

# EUSDR PA1a & PA11 working group meeting on administrative processes

Tegernsee | 24 October 2018



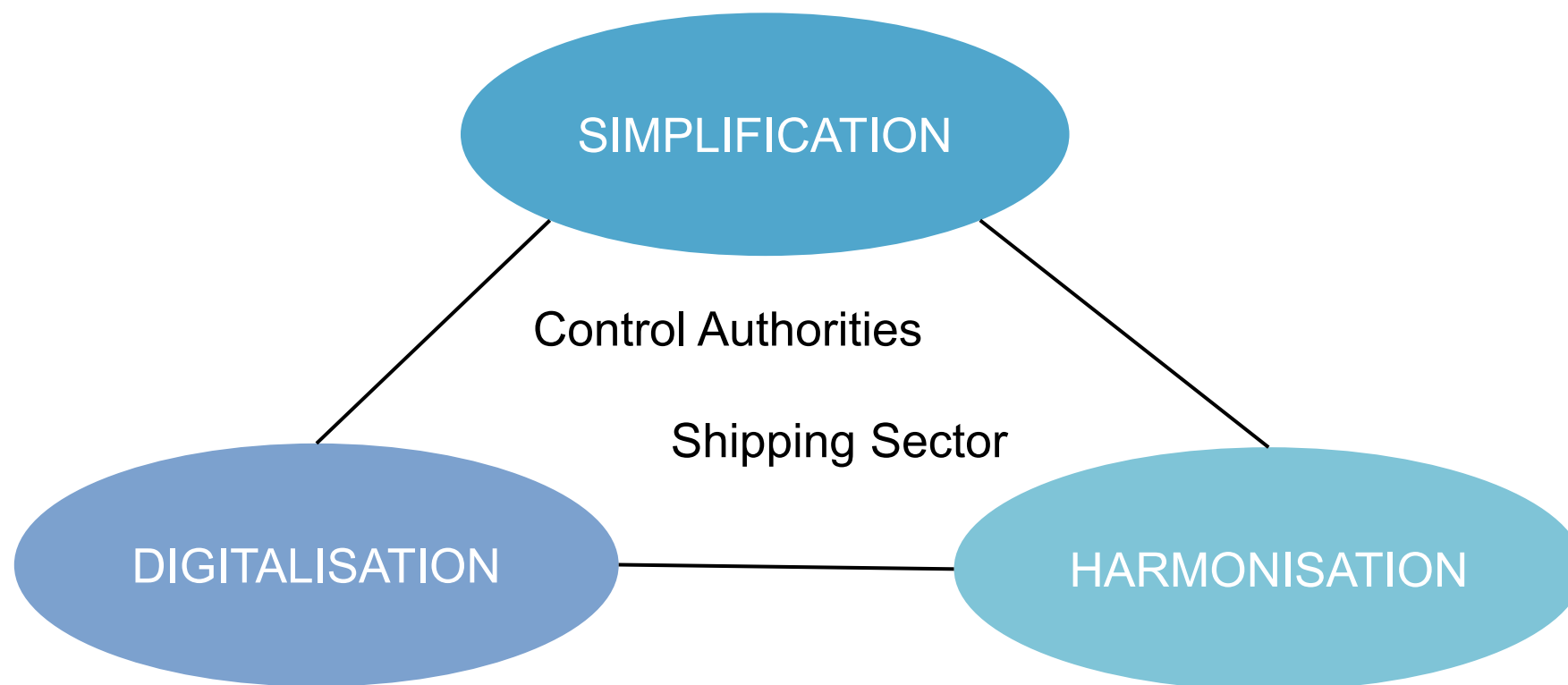
# Welcome Note

Hubert Griepe, PA11

# Introduction

Gert-Jan Muilerman, PA1a

## Rational for a joint working group



## Common characteristics of the border control procedures along the Danube



- **Complicated and long-winded procedures** with numerous control forms to be filled out by ship crews
- **Missing coordination** across the Danube riparian states: differences in legislation and law enforcement
- **Multiple submission of the same data** as most of the documents have to be provided in paper form



