

EUSDR PA1a 23rd Steering Group Meeting

Bucharest and online | 9th October 2023



Welcome & Introduction

Priority Area Coordinators

Review of Joint Statement process

by Danube Commission, ISRBC and ICPDR

1. Waterway and port infrastructure & management

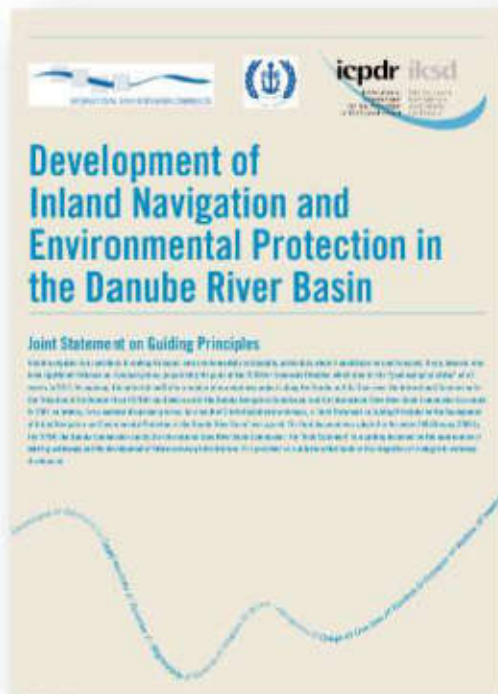
Working Group	Targets post 2020	Actions post 2020
<u>WG1</u> Waterway and port infrastructure & management	<u>Target 1</u> <i>To optimally manage and improve navigability conditions as well as landside infrastructure in a harmonized and environmentally sustainable way</i>	<u>Action 1.1</u> Facilitate 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

Joint Statement on Inland Navigation and Environmental Sustainability 2.0: Road Map Towards Revision



A presentation coordinated between the ICPDR, ISRBC and the DC

Joint Statement on Inland Navigation & Environmental Sustainability



Joint Statement on Guiding Principles (2007):

- Developed to overcome and integrate conflicting objectives/legal requirements
- The Joint Statement was agreed among the ICPDR, the DC and the ISRBC after a 1-year
- Cross-sectoral stakeholder consultation process

Main Aim of Joint Statement



To **provide guidance to decision makers** dealing with inland waterway transport (IWT) and environmental sustainability as well as **to water managers** preparing relevant riverine environmental and navigation plans, programmes and projects.

- Focus on structural interventions and measures on rivers serving IWT (e.g. low-water regulation; hydraulic structures)
- Non-structural measures will however also have to be undertaken (e.g. dredging, fairway marking) to upgrade and maintain waterways

Practical Manual to support the Joint Statement (2010)

