



# EUSDR PA1a 16<sup>th</sup> Steering Group Meeting

Bucharest | 26th June 2019















# Welcome and introduction

Approval of the agenda













# Status of revision of the EUSDR Action Plan













# **EUSDR – Terminology and structure**

EC Communication COM(2010) 715, 8 Dec. 2010

- lists exemplary targets to by achieved by the Danube Region Strategy
- five final targets adopted by all members of the Steering Group (including the European Commission)

accompanying
Action Plan
('from words to actions')

 defines actions that require interventions (projects, policies, etc.)







### Schedule for the Action Plan Revision

01	0 12	0 1 6	5 III	. 15 1 .				
Step	Description	Quarter of	Deadline	Specified step				
		2019						
1	A feedback from the Steering Group consultation process	1 <sup>st</sup> Q 2019	9 January	deadline for proposal of PACs after consultation (ref. 5 questions)				
	presented by each PAC during the PAC meeting organised by		18 January	Summary of PACs proposals by DSP				
	RO Presidency		22/23 January	PAC Meeting (Bucharest) incl. discussion on the Summary of PACs proposals				
			31 January	deadline for remarks of PACs to the Summary				
			1 February	deadline for proposals from NCs for finalizing NC meeting agenda (to be sent to RO EUSDR Presidency)				
2	Consultation Process at NCs level;		4 February	circulation of final summary of PACs proposals to NCs & PACs				
+	A feedback from the PACs consultation process presented		14/15 February	C Meeting (Bucharest): mainly focusing on discussing NCs proposals and Summary of PACs proposals by DSP, incl. NC				
3	by the new DSP during the NCs meeting organised by RO			decision on specified roadmap 2019 and structure of the revised Action Plan				
	Presidency							
4	Finalising the consultation phase with the support of the		26 April	National Contributions to DSP & Presidency				
	new DSP			Draft evaluation results to be fed in				
				PAC inputs to DSP & Presidency				
			8 May	Territorial Analysis to DSP & Presidency (not before 8. May)				
			14 May	Circulation of consolidated input for the NC-PAC Meeting				
			23/24 May	NC-PAC Meeting (Bucharest):				
				final discussion and endorsement of the "consolidated input"				
				incl. discussion of horizontal objectives (principal goals of EUSDR) on the number of Priority Areas, grouping of Pillars and				
				number of coordinators per Priority Area				
				(pursued by submission of the number of Priority Areas and the number of coordinators per Priority Area to DTP-JS (as				
				mandatory information for their 2nd call for PACs)				
5	Submitting the results of the consultation phase to the		June	release of the endorsed "consolidated input" in preparation to the 8th EUSDR Annual Forum (corresponding to handing over				
	Commission		J	to the Commission)				
			June	2nd call for PACs (period 2020-2022) by DTP-JS				
6	Drafting phase - a revised version of the EUSDR Action Plan	2 <sup>nd</sup> Q 2019	27/28 June	"Public hearings on the proposals for a new Action Plan" within the dedicated thematic sessions of the 8th EUSDR Annual				
	should be drafted by the Commission in consultation with	2 Q 2019	,25	Forum				
	the NCs and PACs			T				
7	Collecting comments on the revised version of the EUSDR	3 <sup>rd</sup> Q 2019	20 July	Draft version of revised EUSDR Action Plan circulated by the Commission to NCs for consultations				
	Action Plan	3 Q 2019	20 August	deadline for provision of feedback from NCs to be sent to the Commission				
			End September	Final draft version of the revised EUSDR Action Plan circulated to NCs for final feeback				
8	Publication of Commission Staff Working Document	4 <sup>th</sup> Q 2019	October	Publication of Commission Staff Working Document				
	abilitation of commission of the Property of t	4 Q 2019	September/					
			October	This section in course of the position of the course of th				
			Octobel					







# Steps towards updated Action Plan for PA1a

- **1. 9**<sup>th</sup> **October 2018**: Steering Group meeting in Vienna discussion on key topics for PA1a coordination activities after 2020.
- 2. 13<sup>th</sup> December 2018: PA1a distributed a draft document based on the results of the Steering Group meeting and a meeting between National Coordinators and Priority Area Coordinators (on 6th -7th December 2018)
- 3. 9<sup>th</sup> January 2019: Deadline for reactions and comments on draft by the Steering Group
- 4. 25<sup>th</sup> January 2019: Consolidated final document was submitted to Steering Group
- 5. 26<sup>th</sup> January 2019: Final version was sent to Danube Strategy Point 14-15<sup>th</sup> February 2019: Discussion and decision-making of National Coordinators on further revision process
- **6. 17**<sup>th</sup> **June 2019**: Inputs of PA1a taken up in a so-called consolidated input paper by DSP







# PA1a targets and actions post-2020













# 1. Waterway and port infrastructure & management

Working Group Targets post 2020		Actions post 2020
WG1 Waterway and port infrastructure & management	Target 1 To optimally manage and improve navigability conditions as well as landside infrastructure in a harmonized and environmentally sustainable way	Action 1.1 Facilitate management of inland waterways in order to provide "Good Navigation Status" and adequate fairway conditions on the Danube and its navigable tributaries  Action 1.2 Foster the application of an integrative approach in the set-up of navigation projects in order to contribute to the achievement of "Good Ecological Status" and "Favourable Conservation Status"  Action 1.3 Contribute to service-oriented constructional infrastructure, aimed at the optimisation of lock operation, as well as the availability and quality of mooring places and bridge clearances where necessary  Action 1.4 Contribute to better multimodal accessibility of inland ports and transhipment sites to other transport modes and their hinterland







# 2. Business development

Working Group	Targets post 2020	Actions post 2020		
	Target 2 Support transnational initiatives	Action 2.1 Set up regular stakeholder meetings to identify waterway user needs on a continuous basis		
WG2 Business development	to promote inland waterway transport and business development in order to raise the modal share of inland waterway transport in the Danube Region	Action 2.2 Conduct market analyses to identify promising market segments for Danube navigation		
		Action 2.3 Contribute to international business-to-business meetings aimed at raising modal share of inland waterway transport		







### 3. Fleet modernisation

Working Group	Targets post 2020	Actions post 2020				
WG3 Fleet modernization	Target 3 Develop the Danube fleet in order to become more fuelefficient and to reduce emissions of greenhouse gas and pollutants	Action 3.1  Monitor ongoing innovations in greening and fleet modernization technologies  Action 3.2  Contribute to the development of a roll out strategy to support the uptake and practical implementation of innovation and modernization measures in the Danube fleet				







### 4. River Information Services

Working Group	Targets post 2020	Actions post 2020			
WG4 River Information Services	Target 4 Implement harmonised River Information Services on the Danube and its navigable tributaries according to European legal provisions and ensure international data exchange	Action 4.1 Promote creation and use of service-oriented, timely and intuitive user information on site and online on current and future fairway conditions  Action 4.2 Pursue establishment of enhanced traffic management with the help of improved traffic information  Action 4.3 Support establishment of RIS-based solutions for logistics and transport management purposes			







# 5. Education and jobs

Working Group Targets post 2020		Actions post 2020				
WG5 Education & Jobs	Target 5 Solve the shortage of qualified personnel and harmonize education standards for professions in Danube navigation	Action 5.1 Support the Danube-wide application of EU Directive 2017/2397 on the recognition of professional qualifications  Action 5.2 Identify measures to increase the availability of nautical personnel  Action 5.3 Spread knowledge on Danube navigation to future decision makers and dispatchers of logistic supply chains				







# 6. Administrative processes

Working Group	Targets post 2020	Actions post 2020		
<u>WG6</u>	Target 6 Establish time-efficient, service- oriented and transparent administrative procedures,	Action 6.1 Harmonize and simplify border controls by means of guidance documents and an extended set of standardized control forms		
Administrative processes	especially border controls, in the framework of navigation on the Danube and its navigable tributaries	Action 6.2 Support the preparation of new digital tools to improve the efficiency of border controls		







