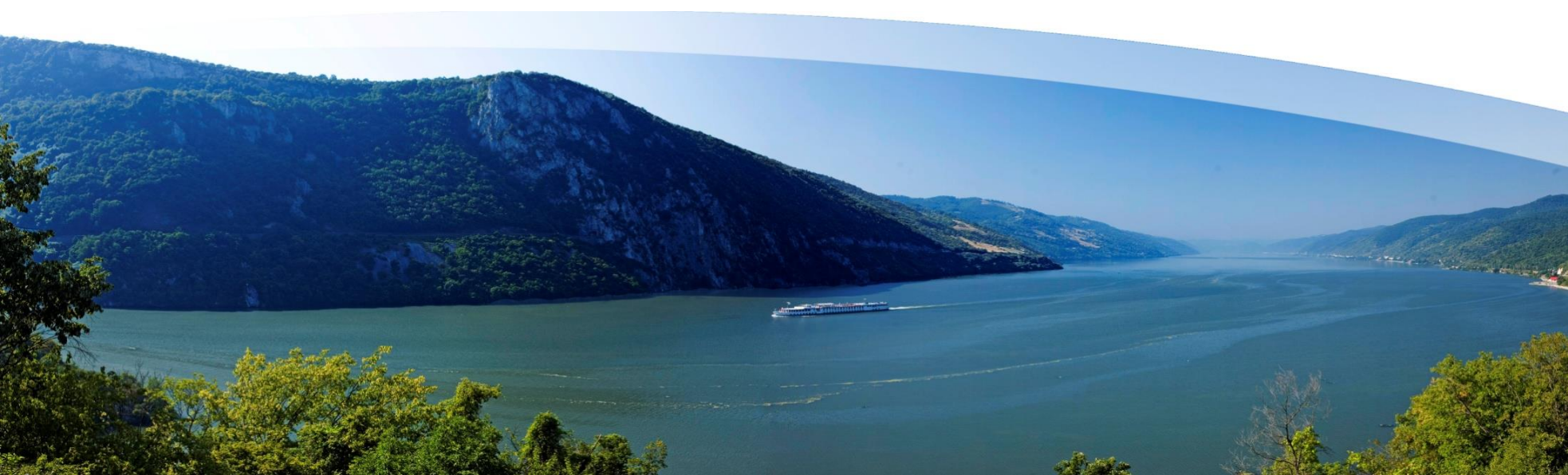


EUSDR PA1a Final event & 17th Steering Group Meeting

Brussels | 4th December 2019



Welcome and introduction

Approval of the agenda

Working Group structure of Priority Area 1a



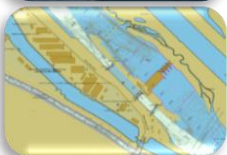
WG 1 – Waterway and port infrastructure & management



WG 2 – Business development



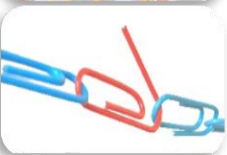
WG 3 – Fleet modernisation



WG 4 – River Information Services



WG 5 – Education & Jobs



WG 6 – Administrative processes

Review of EUSDR 2017-2019: main PA1a activities

Implementation of the Fairway Rehabilitation and Maintenance Master Plan (FRMMP)


Viktoria Weissenburger - viadonau

Key achievements since the endorsement of the FRMMP in 2014

- monitoring of the implementation status (National Action Plans) and **Danube Ministerial Conclusions 2014, 2016 and 2018** keep the topic on the political agenda

➔ as a result more budget is being allocated for the implementation of the FRMMP

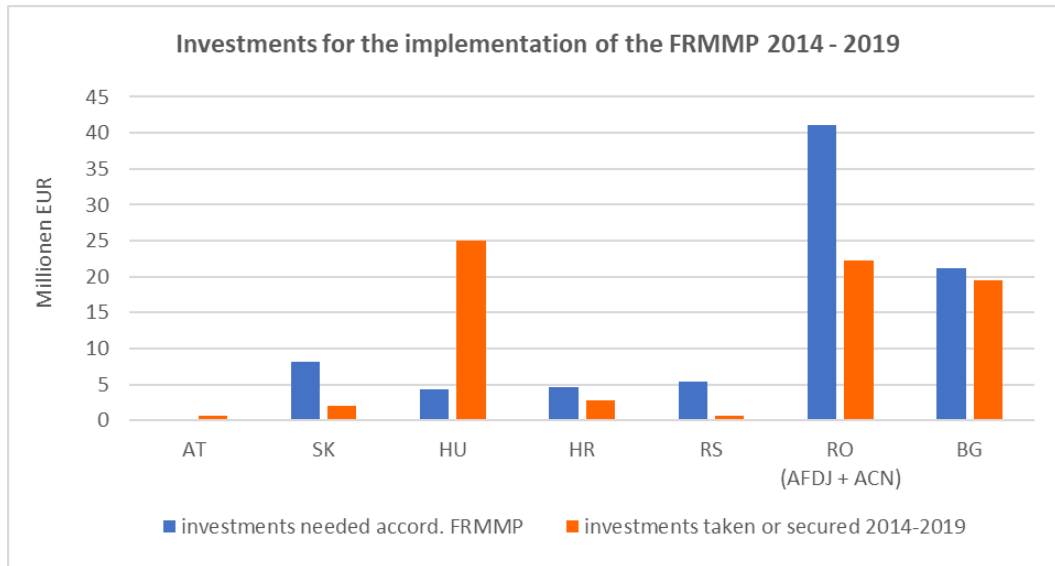


 Thank you for your support!



Key achievements since the endorsement of the FRMMP in 2014

- large number of **implementation projects**
(FAIRway Danube, FAST Danube, HUMARK, ...)
- ➔ **EU co-financing** is a crucial enabler for these investments
(mainly CEF, Operational Programmes, IPA)

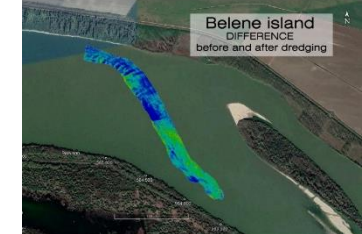
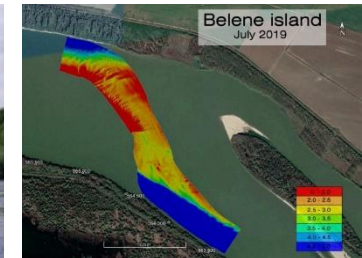


➔ Investments 2014-2019:
more than 70 million EUR

Key achievements since the endorsement of the FRMMP in 2014

- efforts are starting to bear fruit on the ground
→ **fairway conditions are improving at several critical locations**

selected impressions



improved information basis

improved marking activities

dredging (on the Lower Danube)

Joint PA1a/PA11 Working Group: Harmonisation and digitalisation of cross-border administrative procedures

Viktoria Weissenburger - viadonau

Starting point: Danube region



- Not all Danube riparian states are in the EU / not all EU states are in the Schengen area:
 - > necessary **border checks** for passengers & crews
 - > required **customs clearance** for imports & exports
 - Complicated **administrative processes, missing coordination** across Danube riparian states and **multiple submission of the same data**
- ➔ **significant competitive disadvantage** for IWT on the Danube and its tributaries

