

EUSDR PA1a 19th Steering Group Meeting

online | 17th September 2021



Welcome and introduction round

Approval of the agenda

Family picture

Update on NAIADES-II Expert Group Meeting on 13th September 2021

Gert-Jan Muilerman

NAIADES Implementation expert Group

- Regular meetings organized by DG MOVE D3 with the participation of Member States, river commissions and representatives of IWT industry and shippers
- Generally low participation rate of Danube countries (DE, AT, RO, CZ and Danube Commission participated)
- If not done so yet, please sign up with DG MOVE D3:
“Naiades II implementation expert group (E03497)” by mail to
MOVE-D3-SECRETARIAT@ec.europa.eu

NAIADES implementation expert group on 13th September 2021 - Agenda

1. Presentation and discussion on NAIADES III action plan
 - Shift more cargo over Europe's rivers and canals, and facilitate the transition to zero-emission barges by 2050.
2. Inland waterway policy: state of play by MOVE D3
 - Jobs and Skills
 - Digital matters
 - Technical requirements
3. TEN-T revision: state of play
4. Alternative Fuel Blending Facility + next CEF call
5. Horizon Europe (HE) - Research opportunities
6. Platina III: Implementation support to Naiades III
7. IWT Market legislation fitness check study
8. EU Coordination procedure: Art 218(9) of the EU treaty
9. Guidance on Climate proofing adopted on July 29 2021

“Climate proofing” as important pre-condition for future CEF projects

- Brussels, 29.7.2021, C(2021) 5430 final, Commission Notice on Technical guidance on the climate proofing of infrastructure in the period 2021-2027
- Climate proofing will need to be demonstrated *before* and *during* implementation of infrastructure projects
- A distinction is made between **climate neutrality** (*mitigation* of climate change) and **climate resilience** (*adaptation* to climate change)
- Download guidance document from:
https://ec.europa.eu/clima/sites/default/files/adaptation/what/docs/climate_proofing_guidance_en.pdf (available in 23 EU languages in OJ C 373 as of 16/09/2021)

Status of the Update of the Fairway Rehabilitation and Maintenance Master Plan (Working Group 1)

Viktoria Weissenburger

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

- update of the Master Plan was first discussed during our PA1a SG meeting in December 2019
- first extensive meeting of Working Group 1 with the experts of the waterway administrations/Ministries of Transport in March 2020
- **Danube Ministerial Conclusions May 2020:**
the Ministers of Transport "CALL ON all relevant riparian EU Member States and non-EU countries to contribute to an update of the Fairway Rehabilitation and Maintenance Master Plan..."

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

2014 Fairway Rehabilitation and Maintenance Master Plan

~7 years of implementation

- large number of (trans)national implementation projects (FAIRway Danube, HUMARK, ...)
 - EU co-financing is a crucial enabler for investments (mainly CEF, Operational Programmes, IPA)
- some key issues resolved/outdated
- new key issues emerged
- transnational trends (accelerated digitalisation or climate change)
- several topics to be addressed jointly

2021 Fairway Rehabilitation and Maintenance Master Plan (Update 2021)

Updated Fairway Rehabilitation and Maintenance Master Plan (FRMMP)

2021 Fairway Rehabilitation and Maintenance Master Plan (Update 2021)

national chapters

- picking up loose ends and unresolved issues
- digitalisation (and automation): intelligent marking systems, improvement of internal procedures,...
- user information: water level forecasts, improvement of the interface between waterway-related data und user information platforms

new: transnational chapter

- user information: consolidation of platforms, harmonised information provision
- climate change adaptation

new: environmental chapter

- describes how the Master Plan and the proposed measures are in line with environmental policies

Updated Fairway Rehabilitation and Maintenance Master Plan (FRMMP) – Next steps

until end of Oct. 2021	gathering of further expert inputs (waterway administrations/Ministries of Transport) and consolidation of FRMMP
November 2021	~ 4 weeks for content-wise approval of the individual country chapters by respective Ministries of Transport → draft document will be sent to the Steering Group members
December 2021	PA1a Steering Group meeting; River Commissions and EC participating as observers → presentation of the draft document and discussion
Dec. 2021/Jan. 2022	~ 4 weeks for feedback from the observers to the PA1a Steering Group (reference made to the latest version of the River Basin Management Plans) and last changes
February 2022	Final approval of the new FRMMP by PA1a voting Steering Group members in a written procedure (not tacit approval)

Proposed date for the next PA1a SG meeting: 9th December 2021

Recommendations on Fleet modernisation (Working Group 3)

