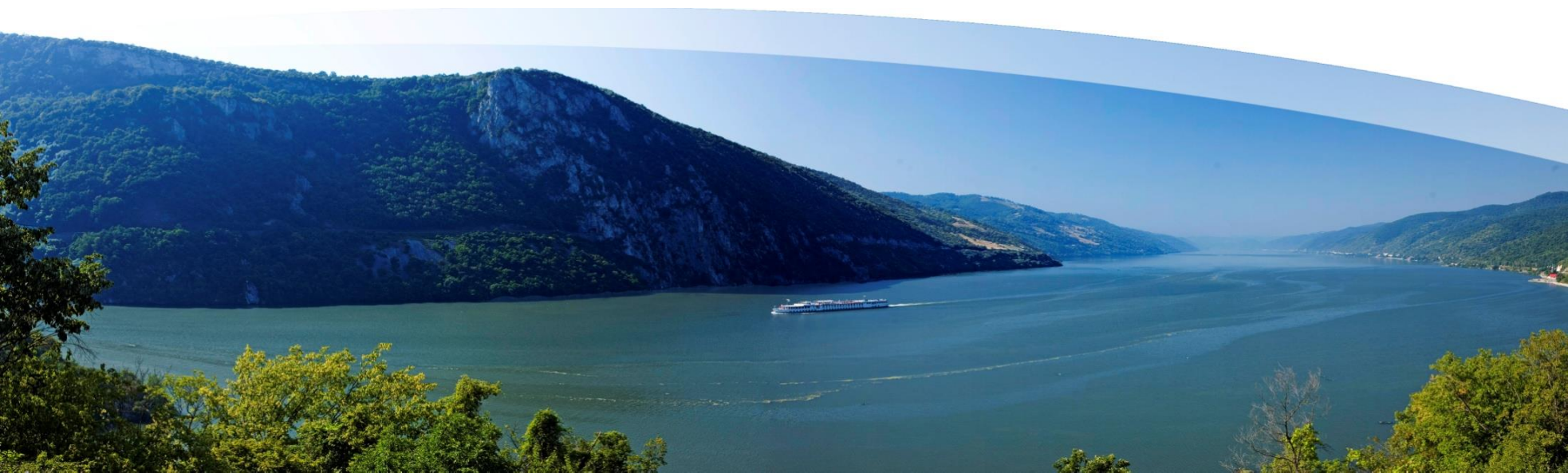


EUSDR PA1a

13th Steering Group Meeting

Brussels | 29th November 2017



Welcome and introduction

Austrian and Romanian Priority Area Coordinators

Status on Working Group on Waterway Infrastructure & Management

Gert-Jan Muilerman

Adoption of FAIRway National Action Plans

- The National Action Plans on the Fairway Masterplan are issued twice a year (May and October) by the FAIRway Danube consortium
- The results of the Action Plans and the Working Group discussions are then presented to the PA1a Steering Group
- Having discussed the main contents and analyses of the FAIRway National Action Plans (issue of October 2017), following procedure is proposed:
 - 1. The Steering Group adopts the current FAIRway National Action Plans through a written procedure**
 - 2. The full documents will be sent to the Steering Group by 30th November 2017**
 - 3. Comments received by 20th December 2017 will be processed**
 - 4. Tacit approval of the documents is assumed after that date**
 - 5. The National Action Plans will be published on the PA1a website on 21st December 2017**

Status on Working Group on Administrative Processes

Gert-Jan Muilerman

Rationale for joint working group between PA1a/PA11



- Initiative of **PA 1a** (Danube logistics sector) in cooperation with **PA11** (border control authorities)
- Background:
 - not all Danube riparian states are in the EU/ in the Schengen area
-> necessary **border checks** and **customs clearance**
 - administrative processes and paperwork are seen as a **significant competitive disadvantage** for Danube navigation
 - introduction of temporary border controls and new control mechanisms as a result of the European migrant crisis
- Urgent need for **simplification**, **harmonisation** and **digitalisation**

PA1a&PA11 Technical Coordinators – implementation phase

PA1a Technical Coordinator



Simon Hartl

viadonau – Austrian Waterway Company

Phone: +43 50 4321 1614

Mail: simon.hartl@viadonau.org

PA11 Technical Coordinator



Hubert Griepe

Bavarian State Criminal Office

Phone: +49 89 12124579

Mail: hubert.griepe@polizei.bayern.de

Overview of activities of joint working group between PA1a/PA11 so far



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



Survey on border controls



Objectives

- enter discussions with solid arguments and have a mandate to initiate necessary measures
- bring results to the attention of the involved control authorities and decision-makers at the EU-level

Contents and distribution

- Collection of information and feedback on specific & recent controls
- Survey was distributed at control points, sent to shipping companies via e-mail and published online via www.danube-navigation.eu



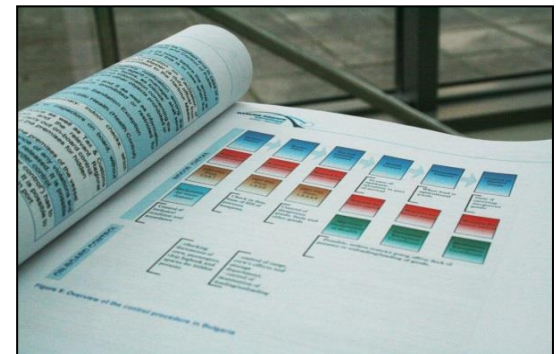
Practical manual for border control procedures



- Compare procedures and raise awareness at control points for the steps skippers and ship crews have to undergo (e.g. forms, procedures, responsibilities)
- Reduce disadvantages caused by lack of information for all involved actors and facilitate market entry for newcomers

Contents

- one chapter per country and detailed information on specific border control points
- opening hours, contact information of control authorities, place of controls etc.
- steps of the control process including requested forms



Recommendations for improved border controls



- Impulses for transparent, effective and efficient border control procedures
- Basis for concrete measures to be implemented in cooperation with decision makers and responsible control authorities

Contents

- General recommendations for a better transnational coordination of border controls along the Danube
- A detailed work programme including a detailed description of measures, responsibilities, time frame
- Summary of additional difficulties, inconveniences and improvements suggested by the shipping sector

Work Programme – 5 measures coordinated by PA1a

M01. Draft a set of **templates for selected control forms** to be unified and elaborate multilingual versions

M05. Update and disseminate the **“Practical Manual on Border Controls along the Danube”**

M06. Monitor the observance of officially published **opening hours** at all control points

M14. Review **Practical Manual** and provide feedback to the Technical Secretariat of the EUSDR PA1a

M15. Discuss issues addressed by **multiple/repeated complaints** in the EUSDR PA1a working group

Work Programme – 3 measures coordinated by PA11

M04. Provide **transnational training and know-how exchange** for control bodies to ensure harmonised control mechanisms (special focus on ADN)

M10. **Limit the number of officials entering the ship**, as they intrude upon the privacy of the ship's crew

M11. Review **control processes and forms** to evaluate the purpose of all requested data and information

Measure M01: Danube Navigation Standard Forms (DAVID)

Danube Navigation Standard Forms (DAVID)

Objectives

- **Same River, Same Rules**
 - common standard forms for all Danube control points along the external borders of the EU/Schengen Area
 - multilingual versions with unified structure, data fields and data format
- **Let's not reinvent the wheel**
 - data fields following the provisions of the RIS Directive (electronic ship reporting)
 - based on IMO FAL forms (currently already applied in modified versions along the Lower Danube - RO, BG, MD)

Danube Navigation Standard Forms (DAVID)