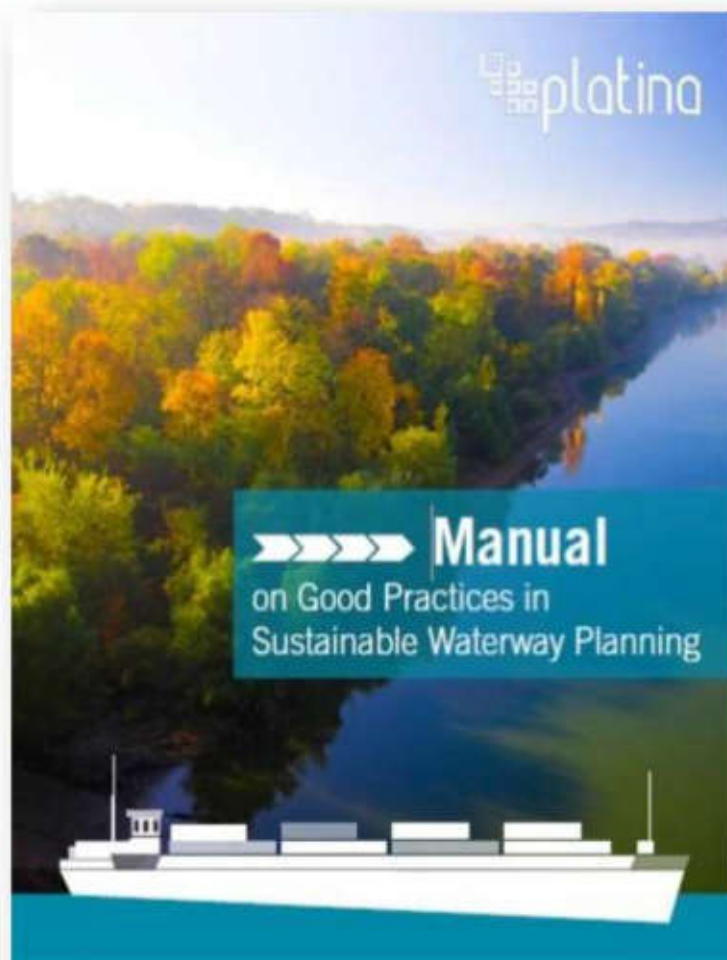
ICPDR IKSD

International Convention
for the Protection
of the Danube River

International Agreement
on Sustainable
Development of the Danube



INTERNATIONAL SAVA RIVER BASIN COMMISSION



Practical guidance and examples:

- How to implement the integrated planning principles as recommended by the JS document
- Guiding model for an integrated planning process
- The (implicit) focus of the manual is on large infrastructure projects

Experiences with JS Process since 2007



Yearly JS Meeting (organised by ICPDR, DC and ISRBC)

- Stakeholder Discussion of JS progress and how to improve the implementation of the Joint Statement in waterway projects

First years of implementation:

- Lack of substantial number of concrete project initiatives and focus on a few larger infrastructure projects

Later years:

- Some more projects reported
- Repeated discussion resulted in loss of stakeholder interest and engagement
- Absence of some IWT country representatives

Counteraction by three organizing Commissions in 2019

- 2nd day of JS meeting for in-depth discussion of relevant issues (e.g. Sediment management; CC Impact; Education and training of future river engineers in view of climate change)

Changes Since 2007



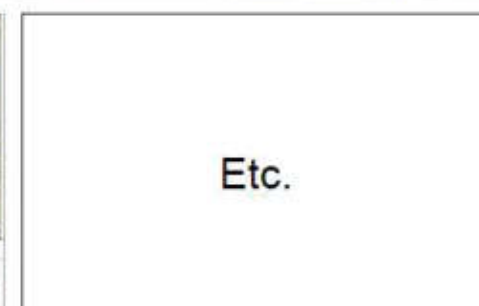
- **Legal frameworks** (e.g. European Green Deal; Biodiversity Strategy 2030; revised TEN-T regulations)
- Incremental but still **limited scientific knowledge on the impacts of climate change/drought events** on navigation and river ecosystems
 - Need for improvement of navigability and environmental functioning of river ecosystems due to **negative impact of climate change**
- Increasing (or worsening) **bottlenecks in institutional capacity**, especially in human resources, in the competent national navigation, waterway and environmental authorities.
- Increasing **discrepancies** between increasingly complex and ambitious **EU environmental and transport legislation and capacity of national administrations** to implement them promptly and to a high standard.

Changes Since 2007



- Stronger focus on **sediment management and proactive waterway maintenance approach**, supported by Waterway Asset Management Systems (WAMS)
- More attention for **nature-based solutions (NBS)**
- Stronger focus on **adaptive and flexible management approaches considering quickly changing climate/river dynamics** for more resilient and sustainable waterway management
- Focus shift from mere waterway management to **integrated river management**
- Extended **tool kit** for and experience with combined navigation and nature conservation/restoration projects

Extended tool kit for integrated & dynamic river management



Extreme Events since 2007

ICPDR IKSD

International Commission
for the Protection
of the Danube River

Internationale Kommission
zum Schutz der Donau



INTERNATIONAL SAVA RIVER BASIN COMMISSION

- 100-yearly flood in 2013
- Extreme drought and low water levels in 2018 & 2022



Kick-Off

Joint Statement 2.0 Process



Agreement of 3 Commissions to adapt the Joint Statement to the new challenges in the field of navigation and environmental protection

- Formal adoption of the decision by all Commissions
- Overall coordination: ICPDR
- Sava Commission kindly offered the possibility to financially support the updating process through SDIP
- Cooperation with the EUSDR Presidency 2023/2024
- Stakeholder involvement