Gert-Jan Muilerman

Main European strategies affecting greening of inland fleet



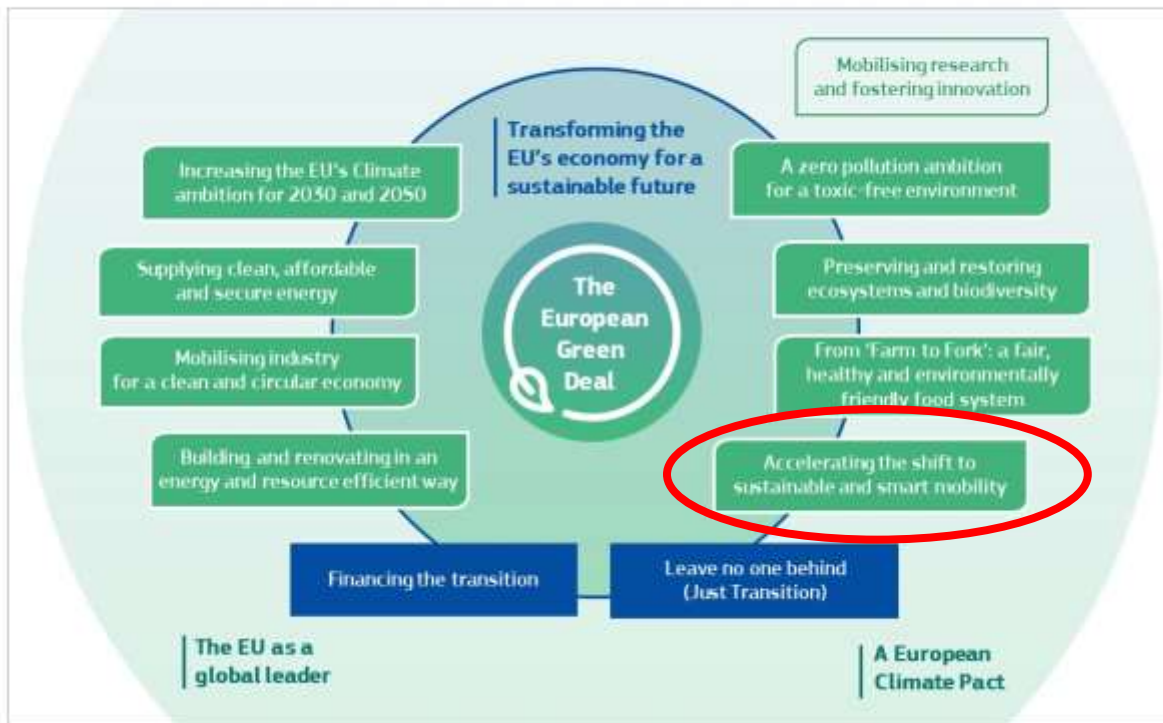
**Sustainable &
Smart Mobility
Strategy**



**NAIADES-III
action programme**



European Green Deal



- In 2019, the European Commission published the “European Green Deal”, a strategy that aims to make Europe the first climate-neutral continent by 2050.

Sustainable & Smart Mobility Strategy

- Sectoral strategy for the implementation of the Green Deal
- Reduction of traffic-related greenhouse gas emissions by 90% by 2050 through
 - Measures to significantly reduce dependence on fossil fuels (low-emission and zero-emission vehicles, increasing the use of renewable and low-carbon fuels)
 - Measures to shift towards sustainable means of transport (shifting considerable quantities of goods to rail, inland shipping and coastal shipping)
 - Internalisation of external costs (polluter pays and polluter pays principles, in particular through CO2 pricing and infrastructure fees)

