EUSDR Report June 2013

Priority Area 1a
To improve mobility and multimodality: Inland waterways

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1. OVERALL PROGRESS

1.1. State of play

1.1.1. Progress made since last report on policies, actions and projects

- **Policies:**

  - "Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries" signed on 7 June 2012 in Luxembourg at the Danube Ministers Meeting (EU Ministers' Council meeting) by initiative of the EC (Commissioners Hahn and Kallas) which was in turn triggered by the Danube navigation sector (cf. Annex 3 and 4). The Declaration was signed by most of the Danube and Sava riparian transport ministers (i.e. Germany, Austria, Slovakia, Croatia, Moldova, Romania, Bulgaria) and endorsed by Serbia and Bosnia & Herzegovina. To date, there is no support from Hungary and the Ukraine.

  - Set-up of an "Interministerial Committee for Sustainable Development of Inland Waterways Transport on the Romanian – Bulgarian common sector of the Danube" which is based on a Memorandum of Understanding signed between the Government of Romania and the Government of the Republic of Bulgaria on 11 October 2012 (cf. Annex 5); elaboration of an Action Plan for common projects / activities; four bilateral meetings in 2012-2013 (December 2012; February, April and May 2013) with participation of representatives of the EC (DG MOVE, DG REGIO, DG ENV) and other stakeholders (industry, environmental NGOs).

  - "Appeal of the Steering Group of Priority Area 1a of the EU Strategy for the Danube Region (EUSDR) Concerning the Data Exchange in River Information Services" adopted by the Danube countries at the fifth meeting of the Steering Group on 17-18 April 2013 in Linz (Austria) (cf. Annex 6). The appeal, which is directed towards the Danube states themselves as well as the European Commission, should be understood as a recommendation to speed up the processes for creating or completing the legal framework for international RIS data exchange for logistic purposes.

  - Raising political awareness for the importance of an integrated approach in planning and implementing inland waterway infrastructure projects, taking into consideration environmental objectives and needs: Convening of a joint workshop with PA 6 "Biodiversity" in the Annual EUSDR Conference in Regensburg in November 2012 (title: "Improved and Greener Mobility - Which Ways Forward?"); participation in the "Joint Statement Conference" in September 2012 in Budapest and formulation of a common position with PA 6 on an integrated approach for inland waterway infrastructure projects; common presentation of Serbian project owner (Plovput) and WWF on Serbian waterway infrastructure project during PA 1a Working Groups meeting in November 2012; common presentation with PA 6 on cooperation of PACs in the EC-NCP-PAC meeting in January 2013 in Brussels.

- **Actions:**

  - The defined ten actions and five targets for PA 1a were clustered into seven thematic action fields and have been discussed in the respective thematic Working Groups and Steering Group meetings (two Working Groups and Steering Group meetings in November 2012 in Belgrade and in April 2013 in Linz; cf. Annex 7 resp. 8 for Meeting Minutes) as well as on the occasion of PA 1a's first Annual Stakeholder Conference which took place in Bucharest on 24-25 May 2012. A detailed description of the progress made on actions is included in section 2.1 ("Actions per target and progress made on the achievement of targets") of this report.

  - Continuation and intensification of the cross-sectoral cooperation with thematically related Priority Areas in the second year of the EUSDR's implementation: In particular, cooperation with PA 6 "Biodiversity", but also with PA 1b "Road, Rail and Aviation", PA 3 "Tourism", PA 8 "Competitiveness" and PA 11 "Security".

- **Projects:**

  - Continuous data collection on project proposals and on-going projects which contribute to the implementation of the EUSDR's targets and actions in the field of inland waterways; data systematised by means of data sheets; status quo: 90 projects / project ideas identified (cf. Annex 1 for a list of projects in each thematic action field of PA 1a); detailed information on these projects is publicly available at the PA 1a website in the form of downloadable data sheets.

  - Continuous assessment of projects received from project promoters / leaders or identified by PACs on the basis of agreed evaluation criteria ("project labelling criteria"; cf. Annex 2).

  - Issuing of a Letter of Recommendation for five projects in line with the project labelling criteria set for PA 1a (including compliance with targets and actions) via agreement among the members of the Steering Group (cf. Annex 2).

  - Start of the flagship project "Innovative Danube Vessel" in July 2012 and presentation of intermediate results in the Working Groups meeting in Linz in April 2013 (end of project: December 2013)

1.1.2. Outline on the future: Next steps and challenges

- **Next steps:**

  - Contribute to the implementation of the "Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries" (cf. Annex 3 and 4): Preparation of a respective "Waterway Maintenance Master Plan for the Danube" in coordination with all concerned countries (as agreed in the Steering Group meeting in Linz in April 2013).

  - Monitor the finalisation of the flagship project "Innovative Danube Vessel" (foreseen until end of 2013) and communicate the project results to the stakeholders (via Working Groups meeting and Annual Stakeholder Conference).

