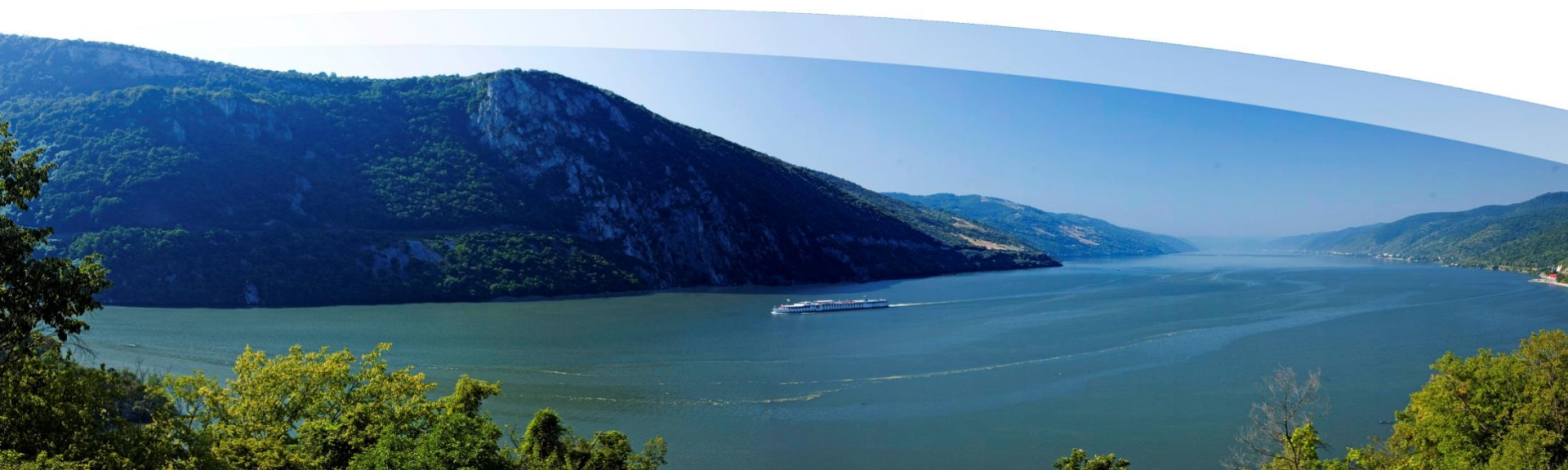




# **EUSDR PA1a 25<sup>th</sup> Steering Group Meeting**

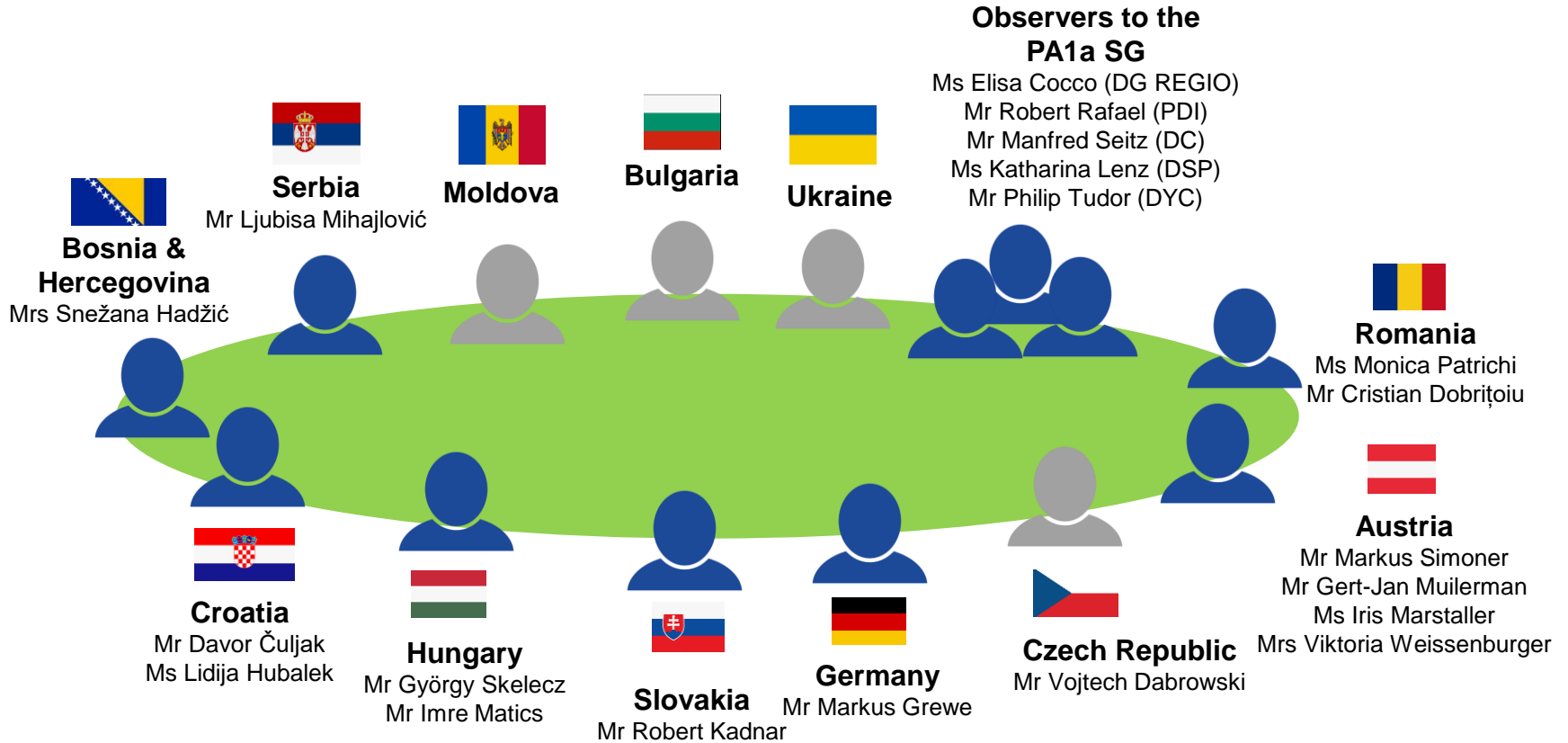
Online | 13<sup>th</sup> December 2024





# Welcome & Introduction

## Priority Area Coordinators





# Tour de table

Member State representatives

Current pressing topics per country



# EU Policy: Summary of NAIADES Implementation Expert Group meeting on 7<sup>th</sup> November 2024

PA1a Technical Secretariat



## Legislative Updates

- EU Count Emission Legislation and Combined Transport Directive under discussion in Council and Parliament.
- RIS Directive reached General Approach; EP report expected spring 2025.
- Smart and Flexible Crewing Requirement proposal expected in 2025; input from Member States still welcomed.
- Market Access Fitness Check ongoing; consultation deadline extended to end of December 2024



## Greening Challenges

- Issues with (lack of) demand and proposals under CEF for zero-emission vessels and OPS (onshore power supply) in inland ports.
- Concerns over ETS2 (Emission Trading System) implementation creating imbalances across Member States.
- Emission Label and Policy Targets: Development of a standardized CO2 and pollutant methodology for inland navigation vessels underway.
- Emission labels seen as critical for transparency, financing, and preferential funding opportunities.



# 1. Waterway and port infrastructure & management

Working Group	Targets post 2020	Actions post 2020
<p><u>WG1</u> Waterway and port infrastructure &amp; 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>





# Update on revised TEN-T Regulation: Status of elaboration of Implementing Acts

PA1a Technical Secretariat

## Update on revised TEN-T Regulation

- **Published in OJEU on 28 June 2024: Regulation (EU) 2024/1679 - Entry into force in July 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 for low and high water 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 10<sup>th</sup> June and 12<sup>th</sup> November 2024:
  - Deliberations and discussion together with the Commission on the implementing acts and the template for reporting reference water levels

## Forthcoming Implementing Act “Danube”

**Scope:** inland waterways of Rhine-Danube Corridor (except Elbe): Main, Main-Danube Canal, Danube, Sava, Vah, Danube-Black-Sea Canal

### Approach:

- Definition of template with Technical User Group (ongoing)