# Actions reflected in Application Form

- Call of the Danube Transnational Programm opened on 24<sup>th</sup> June 2019 for Romanian and Austrian Priority Area Coordinators
- Agreed actions will be reflected in Application Form:
  - basis for subsidy contract 2020-2022
  - to be submitted by 24<sup>th</sup> September 2019













# Status on the Fairway Rehabilitation and Maintenance Master Plan













# **Danube Ministerial Conclusions**

Danube Ministerial meeting in Brussels on 3rd December 2018









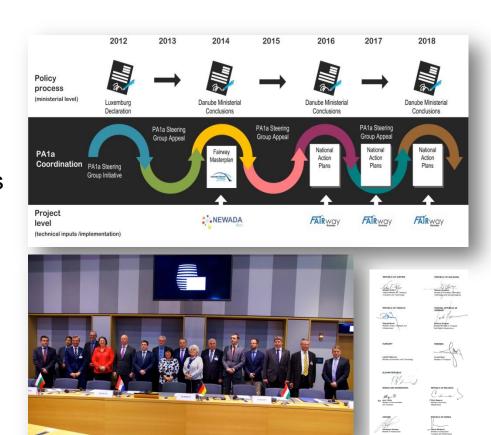


### Danube ministerial conclusions of 3/12/2018

- Fairway maintenance is/remains national responsibility
- Ongoing political attention on international level remains necessary
   process with ministerial conclusions
- Political process based on ongoing monitoring
   bi-annual national action plans by FAIRway Danube (and EUSDR for non-FAIRway partner countries)



Thanks for your support!









# Report on NAIADES-2 Sub-Group on Good Navigation Status











# Objective of NAIADES-2 Sub-Group

- 'Good Navigation Status' is part of the TEN-T guidelines
  1315/2013: "Rivers, canals and lakes shall provide "good navigation
  status" through close coordination and standards on minimum
  service levels to the navigation function as well as waterway
  infrastructure maintenance and safety coordination across
  waterways."
- The aim of the subgroup of the NAIADES II expert group is to
  - gather input for the Commission's Draft recommendations for the development of common, harmonized guidelines/standards for Good Navigation Status by October 2019 in the framework of the TEN-T regulation.
  - Through active contributions from experts and not vested positions of stakeholders.









# Overview of fairway targets

- Regulation (EU) No 1315/2013: 2.50m draught on 365 days per year for Class IV waterways
- AGN: 2.50m draught on 300 days per year is required for Class IV waterways for upstream free-flowing sections (240 days on the lower Danube).
- EUSDR Fairway Masterplan: 2.50m fairway depth on 343 days per year (recommended level of service, endorsed by 10 Danube Ministers of Transport 2014-2016-2018)













# Discussion within NAIADES-2 Sub-Group on 29<sup>th</sup> April 2019

- Discussions were centered around main themes:
  - Overall definition of the GNS concept
  - Finding the balance between "setting ambitious targets" and "setting achievable targets"
  - Finding the balance between "one clear target value for the European core network" and "corridor- or waterway-specific targets", the latter with the danger of "cherry picking"
- Very few Danube countries (AT, SK and Danube Commission)
   attended the first meeting of the GNS sub-group in Brussels on 29th
   April 2019 > please make sure your country is represented during
   next meeting (probably Sept)













# Presentation of draft National Action Plans (FAIRway Danube)





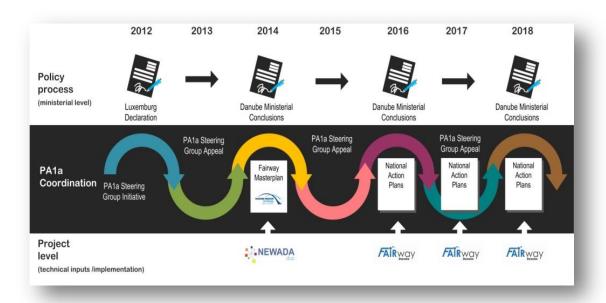








### **National Action Plans**



- monitor the implementation status of the Fairway Rehabilitation and Maintenance Master Plan, as adopted in 2014
- updated twice per year by FAIRway Danube partners (May and October);
   yearly update for remaining riparian countries (DE, RS, BiH, UA) coordinated by the EUSDR PA1a (May)

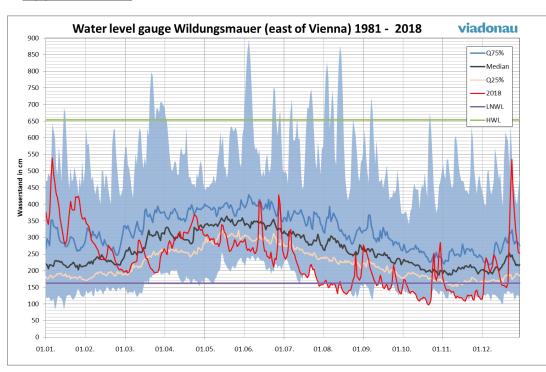




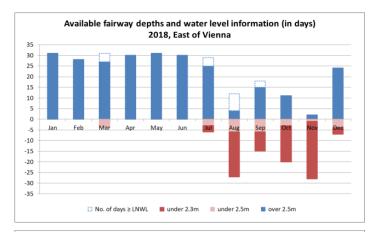


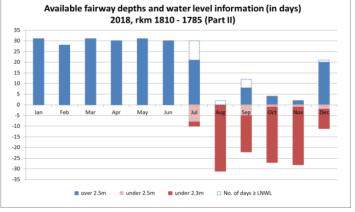
# Update May 2019: Fairway availability in 2018 (I)

#### **Upper Danube**



water discharge far below multi-annual average, due to extreme heat and low rainfall





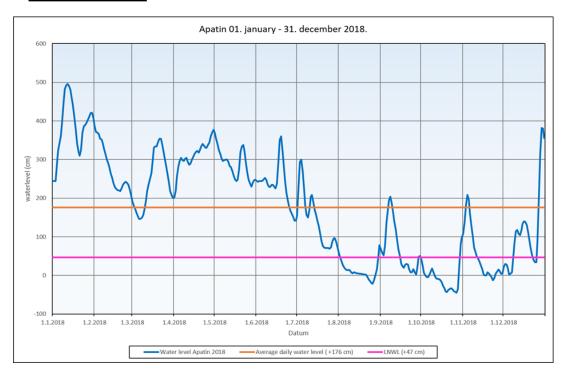




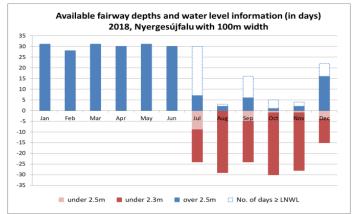


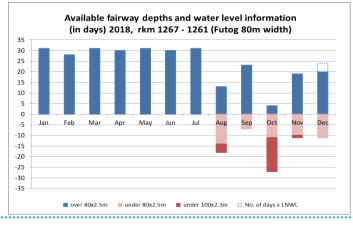
# Update May 2019: Fairway availability in 2018 (II)

#### **Central Danube**



water discharge far below multi-annual average, due to extreme heat and low rainfall





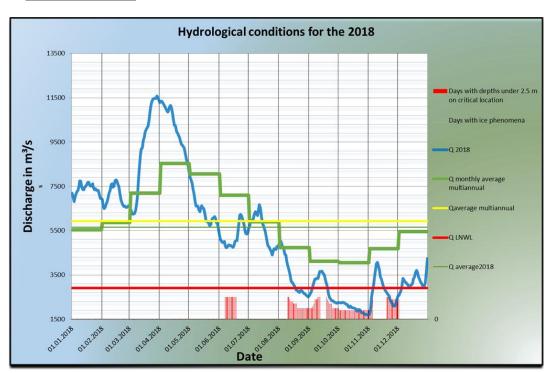




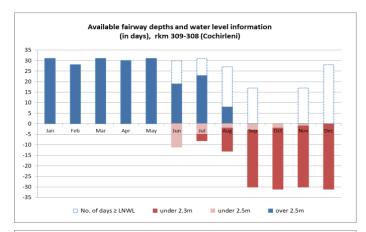


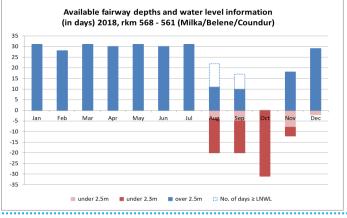
# Update May 2019: Fairway availability in 2018 (III)

