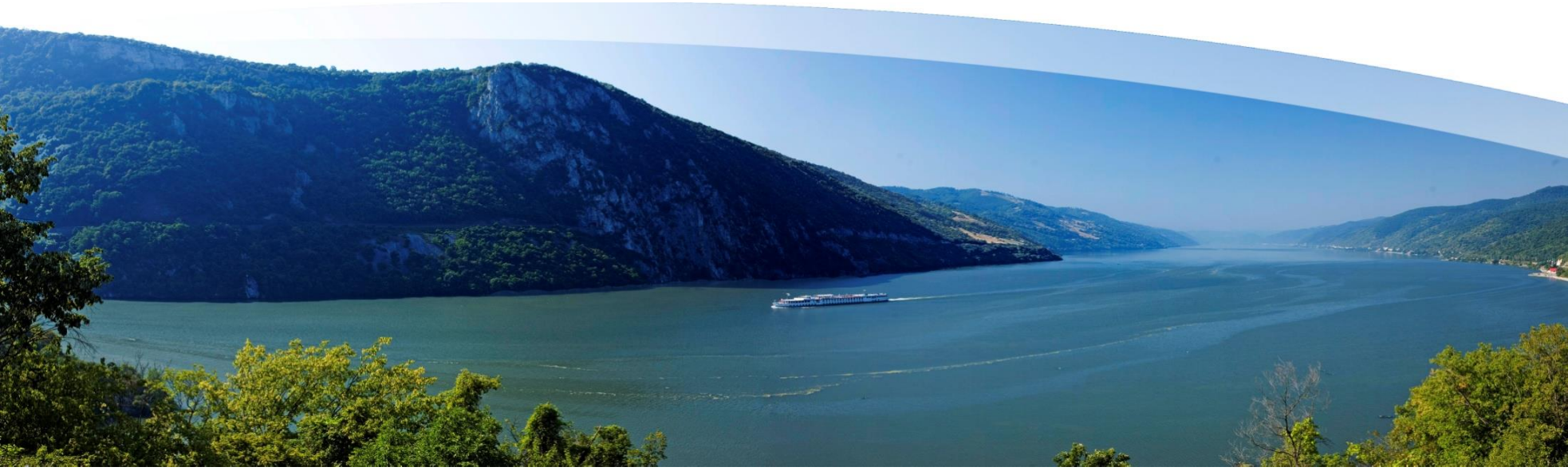
EUSDR PA1a
14th Steering Group Meeting

Budapest | 12th June 2018



Welcome and introduction

Approval of the agenda

Reports on Working Group 3 – Fleet Modernisation

Report on projects GRENDEL/Green Danube/PROMINENT by Pro Danube

GRENDEL

Modernization of the Danube Fleet

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GRENDEL – Green and efficient Danube fleet

Manfred Seitz, General Secretary

12 June 2018, Budapest, EUSDR PA1A SCOM

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

Part of policy initiative based on cooperation & commitment

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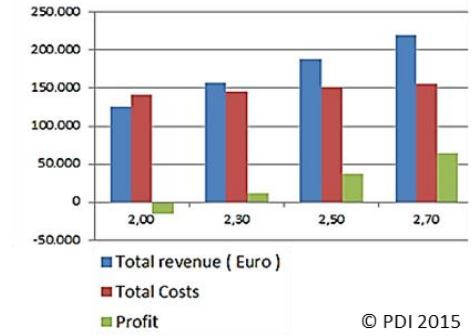
Project co-funded by European Union Funds (ERDF, IPA)

Challenges for greening of Danube inland fleet

- **Current fleet:** c.450 self-propelled vessels, c.370 pushers, c. 1.700 barges; 20 companies own more than 75% of vessels
- **Highly insufficient waterway maintenance in several Danube countries deprived vessel operators from major fleet investment →** fleet average >> 40 years
- **Need to fulfil NRMM STAGE V REGULATION (EU) 2016/1628**
- *Priority for IWT till 2030 is **to improve air pollutants** to keep-up with road haulage (Euro VI trucks) and rail. Otherwise, shift to water policies undermined, while CO2 reduction is maintained*
- *Mature technical solutions: **after treatment systems for exhaust emissions** by means of catalyst and filters (SCR and DPF) **or LNG as alternative fuel** reduce damaging air pollutant such as NOx and PM*
- ***Bio-fuels / LBM** in the mix with or as alternative can **reduce CO2 emissions clearly** (contributing to COP21 objectives); in longer term, more hybrid & battery electric vessels in particular for new-builds*
- ***Full battery electric vessels, fuel cells, hydrogen are expected after 2030:** not mature (experimental) and too costly yet, not applicable in IWT for majority of fleets*
- *However, in certain IWT segments electric vessels be expected also on the short term, e.g. local transport with small vessels*

Profitable navigation requires sufficient draft

Draft	2,00	2,30	2,50	2,70
Total Revenue (Euro)	125.700	157.125	188.550	219.975
Total Costs (Euro)	140.863	145.891	150.919	155.947
Profit	-15.163	11.234	37.631	64.028
Profit %	-12,06%	7,15%	19,96%	29,11%
Profit per to	-2,53	1,50	4,18	6,10



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© Prominent 2017

See Prominent (H2020)

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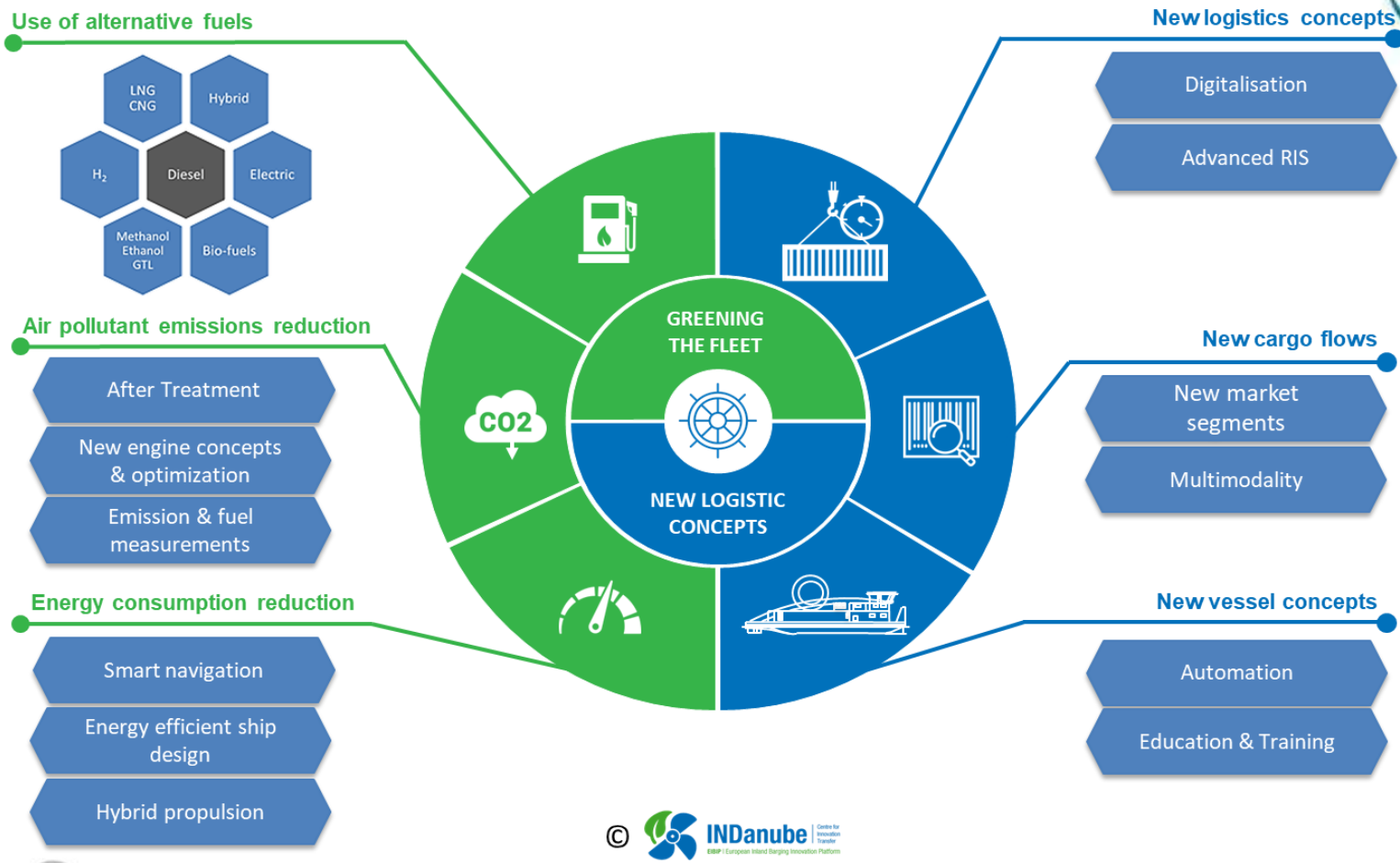
Fields of action for Danube fleet modernization



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

GRENDEL – Project key facts

PARTNERS

FUNDED PARTNERS

- Fleet owners & operators
- Innovation & technology organisations
- IWT development organisations (industry representatives)
- Education institutes
- Ship design experts
- River commission (Danube Commission)

ASP

ASSOCIATED STRATEGIC PARTNERS

- Ministries & their implementing bodies
- Other fleet owners & operators

STAKE-HOLDERS

NON-FUNDED STAKEHOLDERS

- Fleet owners & operators
- Logistics service providers
- Technology providers
- Cargo owners

BUDGET

1.8 MEUR

- ERDF contribution: 85%
- IPA contribution: 85%
- State contribution: up to 15%
- Own contribution: up to 15%

TIME

06.2018 - 11.2020

- 30 MONTHS

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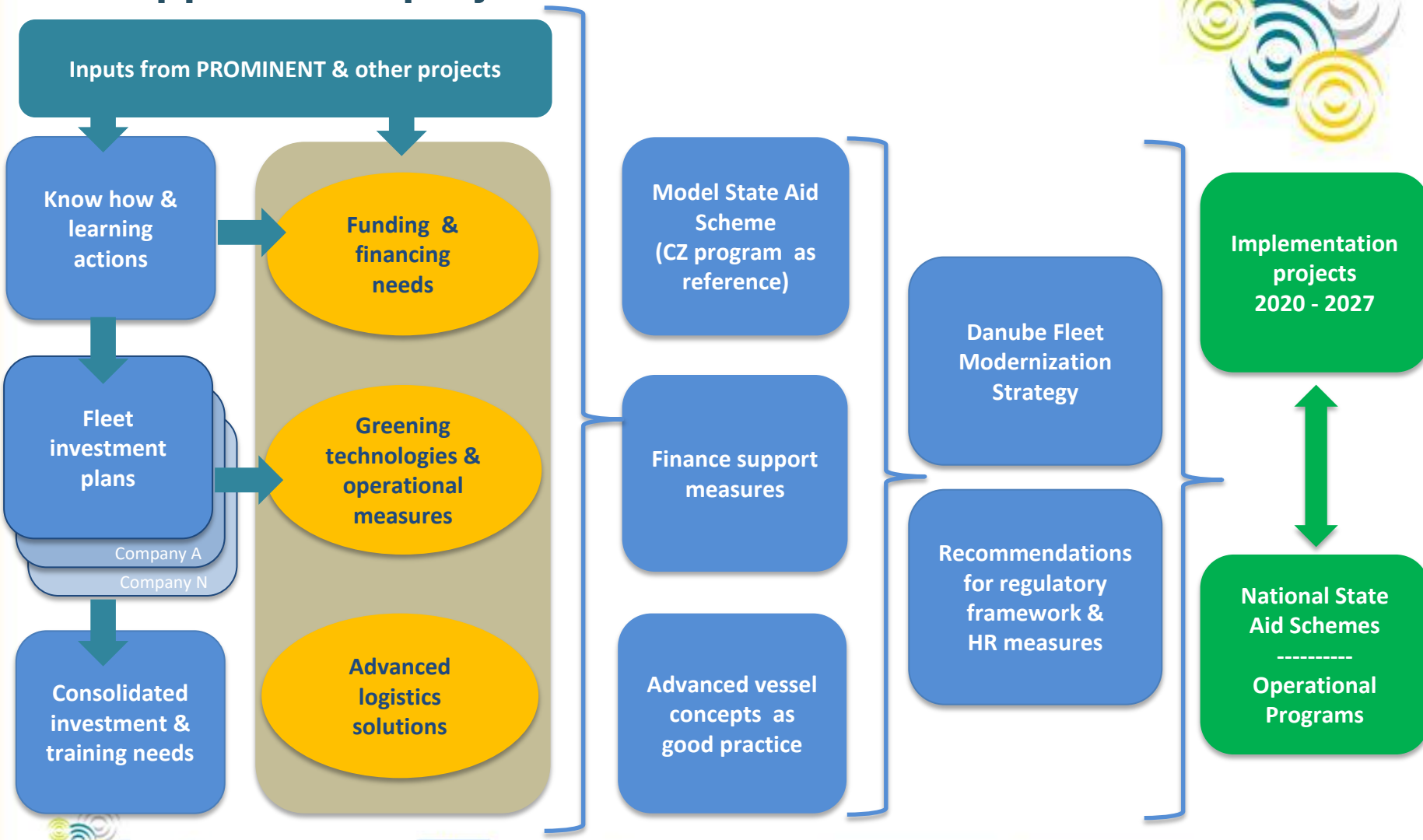
Work approach in project initiative GRENDEL



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Details on the CZ aid scheme (I)

Duration	Until 31 December 2021
Form of aid	Non-reimbursable direct grant / Cohesion Fund
Beneficiaries	All owners or operators of fleets of **inland waterway vessels** whose vessels are **recorded in the Waterways Register of the Czech Republic**, regardless of the nationality of the operator. Only **small and medium-sized enterprises (SMEs)** are eligible under the scheme. *(Estimated number: 11 – 50)*
Eligible costs	Reasonable costs of **drawing up technical documentation** approved by an entity duly authorised to carry out technical inspections of vessels, or by a classification society recognised under EU legislation, constitute eligible costs under all sub-programmes *+ see previous slide regarding activities/investments*
Budget	The overall financial volume: 420 MCZK *(= 16,084,700 EUR with exchange rate 25/08/2017)* Each sub-programme will be allocated 140 MCZK *(= 5,361,580 EUR with exchange rate 25/08/2017)*
Co-financing	Sub-programme 1: 85% of the eligible costs Sub-programme 2 & 3: 85% for small enterprises and 75% for medium-sized enterprises Limit: all modernisations on a vessel under the aid scheme must not exceed 30% of the price of a new reference vessel *(80 MCZK = 3.063.760 EUR). → limit is approx. 1 MEUR*

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

Objectives & targeted activities

Reduction of environmental impacts of waterway transport

Sub-programme 1

Aimed at reducing the environmental impacts of IWT **by reducing emissions of gaseous and particulate pollutants** from internal combustion engines & auxiliary motors, and by implementing other measures with direct environmental benefits.

Eligible costs

- **replacing vessels' engines**: the acquisition of low-emission engines and auxiliary motors; directly related subsequent components (e.g. gearbox), & installation
- converting vessels to a **new fuel**: converting vessels to a new fuel (LNG), incl. acquisition of associated technology (both mono- & dual-fuel)
- **remodelling stern of vessels**: acquiring technology for adjusting the shape of a vessel's stern, including its installation & adjustment of the vessel's stern, incl. acquisition of materials;
- **modernising propulsion equipment**: acquiring propulsion equipment components (propeller, nozzle, shaft), incl. installation costs;

Modernisation of vessels to increase multi-modality of freight transport

Sub-programme 2

Aimed at **increasing the involvement of waterway transport in the multimodal transport chain** by making the vessels more **competitive, operationally flexible and secure** in the context of multimodal transport chain by modernising them

Eligible costs:

- purchasing **lightweight stacking covers** for the hold (cargo compartment), including installation in the vessel
- **raising hatchways**, including the purchase of materials
- horizontally **extending hatchways**, incl. the purchase of materials
- purchasing **transportation frames for passenger cars**
- broadening a vessel (push boats) or prolonging a vessel, incl. materials

Modernisation of vessels leading to increased safety of IWT

Sub-programme 3

Eligible costs

- fitting vessels with **bow steering equipment**, incl. installation
- purchasing and replacing **outer plating**, incl. replacement of affected vessel parts
- adding **radar** equipment, incl. installation
- replacing the **coating of submerged parts** (outer plating) or providing a new surface finish/protection for these parts
- reconstructing the **electrical wiring** on board, incl. purchase of electrical wiring

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Why public support for Danube fleet modernization?

- Various **studies point to great value for society and to necessity of public interventions** in order to speed-up greening of inland fleet in Europe
- **Limited added value due to NRMM Stage V** as only applicable for new engines from 2019/2020
- **NO legislation for existing vessels** and their engines to bring down pollutant emissions
- **NO incentives & funding programmes** in Danube region yet
- **Hardly any business case for greening solutions** (except for LNG with high oil price scenario)
- Without intervention **ship owners must keep using the old** (polluting and inefficient) **engines.** This results in poor levels of emission reduction over the next decades and persisting high levels of harmful air pollutants (NOx, PM) and high CO2
- **Danger that old (polluting) vessels pushed out from Rhine** will be transferred to the Danube
- Modernization of Danube fleet must be **coordinated and in in line with Western Europe**

LNG-fuelled type C tanker EcoLiner developed by DAMEN within the LNG Masterplan for Rhine-Main-Danube project (2013-2015) © DAMEN

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Thank you for your attention!

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GREEN DANUBE

Integrated transnational policies and practical solutions for an environmentally-friendly Inland Water Transport system in the Danube region

National Workshop on Greening Strategy Austria

Robert Rafael

12 June 2018
EUSDR PA1a SG Meeting, Budapest

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

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GENERAL INFORMATION

- **GREEN DANUBE DTP 1-043-3.1**

- **Priority Axis 3**: Better connected and energy responsible Danube region

- **Specific Objective 3.1**:
Support environmentally–friendly and safe transport systems and balanced accessibility of urban and rural areas

- **Duration:** 30 months (January 2017 – June 2019)

- **Total Budget:** 1.586.244 EURO
- **ERDF Contribution:** 1.267.897,40 EURO
- **IPA Contribution**: 80.410 EURO

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CONSORTIUM: 10 PPs+6 ASPs of 7 countries

Partners (PPs)

LP - CER – Romanian Maritime Training Centre, **RO**

1. Pro Danube Management GmbH – **AT**
2. Black Sea - Danube Association of Research and Development – **BG**
3. Inland Navigation Development Centre Ltd – **HR**
4. Development Centre for Ship Technology and Transport Systems – **DE**
5. National Association of Radio Distress-Signalling and Infocommunications – **HU**
6. The Regional Environmental Centre for Central and Eastern Europe – **HU**
7. Danube Delta National Institute – **RO**
8. Association of Cross Border Cooperation „Lower Danube" – **RO**
9. Danube Competence Centre – **RS**

Associate Strategic Partners (ASPs)

1. Danube Delta Biosphere Reserve Authority – **RO**
2. General Directorate for Water – **HU**
3. Directorate for Inland Waterways – **RS**
4. Danube Commission – **HU**
5. Executive Agency Maritime Administration – **BG**
6. Ministry of Transport – **RO**

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CHALLENGES and APPROACHES

Challenges:

Air pollution in the Danube Region

Different emissions due to different ***technologies, fuels*** and environmental **policies**

Inadequate information on environment protection

Approaches:

Contribution to limit impact of IWT on the Danube ecosystem by measurements and impact analysis – **Air Quality measurement**

Deploying research and **inventories** focused on green **technologies**, alternative fuels and sailing behaviour by providing solutions and **Policy Agenda**

Contribution to **raise public awareness** on the impact of IWT on nature **by developing Environmental Information Centres**

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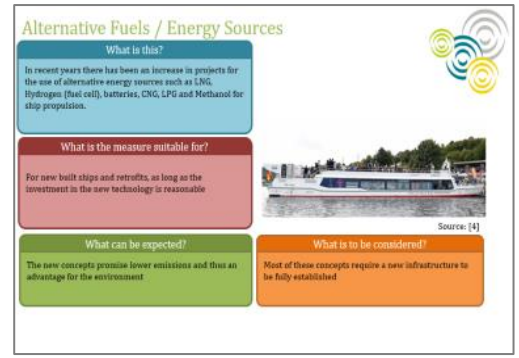
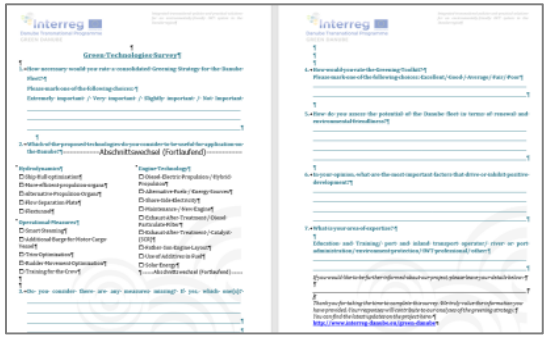
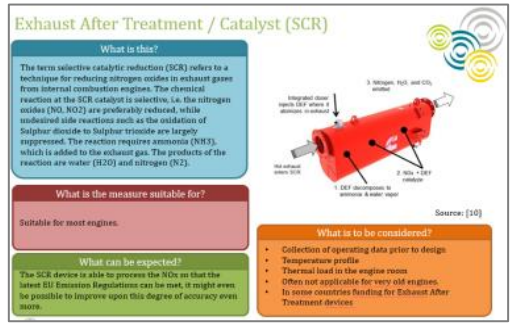
WORK PACKAGE 4 – GREENING STRATEGY

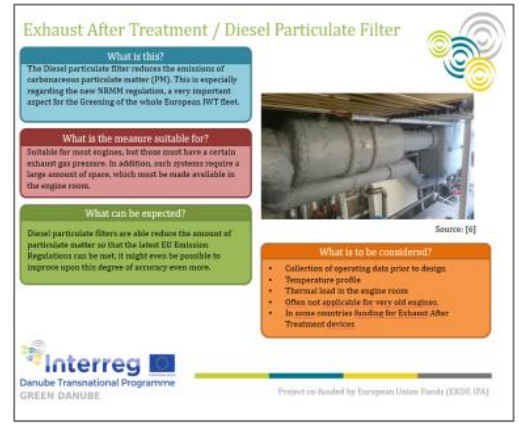
Greening Strategy *for emissions reduction* *based on possible greening technologies for the Danube Region*

- What is it?
- What is the measure suitable for?
- What can be expected?
- What is to be considered?









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WP 4 - Greening Technologies

- **Output 4.2:** National workshop organised in 7 countries

- **Contribution to project specific objectives:**
  1 national workshop organized in each of the 7 project countries for **presentation of pollutant emissions reduction solutions**, including **joint testing of Toolkit for innovation** and to contribute to **information sharing on existing possibilities for greening**.

