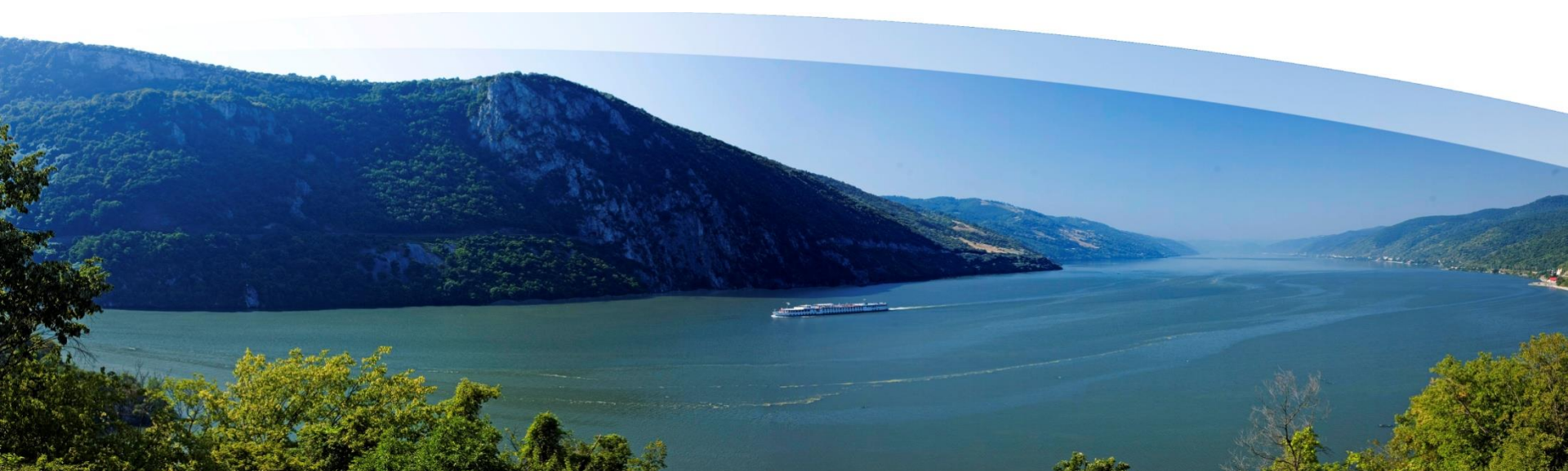




EUSDR PA1a 24th Steering Group Meeting

Vienna and online | 16th May 2024





Welcome & Introduction

Priority Area Coordinators



Tour de table

Member State representatives



Bosnia & Hercegovina
Ms. Snežana Hadžić

Serbia
Mr. Ljubisa Mihajlović

Bulgaria
Mr. Ivelin Zanev
Mr. Bozhidar Yankov

Romania
Mr. Romeo Soare
Ms. Mihaela Irimia
Mr. Claudiu Dutu
Ms. Carmen Manescu
Ms. Moren Abdurafi

Observers to the PA1a SG

Mr. Dejan Trifunovic – **online**
Ms. Jasna Muskatirovic
Mr. Róbert Rafael
Ms. Elisa Cocco
Ms. Katharina Lenz
Ms. Liliana Martes

Hungary
Mr. Imre Matics - **online**

Slovakia
Mr. Adrián Augustin

Czech Republik
Mr. Vojtech Dabrowski - **online**

Austria
Mr. Markus Simoner
Mr. Gert-Jan Muilerman
Ms. Iris Marstaller
Ms. Viktoria Weissenburger
Mr. Philip Tudor

1. Waterway and port infrastructure & management

Working Group	Targets post 2020	Actions post 2020
<p><u>WG1</u> Waterway and port infrastructure & management</p>	<p><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></p>	<p><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</p>
		<p><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”</p>
		<p><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</p>
		<p><u>Action 1.4</u> Contribute to better multimodal accessibility of inland ports and transshipment sites to other transport modes and their hinterland</p>



Recap Danube Ministerial Conclusions 2024

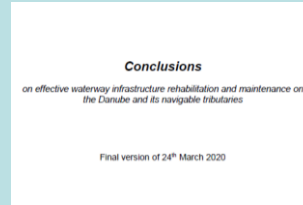




2014 — 2016 — 2018 — 2020 — 2022 — 2024 →



Policy level
(renewed political
commitment)



Fairway
Master Plan
(2014)



➤ monitoring of the implementation status (National Action Plans) **Danube Ministerial Conclusions** every two years keep the topic on the political agenda

Fairway
Master Plan
(2022)



Danube Ministerial Conclusions 2024

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 (4 April 2024).