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

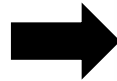


DIGITALISATION

Common vision for better border control procedures along the Danube



SIMPLIFICATION



Practical Manual on Border Controls (3rd edition)

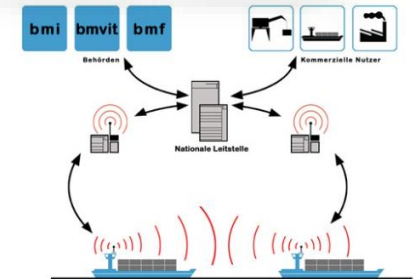
HARMONISATION



Danube Navigation Standard Forms (DAVID)



DIGITALISATION



@via danau

Implementation steps regarding simplification, harmonisation and digitalisation of control forms

-  **1. April 2018: Technical agreement**
on working group level on selected issues such as DAVID forms  PA1a/
PA11 WG
-  **2. June/July 2018: Steering Group endorsement**
of PA1a (Inland Waterways) and PA 11 (Security)
as regards the technical proposals of the WG  PA1a/
PA11 SG
-  **3. December 2018: Organisation of political commitment**
Inclusion of the theme of administrative barriers in
Danube Ministerial Conclusions (3rd December 2018)  PA1a/
DG MOVE

Implementation steps regarding simplification, harmonisation and digitalisation of control forms

4. Q1-Q2 2019: Preparations to introduce DAVID forms on national level



- first phase countries (HU, HR, RS): introduction will take place 1st quarter of 2020
- second phase countries (RO, BG, MD, UA): legislative adaptations needed (introduction no later than/preferably by 2021)



PA1a/
PA11 WG

5. Q2-Q3 2019: In-depth analysis of digitalisation of DAVID forms



Investigate/specify embedding of forms in River Information Services (together with the RIS COMEX project)



PA1a

Implementation steps regarding simplification, harmonisation and digitalisation of control forms

Pending:

- 6. 1st quarter 2020: introduction of bilingual DAVID forms foreseen in HU, HR and RS (incl. transition period)**

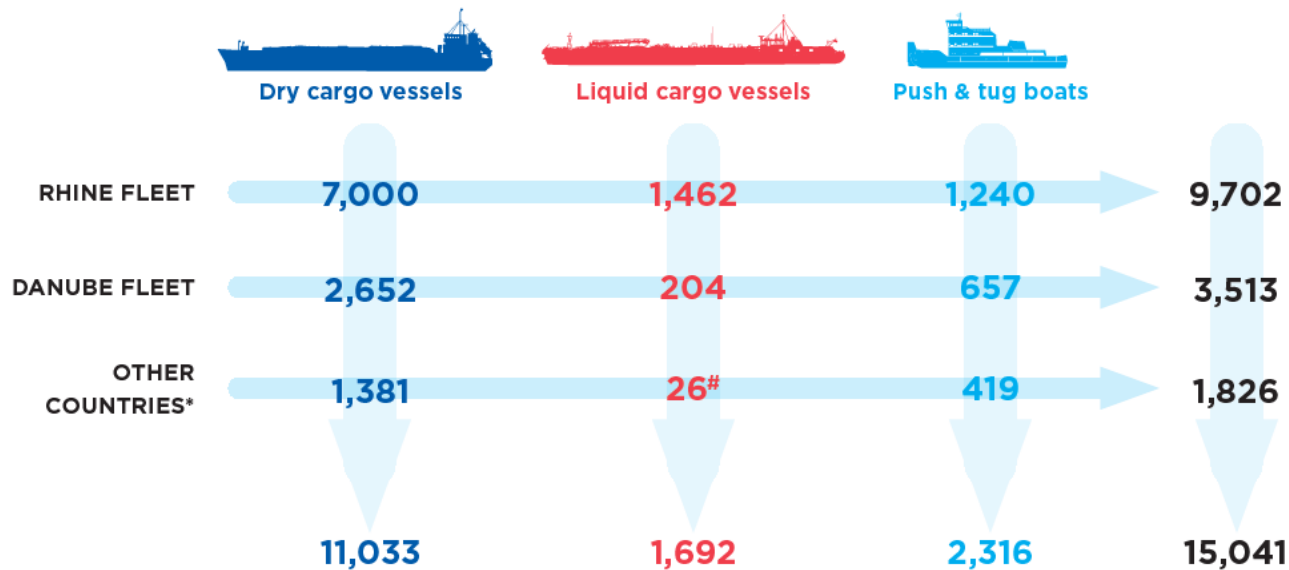
Strategy on fleet modernisation

Gert-Jan Muilerman - viadonau

Fleet modernization in the Danube Region

- Inland waterway transport has been the most environmentally friendly mode of inland transport for decades
- This advantage has steadily been eroded due to the rapid improvement of emission levels in other transport modes and the low modernisation rate of the inland fleet
- Stricter emission regulations do not apply to the existing – the so-called legacy – fleet, and lacking these the traditional environmental and economic advantages of inland waterway transport are expected to further deteriorate in the future.
- The overall vision and objective is to achieve zero emission navigation by 2050

Fleet modernization in the Danube Region



Source: CCNR (2019), data on Danube fleet from Danube Commission

- With a share of 19% (measured in number of units) and 87% measured in loading capacity) the push boat is still dominant on the Danube
- A typical pushed convoy operating on the Danube is 20 years old on average

Key drivers behind slow modernisation rate

- Long economic life-time of inland vessels and engines
- High investment costs and a lack of business cases
- Small and specific market for inland vessels and engines
- Lack of investment capital
- Emission regulations are not affecting legacy fleet
- Incomplete alternative fuelling infrastructure

Key recommendations – package of measures

■ Policy and regulatory instruments

- Set ambitious emission limits for legacy fleet (with clear transitional periods)
- Involve approval and certification authorities in an early stage of technology development to avoid delays in approval procedures
- Create environmental zones with bonus conditions for clean and compliant vessels

■ Financing instruments

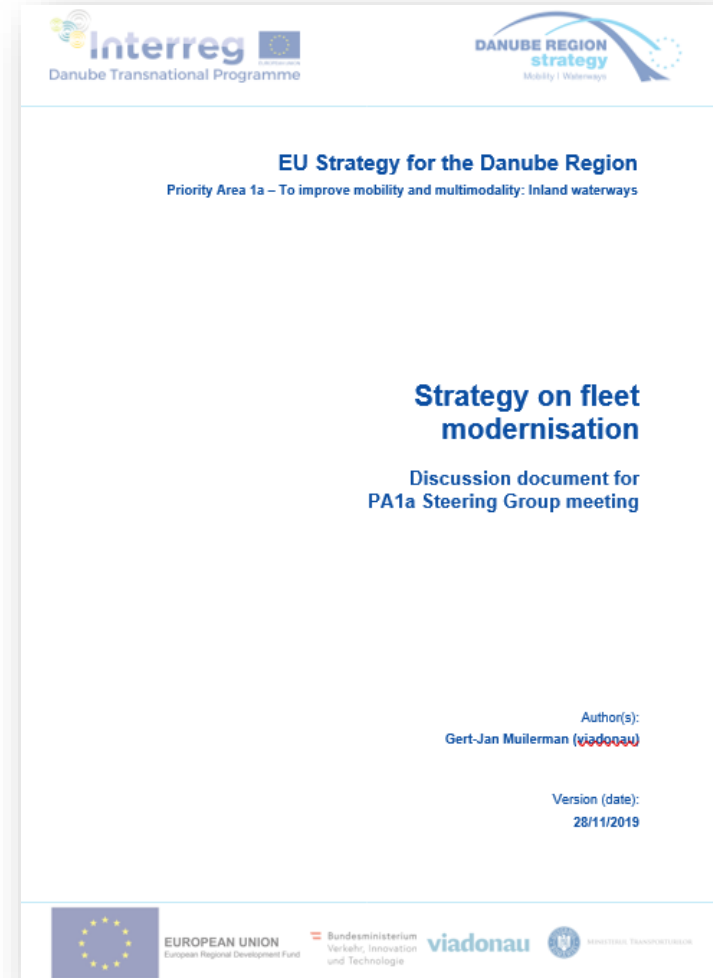
- Develop coordinated national grant schemes (GRENDEL)
- Develop European Greening Fund
- Make available soft loans and create fiscal incentives