#### **Lower Danube**



water discharge far below multi-annual average, due to extreme heat and low rainfall





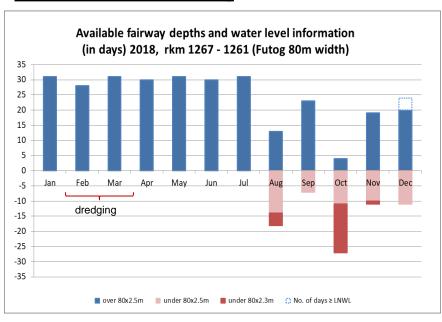




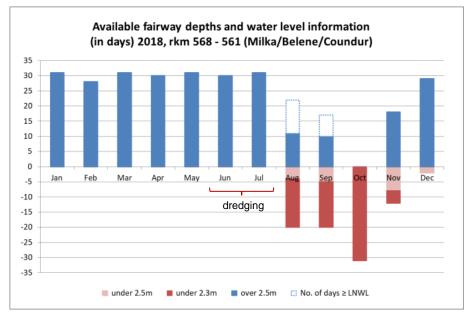


# But: Improvements compared to previous years

#### Serbia - critical sector Futog



#### **Bulgaria - critical sector Belene**



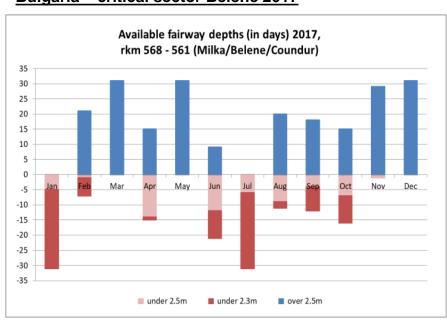




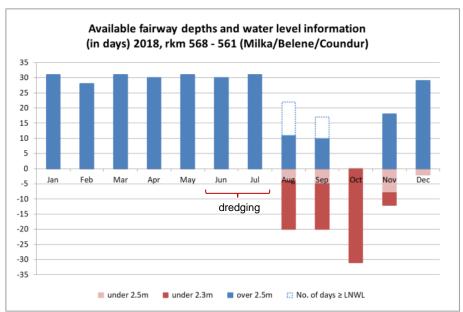


# But: Improvements compared to previous years

#### **Bulgaria – critical sector Belene 2017**



#### **Bulgaria – critical sector Belene 2018**

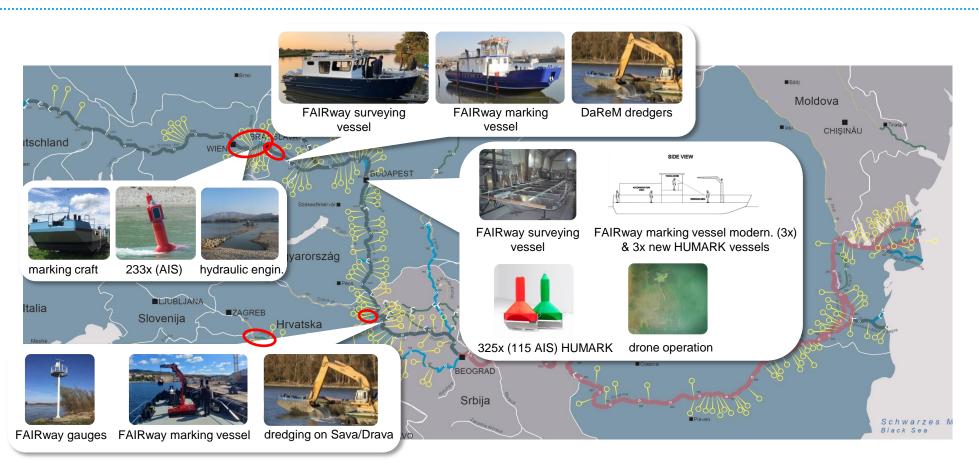


→ key issues of the Fairway Master Plan are gradually addressed















### Conclusions

- increased visibility of the issues through NAP Updates
- implementation of the Master Plan is well under way
- more budget is being allocated for the implementation of the Master Plan
- necessary to keep the current momentum  $\rightarrow$  project pipeline

# Next steps

 adoption of the May 2019 Update of the National Action Plans until 10th July 2019







# Status of Working Group on fleet modernisation













# Report on PA1a Working Group meeting of 7th March 2019 (Vienna)











# Objective of PA1a Working Group

- Identify specific issues and policy recommendations for Danube fleet, based on
  - previous and ongoing project work
  - inputs from public and private stakeholders
- Summarise Danube-specific policy recommendations on fleet modernisation to overcome the current back log
- Provide solid arguments to create funding opportunities in
  - Cohesion Funds
  - Horizon Europe
  - Connecting Europe Facility
  - National/regional instruments













# Critical issues regarding fleet modernisation the Danube region

- Backlog in investments because of low margins and investment capacity > aggravated by economic crisis and poor navigation conditions in last years
- Savings mainly in the field of external costs / no business case for many greening technologies
  - Technologies to reduce pollutants (NOx, PM) add costs rather than make inland navigation more competitive
  - Investment costs inhibitive for individual entrepreneurs
- Stringent NRMM Stage V emissions norms for new vessels
  - No compliant engines available for the inland navigation market
  - Legacy fleet remains largely unaffected (no incentive to modernise)
- Long lifetime of investments cause low innovation rates













# Key elements of PA1a policy recommendation on fleet modernisation

- Improve framework conditions for profitable IWT operations and increased investment capacity > improve fairway conditions
- Technology: concentrate on promising and available technologies with mass implementation character to have significant impact, e.g. energy efficient navigation, monitoring, digitalisation > also impact on legacy fleet
- Legal and policy actions: involve approval and certification authorities in an early stage of technology development to avoid delays in approval procedures











#### **EU Strategy for the Danube Region**



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

# Promising fleet modernisation technologies

Type of measure	Area	Measure	<u>NOx</u>	<u>PM</u>	CO2 only	GHG (CO2 & CH4)	Applicability on the fleet	Economic feasibility (ship owner)	<u>Technical</u> maturity	Non-techn. maturity (barriers)
							% of fuel consumption			
			%	%	%	%	in Europe	+++/	TRL level	+++/
Ship-related technical	Fuels,	Use LNG (Liquefied Natural Gas) - single fuel/spark ignition	70-80	up to 95	20-25	0-10	10 - 50%	++	6	
measures	standardised solutions	Apply dual fuel (LNG and diesel)	50-65	50-90	20-25	0-10	10 - 50%	++	6	
	Solutions	Apply GTL fuel	10	20	0	0	> 50%	-	9	0
	Propulsion system, standardised solutions	Apply SCR	70-90	0-20	≈ 0	≈ 0	10 - 50%		8	-
		Wall flow DPF	0	90	≈0	≈ 0	10 - 50%		7	-
		Combine SCR and DPF	80-90	90	≈0	≈0	10 - 50%		7	-
		Exchange of main diesel engine (CCR I by CCR II engine)	15-35	40-60%	0	0	> 50%	0/-	9	0
		Exchange of main diesel engine (by Stage V engine)	65	80-90	0	0	> 50%	-	5	
		Right sizing	0-10	0-10	0-10	0-10	100%	++	9	0
		Diesel-hybrid prop. (no buffer batt.)*	0-10	0-10	0-10	0-10	10 - 50%	+	9	0
		Diesel-hybrid prop. (+ buffer batt.)*	0-10	0-10	0-10	0-10	10 - 50%	+	9	0
Infrastructure	Waterway Information	Real time info on fairw. data	· · · · · · · · · · · · · · · · · · ·			>50%	+	5/7	-	
Ship- operational	Sailing	Speed adaption		14 (3	3-25)		>50%	+	5	-
measures	behaviour	Optimised track choice				>50%	+	5	-	



# Key elements of PA1a policy recommendation on fleet modernisation

- Financing instruments to allow transition to greening of the fleet:
  - Contribute to setup of EU wide Greening Fund > Financing mechanism undefined as yet (differentiated polluter-pays fuel surcharge? pooling of national and European subsidies?)
  - National programmes that are harmonised to also avoid "subsidy shopping" in future
  - technology-neutral programmes which only specify emission reduction targets and not prescribe technology used
  - Propose blending financing mechanism (combination of loans and grants)?
  - Shift from CAPEX to OPEX model > leasing models for expensive greening technologies, pay-per-use scheme?