Kick-off discussion towards JS 2.0

Today - 14th Joint Statement Meeting

Road Map

1	Preparation of Program for review and update of the Joint Statement document and its Manual and submission to the World Bank for approval	September 2023
2	Kick off discussion on relaunch of Joint Statement process and adaptation of Joint Statement document during Joint Statement meeting (objectives, prerequisites, scope of revised Joint Statement, suggestions for renewed Joint Statement principles)	September 2023
3	Preparation of Terms of Reference for accompanying SDIP consultancy project	September / October 2023
4	Follow-up discussion on update of Joint Statement document during EUSDR Steering Group meetings (objectives, prerequisites, scope of updated Joint Statement, suggestions for renewed Joint Statement principles)	Autumn 2023
5	Tender procedure for consultancy services and signing the contract	October 2023 – February/March 2024

Road Map

6	Review of Joint Statement <u>document</u> (based on inputs from milestones 3+4) <ul style="list-style-type: none">○ Developments in Danube ecological status since 2007○ Developments in Danube waterway transport since 2007○ Reflection/developments regarding climate change and increasing drought/low water level event.○ Analysis of significant changes in legal, institutional, policy and project landscape since 2007 (desk research, interviews)○ Evaluation of implementation and monitoring process of the Joint Statement since 2007 (workshops, interviews)	October 2023 - August 2024
7	Inclusion of integrated management approach and reference to most important objectives/prerequisites regarding the revised Joint Statement in Danube Transport Ministers Conclusions	April 2024
8	Drafting and elaboration of Joint Statement document and JS Manual with renewed principles for integrated river management, through collaborative process of consultation with stakeholders	March 2024 - August 2024

Road Map

9	Presentation of final draft Joint Statement document in the JS meeting (Vienna)	September 2024
10	ICPDR formal adoption of the JS at 27 th ICPDR Ordinary Meeting / JS update ceremony between ICPDR, DC, ISRBC and the EUSDR AT Presidency	December 2024
11	Formal adoption of the JS document by the DC and ISRBC	December 2024 / February 2025
12	Development of <u>knowledge basis</u> (e.g. electronic database based on Platina Manual) facilitating future Joint Statement <u>process</u> and knowledge transfer as well as a adapted METEET know-how transfer initiative	September 2024 - September 2025
13	Launch of the knowledge basis in the frame of the JS Meeting (Budapest)	September 2025

Study on economic effects of low water on Danube navigation

1. Waterway and port infrastructure & management

Working Group	Targets post 2020	Actions post 2020
WG1 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
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- Low water seasons of 2018 and 2022 had significant impacts on the profitability of IWT and transport chains in the Danube region.
- Economic effects of low water 2018 on the Rhine were already quantified:
 - NL / DE: “Economische impact laagwater” (UPT - Erasmus University Rotterdam)
 - DE: “Zum Einfluss des Niedrigwassers auf die Konjunktur” (ifw - Kiel Institut für Weltwirtschaft)
 - BE: “Economische schade van droogte voor de binnenvaart in Vlaanderen” (PANTEIA)
- Economic effects of low water 2018/2022 on the Danube were not quantified yet and would provide a factual basis for political discussion.
 - To be commissioned in early 2024, covering all Danube riparian countries (most likely focussing on key industries).

Main research questions:

- Which business industries and cargo types were affected the most?
- What economic consequences are associated with low water levels in inland navigation?
 - Quantify the financial implications, including increased shipping costs and potential revenue losses both for major shippers and shipping companies.
 - Extrapolate the financial impacts for the entire Danube Region.
- What adaptation and mitigation strategies have been employed by shippers and shipping companies – which depend on inland waterway transport in their supply chains – to cope with low water levels in inland navigation?

Danube Ministerial Conclusions 2024



Danube Ministerial Conclusions 2024

From the side of PA1a we would proceed as follows regarding the Conclusions:

1. Elaboration of draft conclusions and Master Plan Progress Summary Report (Annex to the Conclusions) - in consultation with the PA1a Steering Group members
→ to be delivered by PA1a Technical Secretariat by 20th October
2. Forwarding of the conclusions and Annex to DG MOVE by early November for official negotiations with the Permanent Representations
3. Signing of the Conclusions in a written procedure and short session of the Transport Ministers in the framework of the Connecting Europe Days 2024 in Brussels (2-5 April)