SIMPLIFICATION



HARMONISATION



DIGITALISATION



## 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



# Status quo of the Working Group on administrative processes – achievements and shortcomings

Simon Hartl, PA1a

Hubert Griepe, PA11





### Priority Area 1a



### Priority Area 11

today's  
focus:

CONTROL FORMS

M01,M02,M03,M11,M16

CONTROL DATABASE

M17

outlook:

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



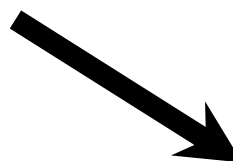
# Danube Navigation Standard Forms (DAVID)



## Status quo

- **April 2018: Technical agreement reached in the PA1a & PA 11 working group**
- **Endorsement on Steering Group level (PA1a and PA11) in June and July 2018 -> relevant decision-makers at ministries of transport & ministries of the interior**

**EU / transnational level:**  
Drafting of ministerial conclusions (Danube Transport Ministers) and preparation of EU legislation



**National level:**  
Alignment with other national control authorities; preparation of transfer into national law (replacement of currents control forms)

# Danube Navigation Standard Forms (DAVID)



- Latest version sent out in the mail of 8 May 2018 to the working group members together with the minutes of the Karlsruhe meeting
- In the meantime PA1a&PA11 received the feedback of the Ukrainian Ministry of Internal Affairs -> general agreement to implement the DAVID forms (Border Guard Service, Fiscal Service and Ministry of Infrastructure)  
-> Ukraine needs to be included in the Ministerial Conclusions  
-> procedural issues need to be clarified

*Danube Navigation Standard Form (DAVID)*

**ARRIVAL AND DEPARTURE REPORT**

		<input type="checkbox"/> Arrival	<input type="checkbox"/> Departure
1.1 Name and type of ship (main vessel) including previous name(s) of ship – if applicable		1.2 Ship number/ENI-European Number of Identification (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 (country/area of registration) including previous nationality of ship – if applicable	5. Name of master	6. Control point/border crossing 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. EORI/Economic Operator's Registration and Identification – if applicable	15. Number of crew	18. Remarks	
16. Navigation mode (A1, A2, B) – if applicable	17. Number of passengers – if applicable		
Attached documents – if applicable (indicate number of copies)			
19. Cargo Declaration	20. Ship's Stores Declaration		
21. Crew List	22. Passenger List	23. The ship's requirements in terms of waste and residue reception facilities	
24. Crew's Effects Declaration (only on arrival)	25. Declaration of Health (only on arrival)		
26. Date and signature by master, authorized agent or officer			

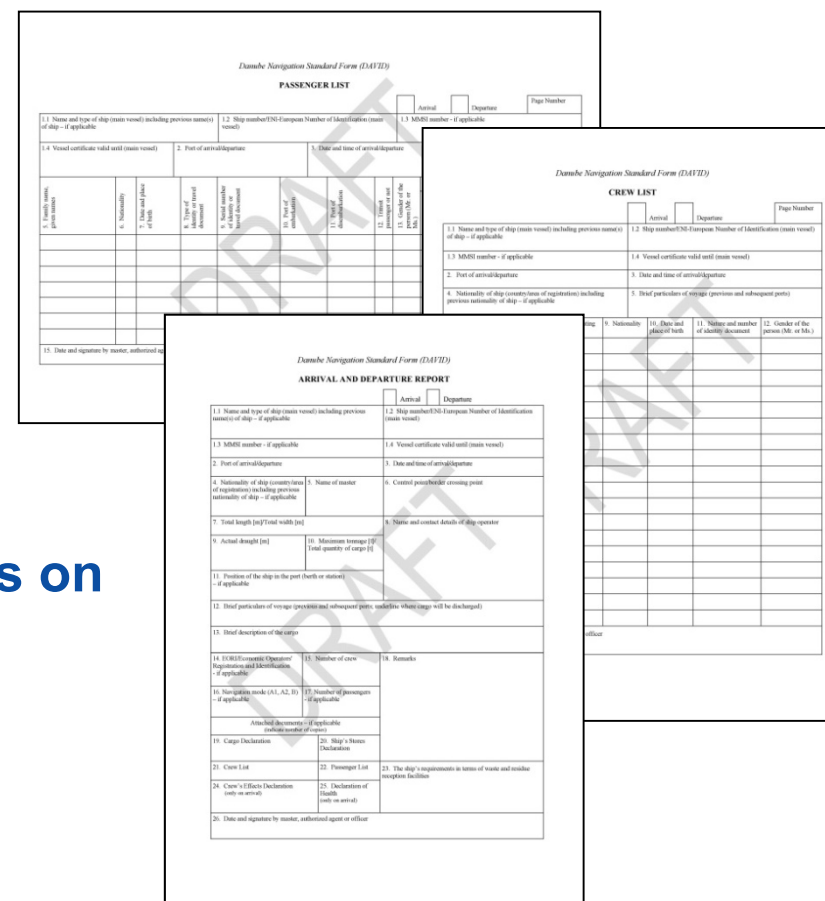
# Danube Navigation Standard Forms (DAVID)