■ Research and development

- Define clear technological pathways to raise investment security for commercial parties (shipping and supplier industry)
- Search for modular refit systems to allow large scale introduction
- Expand innovation labs/platforms to disseminate good practices

Next steps

- The draft document “Strategy on fleet modernization” will be sent to you after today’s meeting
- Request for feedback/comments by 20th December 2019



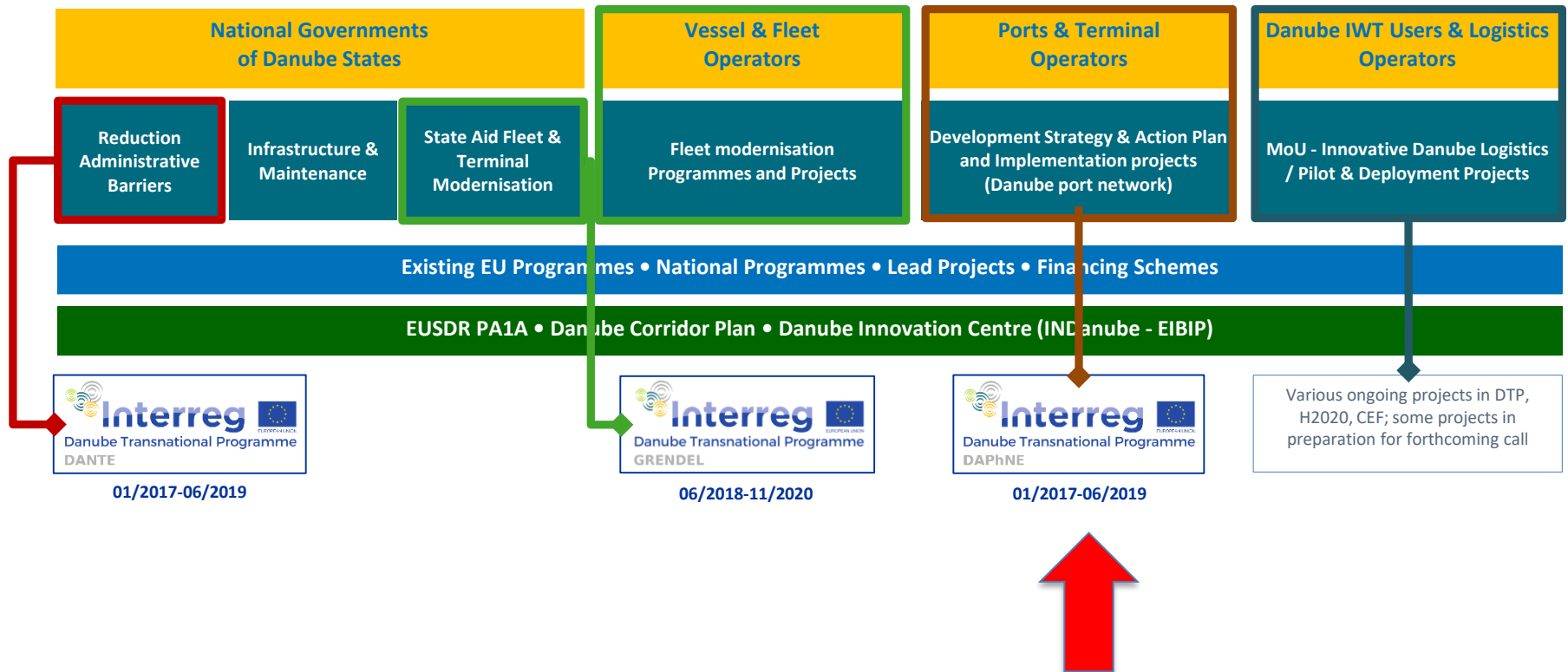
Steps taken and recommendations for port development

Róbert Rafael – Pro Danube International

GREEN DEAL: Policy initiative based on cooperation & commitment

In 2017, PDI successfully started the implementation of the Green Deal by means of **DANTE**, **DAPhNE** transnational projects and has taken serious actions towards the modernization of the Danube fleet in the framework of the **GREND**EL approach.

GREEN DEAL FOR DANUBE RIVER TRANSPORT



DAPhNE: Danube Ports Network: goals & directions



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.

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:

1. **fragmented legislation** → Issue recommendations for the harmonization of port legislation
2. **inefficient port administration processes & procedures** → Issue recommendations based on best practices for port management models and port processes
3. **lack of eco-efficient port business strategies** → Elaboration of Green Port Policy guidelines
4. **shortcomings in the use of public funding** → Identification of new funding opportunities (PPPs, state aid schemes models)
5. **insufficient/deteriorated infrastructure** → Elaboration of port investment guidelines
6. **lack of qualified personnel** → Strategies based on best practices for HR development
7. **(very) limited use of new technologies** → Elaborate a Model for a port community system (tested in 4 ports)

DAPhNE Achievements

- Series of **national workshops** on topics such as:
 - Capacity building and HR development workshops in AT, RO & HU
 - Legal framework & port funding opportunities available for AT, RO, HU, SK, HR & BG;
- Elaboration 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
- Release of **capacity building guidelines**
- Research conducted in relation to **new market opportunities** (LNG as cargo in the Danube Region, Danube Container Market Report, Danube Ports & the Physical Internet, Best practices regarding Industrial Ecology)
- Report on the **status of port infrastructure development** along the Danube
- Release of **port investment guidelines**
- Release of **Danube Ports Strategy and Action Plan**
- **Danube Ports Network (DPN) setup & enlargement**
- 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 Info Day 2019 – Transport Logistics Fair, 05.06.2019, Munich
- Hosting the 1st Conference of Port Digitalisation organised by DPN
 - 11 April 2019, Vienna



Recommendations on jobs & skills

Cristina Cuc – Ministry of Transport, Infrastructure
and Communications Romania

Feedback? Questions?

