

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

DANUBE REGION strategy
Mobility | Waterways

10th meeting of Steering Group

Priority Area 1a of the Danube Region Strategy
on Inland Waterways

Brussels | 9th February 2016






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

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Introduction of PACs

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

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PA 1a coordinators

 Austria  = Coordinator viadonau = Technical Secretariat Ursula Zechner ursula.zechner@bmvit.gv.at Gert-Jan Muilerman gert-jan.muilerman@viadonau.org Gudrun Maierbrugger gudrun.maierbrugger@viadonau.org	 Romania  Ministerul Transporturilor = Coordinator & Technical Secretariat Marius Humelnicu cabinet.humelnicu@mt.ro Cristina Cuc cristina.cuc@mt.ro Monica Patrichi monica.patrichi@mt.ro
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Adoption of today's agenda

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



Agenda (I)

09:45 – 10:00 **Revision of EUSDR targets and identification of strategic projects** (Marco Onida, DG REGIO)
Proposal for revised PA1a targets (Gert-Jan Mulierman, PA1a)

10:00 – 10:25 **Statement by Director Olivier Onidi (DG MOVE)**
State of play in Priority Area 1a and Work Plan 2015-2016
Waterway infrastructure & management:
 - Updated National Action Plans for the implementation of the Fairway Master Plan and overview of FAIRway Danube project (Gudrun Maierbrugger, viadonau)







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Agenda (II)

10:25 – 10:45 Fleet modernisation:
 - Summary of PROMINENT project activities (Gudrun Maierbrugger, viadonau)
 - Outcomes of LNG Masterplan (Manfred Seitz, PDI)

10:45 – 11:00 Administrative processes
 - Presentation of Practical Manual on border crossing procedures (Katja Rosner, viadonau)

11:00 – 11:15 Harmonisation of professional training standards for IWT
 - State of play and future steps (Ghiuler Manole, CERONAV)

11:15 – 11:30 **Status report on PA1a-related projects**
 - Summary on PA1a related projects (Gert-Jan Mulierman, PA1a)
 - Decision on requests for Letters of Recommendation







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Agenda (III)

- 11:30 – 11:35** Decision on membership of European Barge Union as permanent observer to the PA1a Steering Group
- 11:35 – 12:00** Discussion, conclusions and decisions on next steps
- 12:00 – 12:30** Business lunch



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Revision of EUSDR targets and identification of strategic projects

Mr Marco Onida, DG REGIO



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Proposal for revision of PA1a targets

Gert-Jan Mulierman (PA1a)

Existing targets:

- (1) Increase the cargo transport on the river by 20% by 2020 compared to 2010.
- (2) 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.
- (3) 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.
- (4) Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015.
- (5) Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.

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



Proposal for updated targets

- (1) Increase the cargo transport on the river by 20% by 2020 compared to 2010.
- (2) 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~~ **2020**.
- (3) 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.
- (4) Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data ~~preferably by 2015~~ **by 2020**.
- (5) Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.



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Decision:

- The PA1a Steering Group agrees with the updated PA1a targets



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Status report of Working Group on waterway infrastructure and management

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Statement by Mr. Cesare Bernabei, European Commission / DG MOVE

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Fairway Rehabilitation and Maintenance Master Plan – Danube and its navigable tributaries

09.02.2016, Gudrun MAIERBRUGGER / viadonau

Danube Fairway Master Plan - Content



- Lists **critical locations** as regards fairway rehabilitation and maintenance
 - **below 2.5m fairway depth (ENR)** and specified fairway widths
 - Identified by waterway administrations  and Danube users 



- Specifies the **required national measures** and **additional investments needed** to reach **recommended minimum Levels of Service**

Activity 2: Update of national Action Plans

Danube Fairway Master Plan - Benefits

New: Focus on rehabilitation and maintenance

- Previously, activities and monitoring focused on capital interventions
> untapped potential of rehabilitation and maintenance measures (cost, environmental soundness, time to action..)

Raised transparency and improved data quality

- Structured data collection by all riparian states
- Actual data on status of critical fairway sections, performed and planned actions, cost/budget
- Such an overview has not been available before

Activity 2: Update of national Action Plans

Danube Fairway Master Plan - Benefits

Corridor approach

- Coordination of waterway management along the Danube in need of improvement
- Activities have emphasized corridor view and cooperation among waterway managers
- Effective tool to support working towards common objectives

Integrated approach

- View and needs of relevant stakeholders illustrated (waterway managers, users, environmental stakeholders..)
- Raise mutual awareness of objectives and requirements
- Basis for improved cooperation in planning and implementation

Activity 2: Update of national Action Plans

Danube Fairway Master Plan – Timeline



- Initiated in 04/2014 by Danube Region Strategy - Priority Area 1a in cooperation with the NEWADA duo project (SEE Programme)
- Prepared in close cooperation of PA1a, the European Commission and the Danube waterway administrations
- Endorsed in 12/2014 by the majority of Danube region Transport Ministers
- Partially implemented by the FAIRway Danube project as of 2015
- Operationalised via National Action Plans (annual updates to be prepared within FAIRway Danube and adopted by PA1a)



Activity 2: Update of national Action Plans

The FAIRway Danube project



- CEF study incl. pilot operations
- Implementation of specific parts of National Action Plans
- 6 participating countries & Advisory Board
- Coordinated by Austrian Transport Ministry & via donau
- Duration: 2015 - 2020
- Budget: 23,4 Mn EUR

Website: www.fairwaydanube.eu (as of 02/2016)

Activity 2: Update of national Action Plans



FAIRway Danube will...

- Update national action plans (assess needs, plan and monitor activities and financing)
- Set-up, implement and evaluate pilot activities for improved hydrological services
 - Surveying of riverbed and water level monitoring
 - Integrated data analysis and water level forecast
 - Exploit potential of dynamic marking
- Include procurement of equipment
- Not execute physical interventions (dredging)
- Significantly improve data quality, data coherence and coordination of actions along the Danube waterway corridor
- Prepare innovative approaches and future measures

Activity 2: Update of national Action Plans

National Action Plans - Content



- Tool to plan and monitor activities and improve efficiency
- Input for budget planning
- Two updates a year (May/October)

Report 2014

Report for 2015 on

- status of critical locations
- hydrological conditions
- rehabilitation activities
- rehabilitation expenditures

Outlook for 2016 on

- required rehabilitation activities
- required investments
- rehabilitation budgets
- analysis of financing gap

Activity 2: Update of national Action Plans

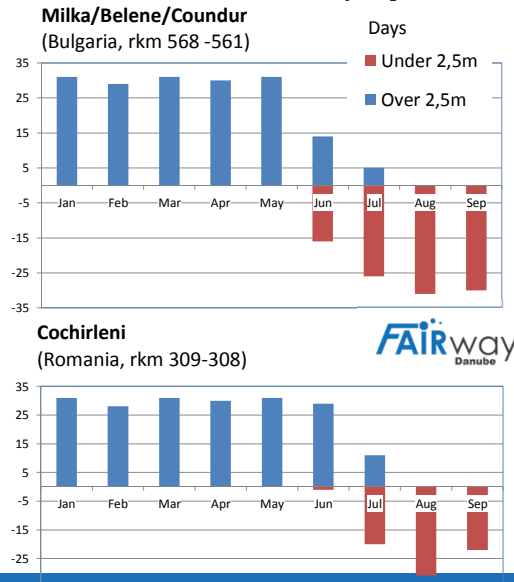
Action Plans October 2015

- Very critical situation on Lower Danube 2015
- Vessels grounded, waiting or passing in small convoys, sometimes additionally blocking the fairway