# Key elements of PA1a policy recommendation on fleet modernisation

- Intensify research and development, especially on
  - (Full) electric propulsion systems
  - Hydrogen fuel cells combustion engines
  - Usage of synthetic (bio)-fuels: HVO
  - Automated ship operation autonomous sailing
  - Digitalisation













## Status of GRENDEL project









#### **Danube Transnational Programme**

#### **GRENDEL – Intermediate results & recommendations**

DTP2-052-3.1-GRENDEL

16th Meeting of the PA1a Steering Group



#### Intermediate results (1/3)

- First know-how transfer event held on 7 and 8 March 2019 in Vienna
  - The aim of this event was to bring together vessel operators from the Danube region with innovation experts and suppliers.
  - Examples of good practices, European legal requirements for emission reduction, future-oriented innovative technological solutions





#### Intermediate results (2/3)



- First technological innovation factsheets were elaborated on:
- Gas and Gas-Electric Propulsion



Diesel Electric Propulsion



3. After-Treatment



Available on the **GRENDEL** website



#### Intermediate results (3/3)

- 1st Public consultation in March 2019
  - Instrument for initiation and revision of policy frameworks at both national and European levels



- Preparatory works for the model State Aid scheme:
  - Inventory on past, existing & upcoming State Aid measures
  - Exchanges of information via questionnaire with the Ministries of
    - Danube States present in the project
  - 1st State Aid workshop in March 2019





#### Thank you for your attention!







### **Questions**

- Does the Steering Group agree with the examples for action in the area of Fleet modernisation in the post-2020 period?
- Also as PA1a input to programming of future funding programmes 2021-2027?





Interreg **Danube Transnational Programme** 

## Lunch













# Report of Joint PA1a/PA11 Working Group of 16th May 2019 (Vienna)













# Common vision for better border control procedures along the Danube



Complicated and long-winded procedures with numerous control forms to be filled out by ship crews



**SIMPLIFICATION** 

Missing coordination across the Danube riparian states: differences in forms, legislation and enforcement



**HARMONISATION** 

Multiple submission of the same data as most of the documents have to be provided in paper form



**DIGITALISATION** 









## Status quo of planned activities







# Implementation steps regarding simplification harmonisation and digitalisation of control forms

- 1. April 2018: Technical agreement
  - Agreement on technical recommendations on working group level (on selected issues such as DAVID forms)



- 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



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







# 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
- Inclusion of the theme of administrative barriers in political conclusions, possibly by Danube Ministers of Interior in conjunction with European Commission and the incoming Croatian and German EU Presidencies







# Strategy and next steps regarding implementation of DAVID forms

- 6. Q2 2019: Identification of further control forms to be harmonised extension of the DAVID forms suite
- PA1a/ PA11 WG

- 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 additionally within 2-3 years and that would result in significant improvements in efficiency and effectiveness







# Strategy and next steps regarding implementation of DAVID forms

- 7. Q2 2019: In-depth analysis of digitalisation of already adopted DAVID forms
- PA1a
- Investigate/specify embedding of forms in River Information Services
- Define a pilot system as joint activity of PA1a/PA11 in cooperation with RIS COMEX (<a href="http://www.riscomex.eu">http://www.riscomex.eu</a>)
- Specify system architecture for pilot implementation in the year 2020









## **Implementation of DAVID forms:**

Next steps towards synchronised introduction based on Memorandum of Understanding







# Danube Navigation Standard Forms (DAVID)



#### **Arrival and departure report**

	Danube Navigation Sta ARRIVAL AND DEP						
		Arrival	Г	Departure			
1.1 Name and type of ship (main name(s) of ship – if applicable	ressel) including previous	1.2 Ship number/ENI-European Number of Identification (main vessel)					
1.3 MMSI number - if applicable		1.4 Vessel ce	tifica	te valid until (main vessel)			
2. Port of arrival/deporture		3. Date and tin	e of n	nival@parture			
<ol> <li>Nationality of ship (country/are of registration) including previous nationality of ship – if applicable</li> </ol>	5. Name of master	6. Control po	nt/bos	der crossing point			
7. Total length [m]/Total width [n	ıl	8. Name and	entac	t details of ship operator			
9. Actual draught [m]	10. Maximum tomage [1]/ Total quantity of cargo [4]						
12. Brief particulars of voyane (re	evinus and subsanuent ports (	inderline where co	E210 W	ill be discharged)			
Brief particulars of voyage (pa     Brief description of the cargo	evicus and subsequent ports, o	underline where co	rgo v	ill be discharged)			
	evious and subsequent points, t	18. Remarks	t20 v	ill be discharged)			
Brief description of the cargo  I4. FORD/Economic Operators' Registration and Identification			#20 v	sill be discharged)			
Brief description of the cargo     Brief description of the cargo     Brief description of the cargo     Brief description of the cargo description of the cargo description of the cargo description mode (AL, AZ, B).	15. Number of crew  17. Number of passengers  -if applicable  -if implicable		#20 V	ill be discharged)			
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Brief description of the cargo     H. EORL/Economic Operators' Registration and Identification     ## applicable     In Navagation mode (A1, A2, B)	15. Nimber of crew  17. Number of passengers -if applicable = if applicable effoughs [20. Ship's Stores	18. Remarks	oquir				
13. Brief description of the cargo  14. EDBL*coverili: Operator  Registration and Mentitudes  - if applicable  16. Nevertism mode (A1, A2, B)  - if applicable  Assolved decument inforte works  19. Cargo Declaration	15. Number of crew  17. Number of passengers -if applicable s= if applicable of organia  20. Ship's Stores Declaration	18. Remarks	oquir	till be discharged)  concents as terms of waste and residue			

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** 







# Danube Navigation Standard Forms (DAVID)



#### **Crew list & Passenger list**

			CRE	w L	IST		
					Arrival	Departure	Page Number
1.1 No of ship	une and type of ship (main vesse – if applicable	f) including previou	s nome(s)	1.2 8		II-European Number of Identi	fication (main vessel)
1.3 M	MSI number - if applicable			1.4.3	Vessel certificat	e valid until (main vessel)	
2. Po	rt of arrival/departure			3. D	ate and time of a	arrival-lepurture	
4. Na previo	tionality of ship (country/area of as nationality of ship – if applica	registration) includi ble	10	5. B	rief porticulars o	of wayage (previous and subse	squent poets)
6. No.	7. Family name, given names	8. Rank or rating	9. Natio	nality	10. Date and place of birth	11. Nature and number of identity document	12. Gender of the person (Mr. or Ms.)
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1.4 Vessel certifica	ate valid until (m	ain vessel)	2. Port of arriv	al/departure		3. Di	one and time of a	rrival/depa	ture	1	4. No includ	tionality of ship (coun ing previous nationals	ntry/area of registration) ity of ship – if applicabl					
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To replace different crew and passenger lists applied on national level.







## Formal adoption of DAVID Forms



- Only in Romania and Bulgaria (and possibly Moldova and Ukraine) legislative adaptations would be required for the DAVID forms to enter into force.
- In other involved countries (Hungary, Croatia, Serbia) only changes of administrative ordinances or their annexes would need to be changed.
- For all countries it is important that the date of entry into force is coordinated among a majority of involved countries through a Memorandum of Understanding.