Excerpts from the draft conclusions

UNDERLINE the need to execute all rehabilitation and maintenance measures in an integrated manner in order to ensure that applicable environmental legislation is respected as well as the Guiding Principles of the Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin are met;

in this context, **REFER** to the Joint Statement Process established in 2007, which is currently being updated and aims to establish dynamic river basin management as the new standard for the creation of a functional and resilient Danube and Sava river basin and transport route;

CALL ON all Danube riparian states to establish interdisciplinary know-how inside the waterway administrations in order to develop Nature Based Solutions for river engineering, rehabilitation and maintenance as part of a holistic approach to river basin management and **WELCOME** that such solutions are to be tested in the framework of the FAIRway Danube II project;

Status of revision process TEN-T regulation

Trans-European transport network (TEN-T) - revised guidelines

- EU policy on transport infrastructure aims to facilitate transport across Europe and reduce regional, economic and social disparities by developing interconnected infrastructure for air, road, rail and shipping (the trans-European transport network).
- This policy is governed by Regulation 1315/2013, which sets guidelines for:
 - national and EU investment in transport infrastructure
 - targeted funding under the Connecting Europe Facility and other relevant EU schemes.
- This initiative will revise these guidelines.

Trans-European transport network (TEN-T) - revised guidelines

- The Commission made its initial legislative proposal for a revised regulation in December 2021 - COM(2021)812, stating a.o. that canals and rivers must ensure good navigation conditions for a minimum number of days per year.
- The EP TRAN Committee prepared a report approved in the TRAN Committee in December 2020, which was adopted by the EP plenary on 20 January 2021
- Following the ‘ordinary legislative procedure’, the Commission’s proposal must be adopted by the European Parliament and the Council. The Council has established its position, its ‘general approach’, in December 2022.
- Council Working Party on Transport deliberating on amendments during several meetings in October 2023
- Next trilogue / interinstitutional negotiations with EP planned beginning of November 2023

Trans-European transport network (TEN-T) – open critical issues for inland navigation

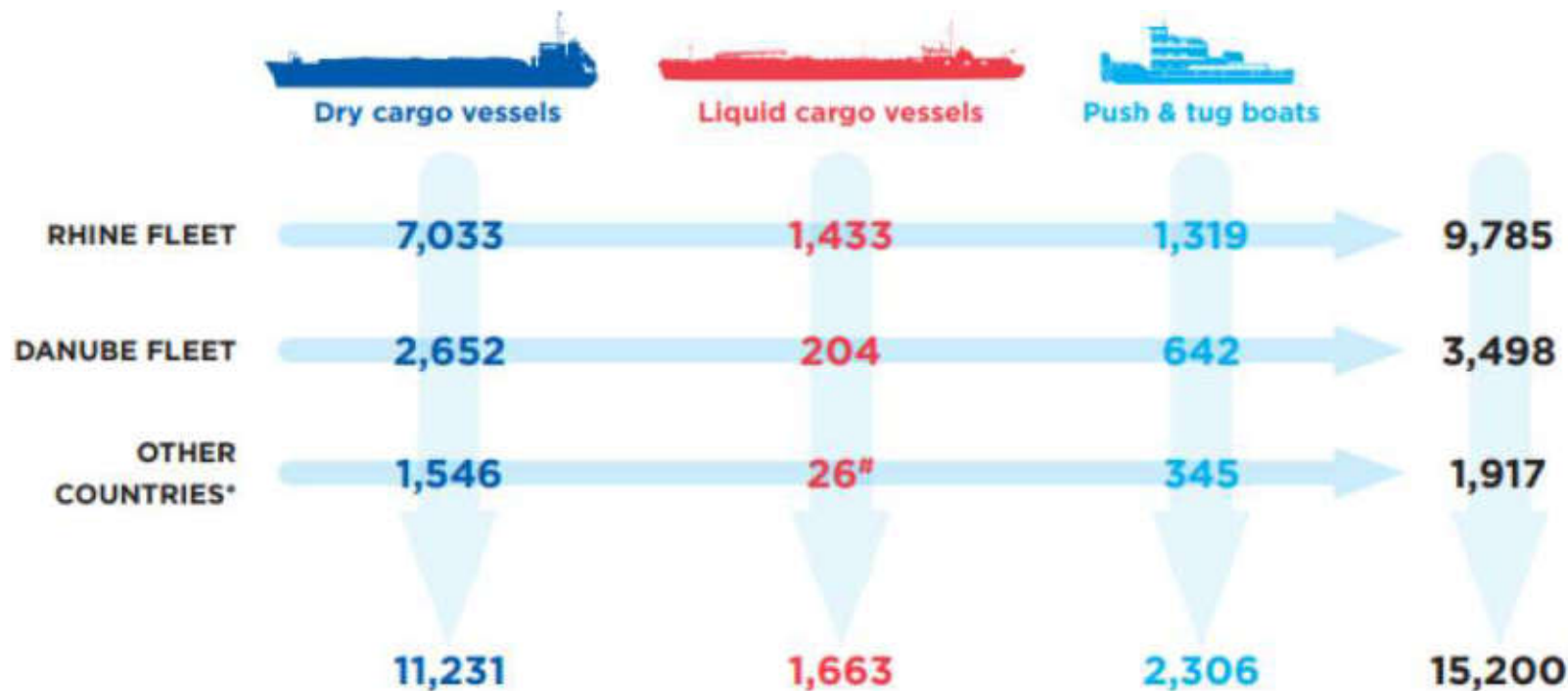
- Art. 22(2) first sub-paragraph (line 354): ensure that preventing deterioration of current navigation status is full part of Good Navigation Status concept
- Art. 22(3) second sub-paragraph (line 357): ensure involvement of European coordinators at corridor level
- Art. 22(5) (line 366): the Commission may adopt per corridor guidelines ensuring a coherent approach on the application of the good navigation status in the Union (differentiate guidelines per corridor given the different physical background parameters), whilst ensuring interoperability between corridors
- **National transport attaches to be informed so as many as possible Member States make a case for meaningful IWT standards: Council Working Party on Transport will meet 11th, 17th, 23rd and on 30th October.**