Situation as a result of

- Extremely low water levels on the Lower Danube
- Lack of public funds for interventions
- Insufficient execution of physical interventions

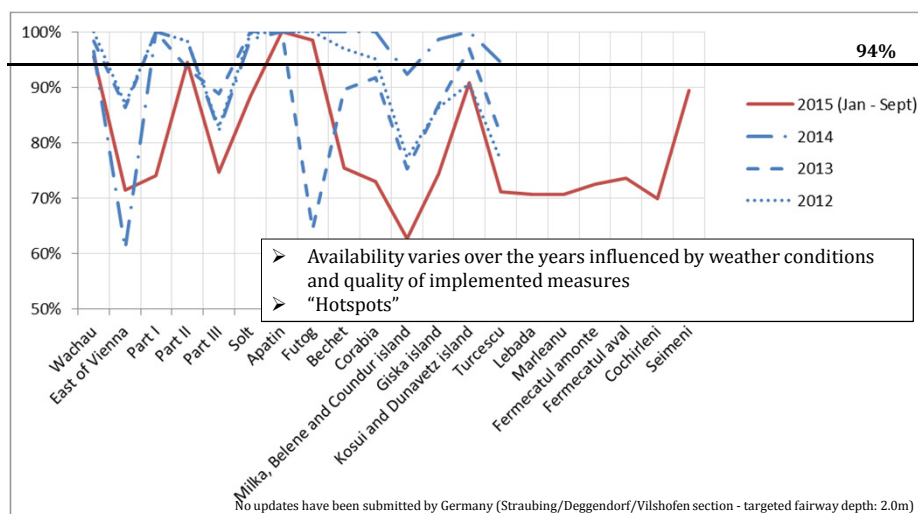
Fairway depths 2015



Activity 2: Update of national Action Plans

Critical locations 2012 - 2014

Availability of 2.5m fairway depth at critical locations (% days/year)



Activity 2: Update of national Action Plans

Action Plans 2015 – Operational cost and budget



Operational budgets and expenditures in Euros	2014	2015			2016		
	Expenditures	Estimated expenditures	Secured budget	Estimated financing gap	Required budget	Secured budget	Estimated financing gap
DE - Germany	n/a	n/a	n/a	n/a	n/a	n/a	n/a
AT - Austria	8.172.780	8.074.684	8.557.605		7.629.278	7.629.278	-
SK - Slovakia	2.942.128	2.869.700	3.510.000		3.081.000	3.081.000	-
HU - Hungary	731.170	886.705	886.705		2.003.489	4.864.480	-
HR - Croatia (Danube, Sava, Drava)	941.000	1.049.200	1.049.200		1.789.200	-	-1.789.200
RS - Serbia (Danube, Sava)	1.182.500	n/a	n/a	n/a	n/a	n/a	n/a
BA - Bosnia and Herzegovina	98.512	98.512	98.512		127.822	127.822	-
RO - Romania	Danube	6.661.150	6.640.000		18.334.577	18.164.577	-170.000
	Danube-Black Sea Canal	7.871.582	9.395.960				
BG - Bulgaria	155.991	265.000	203.000	-62.000	1.576.750	-	-1.576.750
MD - Moldova	n/a	n/a	n/a	n/a	n/a	n/a	n/a
UA - Ukraine	181.700	n/a	n/a	n/a	n/a	n/a	n/a
Sum	28.938.513	29.279.761	30.340.982	-62.000	34.542.116	33.867.157	-3.535.950

Activity 2: Update of national Action Plans

Action Plans 2015 – Investment cost/budget



Investment budgets and expenditures in Euros	2015 - 2020			
	Required investments: Master Plan 2014	Secured budget (EU cofinanced actions: FAIRway, HUMARK etc.)	Remaining investment gap	
DE - Germany	n/a	n/a	n/a	n/a
AT - Austria	-	-	-	-
SK - Slovakia	8,080,000	2,030,000	-6,050,000	-75%
HU - Hungary	4,333,700	27,332,037		
HR - Croatia (Danube, Sava, Drava)	4,588,000	1,683,000	-2,905,000	-63%
RS - Serbia (Danube, Sava)	5,383,000	-	-5,383,000	-100%
BA - Bosnia and Herzegovina	300,000	-	-300,000	-100%
RO - Romania	Danube	41,058,000	6,551,100	-34,506,900
	Danube-Black Sea Canal	-	198,884,393*	-
BG - Bulgaria	21,132,000	8,947,067	-12,184,933	-58%
MD - Moldova	-	-	-	-
UA - Ukraine	1,500,000	-	-1,500,000	-100%
Sum	86,374,700	46,543,204	-62,829,833	-73%

* the secured budget relates to the modernization of locks at the Danube-Black Sea Canal. Locks were excluded from the Master Plan. To make the required and secured budgets comparable, the amount was excluded from the sum.

Activity 2: Update of national Action Plans

National Action Plans - Status



- Current version: October 2015 Update
- Sent to PA1a SG in Nov 2015 – no objections received
- To be formally adopted by PA1a Steering Group today:
 - political adoption
 - link to activities beyond FAIRway Danube
- To be formally adopted by FAIRway Steering Committee this afternoon:
 - project deliverable, „project - internal“
- Next update: May 2016
 - Yearly values for critical sections
 - Budget updates
 - Proposed adaptations based on feedback of PA1a SG Observers (DG ENV, ICPDR) and PA6 on October version

Activity 2: Update of national Action Plans

National Action Plans - Status



- Adoption of National Action Plans by Steering Group unless no further adaptations made by FAIRway Steering Committee today

Activity 2: Update of national Action Plans

National Action Plans – Proposed future adaptations

Emphasize environmental dimensions

- General introduction:
 - Include summary of relevant environmental legislation and Joint Statement Principles
- Include in country sections:
 - Summary of current ecological status based on Danube River Basin Management Plan 2015-2021
 - References to national dredging permits
 - Short illustration of environmental relevance of planned activities

Streamline document

- Reduce amount of data – focus on current year
- Specify selected aspects – e.g. multiannual average discharge
- Facilitate data collection – electronic tool (medium term)



Activity 2: Update of national Action Plans

National Action Plans - Status



- Basic approval and recommendation to FAIRway Steering Committee to include described adaptations in upcoming Action Plan Update(s)

Activity 2: Update of national Action Plans

Outlook



- Next update of National Action Plans – May 2016
- European Commission plans meeting of Transport Ministers in June 2016 (TEN-T Days in Rotterdam)
 - May Update of Action Plans will provide input
 - Start of data collection mid February
 - Action Plans sent to FAIRway Steering Group for adoption end April and to PA1a Steering Group early May
 - Transmission of Action Plans to European Commission mid May

Activity 2: Update of national Action Plans



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Thank you for your attention.