## **Draft MoU – main contents relevant for Steering Group**

- Purpose: synchronise the date of entry into force of the DAVID forms
- Step-wise implementation of DAVID forms:
  - as of 1st January 2020: HU, HR and RS.
  - as soon as required national legislative provisions have been adapted accordingly but no later than 31st December 2021: RO, MD, BG and UA.
- Joint PA1a/PA11 Working Group members shall regularly report on progress to their respective Steering Groups, but at least once a year.
- For PA1a, the PACs would be signatories, for PA11 the Steering Group members of involved countries as well as the PACs.





#### **EU Strategy for the Danube Region**

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







#### Memorandum of Understanding

on the coordinated implementation of the harmonised DAVID forms in the Danube riparian countries

#### 1. Parties to the agreement

[List of PA1a and PA11 Steering Group members + country]

#### 2. Preamble

Recognising the challenges identified in the Strategy of the European Union for the Danube Region (EUSDR) in the field of Danube waterway transport and border controls (Priority Area 1a -"To improve mobility and multimodality: inland waterways" and Priority Area 11 "To work together to tackle security and organized crime" respectively),

Taking note of the existing cooperation and joint Working Group between Priority Area 1a and I Priority Area 11 on administrative processes.

Taking note of the a first set of so called Danube Navigation Standard Forms (DAVID) for arrival and departure reports, crew lists as well as passenger lists, which have been developed by the joint PA1a and PA11 Working Group and which have been officially endorsed and recommended by the PA1a and PA11 Steering Groups, the Danube Commission and ten Danube Ministers of Transport in 2018,

Recalling that the joint Working Group of PA1a and PA11, as well as the RIS COMEX and DANTE projects have been labelled as TEN-T Corridor Flagship Project on Core Network Corridors that supports the transport policy objective towards digitalisation of administrative procedures on inland waterways

Recalling the Danube Ministerial Conclusions of 3rd December 2018, in which the results of the joint Working Group of EUSDR PA 1a and PA11, which are aimed at simplification, harmonisation and digitalisation of administrative processes in Danube navigation and which have resulted in a first set of harmonised border control forms (arrival and departure reports, crew lists as well as passenger list) were explicitly welcomed,

NOW IT IS HEREBY AGREED





This Memorandum of Understanding and its Annex I sets out the use of the three harmonised DAVID forms, synchronises the date of entry into force of the DAVID forms and signifies the commitment of the parties to the Memorandum of Understanding to agreed such synchronised

#### 4. Duration of the Memorandum of Understanding

This Memorandum shall come into force on the date of the signature by the parties. It is based on a voluntary commitment of the parties and will remain effective on a continuous basis.

Each party may terminate its participation in this Memorandum by giving written notice to the other parties, as united in the PA1a and PA11 Steering Groups. The termination of the Memorandum will take effect from the date of receipt of the written notice by the other parties.

#### 5. Stepwise implementation of the DAVID forms

The DAVID forms shall be applied and used by the parties in following countries as of 1st January 2020: Hungary, Croatia and Serbia.

The DAVID forms shall be applied and used by the parties in following countries as soon as required national legislative provisions have been adapted accordingly but no later than 31st December 2021: Romania, Moldova, Bulgaria and Ukraine.

#### 6. Responsibilities of parties

The joint PA1a and PA11 Working Group and its technical secretariat are responsible for review and monitoring of the Memorandum of Understanding. The coordination of projects and activities developed on the basis of the present agreement shall take place in periodic meetings between the parties represented by the joint PA1a and PA11 Working Group members. The representatives of PA1a and PA11 in the joint Working Group shall regularly report to their respective Steering Groups, but at least once a year

Any required changes to the DAVID forms that could emerge in the future shall be first discussed in the framework of the joint PA1a and PA11 Working Group.

Any clerical or editorial changes/extensions of the DAVID forms (as displayed in Annex I) can be discussed in the framework of the joint PA1a and PA11 Working Group and decided on in both PA1a and PA11 Steering Groups without the need to change this MoU. Substantial changes in content shall require technical agreement within joint PA1a and PA11 Working Group and decisions from both PA1a and PA11 Steering Groups.

This Memorandum does not require nor induce any transfer of funds between the parties. The costs incurred for the attendance of participants to meetings of the joint PA1a/PA11 Working







## Proposed time plan towards final MoU

- By end of July 2019: Both Steering Groups of PA1a and PA11 will be informed on the draft MoU, after agreement on text has been found at Working Group level
- By beginning of September 2019:
  - Agreement at Steering Group level on the MoU text (written decision procedure kindly requested)
  - Signature by involved country representatives in Steering Group PA11, PAC11 and PA1a by means of circular resolution
- October 2019: public communication of signing of MoU in the framework of joint PA1a/PA11 Working Group meeting in UA







## Main results of DANTE project









## DANTE

#### **Improving Administrative Procedures and Processes for Danube IWT**



# Overview of the DANTE Project – Results & lessons learned

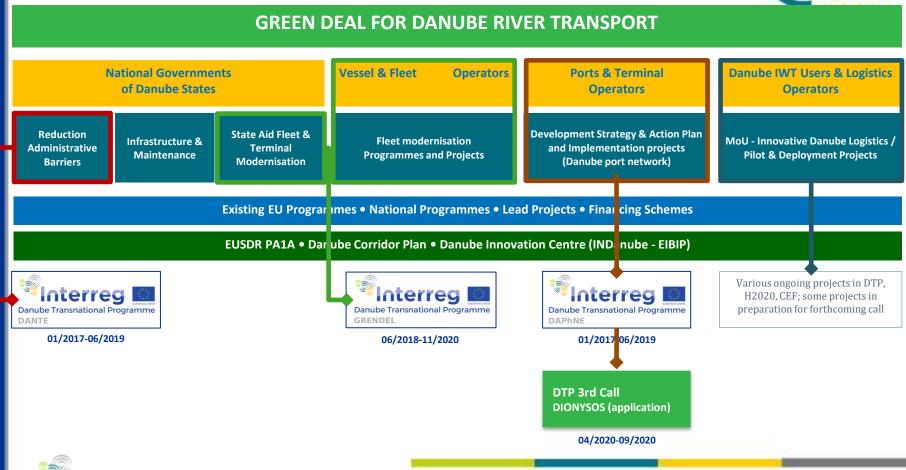
EUSDR PA1a Steering Group Meeting 26 June 2019 Bucharest



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

# **Green Deal for Danube River Transport & Capitalisation**





#### **Project properties**

#### **ERDF Partners:**

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

#### **IPA Partner:**

Shipmasters Association of Serbia



#### **Associated Strategic Partners:**

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

#### The DANTE concept





DANTE - IMPROVING ADMINISTRATIVE PROCEDURES AND PROCESSES FOR DANUBE IWT

2017

2018

2019

2019+



LIST

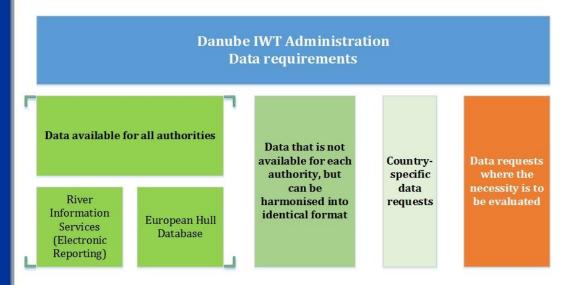
**DISCUSSION** 

Actions to be rolled out in Q1-2/2019

Actions to be rolled out after the project duration



#### Data requirements in IWT administration





- Border Police and Tax & Customs authorities
- Navigation authorities (traffic control authorities)
- Port authorities (Harbour master) /administrations
- Waterway and Canal administrations
- Other authorities

DANTE - Improvin		Procedures and Procedures	esses for Danube IWT. Activity 4.1	/ Deliverable D 4.1.1. Templ	late for national inp							
					1. Type of	documents		2. Fees	3. Time	consumption	4. Other	
Organisation	Country	City/Pliver kilometer	Concerned authorities	Type of procedure	Number of Languages documents available Type of		Type of vessel	Ship size	Time for Time needed		(e.g. leadingfunleading conditions, regulations, norms, incurances,)	Comments
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#### **Administrative barriers - Electronic Reporting Tool**

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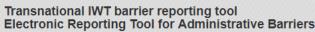
English +

- Objectives in line with the vision of
  - To provide a tool for the stakehole
    - » to report administrative barrier
    - » to name positive experiences
  - Sound database is pre-condition 1
  - Will be the basis for interventions

Administrative

**Reporting Tool** 

Barrier



Pro Danube International (PDI) created this website under its domain to provide a tool for the stakeholders of Danube navigation to report administrative barriers that they have experienced and to name positive experiences.

he transnational IWT barrier and good practise reporting tool is the first output of the DANTE project that is setting the background to collect inputs from the IWT stakeholders. This novative, multi-language tool enables the state-of-the-art way of mapping the every-day barriers of the actors in IWT and result in a database that will work as basis for the analysis of recommendations.

