

DANTE

Improving Administrative Procedures and Processes for Danube IWT



PROJECT INTRODUCTION

*25th April 2017, Vienna
Joint PA1a & PA11 Working Group Meeting*



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

Danube Waterway: High Potential – Numerous Challenges



Potentials

- Danube serves an economic area of circa 90 mio. inhabitants
- Connects CE & SEE with growing markets in Black Sea Region
- Environmentally friendly transport corridor
- Can provide cost-effective logistics for land-locked industries ensuring competitiveness and jobs

Challenges

- Ensure standards for waterway maintenance
- Elimination of infrastructure bottlenecks
- Promotion of investment in Danube Ports and unlocking their economic potential
- Modernize Danube fleet
- ***Reduce logistics costs by elimination of administrative barriers***

How to deal with administrative barriers?



- Identify administrative barriers for IWT on Danube and tributaries and responsible authorities
- Set up an efficient and permanent monitoring system for collecting users experiences (supported by online tools)
- Set up and operate a working platform with responsible authorities in order to adapt administrative procedures and processes with the objectives to reduce administrative efforts and costs for waterway users
- Identify good practices and guidelines for effective administration of IWT activities
- Promote stronger harmonized procedures and processes of authorities effecting IWT transport on Danube and navigable tributaries

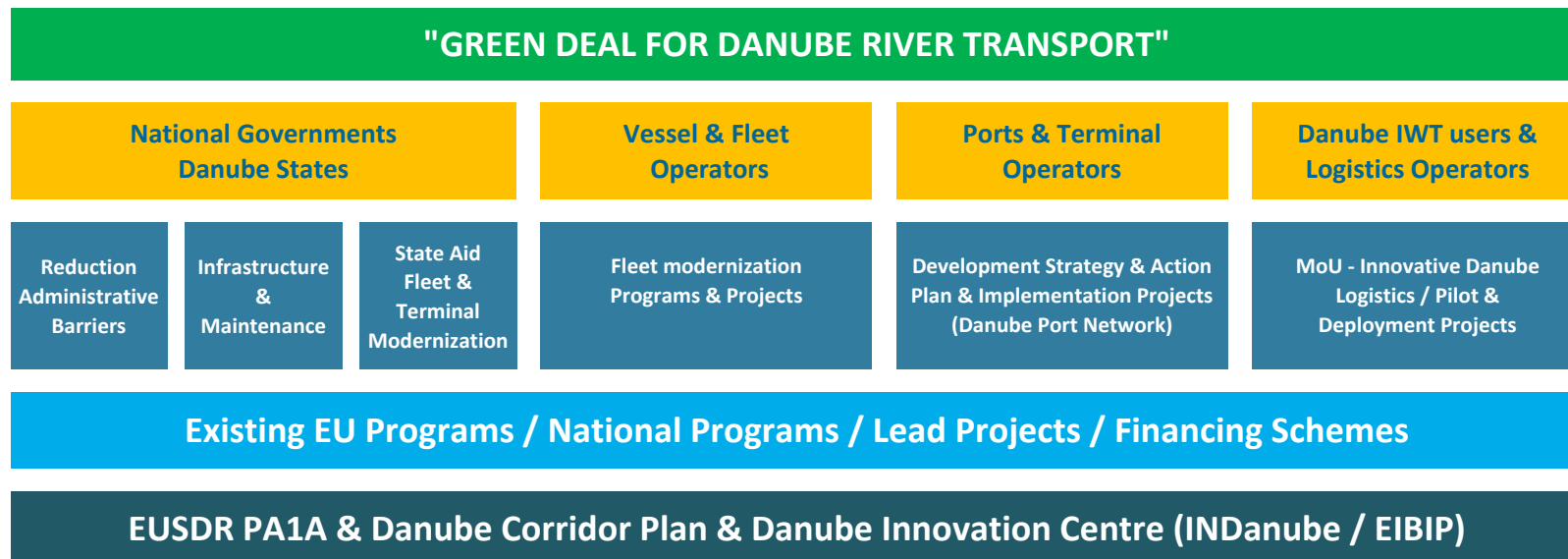


→ Set-up of the DANTE project in the DTP's 1st Call in line with the objectives of the EU Strategy for the Danube Region

Green Deal for Danube River Transport – Rationale & Concept



1. Eco-efficient & reliable transport system needed for sustainable growth in region
2. Danube logistics can provide cost-effective logistics solutions to many industries supporting competitiveness, growth & jobs
3. High economic potentials of Danube withheld by infrastructure shortcomings, unfavourable regulatory framework & structural problems
4. Long-term cooperation of public & private sector can break vicious cycle of infrastructure degradation & reduction of transport demand
5. Restoration of trust into Danube through commitment of stakeholders