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Status report of Working Group on fleet modernisation



The PROMINENT project

Ms Gudrun Maierbrugger, viadonau

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PROMINENT key facts

- Deployment of innovative greening technologies in European inland waterway transport
- Expansion of IWT's competitiveness on the long term by reducing energy consumption, carbon footprint and emission of air pollutants (NOx, PM)
 - Research project co-funded by the European Union - HORIZON 2020:
 - Budget: 6 million EUR
 - Duration: May 2015 – April 2018
 - Coordination: Stichting STC-Group, Rotterdam
 - Broad consortium including viadonau, Pro Danube, NAVROM, Multronic, University of Craiova,...
 - Website: www.prominent-iwt.eu



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PROMINENT activities

- Identify best available greening technologies for the European inland fleet (existing and new vessels)
- Set up, run and evaluate pilot tests
- Prepare and support large-scale roll-out of promising technologies



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PROMINENT pilot operations:

- LNG
- Standardised retrofit diesel after-treatment systems
- Logistics education
- Energy-efficient navigation („Smart Steaming“)







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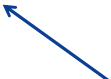
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PROMINENT pilot operations:


- LNG
- Standardised retrofit diesel after-treatment systems
- Logistics education
- Energy-efficient navigation („Smart Steaming“)

Flagship project PA1a:
Innovative Danube Vessel







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PROMINENT – Pilot on energy-efficient navigation

Objective: **Reduce energy consumption of vessels by optimizing sailing behavior**

- Higher water depth
- Larger fairway width
- Lower counter-current
- Lower sailing speed



Savings in fuel consumption of 3 – 25 %

Results:

- **Advising tool** for skippers to **optimize sailing speed and track** (“smart steaming”)
- **Information to optimize payload** based on actual information on available fairway depth
- Test operations on the Rhine and Danube to be launched 2016
- **Technical, financial and operational roll-out plan 2017**



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LNG Masterplan

Mr Manfred Seitz,
Pro Danube International



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LNG MASTERPLAN IN A NUTSHELL

EUSDR PA1A Steering Group, 9 February 2016, Brussels

EUSDR PA1A SG 9 FEB 2016

Manfred Seitz







MISSION & OBJECTIVES

MISSION

To facilitate the deployment of LNG as an eco-friendly alternative fuel and a new commodity for the inland navigation sector.

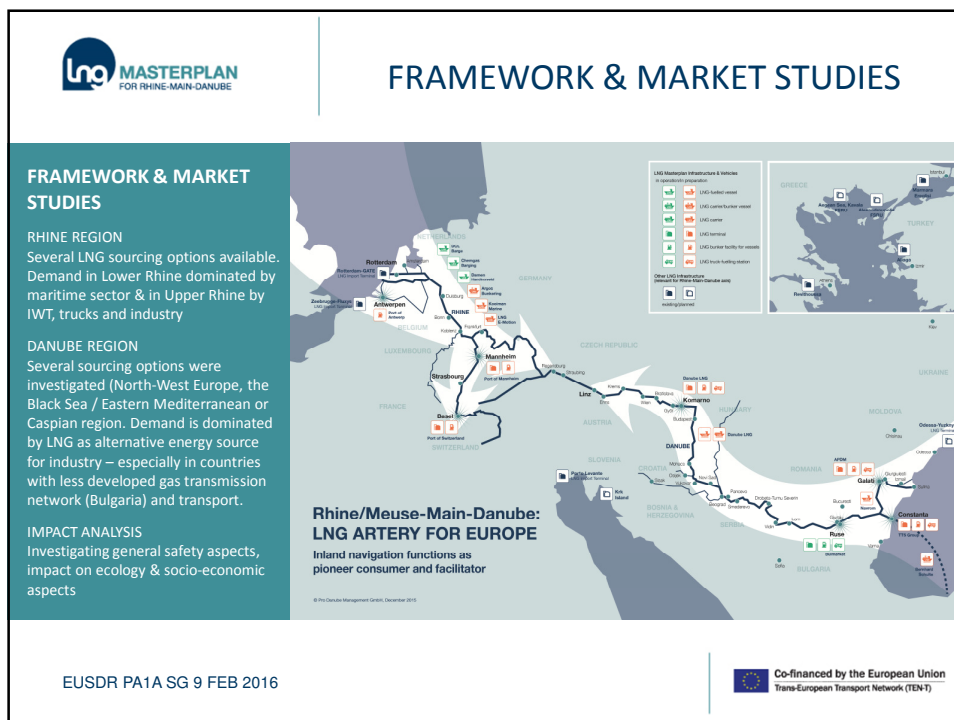
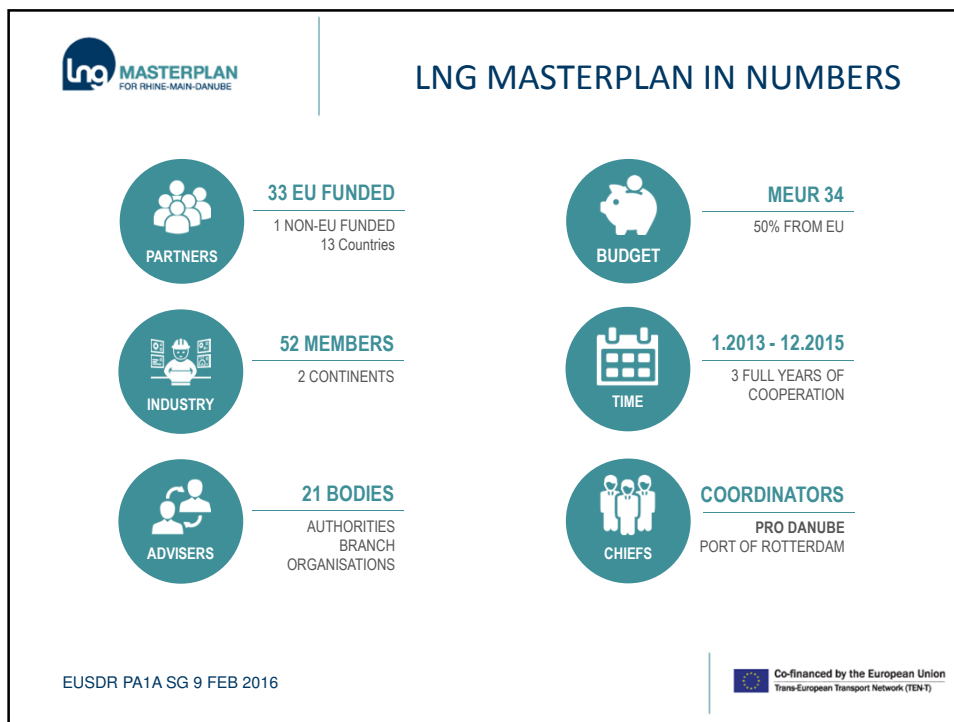
OBJECTIVES

1. Based on the input and recommendations from various project activities to elaborate strategy – action plan with measures – for LNG deployment in IWT
2. to test, operate and monitor LNG deployment pilots



LNG Masterplan Final Conference / Rotterdam / 16.12.2015







ENGINES, TANKS & LNG RELATED TECHNOLOGIES



Wärtsilä 8L20DF dual-fuel engine © Chemgas



Scania SGI-16M gas engine © Damen



© DCL Barge B.V.



