

# EUSDR PA1a 22<sup>nd</sup> Steering Group Meeting

online | 5<sup>th</sup> December 2022



# Welcome & Introduction

## Priority Area Coordinators

# Welcome & Introduction

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DG REGIO

# Tour de table:

## Main PA1a-related activities and projects in the respective countries

# Austrian policy initiatives

## From Green Deal to Green Danube



## Action Programme Danube 2030 (APD)

- Contains specific measures in the field of inland navigation and ecology for the purpose of implementing the Mobility Master Plan.
- The APD 2030 is an integrative implementation strategy with the aim to result in balanced development of the diverse functions of the Danube river.
- Goals of the APD:
  - Strengthening the competitiveness of Danube navigation in logistics chains and in the tourism and leisure industry.
  - Decarbonization of Danube navigation.
  - Increasing the climate resilience of the Danube waterway.
  - Protection and improvement of the Danube/March/Thaya river eco-systems and preservation of biodiversity.

## Funding for inland waterway vessels: Special directive for the promotion of climate and environmentally friendly navigation

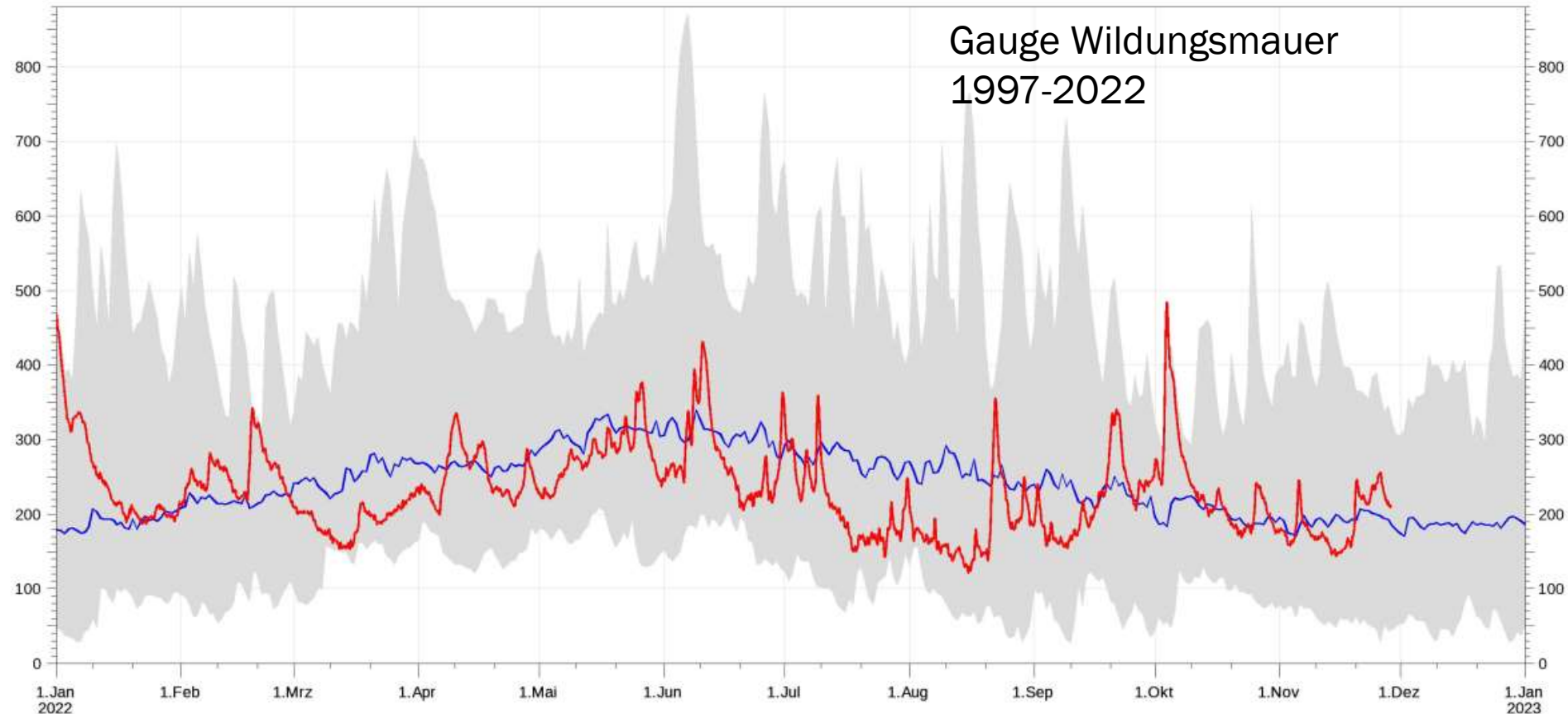
- **Duration of the funding programme:** 2022 – 2026 (5 years; finalization of projects until 2028)
- **Number of calls:** 2 per year (1 call in 2022)
- **Total budget:** € 3.500.000,00
- **Budget per year:** € 700.000 (2023 – 2026), € 350.000 (2027 – 2028)
- **Eligible applicants:**
  - Natural and legal persons, partnerships under civil and commercial law (OG, KG), from the member states of the EU, Iceland, Liechtenstein, Norway or Switzerland, who have a branch in Austria and regularly operate commercial inland navigation on Austrian waterways.
  - Legally independent companies of local authorities are eligible to apply if the local authority holds less than 25% of the shares in this company.