First draft elaborated by PA1a

- **Alignment of first set of forms on technical level:**
 - arrival and departure report
 - crew list
 - passenger list
- According to Practical Manual: all forms requested by border police (under the competency of Ministries of the Interior)

| ARRIVAL AND DEPARTURE REPORT (based on IMO FAL Form 1) | | |
|---|--|---|
| | | <input type="checkbox"/> Arrival <input type="checkbox"/> Departure |
| 1.1 Name and type of ship (main vessel) | | 1.2 Ship number (main vessel) |
| 1.3 MMSI number - if applicable | | 1.4 Vessel certificate valid until (main vessel) |
| 2. Port of arrival/departure | | 3. Date and time of arrival/departure |
| 4. Nationality of ship | 5. Name of master | 6. Control point |
| 7. Total length [m]/Total width [m] | | 8. Name and contact details of ship operator |
| 9. Actual Draught [m] | 10. Maximum tonnage [t]/ Total quantity of cargo [t] | |
| 11. Position of the ship in the port (berth or station) - if applicable | | |
| 12. Brief particulars of voyage (previous and subsequent ports; underline where cargo will be discharged) | | |
| 13. Brief description of the cargo | | |
| 14. Number of crew | 15. Number of passengers - if applicable | 16. Remarks |
| Attached documents (indicate number of copies) | | |
| 17. Cargo Declaration - if applicable | 18. Ship's Stores Declaration | |
| 19. Crew List | 20. Passenger List | 21. The ship's requirements in terms of waste and residue reception facilities |
| 22. Crew's Effects Declaration (only on arrival) - if applicable | 23. Maritime Declaration of Health (only on arrival) - if applicable | |
| 24. Date and signature by master, authorized agent or officer | | |

For official use

Danube Navigation Standard Forms (DAVID)

Next steps

- Check **compliance with national and international law** (by PA11 working group members)
- PA11/PA1a **agreement on technical level** (terms, data fields etc.)
– alignment via the joint PA1a&PA11 working group (consultation phase ends by end of November)
- **Translation** of the standardised English forms into the other Danube languages
- Preparation of the **agreement on political/administrative level** to apply the unified forms in the concerned countries (endorsed by the PA1a & PA11 Steering Group)
- **Implementation of forms** into national legal framework

Measure M04: Ensuring uniform control procedures / avoidance multiple controls

Joint transnational control database

Objectives

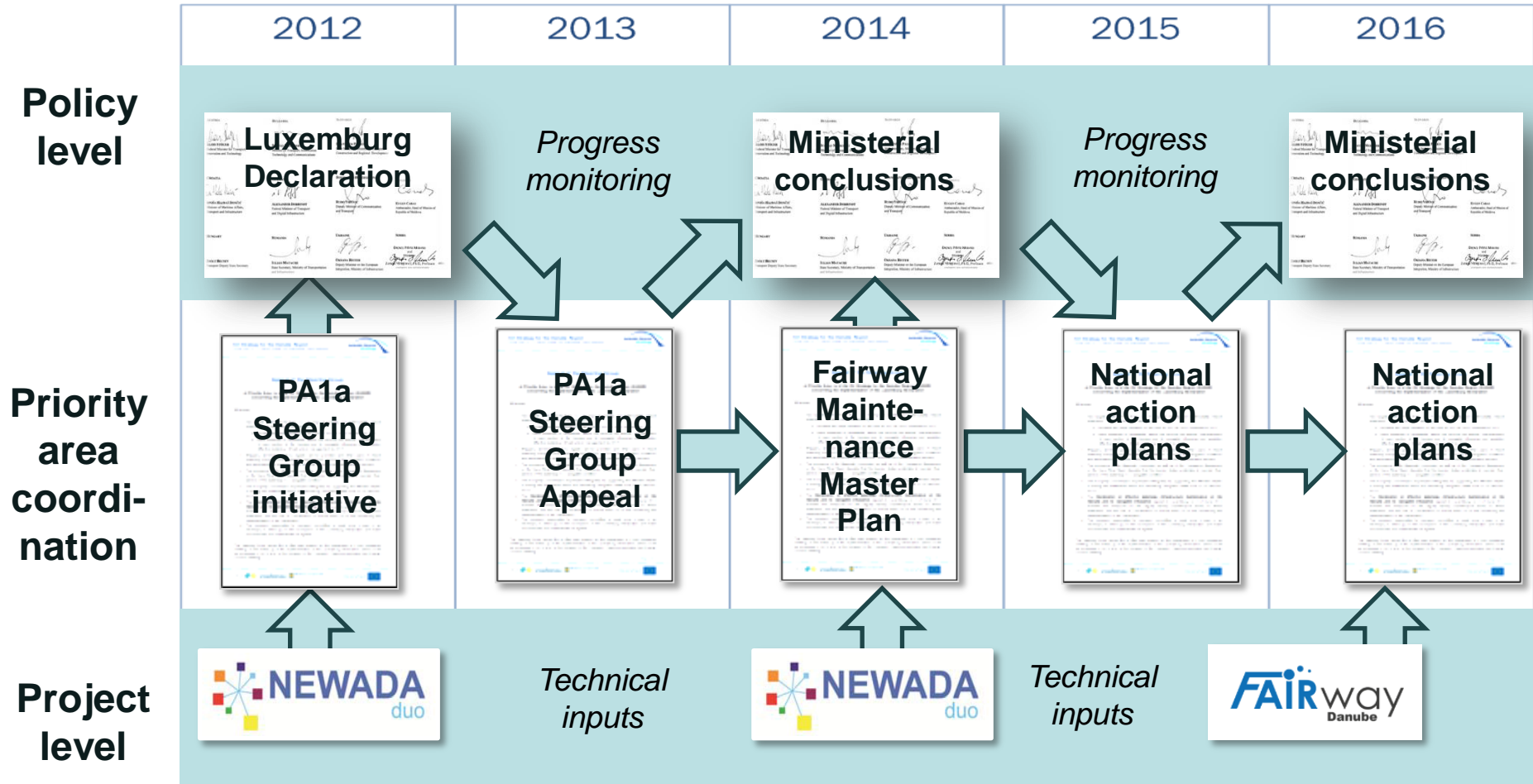
- **Avoid multiple controls of inland vessels**
 - implementation of an application for exchanging information gained from nautical controls (provided by involved control authorities)
 - transnational control database allows to access control results from previous checks in other countries
- **Benefits for control authorities and shipping companies**
 - > control authorities can deploy there personnel resources efficiently and targeted
 - > shipping companies benefit from reduced control times caused by the lack of international data exchange

Joint transnational control database

Next steps

- Gain **agreement of responsible control authorities** to implement the database (coordinated by PA11 Technical Coordinator)
- Endorsement of the **agreement on political/administrative level** to implement the database across the concerned countries (endorsed by the PA1a & PA11 Steering Group)
- **Implementation of database** in the frame of another European project which can provide the required technical expertise