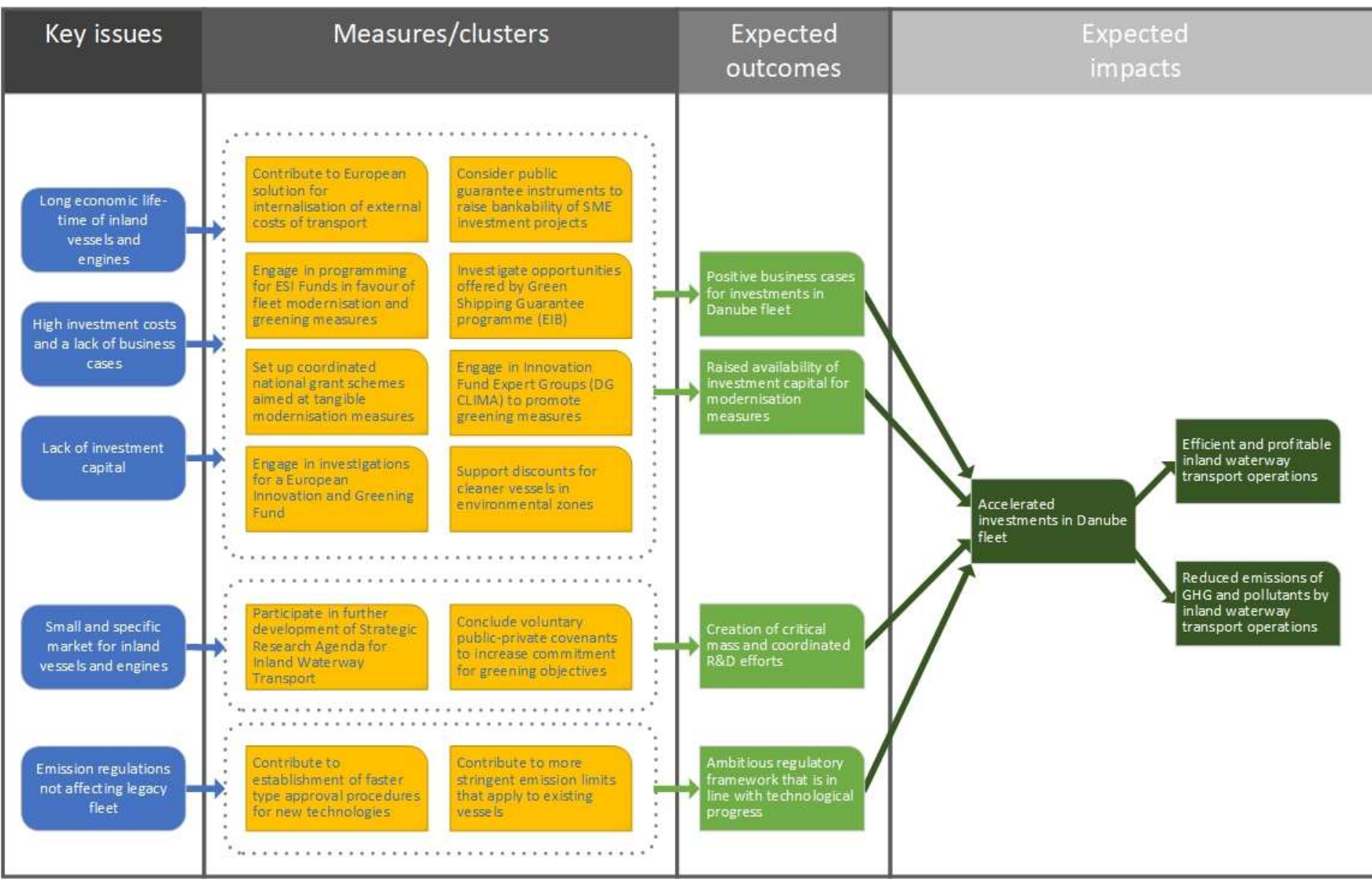
Naiades-III action programme

- Strategy for the implementation of the Sustainable & Smart Mobility Strategy
- Goals:
 - shift more freight traffic to inland waterways
 - put the sector on an irreversible path to zero emissions
 - Intelligent inland shipping (automation and digitization)
 - Create attractive and sustainable jobs in inland shipping Sectoral strategy for the implementation of the Green Deal

Résumé of PA1a fleet modernisation strategy 2019

Issues causing a slow modernisation rate of the Danube fleet:

- 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 not affecting legacy fleet
- Incomplete alternative fueling infrastructure



Objectives of PA1a Working Group

- Monitor ongoing studies and initiatives related to Green Deal
- Analyse main problems and problem drivers behind slow fleet modernization rate, especially in Danube Region
- “Translate” policy needs to the context of the Danube inland fleet
- Facilitate exchange between experts on implementation of actions in the Danube Region
- Develop recommendations for actions by Member States and Industry in order to achieve Green Deal, SMSS and Naiades-III objectives
 - together with and for Danube Member States and IWT Industry
- *Together with Steering Group members and the Danube Commission, we are currently identifying experts who can be engaged in this process*

Future Questions to PA1a Working Group

1. To what extent have fleet modernisation and greening measures been anchored in Operational Programmes for EU Structural Funds or in other facilities such as the Recovery and Resilience Facility so far?
2. What is the current status of concrete fleet modernisation measures and programmes in your country? - Are any programmes in preparation or are they being implemented already?
3. What are the priority topics in these programmes?

Future Questions to PA1a Working Group

4. Would a state aid programme such as the e.g. German, Dutch programme be an option for your country?
5. If not, what would be main barriers for implementation of such a programme in your country?
6. Which technologies would you consider to be the most feasible considering the specific profile and situation of Danube navigation?
7. What would be main barriers for implementation of such technologies in your country?
8. What would need to be done first to set things in motion along a technology pathway towards 2050?