# Images of low water in Europe during Summer 2022

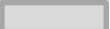




# Low water on the Austrian Danube in 2022: no extreme low water values so far...

Gauge Wildungsmauer  
1997-2022



→ Almost 9 metres difference between min-max values observed

 = fluctuation margin 1997-2021     = median value     = observed values in 2022

## Our tool kit to achieve stable fairway conditions along the Danube

1. Strong partnership and cooperation among waterway administrations and stakeholders
2. Definition of common levels of service and work plans
3. Pro-active waterway maintenance
4. Joint implementation projects



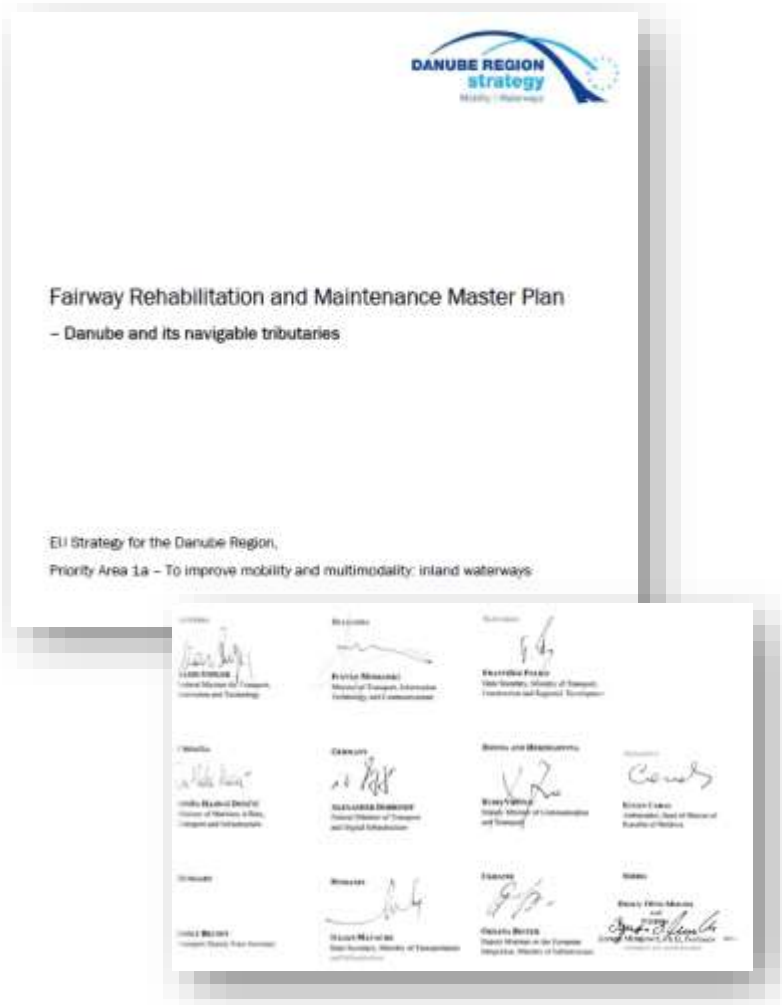
## 2. Definition of common levels of service and work plans

### Fairway Rehabilitation and Maintenance Master Plan

- Initiated in April 2014 by Danube Region Strategy (Priority Area 1a)
- Prepared in close cooperation between PA1a, the European Commission and the Danube waterway administrations
- Endorsed in December 2014 and reconfirmed every second year ever since by 10 Danube Ministers of Transport



This project is co-financed by the European Union.