All Danube riparian countries signed except for Hungary and Bosnia and Hercegovina (Sava).

One of the most important paragraphs:

ACKNOWLEDGE that the availability of adequate national financial means for the implementation of the Master Plan, in particular the sustainable allocation of a sufficient yearly operative budget, is fundamental and thus a key success factor;

Full text of the Conclusions is available here: <https://navigation.danube-region.eu/setting-course-for-tomorrow-strengthening-danube-infrastructure-for-european-connectivity/>



Update on navigability conditions 2023 and planned measures

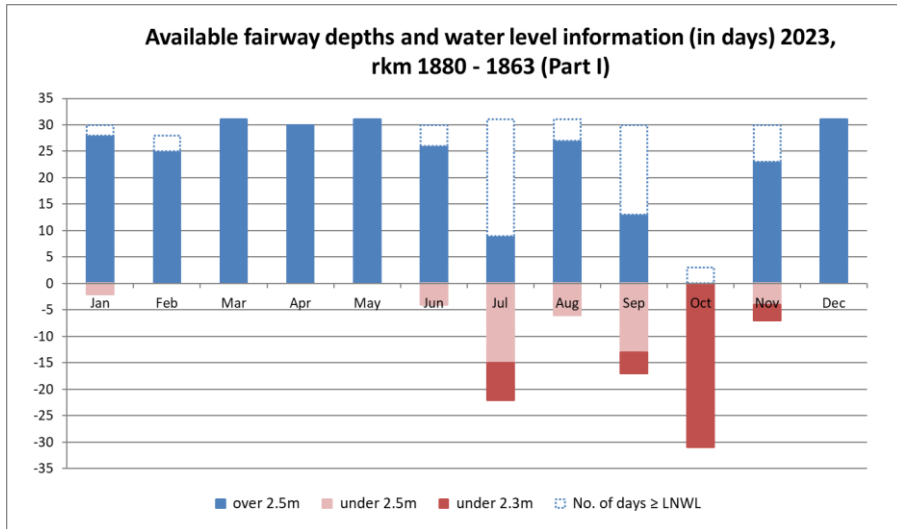


Upper Danube – Austrian/Slovak sector

SK sector upstream Gabčíkovo was one of the most limiting sectors in 2023 with 89 days below 2.5m fairway depth.

AT: 32 days below 2.5m fairway depth during low water season in October/early November

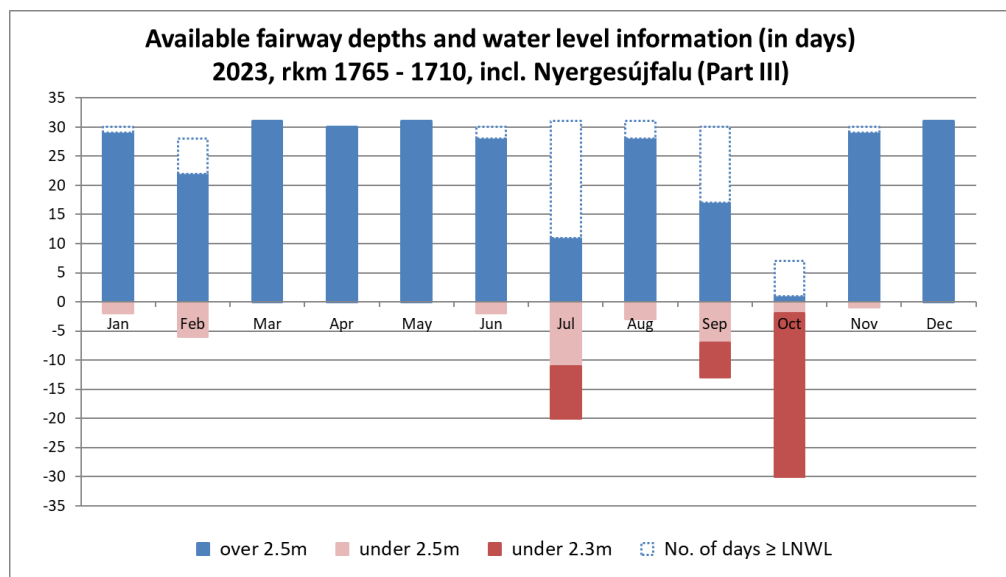
- SK:
- 108 surveying tours
 - weekly marking tours
 - 2 dredging interventions on the Danube in the sector upstream Gabčíkovo (2.9 million EUR)