- Data collection: 03/2025 by member states
- Preparation and adoption of IA in 2025



# Reference Water Levels – low water: current template 1/2

## LRWL (navigable channel depth)

definition of relevant sections				definition of WL	
[1]	[2]	[3]	[4]	[5]	[6]
Name of the section or water level gauge	Position of reference gauge	Start-km of representative IWW section	End-km of representative IWW section	<p><b>LRWL</b></p> <p><i>WL that provides a navigable channel depth of <math>\geq 2.50</math> m; taking into account permitted (if necessary) and planned regularly maintenance (e.g. dredging).</i></p>	<p>defined No. of d/a with <math>WL \geq LRWL</math></p> <p><b>Value for I.A.</b> <i>(per LRWL definition; based on already existing RWLs, if applicable)</i></p>
[-]	[IWW-km]	[IWW-km]	[IWW-km]	[cm]	[d]

# Reference Water Levels – low water: current template 2/2

definition of reference days			width
[7]	[8]	[9]	[10]
Actual No. of days per year with $WL \geq LRWL$ <i>Statistical average, based on an observed discharge period.</i>	Time series for statistical average of actual WL <i>i.e. duration of the discharge period observed to calculate the value in column [7]; e.g. 3a, 5a, 10a. Additional Note: The value for [6] should be added in line (005) above.</i>	Last reference year of time series <i>i.e. the last year of the observed discharge period. If a period of 5a from 2015-2020 was observed, this value would be "2020".</i>	<b>indicative navigable channel width info</b> <i>This parameter <u>may</u> be completed by MS only if deemed necessary to indicate the width at which a channel depth of at least 2.5 metres is provided.</i>
[d]	[a]	[YYYY]	[m]

# Reference Water Levels – high water: current template 1/2

## HRWL (bridge clearance)

HRWL - definition of relevant sections				definition of WL	HRWL
[11]	[12]	[13]	[14]	[15]	[16]
Name of the section or water level gauge	Position of reference gauge	Start-km of representative IWW section	End-km of representative IWW section	<p><b>HRWL</b></p> <p><i>WL that provides a height under non-openable bridges of <math>\geq 5.25</math> m.</i></p>	<p>defined No. of d/a with <math>WL \leq HRWL</math></p> <p><i>Value for I.A. (per HRWL definition; based on already existing RWLs, if applicable)</i></p>
[-]	[IWW-km]	[IWW-km]	[IWW-km]	[cm]	[d]