Status of Working Group 6 - Administrative Processes

Viktoria Weissenburger

Common vision for better border control procedures along the Danube



SIMPLIFICATION

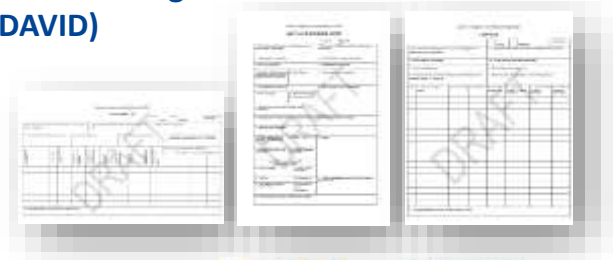


Practical Manual on Border Controls (3rd edition)

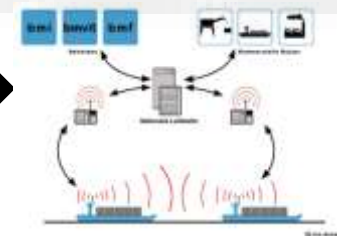
HARMONISATION



Danube Navigation Standard Forms (DAVID)



DIGITALISATION



Danube Navigation Standard Forms (DAVID)

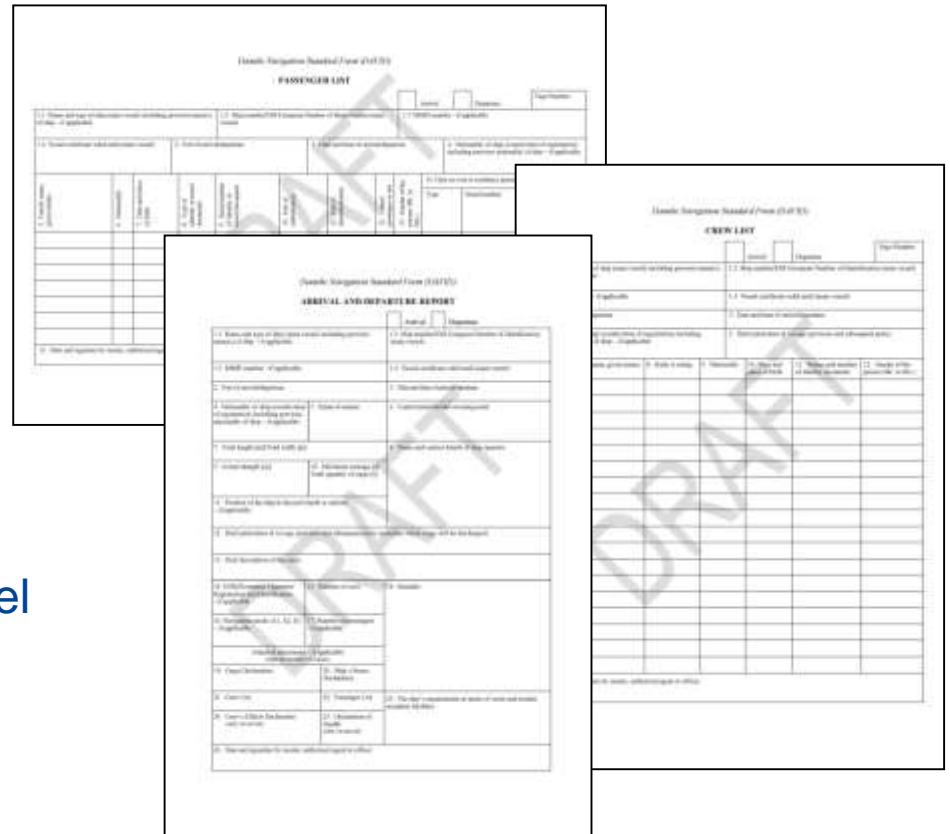


Harmonisation of three selected control forms across all Danube riparian states:

- Arrival and Departure Report
- Crew List
- Passenger List

April 2018: Agreement on technical level on final forms

Next step: Introduction on national level



The image displays three draft forms for the Danube Navigation Standard Forms (DAVID) project. The forms are titled 'Passenger List', 'Arrival and Departure Report', and 'Crew List'. Each form is a detailed table with multiple columns and rows for data entry. A large 'DRAFT' watermark is visible across the forms.

Introduction of DAVID forms

Country	Introduction date 1 st quarter of 2020 1st phase countries	Introduction date latest by 31 st December 2021 2nd phase countries
Hungary	✓ (01.02.2020)	
Croatia	✓ (01.02.2020)	
Serbia	✓ (01.03.2020)	
Romania		X
Bulgaria		✓ (04.08.2020)
Moldova		X
Ukraine		✓ (27.11.2020)
Slovakia	<i>Introduction of DAVID forms in public ports (only Arrival and Departure Report mandatory) in April 2021, to be used in the context of port operations</i>	

Digitalisation of DAVID forms

■ Main objectives of the digitalization of DAVID forms

- **Single entering of data**
 - even if different reports are required by receiving authorities, the reporting party enters each data field only once
- **Choice of report-receipt (for authorities)**
 - within electronic reporting system (overview, print, create PDF, respond, forward, etc.)
 - per e-mail (e.g. as pdf attachment)
 - via webservice