- **Austria**: 18 April 2018

Agenda
WORKSHOP ON MODERNISATION OF DANUBE VESSELS FLEET

9:00 – 9:30	**Registration & Coffee**
9:30 – 10:00	**Welcome & policy framework**
	Pro Danube Management (Manfred Seitz)
	EUSDR PA1a – Working Group on fleet modernisation (Juha Schweighofer, via donau)
10:00 – 10:30	**Inland vessel modernisation projects & initiatives**
	PROMINENT (Jaap Gebraad, STC)
	GREEN DANUBE (Markus Eppich, Pro Danube Management)
	INDanube (Lucia Karpatyova, Pro Danube Management)
10:30 – 11:00	**Non-Road Mobile Machinery (NRMM) Directive**
	Introduction to the requirements for the IWT sector & greening strategies and alternative fuels in the Netherlands (Khalid Tachi, EICB)
11:00 – 11:30	**Greening technologies and tools supporting decisions of vessel fleet owners**
	Assessment of greening technologies for IWT sector (Juha Schweighofer, via donau)
	Tools for emission and fuel consumption reduction of inland vessels (Erwin van der Linden, EICB)
11:30 – 12:15	**Diesel & diesel after-treatment solutions**
	Projects and experience on the Rhine (Sebastiaan Creten, Multronic)
	Marinised EURO VI Stage V engines - equivalent to Stage V NRMM (Sander Langenberg, Vink Diesel)
	Q&A
12:15 – 13:15	**Lunch break**
13:15 – 13:45	**LNG Infrastructure built-up in the Danube region**
	Availability of LNG & LNG fuelling infrastructure in the Danube countries (Manfred Seitz, Pro Danube)
	fueLCNG: L-CNG infrastructure in Slovakia (Peter Mozolak, SPP)
	LNG Hub Austria: L-CNG infrastructure in Austria (Thomas Plessnitzer; Rohöl-Aufsuchungs AG)
13:45 – 15:45	**LNG solutions for new-build and retrofit**
	Mono-fuel gas engines (Klaus Poepsel, MTU)
	Dual-fuel gas engines (Krzysztof Czerski, Wärtsilä)
	First-hand experience with LNG as fuel for inland vessels: "MS Ecoliner" (Simon Provoost, DAMEN)
	Q&A
15:45 – 16:15	**Coffee break**
16:15 – 16:45	**Funding & financing for inland vessels modernisation and greening**
	National support schemes & EU funding options (Lucia Karpatyova, Pro Danube Management)
16:45 – 17:00	**Feedback round and discussions**
	Moderated by Manfred Seitz (Pro Danube)

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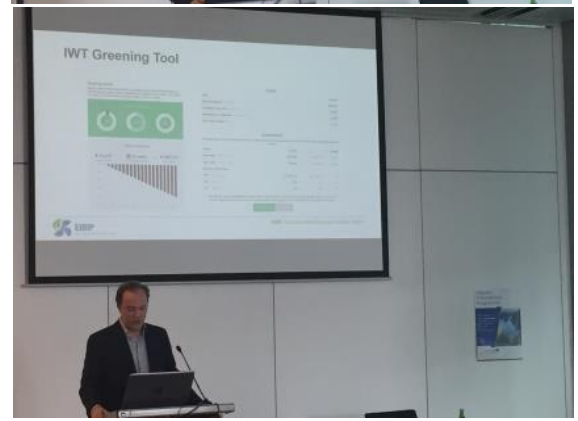
National Workshop Austria

NRMM STAGE V Regulation

National Workshop Austria



Tools supporting decisions of vessel fleet owners

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National Workshop Austria

Damen Shipyards “Ecoliner”;
Multronic diesel aftertreatment;
PROMINENT greening technologies

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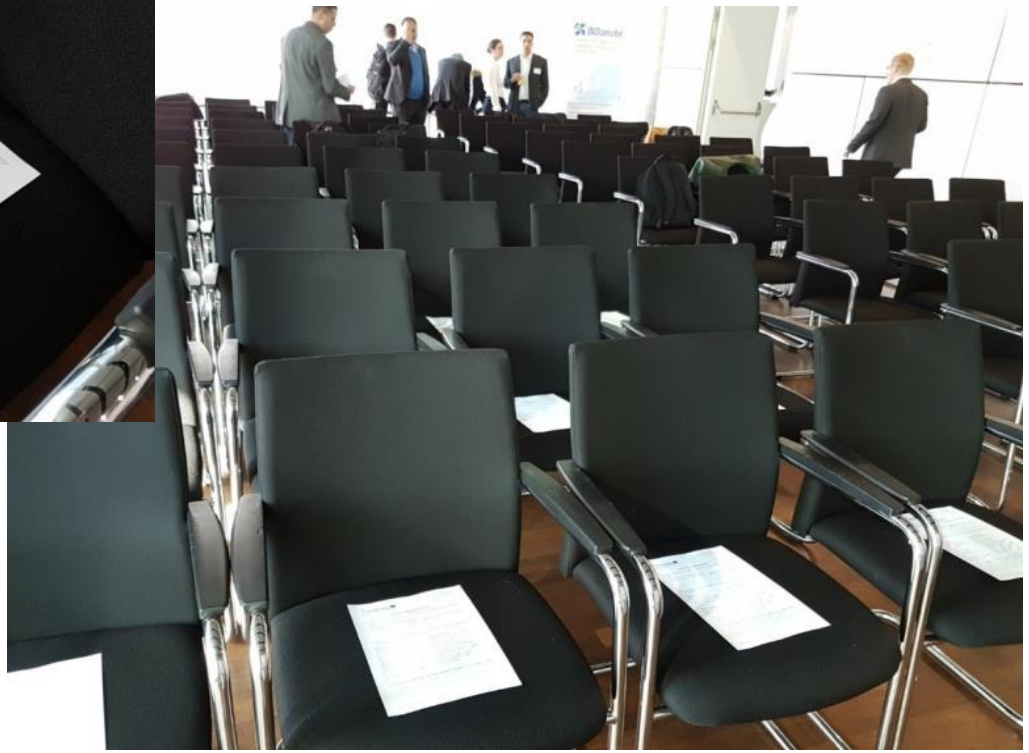
National Workshop Austria

Green Technologies Survey



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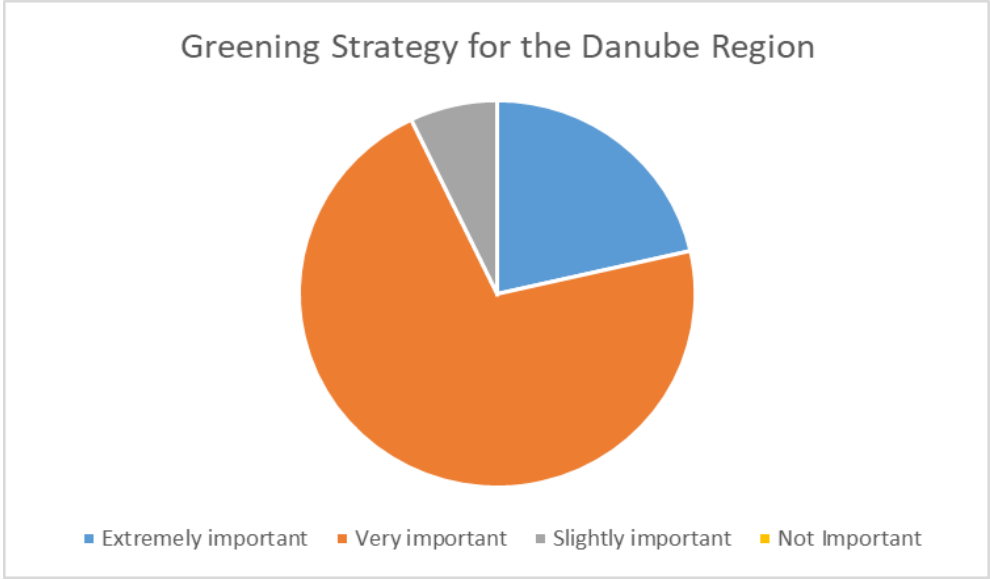
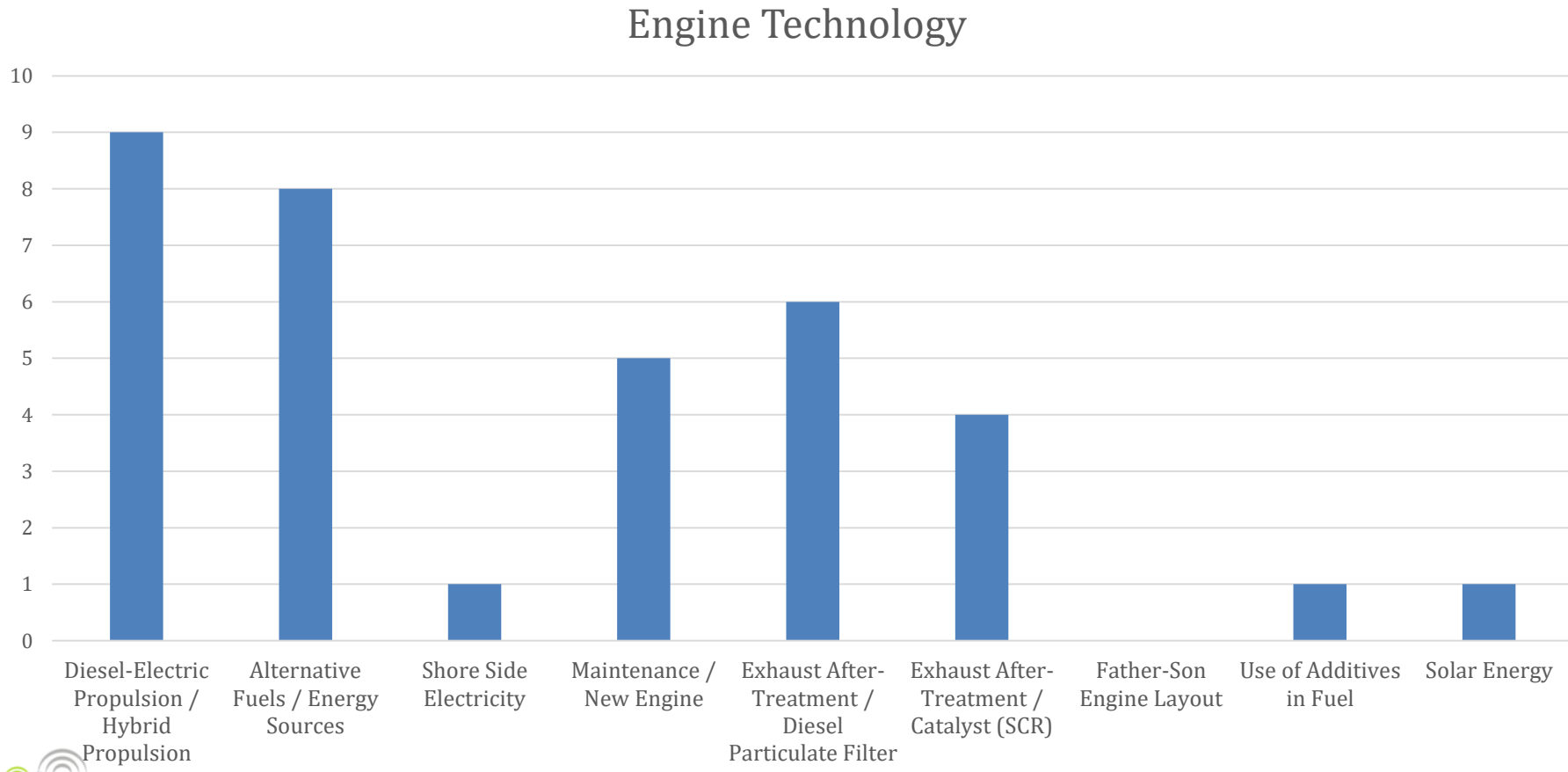
Green Technologies Survey – **First Results** [N:14]

- How necessary would you rate a consolidated Greening Strategy for the Danube Fleet?
  - Extremely important: 3
  - Very important: 10
  - Slightly important: 1
  - Not Important: 0



Which of the proposed technologies do you consider to be useful for application on the Danube?



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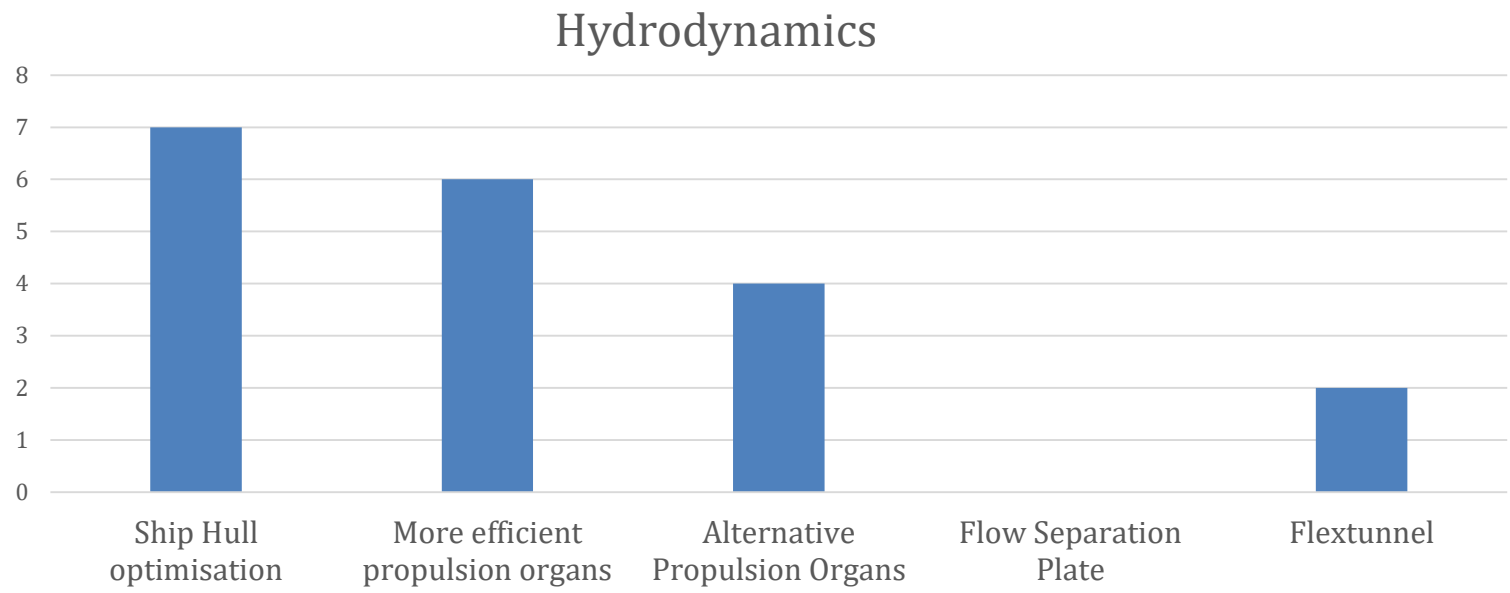

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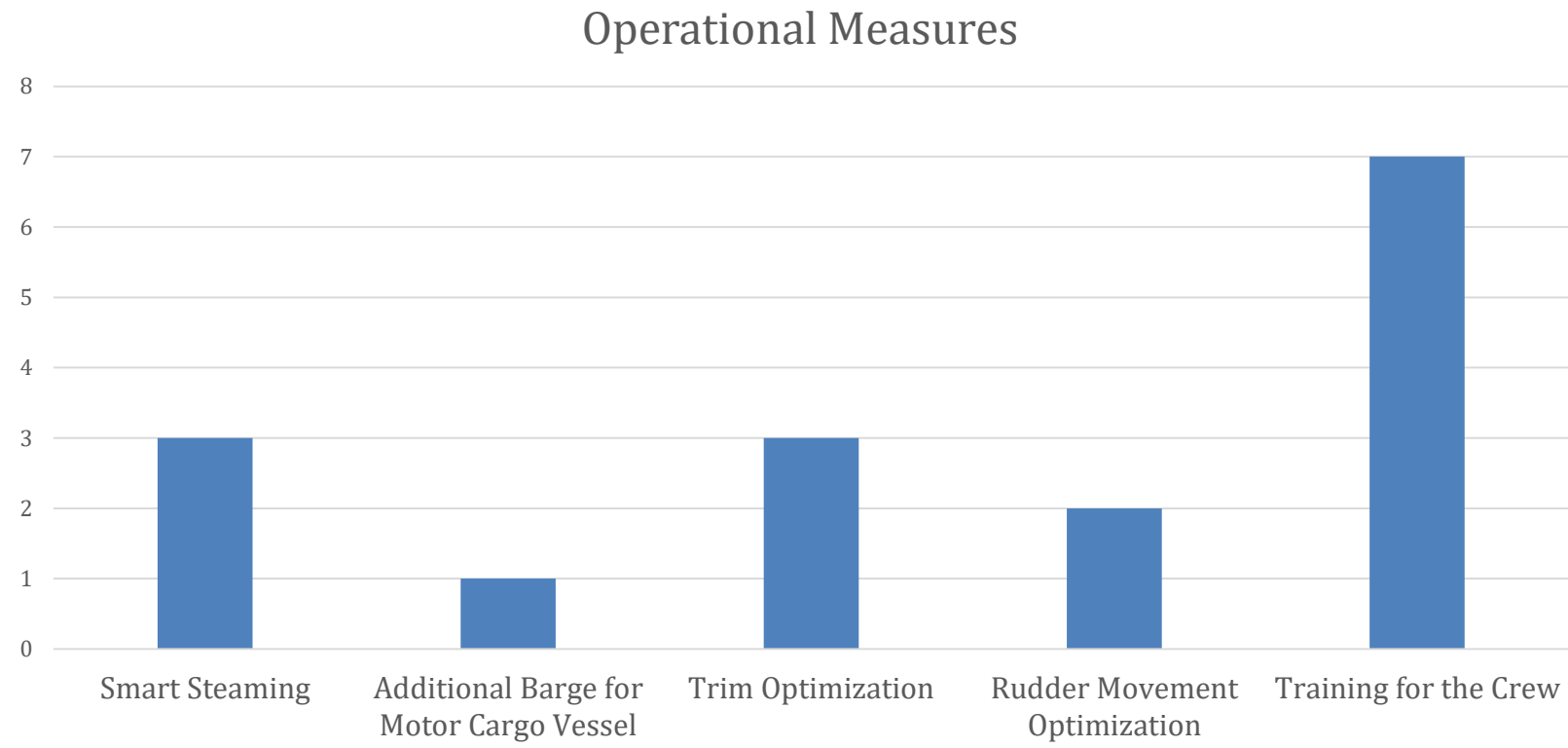

Green Technologies Survey – **First Results** [N:14]

- Further results of survey:
  - **Greening Tool** was rated very good
  - **Potential of the Danube Fleet** in terms of renewal and env. friendlyness: rather low / potential in the future
  - **Most important factors** for IWT on the Danube: **Costs / ROI**

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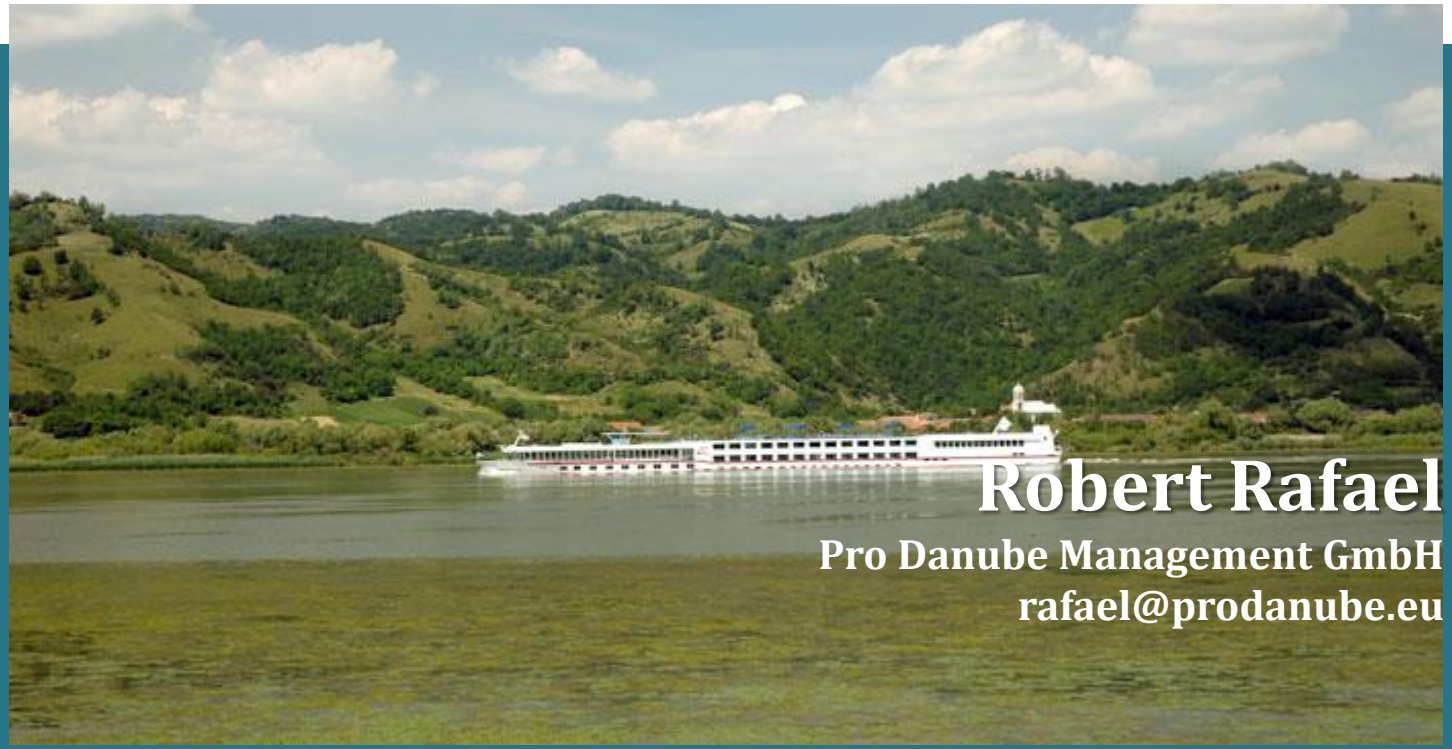


Robert Rafael

Pro Danube Management GmbH

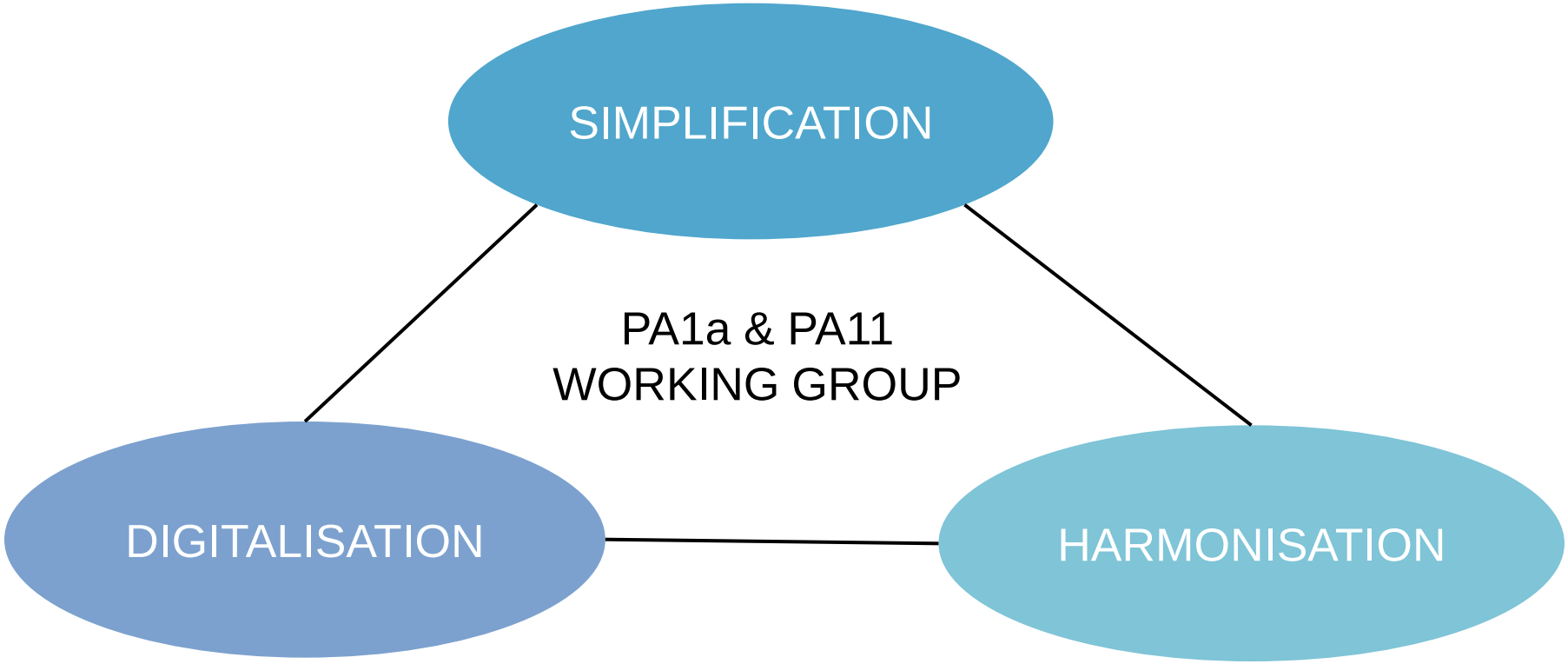
rafael@prodanube.eu

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

Reports on Working Group 6 – Administrative Processes

Report on joint PA1a/PA11 Working Group by viadonau

Rationale for joint working group between PA1a/PA11



Implementation of targeted measures for improved border controls

Simplification

"Control procedures should be merged or aligned and the number of procedures reduced to those that are economically justified, with a view to increasing the competitiveness of business." **Community Customs Code, Regulation (EC) No 450/2008**

- Avoid duplication/multiplication of work for ship crews (multiple requests for data, multiple forms, multiple controls)
- Elimination of requests for data which does not have any specific purpose in the control process
- Clearly structured and self-explaining control procedures
- Adequate guidance for shipping companies and crews (e.g. manuals)

Implementation of targeted measures for improved border controls

Harmonisation

- International standardisation of data requests, forms and processes leads to more efficient and effective border controls:
  - faster procedures for vessels complying with laws and requirements
  - easier identification of vessels not complying with law and requirements through cross-border collaboration
- Further European integration and economic development is only possible if same rules apply all along the Danube (same river-same rules)

Implementation of targeted measures for improved border controls

Digitalisation

- Impulses for transparent, effective and efficient border control procedures through digitalisation
- Benefits for border control authorities through simplified data exchange
- Benefits for shipping companies/ship crews and control authorities as time for administrative tasks can be substantially reduced (predefined/default data, avoidance of paperwork, efficient procedures through new electronic solutions)

Working Group PA1a/PA11 is 1 out of 6 TEN-T Corridor Flagship Projects

Transport policy objective	Flagship project's specific objective	Core network corridors
Pilot action on digital transport and logistics	Promoting the collection and sharing of data needed to enable smart and efficient freight logistics (across all transport modes), and ensuring interoperability of such data. This project builds on and interacts with the work of the Digital Transport Forum	Considerations started with the Scandinavian – Mediterranean Corridor but action is encouraged on all corridors
Towards digitalisation of administrative processes on inland waterways	Simplifying and harmonising administrative processes of relevant public authorities; thereby preparing for digitalisation of such processes for inland waterway transport	Danube Corridor

- Launched during TEN-Days in Ljubljana on 26 April 2018

Priority Area 1a

Priority Area 11

CONTROL FORMS M01,M02,M03,M11,M16	CONTROL DATABASE M17
GUIDANCE FOR SHIPPING COMPANIES M05,M11	DEPLOYED CONTROL PERSONNEL M04,M09,M10
CONTROL PROCESSES M07,M08,M18,M19,M20	TRANSPARENCY & GOOD GOVERNANCE M06,M12,M13,M15

Control forms

- Danube Navigation Standard Forms (DAVID) adapted to the feedback received in consultation phase with working group members (until December 2017)
- Final discussion on 24 April 2018 at the occasion of the joint Working Group meeting in Karlsruhe
- Agreement on technical level regarding the three proposed DAVID forms:
  - Arrival and departure report
  - Crew list
  - Passenger list

Implementation strategy and next steps

1. **April 2018**: Agreement on technical recommendations on working group level (on selected issues such as DAVID forms)
2. **June 2018**: Presentation on Steering Group level (PA1a and PA11) as regards the technical proposals of the joint working group PA1a/PA11
3. **July 2018**: Inclusion of the theme of administrative barriers in ministerial conclusions (Danube Transport Ministers), to be endorsed on 3rd December 2018, prepared by PA1a in conjunction with DG MOVE / REGIO and the incoming Austrian EU Presidency
4. **July 2018**: Preparation of path towards anchoring of technical results in EU legislation together with DGs MOVE and HOME / DIGIT, including a possible complementary project in which the implementation steps are being elaborated/piloted

Reports on Working Group 5 – Education & Jobs

Update on strategy for implementing Directive 2017/2379

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Danube SKILLS

DANUBE REGION strategy
Mobility | Waterways

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

Update on Strategy for implementing the EU Directive 2017/2397 on the recognition of professional qualifications in inland navigation

Doina Munteanu/CERONAV
Senior Expert / Coordinator **Danube SKILLS**
Ghiuler Manole/CERONAV
Project Manager **Danube SKILLS**

14th meeting of the PA1a Steering Group
12th June 2018, Budapest

Project co-funded by the European Union

Adoption of the EU Directive

- **12 December 2017** – adopted by the European Parliament;
- **27 December 2017-** published in the Official Journal of the European Union;
- coming into force on the 20th day following that of its publication in the Official Journal of the European Union **– 17 January 2018.**

European Commission responsibilities

The Commission shall adopt the implementing and delegated acts referred to in the EU Directive by **17 January 2020.**

Member States obligations

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this EU Directive by **17 January 2022.**

Project co-funded by the European Union

Adoption of the EU Directive

The EU Directive was adopted in order to:

- streamlining the legal framework;
- increase mobility of workforce;
- increase safety of navigation;
- recognition of qualifications on the competence-based approach.