Central Danube - Slovakia / Hungary

SK/HU sector of the Danube was also one of the most limiting sectors in 2023 with 77 days below 2.5m fairway depth.



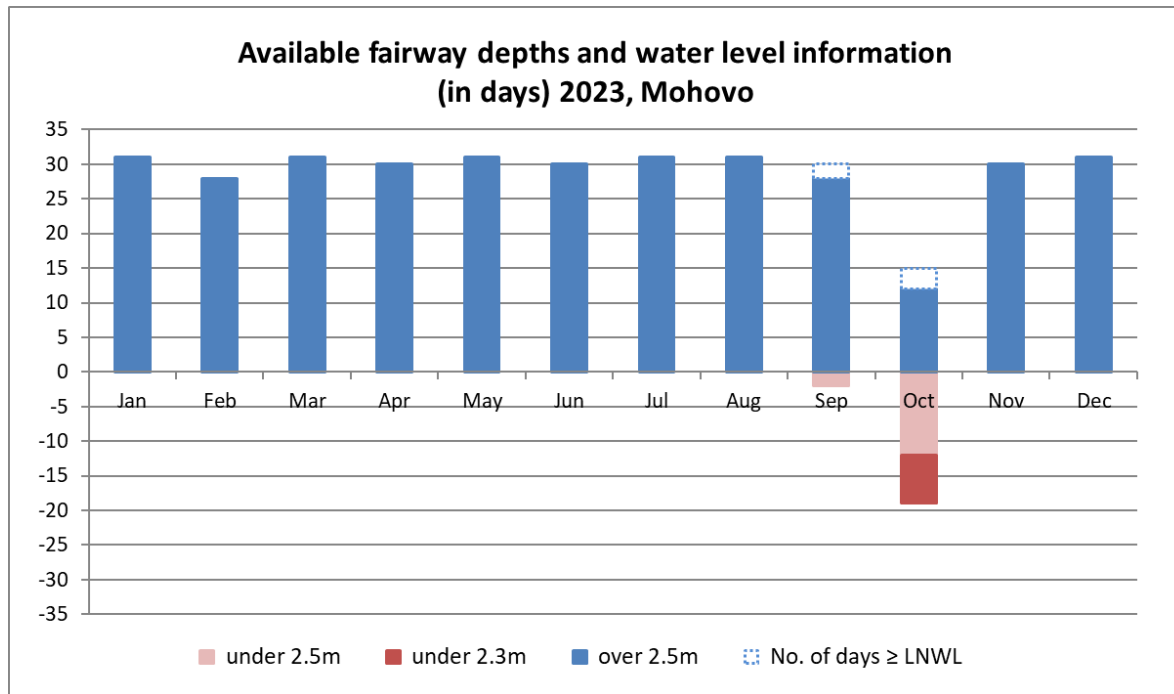
SK:

- 108 surveying tours
- weekly marking tours
- no dredging interventions on the sector downstream Gabčíkovo