Successful interplay between policy and projects

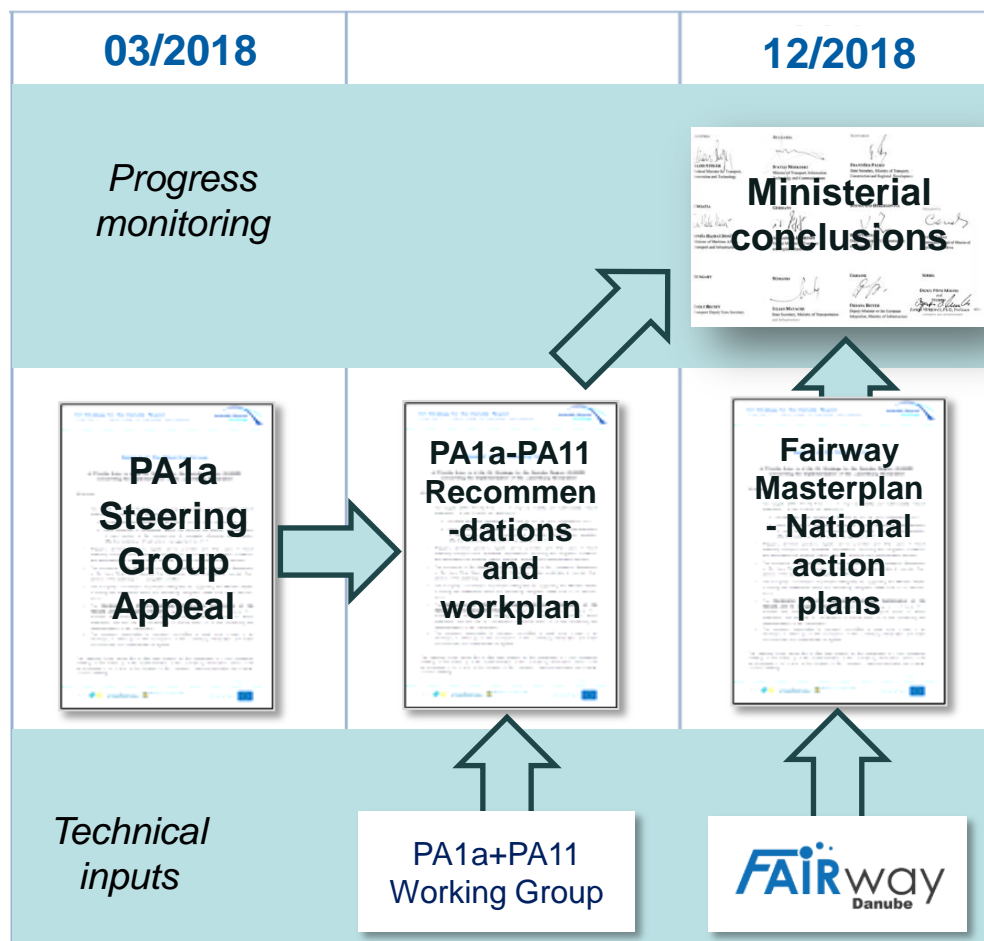


Policy involvement 2018

**Policy
level**

**Priority area
coordination**

**Project
level**



Preparation of Steering Group Appeal

- Aim of PA1a Steering Group Appeal:
 - **call upon Danube Transport Ministers** to prepare ministerial conclusions on **fairway management** and **administrative processes** during their Council meeting in December 2018 (Austrian EU presidency)
 - Officially report progress and challenges to the policy level (**retain policy level involvement**)
 - PA1a offers to **provide technical support and content** for the preparation of the Council meeting
- We requested PA11 to initiate a parallel policy process to involve the Danube **Ministers of the Interior** (regarding Administrative Processes)
- The topic of fairway maintenance has already been proposed for the **Transport Ministers Council of December 2018** (Austrian EU-Presidency)
- Aim of ministerial conclusions:
 - Re-confirm political support for future actions to be taken by PA1a and PA11 in the areas of fairway management and administrative processes

Preparation of Steering Group Appeal

- Do Steering Group members agree on the preparation of an appeal towards the Danube transport ministers?
- The PA1a Technical Secretariat will formulate a draft text
- Final editing of text in coordination with Steering Group members (either through face-to-face meeting or through written procedure)
- Provisional timing: Distribution of Appeal by end of March 2018

PA1a project landscape

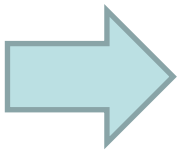
Viktoria Weissenburger
Gert-Jan Muilerman

Targets of PA1a

- **Increase the cargo transport on the river by 20% by 2020**
 - 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 2020
 - 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
 - Implement **harmonised River Information Services (RIS)** on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2020
 - 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

PA1a targets can only be achieved through...

- **Active policy involvement:** receiving the full political back up for PA1a activities and initiatives (e.g. ministerial conclusions)
- **Full project pipeline:** the policy targets can to a large extent only be realised through dedicated and concrete project activities.



Monitoring of project activities is crucial to PA1a

Monitoring the project landscape

Waterway Infrastructure



Waterway Management



Ports & Sustainable Freight Transport



Fleet Modernisation



River Information Services



Education & Jobs

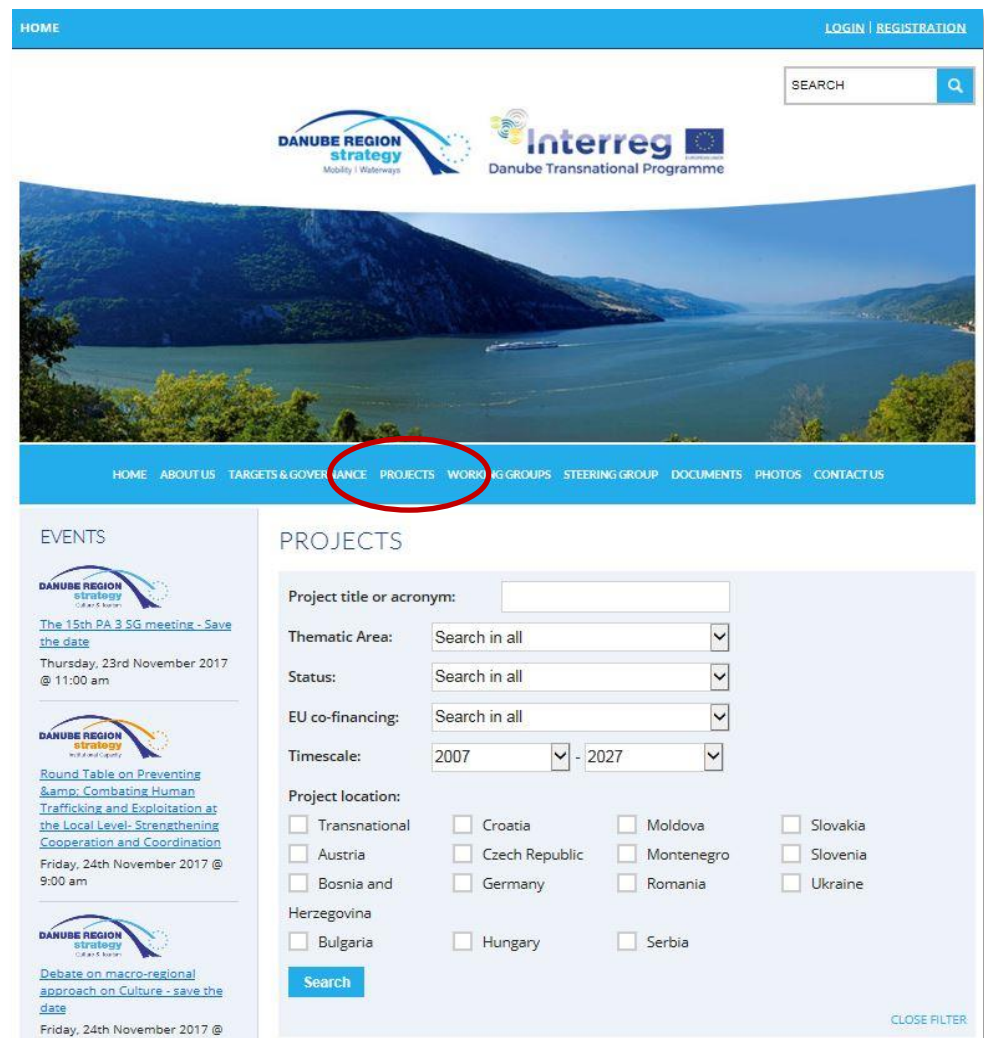


IWT Policies




Updated project database

www.danube-navigation.eu/projects



HOME LOGIN | REGISTRATION

SEARCH

DANUBE REGION strategy **Interreg** 
Mobility | Waterways Danube Transnational Programme