Member States obligations

Transposition of EU Directive into national laws

Article 288 of the Treaty of EU: all the Member States must transpose the EU Directive provisions into the national laws,
that means to put the provisions of the Directive into their national legal system.

Obligations of education, training and certification institutions

Implementation of the legislative provisions into the existing education, training and certification system of inland navigation personnel- next step after the transposition.

Project co-funded by the European Union

Implementation of EU Directive provisions Danube riparian countries supported by:

I. Danube SKILLS project activities and results
II. CESNI activities and results
III. EDINNA activities

Project co-funded by the European Union

I. Danube SKILLS project activities and results

Output 3.1- Public consultation and train the trainer sessions

Public consultation workshops with relevant stakeholders in 8 Danube Riparian countries were organized in 2017 in order to promote the new EU Directive and take stock of current legal framework in each country. In Romania the public consultation was organized by CER in Galati and where also representatives from Ukraine and Republic of Moldova were invited.

Useful result for the promotion of the EU Directive provisions and to raise awareness of the most relevant stakeholders and policy decision makers.

I. Danube SKILLS project activities and results

Elaboration of didactical materials and organization of the Train the trainer sessions intended to transfer knowledge of two **transnational model courses:**

1. **Safety practices in emergency situations during ship operation- Operational level-** Constanta/RO February 2018**;**
2. **Human resource management and social responsibility on board- Management level-** Bratislava/SK-September 2018**.**

I. Danube SKILLS project activities and results

Train the trainer session on Safety practices in emergency situations during ship operation- Operational level, in Constanta/RO

Organized based on the internal procedures for deployment safety training courses in CER, and on the course compendium an other teaching aids, developed in Act. 3.2.

During the practical application of this training session a short movie was made.

I. Danube SKILLS project activities and results

Train the trainer session on Safety practices in emergency situations during ship operation- Operational level, in Constanta/RO

The course compendium and the short movie can be downloaded from InfoDanube website at the following addresses:

http://www.infodanube.ro/proiecte/SAFETY%20OF%20WORK%20COMPENDIUM.pdf
https://www.youtube.com/watch?v=8uoXJbIEfts

I. Danube SKILLS project activities and results

Outputs 3.2- Transnational tools and implementation methods

These outputs consist in two transnational model courses including innovative competency-based syllabus built on the CESNI Standards of competence, didactical methods, course compendia, evaluation methods, e-learning components and a transnational implementation method including a detailed roadmap for the approval of training programmes.

Useful tools for education and training institutions from the Danube region during the Implementation of the legislative provisions into the existing education, training and certification system of inland navigation personnel.

I. Danube SKILLS project activities and results

Output 3.3- Pilot tests of two model courses

The output consists in organization of **pilot actions on the two model courses in 8 Danube riparian countries** to test the capacity of the Danube riparian country to adopt these transnational learning tools and implementation methods

This output offers them the guidelines needed to align their organizational structures and current practices and procedures to the new EU Directive provisions.

I. Danube SKILLS project activities and results

Output 5.1- Policy support strategy for nautical education

First step- Transnational gap analysis and impact evaluations of nautical qualifications in the Danube Region – identification of the existing gaps in the Danube Region with regard to the implementation of the EU Directive in the existing education, training and certification system of inland navigation personnel.

General conclusion: implementation of the provisions of the EU Directive in the education, training and certification systems of Danube riparian countries can be done in due time but step by step, depending of the available resources and the number of people interested in pursuing a professional career in the field.

I. Danube SKILLS project activities and results

Output 5.1- Policy support strategy for nautical education

Second step- Policy Support Strategy for Nautical Education

The content of the strategy is focused on:

- Roadmap for the transposition of the EU Directive into the national laws;
- Roadmap for the implementation of the new legislation into the existing education, training and certification system of inland navigation personnel
- Human resource planning
- Risk assessment and management.

Based on this Strategy **Action Plan** will be developed an which shall break the strategic goals and objectives of the new legislative framework implementation, into specific actions.

II. CESNI activities and results

Art. 36 of EU Directive- The Commission shall adopt **delegated acts** referred to in Article 17(1) and (4), Article 21(2), Article 23(6) and Article 25(1) and (2) by **17 January 2020.**

The Commission shall adopt delegated acts by laying down the standards for competences and corresponding knowledge and skills in compliance with the essential requirements set out in Annex II.

II. CESNI activities and results

The Commission shall adopt **implementing acts** referred to Article 11(3), Article 18(3) and article 22(4) by 17 January 2020.

The Commission shall adopt implementing acts establishing models for Union certificates of qualification, models for practical examination certificates and models for Service Record Books and Log Books.

II. CESNI activities and results

CESNI- European Committee for drawing up Standards in Inland Navigation – Created at CCNR's plenary session in **June 2015.**

CESNI/QP- working group on professional qualifications- created by CESNI Resolution 2015-I-2.

CESNI/QP/Comp- temporary working group on professional qualifications-
created by CESNI Resolution CESNI 2016-II-4.

II. CESNI activities and results

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

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

II. CESNI activities and results

The following categories of Standards will be part of the EU Directive, **as delegated acts, 18 months from the adoption (July 2019):**

1. **Standards for competences;**
2. **Standards for simulators;**
3. **Standards for practical examination;**
4. **Standards for medical fitness.**

On 10 April 2018, all these standards have been submitted by CESNI/QP to CESNI for analysis and approval during the meeting in November 2018.

CERONAV already informed the project partners on this issue and advised them to use the content of the standards for development of the new education and training programmes.

II. CESNI activities and results

European Commission support

To support implementation of the EU Directive 2017/2397 into the national legislation of Member States, **DG MOVE will provide until November 2018 a coordination procedure** at the level of European Council, to coordinate the Member States on issues that arise during the implementation of the EU Directive.

II. CESNI activities and results

River Commission support

To support implementation of the EU Directive 2017/2397 into the national legislation of Member States, **at the request of European Commission** , CCNR- Central Commission for the Navigation on the Rhine, the Danube Commission and the Sava River Basin Commission will provide for their Member States, specific **Crew Regulations** for navigation on the Rhine, on the Danube and on the Sava river and other important waterways which are under the coordination of Sava River basin Commission.

III. EDINNA activities

EDINNA is the educational network of inland waterway navigation schools and training institutes. It was officially **founded in February 2009** as an Association according to Dutch Law and is registered at the Chamber of Commerce in Rotterdam.
Besides organizational matters, a **strong focus is put on the aim of harmonizing European inland navigation education and training.**

The EDINNA General Assembly votes for an **EDINNA Board** consisting of the President, the Vice-President, the Secretary, the Treasurer and two Advisory Officers.
Since the foundation of EDINNA, CERONAV was represented in the Board in the positions of Advisory officer and Vice president.

III. EDINNA activities

EDINNA was actively involved in the **elaboration of Standard for competence** since the implementation of PLATINA 1 project and after.

EDINNA is CESNI member and strategic partner in Danube SKILLS project.

III. EDINNA activities

EDINNA activities during the General Assembly in May 2018, Harlingen –Netherlands

First day of the meeting

1. Presentation of the latest activities intended for the implementation of the EU Directive 2017/2397 in the Danube region - CERONAV
2. EDINNA activities in CESNI Committee – EDINNA chairman
3. Awareness of members on the provisions of EU Directive 2017/2397 for the implementation of which there are still some obstacles- EDINNA chairman
4. Presentation of a representative of the Ministry of Transport from Netherlands on the transposition and implementation of the EU Directive

III. EDINNA activities

EDINNA activities during the General Assembly in May 2018, Harlingen –Netherlands

Conclusions of the first day of the meeting:

- Preparation of the education and training programmes has to start immediately based on the available final draft of Standards of competence – the changes will be minor after the approval by European Parliament;
- In order to be able to issue the Union certificate of qualification for graduates, educational programmes lasting 3 years, have to be approved not later than 2019;
- Elaboration of educational and training programmes shall consider the Standards for competence but also the technological progress in Inland Water Transport- the members were invited to refer to the innovative competences which can be added.

Each member received a book with EU Directive text and final draft of Standards submitted for approval to CESNI.

III. EDINNA activities

EDINNA activities during the General Assembly in May 2018, Harlingen –Netherlands

Second day of the meeting

Starting from the obstacles which can be occur during the implementation of the EU Directive 2017/2397, EDINNA members were invited to refer to these problems in each country.

III. EDINNA activities

EDINNA activities during the General Assembly in May 2018, Harlingen –Netherlands

Conclusions of the second day of the meeting

The most important problems identified by EDINNA members are:

- lack of cooperation between Ministry of Transport and Ministry of Education;
- framing of educational programs into the qualification levels established by law- the responsibility lies with the National Authority of Qualifications;
- education and training institutions are not yet contacted by the designated national authority to send them new responsibilities;
- lack of education and training institutions in some of the countries and lack of interest for inland navigation sector of the designated authorities.

CERONAV further involvement

Continuing involvement and/or participation in:

CESNI expert groups- standardisation in IWT;

EDINNA Association- harmonisation of education and training of inland navigation personnel;

Expert Group on Social issues in inland navigation- standard on digital data base on professional certificate of qualifications in IWT;

EUSDR Priority Areas Coordination- state of play of skilled workforce in Danube Region.

CERONAV further involvement

- *to be aware of the direction of action of European Commission in the development of the IWT sector, and*
- *to contribute to EUSDR Priority Areas and its actions and/or targets .*

CERONAV further involvement

CERONAV will follow CESNI Working Programme for 2018 and 2019-2021 which is focused mainly on:

- innovative competences for inland navigation personnel;
- development of an eco-efficient navigation;
- development of competences for Basic Safety training;
- quality assurance system to monitor the quality of training and examination;
- standards for recognition of IWT education and training institutions.

CERONAV further involvement

INNOVATIVE SKILLS project application

(Project leader –CERONAV)

Main objectives:

- Aligning knowledge and skills of inland navigation personnel with current and future labour market requirements;
- Promote entrepreneurship for Danube navigation businesses among youth and adults.

CERONAV further involvement

GRENDEL project- Green and efficient Danube Fleet,

will contribute to overcoming major innovation obstacles.

CERONAV is involved as partner.

QUESTIONS ?

Interreg

EUROPEAN UNION

Danube Transnational Programme

Danube SKILLS

Thank you for your attention!

Doina MUNTEANU
Ghiuler MANOLE
CERONAV/RO

Email:doinamunteanu@ceronav.ro
ghiulermanole@ceronav.ro

ww.interreg-danube.eu/danube-skills

Project co-funded by the European Union

Reports on Working Group 4 – River Information Services

Report on project „Enhance the Efficiency of Hungarian RIS Operation“ by RSOE

Enhance the Efficiency of Hungarian RIS Operation

Csaba Kovács
CEO

12 June 2018

Project facts

Name: Enhance the **E**fficiency of **H**ungarian **R**IS **O**peration

Abbrivitaion: **HERO project**

Duration: from 01.03.2015 – 31.05.2018

Net project cost: 4.048.443.922,- HUF

Project funding: 50% - CEF – Connecting Europe Facility
50% - national budget

Beneficiary: Ministry of Innovation and Technology

Implementing body: RSOE

Project identifier: 2014-HU-TM-0619-W

SZÉCHENYI 2020

MAGYARORSZÁG KORMÁNYA

Európai Hálózatfinanszírozási Eszköz

BEFEKTETÉS A JÖVŐBE

Enhancement and modernisation of VHF/AIS services

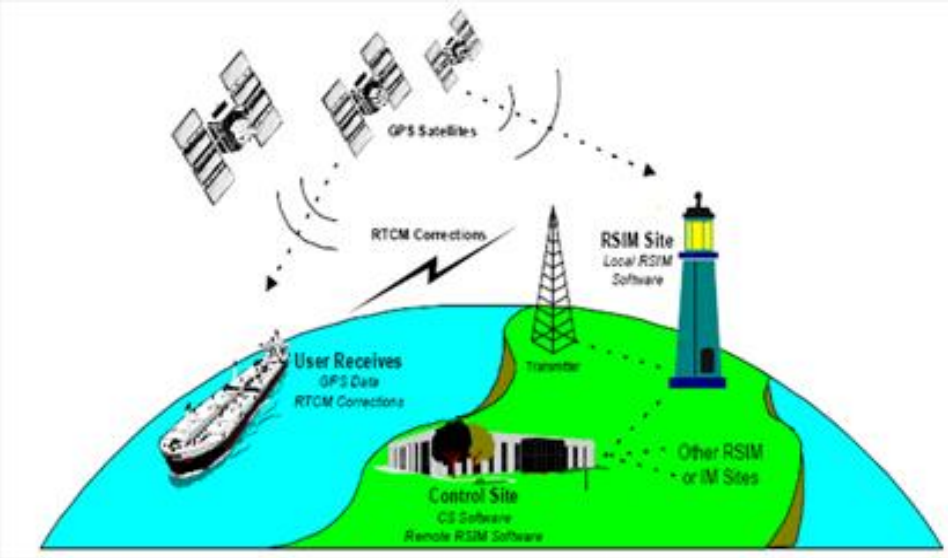
11 fully redundant AIS phisical shore stations

Full coverage of VHF network on channel 16, channel 22 for communication

Refurbished data network

AIS central monitor

Differential positioning system - DGNSS



Identification of position values within 1m to assist a more accurate analysis of navigation events along the entire Hungarian section of the River Danube

Radar and camera system to monitor inland navigation

Installation of 7 riverside radar stations at the most relevant positions

Installation of 14 cameras at the critical sections, bridges and bottlenecks

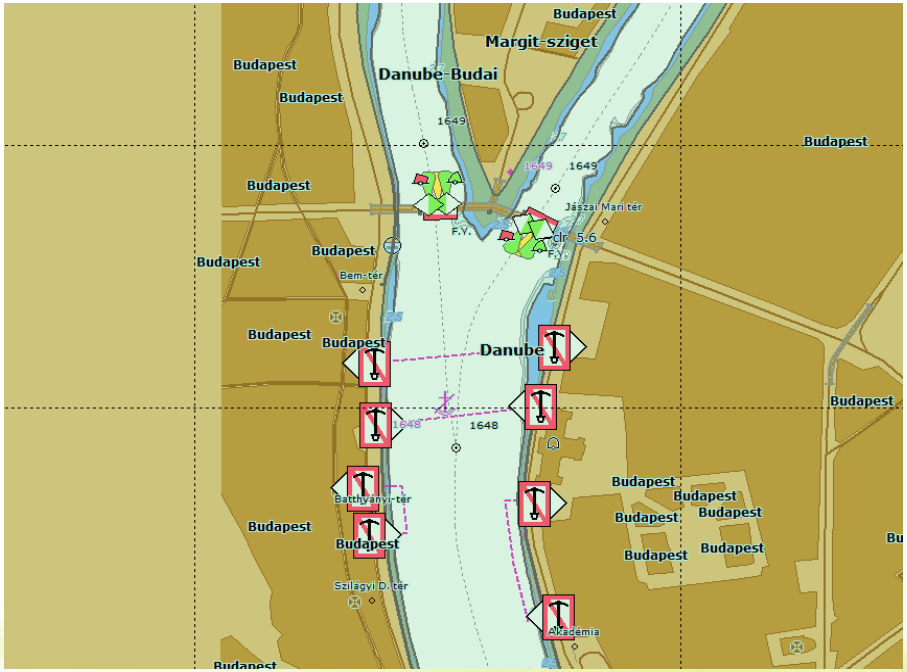
Deployment of 15 meteorological sensors

- **wind**
- **humidity**
- **temperature**
- **visibility sensors**

Provide information real time

Riverbed survey and electronic navigation map update

- **Survey of the entire Hungarian section of the River Danube**
- **Completion of electronic navigation map according to the IENC 2.3 standard**
- **Development of updating methodology**



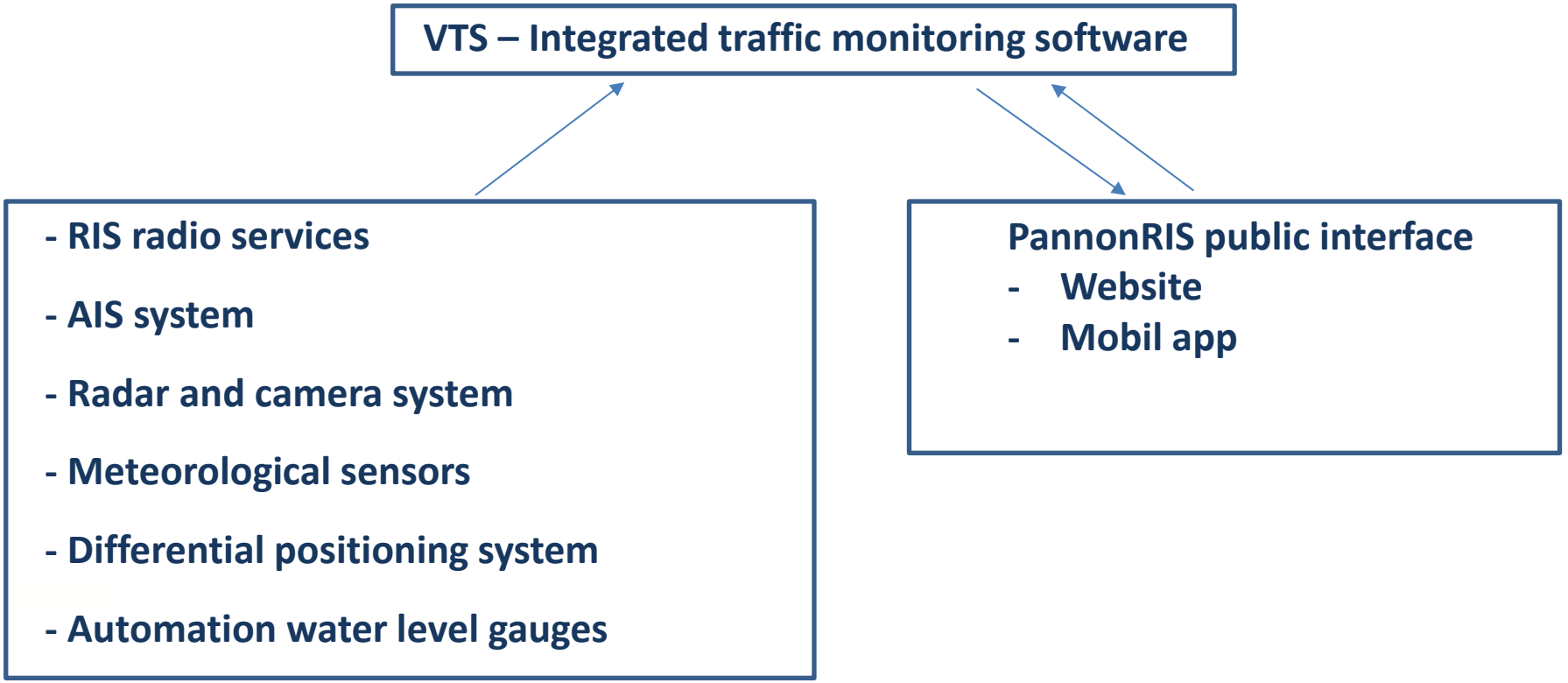
Modernization and automation of water level gauges at 25 sites

- **Refurbishing water level indicators**
- **Water temperature sensors**
- **Installation of meters suitable for automatic measurement**
- **Implementation of data transmission system to inform skippers in real time**

Provide real time data

Publicated in every hour

Remote monitoring system



VTS functionality

Vessel Tracking and Tracing (VTT)

Near real-time display of all relevant data over chart areas. Developed to support touch screen functions, is intuitive and user-friendly

Monitoring and alerting

Electronic ENC chart overview and alarms to support the operator of the overall situational awareness traffic situation. Flexible configurable early warning/alerting system that advices on possible dangerous situations. Generates predefined messages based on templates (NTS, ERI, NW, NM)

VTS functionality

Notice to Skippers (NtS)

Ready to provide information to skippers regarding the state of the inland waterway infrastructure (fairway and traffic information) according to NtS 4.0
Automatic translation of the most important content of notices with a standardized structure and using standard vocabulary in combination with code lists.