## 4. Joint implementation projects



Co-financed by the Connecting Europe  
Facility of the European Union



FAIRway  
Danube

# Results FAIRway Danube

- First realisation step of Rehabilitation and Maintenance Master Plan
- Monitoring of fairway parameters together with EU Danube Region Strategy
- Model for improvement of fairway conditions and info services
- Investment in 12 vessels, 37 gauging stations, national waterway management systems, water-level forecast
- Pre-feasibility study for Gabčíkovo lock upgrade

→ Significantly improve data quality and coordination of actions along the Danube waterway corridor

→ Increasing the trust in the „system Danube“



## FAIRway Works! (03/2020 – 07/2024)

### Key activities:

- Upgrade of the Serbian Iron Gate 2 navigational lock (Djerdap II)
- Upgrade of mooring places along the Austrian Danube in Linz, Wildungsmauer and Vienna
- Procurement of a multifunctional marking vessel, a surveying vessel and AIS AtoNs in Serbia
- Procurement of multifunctional marking equipment in Austria

Budget: 42,6 Mil.€, 40% EU-funding

Beneficiaries:



[www.fairwayworks.org](http://www.fairwayworks.org)



Co-financed by the Connecting Europe  
Facility of the European Union

# FAIRway Works! - Selected achievements

## Multifunctional marking equipment



## Mooring places & shore power-supply in Linz and Wildungsmauer



Co-financed by the Connecting Europe  
Facility of the European Union

# Preparing FAIRway 2 works!

## Key activities:

- Prepare integrated river engineering measures on Common Croatian/Serbian Danube stretch
- Elaborate the specification of the transnational Waterway Monitoring System WAMOS 2.0
- Develop effective stakeholder coordination procedures
- Prepare upgrade of mooring places in Austria, Serbia and Croatia

**Duration:** 07/2020 – 04/2024

**Budget:** 3,3 Mil.€, 50/85% EU-funding

**Beneficiaries:**



[www.preparingfairway2.org](http://www.preparingfairway2.org)



Co-financed by the Connecting Europe  
Facility of the European Union

# Proposed objectives of FAIRway Danube 2

## Objectives:

- Test and validate the means to increase low-water resilience
- Enable waterway administrations to monitor selected parameters of (Good) Navigation Status as required by the TEN-T Regulation
  - Complete monitoring sensors/equipment
  - Upgrade waterway monitoring system (WAMOS 2.0)
- Monitor fairway conditions and prepare National Action Plans
- Next steps for mooring places (construction where ready/next step planning in other countries)

Project duration: 2023 – 2028



# Innovative approach in waterway management

Temporary infrastructure elements for extreme low water periods in order to **increase resilience** (in analogy to mobile flood protection dams complementing the fixed dams)