Green Deal official launching event

Danube Transport Day European Parliament

7 September 2016, 16:00-18:00



Policy makers



Com. Corina Crețu



Herald Ruijters/ DG MOVE



Ionut Mosteanu / RO MT

MEPs



Georgi Pirinski / BG



Gessine Meissner / DE



Ismail Ertug / DE

Key industry representatives from the Danube Region



W. Lüftner / Lüftner Cruises



M. Viefers / Rhenus Logistics



A. Stoean / TTS SA

Objectives of the DANTE project



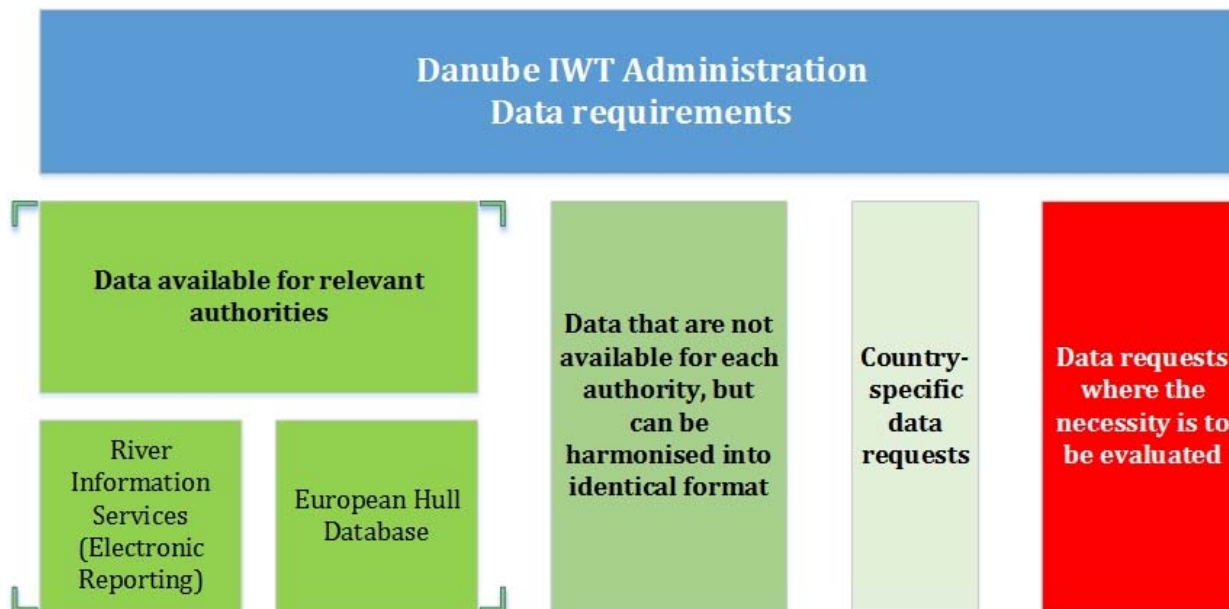
- Improve administrative procedures and reduce bureaucratic processes as well as related charges and fees for IWT on Danube and navigable tributaries
- Cooperate with public authorities to develop and implement simplified administrative procedures and processes
- Reduce time losses and costs caused by unnecessary administrative regulations and processes for Danube businesses
- Eliminate/Reduce red tape and abuse of administrative power
- Strengthen the competitive position of companies, support economic growth and the creation of jobs in the region by increased efficient public administration
- Introduce stakeholder consultation procedures and processes in legal and regulatory acts of public administration relevant for IWT
- Harmonize regulations and administrative processes for transport and transshipment operations (“Same River-Same Rules” concept)

Thematic areas



	GOOD PRACTICES								TRANSNATIONAL MEETINGS
	Germany	Austria	Slovakia	Hungary	Croatia	Serbia	Romania	Bulgaria	
Border Police and Tax & Customs authorities	Proposed Action holder: Danube Commission								
	External peer expert for each country to be selected during the roll-out								
Navigation authorities (traffic control authorities)	Proposed Action holder: Austria – PDI								
	External peer expert for each country to be selected during the roll-out								
Port authorities (Harbor master) /administrations	Proposed Action holder: Hungary – MAHOSZ								
	External peer expert for each country to be selected during the roll-out								
Waterway and Canal administrations	Proposed Action holder: Romania – PDR								
	External peer expert for each country to be selected during the roll-out								
Other authorities	Proposed Action holder: Bulgaria – BRCCI								
	External peer expert for each country to be selected during the roll-out								
	NATIONAL WORKING TABLES								
	REQUIRED CHANGES								