PA1a revision of the EUSDR Action Plan

Viktoria Weissenburger - viadonau

Steps towards updated Action Plan for PA1a

1. **9th October 2018:** Steering Group meeting in Vienna – discussion on key topics for PA1a coordination activities after 2020
2. **25th January 2019:** Consolidated final proposal was submitted to Steering Group
3. **26th January 2019:** Final proposal was sent to Danube Strategy Point
4. **17th September 2019:** Draft of the revised EUSDR Action Plan with suggestion/comments of Commission's Services received from DG REGIO
5. **31st October 2019:** PA1a submitted adapted draft revised Action Plan to DG REGIO

Status of the revision of the EUSDR Action Plan

Katharina Lenz - Danube Strategy Point



DANUBE STRATEGY POINT

*Activities & the way forward
March – November 2019*

***17th Steering Group Meeting of
Priority Area 1A
4 December, 2019 | Brussels, Belgium***

Katharina Lenz, Danube Strategy Point

INTRODUCTION

I. DSP team

II. Activities in 2019

a. Revision of the EUSDR Action Plan

b. Evaluation

c. Monitoring

d. Communication

e. Capacity Building

f. Miscellaneous

III. The way forward – activities for 2019 - 2020

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II. A. REVISION OF THE EUSDR ACTION PLAN UPDATED TIMELINE & FURTHER STEPS

✓	23 rd / 24 th May	NC/PAC meeting → NC decision to relegate input paper to DSP for consolidation i.e. redraft
✓	27 th /28 th June	Annual Forum (Public Hearing and Session 4 especially dedicated for the Revision of the Action Plan. Results of the Public Hearing to be presented during Session 4 of the AF)
✓	11 th July	Final minutes of NC meeting and final C.I. circulated to NCs Final version of C.I. to be sent to DG Regio.
✓	17 th September	Draft of revised Action Plan (as Staff Working Document / SWD) circulated to NCs and PACs for comments
✓	24 th September	Information workshop for NCs and PACs, Vienna
✓	31st October	Deadline for NCs and PACs feedback (to be sent to DG Regio and in cc to the Presidency and DSP)
✓	1 st December	<i>Taking on duty of the new Commission (planned: 4th November)</i>
	Mid-November	Final draft of revised Action Plan (SWD) Circulated to NCs for national endorsement (3 weeks)
	13th Dec 2019	Deadline for NCs' feedback
	Beginning of January 2020	Start of the formal SWD Commission procedure
	February 2020	New EUSDR Action Plan adopted as a SWD
	<i>First quarter 2020 (tbd)</i>	<i>Meeting of Ministers responsible for EUSDR (tentatively with the new Commissioner responsible for Regional and Urban Development) as kick-off for the new Action Plan.</i> <i>Joint declaration of Ministers (?)</i>

II. B. EVALUATION

Evaluation of the effectiveness, communication and stakeholder involvement of the EUSDR

– final report on 17th June 2019; published on EUSDR website (key docs)

Final Report
17.06.2019

Evaluation of the effectiveness,
communication and stakeholder
involvement of the EUSDR

- ➡ Methodological approach
- ➡ Stocktaking of existing knowledge about the EUSDR
- ➡ Assessment of the progress of the EUSDR (strategic dimension, governance dimension)
- ➡ Conclusions and recommendations

III. THE WAY FORWARD

PLANNED ACTIVITIES FOR 2019 - 2020

Support for EUSDR Croatian Presidency 2019/2020

Central theme - „The Danube Strategy – 10 Years Later”

- evaluate the achieved results
- determine the future direction
- reinforce the role of MR cooperation

➤ Priorities of the EUSDR Croatian Presidency

- Governance
- Cooperation with other MRS
- Embedding
- Geopolitical dimension



CROATIAN
PRESIDENCY
OF THE EU
STRATEGY FOR THE
DANUBE REGION

III. THE WAY FORWARD

PLANNED ACTIVITIES FOR 2019 - 2020

Support for EUSDR Croatian Presidency 2019/2020

- **Thematic Priorities** of the EUSDR Croatian Presidency:
- Cooperation between scientific institutions and economic stakeholders
 - Environmental protection and sustainable economic development
 - Inland waterways, tourism and smart villages
 - Civil protection
 - Regional and local government capacity building



common events?

III. THE WAY FORWARD

PLANNED ACTIVITIES FOR 2019 - 2020

Support for EUSDR Croatian Presidency 2019/2020

- main events announced

Event	Date	Location
NCs meeting	21-22 November 2019	Zagreb, Croatia
Meeting of Presidencies of 4 MRS	20 January 2020 (tbc)	Zagreb, Croatia
PACs meeting	11-12 February 2020 (tbc)	Zagreb, Croatia
Week Of Macro-Regions	17-20 February 2020 (tbc)	Brussels, Belgium
Ministerial meeting	30-31 March 2020 (tbc)	Zagreb, Croatia
Joint NCs/PACs meetings	7 May 2020 (tbc)	Zagreb, Croatia
The 9 th edition of EUSDR Annual Forum 2020	22-23 October 2020 (tbc)	Croatia

THANK YOU FOR YOUR ATTENTION!

QUESTIONS?

Do not hesitate to contact us:

katharina.lenz@eusdr-dsp.eu
office@eusdr-dsp.eu

Overview of planned actions and working group activities 2020-2022

WG1 Waterway & port infrastructure and management

Viktoria Weissenburger - viadonau

Two topics to be discussed today

1. Possible update of the Fairway Rehabilitation and Maintenance Master Plan
2. Danube Ministerial Conclusions 2020

1. Possible update of the Fairway Rehabilitation and Maintenance Master Plan

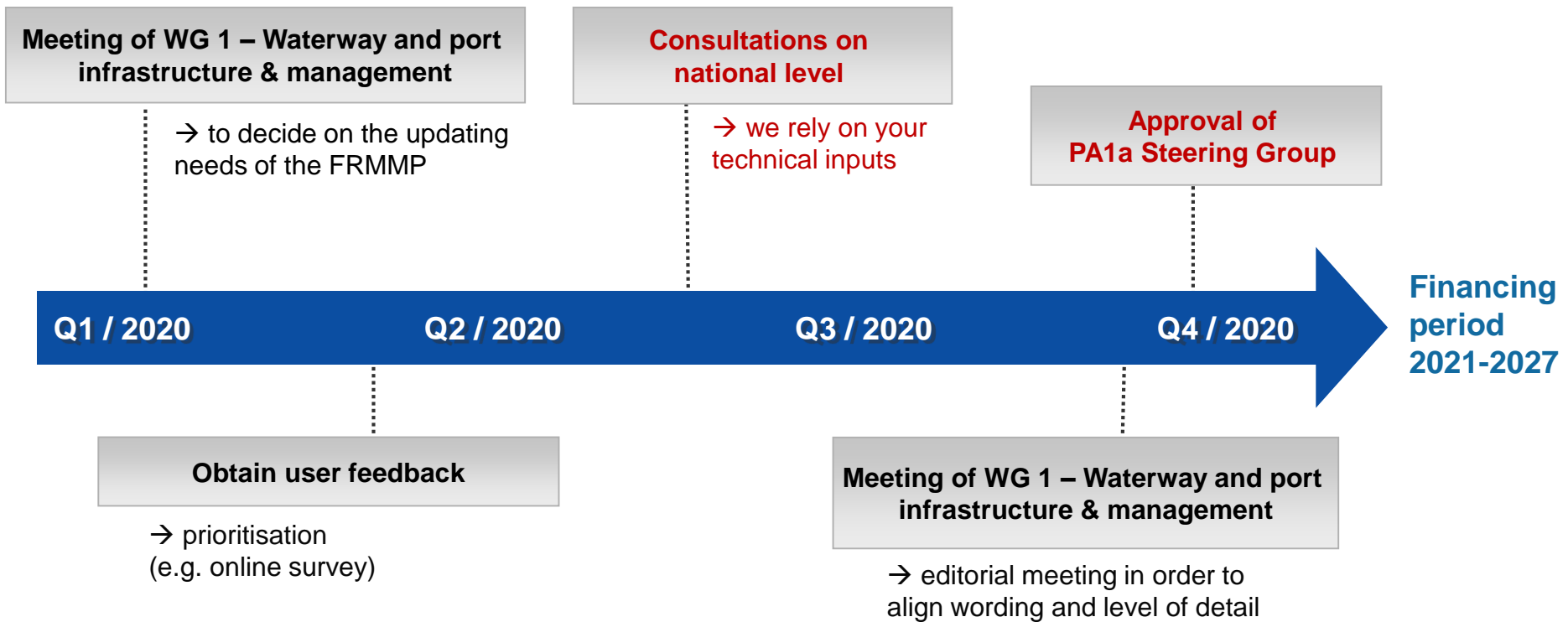
Arguments for an update:

- 5 years of implementation → some key issues resolved/outdated:

	<i>Key issues</i>	<i>Need for action</i>
AT 01	Maintaining water level measurements during extreme weather events	Establishment of back-up energy supply systems at automatic gauging stations resolved

- Prepare updated Master Plan for new financing period from 2021

Proposal for next steps



2. Danube Ministerial Conclusions 2020

To be signed in the framework of the TEN-T Days in Šibenik / HR
(13-15 May 2020)

Next steps:

- Providing technical content for conclusions (National Action Plans)
(beginning of April)
- Preparation of draft conclusions by DG MOVE / DG REGIO – based on technical analyses by PA1a Technical Secretariat and previous conclusions
(mid-April)
- Start of negotiations with Danube Ministries of Transport
- Final conclusions (13 May 2020)

WG1 Waterway & port infrastructure and management

Róbert Rafael – Pro Danube International

DAPhNE project: what's next?

Operation of the Danube Ports Network

- Released in June 2018; officially launched during the Port Policy Day 2019 (10 April 2019)
- Managed by Pro Danube International via the Technical Secretariat
- DPN acts as a regional coordination and collaboration platform involving public and private Danube port organisations
- DPN is governed by a Cooperation Agreement (not legally binding, entered into voluntarily, open-ended).

Partners

- Public port administrations
- Public and private port & terminal operators:
 - Sea ports of the maritime Danube & Black Sea
 - Inland ports situated on the Danube and its navigable tributaries

Service Portfolio

- **Developing & implementing common interest projects & strategic initiatives**
- **Initiating port policy & network awareness activities**
- Fostering active cooperation, strategic alliances & partnerships to benefit the network
- Facilitating network collaboration & support activities.
- ***Check out more at: www.danube-ports.eu***

WG2 Business development

Gert-Jan Muilerman - viadonau

PA1a actions to support business development

- **Objective:** to raise modal share of Danube navigation
- **Planned actions:**
 - Contribute to organization of national and transnational stakeholder meetings that bring together supply and demand side for promising market segments
 - Contribute to international business-to-business meetings (e.g. Danube Business Talks) by means of organizational support and content

WG3 Fleet modernisation

Gert-Jan Muilerman - viadonau

PA1a actions to support fleet modernisation

- **Contribute to roll out strategy and support uptake of fleet modernization measures**
 - Engage in programming exercise for European Structural and Investment funds 2021-2027 to anchor fleet modernization topics
 - Engage in study on European Greening Fund, as initiated by The Netherlands and the Central Commission for the Navigation of the Rhine
 - Monitor and support implementation of results of GRENDEL project (model state aid scheme)

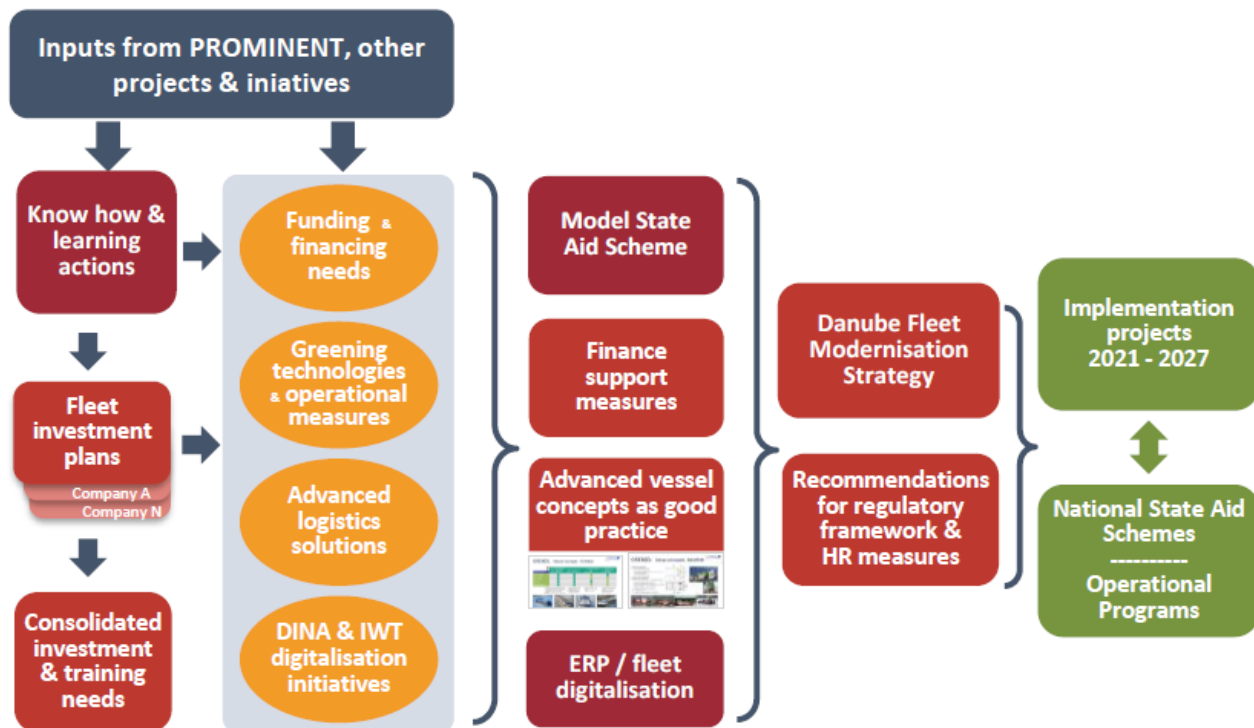
GRENDL *Work approach*

Green and Efficient Danube Fleet

“

“GRENDL addresses various fleet modernisation aspects: [i] use of low carbon & alternative fuels, [ii] reduction of air pollutant emissions (CO₂, NO_x, PM) and [iii] overall energy consumption. Besides this, [iv] transport & logistics management processes are addressed to ensure better integration of the Danube IWT into logistics chains...”