© Deen Shipping

ENGINES, TANKS & LNG RELATED TECHNOLOGIES

ENGINES
The Study discusses different engine types available for inland navigation. Load distribution, redundancy, exhaust and GHG emissions are considered. For use as auxiliary machinery, alternative engines, e.g. micro turbines and fuel cells, are discussed, too.

TANKS
The Study provides an overview of different LNG tank systems, described the thermodynamic background and the behaviours of LNG in a closed system. An improved understanding why tank technology is of importance for implementation of LNG as fuel is provide to the reader.

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SAFETY & OPERATIONAL ASPECTS

SAFETY & OPERATIONAL ASPECTS

HOW TO ORGANISE LOCAL SAFETY REGULATIONS AND PROCEDURES
Studies give an insight into safety regulations & procedures into the small-scale LNG for inland waterways. They cover:

- Framework for LNG bunkering & (un-) loading
- Operational safety during LNG bunkering
- Nautical conditions and impact on bunkering
- Risk assessment of different bunker scenarios

CASE STUDY OF PORT OF ROTTERDAM
Study offers guidance to what seaports have to do when dealing with safe handling an bunkering of LNG with examples from the Port of Rotterdam.

INCIDENT RESPONSE STUDY
Study gives an overview of incident scenarios and guidance for incident response. It zooms in on preparedness as well as training and education for incident response forces.



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LNG training simulator
© STC Group



LNG training - IT tools
© Ceronav



LNG pilot class in Romania
© Ceronav



Pilot class © STC Group

EDUCATION & TRAINING

EDUCATION & TRAINING

CURRICULA & LESSONS MATERIAL
The newly developed curricula and lessons material for inland waterways personnel focus on transportation, transfer, bunkering and use of LNG as fuel.

PILOT CLASSES
More than 200 „students“ participated in pilot classes in the Netherlands, Austria, Bulgaria and Romania covering competencies like crew members, terminal, bunkering and management personnel and authorities.

SIMULATORS & E-LEARNING TOOLS
The simulators and training facilities were extended or developed, when necessary, in the project providing a practical way to obtain necessary competencies for handling LNG in a safe way. The e-learning modules are offered prior to the training to get familiarised with the topic.

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LNG training simulator
© STC Group



LNG training - IT tools
© Ceronav

FINANCES

FINANCES

TOTAL COST OF OWNERSHIP MODEL
To support the decision process for the conversion of inland vessels, the Total Cost of Ownership (TCO) model was elaborated. It addresses private funding (business case) as well as public funding (economic & social effects) and compares TCO of a LNG dual-fuel refit with conventional gasoil operation.

FINANCING OF INFRASTRUCTURE
Erste Group Bank investigated from a commercial key factors on which lenders will focus when evaluating financing opportunities of LNG structures and drafted a set of guidelines and recommendations for such projects.

REGULATORY, LEGAL & CONTRACTUAL IMPACT ON LNG SUPPLY CHAIN
The study done by Schönherr, a law firm, assists project partners in identifying legal difficulties of their concepts and provides guidelines how to diminish them.



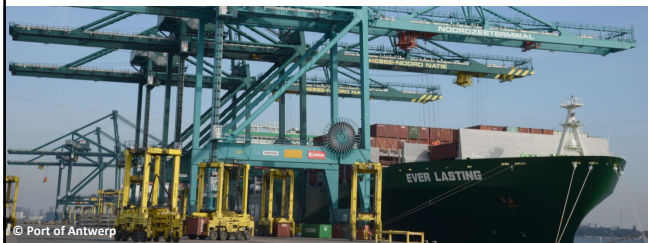
The diagram illustrates the 'TOTAL COST OF OWNERSHIP "greening the inland vessel fleet"'. It is a central hub with arrows pointing to and from several components: **Input** (overview of assumptions), **Characteristics** (vessel type, sailing profile, engines, etc.), **Investments** (needed for refitting vs. no refitting), **Operations** (revenues and costs), **Financing** (current balance sheet), **FinStat** (financial statements), **Emissions** (overview of emission reductions), and **Fleet** (reduction in social benefits).

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END-USERS: ROAD VEHICLES & PORT EQUIPMENT



© Port of Antwerp



LNG-fuelled bus 'Solbus' © Danube



© DanubeLNG

END-USERS

In its findings the LNG Masterplan project concludes that in order to create a viable business case the LNG inland terminals shall function as satellites for hinterland ensuring that LNG reaches its end-users like the public or heavy duty transport sector or industry stakeholders

LNG FOR ROAD TRANSPORT

The trials with public buses showed that use of LNG in transport contributes much to emission savings. Having travelled 5,108 km in Slovakia, 43.58 kg of NO_x, 1.47 kg of PM and 0.04 kg of SO₂ were saved.

PORT EQUIPMENT

Port of Antwerp analysed the technical, economic and ecological aspects of drive train mechanisms for port equipment in the port of Antwerp.

Investigated alternatives: stage IV diesel engines, CNG, LNG and electric TCO of gas turbine LNG-driven straddle carrier is likely to be significantly lower as compared to diesel hybrid.

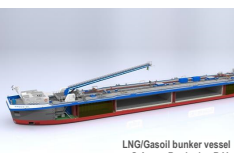
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VESSEL CONCEPTS

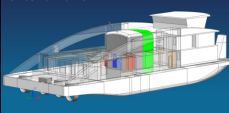
LNG/GASOIL BUNKER VESSEL

Size: 110 m x 13.5 m (L x W)
 Propulsion: 3 x gas generators and 1 diesel generator (backup)
 Tanks: 4 x 380 m³ of gasoil, 2 x 935 m³ of LNG in membrane tanks (GTT Mark III Flex membrane system)

LNG/Gasoil bunker vessel
© Argos Bunkering B.V.

LNG fuelled push boat

© Kooiman Marine B.V.



LNG-FUELLED PUSH BOAT

Size: 40 x 18 m (L x W), Draught: 1.6 m
 Propulsion: 4 x 1,060 kW Wärtsilä 6L200DF
 Bunker capacity: 165 m³ (gross) of LNG & 80 m³ of gasoil
 LNG tank: double-shelled vacuum insulated type C (vertical design)

LNG inland tanker
© LNG E-motion B.V.

LNG DANUBE RIVER-SEA TANKER & RIVER BARGE

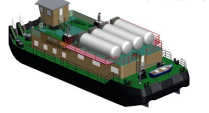
Size: 130 x 16.6 m (L x W), Draught (min): 1.6 m
 Propulsion: dual-fuel (using boil-off)
 Tanks (cargo): 10 x 348.5 m³ of LNG
 Barge tanks (cargo): 3 x 348.5 m³ or 6 x 348.5 m³



LNG river-sea tanker with barges © Danube LNG

Retrofit solution

© Danube LNG



RETROFITTING

Dual-fuel propulsion with vacuum-insulated LNG tanks with a capacity of 2 x 49 m³ for the type TR 1000 and of 4 x 6.75 m³ for the type TR Mufion 1100 is considered as a viable option.