HOME ABOUT US TARGETS & GOVERNANCE **PROJECTS** WORKING GROUPS STEERING GROUP DOCUMENTS PHOTOS CONTACT US

EVENTS

DANUBE REGION strategy
Mobility | Waterways

[The 15th PA 3 SG meeting - Save the date](#)
Thursday, 23rd November 2017 @ 11:00 am

DANUBE REGION strategy
Mobility | Waterways

[Round Table on Preventing & Combating Human Trafficking and Exploitation at the Local Level - Strengthening Cooperation and Coordination](#)
Friday, 24th November 2017 @ 9:00 am

DANUBE REGION strategy
Mobility | Waterways

[Debate on macro-regional approach on Culture - save the date](#)
Friday, 24th November 2017 @

PROJECTS

Project title or acronym:

Thematic Area:

Status:

EU co-financing:

Timescale: -

Project location:

| | | | |
|---|---|-------------------------------------|-----------------------------------|
| <input type="checkbox"/> Transnational | <input type="checkbox"/> Croatia | <input type="checkbox"/> Moldova | <input type="checkbox"/> Slovakia |
| <input type="checkbox"/> Austria | <input type="checkbox"/> Czech Republic | <input type="checkbox"/> Montenegro | <input type="checkbox"/> Slovenia |
| <input type="checkbox"/> Bosnia and Herzegovina | <input type="checkbox"/> Germany | <input type="checkbox"/> Romania | <input type="checkbox"/> Ukraine |
| <input type="checkbox"/> Bulgaria | <input type="checkbox"/> Hungary | <input type="checkbox"/> Serbia | |

[CLOSE FILTER](#)

strategy

[Round Table on Preventing & Combating Human Trafficking and Exploitation at the Local Level- Strengthening Cooperation and Coordination](#)
Friday, 24th November 2017 @ 9:00 am

[Debate on macro-regional approach on Culture - save the date](#)
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<< November 2017 >>

| Mo | Tu | We | Th | Fr | Sa | Su |
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| | | 1 | 2 | 3 | 4 | 5 |
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| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | | | |

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SURVEY: BORDER CONTROLS

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Read more about our activities related to [Administrative Processes](#)

Timescale: 2007 - 2027

Project location:

☐ Transnational
 ☐ Croatia
 ☐ Moldova
 ☐ Slovakia
☐ Austria
 ☐ Czech Republic
 ☐ Montenegro
 ☐ Slovenia
☐ Bosnia and Herzegovina
 ☐ Germany
 ☐ Romania
 ☐ Ukraine
☐ Bulgaria
 ☐ Hungary
 ☐ Serbia

[Search](#) [CLOSE FILTER](#)

4 projects found Order by: Date from the i

Ship-generated waste collection and processing system and response in cases of pollution on the Danube sector managed by the CN APDF SA Giurgiu

Posted by [Viktoria Weissenburger](#), Tuesday, 8th August 2017 @ 9:39 am

The project aimed to increase the quality of the ship-generated waste collection and processing services and the response in cases of pollution in the Danube ports Moldova Veche, Orșova, Drobeta Turnu Severin, Giurgiu, Călărași and Cernavodă.

[READ MORE](#)

CODENAV - System for ship-generated waste collection and processing in the maritime Danube ports

Posted by [Viktoria Weissenburger](#), Tuesday, 8th August 2017 @ 7:59 am

The project aimed to increase the quality of the ship-generated waste collection and processing services and the response in cases of pollution in the maritime Danube ports Braila, Galati and Tulcea.

[READ MORE](#)

CO-WANDA - Convention for Waste Management for Inland Navigation on the Danube

Posted by [Viktoria Weissenburger](#), Monday, 7th August 2017 @ 2:48 pm

Based on the findings of the WANDA project, the main focus of CO-WANDA was on initiative work for a binding treaty, which shall provide clear guidelines for ship waste management along the Danube.

[READ MORE](#)

WANDA - Waste Management for Inland Navigation on the Danube (project example in EUSDR Action Plan)

Posted by [Viktoria Weissenburger](#), Monday, 7th August 2017 @ 1:57 pm

WANDA aimed at establishing a sustainable, environmentally sound and transnationally coordinated approach in ship waste management along the Danube by (1) elaborating national ship waste management concepts, (2) implementing pilot actions and (3) developing a financing model for the operating system based on the polluter-pays principle.

[READ MORE](#)

- about 100 projects
- Project database is constantly updated

Ongoing projects

- Rehabilitation and upgrade of the **Iron Gate I navigational lock**
- Upgrade of **Gabčíkovo locks**
- **SWIM** - SMART Waterway Integrated Management
- Catalogue of Measures for the **Danube East of Vienna**
- **FAST DANUBE** - Technical Assistance for Revising and Complementing the Feasibility Study regarding the Improvement of the Navigation Conditions on the Romanian-Bulgarian Common Sector of the Danube and Complementary Studies
- **River training and dredging works** on critical sectors on the Danube River & Supervision and environmental monitoring of river training and dredging works on critical sectors on the Danube River (**Serbia**)

Waterway Infrastructure



Ongoing projects

- Construction of **New Zezelj Bridge** in Novi Sad
- International ship **winter shelter** on the Danube in **Croatia**
- **Rehabilitation of the right bank** of the Danube river at km 1,322 (**Sotin**)
- Improving navigation conditions on the Danube between **Calarasi and Braila** (rkm 375–175)
- Banks protection on the **Sulina Canal**
- Rehabilitation, Improvement and Development of Transport and Navigation on the **Sava River Waterway**
- Rehabilitation of **locks on the Danube-Black Sea Canal** and the Poarta Alba-Midia Navodari Canal
- **Banks consolidation** on the **Poarta Alba–Midia Navodari Canal**

Waterway Infrastructure



Ongoing projects

Transnational:

- **FAIRway Danube** - Coordinated deployment of the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its Navigable Tributaries (EUSDR Strategic Project)
- **Danube STREAM** - Smart, Integrated and Harmonized Waterway Management (EUSDR Strategic Project)
- **DREAM** - Danube River Research and Management

National:

- Improvement of the navigational systems and topographic measurements on the Danube River – Phase 2 (Bulgaria)

Waterway Management



Ongoing projects

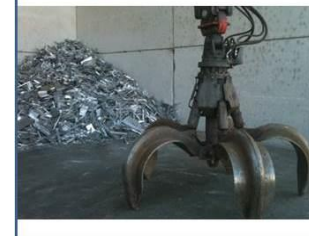
Transnational:

- **DAPhNE** – Danube Ports Network (EUSDR Strategic Project)
- **DBS Gateway Region** – Regional and Transport Development in the Danube-Black Seas (DBS) Region towards a Transnational Multi-port Gateway Region
- **ENERGY BARGE** - Building a Green Energy and Logistics Belt

National:

- **Master Plan** and feasibility study for the **Komarno port**
- High Performance **Green Port Giurgiu** Stage II – Construction
- **PROTECT** - Upgrade of infrastructure and environmental protection in **Constanța Port**
- Construction of **bulk cargo terminal** in the Port of **Osijek**

**Ports &
Sustainable
Freight Transport**



Ongoing projects

- **GREEN DANUBE** - Integrated transnational policies and practical solutions for an environmentally-friendly Inland Water Transport system in the Danube region
- **PROMINENT** - Promoting Innovation in the Inland Waterways Transport Sector

Fleet Modernisation



Ongoing projects

- **RIS COMEX** - RIS Corridor Management Execution

River Information Services



Ongoing projects

- **Danube SKILLS** - Increased institutional capacity in Danube navigation by boosting joint transnational competences and skills in education and public development services (EUSDR Strategic Project)