■ Two-step approach:

1. DAVID Creator: Electronic creation of DAVID forms
– interim solution until (at least) end of 2022  launched in August 2021
(https://portal.doris-info.at/IRIS_WEB/)
2. Central and Eastern European Reporting Information System
– full digitalization as of beginning of 2022  RIS COMEX project; 2022+

Future measure:

Measure 4 (M4)

Implement an **electronic registration and time management tool** to schedule the arrival and departure of ships at control points and assign time slots for border controls

- exploratory stage with border control authorities and sector representatives

Further updates from PA1a:

- Education and training system in the IWT sector
- PA1a Policy recommendations on Port development
- PA1a planned NtS workshop

COMPETING

COMPETENCE BASED FUTURE PROOF EDUCATION AND TRAINING FOR INLAND NAVIGATION

Presentation for the PA1a Steering Group
EU Danube Region Strategy

September 17th, 2021
Jan Smallegange, STC Group

17 SEPTEMBER 2021



Co-funded by the
Erasmus+ Programme
of the European Union



STRUCTURE OF THE PRESENTATION



- Welcome
- Introduction
- Overview of COMPETING
- State of play
- What's in it from the Danubian perspective
- What could be the follow up?



INTRODUCTION



• My Name: Jan Smallegange

- Family roots from Zeeland
- Age: 52 years old
- Father of two children (son, daughter)



• STC Group since January 2020 > senior project manager

- Certified for Prince2
- Certified Project Management Professional in Education
- Master in Business Administration

INTRODUCTION (2)



Previous work experience

- Project manager/grant writer since 1997;
- Working in the VET sector since 2007 (3 consecutive VET institutions);
- Experienced in national and international projects

ABOUT COMPETING (1)



EU Directive 2017/2397

- Adopted: December 12th 2017
- Recognition of professional qualifications
 - Standards for competences
 - Standards for examination
- Allowing re-definition of OL and ML functions.



ABOUT COMPETING (2)



Directive 2017/2397 - what will be the impact?

- > By January 17th, 2022, for STC Group and E&T partners the tide will change.



ABOUT COMPETING (3)

• Partnership:

- 11 IWT e&t institutes
- 4 social partners
- 8 EU countries

• Budget: appr. 1 million euro

- Funded by: Erasmus+

• Duration: 3 years





WHAT IS HAPPENING?

- Ongoing modal shift
- Improving inland waterway networks
- Trends:
 - Digitalisation
 - New environmental requirements
 - Autonomous ships