# Reference Water Levels – high water: current template 2/2

HRWL - definition of reference days			width
[17]	[18]	[19]	[20]
<p>Actual No. of days per year with <math>WL \leq HRWL</math></p> <p><i>Statistical average, based on an observed discharge period.</i></p>	<p>Time series for statistical average of actual WL</p> <p><i>i.e. duration of the discharge period observed to calculate the value in column [16]; e.g. 3a, 5a, 10a.</i></p> <p><i>Additional Note: The value for [15] should be added in line (009) above.</i></p>	<p>Last reference year of time series</p> <p><i>i.e. the last year of the observed discharge period. If a period of 5a from 2015-2020 was observed, this value would be "2020".</i></p>	<p><b>indicative</b> navigable channel width info</p> <p><i>This parameter <u>may</u> be completed by MS only if deemed necessary to indicate the width at which a height under non-openable bridges of at least 5.25 metres is provided.</i></p>
[d]	[a]	[YYYY]	[m]



## Feedback on current template

- Template generally fine
- Recommendation – if possible - to delete LRWL explanation, but could be acceptable as well: “WL that provides a navigable channel depth of  $\geq 2.50$  m; taking into account permitted (if necessary) and planned regularly maintenance (e.g. dredging).”
- Inclusion of fairway width for low water is important and defined in Masterplan downstream Austrian/German border within Master Plan, footnote on page 8
- Pro memoria: Monitoring shall not only consider water-level, but also fairway depth



# Update of the Joint Statement Process 2.0 by DC, ISRBC and ICPDR

Danube Commission



# Outlook on Working Priorities WG1

PA1a Technical Secretariat



Actions post 2020	Focus activities
<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>	<ul style="list-style-type: none"> <li>• Collect inputs from shippers and IWT industry on the impacts of low water</li> <li>• Report on fairway maintenance status through annual National Action Plans/Reports on Good Navigation Status</li> <li>• Promote collaboration and share best practices to address navigation challenges through dynamic waterway and river management.</li> <li>• Ensure involvement in the elaboration of the TEN-T Implementing Acts, contributing expertise and perspective of the Danube corridor</li> <li>• Prepare policy strategic documents (including ministerial conclusions 2024 and 2026) and reports, to keep waterway maintenance high on the political agenda and secure budgets for proper waterway management</li> </ul>
<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>	<ul style="list-style-type: none"> <li>• Provide input to the Joint Statement review process and participate in related meetings to balance ecological and navigational interests.</li> </ul>
<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>	<ul style="list-style-type: none"> <li>• Raise awareness among lock operators to ensure timely and reliable communication with the IWT sector regarding operational changes such as lock closures.</li> <li>• Follow up on the outcomes of dedicated projects (e.g. CEF co-funded “Preparing FAIRway2” and “FAIRway2” projects) regarding requirements for mooring infrastructure on the Danube</li> </ul>
<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>	<ul style="list-style-type: none"> <li>• Promote and support project initiatives aimed at improving the connectivity of inland ports with other transport networks, ensuring better multimodal accessibility.</li> </ul>

### 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 RED III for all Ministries of Transport and current state of play

PA1a Technical Secretariat



# 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
- 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 20<sup>th</sup> November 2023, national implementation of legislation until 21<sup>st</sup> May 2025
- Danube navigation has to contribute to that objective – short term solution until 2030 = alternative fuels (Hydrotreated Vegetable Oils, HVO)
- Get in close contact with the ministries responsible for the implementation of RED III, to make sure that the responsible ministries have already adequately incorporated inland navigation in the RED-III roadmaps



# Report on Joint Workshop of Danube Commission / PA1a on “Roadmap and actions towards zero-emission Danube fleet”

PA1a Technical Secretariat



## Questions addressed

1. Which of the presented technologies do you consider to be most promising and cost-effective?
2. Which main barriers will have to be overcome to achieve full scale implementation of these promising technologies?
3. If these barriers could be overcome, which of the presented technologies do you realistically expect to become dominant over time:
  - 2030
  - 2050