Greening the Danube fleet

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

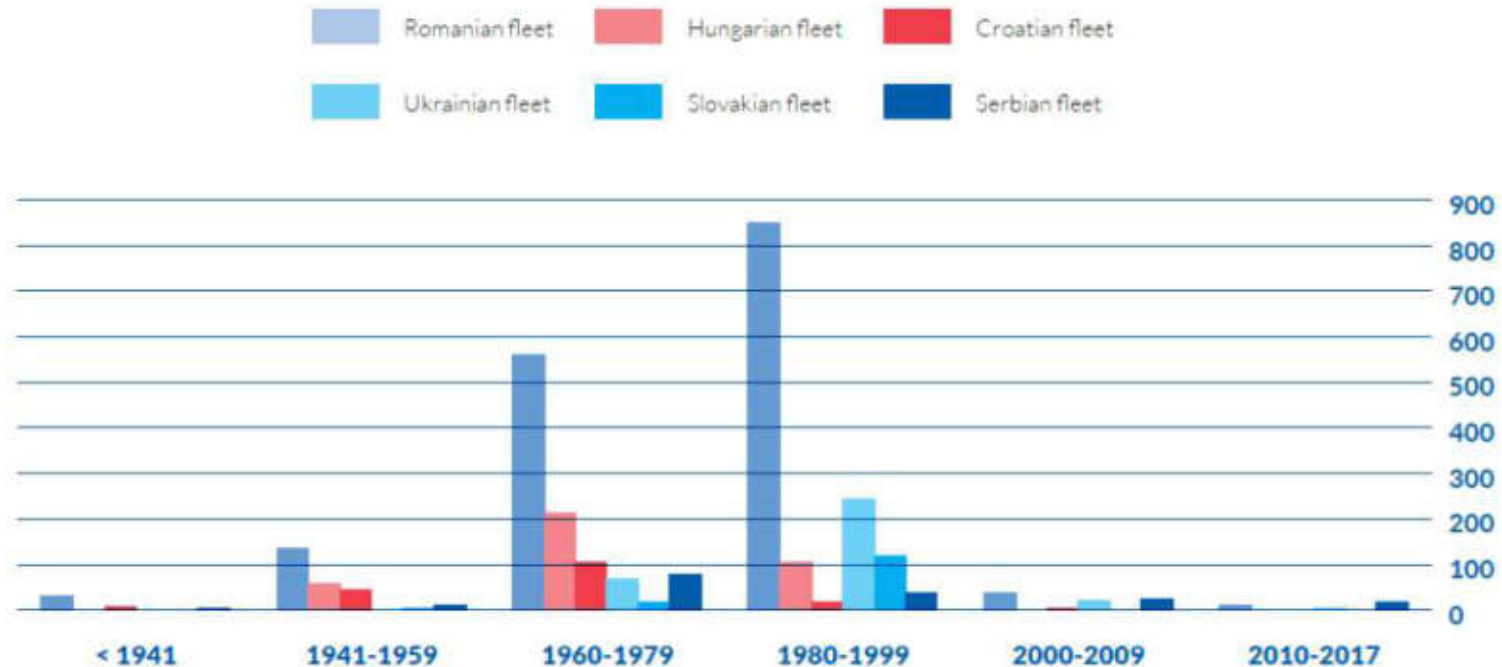
Danube fleet



Source: CCNR (2020), data on Danube fleet from Danube Commission

Danube fleet - age

NUMBER OF VESSELS PER YEAR OF CONSTRUCTION IN DANUBE COUNTRIES *



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

*included are dry and liquid cargo vessels as well as push and tug boats

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

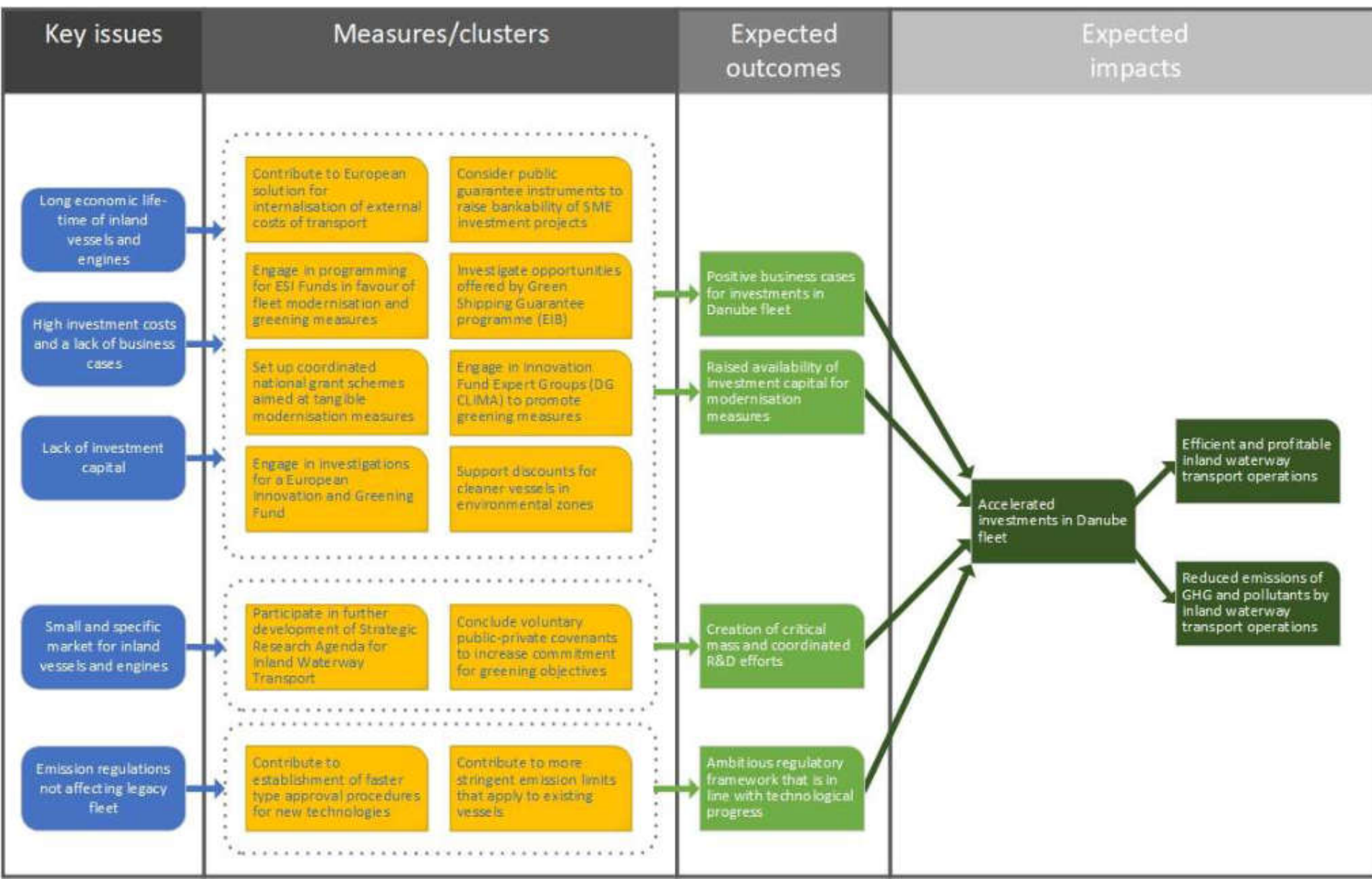
Objectives of PA1a Working Group

- Analyse main problems and problem drivers behind slow fleet modernization rate, especially in Danube Region → done in the framework of PA1a Fleet modernization Strategy
- 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

Résumé of PA1a fleet modernisation strategy

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



CCNR study on energy transition towards zero-emission emission in the inland navigation sector

Two transition pathways have been developed to reach the 2050 objective (reduction of greenhouse gas emissions by 90% by 2050 compared to 2015):

- Conservative pathway: mainly applying drop-in fuels such as Hydrotreated Vegetable Oil (HVO) / biodiesel in conventional diesel engines or Liquefied Bio-Methanol (LBM) in gas engines.
- Innovative pathway: with a lower share of conventional internal combustion engines across the fleet families and a higher share of techniques that are partly still under development, such as fuel cells and battery-electric propulsion systems.