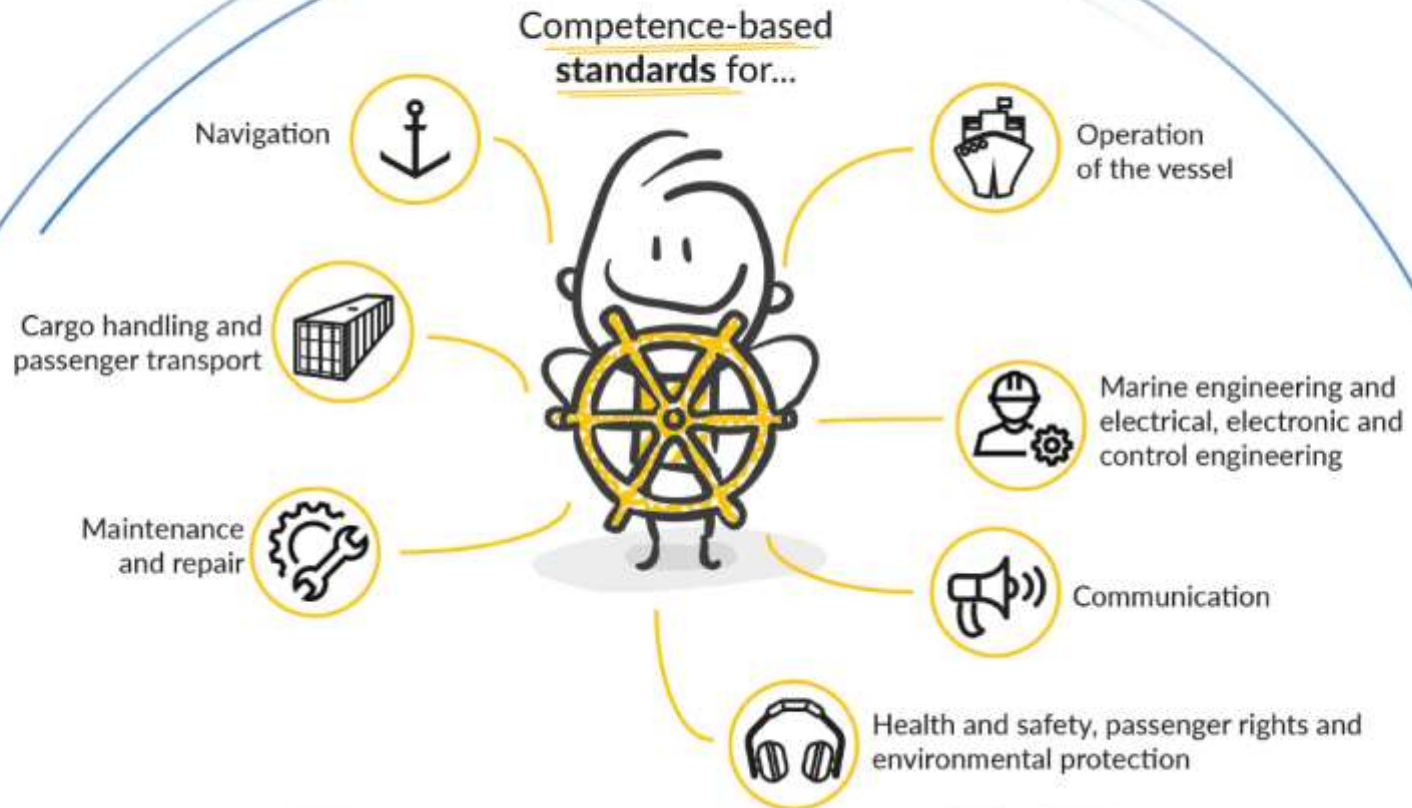
COMPETING - MAIN OBJECTIVES



- harmonised lessons material
- level playing field for all employees
- increased labour mobility
- improved safety on rivers



STANDARDIZATION



OUTPUT



Intellectual Output

- Development of 14 course manuals
 - To implement competence based education & training (Jan. '22)
- Development of an auditsystem (Oct. '21)

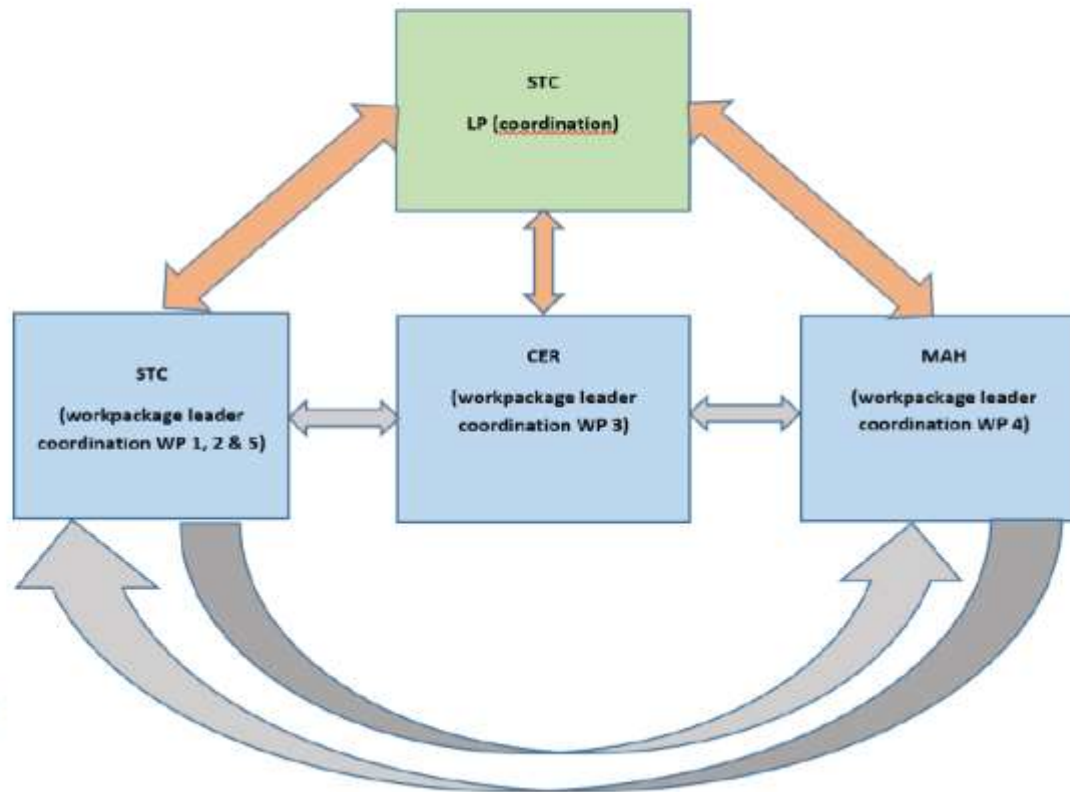
Note: all education material will be 'open source' (via EDINNA)