Central Danube - Croatia

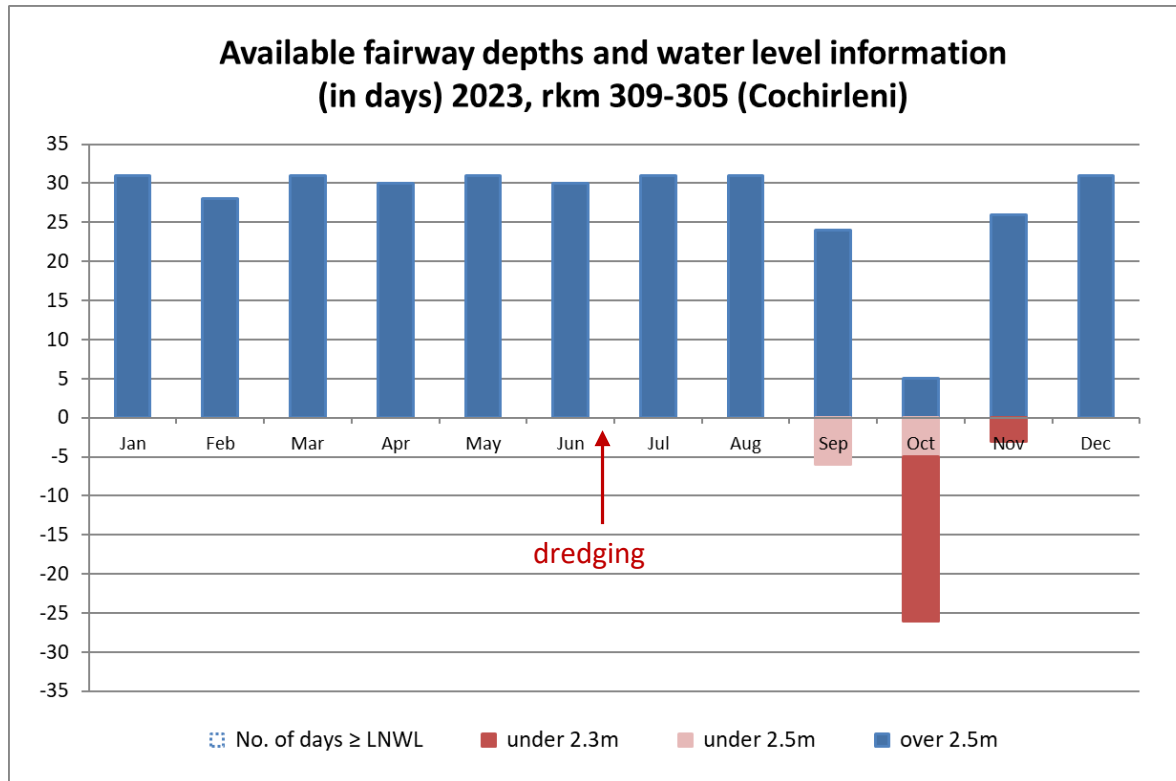
After regulation of Apatin and Sotin (finalised in November 2023) Mohovo remains the most critical location, with rocky bottom.



- 20 surveying tours (Danube)
- over 90 marking tours
- dredging on Sava and Drava