Join at [mentimeter.com](https://mentimeter.com) | use code 2895 2380

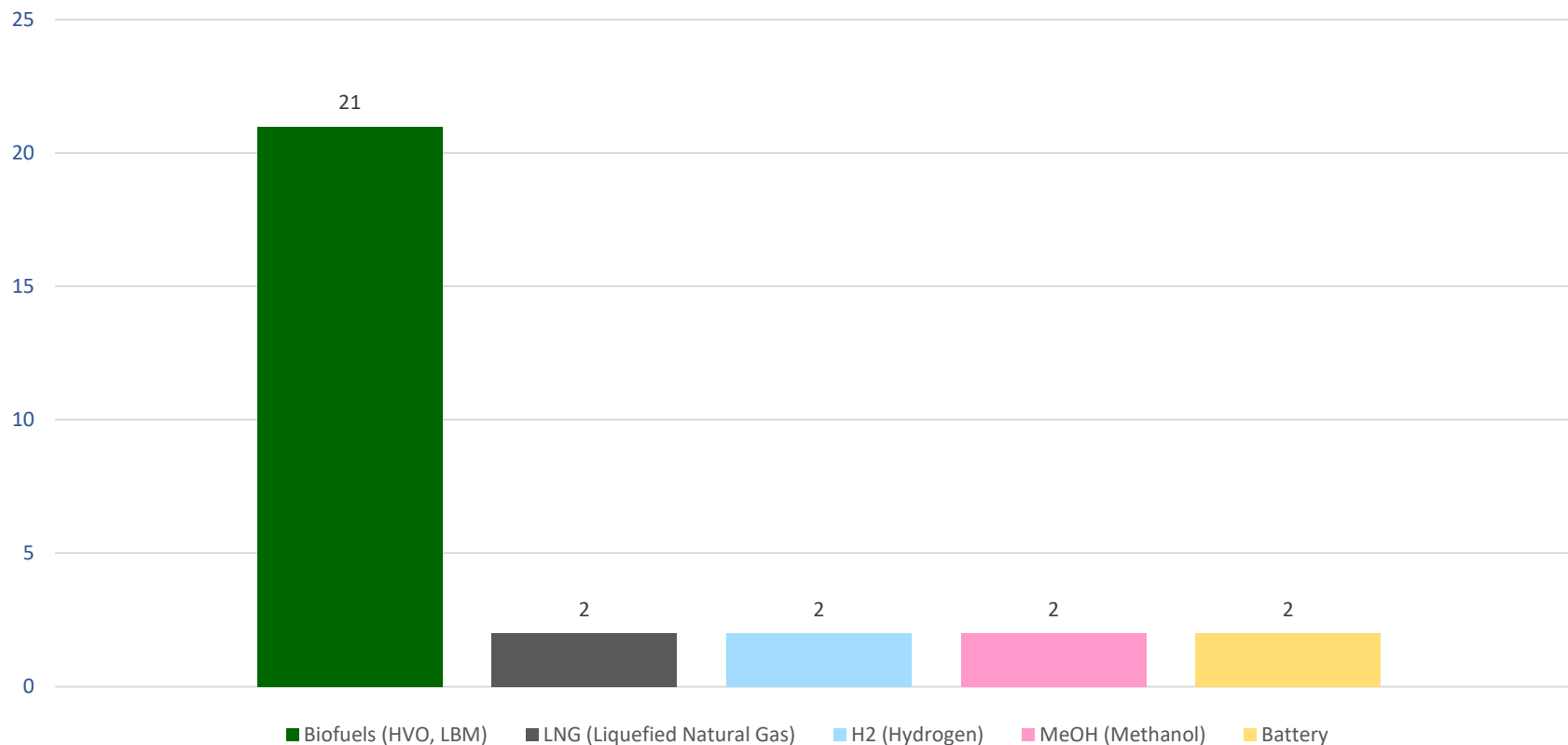
Mentimeter

### Compared to conventional diesel engines, I consider following greening technologies as most promising and cost-effective ... (please rank)





### COMPARED TO CONVENTIONAL DIESEL ENGINES FOLLOWING GREENING TECHNOLOGIES ARE CONSIDERED MOST PROMISING AND COST-EFFECTIVE (Number of respondents ranking technology on 1<sup>st</sup> place; n=29)