permanent

Flood protection



temporary

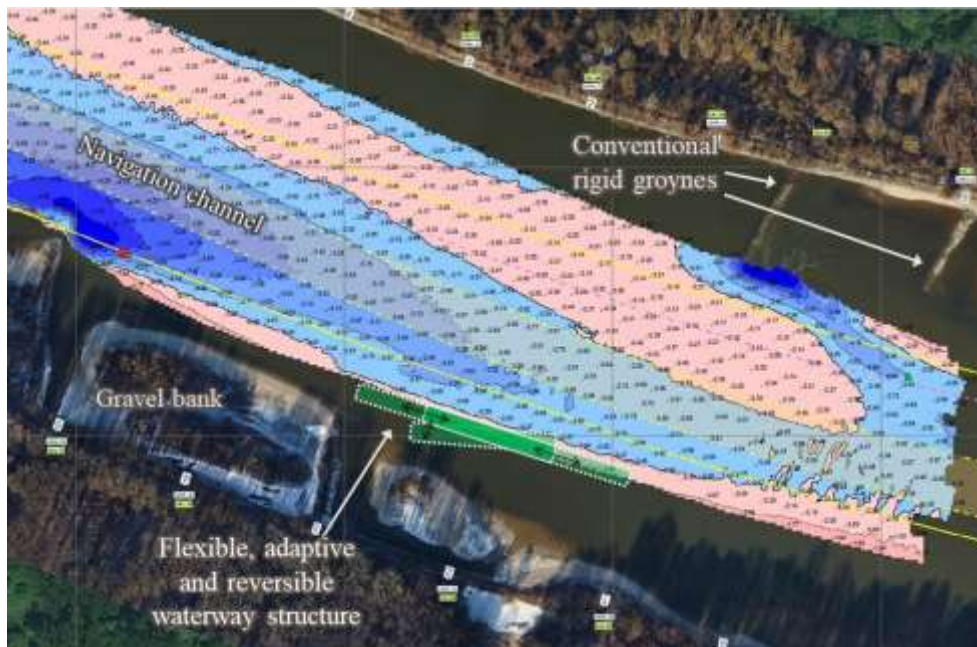


Low water regulation



Flexible infrastructure elements

# Introducing flexible infrastructure elements and dynamic low water regulation



- Barges placed in shallow sections at low water levels
- No influence on water-level during floods (as barge is removed before)
- No negative influence on habitats
- Climate resilient solution

# Tour de table:

## Main PA1a-related activities and projects in the respective countries

# Work Programme until 2028 – thematic priorities of the individual PA1a Working Groups

## Six thematic areas – six actions – six Working Groups



**Action 1: Contribute to improve waterway and port infrastructure & management**



**Action 2: Foster business development**



**Action 3: Facilitate fleet modernisation**



**Action 4: Support the further roll-out and enhancement of River Information Services**



**Action 5: Contribute to the enhanced quality of education and jobs**



**Action 6: Contribute to the simplification, harmonisation and digitalisation of administrative processes**

# 1. Waterway and port infrastructure & management

Working Group	Targets post 2020	Actions post 2020
<u>WG1</u> Waterway and port infrastructure & management	<u>Target 1</u> <i>To optimally manage and improve navigability conditions as well as landside infrastructure in a harmonized and environmentally sustainable way</i>	<u>Action 1.1</u> Facilitate management of inland waterways in order to provide “Good Navigation Status” and adequate fairway conditions on the Danube and its navigable tributaries
		<u>Action 1.2</u> 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”
		<u>Action 1.3</u> 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
		<u>Action 1.4</u> Contribute to better multimodal accessibility of inland ports and transshipment sites to other transport modes and their hinterland

## Priority measures until 2028:

- Fairway Rehabilitation and Maintenance Master Plan (FRMMP):  
Continuation of the policy-project-cycle
  - Monitoring of implementation status of FRMMP by means of National Action Plans
  - Project support
  - Organisation of political commitment → Danube Ministerial Meetings
- Port entrances as obstacle to navigation (draught restrictions)
  - Identification of problematic port entrances (in conjunction with waterway users)
  - Approaching responsible port authorities/infrastructure owners/Ministries of Transport
  - Defining required measures to resolve bottlenecks and responsibilities for the provision of user information

- Develop good practices for integrated/holistic river management (possible cooperation with PA6 Biodiversity)
- Expert exchange regarding climate change adaptation options towards more resilient waterway management: continuous adaptation to changing discharge patterns:
  - optimization for navigation, environment (reduced sediment transport), flood protection (reduced infrastructure elements during high water leads to better water distribution)
- Monitor implementation of “Fairway Danube 2” project:
  - Monitoring of pilot activities for flexible low water regulation methods

## 2. Business development

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

## Priority measures until 2028:

- Organisation of B2B events/platforms, possibly focusing on certain goods
- Investigate opportunities for heavy and oversized cargo on the Danube (possible PA1b cooperation)
- Harmonised cost/tariff structures for oversized transports on roads in Danube countries
- Coordination of legal procedures for international oversized transports with origin/destination in Danube riparian countries