Data requirements in IWT administration



DANTE - Improving Administrative Procedures and Processes for Danube IWT. Activity 4.1 / Deliverable D 4.1.1. Template for national inputs to the analysis of existing procedures and administrative processes

Organisation	Location		Concerned authorities	Type of procedure	Existing procedures/ administrative processes - <i>Please fill in one per row</i>								Comments
	Country	City/River kilometer			1. Type of documents		2. Fees		3. Time consumption		4. Other		
					Number of documents	Languages available	Type of vessel	Ship size	Time for	Time needed	(e.g. landing/stevedoring conditions, regulations, norms, insurance...)		
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Work approach



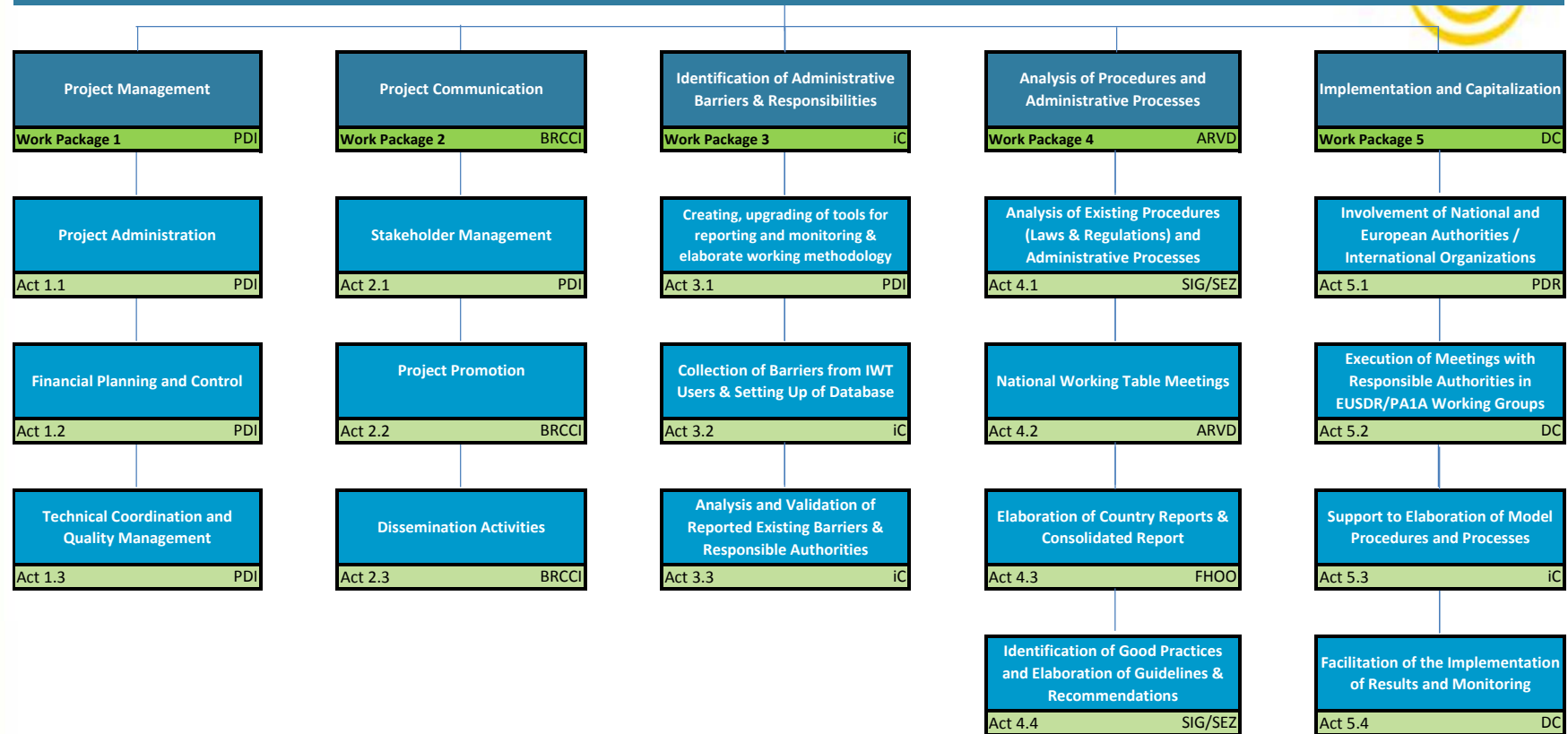
DANTE - IMPROVING ADMINISTRATIVE PROCEDURES AND PROCESSES FOR DANUBE IWT



Work breakdown structure - overview



Improving Administrative Procedures and Processes for Danube IWT (DANTE)



Project properties



ERDF Partners:

- Pro Danube International
- Danube Commission
- Steinbeis Innovation gGmbH, Steinbeis-Europe-Center / DE
- iC consulenten ZT GesmbH / AT
- University of Applied Sciences Upper Austria (FHOO)
- Waterborne Transport Development Agency (ARVD) / SK
- Slovak Shipping and Ports JSC / SK
- Hungarian Shipping Federation (MAHOSZ)
- Hungarian Federation of Inland Waterway Freight Forwarders (MBFSZ)
- Romanian Ministry of Transport
- Romanian River Ship Owners and Port Operators Association (AAOPFR)
- Pro Danube Romania
- Constanta Port Business Association
- Port Authority Vukovar
- Bulgarian-Romanian Chamber of Commerce and Industry

IPA Partner:

- Shipmasters Association of Serbia

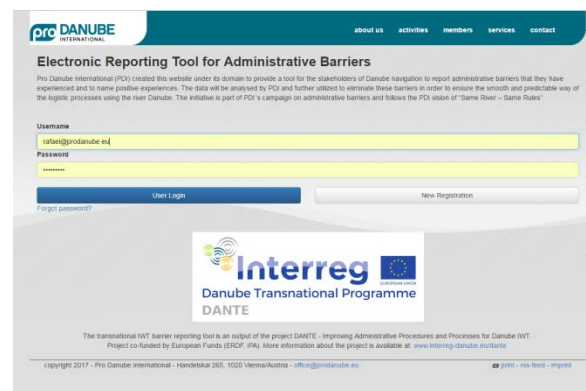
Associated Strategic Partners:

- International Sava River Basin Commission
- RhenuS Logistics Austria GmbH
- Hungarian Federation of Danube Ports
- BRODOKOMERC NS d.o.o. / RS
- Port BULMARKET EAD / BG
- Union of Romanian Inland Ports
- Danube Cruises Romania srl
- Danube Logistics SRL / MD
- Ministry of Maritime Affairs, Transport and Infrastructure
- Ministry of National Development / HU
- State Enterprise Ukrainian Sea Ports Authority
- Ministry of Transport, Construction and Regional Development of the Slovak Republic
- **Duration of the project:** January 2017 - June 2019
- **Total budget:** 1,982,786 EUR
- **ERDF Contribution:** 1,650,134.75 EUR
- **IPA Contribution:** 35,233.35 EUR

Administrative barriers – Electronic Reporting Tool



- Objectives in line with the vision of “Same River – Same Rules”
 - To provide a tool for the stakeholders of Danube navigation:
 - » to report administrative barriers that they have experienced
 - » to name positive experiences
 - Sound database is pre-condition for putting lights on barriers
 - Will be the basis for interventions / further actions



www.prodanube.eu/administrativebarriers

Border Control Experiences collected from 2015 with the help of the PDI online tool



- Repetitive cases have been reported when border / customs controls have been imposed for **voyages between 2 EU countries** (e.g. Romania and Bulgaria) leading to time losses and unnecessary arising logistics costs:
 - From Giurgiu to Ruse Port
 - From Romanian Ports to Svistov Port / Silistra Port
- **Limited working hours**
 - Even if custom controls are imposed, no formalities are being conducted outside the working hours or during the weekend.
- **Positive remarks:**
 - Upstream 1447 km - border controls are no longer in place in countries such as Hungary, Slovakia, Austria and Germany.
- **T2L/T2 documents** also have been blamed for vessels transiting through Serbia which have caused serious delays in transit for cargo which was loaded in Sas Van Gent (NL), has EU origin and was shipped to Bulgaria
- Some cases of **corruption and unprofessional behaviour** of the authorities conducting the border controls have been reported in Mohacs (Hungary), Bezdán (Serbia), Veliko Gradiste (Serbia)
- In the port of Giurgiu (Romania), many times the authorities conducting the border controls are not available or are in an **unsuitable working condition**
- In the Port of Turnu Magurele (Romania) - Blaming the poor service of the custom office caused by the **lack of proper IT infrastructure**

Cooperation between PA1a and DANTE



- **EUSDR PA1a** provides an implementation platform for targeted measures to improve administrative processes along the Danube
 - definition of thematic priorities: currently border controls
 - work programmes & concrete measures to eliminate administrative barriers
 - working groups including public authorities, shipping sector and interest representations to monitor implementation
 - permanent consultation with the governmental stakeholders
- **DANTE** will feed PA1a with practical sector inputs by
 - identifying administrative barriers and proposing viable solutions for their elimination
 - organising and focusing the shipping sector's support for the implementation of measures
 - claiming and monitoring improvements of specific administrative processes towards public authorities including feedback on the existing procedures
 - defining the Danube IWT Administration Strategy





Thank you for your attention!



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<http://www.interreg-danube.eu/dante>