## First set of harmonised forms

- Arrival and departure report
- Crew list
- Passenger list

## Today's focus:

- Discussion of procedural issues on national level
- Assignment of responsibilities and tasks

The image shows three overlapping forms from the DAVID (Danube Navigation Standard Forms) set. The top form is the 'PASSENGER LIST', the middle form is the 'CREW LIST', and the bottom form is the 'ARRIVAL AND DEPARTURE REPORT'. Each form contains various fields for data entry, including ship details, dates, times, and personnel information. The forms are marked with a large 'DRAFT' watermark.

# Outlook: Update of the practical manual for border control procedures along the Danube



- We will finally add a **Ukrainian chapter** to the Practical Manual (information received by PA1a in English language)
- PA1a and PA11 will contact control authorities with a request to **provide, update and confirm all other country-specific information**
- **Time frame:** November 2018 – June 2019
- **Launch of the updated Practical Manual on the EUSDR PA1a website after the next working group meeting:**  
[www.danube-navigation.eu/wg-6-administrative-processes](http://www.danube-navigation.eu/wg-6-administrative-processes)



# Transnational Control Database



**Repeated in-depth controls of vessels, ship crews and cargo along the Danube are a source of annoyance for shipping companies and do in many cases not provide any benefits for the work of the control authorities. The seamless exchange of information among control authorities would help to reduce redundant checks along the Danube.**



# Transnational Control Database



- **May 2017 Working Group Meeting in Vienna**
- **July 2017 first email to the Working Group members**
- **April 2018 Joint Working Group Meeting in Karlsruhe**
- **June 2018 meeting with the former Aquapol states Austria, Slovakia and Hungary,**
- **July 2018 Steering Group Meeting in Munich ask for support for naming the responsible experts for nautical controls**





# Outlook: Training sessions in the field of ADN



- July 2017 first E-mail to the riparian Danube States
- July 2018 Steering Group Meeting in Munich ask for support for naming the responsible experts for nautical controls
- September 2018 contact to Mr. Dejan Trifunovic, Danube Commission
- September 2018 contact to Mr. Manfred Meiner, German Ministry for Traffic and digital Infrastructure
- Workshop March 2019



# PA1a&PA11 Technical Coordinators – implementation phase

## PA1a Technical Coordinator



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## PA11 Technical Coordinator



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# Implementation of DAVID forms in Danube countries (M01, M02, M11 and M16)

Simon Hartl, PA1a



# Danube Navigation Standard Forms (DAVID)



## Arrival and departure report

*Danube Navigation Standard Form (DAVID)*

**ARRIVAL AND DEPARTURE REPORT**

		Arrival	Departure
1.1 Name and type of ship (main vessel) including previous name(s) of ship – if applicable		1.2 Ship number/EN-European Number of Identification (main vessel)	
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24. Crew's Health Declaration (only on arrival)	25. Declaration of health (only on arrival)		
26. Date and signature by master, authorized agent or officer			

To replace the following national documents

HU: Érkezési – Indulási Jelentés

RS: Dolazni / Odlazni Raport

HR: Entree / Departure Rapport

BG: General Declaration

RO: adapted IMO General Declaration

MD: IMO General Declaration

UA: IMO General Declaration

[illegible]

# Danube Navigation Standard Forms (DAVID)



**Alignment with other national control authorities (water police/authorities carrying out nautical controls, customs agencies, ADN control authorities, etc)**

## **Proactive approach:**

- Working group members as national coordinators for all involved control authorities in specific country
- Organisation of coordination meetings on national level
- Provision of consolidated feedback to PA1a&PA11 technical coordinators





# Danube Navigation Standard Forms (DAVID)



Which authorities need to be included in your specific country for the next required steps?