Questions to be discussed in PA1a **Working Group** (both public and private bodies)

1. 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?
2. What are the priority topics in these programmes?
3. Which technologies would you consider to be the most feasible considering the specific profile and situation of Danube navigation?
4. What would need to be done first to set things in motion along a technology pathway towards 2050?

Question to be discussed in PA1a **Steering** Group

1. What is the responsible unit in your ministry for fleet modernization issues, whom to engage in the Working Group activities?

Outlook on Austrian Presidency of the EUSDR 11/2023 – 12/2024

PA1a-related events during Austrian EUSDR presidency 11/2023-12/2024

- International Danube Navigation and Tourism Conference:
 - 26-29th November 2023 in Linz
 - <https://www.donau-oesterreich.at/en/danube-cruise/danube-navigation-tourism-conference>
- Danube ministerial conclusions in the framework of the Connecting Europe Days
 - 2-5th April 2024 in Brussels
- Danube Business Talks
 - 15th May 2024 in Vienna
 - www.viadonau.org



Transporting high- and heavy loads on the Danube waterway

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

German funding programme for High & Heavy transports on the Danube

- non-refundable subsidies in the framework of the De-Minimis regulation ((EU) Nr. 1407/2013)
 - $\leq \text{€ } 200,000$
 - fixed rates on the basis of the tonnage of the vessel
- for every kilometre of cargo transported on German inland waterways with destination or departure in Germany