AIS messaging

Standard AIS messaging functionalities in addition to sensor fusion (AIS+Radar)

VTS functionality

Incident Management

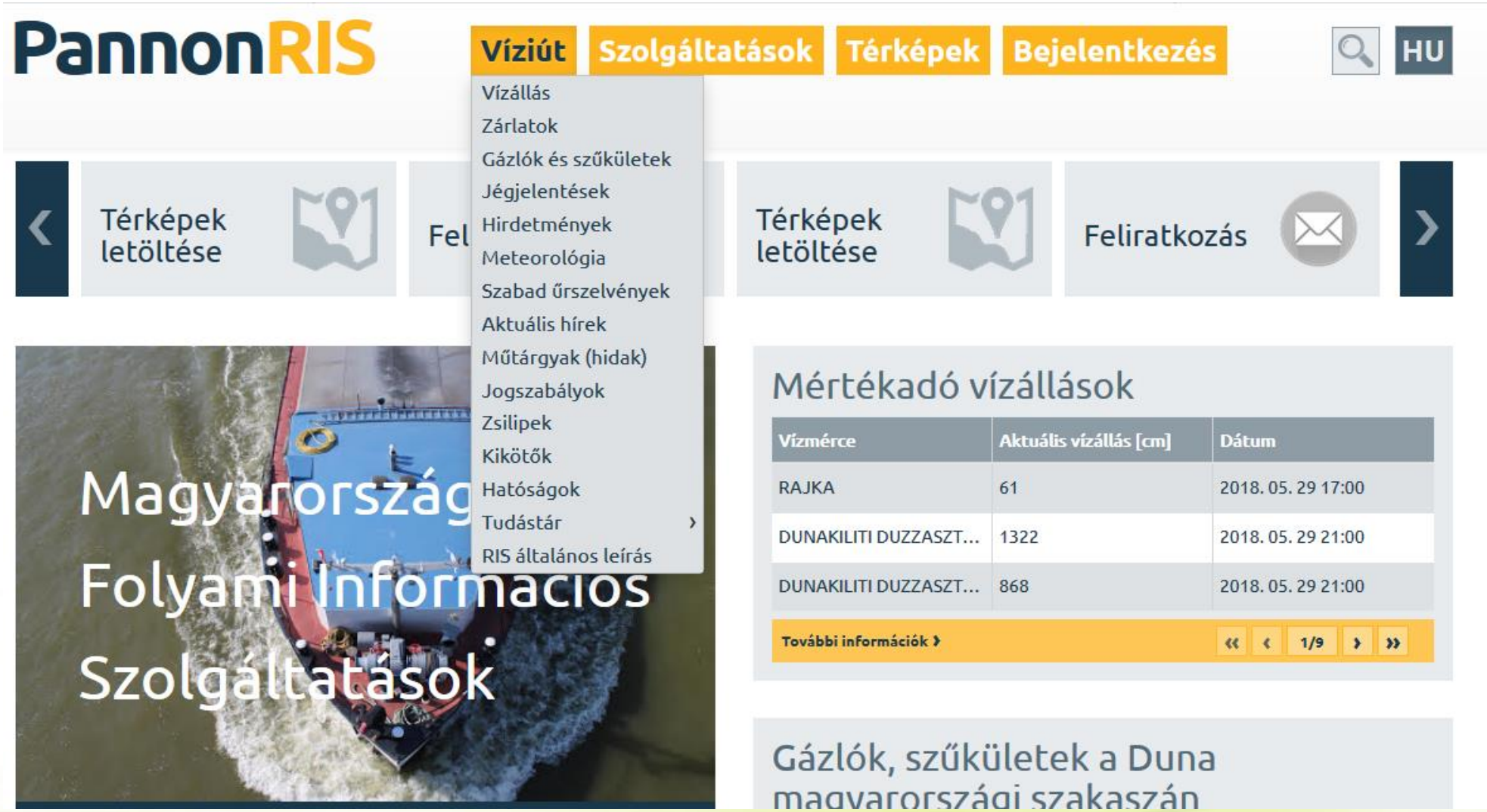
Waste Management

Vessel Registry

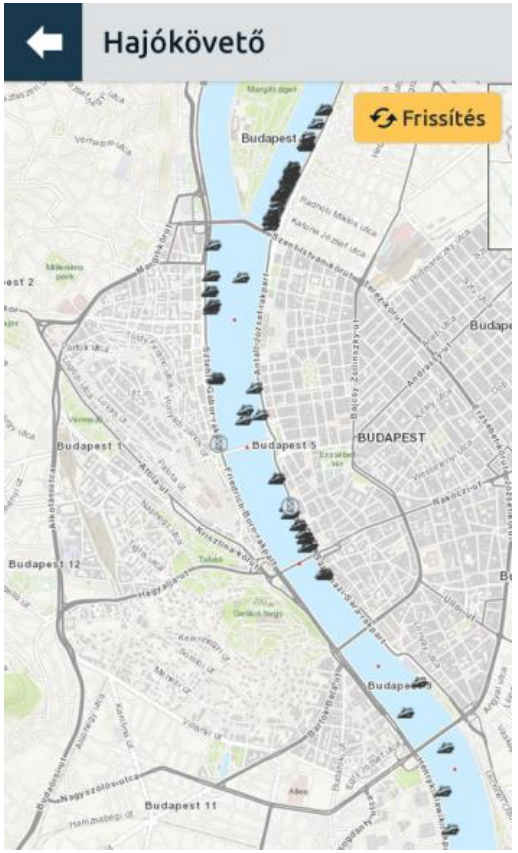
Statistics

Playback

Public interface



PannonRIS mobil app



National Association of Radio Distress-Signalling and Infocommunications

Thank you for your attention!

Csaba Kovács
CEO
saba.kovacs@rsoe.hu

Reports on Working Group 1 – Waterway infrastructure and management

Report on National Action Plans – status June 2018

EUROPEAN UNION
European Regional Development Fund
Bundesministerium Verkehr, Innovation und Technologie
viadonau
Ministerul Transporturilor

Fairway Rehabilitation and Maintenance Master Plan

for the Danube and its Navigable Tributaries

National Action Plan Update
May 2018

EUROPEAN UNION
European Regional Development Fund
Bundesministerium Verkehr, Innovation und Technologie
viadonau
Ministerul Transporturilor

National Action Plan Update May 2018

Participation in the May 2018 Update:

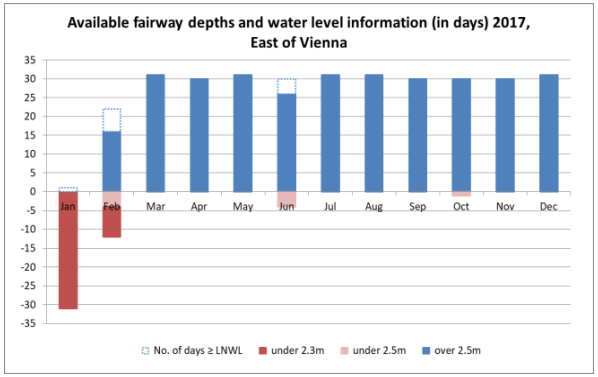
- Germany ✗ (NAP Update will be provided by **August 2018**)
- Austria ✓
- Slovakia ✓
- Hungary ✗ (NAP Update will be provided latest by **29th June 2018**)
- Croatia ✓
- Serbia ✓
- Bosnia and Herzegovina ✗ (no reply)
- Romania ✓
- Bulgaria ✓
- Moldova ✗ (no reply)
- Ukraine ✗ (NAP Update will be provided latest by **29th June 2018**)

Upper and Central Danube

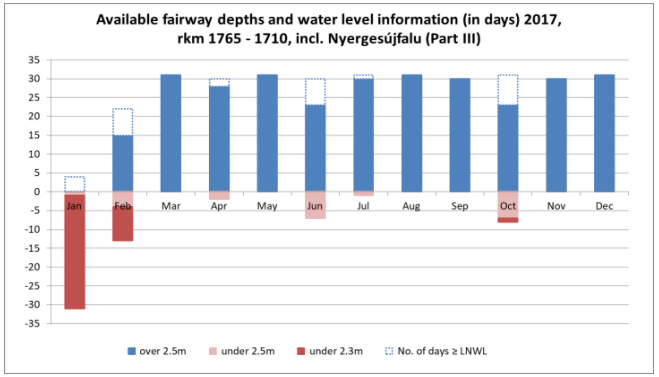
- **Fairway conditions**
- **Major steps for the implementation of the Master Plan**

Fairway situation at the Upper and Central Danube in 2017

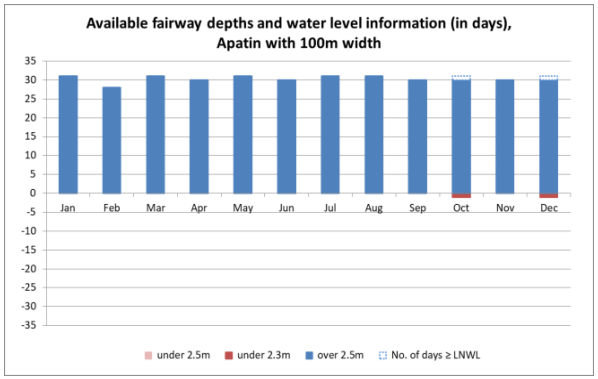
Austria



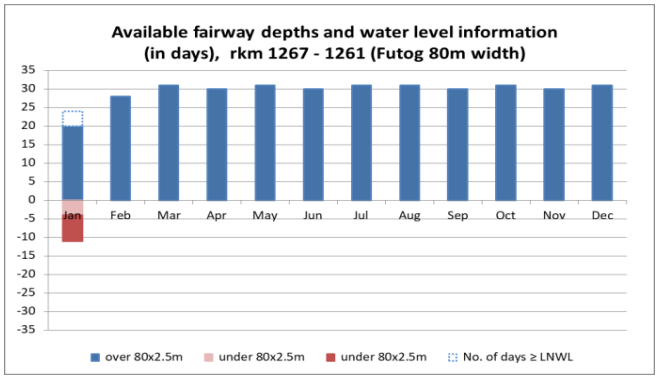
Slovakia



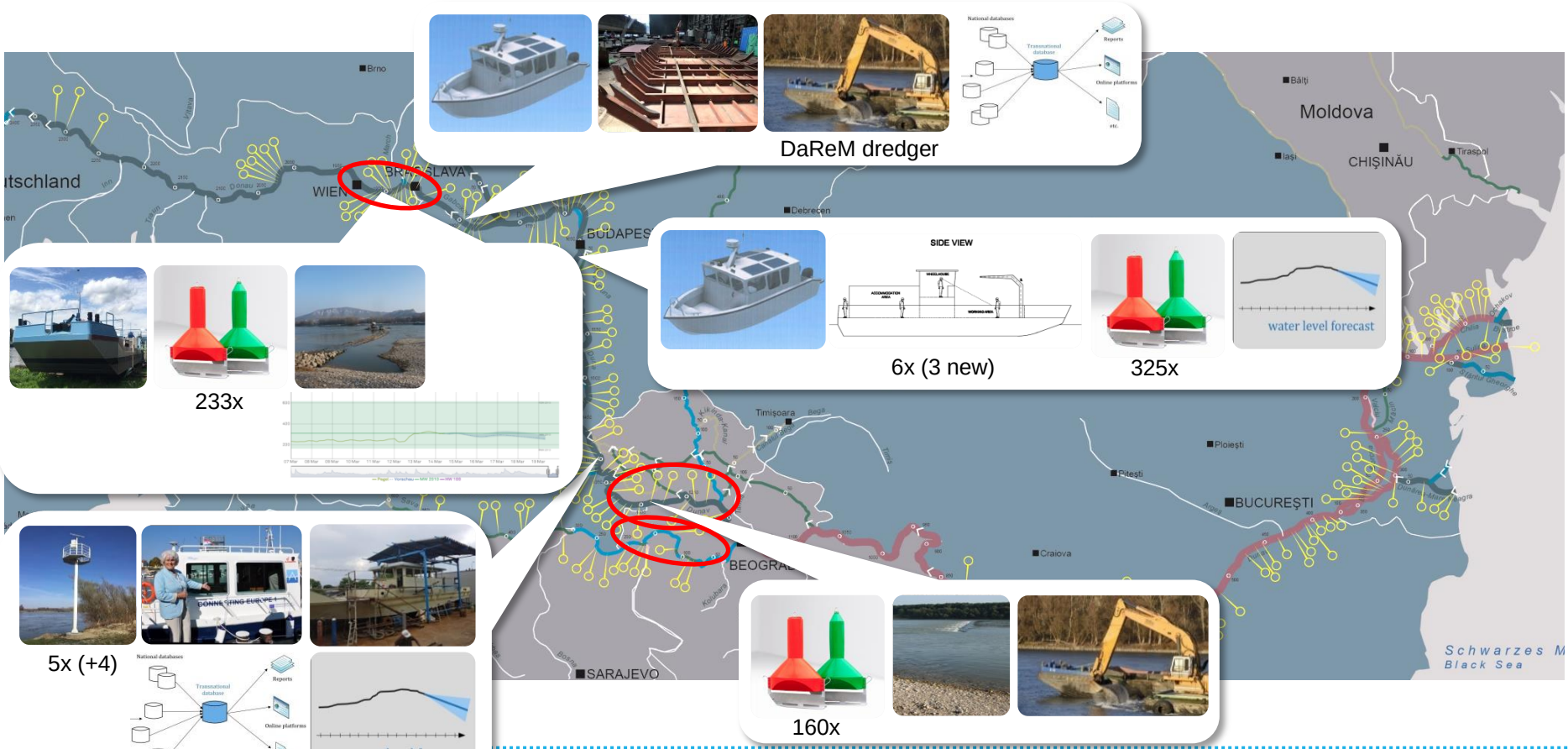
Croatia



Serbia



Major steps for the implementation of the Master Plan - 2017 on the Upper and Central Danube

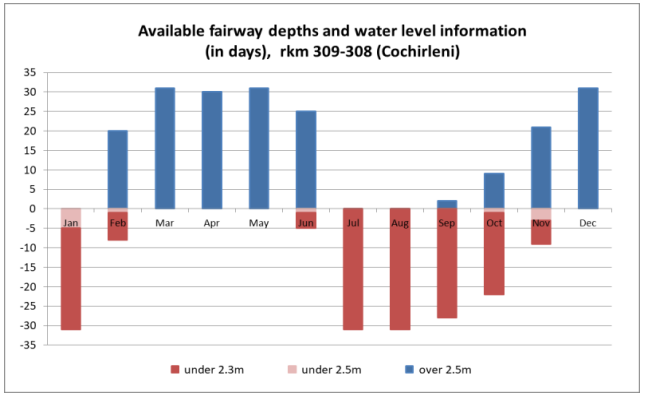


Lower Danube

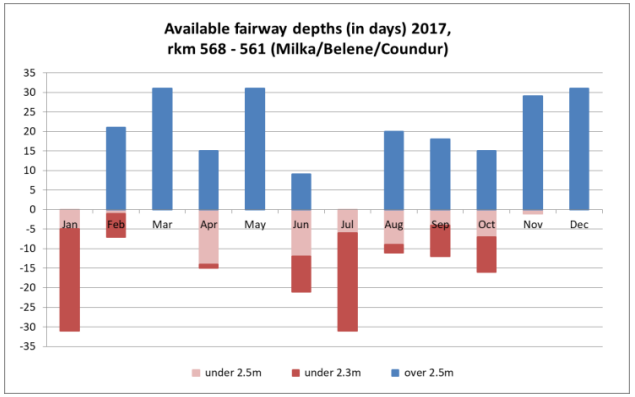
- **Fairway conditions**
- **Major steps for the implementation of the Master Plan**

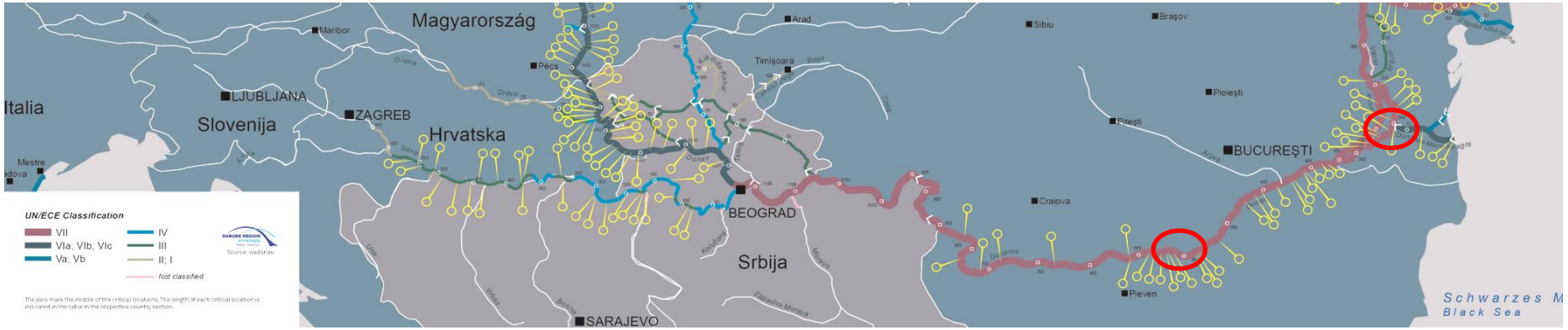
Fairway situation at the Lower Danube in 2017

Romania

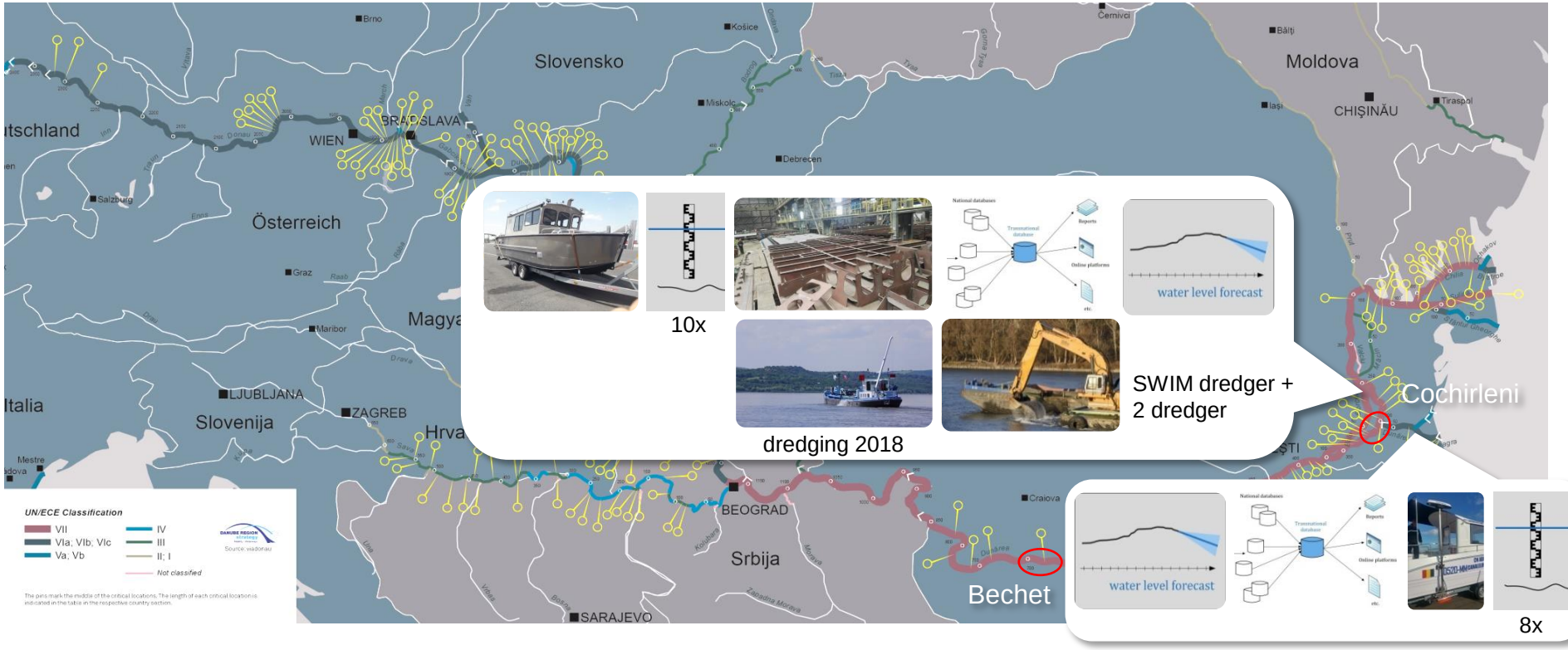


Bulgaria

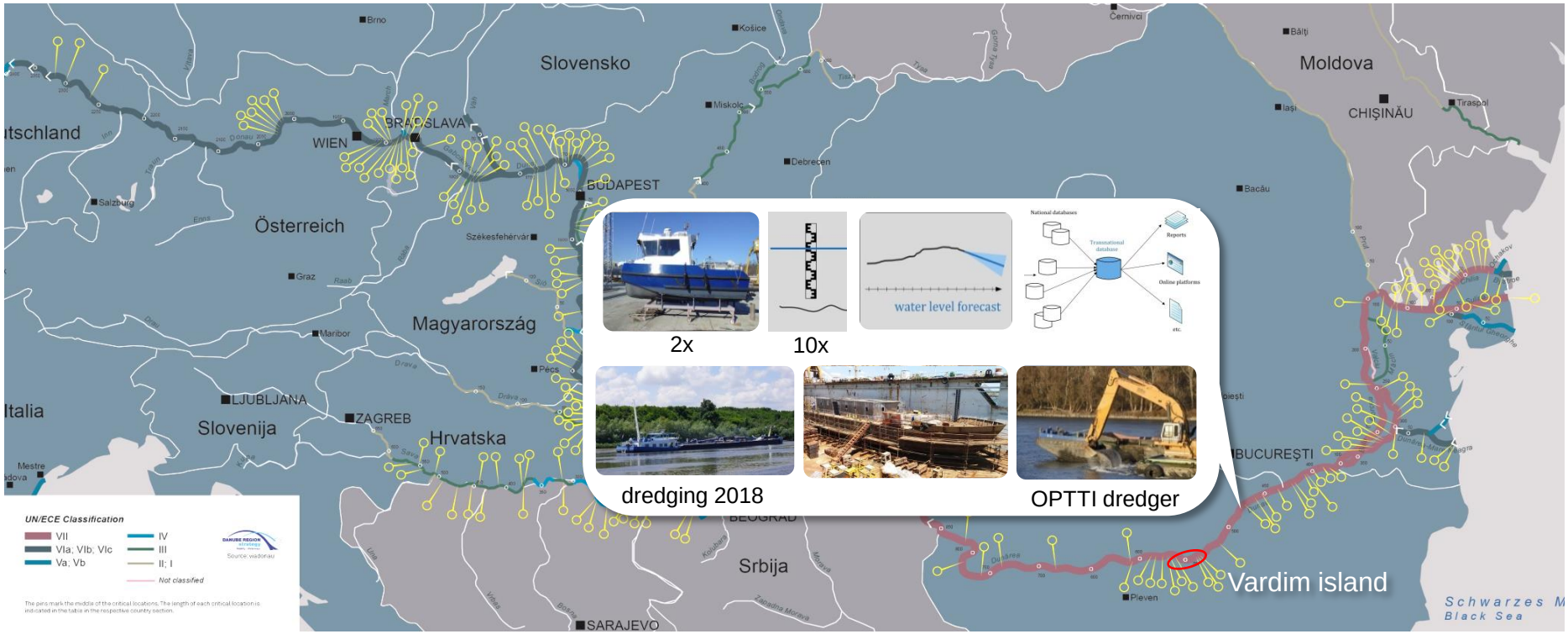




Major steps for the implementation of the Master Plan - 2017 on the Lower Danube



Major steps for the implementation of the Master Plan - 2017 on the Lower Danube



National Action Plans – Operational Budgets

Status May 2018

	required operational budget 2017 (reported in May 2017)	operational expenditures 2017 (reported in May 2018)	required operational budget 2018 (reported in May 2018)	budget available for 2018 (reported in May 2018)
Austria	6 110 221	4 515 515	5 626 579	5 626 579
Slovakia	2 700 000	2 624 134	2 422 100	2 422 100
Hungary	1 156 000	No update was provided as of today.		
Croatia	506 000	495 000	495 000	495 000
Romania (AFDJ)	5 400 000	8 625 991	8 900 000	8 900 000
Romania (ACN)	9 148 726 (8 810 000 for locks)	6 709 293 (6 553 153 for locks)	9 819 481 (6 827 956 for locks)	9 819 481 (6 827 956 for locks)
Bulgaria	4 002 501 (3 067 751 for dredging)	386 378	4 002 501 (3 067 751 for dredging)	386 378 (+ 4 129 586 multiannual dredging budget (3 years))

Next steps

- approval of the May 2018 update in July 2018
- next update will be conducted in September 2018

Reports on Working Group 1 – Waterway infrastructure and management

Report on projects SWIM and FAST DANUBE by AFDJ

FAST DANUBE

Technical Assistance for Revising and Complementing the Feasibility Study Regarding the Improvement of Navigation Conditions on the Romanian-Bulgarian Common Sector of the Danube and Complementary Studies

Co-financed by the European Union
Connecting Europe Facility

FAST DANUBE & SWIM

14th Meeting of the PA1a Steering Group
12th June 2018, Budapest

SWIM Project Data

- Partners: AFDJ Galati
- Budget: 12.222.200 euro
- Period: 01.07.2016 – 31.12.2020 – proposed to be postponed until 30.06.2021
- Connection with FAST Danube:
  - environmental permits, for pilot sectors, will be obtained within the **FAST Danube project**

FAST Project Data

FAST DANUBE

Technical Assistance for Revising and Complementing the Feasibility Study Regarding the Improvement of Navigation Conditions on the Romanian-Bulgarian Common Sector of the Danube and Complementary Studies

Co-financed by the European Union
Connecting Europe Facility

- Partners: **AFDJ Galati and IAPPD Ruse**
- Duration: **11.2014 – 12.2018 – proposed to be postponed until 31.12.2020**
- Financing: **EU (Transport CEF Call 2014) – 85%, Romanian Budget State – 15%**
- The total contract (Fast DANUBE) budget: **5,252,000 EUR**

Project objective

The **FAST DANUBE** project main objective is to identify the technical solutions to be implemented, in order to ensure navigation conditions on the Romanian-Bulgarian common sector of the Danube and safely conducting the transport activities on Danube throughout the entire year, in accordance with the recommendations of the Danube Commission in Budapest.