Education & Jobs



Ongoing projects

- **Danube SKILLS** - Increased institutional capacity in Danube navigation by boosting joint transnational competences and skills in education and public development services (EUSDR Strategic Project)

Education & Jobs



Ongoing projects

- **DANTE** - Improving Administrative Procedures and Processes for Danube IWT (EUSDR Strategic Project)

IWT Policies



Questions / Discussion

- **Are the ongoing project initiatives sufficient to reach the PA1a targets by 2020?**
- **In which areas would you see the need for further or intensified project activities?**

Status on Directive on the recognition of professional qualifications

Doina Munteanu, CERONAV



Danube Transnational Programme

Danube SKILLS

Increased institutional capacity in Danube navigation by boosting joint transnational competences and skills in education and public development services

Future DIRECTIVE
of the European Parliament and of the Council
on the recognition of professional qualifications in inland
navigation-*Adoption calendar and latest news*

Doina Munteanu/CERONAV
Senior Expert / Coordinator **Danube SKILLS**

13th meeting of the PA1a Steering Group
29th November 2017, Brussels

Reasons for action at EU level

- Streamlining the legal framework;
- Increase mobility of workforce;
- Increase safety of navigation;
- Recognition of qualifications on the competence-based approach.



Competence-based system

Minimum requirements for applicants in order to obtain a qualification and certification:

- Age;
 - Medical fitness;
 - Level of competence;
 - Navigation time,
- corresponding to the qualification and certification applied for.



Competence-based system

Annex I of the EU Directive lays down, for each qualification, the minimum requirements which vary according to each access path.

Annex II lays down the essential competence requirements for each certificate.



Assessment of competence

Competence shall be demonstrated at **Operational Level** and **Management Level** by passing an examination organised by

- an administrative authority; or
- under an approved training programme.

Practical examination (aboard/simulator) required for:

- Boatmasters;
- Radar navigation;
- LNG expert; and
- Passenger navigation expert.



Legislative procedure- Calendar

February 2016: European Commission launched the proposal for a new Directive

June 2016: Council General approach

June 2016: hearings of experts in European Parliament

July 2016: Opinion of European Economic and Social Committee

August 2016: draft opinion of EMPL- Committee on Employment and Social Affairs

November 2016: vote in TRAN Committee

November 2016: started the negotiations in trilogue (European Parliament, European Commission and European Council)



Legislative procedure- Calendar

November 2016- June 2017- four trilogue sessions

June 2017 – publication of the consolidated version of the Directive

June-November 2017- work of jurist-linguists and translation



Legislative procedure- Calendar

14th November 2017 – adoption of the Directive in plenary session of European Parliament- 609 votes for, 31 votes against and 44 abstentions

Report on this Directive was presented by Gesine Meisner from TRAN Committee.

The latest version of the Directive can be found on this link:

<http://www.europarl.europa.eu/plenary/en/report-details.html?reference=A8-0338-2016>



Legislative procedure- Calendar

28 November 2017 -the text will be tabled in COREPER which will prepare the examination of the text by Transport Council on **4 December 2017**.

If adopted by Council, the Directive will be signed in European Parliament on **14 December 2017**.

The publication of the future directive in the Official Journal of the EU is expected a few days afterwards- **December 2017**.

Its entry into force, 20 days after publication in the OJ, can be expected in **January 2018**.



Standards of professional qualifications in inland navigation

These standards will be part of future Directive, after the adoption.



CESNI

European Committee for drawing up Standards in Inland Navigation

(French abbreviation: **CESNI**)

At its plenary session in **June 2015**, the **CCNR** adopted a Resolution creating CESNI.

The creation of this new working body was in line with the desire of the CCNR, shared by the European Union, to **reinforce governance at the European level**, particularly in the field of regulations governing **inland navigation**.



CESNI

The purpose of CESNI is to bring together experts from the Member States of the European Union and the CCNR and representatives of international organisations with an interest in inland navigation.

Main mission - adopting technical standards in various fields, in particular as regards vessels, information technology and crew members certification.



CESNI/QP

Resolution CESNI 2015-I-2
sets up the CESNI working group on professional
qualifications **(CESNI/QP)**.

Mission – to draw up proposed technical standards in
the field of professional qualifications in inland
navigation;



CESNI/QP/Comp

Resolution CESNI 2016-II-4
sets up the **CESNI/QP/Comp**- temporary working
group on professional qualifications.

Mission – elaboration of Standards of competences for
professional qualifications.



Standards

18 months from the adoption (July 2019) the following Standards will be part of the Directive:

- **Standards of competences (operational and managerial level);**
- **Standards for medical fitness;**
- **Standards for practical examination;**
- **Standards for simulators;**
- **Standards for crew document templates related to the granting of qualifications.**



Adoption of Standards by CESNI- Calendar

- Standards of competences (operational and managerial level)- **in the first half of 2018;**
- Standards for medical fitness-**in the first half of 2018;**
- Standards for practical examination-**in the first half of 2018;**
- Standards for simulators-**in the first half of 2018;**
- Standards for crew document templates related to the granting of qualifications-**in the second half of 2018**



QUESTIONS ?



Thank you for your attention!



Doina MUNTEANU

CERONAV/RO

Email: doinamunteanu@ceronav.ro

www.interreg-danube.eu/danube-skills

■ Danube Transnational Programme area

Increased institutional capacity in Danube navigation by boosting joint transnational competences and skills in education and public development services

WP5- POLICY SUPPORT

Transnational gap analysis and impact evaluations of nautical qualifications in the Danube Region

Ghiuler MANOLE

Project Manager - Danube SKILLS

**13TH EUSDR PA1a Steering Group
Meeting**

Brussels, 29 November, 2017

Project co-funded by European Union funds (ERDF, IPA)

Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region



Identification of the existing gaps at transnational level in the Danube Region with regard to the **mandatory implementation of the EU Directive** on the recognition of professional qualifications in inland navigation.

Minor impact means short term implementation(2018-2020)
Major impact means long term implementation (2020 and beyond)

NATIONAL GAP ANALYSIS AND IMPACT EVALUATIONS

8 national reports on gap analysis and impact evaluations in project countries:

DE, AT, SK, HR, RS, HU, BG and RO.

and 2 national reports for Ukraine and the Republic of Moldova



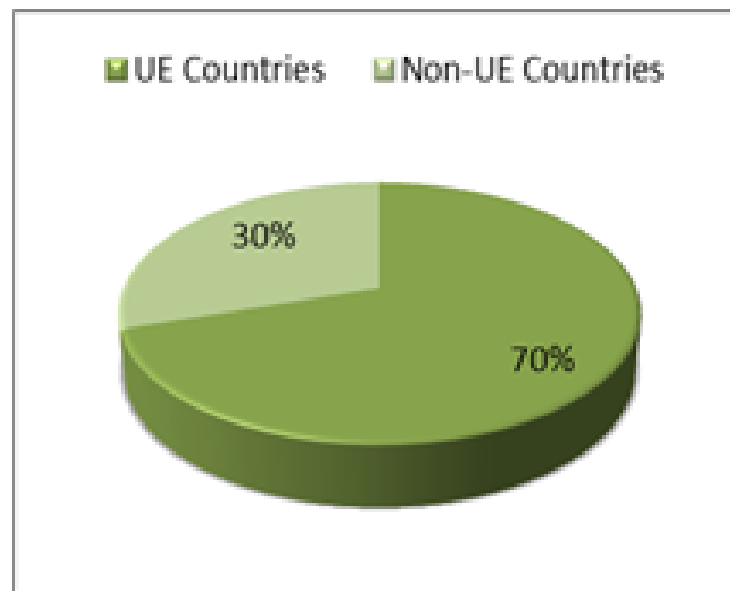
with the result that
transnational gap analysis and impact evaluation for nautical quality
covers all the Danube riparian countries.

Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

NATIONAL GAP ANALYSIS AND IMPACT EVALUATIONS

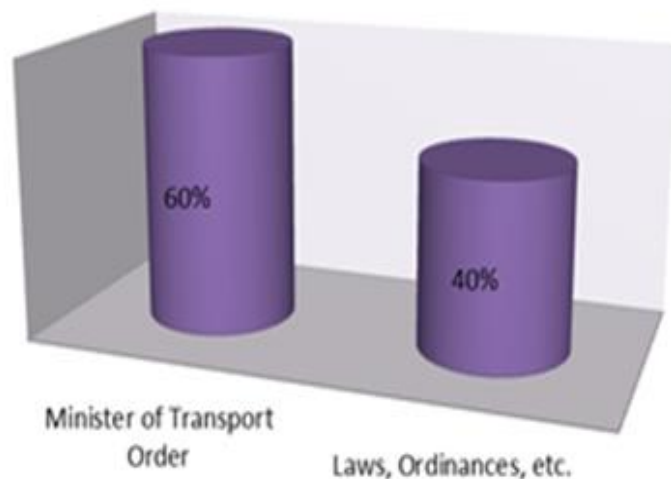
Out of the countries that carried out the
gap analysis,

**70% are EU countries and 30% are
non-EU countries.**



Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

Existing legislative framework



The most relevant national legislative acts which govern the education and/or training and certification system of inland navigation personnel in each Danube riparian country were identified.

The most relevant legislative acts are **The Orders of the Minister of Transport.**

Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

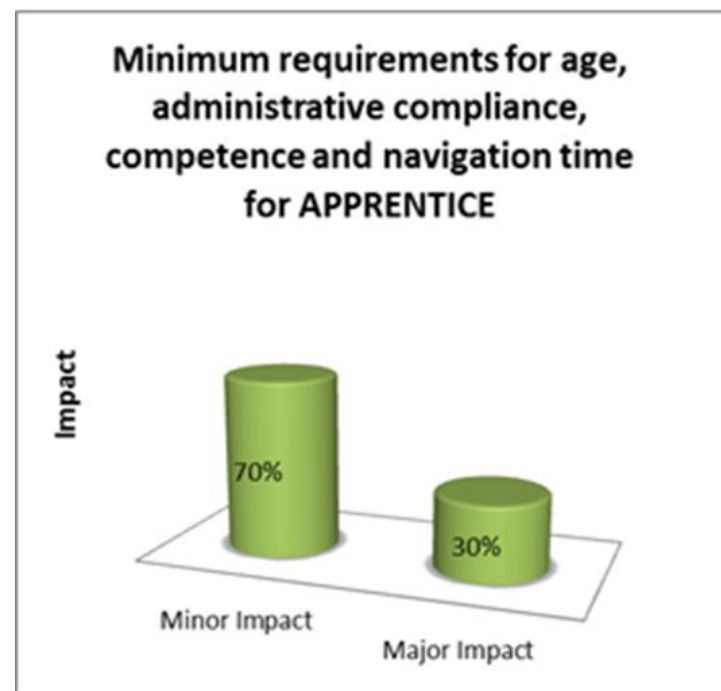
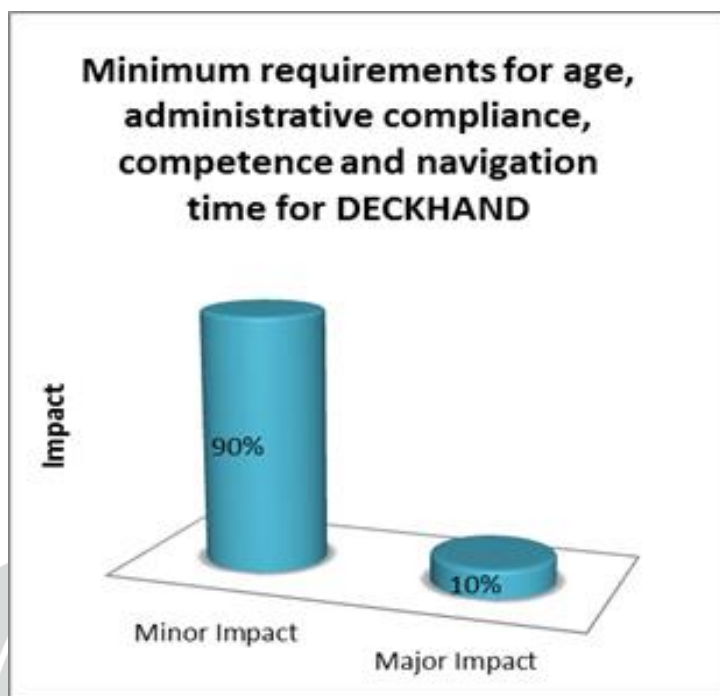
MANDATORY REQUIREMENTS

(Annex I of the new EU Directive- Minimum requirements for age, administrative compliance, competence and navigation time)



Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

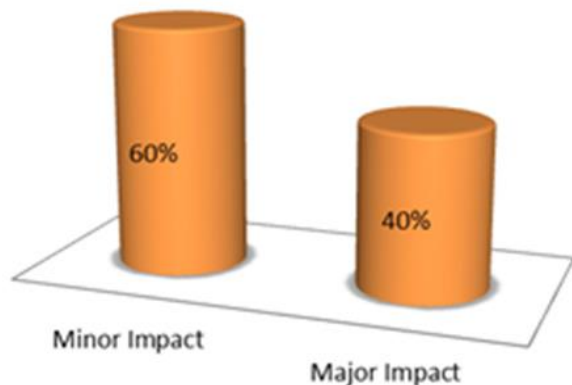
MANDATORY REQUIREMENTS



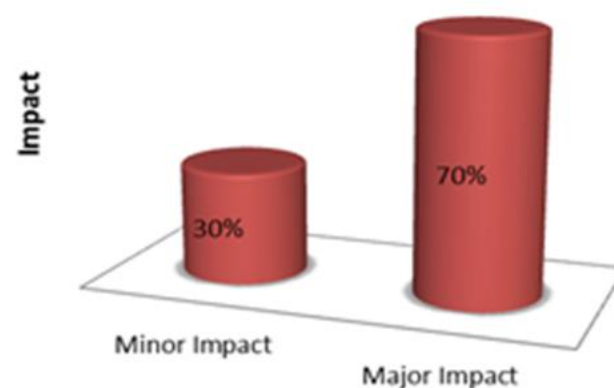
Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

MANDATORY REQUIREMENTS

Minimum requirements for age,
administrative compliance,
competence and navigation time for
BOATMAN



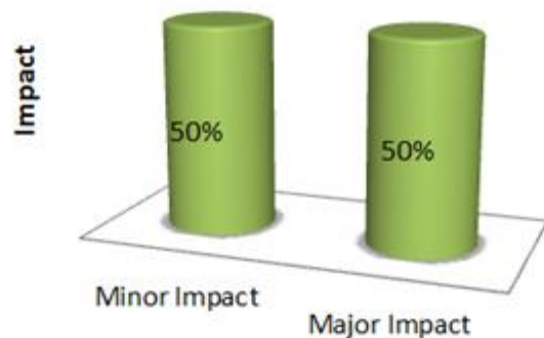
Minimum requirements for age,
administrative compliance,
competence and navigation time
for **ABLE BOATMAN**



