

BASIC PROJECT DATA			
Full project title:	Improving Administrative Procedures and Processes for Danube IWT		
Short project title: (acronym)	DANTE	Project logo:	 <p>Interreg Danube Transnational Programme DANTE</p>
Project website:	http://www.interreg-danube.eu/approved-projects/dante	Project ID:	PA1A125
Need and added value for Danube Region Strategy:	<p>Administrative barriers in the logistics of goods and passengers on the Danube waterway and its navigable tributaries are a major obstacle for the efficient and sustainable use of the Danube as main transport axis of the region. The abundant existence of administrative barriers reduces its economic and environmental potentials, reducing economic growth and social welfare in the entire region. Mitigating and abolishing the most important administrative barriers in a coordinated and transnational manner was the core objective of the project and aimed to lead to a better governance of this European core transport infrastructure and to reduce the logistics costs of major industries depending on waterway transportation for their global competitiveness.</p> <p>The European Commission has made the fight of administrative barriers and the derived higher logistics cost one of their priorities in the current transport policy agenda. After consultations with DG MOVE and DG REGIO it was decided to use the implementation programme of the EU Strategy for the Danube Region (and its Priority Area 1a), the Danube Transnational Programme, as platform whereas the key stakeholders can be addressed and concrete solutions to the manifold existing barriers can be elaborated.</p> <p>The project functioned as a network of stakeholders supported by the EUSDR/PA1A and all relevant national stakeholders from the public and private sector in providing better framework conditions for inland waterway transport as the most environmentally friendly mode of transport in accordance with the Priority Area 1A objectives.</p>		
Objective(s) of the project:	<p>The project aimed at identifying administrative barriers for IWT on the Danube and its navigable tributaries and to identify the responsible authorities creating these barriers for the industries. In addition, good practices and guidelines for effective administration of IWT activities were developed. The identified barriers and the proposed good practices were discussed with the responsible authorities on a national basis (national working tables) as well as on a transnational level (transnational working tables for each category of authorities). This matrix approach aimed to deliver quick solutions and to ensure a harmonisation of procedures and processes of the respective authorities along the river.</p> <p>Setting up an efficient monitoring system for collecting user experiences (supported by online tools - Transnational IWT barrier reporting tool) was one of the key elements in operating the working platforms with the responsible authorities. The project partners forming the consortium offered varied expertise and knowledge (IWT promotion and branch organizations, private operators, port associations and other private entities active in the field of consultancy, legal services, universities etc.) under the coordination of Pro Danube International, an association representing the Danube-minded business environment, in order to help tap the full potential of inland waterway transport on the Danube.</p> <p>The project strongly supported the implementation of the EU Strategy for the Danube Region (EUSDR/PA1A) and worked closely with the PA1A Technical Secretariat, and was fully in line with the objectives set out in the European Transport Policy.</p>		

	<p>The project specific objectives were:</p> <ul style="list-style-type: none"> • Improve administrative procedures and reduce bureaucratic processes as well as related charges and fees for IWT on Danube and navigable tributaries • Cooperate with public authorities to develop and implement simplified administrative procedures and processes • Reduce time losses and costs caused by unnecessary administrative regulations and processes for Danube businesses • Eliminate/Reduce red tape and abuse of administrative power • Strengthen the competitive position of companies, support economic growth and the creation of jobs in the region by increased efficient public administration • Introduce stakeholder consultation procedures and processes in legal and regulatory acts of public administration relevant for IWT • Harmonize regulations and administrative processes for transport and transshipment operations (“Same River-Same Rules” concept)
<p>Conducted project activities:</p>	<p>The project was divided into 5 work packages.</p> <p>The content of the five work packages is described in the following:</p> <ul style="list-style-type: none"> • WP 1 Project management <ul style="list-style-type: none"> • SWP 1.1 Project administration • SWP 1.2 Financial planning and control • SWP 1.3 Technical coordination and quality management • WP 2 Project communication <ul style="list-style-type: none"> • SWP 2.1 Stakeholder management • SWP 2.2 Project promotion • SWP 2.3 Dissemination activities • WP 3 Identification of administrative barriers & responsibilities <ul style="list-style-type: none"> • SWP 3.1 Creating, upgrade of tools for reporting and monitoring & elaborate working methodology • SWP 3.2 Collection of barriers from IWT users & setting up of database • SWP 3.3 Analysis and validation of reported existing barriers & responsible authorities • WP 4 Analysis of procedures and administrative processes <ul style="list-style-type: none"> • SWP 4.1 Analysis of existing procedures (laws & regulations) and administrative processes • SWP 4.2 National Working Table Meetings • SWP 4.3 Elaboration of country reports & Consolidated report • SWP 4.4 Identification of good practices and Elaboration of guidelines & recommendations • WP 5 Implementation and capitalization <ul style="list-style-type: none"> • SWP 5.1 Involvement of national and European authorities/international organizations • SWP 5.2 Execution of meetings with responsible authorities in EUSDR/PA1A working groups • SWP 5.3 Support to elaboration of model procedures and processes • SWP 5.4 Facilitation of the implementation of results and monitoring