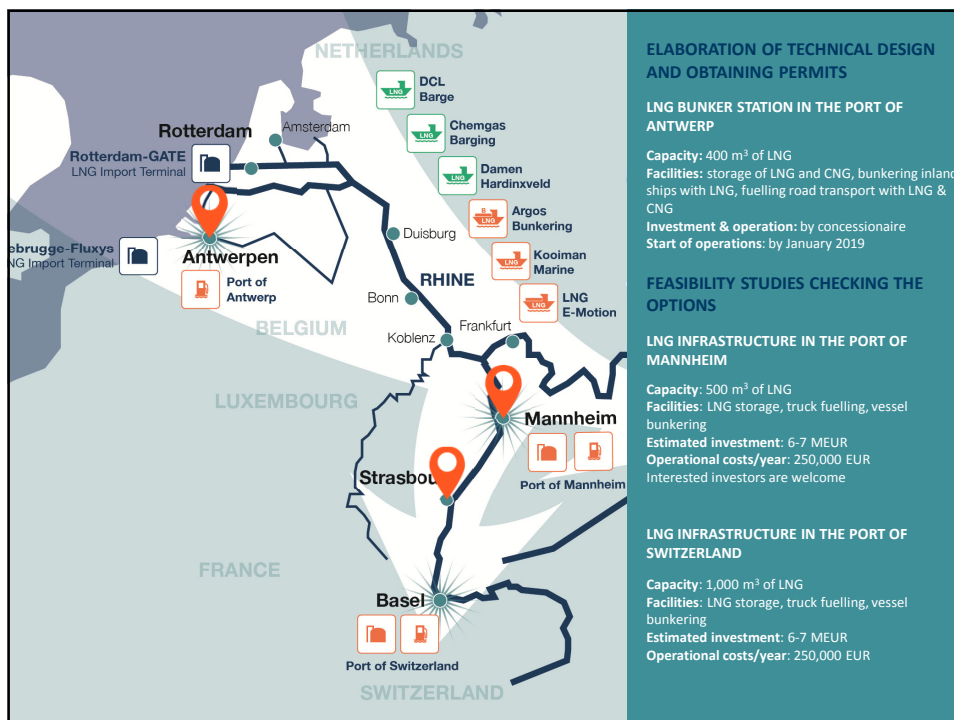
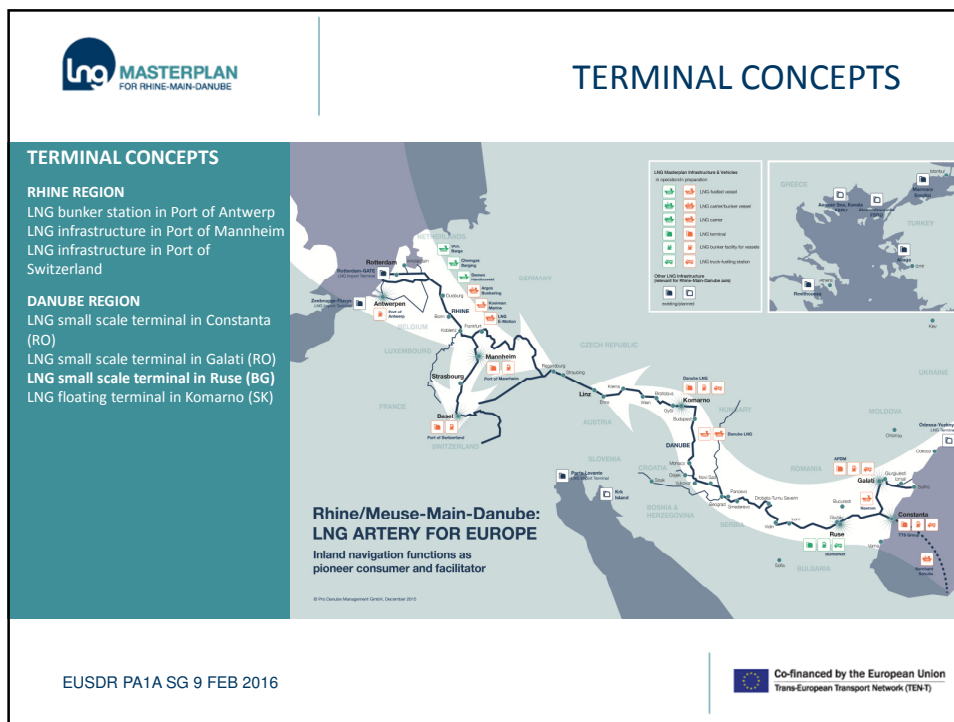
LNG-FUELLED GAS SUPPLY SHIP

Size: 110x18m (LxW), Draught: 5.3m
 Propulsion: 4 x Wärtsilä DF generators (use of boil-off gas, stored as CNG, to supply the gas engine)
 LNG tank: range from 3,500 m³ to 13,000 m³

LNG-fuelled gas supply vessel
© Bernhard Schulte, BMT TITRON

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PILOT DEPLOYMENTS

LNG TERMINAL IN RUSE (BULGARIA)
Bulmarket DM Ltd.

Location: on the river Danube in the port area in Ruse, on the grounds of former heavy machinery building factory, on an area of 1,000 m²

Capacity: 4 vertical tanks of 250 m³ of LNG (total 1,000 m³)

Facilities: storage, vessel (un-) loading facility, truck-loading station, truck & vessel fuelling station



LNG small scale terminal in Ruse © Bulmarket

LNG-FUELLED RETROFITTED CONTAINER VESSEL – EIGER DCL Barge B.V. (Danser Group)

Size: 105 x 11.45 m (L x M). Draught (max): 3.55 m
Propulsion: 2 dual-fuel Wärtsilä 6L20DF, 900 kW
Bunker capacity (LNG): 60 m³ (gross)
LNG tank: Vacuum-insulated double-wall pressurised tank IMO type C



LNG-fuelled retrofitted container vessel Eiger © DCL Barge B.V.

LNG-fuelled type G tanker Sirocco
 © Chemgas Barging S.a.r.l.



LNG-FUELLED TYPE G TANKER – SIROCCO
Chemgas Barging S.a.r.l.

Size: 110x 11.4 m (L x W). Draught: 3.15 m
Propulsion: single 8L20DF Wärtsilä main engine
Bunker capacity (LNG): 88 m³ (gross)
LNG tank: Single wall independent vacuum-insulated pressure tank with design pressure of 10 bar



LNG-fuelled type G tanker Sirocco © Chemgas Barging S.a.r.l.

LNG-FUELLED TYPE C TANKER – ECOLINER
Damen Shipyard Hardinxveld B.V.