Actions under the project

- Investigating and developing technical solutions to be included in the feasibility study to ensure stable navigation conditions throughout the year, on the Romanian-Bulgarian common sector of the Danube;

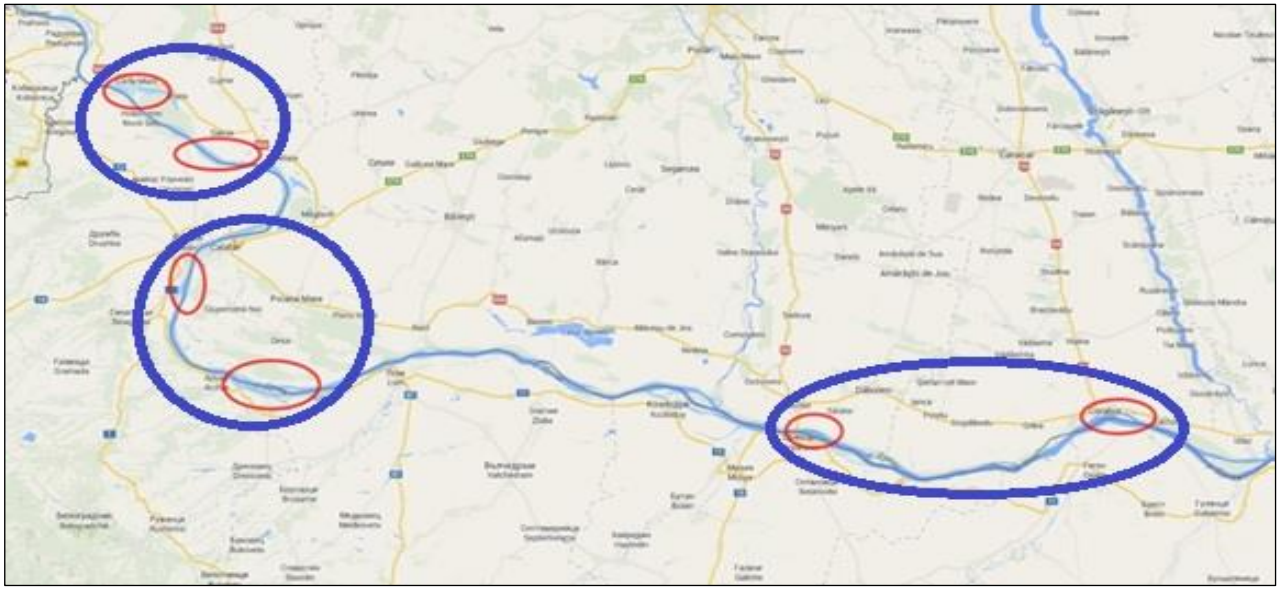
- Identification and preliminary design of the necessary works to eliminate the existing difficult points;

- Carrying out the Environmental Impact Assessment including the AA and WFD for developing the documentation in order to obtain the Environmental Consent;

Actions under the project

- Completion of technical specifications for carrying out the works on this sector of the Danube
- Manage the project and disseminate its results

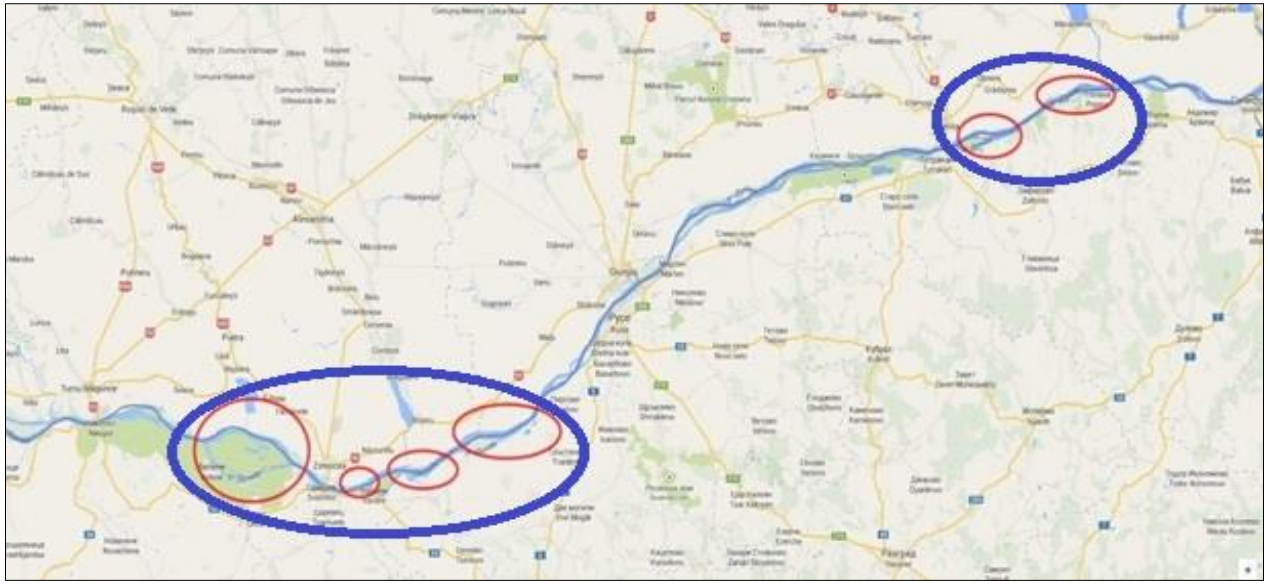
Project area



On the Romanian sector, 3 critical zones include 6 critical areas:

- **Critical zone 1** – from km 850 to km 818 include the critical areas : Gârla Mare and Salcia;
- **Critical zone 2** - from km 786 to km 755 include the critical areas: Bogdan Secian and Dobrina;
- **Critical zone 3** from km 678 to km 625 include the critical areas: Bechet and Corabia.

Project area



On the Bulgarian sector, 2 critical zones include all 6 critical areas:

- **Critical zone 4** – **from** km 577 to km 520 include the critical areas: Belene, Vardim, Iantra and Batin;
- **Critical zone 5** – from km 428 to km 401 include the critical areas: Kosui and Popina.

Project status

Project reports

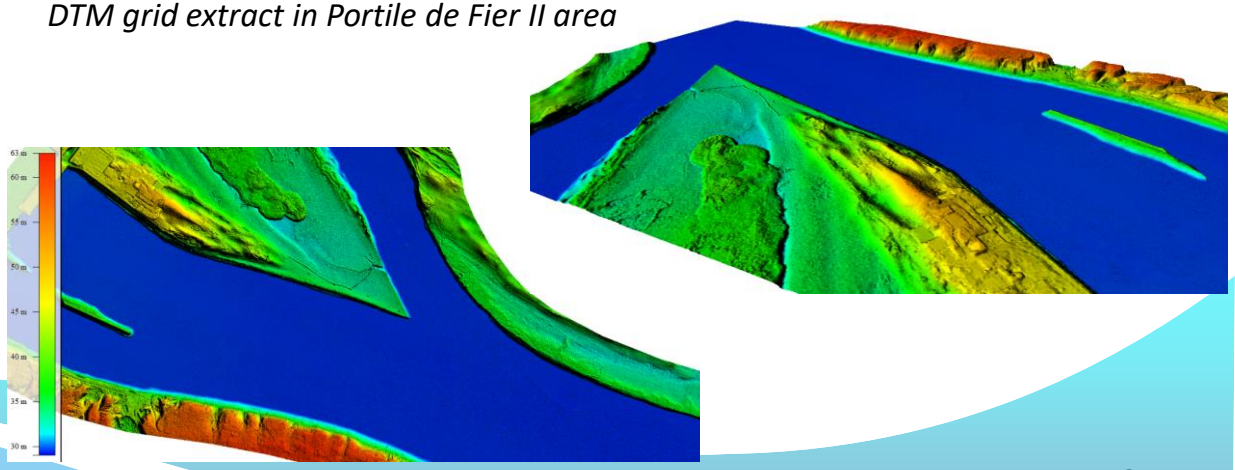
Field surveying by aerial LiDAR scanning

Cessna T206H

Piper Navajo PA-31

LiteMapper 6800i LiDAR system installed inside the plane

DTM grid extract in Portile de Fier II area



Sediment measurements

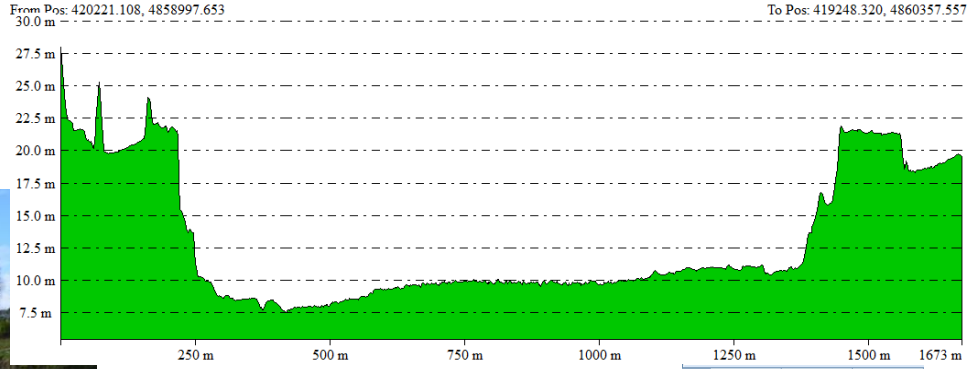
Hydrographical survey

SHADOW 1 (MR)

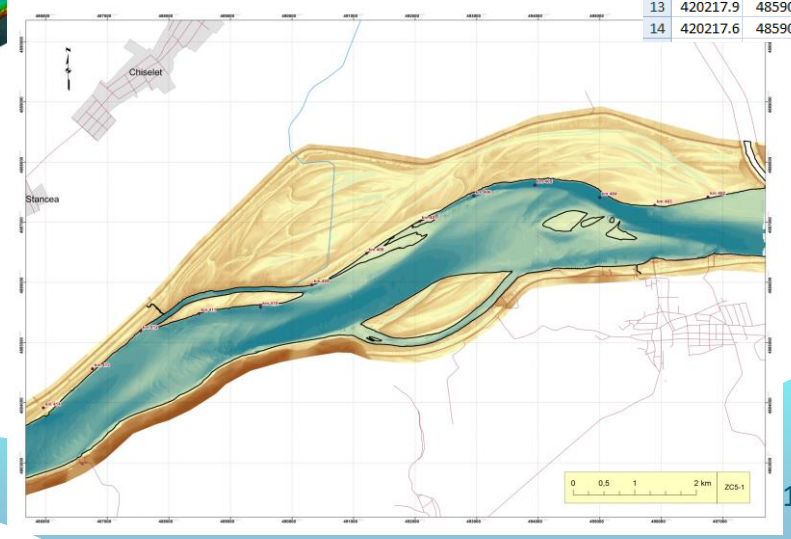
ZOPEDA (iC)

Buster XL (MR)

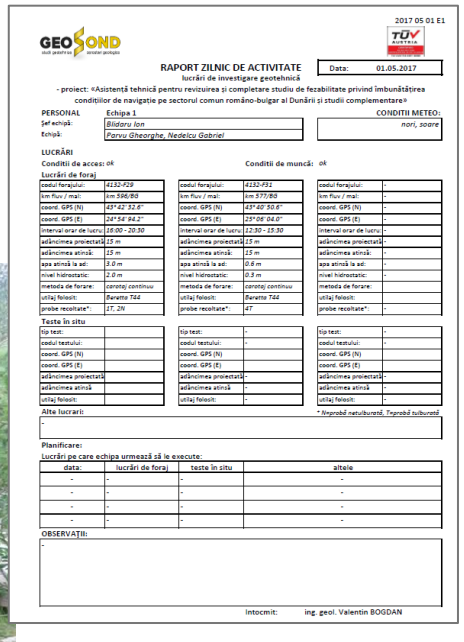
Km 489.5



	A	B	C
1	X	Y	ELEV
2	420221.1	4858998	27.993
3	420220.8	4858998	27.728
4	420220.5	4858998	27.457
5	420220.2	4858999	27.192
6	420219.9	4858999	26.909
7	420219.7	4859000	26.658
8	420219.4	4859000	26.355
9	420219.1	4859000	26.039
10	420218.8	4859001	25.769
11	420218.5	4859001	25.461
12	420218.2	4859002	25.149
13	420217.9	4859002	24.864
14	420217.6	4859003	24.601



Geotechnical Survey



2017 05 01 E1

GEOSOND

TÜV AUSTRIA

RAPORT ZILNIC DE ACTIVITATE

lucrări de investigare geotehnică

Data: 01.05.2017

- proiect: «Asistență tehnică pentru revizuirea și completare studiu de fezabilitate privind îmbunătățirea condițiilor de navigație pe sectorul comun româno-bulgar al Dunării și studii complementare»

PERSONAL — Echipa 1

Șef echipă: *Bîdaru Ion*

Echipă: *Parvu Gheorghe, Nedelcu Gabriel*

CONDITII METEO: *nori, soare*

LUCRĂRI

Conditii de acces: *ok* Conditii de muncă: *ok*

Lucrări de foraj

codul forajului:	*4132-F29*	codul forajului:	*4132-F31*	codul forajului:	-
km flux / mal:	*km 396/RO*	km flux / mal:	*km 377/RO*	km flux / mal:	-
coord. GPS (N)	*43°42' 32.6"*	coord. GPS (N)	*43°40' 50.6"*	coord. GPS (N)	-
coord. GPS (E)	*24°54' 94.2"*	coord. GPS (E)	*25°06' 04.0"*	coord. GPS (E)	-
interval orar de lucru:	*16:00 - 20:30*	interval orar de lucru:	*12:30 - 15:30*	interval orar de lucru:	-
adâncimea proiectată	*15 m*	adâncimea proiectată	*15 m*	adâncimea proiectată	-
adâncimea atinsă	*15 m*	adâncimea atinsă	*15 m*	adâncimea atinsă	-
apa atinsă la sol:	*3.0 m*	apa atinsă la sol:	*0.6 m*	apa atinsă la sol:	-
nivel hidrostatic:	*2.0 m*	nivel hidrostatic:	*0.3 m*	nivel hidrostatic:	-
metoda de forare:	*carotaj continuu*	metoda de forare:	*carotaj continuu*	metoda de forare:	
utilaj folosit:	*Beretta T44*	utilaj folosit:	*Beretta T44*	utilaj folosit:	
probe recoltate*:	*1T, 2N*	probe recoltate*:	*4T*	probe recoltate*:	

Teste în situ

tip test:		tip test:	-	tip test:	-
codul testului:		codul testului:	-	codul testului:	-
coord. GPS (N)		coord. GPS (N)		coord. GPS (N)	-
coord. GPS (E)		coord. GPS (E)		coord. GPS (E)	-
adâncimea proiectată		adâncimea proiectată	-	adâncimea proiectată	-
adâncimea atinsă		adâncimea atinsă	-	adâncimea atinsă	-
utilaj folosit:		utilaj folosit:	-	utilaj folosit:	-

Alte lucrari: * *N=probă netulburată, T=probă tulburată*

-

Planificare:

Lucrări pe care echipa urmează să le execute:

data:	lucrări de foraj	teste în situ	altele
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

OBSERVAȚII:

-

Intocmit: ing. geol. Valentin BOGDAN

2017 05 01 E1

GEOSOND

TÜV AUSTRIA

RAPORT ZILNIC DE ACTIVITATE

lucrări de investigare geotehnică

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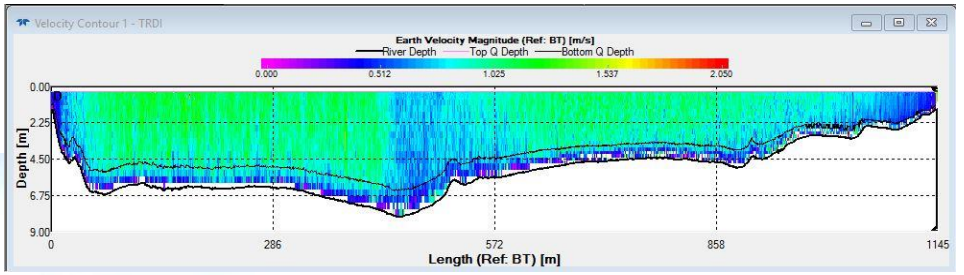
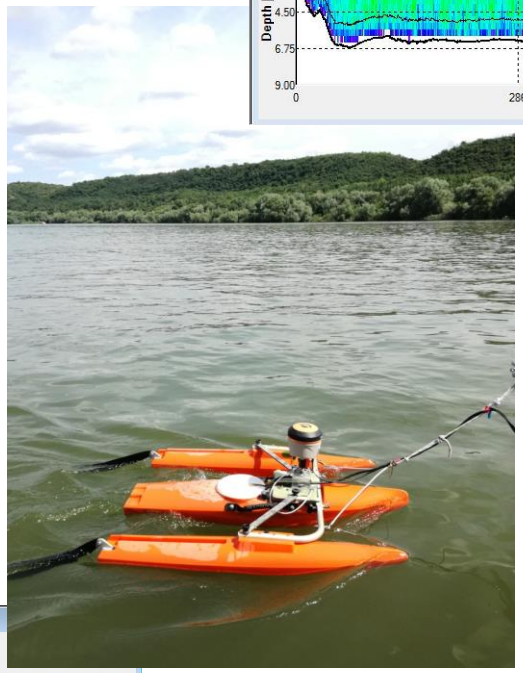
DOCUMETAȚIE FOTOGRAFICĂ:

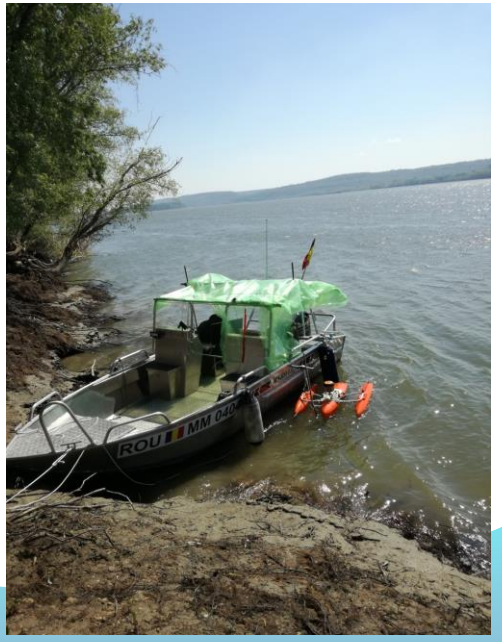
4132-F29

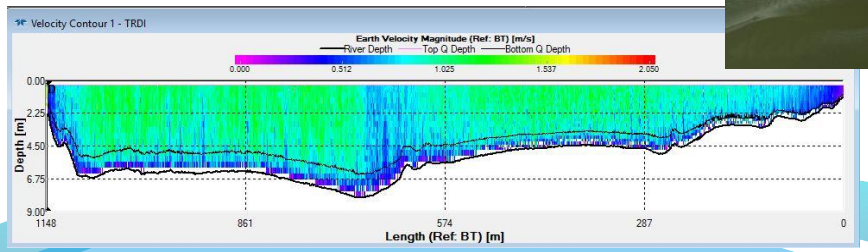
4132-F31

Hydrodynamics (ADCP) survey

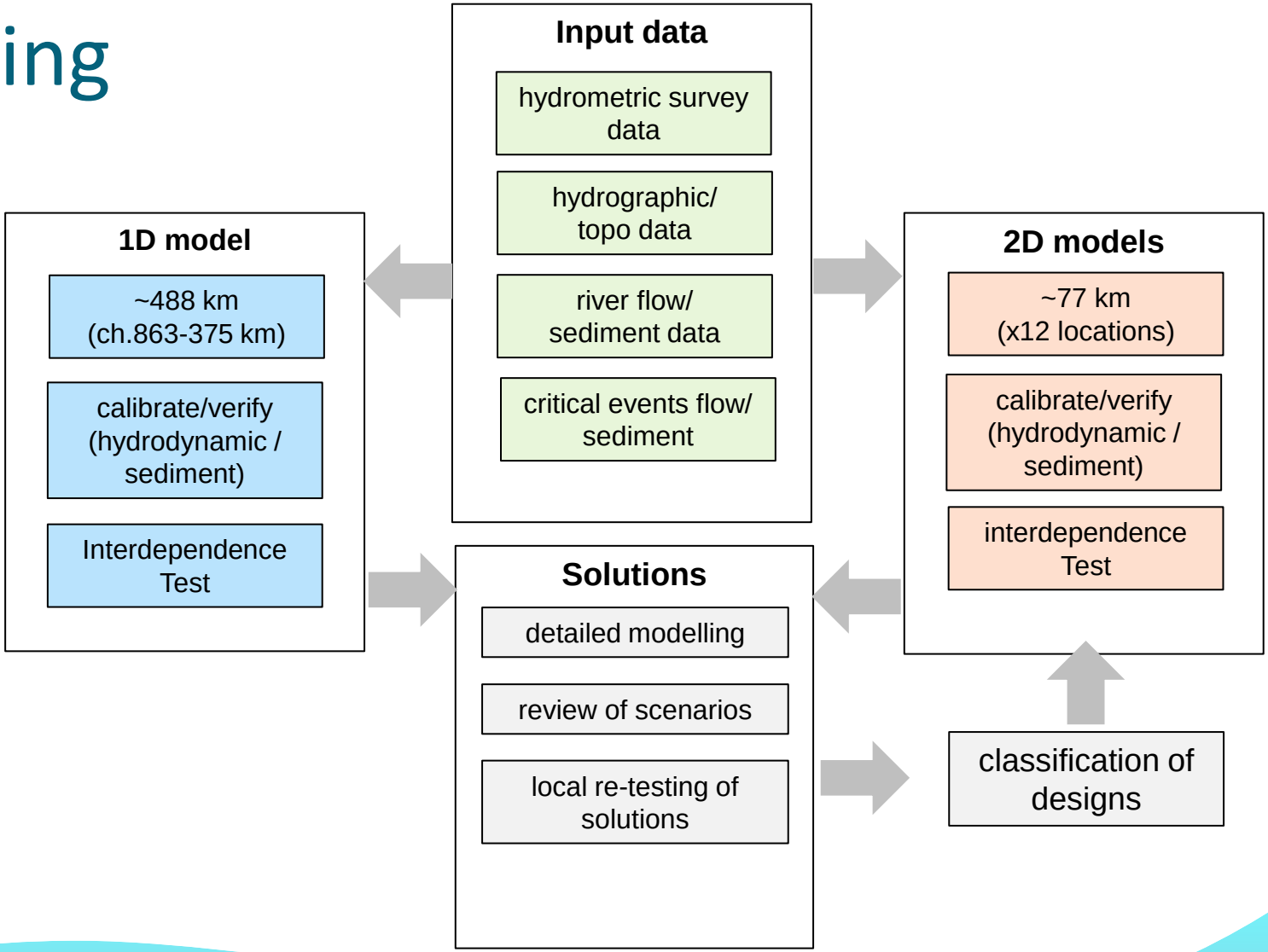


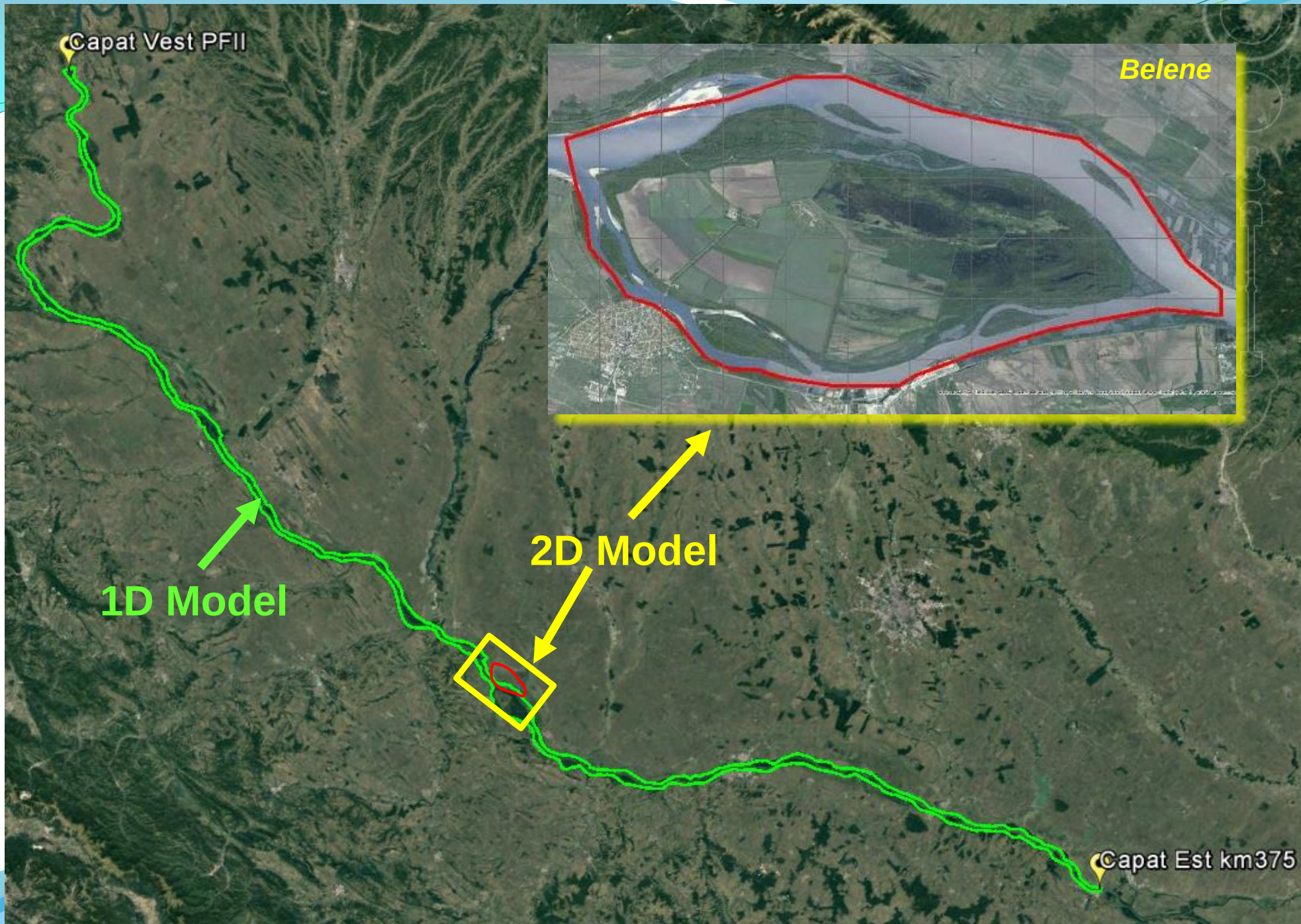




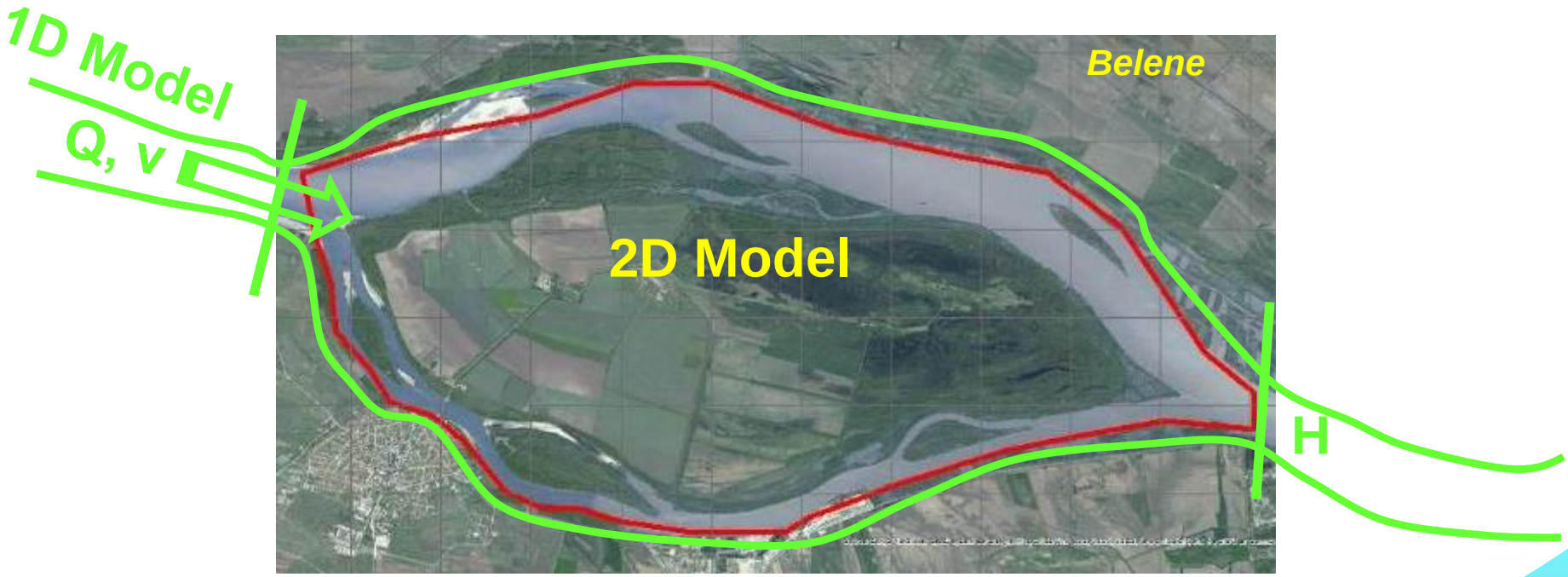


Modelling


Input data
hydrometric survey data
hydrographic/ topo data
river flow/ sediment data
critical events flow/ sediment
1D model
~488 km (ch.863-375 km)
calibrate/verify (hydrodynamic / sediment)
Interdependence Test
2D models
~77 km (x12 locations)
calibrate/verify (hydrodynamic / sediment)
interdependence Test
Solutions
detailed modelling
review of scenarios
local re-testing of solutions
classification of designs

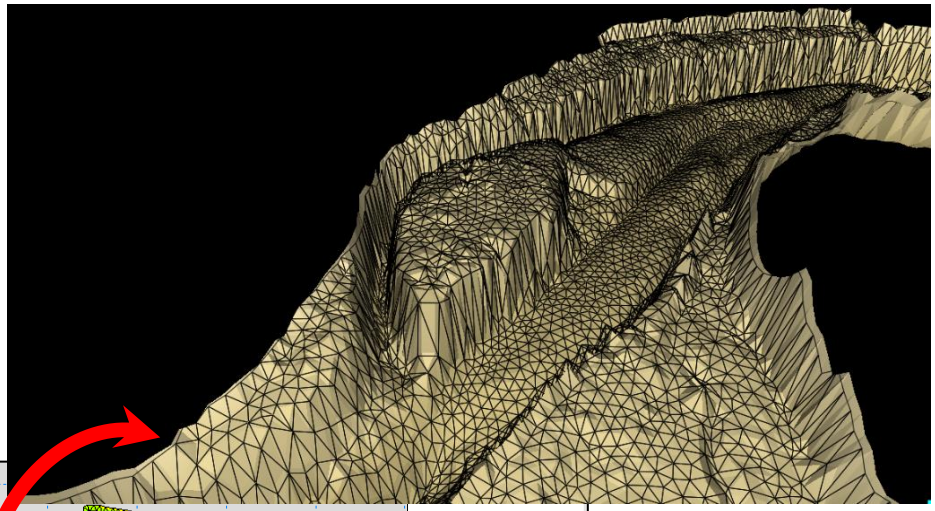

Capat Vest PFII
Belene
1D Model
2D Model
Capat Est km375

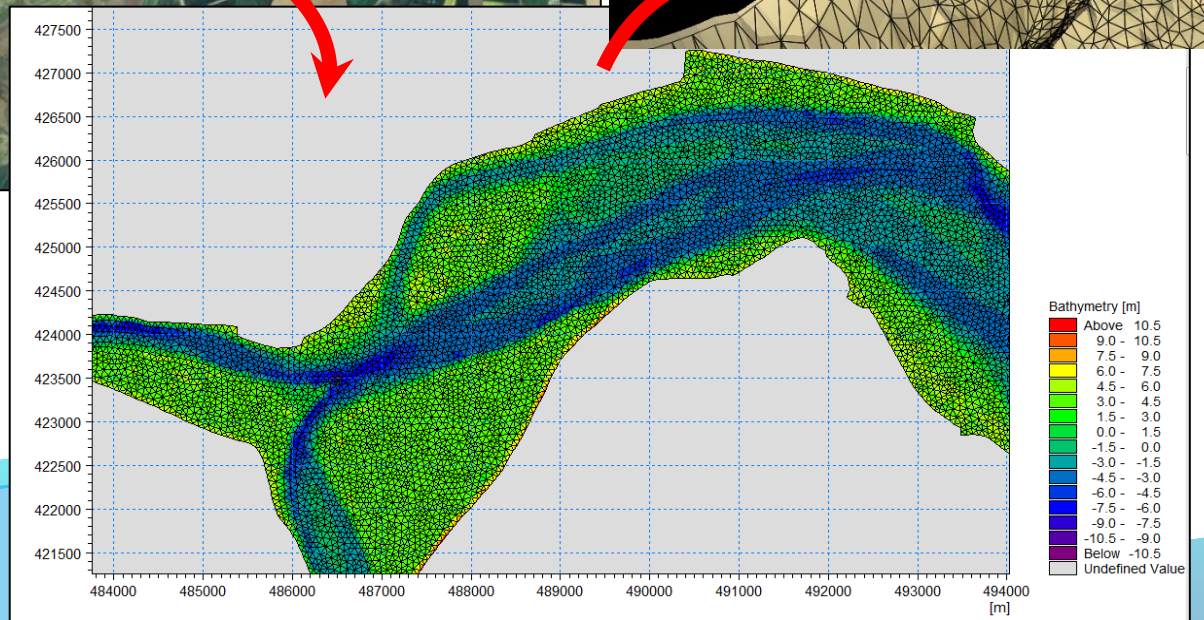
Hydrodynamic Mathematical Modelling



Hydrodynamic Mathematical Modelling

Model Build / Calibration





Example MIKE 21 FM 2D Model – River Humber
CH2M Halcrow

Options tested

- Treatment : “Dredge and Place Sediment”
- Prevention : “Keep Sediment Moving”

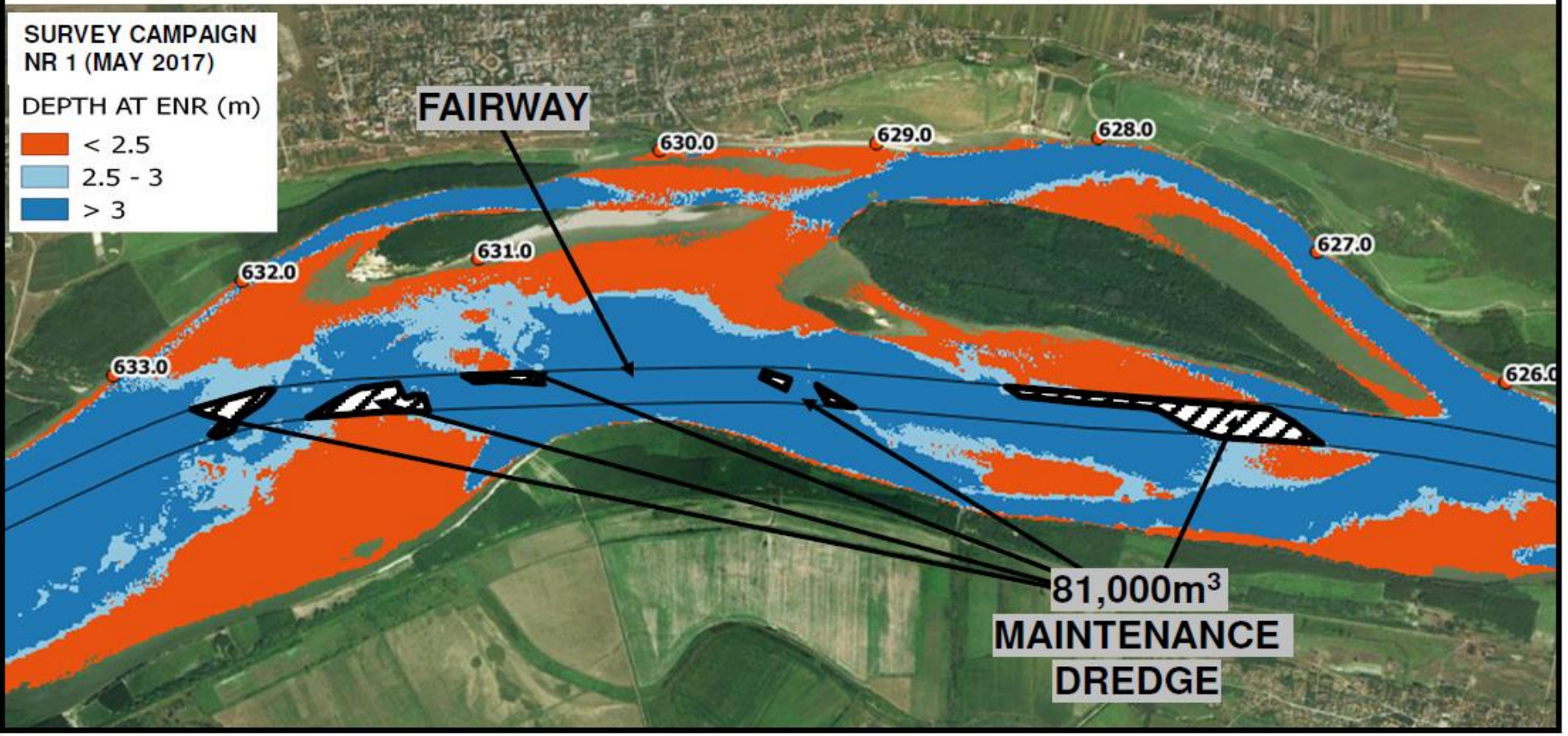
- **Treatment** :

“Dredge and Place Sediment”

  - Dredge existing fairway to achieve 3.0m depth at ENR (0.5m buffer)
  - (Place sediment in river – avoid depletion, potential environmental enhancements, flow improvement)

Options tested

- Example - Treatment : “Dredge and Place Sediment”
  - Corabia



Options tested

- Treatment : “Dredge and Place Sediment”
- Prevention : “Keep Sediment Moving”

- **Prevention** :

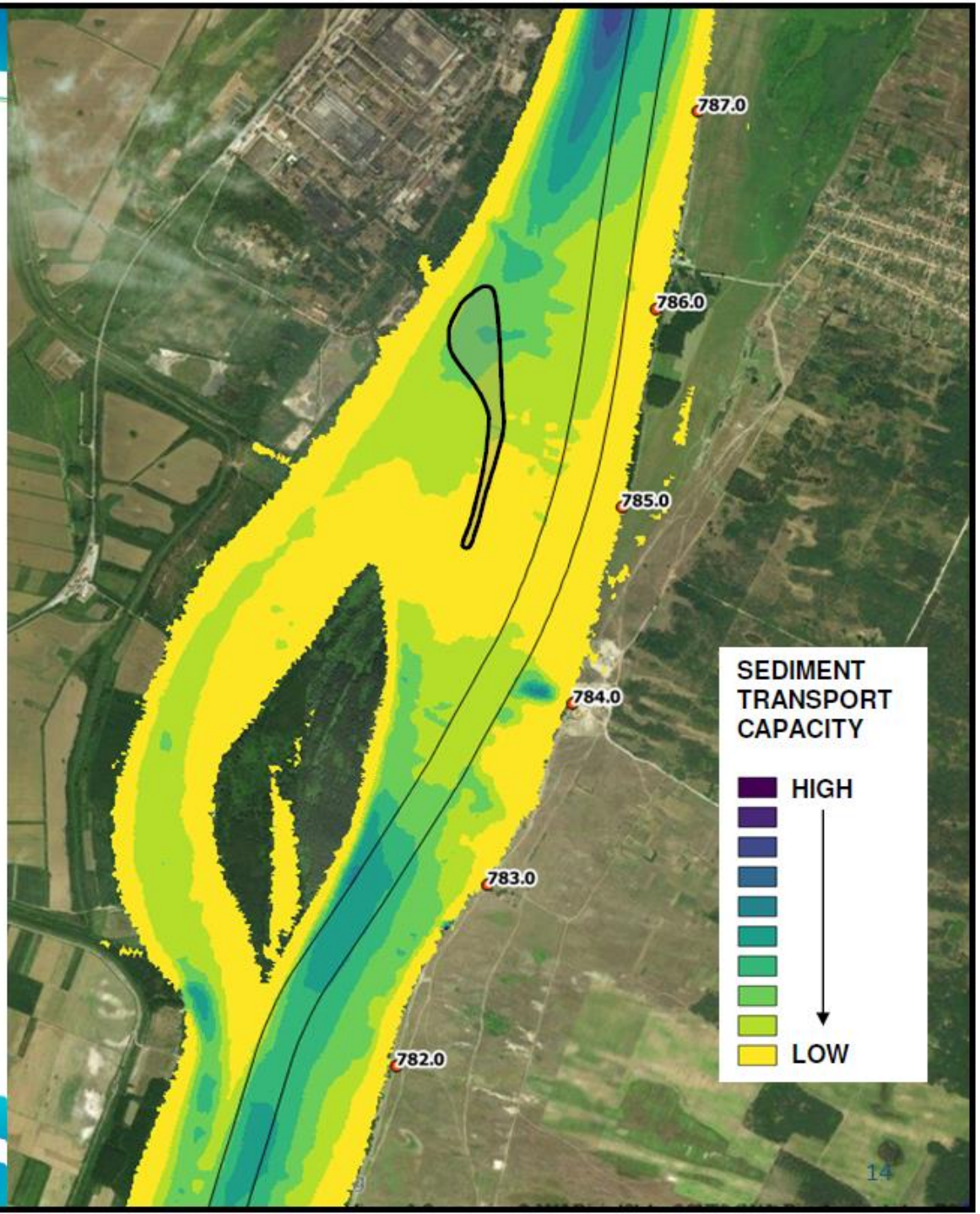
“Keep Sediment Moving”

  - Increase sediment transport capacity in the fairway by building structures to increase velocity
  - “Linear structures” and/or “islands”
  - Includes dredging
  - Can include new fairway alignment

Options tested
Prevention : “Keep Sediment Moving”

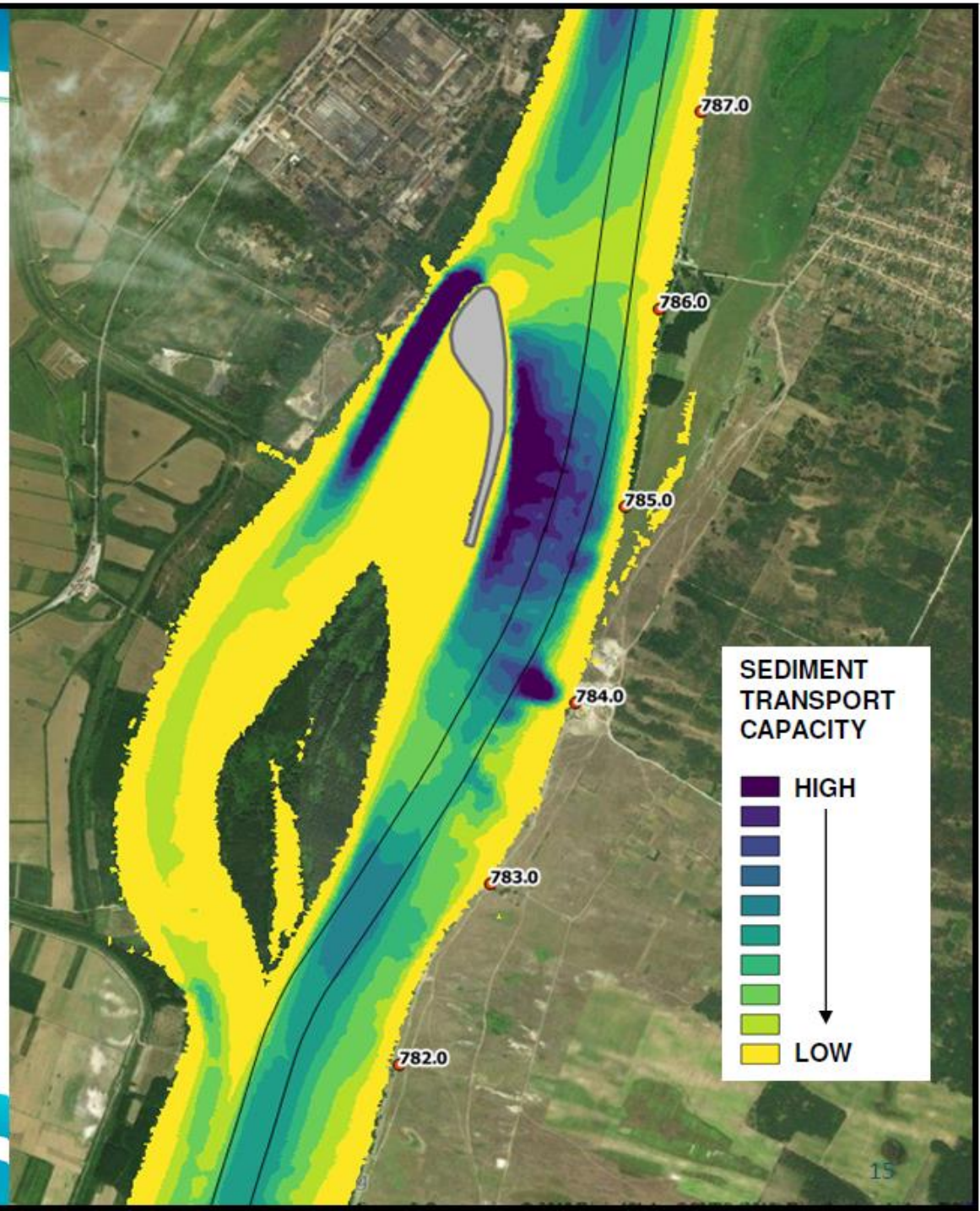
Options tested

- Example - Prevention : “Keep Sediment Moving”
  - Bogdan-Secian - “Island”

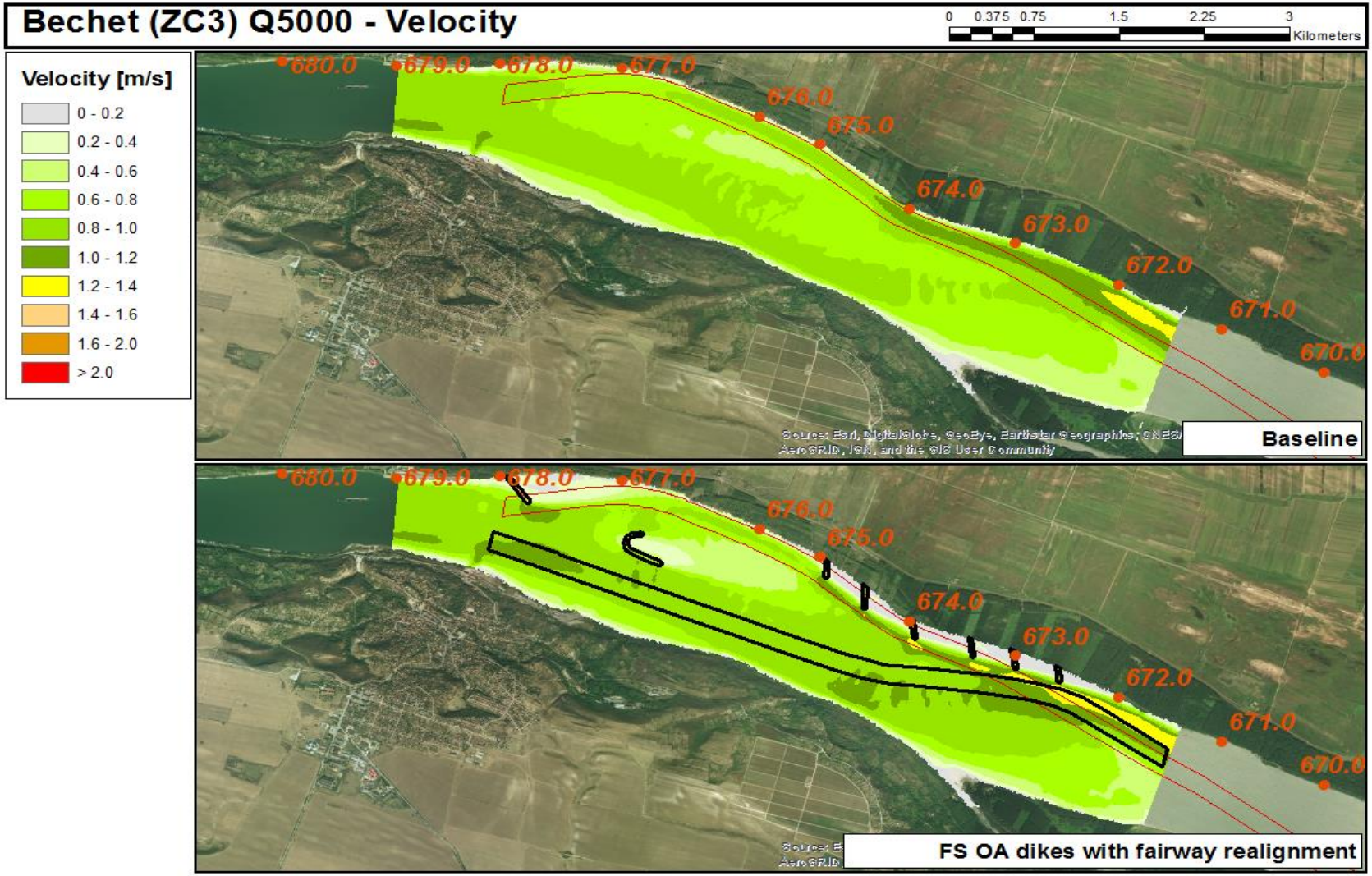


Options tested

- Example - Prevention : “Keep Sediment Moving”
  - Bogdan-Secian - “Island”