The inputs will be analysed by PDI and the partners in the DANTE project, and further utilized to eliminate these barriers in order to ensure the smooth and predictable way of the logistic processes using the river Danube. The initiative is part of PDI's campaign on administrative barriers and follows the PDI vision of "Same River — Same Rules".

zor issues reported by zor be zoro in the below spin better the
71 Waterway and Canal administrations
51 Port authorities / administrations
43 Navigation / traffic control authorities
40. Render neline. Tay 9. Customs

35 Unknown authority / several authorities involved

17 Other relevant authorities



Password

Username

User Lo

New Registration



https://www.prodanube.eu/administrativebarriers/



#### **DANTE** achievements

- Set-up of the **electronic tool** for barrier and good practise reporting in Danube IWT
- More than 250 inputs in the tool which were analysed by the DANTE team
- Series of national and transnational workshops with very productive consultations
- Concrete national results, such as:
  - DANTE works very closely together with EUSDR PA1a & PA11 related to the <u>DAVID forms</u> (providing feedback, back-to-back meetings, promotion of the forms) → DAVID forms to be pilot implemented in RIS COMEX
  - HU: preparations have started to amend the waterway act in order to cover more reporting obligations by the use of RIS and the EU hull database
  - RS: foreseen changes in law for border crossing procedures
  - Simplification of port dues in Romania (e.g. applied by APDM Galati as of 01.01.2019)
  - BG: Interventions to improve BulRIS to ease reporting
- Identification of the key To-Do's in the field of administration procedures and **set-up of a Strategy and Action plan** (at both national and Danube region level)
- Set-up of the DANTE Facilitation and Monitoring Platform

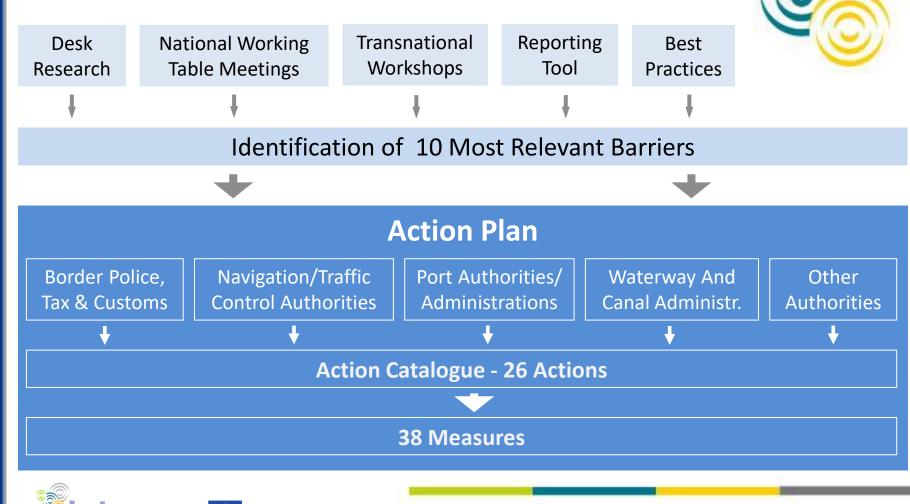


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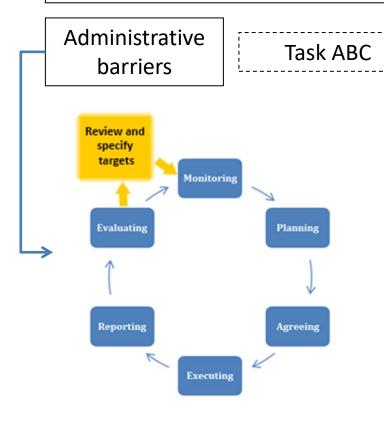
# Strategy for the Danube IWT Administration **Basis - Methodology**



#### **DANTE Monitoring Methodology**

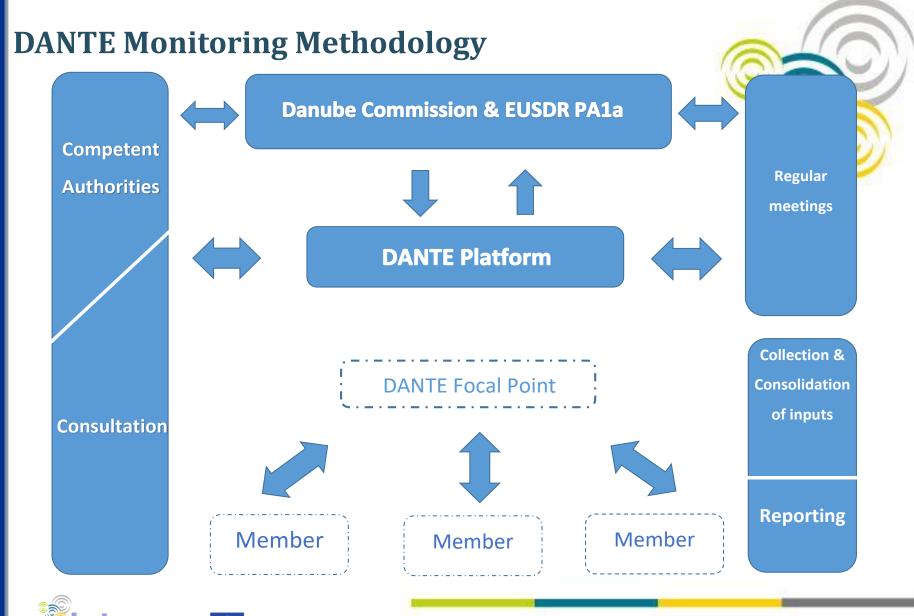
Grant Agreement (GA) between DG MOVE and the Danube Commission





The DANTE
Platform shall
be hosted by
the Danube
Commission in
line with its
work plan &
procedures

Task XYZ





### **DANTE Platform - Monitoring methodology**

Step	Action
1. Monitoring	<ul> <li>a. Continuous use of the Transnational IWT Barrier Reporting Tool</li> <li>b. Bi-monthly extract of the insert inputs / cases</li> </ul>
2. Planning	<ul> <li>a. Analysing the inputs / cases extracted from the tool</li> <li>b. Ex-ante evaluation to assess the effects when barriers are removed</li> <li>c. Pre-selection between "Quick fixes" and "Structural barriers" <ul> <li>"Quick fix" → direct interaction with the competent authorities</li> <li>"Structural barriers" → defined working procedure for barrier elimination</li> <li>Start consultation mechanism</li> <li>Prepare file report and proposed action</li> <li>Plan elimination action</li> </ul> </li> </ul>
3. Agreeing	<ul> <li>a. DANTE Platform working meetings</li> <li>b. Working group meetings of EUSDR PA1a and the Danube Commission (transnational level with the authorities &amp; the industry)</li> <li>c. Plenary sessions of the Danube Commission (DC) if required</li> </ul>
4. Executing	<ul><li>a. Execution of elimination actions by the responsible authority</li><li>b. Monitored by the EUSDR PA1a / DC focal point as part of the DANTE Platform</li></ul>
5. Reporting	<ul> <li>a. At the relevant upcoming meetings</li> <li>Expert meetings</li> <li>Plenary sessions</li> <li>Industry</li> <li>Public affairs</li> </ul>
6. Evaluating	<ul><li>a. Matching ex-ante evaluation with ex-post benefits</li><li>b. Measuring results</li></ul>