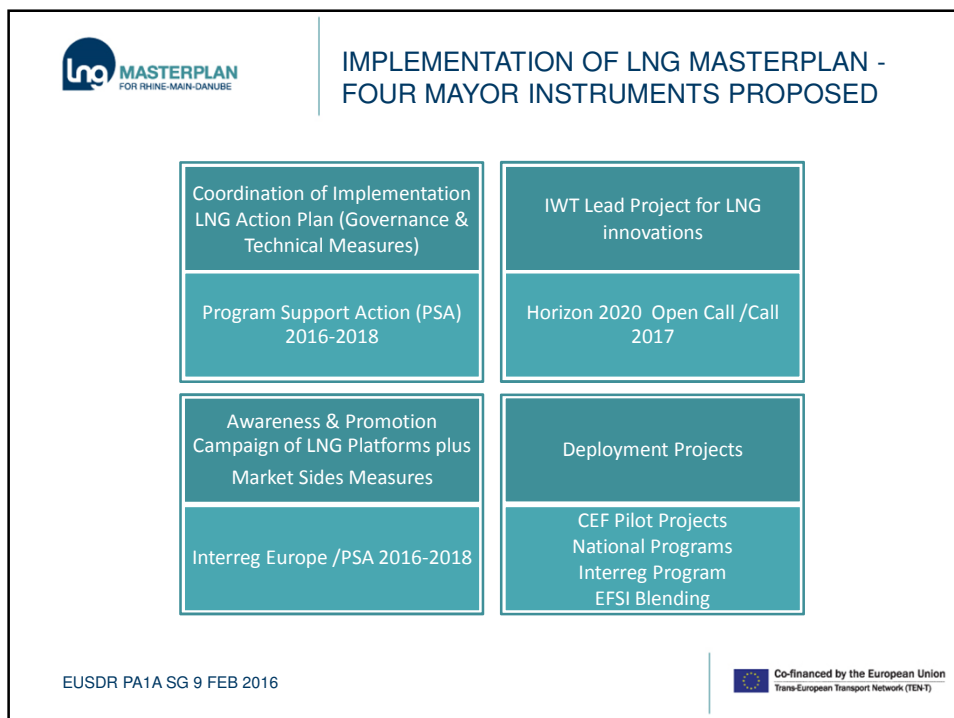
Size: 110x 11.4 m (L x W). Draught: 3.4 m
Propulsion: 4x Scania SGI-16M gas engine
Bunker capacity (LNG): 2 x 26 m³
LNG tank: double walled vacuum-insulated cryogenic tank. Specifics: Air lubrication system, Van der Velden Flex® tunnel to reduce the resistance in shallow waters

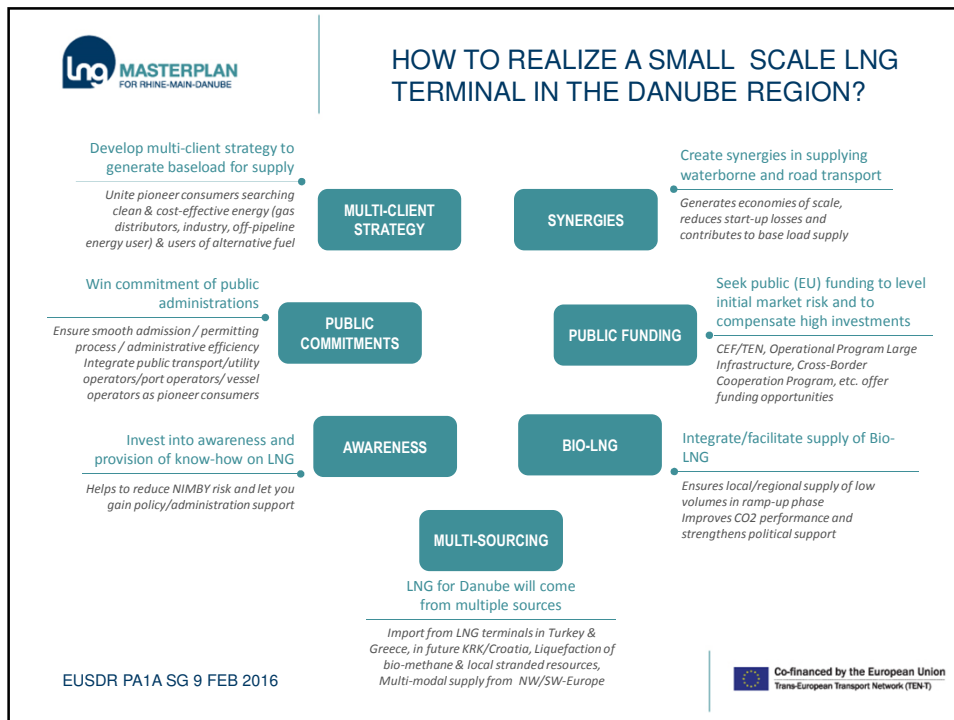


LNG-fuelled type C tanker Ecoliner © Damen Shipyard Hardinxveld B.V.

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Download Main Deliverables
<http://Ingmasterplan.eu/download/deliverables>

LNG Booklet Online
http://www.lngmasterplan.eu/images/eper/lng_booklet/filipviewerexpress.html

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THANK YOU FOR YOUR ATTENTION

Beneficiaries (project partners)

						
APSP – Austrian Association for Maritime Protection Systems (Austria)	Erste Group Bank AG (Austria)	EVN AG (Austria)	Hydrosanagement & Entwicklung GmbH (Austria)	Pro Danube Management GmbH (Austria)	Commerciële Vlaamse Antwerpen (Belgium)	Bulmarf (Bulgaria)
						
NGVA (Austria)	DST (Germany)	DNV-GL (Germany)	PAS (Germany)	PAS (Germany)	Argos (Belgium)	Argos (Belgium)
						
Champs Holding B.V. (Netherlands)	Danseer B.V. (Netherlands)	Port of Rotterdam (Netherlands)	STC-GROUP (Netherlands)	Kooiman B.V. (Netherlands)	LNG E-Motion (Netherlands)	AFDM (Netherlands)
						
Seaport (Romania)	HAYROM S.A. (Romania)	TTS (Romania)	DANUBE LNG (Romania)	VKT (Romania)	HGM (Romania)	HGM (Romania)
						
LINZ AG (Austria)	Schonherr (Austria)	Damen (Netherlands)	Bernhard Schulte (Germany)	Port of Rotterdam (Netherlands)	together for a sustainable future	together for a sustainable future

EUSDR PA1A SG 9 FEB 2016

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



Status report of Working Group on administrative processes

Ms Katja Rosner, viadonau





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Administrative Processes – status



- ✓ Initiative within PA 1a in cooperation with PA11 on Security (focus on border controls)
- ✓ A **significant competitive disadvantage** for IWT: Administrative processes and paperwork
- ✓ Background: not all Danube riparian states are in the EU; not all EU states are in the Schengen area, i.e. necessary **border checks** for passengers & crews; required **customs clearance** for imports & exports

Work Programme 2014/15

- **Survey**
among shipping companies / vessel operators
at border crossings
- **Practical manual**
for border control procedures
- **Final recommendations**
on improved control procedures along the
Danube



EU Strategy for the Danube Region

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



Survey results

- Reduce idle time at control points
- Simplify and harmonize forms
- Enable e-submission of required data
- Conduct controls service-oriented



- Provide us with solid arguments and are a mandate to initiate measures
- Were brought to the attention of the involved control authorities and decision-makers at the EU-level
- Have been taken up in the final recommendations