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Transboundary impact:	<p>The Danube and its navigable tributaries are a key logistics resource for cargo and passenger operations in the region. The full coverage of the network in the DANTE project was ensured by inviting relevant partners, associated strategic partners from all Danube-riparian countries and also by obtaining letters of support from relevant governmental, public and private organizations.</p> <p>The transboundary impact of the project was ensured via the close co-operation with the EUSDR PA1A experts and the transnational workshops that were organized together with PA1A on the basis of the five key action fields where harmonization between the countries is necessary to support the stakeholders to reduce logistics costs.</p>		
Project beneficiaries / target groups:	<ul style="list-style-type: none"> • IWT branch organizations • Fleet operators • Port administrations & port associations • Port operators • Shipping companies • Forwarding companies • Shipping agencies • Ministries of Transport, of Finance, Environment, Interior, Regional Development, etc. of the Danube region • Authorities (navigation, port and law enforcement authorities, customs, tax, border police, health control, disaster management, waterway and canal administrations) • Economic agents in the hinterland of Danube ports 		
STATUS AND TIME FRAME			
Current project phase: (please tick a box)	<input type="checkbox"/> Definition (e.g. project idea, abstract) <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input type="checkbox"/> Implementation <input checked="" type="checkbox"/> Completion		
Start date:	01.01.2017	End date:	30.06.2019
Notes:	<p>The project proposal was submitted in the 1st call of the Danube Transnational Programme with the submission deadline: 03.11.2015. Funding was granted. The project is already concluded.</p>		
PROJECT TEAM			
Project leader:	Pro Danube International / AT		
Project partner(s):	<p>ERDF Project partners (funded partners):</p> <ul style="list-style-type: none"> • University of Applied Sciences-Upper Austria / AT • Schönherr attorneys at law / AT • IC Consulente GmbH / AT • ARVD - Waterborne Transport Development Agency / SK • SPaP - Slovakian Shipping and Ports JSC / SK • MAHOSZ - Hungarian Shipping Federation / HU • MBFSZ - Hungarian Federation of Inland Waterway Freight Forwarders / HU • International Finance Corporation (IFC / World Bank Group) / RS 		

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	<ul style="list-style-type: none"> • AAOFFR - Romanian River Ship Owners and Port Operators Association / RO • Pro Danube Romania / RO • Bulgarian-Romanian Chamber of Commerce and Industry / BG <p>Associated Strategic Partners (non-funded partners):</p> <ul style="list-style-type: none"> • Pro Danube Austria / AT • Rhenus Logistics Austria GmbH / AT • MDKSZ - Hungarian Federation of Inland Ports / HU • Brodomoerc Novi Sad / RS • Bulmarket Port Ltd / BG • Bulgarian River Shipping J.S.Co. / BG • UPIR - Union of Romanian Inland Ports / RO • CPBA - Port Operator Constanta Association / RO 												
Contact person:	<table border="1"> <tr> <td>Name:</td> <td>-</td> </tr> <tr> <td>Organisation:</td> <td>Pro Danube International</td> </tr> <tr> <td>Address:</td> <td>265 Handelskai, 1020 Vienna/Austria</td> </tr> <tr> <td>Phone:</td> <td>-</td> </tr> <tr> <td>E-Mail:</td> <td>-</td> </tr> <tr> <td>Website:</td> <td>www.prodanube.eu</td> </tr> </table>	Name:	-	Organisation:	Pro Danube International	Address:	265 Handelskai, 1020 Vienna/Austria	Phone:	-	E-Mail:	-	Website:	www.prodanube.eu
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FINANCING													
Available: (please tick a box)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partly <input type="checkbox"/> No												
Total budget:	1,982,786 EUR												
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	<table border="1"> <tr> <td><input type="checkbox"/> National/regional funds:</td> <td>-</td> </tr> <tr> <td><input checked="" type="checkbox"/> EU funds:</td> <td>1,650,134.75 EUR (European Regional Development Fund) 35,233.35 EUR (Instrument for Pre-Accession Assistance) funded by <i>Danube Transnational Programme (DTP) 2014 - 2020</i></td> </tr> <tr> <td><input type="checkbox"/> IFI loans:</td> <td>-</td> </tr> <tr> <td><input checked="" type="checkbox"/> Private funds:</td> <td>15% of project budget is supplied by the project partners as their own contribution amounting to EUR 297,417.90</td> </tr> <tr> <td><input type="checkbox"/> Other:</td> <td>-</td> </tr> </table>	<input type="checkbox"/> National/regional funds:	-	<input checked="" type="checkbox"/> EU funds:	1,650,134.75 EUR (European Regional Development Fund) 35,233.35 EUR (Instrument for Pre-Accession Assistance) funded by <i>Danube Transnational Programme (DTP) 2014 - 2020</i>	<input type="checkbox"/> IFI loans:	-	<input checked="" type="checkbox"/> Private funds:	15% of project budget is supplied by the project partners as their own contribution amounting to EUR 297,417.90	<input type="checkbox"/> Other:	-		
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PROJECT ENVIRONMENT													
Project cross-reference:	<ul style="list-style-type: none"> • Study on administrative and regulatory barriers in the field of inland waterway transport (NEA 2008) 												