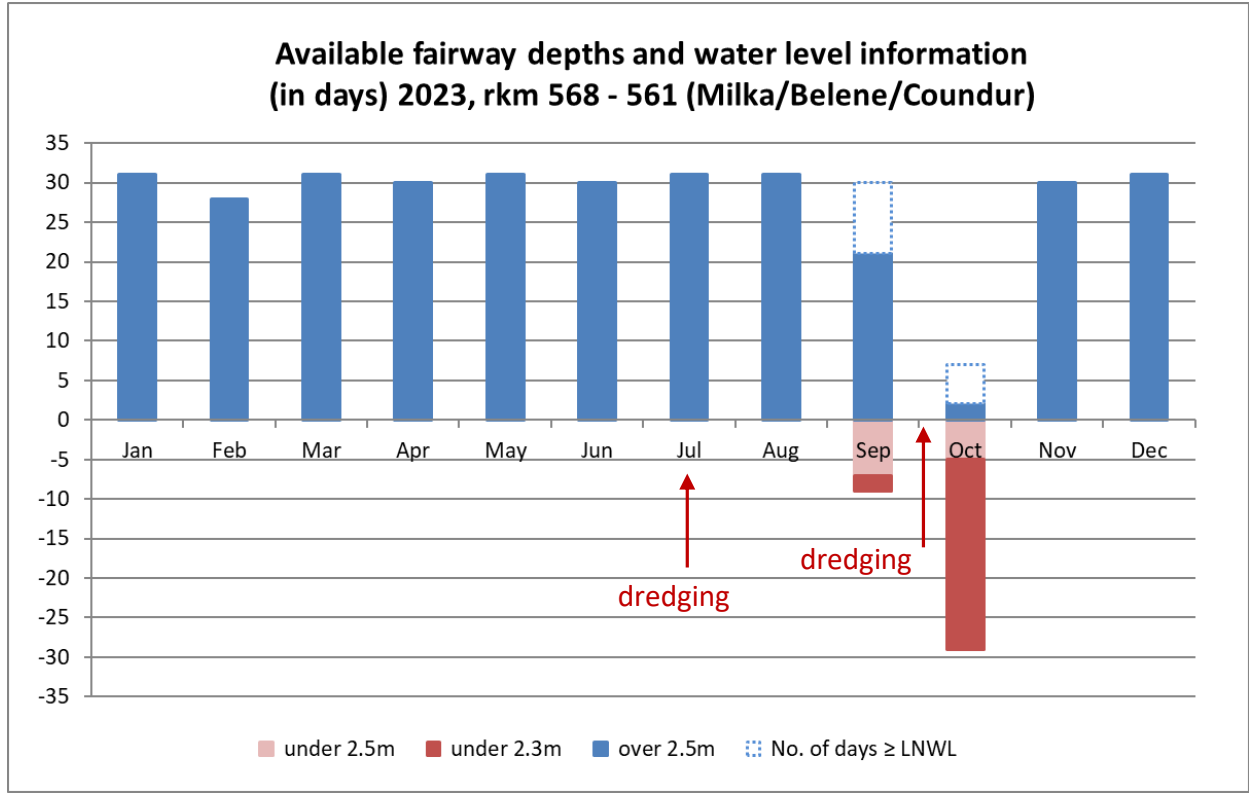
Lower Danube - Romania



- 148 surveying tours (entire sector)
- over 40 marking tours
- 28 dredging interventions, river Danube: 1,181,038 m³ maritime D.: 351,778 m³ (8.4 million EUR)



Lower Danube - Bulgaria



- over 60 surveying tours (MB equipment)
- 14 changes of the fairway trajectory
- 8 dredging interventions, 2x in Belene, 2x in Vardim (2.5 million EUR)
- 42 updates of ENC's and 183 bottleneck plots published
- due to one grounding in 2023 (disregard of traffic regulation), maintenance dredging had to be rescheduled



Report on Joint DC/PA1a Workshop 28.02.2024

- Back-to-back with the Danube Commission Expert Meeting on Hydraulic Engineering (EM HYD)
- Workshop with strong involvement and participation of the shipping industry
- Two case studies for the Middle Danube (Hungary) and the Lower Danube (Romania and Bulgaria)

Conclusions:

- the shipping sector is quite understanding of restrictive traffic regulations (should be published as soon as possible)
- provision of up-to-date fairway (bathymetric) information is crucial for loading decisions as well as navigation



Update on the revised TEN-T Regulation



Update on revised TEN-T Regulation

- EP Plenary adopted on 24 April - Entry into force in May 2024
- Member States to ensure compliance by 31 December 2030 so that rivers, canals, lakes, lagoons, inland ports, and access routes to have:
 - Minimum navigable channel depth: 2.5 m.
 - Minimum height under non-openable bridges: 5.25 m.
- Based on reference water levels, statistically exceeded a defined number of days per year.
- Establishment of Reference Water Levels:
 - Determined by the frequency of actual water levels exceeding the reference levels.
 - Implemented with the approval of Member States and in consultation with European Coordinators and relevant river navigation commissions.

Update on revised TEN-T Regulation

- **Implementation and Consistency:**
 - Commission to adopt implementing acts specifying reference levels per corridor/waterway section.
 - Acts to align with international conventions and agreements between Member States, including river navigation commission regulations.
- **Webinar on implementing acts for members of Inland Navigation Europe on 10th June 2024:**
 - Deliberations and discussion together with the Commission during INE webinar on the implementing acts of article 22.3 of the new TEN-T regulation

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Update of the Joint Statement Process 2.0

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



Recap Danube Business Talks 2024

Gert-Jan Muilerman



Recap Danube Business Talks 15th May 2024

- Main thematic focus themes:
 - Green navigation
 - Good navigation
 - Future crew
- Danube Business Dating



2. Business development

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Main results of Austrian shippers' interviews in spring 2024