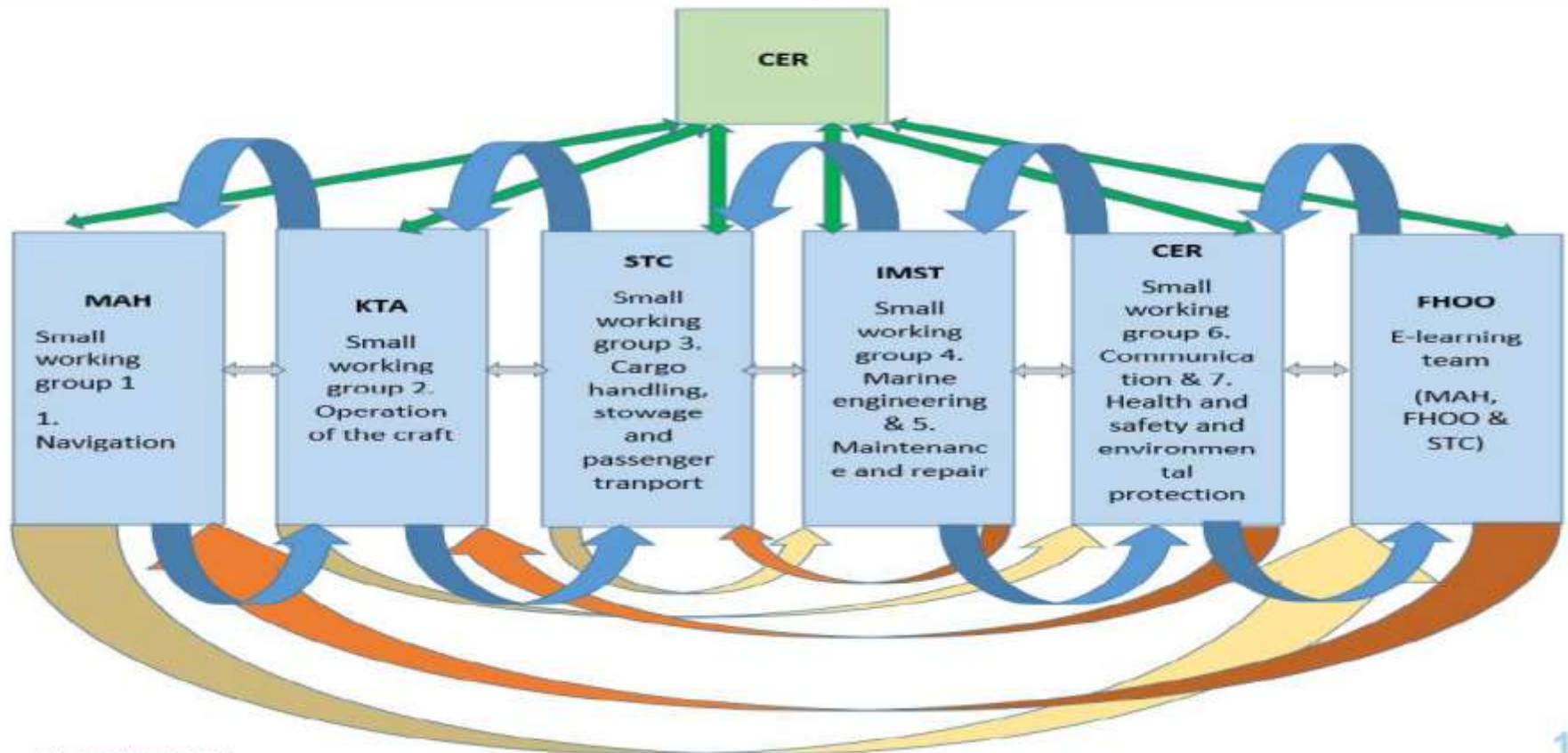
PROJECT MANAGEMENT



Project Management Secretariat



LESSON MATERIAL (1)



STATE OF PLAY



WP 3 > development of material

Delivered

- Infrastructure ready for blended learning
- Repository lesson material
- Draft course manuals
- European training record book OL/ML
- Train the trainer navigation Ukraine
- Train-the-trainer Communication

To do

- Working groups finalizing questions
- Course manuals & lesson material to be optimized
- More blended learning material
- Train-the-trainer HSE (Oct. '22 online)
- Train-the-trainer Navigation (on site)

STATE OF PLAY (2)



WP 4 > QA & QC

Delivered

- Audit lists for OL and ML
- Model exams
- Manuals
- Pilot CCV/CBR Harlingen

To do

- Decision making in CESNI QP/QM
- Two pilots planned NL and RO
- Note. Distinction (regular) VET education vs. training

STATE OF PLAY (3)



WP 5 > dissemination

Delivered

- Website/factsheet
- Social media posts
- Newsletters (multiple lang.)
- Publications
- Representation

To do

- (Online) events
 - Fachmesse Kalkar (D)
 - Maritime Industry 2022 (NL)

WHAT'S IN IT FROM THE DANUBIAN PERSPECTIVE



- EU certificate (enabling labour mobility)
- harmonised lessons material for IWT students
- blended learning material for all competence areas (tests, films, etc)
- all education material will be 'open source'
 - Ilias platform available through EDINNA
- level playing field in terms of professional qualifications

WHAT COULD BE THE FOLLOW UP OF

COMPETING?