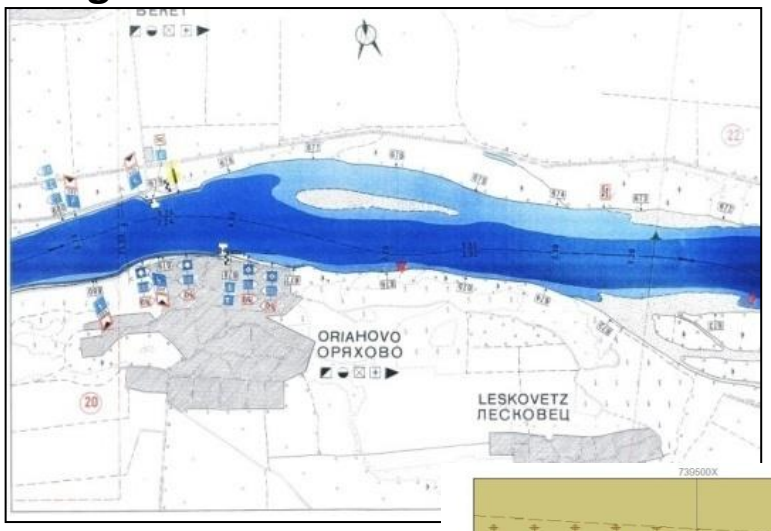


Bechet (ZC3) Q5000 - Velocity

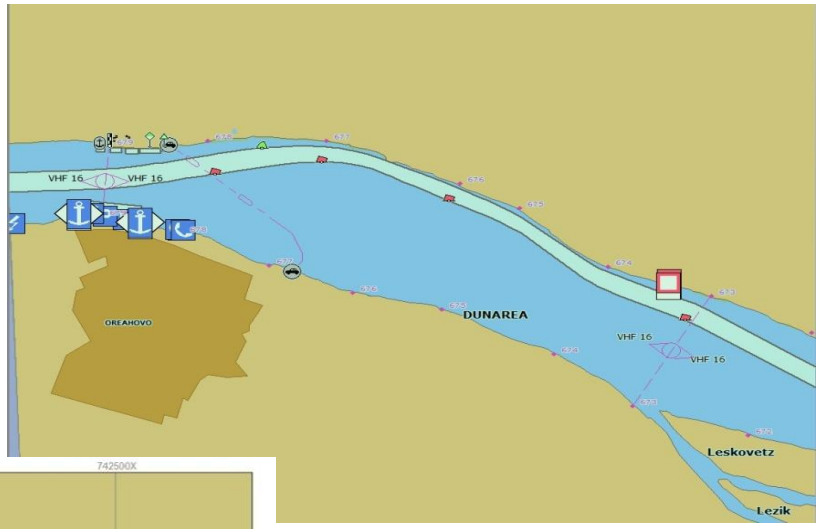


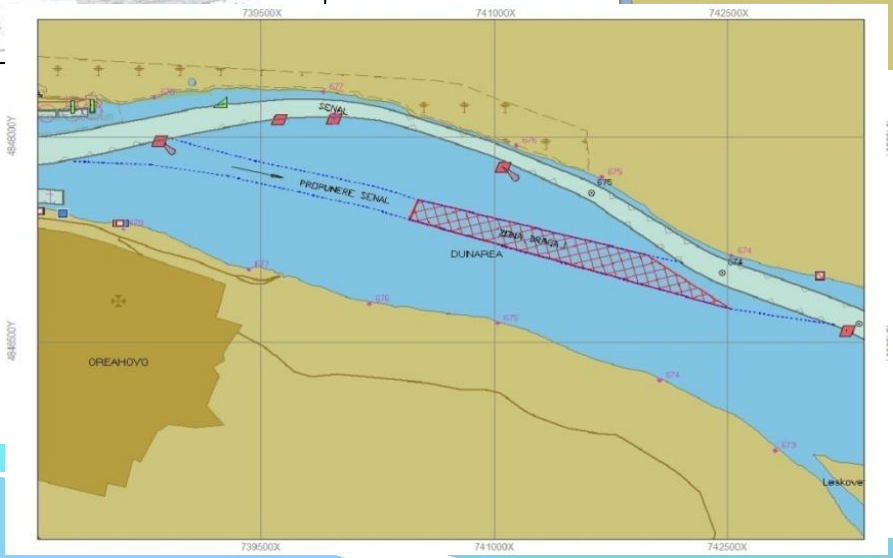
SWIM Pilot description – the critical point Bechet

navigation chart Danube Commission



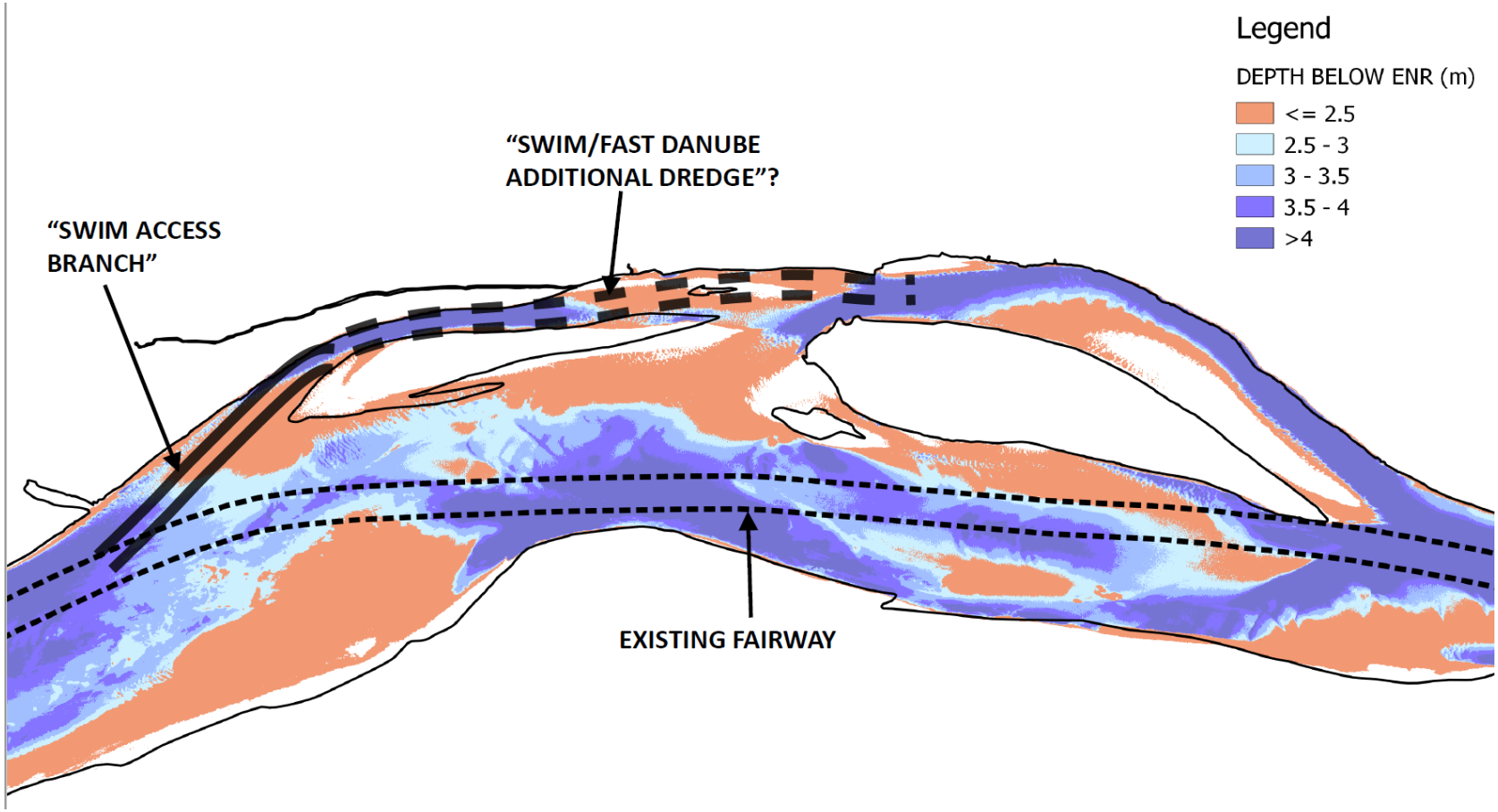
actual fairway



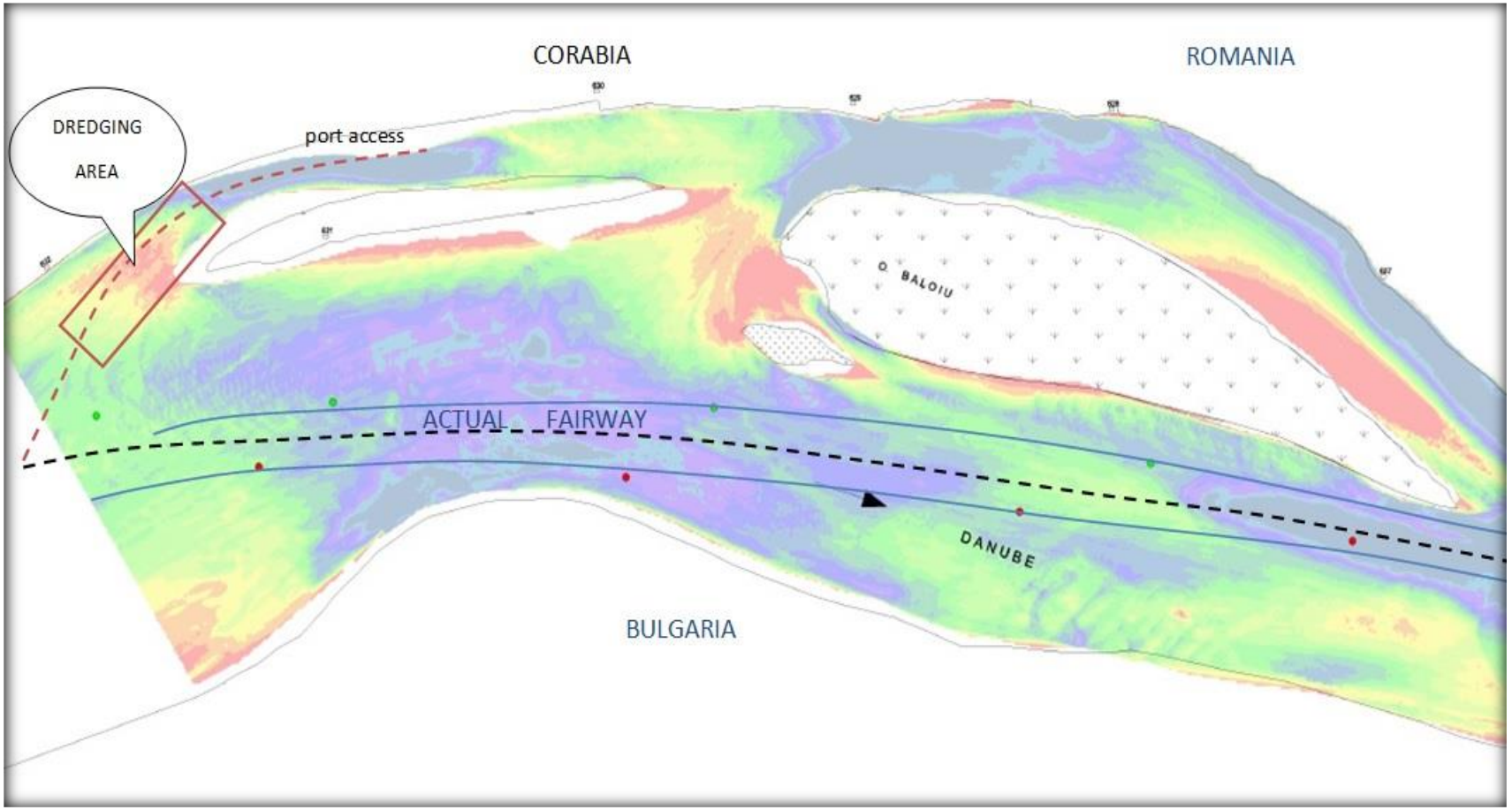


SWIM action

Options tested



SWIM Pilot description – Corabia - the port access



Sample output of SHIPMA software simulation

SHIPMA software specification brochure, MARIN/Deltares

SHIPMA simulation of arrival of
150,000 DWT bulk carrier under moderate
conditions at Khalifa Port, Abu Dhabi UAE
(CH2M Halcrow)

Technical Options

Deciding Optimal Solution: MCA approach

PLANNING & TECHNICAL

INDICATORS	ASSESSMENT PARAMETERS
Improves navigational conditions for relevant classes of vessels	• Types of ship and convoys • Sizes and tonnage
Technical effectiveness or compliance	• Based on proven technology/other successful projects • Low maintenance requirements for fixed engineering options • Minimises dredging/bed re-profiling commitments

PLANNING & TECHNICAL	ENVIRONMENTAL & INSTITUTIONAL	FINANCIAL & ECONOMIC	IMPLEMENTATION & RISKS

Technical Options
Deciding Optimal Solution

ENVIRONMENTAL & INSTITUTIONAL

INDICATORS	ASSESSMENT PARAMETERS
Limited and acceptable environmental impacts	• Protects designated sites eg NATURA 2000 • Measures to mitigate/compensate impacts
Complies with legal and regulatory framework	• European Policy for transportation in 2010 • Danube Commission under Belgrade Convention • Bulgarian-Romanian Convention Navigation Regime • EIA Directive • Birds and Habitats Directives • Water Framework Directive • Ramsar Convention ETC

PLANNING & TECHNICAL	**ENVIRONMENTAL & INSTITUTIONAL**	FINANCIAL & ECONOMIC	IMPLEMENTATION & RISKS

Technical Options
Deciding Optimal Solution

FINANCIAL & ECONOMIC

INDICATORS	ASSESSMENT PARAMETERS
Investment/annual recurrent costs are affordable and in budget	• Total investment costs in civil works, capital dredging, equipment, services etc • Recurrent and annual operation and maintenance costs
Economically attractive (BCA)	• Estimated benefits to shipping and transport • Benefit: cost ratios BCR); and incremental benefit cost ratio (IBCR) compared with zero option

PLANNING & TECHNICAL	ENVIRONMENTAL & INSTITUTIONAL	**FINANCIAL & ECONOMIC**	IMPLEMENTATION & RISKS

Technical Options
Deciding Optimal Solution

IMPLEMENTATION & RISKS

INDICATORS	ASSESSMENT PARAMETERS
Interdependence: limited upstream impact and manageable downstream impact of sediment transport	• No/minimal implications for upstream flows / water levels • Limited or mitigatable effects downstream
Risks	• Low risk of bias that technical effectiveness over-estimated • Low risk of bias that whole life costs under-estimated

PLANNING & TECHNICAL	ENVIRONMENTAL & INSTITUTIONAL	FINANCIAL & ECONOMIC	**IMPLEMENTATION & RISKS**

Activity 2 - Environmental Impact Assessment (EIA)

- ***SubAct 2.1 EIA assessment - June 2018 – September 2019***

  Initial Assessment: Jun – Jul 2018

  - Screening Stage: Jul – Nov 2018;
  - Scoping stage: Nov 2018 – February 2019;

  Analysis stage of EIA Report (Feb– Dec 2019)

  - Elaboration and submission of initial EIA Report (including conclusions of AA reports) –Sep 2019;

Activity 2 - Environmental Impact Assessment (EIA)

- ***SubAct 2.2 EIA approval process***
  - Analysis stage of EIA Report (Nov 2018– Dec 2019):
    - Elaboration and submission of initial EIA Report (including conclusions of AA reports) –Sep 2019;
    - Organization of 13 public debates – 6 public debates in Romania and 7 in Bulgaria – Sep - Nov 2019;
    - Elaboration and submission of final EIA Report (including the monitoring program and response to public comments):Nov – Dec 2019;
  - **EIA Approval – Dec 2019**

Environmental Impact Assessment
Stakeholder Involvement

- **Workshops** – *to present/discuss project milestones*
- **Natura 2000 Forums** - *to receive advice and note concerns regarding environmental impact of design*
- **Subject–specific Working Groups** - *to bring together subject matter experts from various stakeholders in reaching conclusions and contribute to the conceptual design of potential solutions*
  - *morphology / modelling*
  - *sturgeon / fish*
  - *environmental / social*
  - *engineering / technical solutions*
- **Procedural (EIA and AA) Public Debates** *in Romania and Bulgaria*
- **Project Publicity** – *to gain public support*
- **Advisory Council Meetings** - *to receive advice on the development of the Project*

Publicity

Working Groups and Workshops

- **SUBJECT – SPECIFIC WORKING GROUPS** - *to bring together subject matter experts from various stakeholders in reaching conclusions and contribute to the conceptual design of potential solutions, first organised in Dec 2017*
  - *morphology / modelling*
  - *sturgeon / fish*
  - *environmental / social*
  - *engineering / technical solutions*


- **WORKSHOPS** - *to present/discuss project milestones*
  - *Inception Report*
  - *Risk Workshop*
  - *Measurements Report, including associated data files*
  - *Hydrodynamic mathematical modeling reports*
  - *Feasibility Study Reports Modelling Report*
  - *Morphology Report*
  - *Alternative Solutions Report*
  - *EIA and AA*
  - *Final Project Report for Feasibility Study and associated studies*



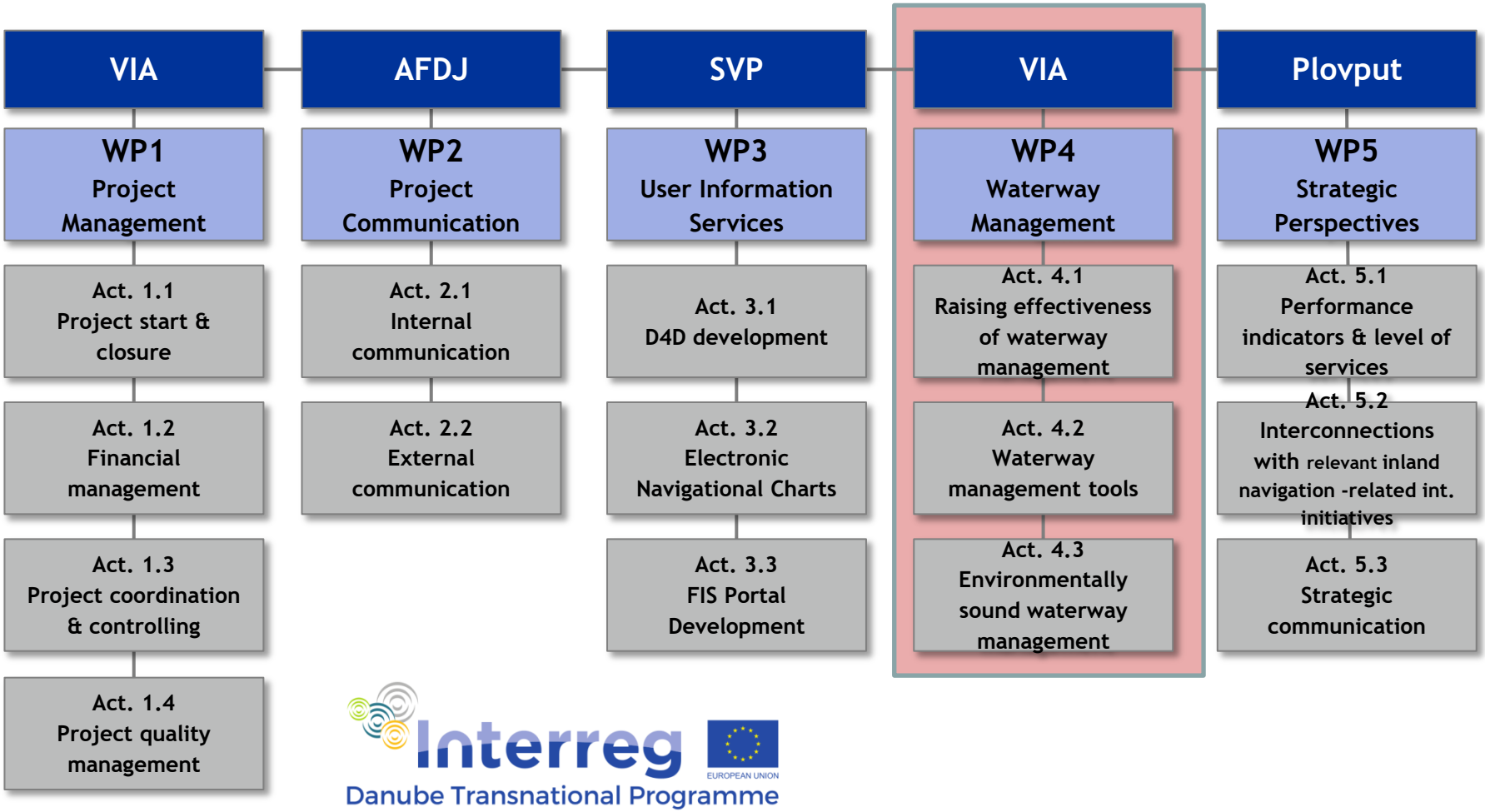

Romeo SOARE – romeo.soare@afdj.ro
Mihaela IRIMIA – mihaela.irimia@afdj.ro
www.afdj.ro

Thank you!