- transport of other goods in addition to high & heavy goods on the same trip is possible
- service on a regular basis should be envisaged (1-2 trips/month) long-term and beyond the grant period

Cost structure for permission of H&H transports on the Danube

exemplary calculation
of a forwarder:



- heterogeneous cost structure depending on individual transport
- kind request to provide us with the (published) legal information that explains the fee structure per country

Next steps:

- By 20th October: Technical Secretariat provides the Master Plan Progress Summary Report to SG members for changes and approval
- Transmission of draft Danube Ministerial Conclusions and Master Plan Progress Summary Report to DG MOVE (early November)
- Commission the elaboration of a Study of the economic effects of low water on the Danube (early 2024)
- Organise Working Group meeting on Fleet Modernisation (early 2024)
- SG members: please send us the (published) legal information that explains the fee structure per country for high & heavy transports

Save-the-date: next PA1a SG Meeting on 16 May 2024

in conjunction with the Danube Business Talks 2024 (Vienna) on 15th May 2024

PA1a coordinators



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

viadonau

Markus Simoner

markus.simoner@bmk.gv.at

Gert-Jan Muilerman

gert-jan.muilerman@viadonau.org

Viktoria Weissenburger

viktoria.weissenburger@viadonau.org

Iris Marstaller

iris.Marstaller@viadonau.org



Ministry of Transport and Infrastructure

Mihaela Mocanu

mihaela.mocanu@mt.ro

Monica Patrichi

monica.patrichi@mt.ro