- The viadonau-team Transport Development carried out in-depth interviews with the 6 biggest shipping companies on the Austrian Danube (responsible for almost 100 % of cargo on Danube)
- Among other themes, the impacts of low water have been discussed
 - Infrastructure quality and reliability on Main-Danube axis was seen most critically by the shippers (westbound transport)
 - Additional operational costs caused by low water up to several millions of Euros per year
 - Modal shift towards rail is most common operational adaptation
- Impacts of Russian invasion in Ukraine caused most operational disturbances in 2023: less available loading space on Upper Danube



WG3 - Fleet Modernisation

3. Fleet modernisation

Working Group	Targets post 2020	Actions post 2020
<p><u>WG3</u> Fleet modernization</p>	<p><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></p>	<p><u>Action 3.1</u> Monitor ongoing innovations in greening and fleet modernization technologies</p>
		<p><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</p>

Overview of implications of EU REDIII directive

(Renewable Energy Directive, EU/2023/2413)

- RED III = legal framework for the development of clean energy across all sectors of the EU economy
- Overall renewable energy target in the EU by 2030 = at least 42,5%
- All sectors included (transport, industry, heating and cooling, buildings)
- Sector specific target for transport: 29% renewable energy target or a 14.5% greenhouse gas (GHG) intensity reduction target until 2030
- Every EU country has to come up with an own implementation road map
- RED III entered into force 20th Nov. 2023, national implementation of legislation until 21st May 2025
- Danube navigation has to contribute to that objective – short term solution until 2030 = alternative fuels (Hydrotreated Vegetable Oils, HVO)
- Outlook: Common workshop Danube Commission / EUSDR PA 1a on 8th of October 2024 in Budapest (Danube countries and navigation sector representatives will be invited)

Danube Commission Workshop on Fleet modernization in Budapest on 8th October 2024

- “Roadmap and actions towards zero-emission Danube fleet”
- Workshop with the Danube states and all relevant shipping companies on the Danube with the aim of setting up a cooperation and coordination platform for the coordinated introduction of alternative fuels.
- Elaboration and implementation of a joint strategy Danube States and Fleet operators (DC initiative for a Joint Roadmap for greening Danube inland navigation fleet)
- Cooperation with PA1a

Recap Danube Business Talks of 15th May 2024

- Use of HVO can be used in conventional diesel engines and will have immediate positive effects (up to 90% CO₂ reduction)
- Electric engines generally have much better engine efficiency (up to 85%) than diesel engines (up to 44%)
- Long-term optimum solution would be electric engines powered by fuel cells with either (green) hydrogen or methanol – however not expected on a large scale over the next 20 years.
 - Hydrogen: no CO₂ emissions, storage under pressure, not widely available as yet
 - Methanol: up to 25% less CO₂ emissions, could be introduced faster, however bunkering capacity is still an issue

Austrian funding programme for fleet modernisation

- Incentives for investments in emissions-reducing technologies and measures in freight and passenger shipping that go beyond current climate and environmental protection-specific Union standards.
- Measures to increase efficiency and reduce CO₂ and air pollutant emissions from inland waterways as well as adaptations to shift transport to inland waterways are supported.
- The funding program runs from June 1st, 2022 to December 31st, 2026 and is carried out in the form of calls. Two calls are planned per year.
- Next call schedules for September 2024:
<https://www.viadonau.org/en/economy/climate-and-environmentally-friendly-shipping-support-program>



Question to Steering Group members

- Is there is a responsible unit in your ministry for fleet modernization issues, whom to engage in the Working Group activities?
- Please provide contact details to PA1a Technical Secretariat



WG5 – Education and jobs

Liliana Martes / CERONAV

5. Education and jobs

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



5. Education and jobs

- Identification of reasons for the shortage of qualified nautical personnel in the Danube region and propose measures to overcome this impact
 - Danube Business Talks – Setting the Course for a Crew (15.04.2024)
- Participation in 13th Annual Forum of the EU Strategy for the Danube Region (EUSDR)
- Participation in public consultation with stakeholders to work on EC initiative *Inland waterway transport – smart and flexible EU crewing rules*:
 - https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/13749-Inland-waterway-transport-smart-and-flexible-EU-crewing-rules/F_en
 - joint solutions for safe operations in inland waterways whilst modernizing the sector and making it attractive for future generations
 - on harmonized crewing requirements for inland waterways transport at the European level for a smarter and more sustainable Danube region
- Continue fostering cohesion, regional development in the context of the green, digital, and socially sustainable transition in the IWT sector