Co-financed by the European Union
Connecting Europe Facility

Reports on Working Group 1 – Waterway infrastructure and management

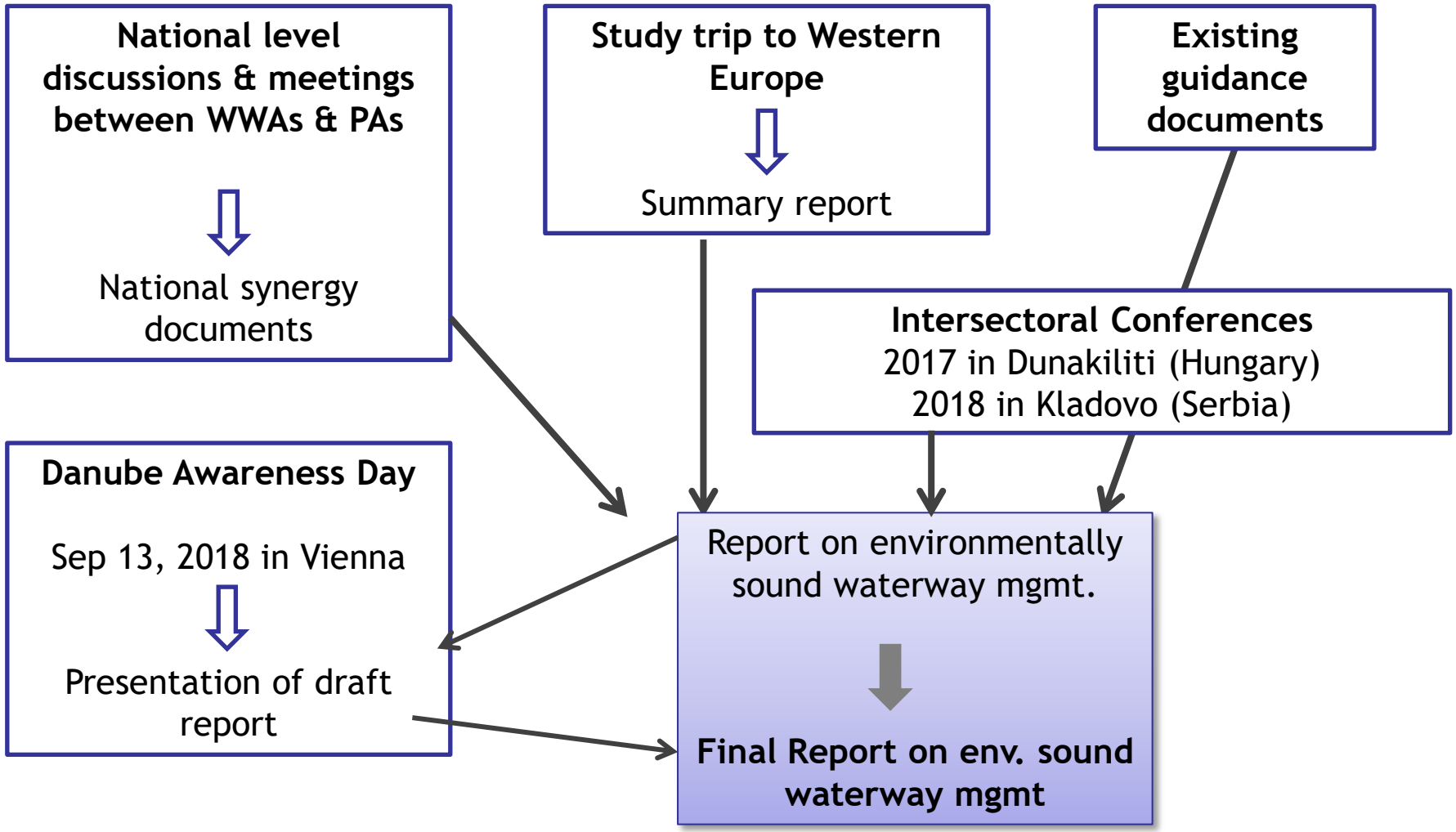
Report on project Danube STREAM by viadonau, Plovput and AFDJ



Interreg
Danube Transnational Programme
Danube STREAM

Report on environmentally sound waterway management - structure

- Summary of most important legal provisions
- Summary of previous guidance documents
- Guiding principles for environmentally sound waterway management
- Good practice examples from the Danube region


National level discussions & meetings between WWAs & PAs
National synergy documents
Study trip to Western Europe
Summary report
Existing guidance documents
Intersectoral Conferences
2017 in Dunakiliti (Hungary)
2018 in Kladovo (Serbia)
Danube Awareness Day
Sep 13, 2018 in Vienna
Presentation of draft report
Report on environmentally sound waterway mgmt.
Final Report on env. sound waterway mgmt

I. Summary of most important international provisions

Nature conservation/protection

- Water Framework Directive
- Natura 2000 (Birds + FFH Directive)
- EU Biodiversity Strategy to 2020
- Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube River Basin

Waterway development

- Regulation (EU) No 1315/2013 on Union guidelines for the development of the trans-European transport network
- European Agreement on Main Inland Waterways of International Importance (AGN)
- Recommendations of Danube Commission
- Fairway Rehabilitation and Maintenance Master Plan (EUSDR)

II. Summary of most important guidance documents reviewed

- Position paper Working with Nature (PIANC, 2008)
- Common Implementation Strategy for the WFD (2009, EC)
- Inland waterway transport and Natura 2000 (2012, EC)
- Interpretation Manual of European Union Habitats (2013)
- PLATINA Manual on good practices in sustainable waterway planning (2010)
- Guidance on Integrating Climate Change and Biodiversity into Environmental Impact Assessment (2013, EC)
- PLATINA II Manual on Waterway Management (2016)
- Guide de concertation territoriale et de facilitation (Lisode, 2017)
- Leitfaden Umweltbelange bei der Unterhaltung (bmvdi, 2017)
- Common Implementation Strategy for the WFD and Floods Directive - Exemptions to the Environmental Objectives according to Article 4(7) (2017)

Save the date:
Danube Awareness Day in Vienna on 13/9/2018

- Public event organised back-to-back with the annual Joint Statement meeting on 13-14 September 2018 (in coordination with ICPDR)
- Public presentation of and discussion on draft report on environmentally sustainable waterway management
- An event in the framework of the Austrian Presidency of the European Council

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Danube Transnational Programme
Danube STREAM

Preparation of Danube Ministerial Conclusions

Analysis of progress since publication of Fairway Masterplan

Path towards conclusions

Appeal towards Ministers of Transport

Path towards Danube Ministerial conclusions

a) Analysis of technical contents of previous National Action Plans
   - *What has changed after publication of FRMMP?*

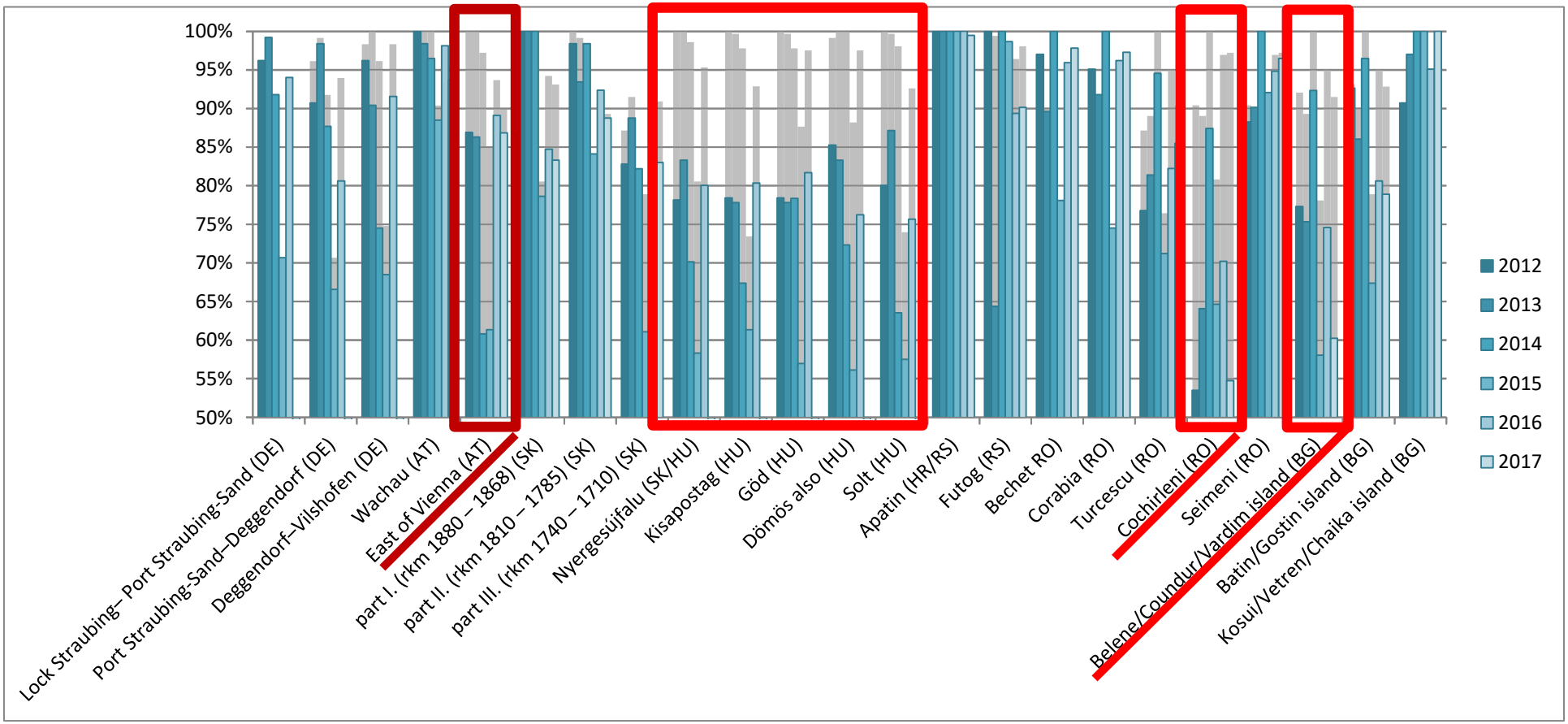
b) Appeal of Steering Group towards ministers
   - *Urging them to meet and draw conclusions*
   - *Offering technical assistance in preparations*

c) Preparation of conclusions by DG REGIO/DG MOVE – based on technical analyses and previous conclusions

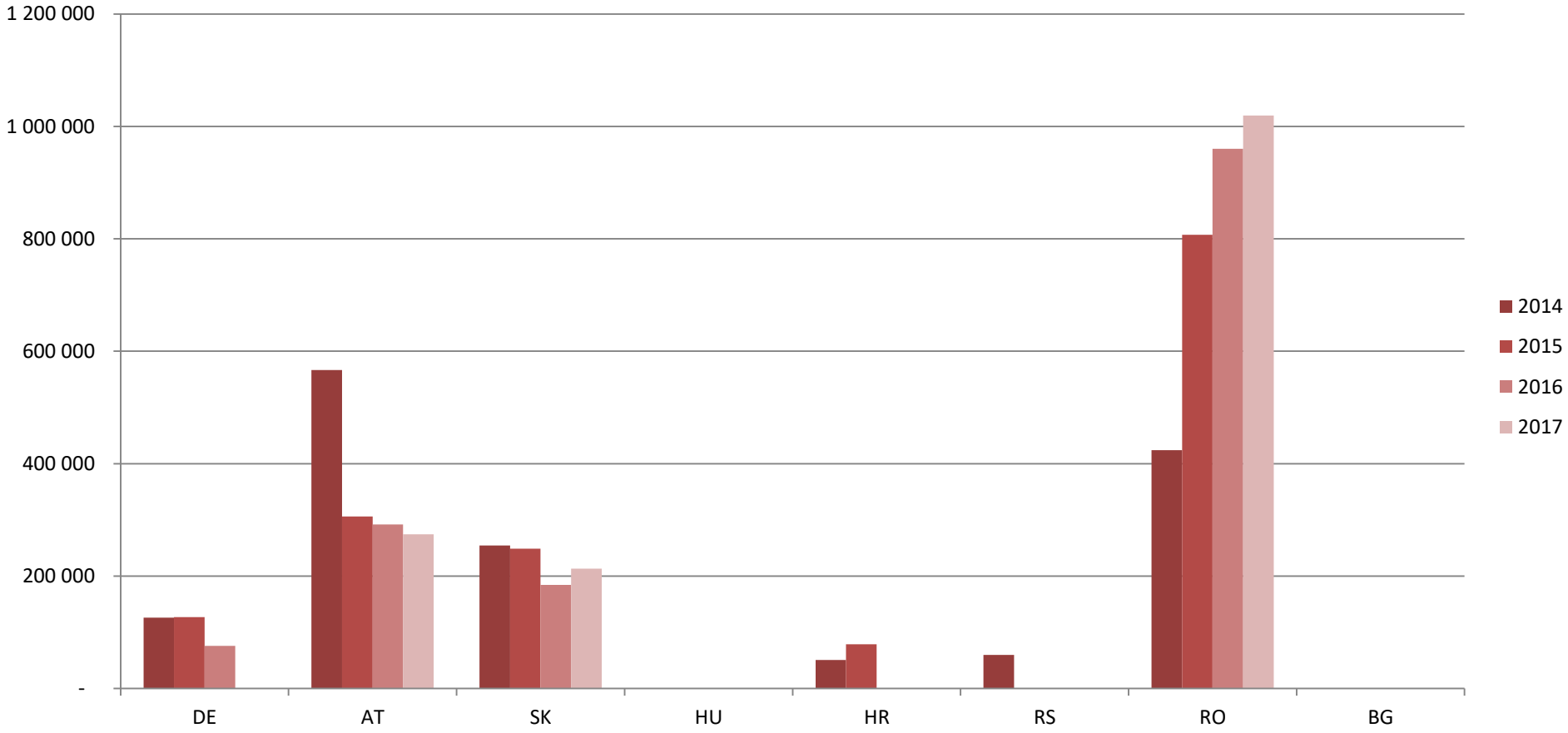
d) Start of negotiations with Danube ministries of Transport

e) Final conclusions

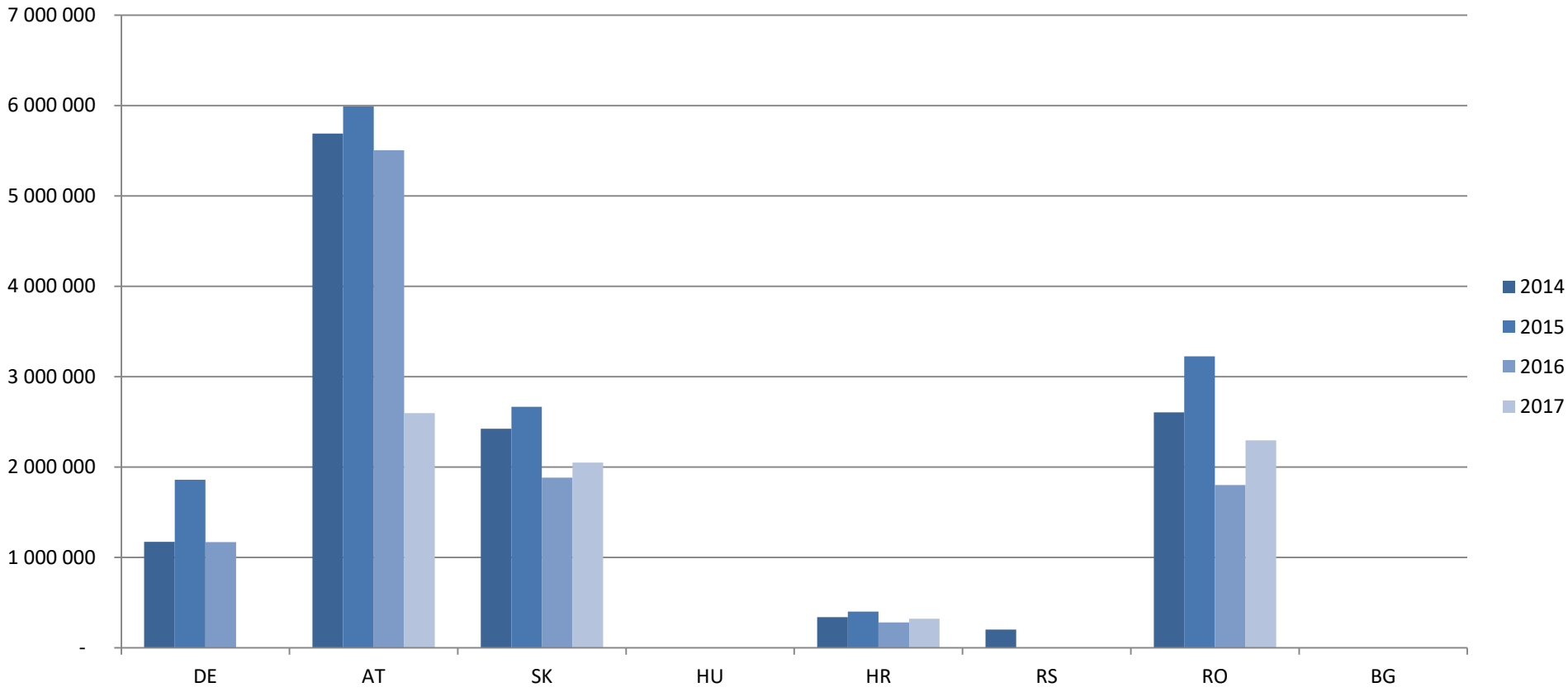
Fairway availability 2012-2017



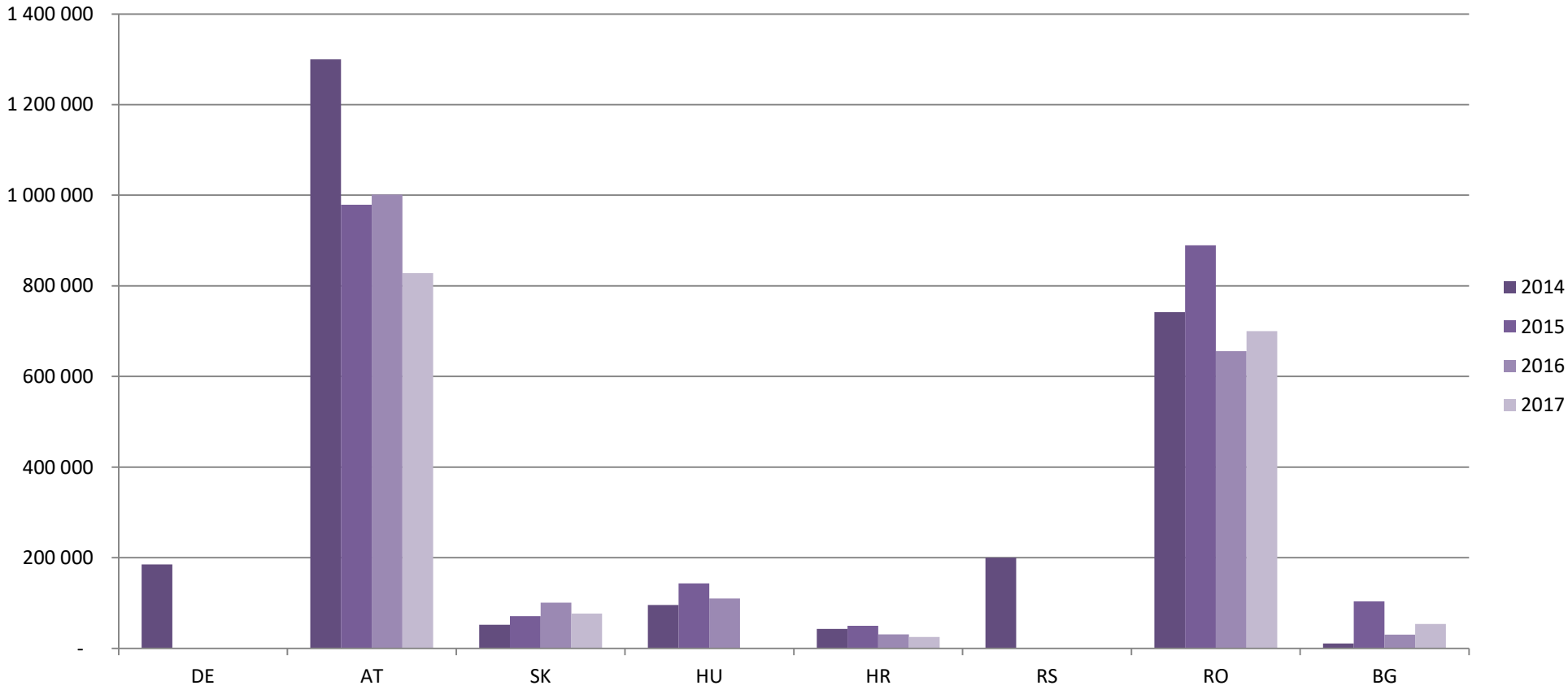
Cubic metres dredged 2012-2017



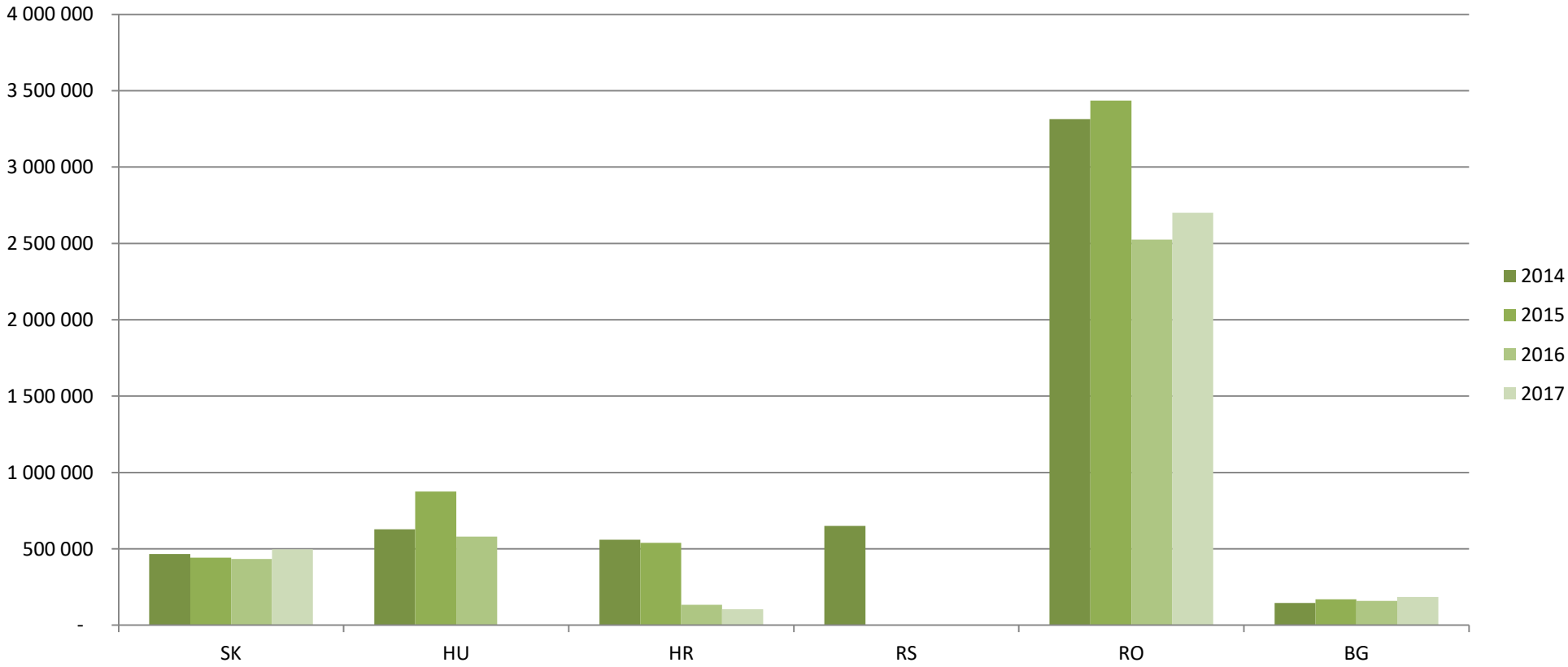
Operational expenditures on dredging 2012-2017



Operational expenditures on surveying 2012-2017



Operational expenditures on marking 2012-2017



Preparation of Danube Ministerial Conclusions

Decision on appeal towards Ministers of Transport

Input for Transport Council Conclusions

Initiatives of the Austrian Presidency of the Council of the EU
Discussion on specific policy needs in the Danube region with a view to a possible NAIADES-3 programme post-2020

Integrated European action programmes for the Promotion of Inland Waterway Transport

NAIADES Action Programme 2006 – 2013	NAIADES II Action Programme 2014 – 2020
Five strategic areas: ▪ market ▪ fleet modernisation ▪ jobs and skills ▪ image and awareness ▪ infrastructure	Six strategic areas: ▪ infrastructure ▪ innovation ▪ market ▪ fleet modernisation (low emissions) ▪ jobs and skills ▪ IWT in multimodal logistics chain
→ **PLATINA project (Platform for the implementation of NAIADES) 2008-2012** to support the programme's implementation	→ **PLATINA II project (Platform for the implementation of NAIADES) 2013-2016** to support the programme's implementation

Integrated European action programmes for the Promotion of Inland Waterway Transport (2)

- EC Communications concerning the entire European Union's inland waterway network

- Implementation of the NAIADES Programmes through **coordinated actions by the sector and public authorities** at Member State, European and international levels:
  - EU Member States
  - European Commission
  - River Commissions, UNECE, CESNI,…
  - key stakeholders (e.g. research bodies,…)
  - waterway users / private sector
  - …

Possible European NAIADES III programme post-2020

- NAIADES II Mid-Term Progress Report 2014-2017 currently under elaboration
- Preparation of **Council Conclusions** to invite the Commission to develop a comprehensive follow-up programme "NAIADES III" under the Austrian EU Presidency
  (to be concluded on 3rd December 2018)
- **PA1a Steering Group** can prepare input and suggestions for these Council Conclusions, focussing on specific policy needs in the Danube Region

Discussion

- What are the key problems related to inland navigation in the Danube region and which of these issues would particularly need to be addressed in a possible NAIADES III programme?
- Are there any issues connected to the implementation of the current NAIADES programme that should be avoided in a future programme?

Proposed topics

- Infrastructure maintenance, rehabilitation and upgrade;
- Fleet modernisation
- Jobs and skills
- Digitalisation / next generation of River Information Services
- Market development and observation
- Multimodal integration

Conclusions and next steps

Draft decisions

- After a written procedure (10 working days) the PA1a Steering Group:
  - Acknowledges and agrees on the contents of the proposed DAVID forms to simplify and harmonise border crossing procedures
  - Agrees on the contents of the appeal aimed at the Ministers of Transport
  - Agrees on the general path towards Danube ministerial conclusions until 3rd December 2018

Next meetings

- **13th September 2018** Danube Awareness Day in Vienna (a.m.) directly followed by Joint Statement meeting
- **9th October 2018** 15th PA1a Steering Group (a.m.) and FAIRway Advisory Committee (p.m.) in Vienna
- **10-11th October 2018** Danube Business Talks in Vienna

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