#### Next steps and follow-up

2021

#### Border police, Tax & Customs

- Standardised and harmonised documents that are accepted in all countries
- Using state-of-the-art digital tools for reporting

2022

#### Border police, Tax & Customs

- Set-up of a simplified and harmonised legal framework
- Relevant work schedules for customs
- Generally accepted working language along the Danube countries

#### Navigation authorities (traffic control authorities)

- Improve and harmonize the legal framework
- Generally accepted working language along the Danube countries

#### Port authorities (Harbour master)/administrations

- Standardised and simplified documents required for Port Authorities
- Harmonised, transparent and consistent charging policies
- Relevant work schedules of ports
- Generally accepted working language along the Danube countries

#### Waterway and canal administrations

Harmonised, transparent and consistent charging policies

2023

#### Navigation authorities (traffic control authorities)

 Enforcement of harmonized (guidelines for) and reasonable fees and removal of traffic mnagement fines

#### Waterway and canal administrations

 Using state-of-the-art digital tools for safe and efficient transport

#### Other authorities

- Using state-of-the-art digital tools for reporting and to support interoperability
- Sufficient staff at control authorities with proper infrastructure and equipment



2024

#### •Border police, Tax & Customs

- Sufficient staff at control authorities with proper infrastructure and equipment
- Navigation authorities (traffic control authorities)
- Using state-of-the-art digital tools to accelerate transport and to support market orientation

#### Port authorities (Harbour master)/administrations

- Using the state-of-the-art digital tools for reporting and to support interoperability
- Sufficient staff at Port Authority/Harbour Master with proper infrastructure and equipment

#### •Waterway and canal administrations

• Sufficient qualified staff and proper infrastructure and equipment

#### Other authorities

- Standardised and harmonised documents that are accepted in all countries
- Harmonised safety and security guidelines



#### **Conclusions**



- Decent **branding** and goal setting
- Acknowledgement and involvement of the **IWT sector organisations** in the relevant cooperation and discussions
- Natural capitalisation and sustainability is ensured via the cooperation with the Danube Commission and the EUSDR PA1a
- Tangible results achieved to facilitate the reduction of administrative barriers to increase the competitiveness in Danube waterborne transport
- Excellent cooperation in the consortium



#### **Conclusions**



- Decent branding and goal setting
- Acknowledgement and involvement of the IWT sector organizations in the relevant cooperation and discussions
- Natural capitalisation and sustainability is tributed via the cooperation with the Danube Commissio Salastae EUSDR PA1a
- Tangible results achieved to figurate the reduction of administrative barriers to increase the competitiveness in Danube waterborne transport
- Excellent a coeration in the consortium









# Thank you for your attention and support for the benefit of Danube IWT!

Robert Rafael rafael@prodanube.eu







## Discussion on next steps













### **Questions**

- Does the Steering Group agree with the proposed process steps towards the Memorandum of Understanding?
- Does the Steering Group agree with the main contents of the Memorandum of Understanding?







# Report of Working Group on Education & jobs of 14th June 2019 (Budapest)









## Objective of Working Group meeting

- Attain overview of ongoing activities in the framework of CESNI and the Danube SKILLS project
- Identify specific issues and "loose ends" in the field of education and jobs where the EUSDR could support 2020-2022 (application submitted by 24 September 2019)
- Develop solid arguments to argue for funding opportunities 2021-2027 in
  - Cohesion Funds
  - Horizon Europe
  - Connecting Europe Facility
  - National/regional instruments













**European Committee**for drawing up standards in the field of inland navigation

WORKING GROUP (PT)

Technical requirements for vessels

WORKING GROUP (QP)
Professional qualifications

WORKING GROUP (TI)
Information
technology



**WORKSHOPS** 



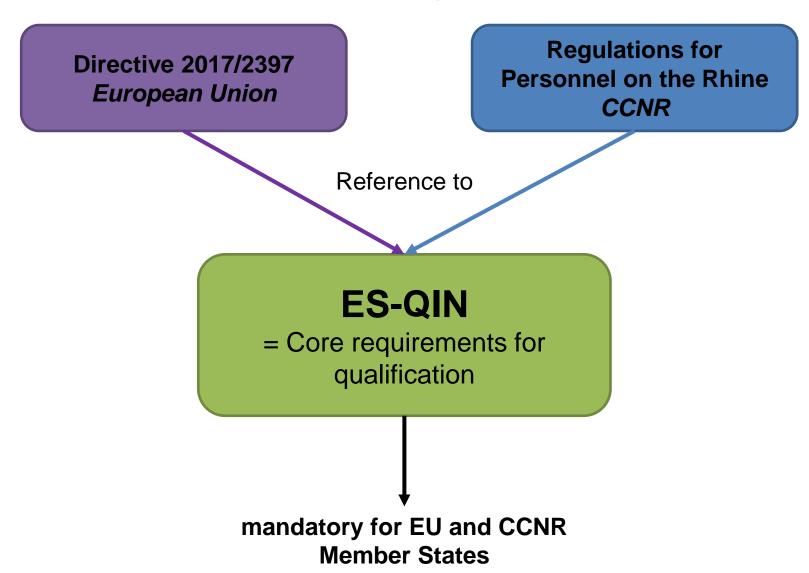
**ROUND TABLES** 



**HEARINGS** 



#### **ES-QIN** – Legal framework



#### On 8 November 2018, CESNI adopted ES-QIN, edition 2018 with

- Standards for competences,
- Standards for practical examinations,
- Standards for simulators and
- Standards for medical fitness,

allowing re-definition of operational and management level functions (professional requirements).







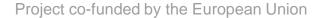
Increased institutional capacity in Danube navigation by boosting joint transnational competences and skills in education and public development services

# Danube SKILLS project results in supporting the implementation of EU Directive 2017/2397 in the Danube riparian countries

Doina Munteanu/CERONAV
Senior Expert / Coordinator Danube SKILLS

**EUSDR PA 1a Working Group for Education & Jobs** 

Budapest, 14 June 2019





### **Danube SKILLS project results**

#### **Output 5.1- Policy support strategy for nautical education**

This Strategy consists in a concrete **roadmap** outlining what the Danube riparian countries should do and how for **future coordination and cooperation** on the **transposition and implementation** of the **Directive (EU) 2017/2397** in the coming years, taking into account their national obligation as Member States.

# Deliverable 5.4.1- Transnational Action Plan for implementation of Policy Support Strategy on Nautical Education

This Action Plan consists of action steps that address the Member States' obligation for the transposition and implementation of the provisions of EU Directive 2017/2397 provisions on the recognition of professional qualifications in inland navigation.



#### **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.** 

**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.



#### **Conclusions**

**The preparatory actions for the transposition** of EU Directive 2017/2397 into the national legislation already started in most of the Danube countries.

**Most of the partners are already involved in the working groups** for the preparation the national legislative acts.

**CESNI Standards for competence are expected in the form of official documents.** 

There is in RO, one Full mission bridge simulator with Danube navigation areas.

The **preparation/ revision of the education and training programmes** already started in few Danube countries.

There are **legal acts for approval of education and training programmes** in few countries.