*Jun 2018 – Nov 2020
Funding: Interreg / DTP*



GRENDL *State Aid scheme model*

Priorities

Environmental Performance

1



Reducing emissions of gaseous and particulate pollutants from internal combustion engines and auxiliary motors installed on vessels and by implementing other measures with direct environmental benefits.

Integration into logistics chains

2



Increasing the involvement of inland waterway transport in multimodal transport chains by making the vessels more competitive, operationally flexible and secure in the context of multimodal transport chain.

Increasing safety of IWT

3



Focusing at safety equipment, safety at work, adaptations to wheelhouse, steering system and manoeuvrability of a vessel, all to support a skipper in navigational and operational aspects / decisions → increase safety.

Renewal of actors in the sector

4



Encourage the acquisition of the first boat for new river transport companies and new entrants.

Innovative solutions

5



Development and experimentation with innovative solutions:

- experimentation w. existing or new technology, unproven for IWT
- R&D: design of new technologies to respond to specific needs of IWT
- feasibility studies

WG5 Education and jobs

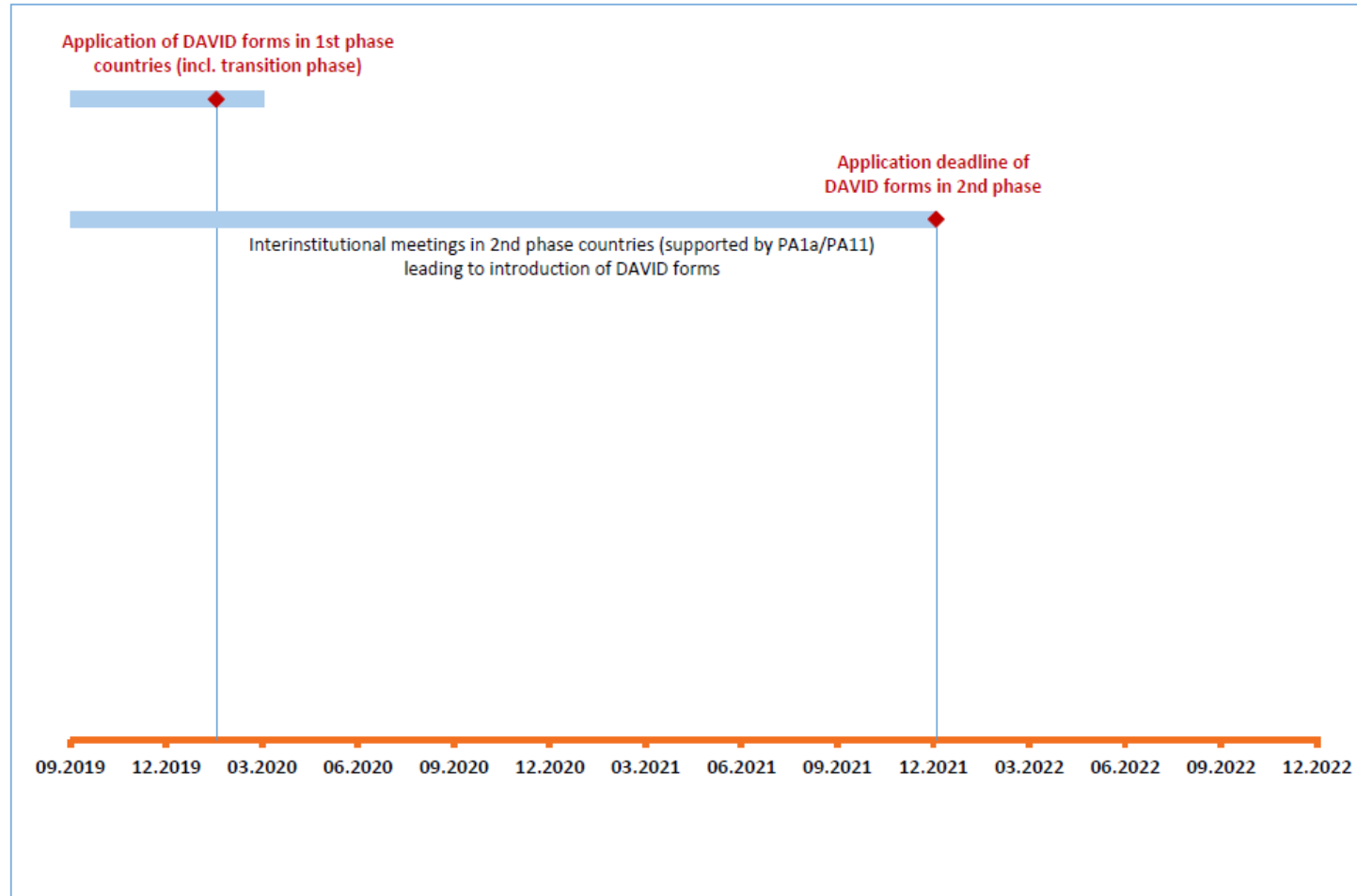
Cristina Cuc – Ministry of Transport, Infrastructure
and Communications Romania