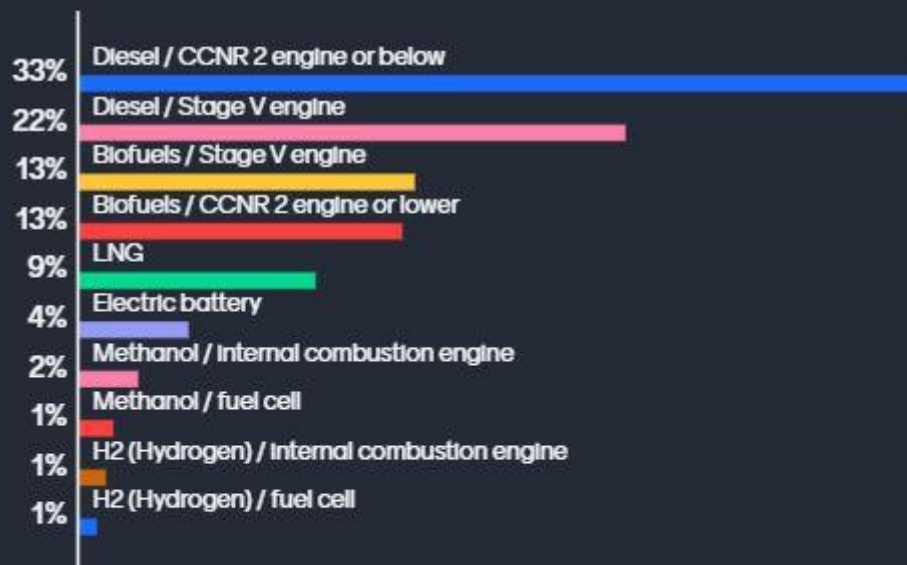




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Mentimeter

## What share of the Danube fleet will the following technologies have by 2030 (allocate 100 points)



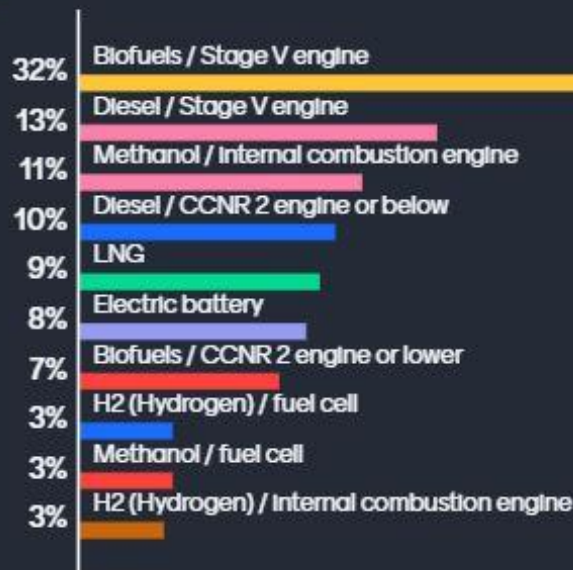




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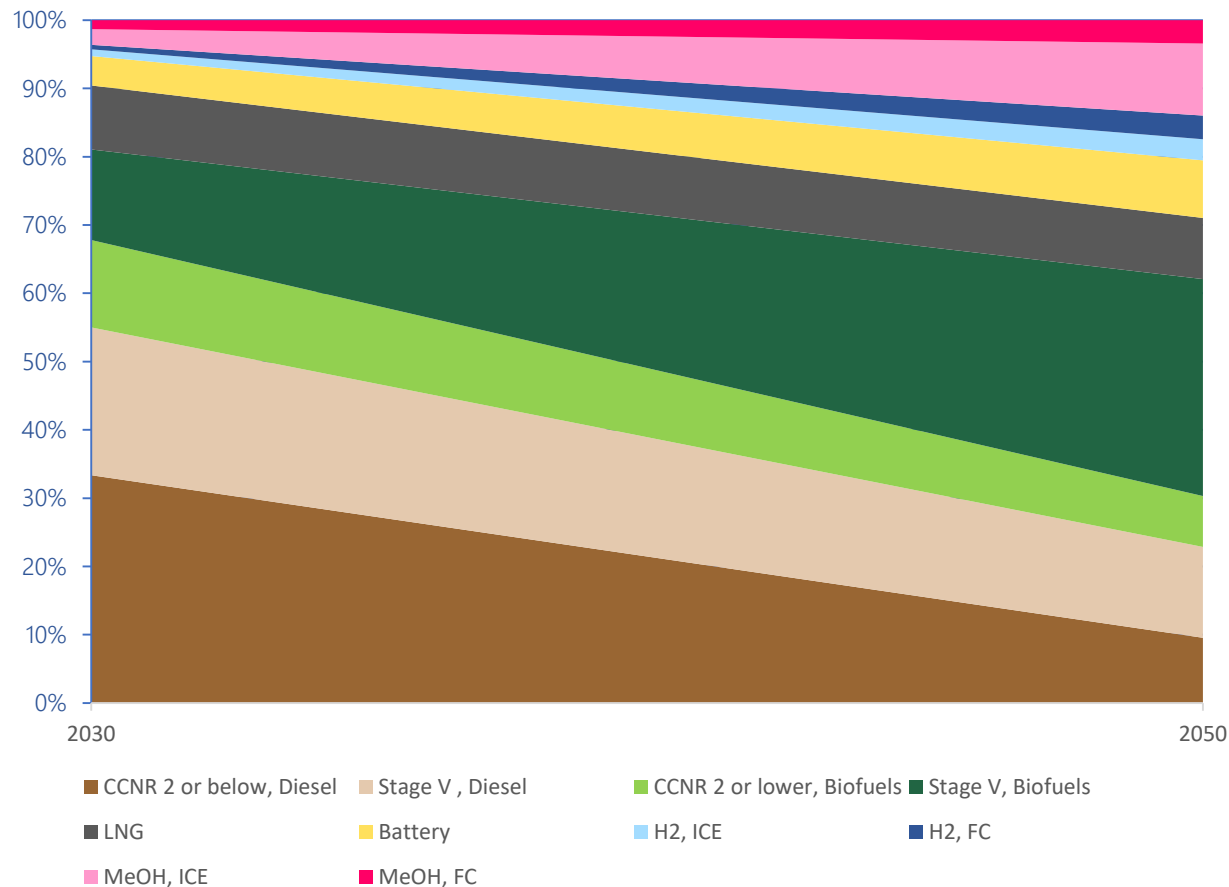
## What share of the Danube fleet will the following technologies have by 2050 (allocate 100 points)





