of this initiative was the PA1a target to increase transport on the Danube by 20% and the question if this will increase jobs in the region as well.

10. Conclusions

The new time planning (under point 3) for the Fairway Maintenance Master Plan was the main decision of this meeting. Immediate actions are required by the participants as described. Reinhard Vorderwinkler thanked the participants for their contributions and the principal acceptance of the Master Plan. It will be elaborated further by the Technical secretariat in cooperation with the Member States.

Enclosures

Please note: All documents are available for download at the website of EUSDR PA 1a
→ www.danube-navigation.eu

- (1) Presentation of the PA1a Coordinator given at the Steering Group meeting
- (2) List of attendants

EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality:

Inland waterways



List of Participants | 7th Meeting of the Steering Group | Vienna, 09 May 2014

No.	Last name	First name	Country	Organisation
16	Barišić	Ana	HR	Ministry of Maritime Affairs, Transport and Infrastructure
24	Boros	Martin	SK	ARVD
29	Capatu	Alexandru		Pro Danube International
17	Cruceru	Irina		DG Regio
01	Fastenbauer	Michael	AT	via donau - Austrian Waterway Management Company
11	Georguev	Georgi	BG	EADMR
02	Hadžić	Snežana	BA	Ministry of Communication and Transport
03	Hartl	Thomas	AT	via donau - Austrian Waterway Management Company
19	Hörcher	Daniel	HU	Ministry of Foreign Affairs
14	Hubalek	Lidija	HR	Agency for Inland Waterways, Vukovar
18	John	Gudrun	DE	Ministry of Transport
04	Maierbrugger	Gudrun	AT	via donau - Austrian Waterway Management Company
05	Margic	Petar	HU	Danube Commission
15	Matoš	Božana	HR	Port Authority Vukovar
22	Milković	Željko		Sava Commission
23	Mitrovic	Ivan	RS	Plovput
06	Muילerman	Gert-Jan	AT	via donau - Austrian Waterway Management Company
26	Neumayer	Vincent		TINA VIENNA
25	Novak	Vladimir	SK	ARVD
20	Rafael	Róbert	HU	RSOE

EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality:

Inland waterways



List of Participants | 7th Meeting of the Steering Group | Vienna, 09 May 2014

No.	Last name	First name	Country	Organisation
28	Rosner	Katja	AT	via donau - Austrian Waterway Management Company
07	Schindler	Horst		Danube Commission
08	Skoff	Gerhard		Die Donau - Danube Tourist Commission
09	Suvorov	Pjotr		Danube Commission
27	van Dijk	Martin	NL	Koninklijke Schuttevaer (International Department)
10	Vorderwinkler	Reinhard	AT	Federal Ministry for Transport, Innovation and Technology
12	Yankov	Bozhidar	BG	EADMR
21	Zsolt	Gerencsér	HU	National Transport Authority
13	Zvocak	Zrinko	HR	Agency for Inland Waterways, Vukovar

Annex 5 – Appeal of the Steering Group of Priority Area 1A of the EU Strategy for the Danube Region (EUSDR) concerning the implementation of the Luxemburg Declaration

Appeal of the Steering Group

of Priority Area 1a of the EU Strategy for the Danube Region (EUSDR) concerning the implementation of the Luxemburg Declaration

Whereas:

1. Two targets within Priority Area 1a – To improve mobility and multimodality: Inland waterways – of the EUSDR are referring to
 - a. increase the cargo transport on the river by 20% by 2020 compared to 2010
 - b. 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
2. Shippers, terminal operators, logistic service providers and other users of inland waterway transport have repeatedly requested for improving the navigation conditions and eliminating the existing, mainly financial, technical and administrative barriers
3. The provisions of the Belgrade Convention as well as of the Framework Agreement on the Sava River Basin stipulate that the riparian states undertake to maintain their sectors of the waterway in a navigable condition
4. The European Commission expressed willingness for supporting the Member States in solving the bottlenecks which are hampering navigation (letter from 27 of February 2012).
5. The ***Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries***, signed in Luxemburg, on 7 of June 2012 foresees the measures for the regular fairway maintenance works on these waterways and the role of Coordinators of Priority Area 1a on the monitoring the implementation of the Declaration
6. The ministers responsible for transport committed to meet once a year or as necessary to follow up on the conclusions of the Luxemburg Declaration and make sure that they are implemented as agreed.

The Steering Group would like to offer their support for the preparation of a first ministerial meeting on the follow-up of the implementation of the Luxemburg Declaration, which could be scheduled in 2014 (e.g. at the occasion of the Transport, Telecommunication and Energy Council meeting).

In spring 2013 the Steering Group decided to have a **Fairway Maintenance Master Plan for the Danube Region** drafted, which will be highlighting the national needs and short-term measures in order to ensure the realisation of harmonised waterway infrastructure parameters in line with the existing international legal framework and the related PA 1a targets. This document is to be finalised in spring 2014 and is expected to be available as a basis for further discussions during a first ministerial meeting on the Luxemburg Declaration.

The Steering Group would like to express appreciation for the efforts of the **partner Governments** to the implementation of the Luxemburg Declaration and **to invite** the riparian States which have not signed or endorsed the Declaration and to take all the necessary measures to endorse the Declaration.

The Steering Group of Priority Area 1a of the EU Strategy for the Danube Region (EUSDR) **appeals to the Danube region partner states** to provide information on the needed support from the European Commission.

The Steering Group of Priority Area 1a of the EU Strategy for the Danube Region (EUSDR) **recalls to the partner Governments** to take on a national level the necessary measures for the implementation of the Luxemburg Declaration and to inform the Steering Group of PA 1a on the results.

Done in Budapest, on the 21 of November 2013

On behalf of the Steering Group of the PA 1a,

Reinhard Vorderwinkler

Austrian Coordinator of Priority Area 1a
of the EU Strategy for the Danube Region

Romanian Coordinator of Priority Area 1a
of the EU Strategy for the Danube Region