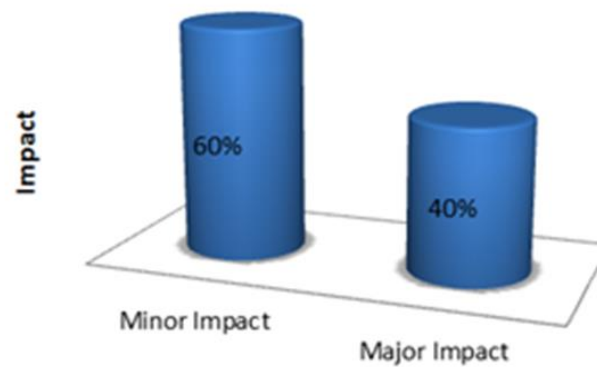
Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

MANDATORY REQUIREMENTS

Minimum requirements for
age, administrative
compliance, competence and
navigation time for
HELMSMAN



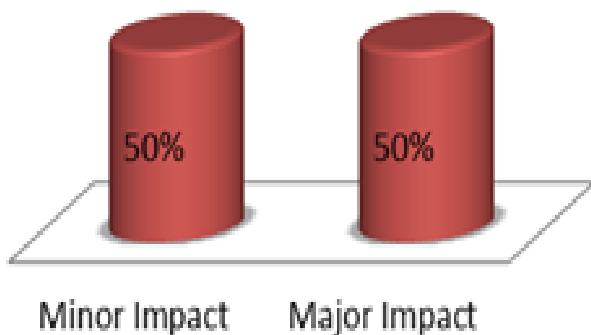
Minimum requirements for age,
administrative compliance,
competence and navigation time for
BOATMASTER



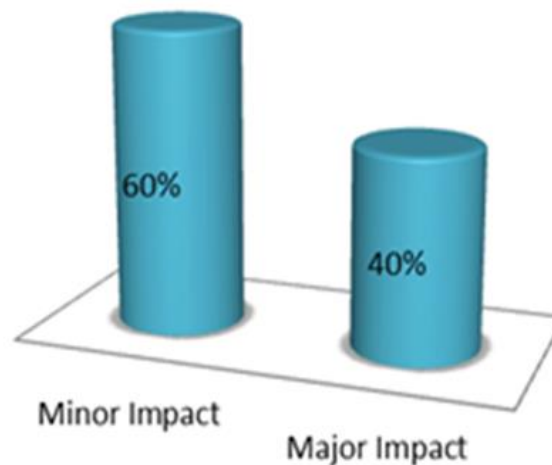
Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

ESSENTIAL COMPETENCE REQUIREMENTS

Impact for essential competence requirements at Operational level

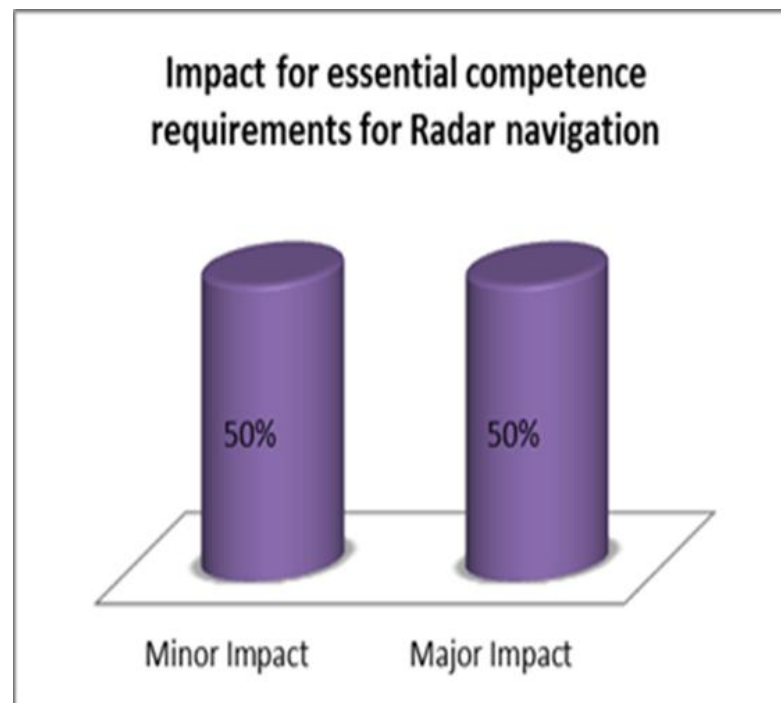
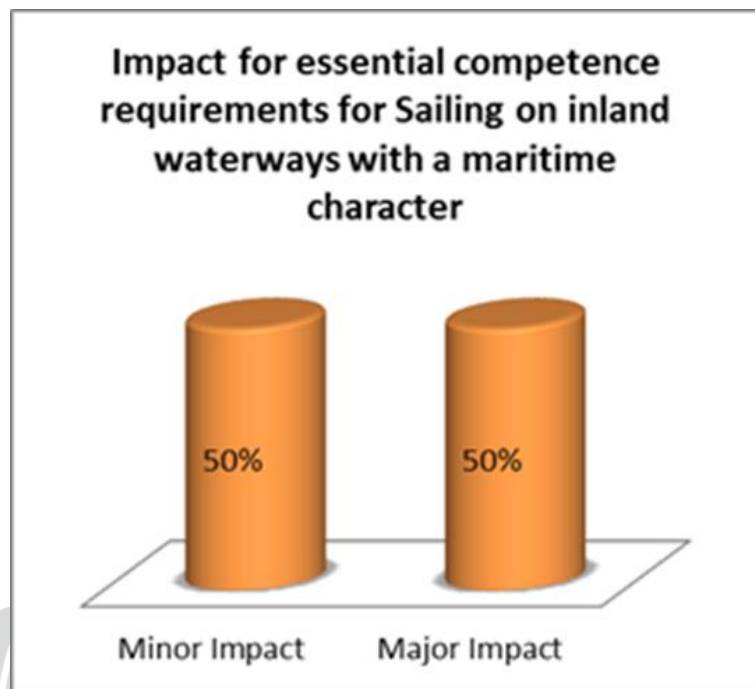


Impact for essential competence requirements at Management level



Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

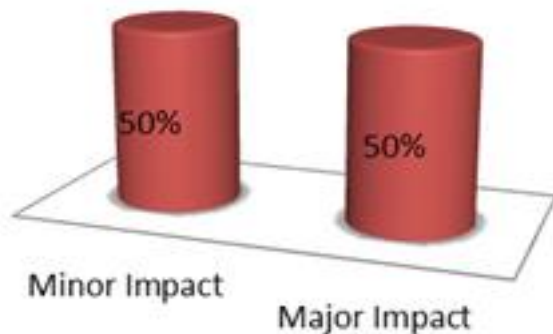
ESSENTIAL COMPETENCE REQUIREMENTS FOR SPECIFIC AUTHORIZATION



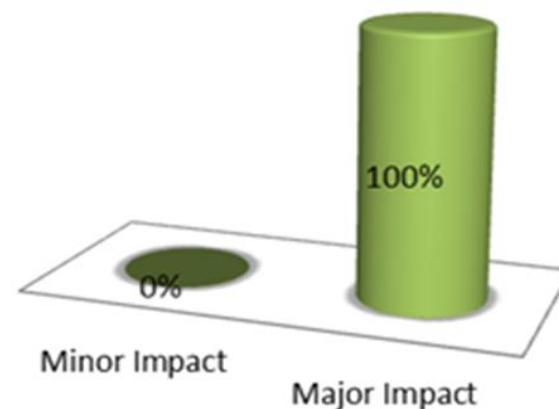
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ESSENTIAL COMPETENCE REQUIREMENTS FOR SPECIFIC OPERATIONS

Impact for essential competence requirements for Passenger navigation expert



Impact for essential competence requirements for LNG expert



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UNION CERTIFICATE OF QUALIFICATION (Chapter 2 of the new EU Directive- Union certificate of qualification)