WG4 River Information Services

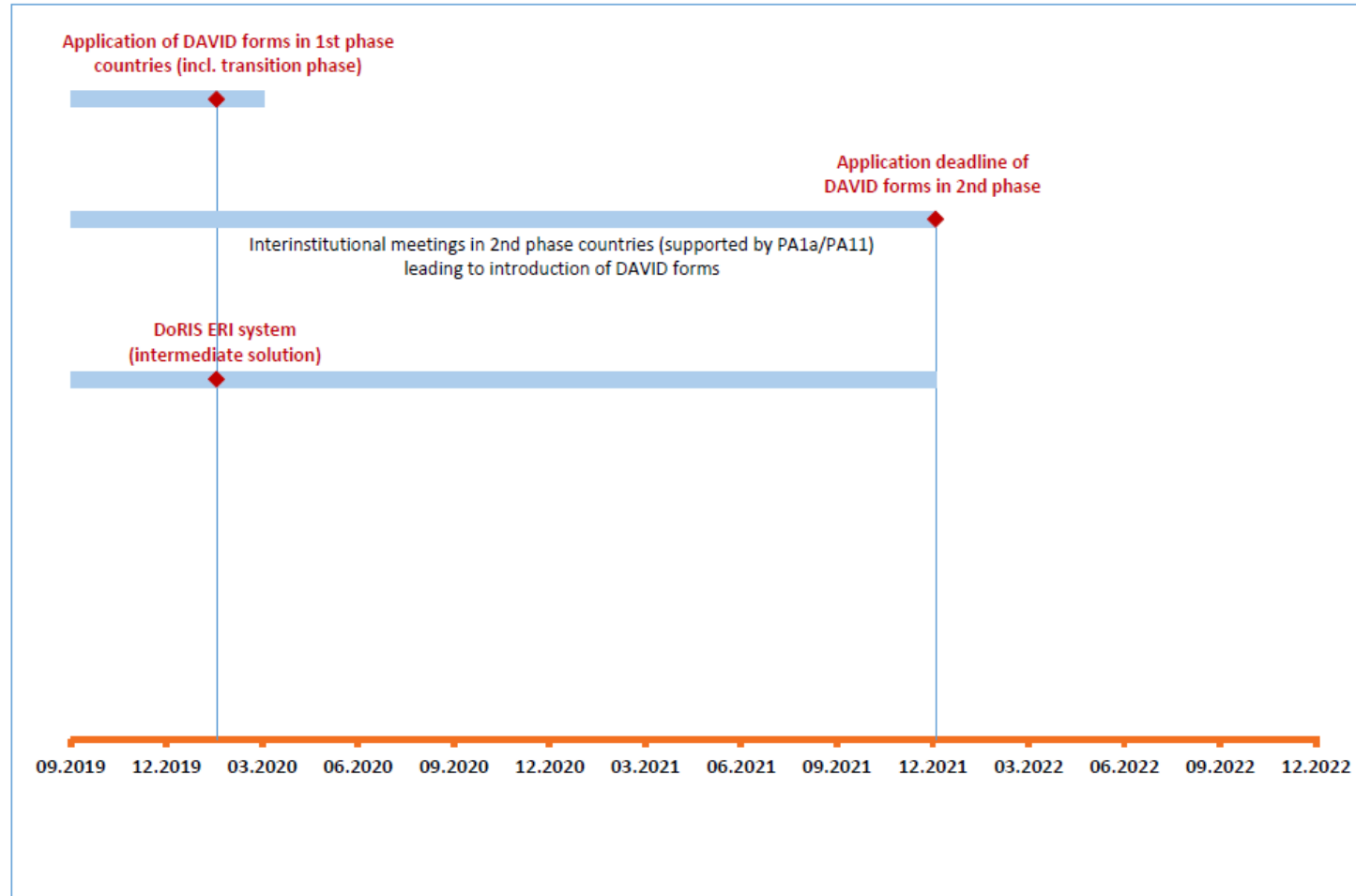
WG6 Administrative processes

Viktoria Weissenburger - viadonau

Implementation steps 2020 - 2022



Implementation steps 2020 - 2022

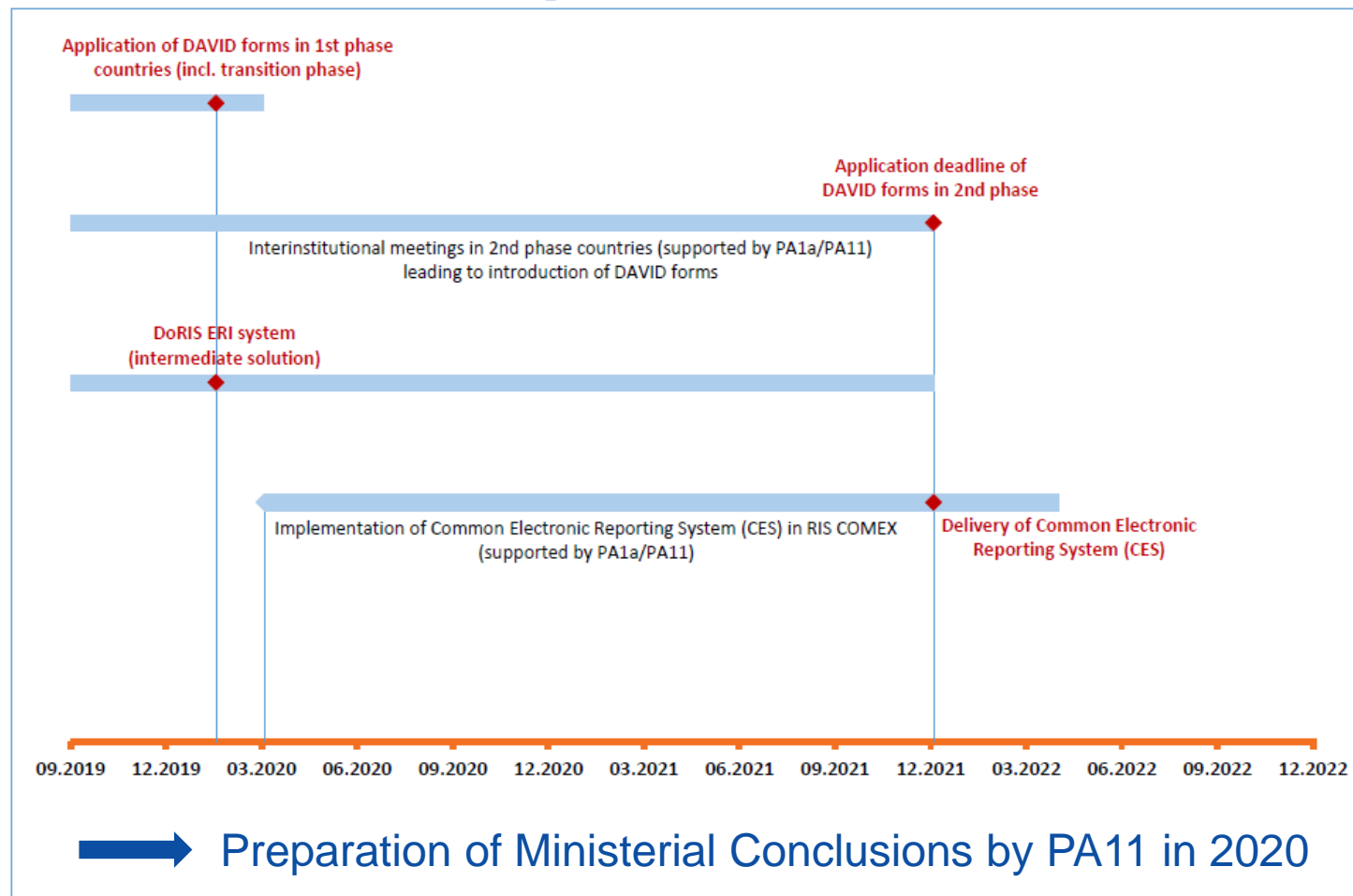




Implementation of DAVID Forms as Pilot within Austrian DoRIS Portal

- Enables creation of electronic DAVID forms (PDF format) for registered users
- Registration open for all & free of charge
- Storage of template forms for quick adaptation
- Multi-language support (Danube languages and English)
- Introduction: 1st quarter of 2020

Implementation steps 2020 - 2022



How Steering Group members can get involved

Participation in Working Groups

PA1a depends on active participation of Member States and stakeholders in the planned Working Group meetings