## 3. Fleet modernisation

Working Group	Targets post 2020	Actions post 2020
<u>WG3</u> Fleet modernization	<u>Target 3</u> <i>Develop the Danube fleet in order to become more fuel-efficient and to reduce emissions of greenhouse gas and pollutants</i>	<u>Action 3.1</u> Monitor ongoing innovations in greening and fleet modernization technologies
		<u>Action 3.2</u> 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

## Priority measures until 2028:

- Danube-specific technology pathways
  - Review of the CCNR technology pathways
  - Development of technology path specific for Danube navigation in order to increase investment security (in coordination with CCNR and the business sector)
  - Attaining commitment from responsible national ministries for the proposed pathways
- Investigate potential of alternative fuels as short term solution for environmental friendly Danube navigation:
  - Facilitate implementation of RED 3 (Renewable Energy Directive)
  - Monitor development of network of bunker stations along Danube
  - Danube as distribution corridor for hydrogen?

## 4. River Information Services

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

## Priority measures until 2028:

- Continuation of our focus workshops on Notices to Skippers (NtS) in the Danube Region (to improve timeliness and coding quality)
- Pursue the consolidation of national user information platforms and Fairway Information Services (Danube FIS) Portal in EuRIS
- Further digitalization of DAVID forms
- Strong coordination with RIS COMEX2 project

## 5. Education and jobs

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

## Priority measures until 2028:

- Systematic identification of reasons for the shortage of qualified nautical personnel in the Danube region
- Cross-sectoral analysis of similar action programmes in other business sectors
- Development of stepwise action programme for Danube navigation
  - Review implications of Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation
  - Check cooperation opportunities with PA9 and PA10
  - Participation in Workshop on 8<sup>th</sup> December 2022 (on how EUSDR & EUSBSR can help Ukraine): given that currently about 40% of Danube nautical staff originates from Ukraine > check if support is needed to retain/strengthen educational structures

## 6. Administrative processes

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

# Introduction of DAVID forms completed

27 Nov. 2020



# Trans-national Electronic (Registration and) Time Management Tool

- The PA1a & PA11 Working Group on Administrative Processes identified need for **Trans-national Electronic (Registration and) Time Management Tool for Border Controls** (short: **TERM**).

## Purpose of TERM

- ✓ Enables users of the shipping industry to (register and) schedule a time for border control electronically
- ✓ Border control authorities manage and plan their controls based on incoming registrations

**Important:** Additional service to currently existing registration procedures (no usage obligation for shipping industry)

## Priority measures until 2028:

- Continuation of cooperation with PA11 (Security)
- Further digitalisation of DAVID forms (mainly through CEERIS)
  - Completion of preparatory activities (conclusion of contracts (where not fully in place yet), configuration of national reporting obligations, user training, management of introductory phase, etc.)
- Update of the Practical Manual on Border Controls
- The further development of the TERM-Tool is ongoing within the existing CEERIS system, which will be contained in the RIS COMEX 2 project application

# Status of PA1a-related project initiatives

## Requests for letter of support

# Update on recent developments from the NAIADES Expert group

## **DRAFT AGENDA**

### **Joint meeting**

#### **8<sup>TH</sup> MEETING OF THE COMMISSION EXPERT GROUP ON INLAND WATERWAY TRANSPORT (NAIADES IMPLEMENTATION GROUP)**

- 1. NAIADES Implementation Expert Group and DINA Expert Group (09.30-10.00)**
  - Welcome and introduction – *MOVE D3 and Members*
  - Approval of the agenda of the 8<sup>th</sup> NAIADES EG / 6<sup>th</sup> DINA EG meeting (12/12/22) – *Members of the Expert Groups*
  - State of Play of the EU Inland Waterway Transport (IWT) policy – *MOVE D3*
- 2. MS Implementation Plan (10.00-10.20)**
  - DE plan towards modal shift to IWT – *DE representative*
- 3. NAIADES Implementation Matrix (10.20 – 10.35)**
  - Platina 3 presentation

*Coffee break (10.35-10.45)*

- 4. Greening of the IWT sector (10.45-12.30)**
  - Presentation by Platina 3 and discussion