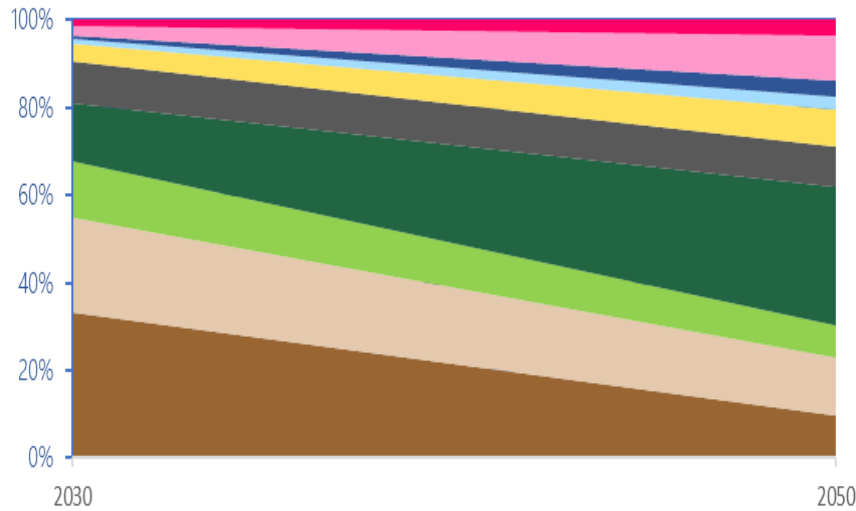


### CONSERVATIVE TRANSITION PATHWAY DANUBE: DEVELOPMENT OF TECHNOLOGIES BY 2050



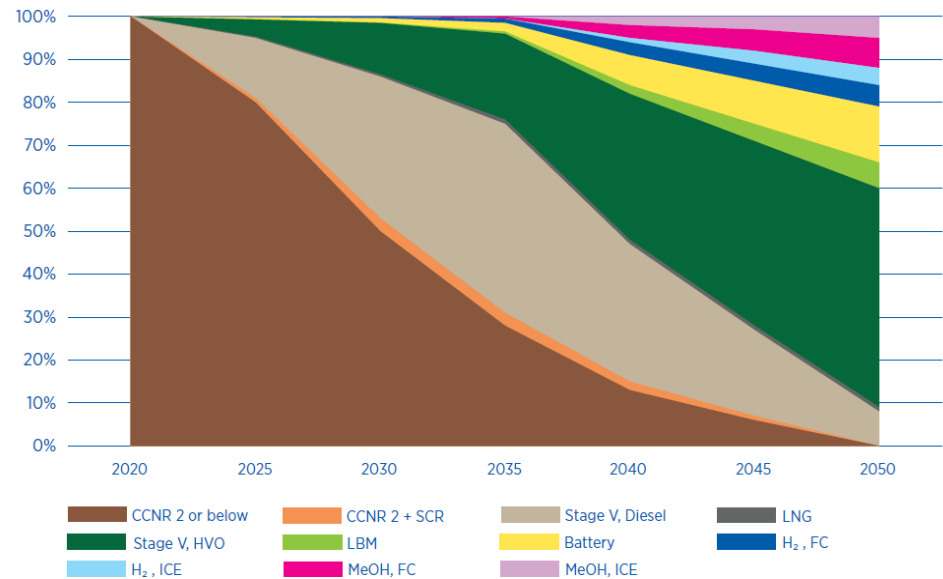
# Conservative transition pathway: Development of technologies by 2050