WG6 – Administrative Processes

6. Administrative processes

Working Group	Targets post 2020	Actions post 2020
<u>WG6</u> Administrative processes	<u>Target 6</u> <i>Establish time-efficient, service-oriented and transparent administrative procedures, especially border controls, in the framework of navigation on the Danube and its navigable tributaries</i>	<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

Status on cooperation with PA11 - history

- **Survey**
among shipping companies / vessel operators at border crossings (2014)
- **1st Practical manual**
for border control procedures (2015, currently 4th edition)
- **Final recommendations**
on improved control procedures along the Danube (2016)
- **Introduction of DAVID forms**
Arrival & Departure Report / Crew List / Passenger List (2017-2022)

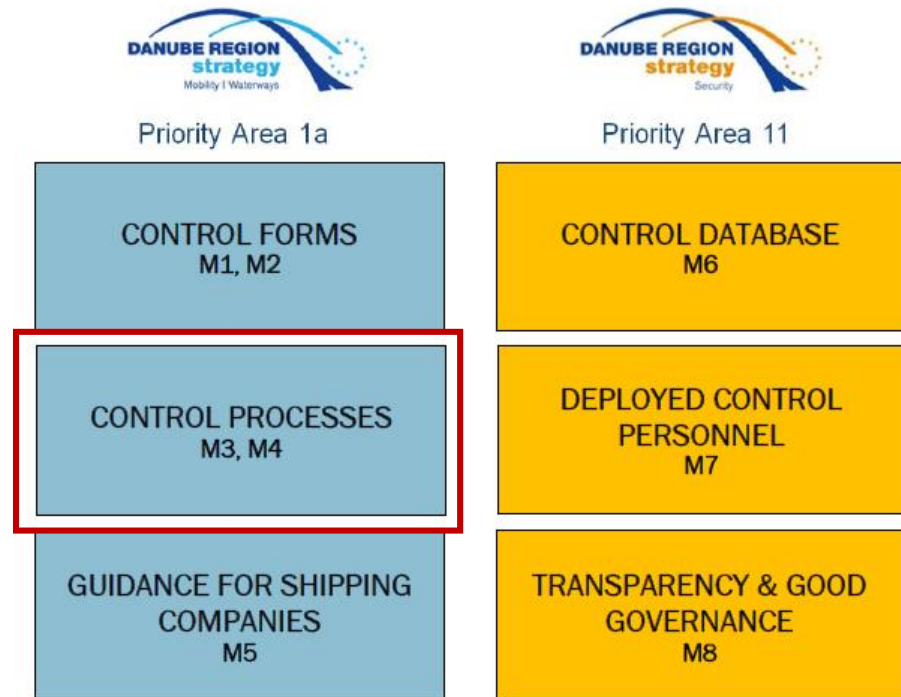


Status on cooperation with PA11 - currently

- ongoing: digitalisation of DAVID forms in CEERIS
- 2022: definition of new work programme until 2025

Measure 4 (M4) Implement service tool for trans-national electronic registration and time management (short: TERM) to schedule the arrival and departure of ships at control points and assign time slots for border controls

2024: Planned sector interviews and re-evaluation of work programme



Outlook on upcoming Events

- **12/13 June MRS and SBS week, Brussels**
- 20-21 June 2024: EUSDR Annual Forum, Vienna
- 8 October 2024: Workshop “Roadmap and actions towards zero-emission Danube fleet”, Danube Commission, Budapest
- 9-10 October 2024: Expert Conference „Linking Transport & Space“ (joint event of EUSPA, BMK, PA1b and PA1a), Vienna
- 29-30 October 2024: Danube Port Days, Budapest
- 26 November 2024: 2nd Advisory Committee of FAIRway Danube II together with final Advisory Committee of “FAIRway works!” and “Preparing FAIRway 2”, Vienna
- 25-27 November 2024, 28th International Danube Shipping and Tourism Conference, Budapest
- **13 December 2024: Next PA1a Steering Group (online)**



Family Picture



Austria

 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



Romania



MINISTRY OF TRANSPORT,
INFRASTRUCTURE AND COMMUNICATIONS

Mihaela Mocanu

mihaela.mocanu@mt.ro

Monica Patrichi

monica.patrichi@mt.ro