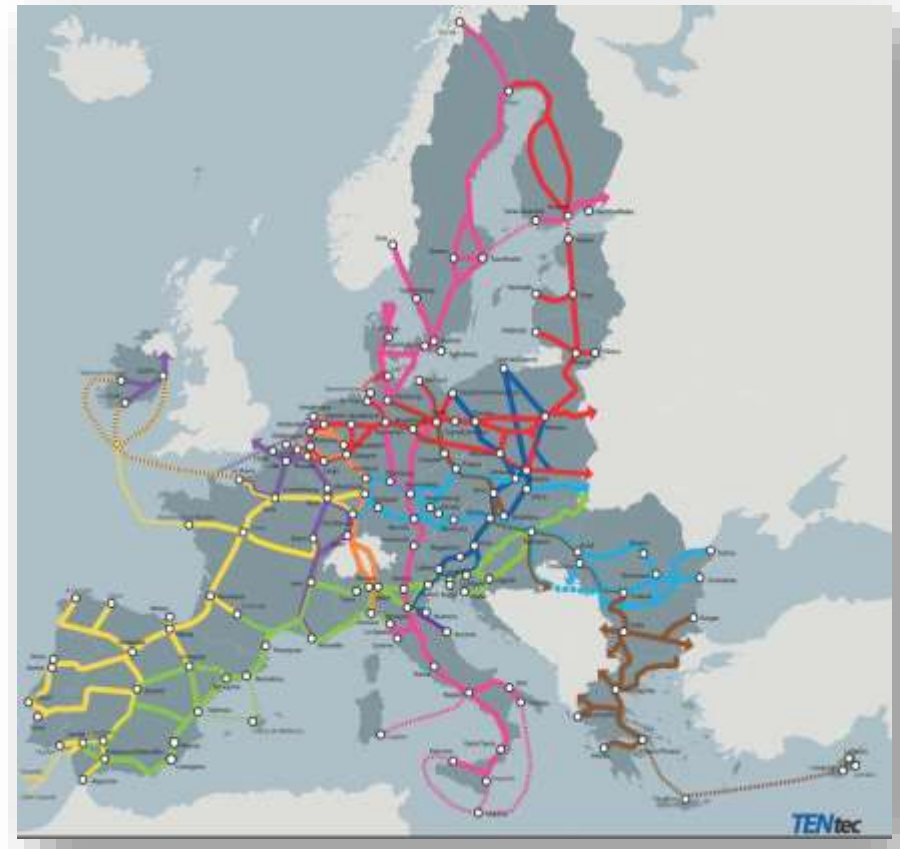
# Update on the Revision of Trans-European Transport Network (TEN-T) Regulation incl. Good Navigation Status

## Revision of TEN-T Regulation - timeline



# Revision of TEN-T Regulation - objectives

- EU's transport network **more sustainable, resilient, safer, faster and convenient** for users
- Modal shift from road to rail and IWT
- Vision:  
to **ensure efficient, reliable and safe navigation** for users by ensuring minimum waterway requirements and levels of service (**good navigation status**)



# Revision of TEN-T Regulation - content

- Good Navigation Status
  - **Minimum requirements**
    - navigable channel depth of at least 2.5 m and a minimum height under non-openable bridges of at least 5.25 m at defined reference water levels defined by implementing acts  
*(for comparison of prior version: 2,5m draught all year round)*
  - **prohibition of deterioration** of minimum requirements
  - exceptions defined in case of force majeure (e.g. exceptional low water)
  - **complementary specific requirements** per river-basin (corridor) by implementing acts
  - **compliance** with EU **environmental law**
  - taking into account **hydromorphology**

# Revision of TEN-T Regulation – next steps



**5 Dec. 2022**

**Transport Council** plans to adopt General Approach

**1Q2023**

**European Parliament vote** in Plenary/TRAN

Committee foreseen

(Rapporteurs Barbara Thaler (EPP) and  
Dominique Riquet (Renew))

potential start of **Trialogues**

**January 2024**

revised TEN-T Regulation **Entry into force**

# Next steps

# PA1a coordinators



 Federal Ministry  
Republic of Austria  
Climate Action, Environment,  
Energy, Mobility,  
Innovation and Technology

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