*Danube*



Source: EUSDR PA1a

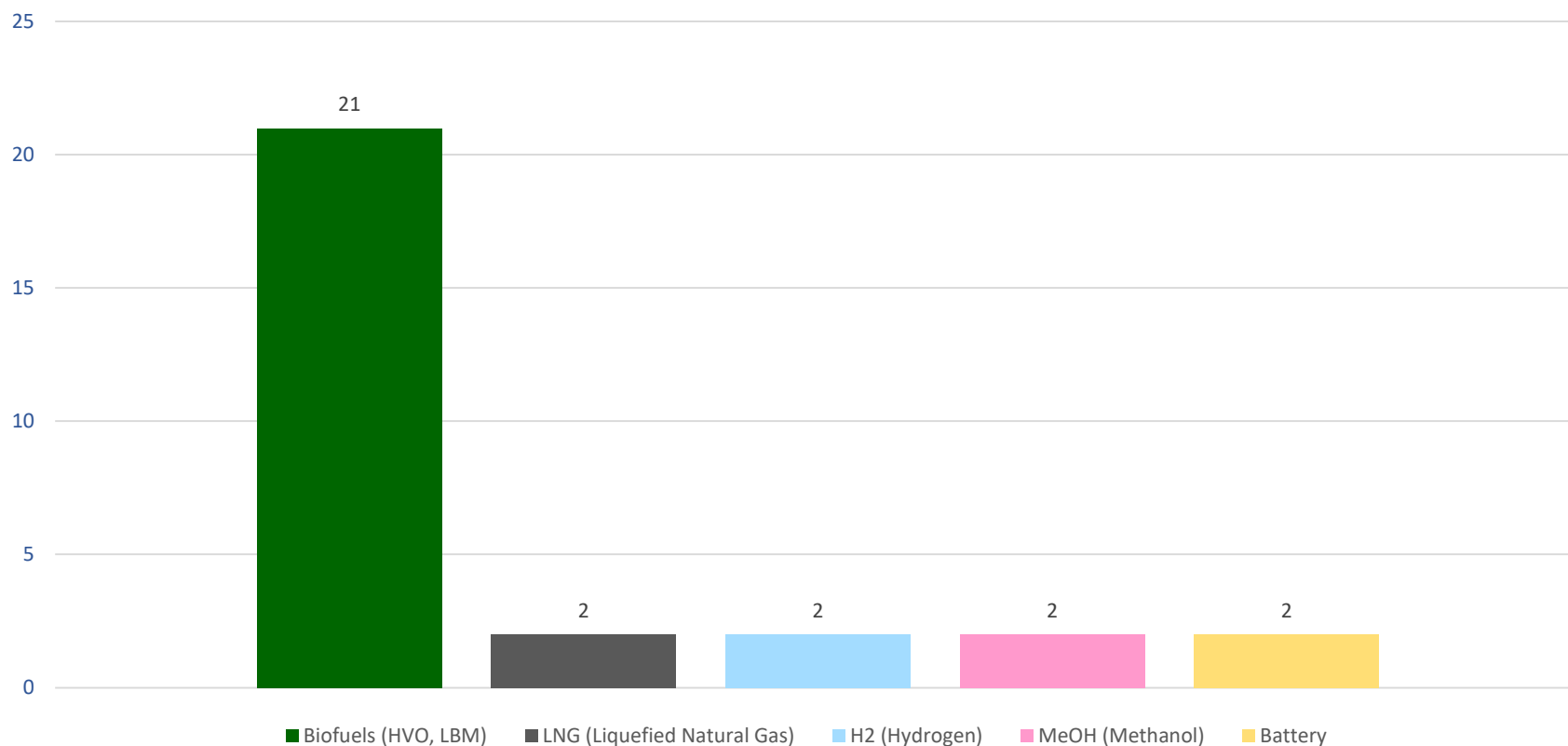
*Rhine*



Source: CCNR

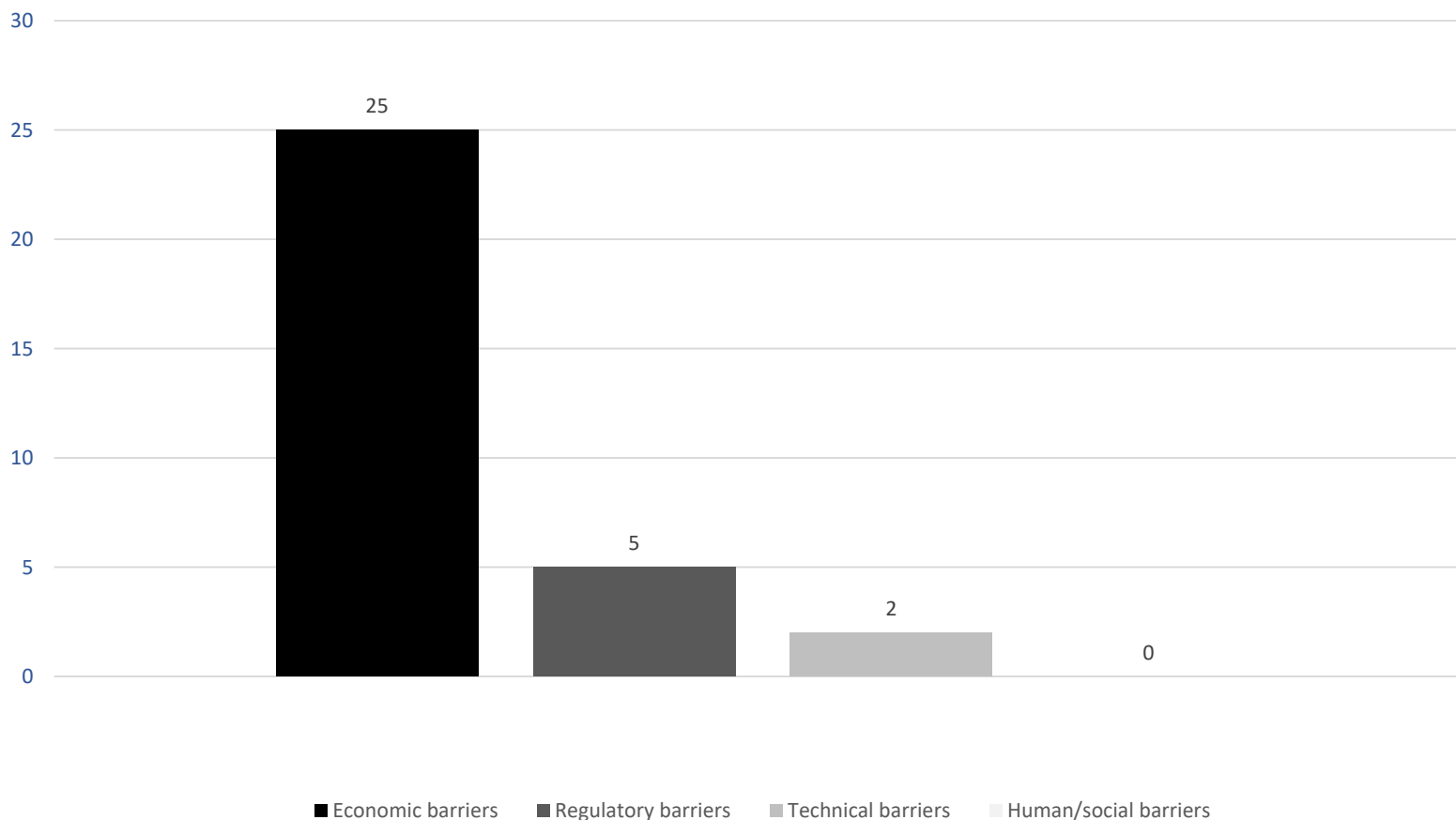


### COMPARED TO CONVENTIONAL DIESEL ENGINES FOLLOWING GREENING TECHNOLOGIES ARE CONSIDERED MOST PROMISING AND COST-EFFECTIVE (Number of respondents ranking technology on 1<sup>st</sup> place; n=29)