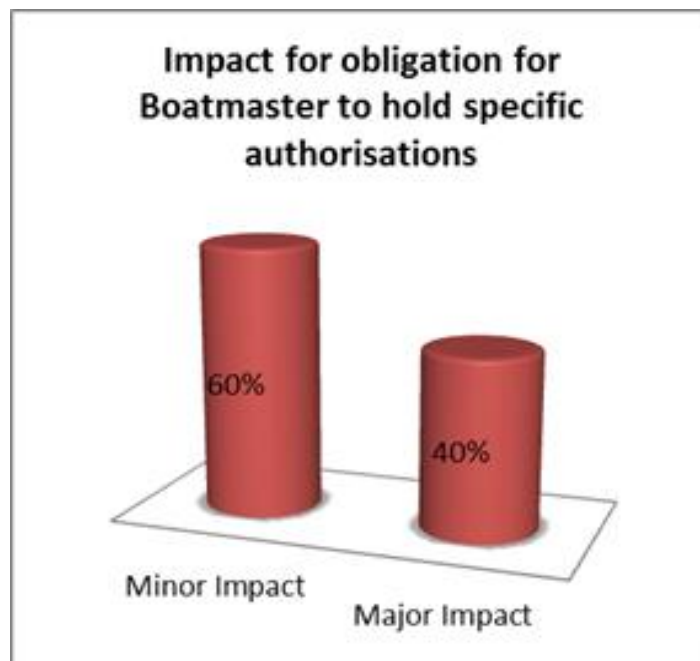
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UNION CERTIFICATE OF QUALIFICATION



Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

UNION CERTIFICATE OF QUALIFICATION Obligation for Boatmasters to hold specific authorisations



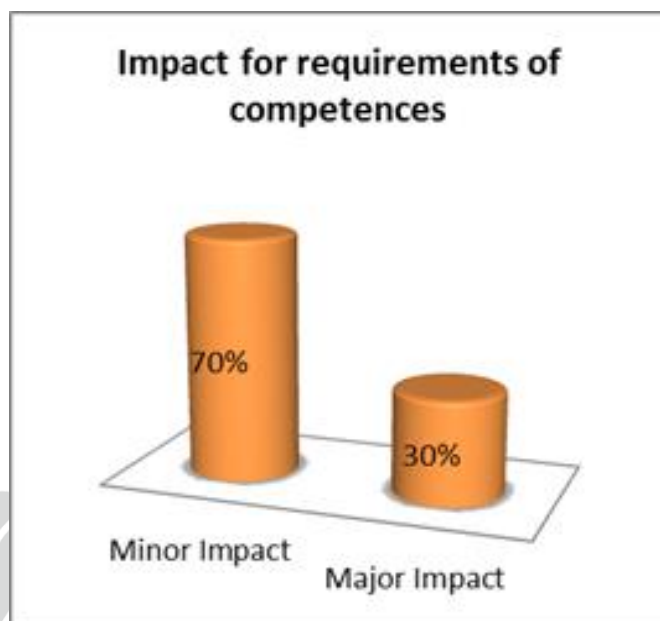
Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

CERTIFICATION OF PROFESSIONAL QUALIFICATIONS *(Chapter 3- Section II of the new EU Directive- Competences)*



Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

CERTIFICATION OF PROFESSIONAL QUALIFICATIONS *(Chapter 3- Section II of the new EU Directive- Competences)*



Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

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CERTIFICATION OF PROFESSIONAL QUALIFICATIONS *(Chapter 3- Section II of the new EU Directive- Competences)*



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USE OF SIMULATORS



Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

GENERAL CONCLUSIONS

Implementation of the provisions of the new EU Directive in the specific national legislations of Danube riparian countries mainly requires **minor changes** of the legislation which can be achieved on short term and which shall basically include in the following stages:



Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

GENERAL CONCLUSIONS

- reviewing/changing the national legislation on minimum requirements for training of inland navigation personnel;
- reviewing and/or designing of existing and or/new curricula of specific training courses and the approval of the mandatory training courses; accompanied by parallel:
- reviewing/changing of the national legislation regarding the certification of professional qualifications of inland navigation personnel and the approval of training programmes, as the case may be.



Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

GENERAL CONCLUSIONS

According to the results of national gap analysis carried out in
UA, RO, BG, RS, HU, HR and SK,
these Danube riparian countries can implement the provisions of the Directive
in a short period of time.



Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

GENERAL CONCLUSIONS

Requirements of the new EU Directive having a **major impact** requiring a **long term duration** for their implementation include:



Transnational gap analysis and impact evaluations of Nautical Qualifications in the Danube Region

GENERAL CONCLUSIONS

1. Minimum requirements for deck crew members regarding the completion of approved **education programmes**;
2. Specific authorization for **LNG Expert**;
3. **Use of simulators**



QUESTIONS ?



Thank you for your attention!



Ghiuler MANOLE

CERONAV

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www.interreg-danube.eu/danube-skills

Status on Seed Money Facility

Cristina Cuc

Seed Money Facility

- Direct financial scheme that the DTP offers to support the EU Strategy for the Danube Region (EUSDR) in reaching its targets
- This instrument is meant to provide support the development of complex strategic transnational projects in the thematic fields of the EUSDR, regardless the financial instrument to be addressed afterwards (e.g. Interreg, Horizon2020, national or regional funds etc.).
- The DTP will launched a call on the Seed Money Facility on 27th September 2017. Call is open until 7th December.
- Applicants should ask for a letter of alignment by the concerned Priority Area coordinators

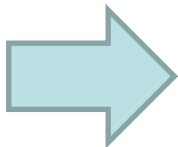
Key dates

- Each proposal will have an overall budget limit of 50,000.00 EUR. EU contribution to each project is 85% (42,500.00 EUR) for ERDF, IPA and ENI project partners
- Expenditures will be reimbursed after the completion of the project.
- Duration of the projects is max. 12 months.
- Eligible project partners: are bodies that have legal personality and belong to one of the following types of organisation:
 - National, regional and local authorities
 - bodies governed by public law
 - international organisations and
 - private bodies (including private enterprises from EU countries of the programme area)
- Managing body: DTP Joint Secretariat (Budapest)

Applications received

REWARD:

- Improve Lower Danube Fairway Conditions through Active IWT User Engagement
- Overall objective of the main project is to set up and manage inland waterway transport (IWT) users' initiative which through the well-managed involvement, consolidated sector expertise and emphasizing the need for customer-oriented approach contributes to the improvement of existing waterway management procedures, thus fairway conditions on the common Romanian-Bulgarian Danube section.
- Applicants: Pro Danube Romania and Bulgarian – Romanian Chamber of Commerce and Industry / BG.

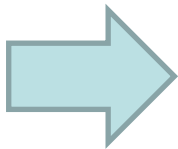


Application was declined by Romanian Ministry of Transport because the project is considered to affect the bilateral Agreement between Romania and Bulgaria on maintaining and improving the fairway on Romanian-Bulgarian common sector of the Danube and it would be overlapping with other ongoing projects and activities

Applications received

Innovative SKILLS:

- pursuing the goal of shifting transport to less energy-intensive, cleaner and safer transport modes and include IWT in multimodal logistic chains through the development of better aligned skills with future transport technologies, to acquire digital and green competences for increased employability.
- Reduction of administrative barriers in Danube navigation is tackled through logistics courses including border control procedures to be mastered by IWT staff thus reducing waiting times at border crossings as well as the duration of controls, beneficial for the inland waterway industry.
- Applicants: Romanian Maritime Training Centre - CERONAV, Romania and Faculty of Transport and Traffic Sciences - FPZ, Croatia



Application is proposed to the supported through a letter of alignment

Next Steering Group meeting

Envisaged for April 2018 / Hungary

PA1a coordinators



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viadonau = Technical
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Romania



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