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



Practical manual for border control procedures

- one chapter per country including an overview on the steps of the control process and control forms
- per border crossing point: involved authorities, contact information and opening hours, overview of the places of control, useful additional information



Objectives

- Compare procedures and raise awareness at control points for the steps skippers have to undergo, provide basis for harmonization
- Ensure time-efficient controls for involved authorities and skippers
- Facilitate market entry for newcomers, reduce disadvantages caused by lack of information

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Systematic overview of control processes

4.1.1 Control process

Step 1	Vessel traffic on the border section is monitored via RIS and port radar system.
Step 2	Establishing contact via radio communication.
Step 3	Dispatcher allots the ship to the control spot by the approval of the Border Police.
Step 4	Service boat picks up the Captain.
Step 5	Captain receives a movement document at the reception in order to collect the signatures by the different authorities (see chapter control forms).
Step 6	Captain visits the offices of the Border Police, Tax and Customs Control, Water Police, Health Control and Disaster Control. Requested documents (passports, crew list, etc) are handed in and forms filled out (see chapter control forms).
Step 7	A mixed team representing all the relevant authorities accompanies the Captain back to its ship.
Step 8	On-board check is being conducted: <ul style="list-style-type: none"> - Border Police: passports of crew and passengers (with mobile document readers) - Water Police: boat masters certificate, technical ship certificate, alcohol check, AIS transponder, service book entry - Tax and Customs Control: Gasoil declaration, Inspection of tanks, etc Disaster Control: check list of 100 points (see annex) – ADN handbook, ADN certificate, expert qualification, fire extinguishers, safety equipment, etc; checklist is signed by all parties, a copy stays with the captain
Step 9	If relevant, fines are issued and will be sent by mail.

Final recommendations

20 measures to...

- Harmonise and simplify border controls
- Establish time-efficient, service-oriented and transparent border controls
- Introduce electronical tools to improve the efficiency of border controls
- Impulses for effective and efficient border control procedures
- **Plan the next steps** in cooperation with control authorities and shipping companies / vessel operators

Next steps

viadonau continues the efforts within the **Austrian Action Programme Danube** in order to

- Agree on responsibilities and time frame for the implementation of the 20 measures together with
- shipping companies, international associations and border control authorities

Upcoming Working Group Meeting on administrative processes:

28th June 2016 in Linz (in the framework of the Danube Business Talks)

Status report of Working Group on jobs and skills

Ms Ghiuler Manole, CERONAV



Harmonization of professional training standards for inland waterway transport

Ghiuler Manole
Head of European Funds and IMO Dept.

Brussels, 9 Feb. 2016 , 10th Meeting of the PA1a Steering Group



Existing Framework

- **Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national Boat Masters' certificates for the carriage of goods and passengers by inland waterway**
- **Council Directive 96/50/EC of 23 July 1996 on the harmonization of the conditions for obtaining boat masters' certificates for the carriage of goods and passengers by inland waterway in the Community**

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State of play

Common European Challenges:

- Increasing scarcity of crews, boat masters and entrepreneurs (ageing)
- Lack of Common rules for the access to the profession and on professional qualifications that rely on modern technologies and make the profession more attractive
- Too many administrations and organizations at European level dealing with the same topics

Specific challenges in the Danube region:

- **Fragmented legal framework governing skills and qualifications in the IWT sector a major barrier for recognition of qualifications of IWT personnel, mobility of IWT work force and adoption of new technologies**

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Actions needed

- Set up of common rules for the access to the profession and on professional qualifications that rely on modern technologies and make the profession more attractive
- Simplification and strengthening of the organisational framework
- New initiative on the recognition and modernization of professional qualifications of all crews

Ultimate goal:

- **streamlining the legal framework related to professional qualifications in the European IWT sector and making it competence-based and facilitation of vertical and horizontal mobility**

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Former steps - EDINNA

The Joint Working Group (JWG), set up by EDINNA within PLATINA project and consisting out of experts from the European Barge Union (EBU), the European Skippers Organisation (ESO), the European Transport Workers Federation (ETF), Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC), Sava Commission (SC) composed the first concept of a document that is meant to support the introduction of harmonized Standards of Training and Certification in Inland Navigation (STCIN) for the education and training system in Europe.

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Former steps - EDINNA

The JWG agreed on seven chapters of professional competencies for two levels of responsibility, Management level (Boatmaster - ML) and Operational Level (Boatman - OL):

1. Navigation
2. Cargo handling, stowage and passenger transport
3. Controlling the operation of the ship
4. Marine engineering and electrical, electronic and control engineering
5. Maintenance and repair
6. Communication
7. Safety, health and environmental protection

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Contribution of CCNR

- On 2 May 2013 DG MOVE and CCNR signed an administrative arrangement for 3 main areas of cooperation including modernisation of professional qualifications for crew members.

☐ CCNR Achievements:

Recognition of training courses for Boatmen (Resolutions 2015-II-11 and 2015-II-12): The Boatman qualifications obtained on successfully completing a training course at the boatmen's training institute in Děčín (Czech Republic) and at CERONAV (Romania) have been recognized (entry into force on 1 December 2015).

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Latest Developments – Set up of CESNI

Set up in June 2015 of the European Committee for drawing up standards in the field of inland navigation (CESNI):

Mission (applicable to professional qualifications):

- Adopting technical standards in various fields, in particular as regards vessels, information technology and crew;
- Deliberating on the uniform interpretation and application of the said standards, on the method for applying and implementing the corresponding procedures, on procedures for exchanging information and on the supervisory mechanisms among the Member States

Duration: 3 years, until 2018

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CESNI - Composition

- **Member States of CCNR and the EU with voting rights on the basis of one vote per State;**
- **Representatives of European Commission and international organizations, without voting rights;**
- **At the invitation of the Committee and without voting rights:**
 - **Representatives of international NGOs approved by the Committee;**
 - **Representatives of States which are not members of EU or CCNR;**
 - **Representatives of classification societies;**
 - **Individual experts on a particular topic**

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CESNI – Work in progress

- **Preparation of the draft work programme for the CESNI Working group on professional qualifications (CESNI/QP);**
- **Preparation of a standard for required professional competences**
- **Preparation of European standards on the use of handling simulators in inland navigation (by CCNR alone)**

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CERONAV past contribution to the harmonization process

- Consistent contribution to development of Platina Tables of Competencies as project partner and founding member of EDINNA;
- Inventory of education and training institutions and curricula thereof in NELI project;
- Development of 3 harmonized courses in NELI project;
- Consistent contribution to the public consultation on professional qualifications carried out by DG Move in 2013 (translation , promotion and delivery of half of responses received) during HINT project
- Mutual recognition of Boatmen Qualification course by CCNR

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CERONAV future contribution to the harmonization process

- **Preparation and submission of the project proposal Danube SKILLS on the Expression of Interest step of the first call for proposals of the Danube Transnational Programme**
- **Project details:**
 - Priority Area 4 – Well Governed Danube Region
 - Specific Objective 4.1 Improve institutional capacities to tackle major societal challenges
 - Consortium of 14 partners from RO, AT, HU, SK, BG, HR and RS and 8 Associated Strategic Partners including most of the prominent organizations part of CESNI/QP
 - Duration: 30 months
 - Budget: 1.8 MEUR
 - Estimated start of project: October-November 2016

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Thank you for your attention!