- Revision of competence tables (related to new functions for instance)
- Revision of learning modules
- Focus on life long learning (upskilling)
- More emphasis on digitalisation of education & training (content as well as facilities)
- Note. Platina 3 / NAIADES III will deal with skills related to digitalisation and greening of industry

THANK YOU
FOR YOUR
ATTENTION

www.iwt-competencies.eu



competing@stc-r.nl

17 SEPTEMBER 2021



PA1a Policy Recommendations on Ports Development

- possibility of an external study as support
 - to be elaborated until end of 2022
 - necessary coordination with the:
 - **Dionysus project** (Integrating Danube Region into Smart & Sustainable Multi-modal & Intermodal Transport Chains, 2020-2022); and the
 - **DC Expert Group on Ports** (Meeting on 30th September)
 - **TEN-T Working Group** on ports and inland waterways of the Rhine-Danube Corridor
 - already concluded **DAPhNE project** (port development strategy and action plan)
- analysis of open issues and implementation gaps regarding Danube port development
- Input from the Steering Group is welcome!
- further discussion and decision during next SG meeting in December

Upcoming PA1a workshop „NtS Services in the Danube region“ (Working Group 4 – RIS)

- topic of late disseminated and wrongly coded NtS messages emerged despite international commitments that the countries have to comply with the NtS 4.0 standard
- **Aim of the workshop:**
 - to raise awareness at the responsible authorities that the sector needs this information as soon as possible and in a certain format
 - support the implementation of the NtS 4.0 standard at a national level
- **Participants:** all authorities and actors involved in drafting, approving and publishing NtS messages, Danube Commission, EBU and PDI
- workshop to take place on 18th November 2021

Any other business

Request for letter of Intent for project 4SURE-IWT

- 4SURE-IWT - For SUsustainable and RESilient Inland Waterway Transport
- Project in the framework of Horizon Europe: Call HORIZON-CL5-2021-D6-01-09: Climate resilient and environmentally sustainable transport infrastructure, with a focus on inland waterways
 - Limit transport infrastructure vulnerability to climate change and other natural or human caused disruptions.
 - Strengthen infrastructure reliability, improve its performance and increase the resilience of the whole transport system, creating a climate resilient infrastructure system.
 - Create smart infrastructure
- **Letter of Intent and project data sheet will be sent to the Steering Group members;**
- **Project consor tacit approval is assumed after 10 working days**
- Regular monitoring of project activities and results through participation of PA1a PACs in the project's Advisory Board

EUSDR smart app for Android and iOS

- can be downloaded from Google Play or AppStore for mobile devices, without the necessity of creating an account and, implicitly, without storing user data

Upcoming events

- **DC Expert Group on Ports on 30th September 2021**
 - Main aim: to support the implementation of the Green Deal in the Danube River and seaports
- **Danube Business Talks on 13th October 2021 (online)**
 - Register via <https://www.danubebusinesstalks.org/>
- **PLATINA3 Stage event on 19th October 2021 / 9:00 am - 5:00 pm (CEST)**
 - Main themes: economic and financial barriers to modal shift, funding and financing of the energy transition of the European IWT fleet and accurate European fleet data to support future EU policies
 - Sign up via <https://platina3.eu/event/strasbourg/>
- **10th EUSDR Annual Forum on 26th/27th October 2021 (hybrid format)**
 - <https://danube-region.eu/danube-events/10th-annual-forum-of-the-eu-strategy-for-the-danube-region/>
- **20th PA1a Steering Group Meeting proposed for 9th December (online)**

Conclusions and next steps

Next steps for the update of the FRMMP

- PA1a Technical Secretariat will contact Steering Group members latest in November 2021 with a draft of their national chapter and a draft of the transnational and environmental chapter
→ changes will be discussed bilaterally
- draft document will be presented to the observers of the SG at the next meeting in December 2021
→ possible adaptations will be discussed jointly
- approval of the updated Master Plan by Steering Group members in a written procedure planned for February 2022

Next steps for the topic of fleet modernisation

- Steering Group members are kindly asked to provide any information on responsible contact persons to the PA1a Technical Secretariat (if not already done)

PA1a coordinators



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Innovation and Technology

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