## Headings for PA1a actions 2020-2022

Target 5

WG5 Education & Jobs Solve the shortage of qualified personnel and harmonize education standards for professions in Danube navigation

Action 5.1

Support the Danube-wide application of EU Directive 2017/2397 on the recognition of professional qualifications

Action 5.2

Identify measures to increase the availability of nautical personnel

Action 5.3

Spread knowledge on Danube navigation to future decision makers and dispatchers of logistic supply chains













# Action 5.1: Support the Danube-wide application of EU Directive 2017/2397

- Support cooperation between Ministries of Transport and Education and social partners in Danube countries, in order to suitably implement Directive → bring stakeholders together; remind MS of not only transposition but also of real implementation after 2022, involve ministerial level
- Facilitate exchange of best practices among countries in the implementation of the Directive → cooperation tools/patterns needed
- Support dissemination of common teaching materials based on the standards of competences for operational and management level
- Secure harmonised national teaching standards to avoid diploma tourism to the "easiest" countries? → quality management system needs to be set up
- Preparation of model courses addressed to nautical personnel













# Action 5.2: Identify measures to increase the availability of nautical personnel

- Investigate ways to retain qualified personnel in the Danube region →
  mainly dependent on salary and working conditions; no real opportunities to
  raise salary levels, depends on overall profitability of IWT, investigate/
  analyse figures e.g. on retirements, ageing work force etc.
- Support job campaigns embedded in overall image campaign for Danube navigation? → collect best practices, use social media
- Who could / should / would take over the lead for this issue? → e.g. organisations on national level to bridge a gap? Danube Commission? Federation of shipowners?
- Analyse chances/opportunities for automation and reduction of personnel needs → no realistic scenario; rather more qualified personnel is needed













# Action 5.3: Spread knowledge on Danube navigation to future decision makers and dispatchers of logistic supply chains

- Capitalize results of DanubeSKILLS regarding Danube Logistics
   Promotion Centers and their tools → training for operational experts, transfer of know-how to logistics sector, online tools by waterway managers
- Monitor/guide implementation of action plan on promotion centres
- Facilitate exchange of best practices for promotion centres
- Support dissemination of common tools for promotion













### **Questions**

- Does the Steering Group agree with the examples for action in the area of Education and Jobs in the post-2020 period?
- Also as PA1a input to programming of future funding programmes 2021-2027?







# Report of joint PA1a/PA1b Working Group on Ports of 12th June 2019 (Vienna)













## Main results of DAPhNE project







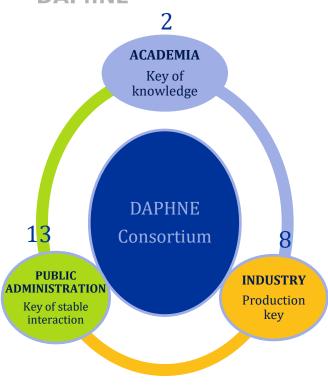


# DAPhNE Project Main results and recommendations

26 June 2019, Bucharest 16th Meeting of the PA1a Steering Group



#### **DAPhNE: Danube Ports Network: goals & directions**



processes lack of eco-efficient port business strategies -> Elaboration of Green Port Policy

shortcomings in the use of public funding -> Identification of new funding opportunities (PPPs, state aid schemes models)

- insufficient/deteriorated infrastructure → Elaboration of port investment guidelines
- lack of qualified personnel -> Strategies based on best practices for HR development
- (very) limited use of new technologies → Elaborate a Model for a port community system (tested in 4 ports)

#### 23 PROJECT PARTNERS of which:

- 16 funded partners
- 7 Asociated Partners

#### **FROM**

• 9 Danube Riparian Countries

WHAT: DAPhNE - Danube Ports Network aims to facilitate a balanced development of Danube Ports into eco-friendly, well accessible multimodal hubs for the transport system of the region and to turn them into buzzing economic centers functioning as catalysts for economic growth and creation of high value jobs. The DAPhNE project is a step forward towards closing the existing gaps between upper, middle and lower Danube ports.

HOW: The project established a well-managed working consortium (private and public stakeholders) which tackles the most urgent identified shortcomings in 7 main action areas with the help of guidelines, recommendations and concrete pilot activities leading into an overall development strategy and action plan for the Danube ports.

#### TARGETED SHORTCOMINGS & PROPOSED ACTIONS:

- fragmented legislation → Issue recommendations for the harmonization of port legislation
- inefficient port administration processes procedures → recommandations based on best practices for port management models and port
- quidelines



# Reaching out to the Danube ports community and collecting valuable input

- Series of national workshops on topics such as:
  - Capacity building and HR development workshops in AT, RO & HU
     →Release of status quo reports on human resources
  - Legal framework & port funding opportunities available for AT, RO, HU, SK, HR & BG:
    - → Release of Port legislation recommendations and state-aid model;
- 2 international workshops on port management models and port processes in RO
   → Recommendation for port processes and port management models
- Study visit at the Port of Antwerp, June 2017
  - →Port Community System modules implemented in AT (Enns), SK (Bratislava) & RS (Novi Sad & Smederevo) based on the architecture developed within DAPhNE project by RGO from Croatia
- Organisation of high visibility events Port Info Days and Port Policy Days (2017, 2019)
  - Port Policy Day 2019 Official launch of the DPN, 10.04.2019, Vienna
  - Port Policy Day 2017 26.09.2017, Budapest
  - Port Info Day 2019 Transport Logistics Fair, 05.06.2019, Munich
  - Port Info Day 2017 Transport Logistics Fair, 10.05.2017, Munich
  - →Inputs for the DAPhNE Strategy and Action Plan for the development of Danube Ports
- Hosting the 1<sup>st</sup> Conference of Port Digitalisation organised by DPN
  - 11 April 2019, Vienna
  - →Inputs for the DPN work programme











#### More Achievements

# WP 5: Port development

- Assessment of port infrastructure in the Danube region (in terms of vertical quay length, rail connections, extension of rail cargo areas, transhipment and handling equipment, alternative fuels bunkering facilities, etc.)
- Concept of Hybrid Logistic Zone for triggering industrial activities in ports
- Guidelines for industrial development in ports financing options to help compensate the development gap between Upper Danube Ports and the rest
- Public-Private partnership models for the Danube ports overview of best practices
- Innovation trends and new market opportunities industrial ecology /circular economy, Internet of Things, Danube Container market, LNG as cargo
- Port Community System application developed and tested in 4 ports (AT, SK, RS)

# WP 6: Port strategy and network

- Danube Ports SWOT Analysis
- Role of Danube Ports now and in the future
- Strategy and Action Plan
- Danube Ports Network (DPN) setup & enlargement





#### Thank you, let's stay in contact!

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## Objective of Working Group meeting

- Identify specific issues and policy recommendations for Danube ports, based on
  - previous and ongoing project work > work within scope of DAPhNE and Rhine-Danube Corridor
  - inputs from public and private stakeholders
- Summarise Danube-specific policy recommendations on port development to overcome the current back log
- Provide solid arguments to create funding opportunities in
  - Cohesion Funds
  - Horizon Europe
  - Connecting Europe Facility
  - National/regional instruments













### Headings for PA1a actions 2020-2022

<u>WG1</u>

Waterway and port infrastructure & management

Target 1

To optimally manage and improve navigability conditions as well as landside infrastructure in a harmonized and environmentally sustainable way

Action 1.4

Contribute to better multimodal accessibility of inland ports and transhipment sites to other transport modes and their hinterland









#### Possible added value of EUSDR

- Ensure coverage of relevant headings in strategic framework for Cohesion policy post-2020
- Provide input to Partnership Agreements negotiated between EC and Member States
- Inform on opportunities in Operational Programme













# Action 1.4 Contribute to better multimodal accessibility of inland ports and transhipment sites to other transport modes and their hinterland

- Cooperation between ports authorities and road and railway administrations -> bring parties together, cooperation with PA 1b
- Support transnational initiatives for ports development → support for implementation of policy recommendations on port development
- Support the implementation of projects for development of multi-modal ports as part of the TEN-T Corridors → in terms of partners, identify financing,
- Support for the implementation of Danube Port Development Strategy and Action Plan (DAPhNE) → monitoring the progresses of the established measures







### **Questions**

- Does the Steering Group agree with the examples for action in the area of Waterway and port infrastructure & management in the post-2020 period?
- Also as PA1a input to programming of future funding programmes 2021-2027?







#### PA1a coordinators



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