	<ul style="list-style-type: none"> • PLATINA Sub-work package 1.2 - Monitoring administrative barriers • DARIF in the frame of EUDRS Priority Area 11 - Security • World Bank Initiative on reducing administrative barriers in Danube transport (Trade and Transport Facilitation on Western Balkan, 2012-2015) • Work of technical secretariat EUSDR PA1A on Border Control Model Processes • EC objective and initiatives addressing better governance and increase of administrative capacity • PDI Concept "Same River – Same Rules"
Cross-reference ID(s):	-
Strategic reference:	<ul style="list-style-type: none"> • The Energy Efficiency Plan 2011: part of the EU's 20% target aimed at reducing primary energy consumption and the 2020 Energy strategy is focused on: promoting an economy that respects the planet's resources, improving the EU's energy independence, implementing a low carbon system • A roadmap to moving to a competitive carbon economy in 2050 (2011): the EU should prepare for reductions in its domestic emissions by 80% by 2050 compared to 1990 • White Paper on transport – 2030/2050 perspective (2010): creation of modern infrastructure and multimodality assisted by smart management and information systems, provision of a roadmap to a low carbon transport system and independency from oil and to the objective to shift 30% of road freight over 300km to rail and waterborne transport by 2030 and more than 50% by 2050 • European Commission Programme 'Better regulation' - REFIT: Action is taken to make EU law simpler and to reduce regulatory costs, thus contributing to a clear, stable and predictable regulatory framework supporting growth and jobs. To do this successfully, REFIT requires a joint effort between the European Parliament, the European Council, the European Commission, Member States and stakeholders. Every level of government should be involved to ensure that the benefits are realised at least cost for citizens and business
Relevant legislation:	<p>NIAIDES II Communication "Towards quality inland waterway transport".</p> <ul style="list-style-type: none"> - The objective of NIAIDES II is to create the conditions for inland navigation transport to become a quality mode of transport: well-governed, efficient, safe, integrated into the intermodal chain, with quality jobs occupied by a skilled workforce, and adhering to high environmental standards; - quality of governance; - support integrated multimodal transport governance.
Other:	<ul style="list-style-type: none"> • "Study on the TEN-T Core Network Corridor Rhine – Danube" (Phase 1) - completed • "Study on the TEN-T Core Network Corridor Rhine – Danube" (Phase 2) – ongoing
EUSDR EMBEDDING	
Relation to other Priority Areas of the Danube Region Strategy:	<ul style="list-style-type: none"> <input type="checkbox"/> PA1b: To improve mobility and multimodality – Road, rail and air links <input checked="" type="checkbox"/> PA02: To encourage more sustainable energy <input checked="" type="checkbox"/> PA03: To promote culture and tourism, people and people contacts <input type="checkbox"/> PA04: To restore and maintain the quality of waters <input type="checkbox"/> PA05: To manage environmental risks <input type="checkbox"/> PA06: To preserve biodiversity, landscapes and the quality of air and soils

	<input type="checkbox"/> PA07: To develop the knowledge society through research, education and information technologies <input checked="" type="checkbox"/> PA08: To support the competitiveness of enterprises, including cluster development <input checked="" type="checkbox"/> PA09: To invest in people and skills <input checked="" type="checkbox"/> PA10: To step up institutional capacity and cooperation <input checked="" type="checkbox"/> PA11: To work together to promote security and tackle organised and serious crime
EUSDR COMPLIANCE	
Compliance with targets of the Danube Region Strategy:	<input checked="" type="checkbox"/> Increase the cargo transport on the river by 20% by 2020 compared to 2010. <input checked="" type="checkbox"/> Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2020. <input checked="" type="checkbox"/> Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020. <input checked="" type="checkbox"/> Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2020. <input checked="" type="checkbox"/> Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.
Compliance with actions of the Danube Region Strategy:	<input type="checkbox"/> To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way. <input checked="" type="checkbox"/> To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections. <input checked="" type="checkbox"/> To modernise the Danube fleet in order to improve environmental and economic performance. <input checked="" type="checkbox"/> To coordinate national transport policies in the field of navigation in the Danube basin. <input type="checkbox"/> To support Danube Commission in finalising the process of reviewing the Belgrade Convention. <input type="checkbox"/> To develop ports in the Danube river basin into multimodal logistics centres. <input type="checkbox"/> To improve comprehensive waterway management of the Danube and its tributaries. <input checked="" type="checkbox"/> To promote sustainable freight transport in the Danube Region. <input type="checkbox"/> To implement harmonised River Information Services (RIS). <input type="checkbox"/> To invest in education and jobs in the Danube navigation sector.

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Affiliation to thematic working group of Priority Area 1a of the EUSDR:	<input checked="" type="checkbox"/> Waterway infrastructure and management <input checked="" type="checkbox"/> Ports and sustainable freight transport <input checked="" type="checkbox"/> Danube fleet <input checked="" type="checkbox"/> River Information Services <input type="checkbox"/> Education and jobs
OTHER RELEVANT ISSUES	
Project requirements:	-
Follow-up project:	-
Any other issues:	-