Ghiuler Manole
Head of European Funds and IMO Department
CERONAV

Email: gghiulermanole@ceronav.ro

Phone: +40 241 639595/2224

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



Status report on PA1a-related projects

Gert-Jan Muilerman, PA1a

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



➤ EUSDR PA 1a project activities: Status quo

Status: 03/12/2015	Waterway Infrastructure	Waterway Management	Ports and Sustainable Transport	Fleet Modernisation	River Information Services	Education and Jobs	IWT Policies	TOTAL
TOTAL	33	13	28	12	9	4	5	104
Definition	4	1	1	1	0	1	0	8
Preparation	8	4	18	1	1	1	1	34
Implementation	18	3	8	7	4	0	2	42
Completion	3	5	1	3	4	2	2	20

<http://www.danube-navigation.eu/pages/projects>

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Slide No. 83

TAF-DRP & START II



What	TAF – DRP	START	Details
TOTAL BUDGET	€ 450.000,00	€ 450.000,00	→ for TAF-DRP services → for START funding
Planned number of PROJECTS	15 – 20	Approx. 24	→ At least one per PA → Projects from all DR countries
Planned DURATION	Approx. 6 month	6 – 8 month	→ Projects have to be concluded latest until End of July 2016
Planned AMOUNT	Approx. € 25.000,00	€ 10.000,00 - € 20.000,00	→ <u>TAF-DRP</u> : same as before → <u>START</u> : smaller amount (shorter duration)



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Status of START projects



POPEI

- Danube ports in the light of numbers – introducing the new level of Port Performance Indicator System for the inland waterway port
- Lead partner: Hungarian Federation of Danube Ports (HFDP)
- Lead time: 05/2015 – 01/2016

TRAINING4PORT

- Building Competency-based training for Port Sector Labour Force in a supportive environment
- Lead partner: UPIR-Union of Romanian Inland Ports
- Lead time: 03/2015 – 02/2016

Both projects are progressing well and according to plan



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PA1a Letters of Recommendation



Criteria for issuing letters of recommendation for project initiatives:

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



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PA1a Letters of Recommendation



- The PACs have received requests for a letter of recommendation for four projects.
 - Upgrade Gabčíkovo locks
 - Constanta Green Port
 - PROTECT
 - SWIM
- Based on the labelling criteria, the PACs ask the Steering Group to endorse the issue of letters of recommendation for these project initiatives.



Upgrade of Gabčíkovo locks



Objective(s) of project:

- The Work Plan of the European Coordinator for the Rhine-Danube Corridor define the Gabčíkovo locks as a critical bottleneck for the Corridor's development as well.
- The proposed project "Upgrade of the Gabčíkovo locks" deals with the most important issue on the Slovak stretch of the river Danube: the project to upgrade the Gabčíkovo locks aims at providing the modernization of Gabčíkovo locks and consequently will provide continuous and stable navigation conditions for both of the Gabčíkovo locks and ensure a safe passage through the locks.

Lead Partner: Waterborne Transport Development Agency (Agentúra rozvoja vodnej dopravy) / Slovak Republic



Constanta Green Port



Objective(s) of project (selection):

- Develop and implement a permanent environmental management system (EMS) as part of the company's Management Information System (MIS) and as integrated element of the Business Strategy
- Improve environmental performance of all relevant port activities by increasing energy efficiency, reduction of eco-footprint, awareness raising and training of employees
- Implement dedicated pilot measures in the port to monitor and counterbalance the effects on the quality of air, soil, water, etc. for the first 2 years of a multi-annual Environmental Action Program

Lead Partner: National Company Maritime Ports Administration SA
Constanta / Romania



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PROTECT



Objective(s) of project (selection):

- Focus on safe maritime port access in the form of navigational aids, extension of basic infrastructure in the form of quays, reception facilities for oil and other waste and implementation of new facilities regarding the use of alternative energy.
- Upgrade of the port infrastructure in Constanta Port by extending berth with an additional 130 meters and creating a 4370 sq m platform
- Increasing the environmental profile of Constanta Port by building an on-shore ship waste collection facility on the newly created platform and by providing mobile equipment (5 vessels) to collect ship waste and fight against fires

Lead Partner: National Company Maritime Ports Administration SA
Constanta / Romania



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SMART Waterway Integrated Management (SWIM)

Objective(s) of project:

- The common Romanian – Bulgarian Danube sector is known as difficult for navigation comprising around 32 critical points and it has also bottlenecks regarding the access in some ports (ex. Corabia Port). AFDJ and EAEMDR shall elaborate an integrated concept which will provide a common working tool for a better implementation of fairway rehabilitation measures.
- The proposed project “SMART Waterway Integrated Management” deals with the establishment of pilot concepts for fairway rehabilitation and increased safety of navigation and ports access. The pilot concepts including measures and procedures will be implemented by the development of an IT platform and equipment procurement.

Lead Partner: River Administration of the Lower Danube Galati (AFDJ) / Romania



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



Decision:

- The PA1a Steering Group agrees to issue letters of recommendation for the projects Upgrade Gabčíkovo locks, Constanta Green Port, PROTECT and SWIM



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Decision on membership of the European Barge Union as permanent observer to the PA1a Steering Group

European Barge Union



The European Barge Union (EBU) represents the majority of the inland navigation industry in Europe. Its members are the national associations of barge owners and barge operators of the leading European inland navigation countries.

EBU's main objective is to represent the interests of the inland shipping industry at a European and international level and to contribute to the development of a sustainable and efficient European transport system..

EU Strategy for the Danube Region

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



Decision:

- The PA1a Steering Group agrees to include the European Barge Union as permanent observer to the PA1a Steering Group



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



Discussion, conclusions and next steps



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Decisions and conclusions:

- **Endorsement of proposed changes to reporting format of the FAIRway Danube Action Plans**
- **Support for letters of recommendation for following projects:**
 - Upgrade Gabčíkovo locks
 - Constanta Green Port
 - PROTECT
 - SWIM
- **Agreement to accept European Barge Union as permanent observer of PA1a Steering Group**

Save the dates:

- **4th May 2016:** 11th PA1a Steering Group Meeting in Zagreb.
Main theme: approval of FRMMP action plans and preparation ministerial conclusions on effective waterway maintenance (planned for June 2016)
- **24th May 2016:** Working Group on Fleet Modernisation in Bucharest (in combination with PROMINENT project)
- **28th June 2016:** in the framework of the Danube Business Talks in Linz (Austria)
 - Working group on "Administrative processes"
 - Working Group on "Waterway infrastructure and management"
- **October 2016:** 12th PA1a Steering Group in Bucharest + Working Group on "Waterway infrastructure and management"

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



Business lunch (buffet)

- served until 12:30 in room “PATIO”

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FAIRway Advisory Committee meeting

- Centre Albert Borschette, 36 rue Froissart – Room CCAB-3C
- Meeting starts at 13:00 sharp
- Plan time for security controls