### THE MOST IMPORTANT CATEGORIES OF IMPLEMENTATION BARRIERS (Number of respondents ranking barrier on 1<sup>st</sup> place; n=32)



## Conclusions

- With this analysis, we demonstrated that biofuels are the clear number one, even more so than could have been expected under the conservative pathway
- There is also a clear number one among the barriers: economic barriers
- For the roadmap and the necessary measures, this means that the focus should primarily be on economic instruments (complemented by regulatory measures):
  - Achieving cost reduction for technological solutions/fuels.
  - Creating business cases and expanding financial incentives/subsidies.



# Outlook on Working Priorities WG3

PA1a Technical Secretariat



Actions post 2020	Focus activities
<p><u>Action 3.1</u> Monitor ongoing innovations in greening and fleet modernization technologies</p>	<ul style="list-style-type: none"> <li>• Monitor advancements in greening and fleet modernization technologies and adapt findings to the Danube context.</li> <li>• Validate promising low- and zero-emission technologies through stakeholder engagement.</li> <li>• Develop a Danube-specific technology pathway and roadmap towards zero-emission Danube navigation (joint activity with Danube Commission)</li> </ul>
<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>	<ul style="list-style-type: none"> <li>• Monitor implementation of the RED-III Directive in Danube countries</li> <li>• Provide technical support to fleet modernisation projects on case-by-case basis</li> </ul>



## 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

## Sector interviews conducted in summer 2024

- Passenger & cargo shipping
- DAVID forms used, highly appreciated by the sector
- CEERIS usage still developing
  - requirement for simultaneous printouts and digital forms
  - time expenditure doubled for crew and/or agents
- Network/Internet coverage seen as big hurdle
- TERM tool generally seen as practical addition to CEERIS

# Waterpolice Workshop 02/10/2024, Budapest

## Challenges

- Same data is collected by different authorities
- Data is scattered across multiple systems/databases
- Inefficiencies in repetitive inspections
- Cross-border information sharing through secure platform (e.g. IBISweb)
- Lack of legal base for data exchange

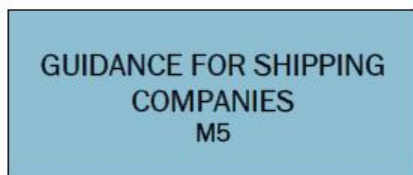
## Next steps

- Map of national responsibilities and processes

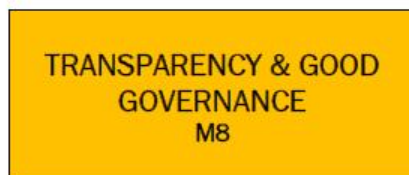
## Status on cooperation with PA11 - currently



Priority Area 1a



Priority Area 11



➤ Online working group meeting  
13.11.2024

- working priorities until 2026:  
3 focus areas
- further monitor digitalisation of DAVID forms
  - implementation of TERM tool
  - support PA11 in development of an overview (map) of control procedures along the Danube

\*Measure 4 (M4) Implement service tool for transnational electronic registration and time management (TERM) to schedule the arrival and departure of ships at control points and assign time slots for border controls



# Outlook on Working Priorities WG6

PA1a Technical Secretariat



Actions post 2020	Focus activities
<p><u>Action 6.1</u> Harmonize and simplify border controls by means of guidance documents and an extended set of standardized control forms</p>	<ul style="list-style-type: none"> <li>• Regular update of practical manual on border controls</li> <li>• Pursue full digitalization of established DAVID forms through COMEX2 “Central and Eastern European Reporting Information System” (CEERIS)</li> </ul>
<p><u>Action 6.2</u> Support the preparation of new digital tools to improve the efficiency of border controls</p>	<ul style="list-style-type: none"> <li>• Re-evaluate need for simplification/harmonisation/digitalisation of further administrative procedures through interviews with IWT industry</li> <li>• If deemed useful, further develop TERM tool (time slot management for border controls) through WG6 and COMEX2</li> </ul>



## Outlook on upcoming events and next steps

- 31 Dec 2024 Feedback on PA1a Work Plan
- 30 Jan 2025 2<sup>nd</sup> Stakeholder Workshop Joint Statement 2.0, Budapest
- 4-5 Mar 2025 Hydrotechnical Working Group, Danube Commission, Budapest
- 12 Mar 2025 Expert group on security, Danube Commission, Budapest
- 26 Mar Expert group on ports operations, Danube Commission
- 29 Apr 2025 Next PA1a Steering Group (online)
- 12 May 2025 2<sup>nd</sup> Workshop “Roadmap and actions towards zero- emission Danube fleet”, Danube Commission, Budapest
- 5-6 Nov 2025 EUSDR Annual Forum, Sarajevo, BiH
- 5 Nov 2025 3<sup>rd</sup> Advisory Committee of FAIRway Danube II, Vienna
- 5 Nov 2025 PLATINA4Action Stage Event, Budapest (date collision to be discussed)

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