How can this alignment be facilitated in the most efficient way?

Which relevant national legislation/ordinances need to be adapted?



# Danube Navigation Standard Forms (DAVID)



## Implementation status in Danube countries

HU: Green lights for implementation but details to be defined and solved  
(see three questions above)

RS: no feedback

HR: no feedback

BG: Forms aligned with all other involved control authorities; implementation by adapting the “Ordinance on border control at ports”

RO: Feedback received with regards to authorities to be involved in the implementation (Romanian Naval Authority within the MoT and the Association of Romanian Ship-owners and River Operators)

MD: no feedback

UA: no feedback



# Tour de table

# Outlook: training sessions in the field of ADN (M04)

Hubert Griepe, PA11

# Outlook: Training sessions in the field of ADN



**Official description of measure M04:**

**PROVIDE TRANSNATIONAL TRAINING AND KNOW-HOW  
EXCHANGE FOR CONTROL BODIES IN ORDER TO ENSURE  
HARMONIZED CONTROL MECHANISMS ALONG THE DANUBE  
WITH A SPECIAL FOCUS ON REGULATIONS REGARDING THE  
TRANSPORT OF DANGEROUS GOODS - ADN**



# Outlook: Training sessions in the field of ADN



## Background of the measure M04:

According to cargo shipping representatives, uniform standards and regular information exchange should be the prerequisite for the implementation of controls.

This was the result of a survey carried out by PA 1a of the EUSDR in 2014 and 2015.

Even if the transport of dangerous goods by inland waterway vessels is governed by the European Convention on the International Carriage of Dangerous Goods River Transport (ADN)

Implementation and enforcement of this Regulation varies in large parts of the Danube riparian states.





# Outlook: Training sessions in the field of ADN



## Reasoning of the measure M04:

Ultimately, this leads to unfair competition between companies complying with the stringent requirements of ADN (e.g. investing in modern double hull tankers) and companies using ships and equipment that do not meet these requirements. Another problem is that a safe working environment must always be guaranteed for ship's crews. Following feedback from shipping companies given during the PA1a survey, individual members of control teams are not aware of the safety regulations, must be followed on an inland waterway vessel carrying dangerous goods. This leads to situations that could endanger the ship and crew.

# Outlook: Training sessions in the field of ADN



## Reasoning of the measure M04:

In order to ensure harmonized control mechanisms along the Danube, Priority Area 11, in cooperation with Priority Area 1a, intends to provide an exchange of information and know-how for regulatory bodies at transnational level. This exchange wants to be done through joint workshops with theoretical and practical input from recognized experts in the field of ADN. Another purpose of the workshop is to create a win-win situation for both sides.



# Outlook: Training sessions in the field of ADN



## **Implementation of the workshop:**

The technical coordinator of PA 11 is responsible for the implementation of the measure.

## **Practical execution of the workshop:**

The professional execution of the workshop must be guaranteed by an experienced competent expert for the field of ADN - to be determined

## **Location and Date:**

Bavaria, Tegernsee on the 27<sup>th</sup> of March 2019



# Outlook: Training sessions in the field of ADN



**Two statements about the workshop:**

## **ADN Safety Committee in Geneva (27-31 August 2018)**

Mr. Dejan TRIFUNOVIC from the Danube Commission:  
Informed the Committee about our initiative (M04) that transnational workshop regarding ADN implementation on Danube countries will be held in the spring of 2019. Competent experts from all the Danube countries are expected to attend.



# Outlook: Training sessions in the field of ADN



## **ADN Safety Committee in Geneva (27-31 August 2018)**

Mr. Manfred MEINER, German Ministry for Traffic and digital Infrastructure:

Since this matter was also presented by the Danube Commission in the ADN Safety Committee, it makes sense that we will participate in it in the future.

BMVI, G 24, is the lead agency for dangerous goods law in Germany, also in inland navigation, and provides among others the Head of Delegation to the ADN Safety Committee.