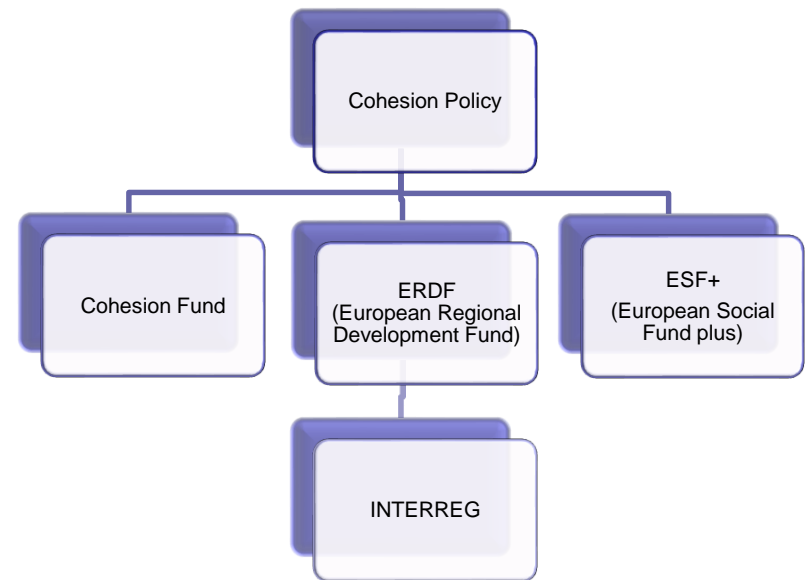
- The future priorities of the Working Groups have now been presented
- We kindly ask the Steering Group members to nominate national experts that we should invite to the upcoming Working Group activities
- The PA1a Technical Secretariat will approach you bilaterally by the end of January 2020 to establish the necessary contacts

Embedding EUSDR objectives into structural and cohesion funds

Mr Roland Mayer-Frei (DG REGIO)

Cohesion Policy 2021-2027: Programming process in 2020

- **Country Reports (European Semester) are converted into Partnership Agreements and Operational Programmes, which ultimately specify investment priorities**
- **National programming process for Cohesion Fund and Structural Funds ongoing in 2020: definition of thematic priorities on national level**
- **Mid-term review proposed to check whether changes to the programmes shall be made in the last 2 years of the funding period**



Cohesion Policy 2021-2027: focus on five policy objectives

1. **Smarter Europe**, through innovation, digitisation, economic transformation and support to small and medium-sized businesses
2. a **Greener, carbon free Europe**, implementing the Paris Agreement and investing in energy transition, renewables and the fight against climate change
3. a more **Connected Europe**, with strategic transport and digital networks
4. a more **Social Europe**, delivering on the European Pillar of Social Rights and supporting quality employment, education, skills, social inclusion and equal access to healthcare
5. a **Europe closer to citizens**, by supporting locally-led development strategies and sustainable urban development across the EU.

Cohesion Policy 2021-2027: why do the “embedding”?

- Legal Basis: Art. 17 (3) proposed CPR: “Each programme shall set out a summary of the main challenges, taking into account [...] macro-regional strategies [...] where Member States and regions participate in such strategies”
- Many Partnership Agreements make a distinctive link to the EUSDR
- Win-win-situation:

Benefits for EUSDR: • Experience of programmes (knowledge) • Contacts with policy-makers • Funding

Benefits for programmes: • Bigger impact (wider territory, strategic frame) • Good project pipeline (better absorption) • Visibility (political leaders, citizens, EU)

Cohesion Policy 2021-2027: how the EUSDR can connect

- **Operational programmes shall be elaborated and agreed in the course of 2020, depending on**
 - Political agreement on the Multiannual Financial Framework (MFF) 2021-2027 of the European Union
 - Agreement on programme regulations

Cohesion Policy 2021-2027: how the EUSDR can connect

- **Challenge: National programming process is organized differently in each Member State**
- **Engagement of Steering Group members in national programming process is desired**
 - Meet with your ERDF and ESF Managing Authority
 - Try to find common objectives and actions with your national / regional programme
 - The revised Action Plan provides a good basis for agreed and coordinated transnational actions
 - Involve your EUSDR National Coordinator

Cohesion Policy 2021-2027: how the EUSDR can connect

What could it look like? Types of projects:

- Single project: One programme funds one project for the benefit of the EUSDR. Example: lock to improve navigability on the whole river
- Joint projects: Several programmes fund one single project. Example: joint fund for research
- Coordinated projects: Several programmes fund a group of coherent projects. Example: reduction of discharge of phosphates in the Danube

Cohesion Policy 2021-2027: how the EUSDR can connect

What could it look like? Practical mechanisms:

- Specific selection criteria (e.g. bonus points)
- Earmarking of a dedicated budget
- Specific calls for macro-regional strategies • Labelling (ex-post identification of projects)
- Transfer of funds from ERDF to ETC (art. 17(3))
- Make clear that embedding does not mean a reduction of budget available for the national programme! Every transnational project will benefit the territory of the national/regional programme, but also goes beyond.

Cohesion Policy 2021-2027: how the EUSDR can connect

Mapping of possible funds available (non-exhaustive)

- EU Grants: European Regional Development Fund (ERDF), Interreg (interregional, transnational and cross-border), European Agricultural Fund for Rural Development (EAFRD), European Social Fund (ESF), Connecting Europe Facility (CEF), Horizon Europe (Research), Life+ (environment), Single Market Programme (ex-COSME), Instrument for Pre-accession Assistance (IPA), European Neighbourhood Instrument (ENI/NDICI)
- Loans and capital: European Investment Bank (EIB), Invest Europe (ex-EFSI i.e. ‘Juncker plan’), International Financial institutions
- National / regional funds

“Blending” of funds is possible!

How Steering Group members can get involved

Alignment of programming of structural and cohesion funds with EUSDR objectives

Embedding PA1a priorities in structural/cohesion funds

- The priority topics of PA1a have been laid down in the revised EUSDR action plan (as presented today)
- The Technical Secretariat will bring forward these themes in coordination meetings organized at the level of the EUSDR, in order to make sure these priority themes are also contained in the ESI Funds
- Steering Group members are kindly requested to engage in national programming process to also embed priority topics in their operational programmes
- The Technical Secretariat can support in identifying contact persons and by providing technical content: the Technical Secretariat will get in touch bilaterally with Steering Group members

Request for Letter of Recommendation

Request for letter of recommendation by PA1a Steering Group

- Technical Secretariat received a request for a letter of recommendation on 2nd December 2019
- Received from ILR Logistica Romania = project coordinator) and two public companies (Giurgiu Municipality and S.C. Administratia Zonei Libere Giurgiu)
- Concerning the project „High Performance Green Port Giurgiu“ (Action No.: 2014-RO-TMC-0313-W, Grant Agreement No.: INEA/CEF/TRAN/M2014/1041944), with the objective to transform the port of Giurgiu into the first efficient green port on the Danube.

Request for letter of recommendation by PA1a Steering Group

- The end date of the project (Grant Agreement) is currently 31/03/2020, but an extension request is currently being prepared because of
 - Delays in the procurement procedures
 - Unexpected constructional problems - underground deviations of the limestone layer between the geotechnical study and reality) and
 - Forces of nature (a.o. flood)
- Extension until 31/03/2021 is needed to be able to complete the planned construction project in the port of Giurgiu as planned in the Grant Agreement
- **Does the Steering Group (voting members) agree with the issuance of a letter of recommendation for such a project extension**

Conclusions


Conclusions

- Prepare for update of Fairway Rehabilitation and Maintenance Master Plan
- Prepare for Danube Ministerial Conclusions in the framework of the TEN-T Days in May 2020
- Nominate national members for the Working Groups after the meeting
- PA1a technical secretariat shall support SG members in identifying ways to get involved in national programming process for structural and cohesion funds

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