# Tour de table



# Lunch Break

# Implementation of transnational control database along the Danube (M17)

Hubert Griepe, PA11

# Transnational Control Database



## The implementation of measure M17

This measure introduces a transnational control database for inland navigation on the Danube.

The reason for this introduction is mainly the avoidance of multiple vessel controls, but it is also a support for an effective control work of the authorities.

So we would have here a pure win-win-situation and fulfill thereby the requirement of the EUSDR and the Flagship Project Rhine-Danube-Corridor to facilitate inland navigation.



# Transnational Control Database



**This control database, named IBISWEB, will be operated by Aquapol and made available to the Danubian States. This database is used in Bulgaria and Romania and also in France, the Netherlands, Switzerland and Belgium. Thus, the Danube region would be networked with the Central European Waterway System.**

**To use the database, an Aquapol membership or partnership is required. But there are no membership or operating costs and the application is extremely simple.**



# Transnational Control Database



In April of this year, the joint working group meeting of PA1a and PA11 took place in Karlsruhe. The discussion there regarding the control database was not as successful as desired. First of all, not all states were represented and obviously some of those present were not adequately informed, although first in July last year, a corresponding information letter had been sent and of course also this spring again.

There-upon I had announced, the introduction of the control database to start, also with only a few participant states.



# Transnational Control Database



On 27th of June a meeting took place for this purpose at viadonau in Vienna, in which the former Aquapol states Hungary, Austria and Slovakia took part.

The outcome of the meeting was very positive - the delegates of the three states would like to use IBISWEB. The implementation now only requires the approval of the responsible ministries.

For the other Danube countries, of course, a participation is possible - Of course they have to apply for it.



# Tour de table



# Next steps and assignment of responsibilities and tasks

Gert-Jan Muilerman, PA1a

Simon Hartl, PA1a

Hubert Griepe, PA11

# Strategy and next steps regarding implementation of DAVID forms

## 1. April 2018: Technical agreement



Agreement on technical recommendations on working group level (on selected issues such as DAVID forms)



PA1a/  
PA11 WG

## 2. June/July 2018: Steering Group endorsement



Agreement on Steering Group level of Priority Area 1a (Inland Waterways) and Priority Area 11 (Security) as regards the technical proposals of the joint working group PA1a/PA11



PA1a/  
PA11 SG

## 3. October 2018: Organisation of political commitment



Inclusion of the theme of administrative barriers in political conclusions (Danube Transport Ministers), to be endorsed on 3<sup>rd</sup> December 2018, prepared by PA1a in conjunction with European Commission and the Austrian EU Presidency



PA1a/  
DG MOVE

## Strategy and next steps regarding implementation of DAVID forms

### 4. Q1 2019: Anchoring of existing DAVID forms in legislation

Preparatory steps towards anchoring of harmonised forms in EU and/or national legislation

- Identify and check relevant national legislation/ordinances to be adapted
- Identify other ministries/departments to be involved/consulted

**Deadline for feedback to Technical Coordinators: 20 Nov 2018**



PA1a/  
PA11 WG

### 5. Q1/2 2019: Organisation of further political commitment

Inclusion of the theme of administrative barriers in political conclusions, possibly by Danube Ministers of Interior in conjunction with European Commission and the Romanian EU Presidency



PA11 SG

## Strategy and next steps regarding implementation of DAVID forms

### 6. Q1 2019: Identification of further control forms to be harmonised – extension of the DAVID forms suite

- Identify and check relevant national legislation/ordinances to be adapted
- Consult with IWT industry and control authorities
- Identify “quick wins”: forms that can realistically be harmonised within 2-3 years and that would result in significant improvements in efficiency and effectiveness



PA1a/  
PA11 WG

## Strategy and next steps regarding implementation of DAVID forms

### 7. Q2 2019: In-depth analysis of digitalisation of already adopted DAVID forms

- Investigate embedding of forms in River Information Services
- Link up with EU initiatives for digitalisation
- Define a pilot in these frameworks, possibly as joint activity of PA1a/PA11 in the frame of RIS COMEX (<http://www.riscomex.eu>)



 **Bundesministerium**  
Verkehr, Innovation  
und Technologie



MINISTERUL TRANSPORTURILOR

**viadonau**

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