  - During discussions in Working Groups it turned out that administrative processes and paperwork are a significant competitive disadvantage for inland navigation on

the Danube and its tributaries. As not all Danube riparian states are in the EU and not all EU states are in the Schengen area, there are necessary border checks for passengers and crews as well as required customs clearance procedures for imports and exports. An evaluation of synergies by PAC 1a with on-going activities in PA 11 "Security" of the EUSDR was conducted at a common meeting in June 2013. Next steps include: detailed analysis of the most time-consuming activities together with the navigation sector; identification of potentials for synergies and enhancement; discussion of potentials with the authorities and implementation of changes for enhancement.

- Continue the work as Coordinator of PA 1a and monitor as well as support the implementation of the agreed Roadmaps for the thematic action fields of PA 1a (cf. Annex 1).

- Continue and further intensify the cross-sectoral cooperation with other PAs of the EUSDR, especially concerning concrete actions and projects which are of an integrative nature.

- Continue the support / stimulation of the elaboration of new project proposals on the basis of the results of PA 1a meetings and in line with the defined targets / actions.

- **Challenges:**

  - Maintain the necessary political involvement and backing of / support for the Strategy on a national level, e.g. regarding the follow-up of the "Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries" as well as in cases of a change in NCPs or PACs.

  - Guarantee / support the transfer of national political engagement / commitment to the operational level in order to implement the different actions / achieve the different targets of PA 1a; a concrete example: commitment documented by signature of the Declaration on effective waterway infrastructure maintenance on the Danube by the Danube transport ministers does not necessarily translate into providing the budget and manpower needed on the operational level to implement the different measures foreseen in the Declaration.

  - Continue and intensify the involvement of the stakeholders and project promoters in implementing the actions; the importance of Letters of Recommendations issued by the SG for projects must be raised; if Letters of Recommendation shall have an influence in funding decisions by management authorities of EU funding schemes, a cross-sectoral approach will be needed to streamline the criteria for issuing such a letter (at the moment, these criteria vary rather strongly across PAs).

  - Utilizing the forthcoming EU funding schemes for the new programming period 2014 – 2020 for the implementation of the targets and actions set for PA 1a "Inland waterways".

  - Concretise the cooperation / coordination with thematically related Priority Areas relevant for the implementation of PA 1a (PA 1b, PA 4, 6, 8, 11). Possible measures include common activities and projects.

  - Continuation of the coordination role of PA 1a in a cost-effective way considering the future possibilities of Technical Assistance (TA) granted by the European

Commission (remark: currently the possibilities / modalities of a prolongation of the existing TA are discussed).

1.1.3. Lessons learned

- The potential of the network of the PACs has not yet been exploited to its full extent: One first common PAC meeting was convened at the end of April 2013 in Sofia (with the assistance of Interact and the EC); however the cooperation between PACs should be intensified in order to discuss and define common positions on relevant topics for the EUSDR (e.g. role of the PACs; future of Technical Assistance for PACs) and also to identify common implementation activities.

- The successful implementation of the EUSDR will strongly depend on the continuation of interest from the political level (European Commission / Union, national governments, regional / local authorities, private sector, funding institutions, NGOs etc.), which will have to be demonstrated via concrete political actions / signals.

- Meeting the targets set for PA 1a of the EUSDR by implementing specific actions and projects will strongly depend on how the EUSDR will be anchored in the forthcoming EU funding schemes for the new programming period 2014–2020.

- For project promoters / leaders, the importance and credibility of a "Letter of Recommendation" issued for a specific project will vitally depend on how such a letter will have an influence on the funding decision made by the management authority of a specific EU funding scheme.

1.2. Process

1.2.1. Progress made on governance of the PA

- Organisation of two Steering Group meetings (in November 2012 in Belgrade and in April 2013 in Linz; 12 countries were involved), one Working Group Meeting (in November 2012 in Belgrade) and one combined Working Group meeting / Stakeholder Conference (April 2013 in Linz) (cf. Annex 7 and 8 for Meeting Minutes). Stakeholder interest and participation is still high as well as the representation of the countries in the Steering Group.

- Participation in EUSDR-related international conferences and meetings (e.g. Annual EUSDR Conference in November 2012 in Regensburg; Joint Statement meeting in September 2012; Conference on Sava River in March 2013) as well as in national coordination meetings organised by the EUSDR's Austrian and Romanian NCPs.

- Continuous operation and update of a dedicated PA 1a website (www.danube-navigation.eu) with the aim to provide relevant information for stakeholders / the general public and to ensure a transparent process.

- Improvement of cooperation between PACs: First dedicated PAC meeting took place in Sofia in April 2013; exchange of experiences, opinions and positions between PACs; intensification of PAC network; further steps are needed in this respect.

1.2.2. Changes in work / network approach resulting from the Strategy

- The second year of the EUSDR's implementation could build on an existing and accepted governance framework (Steering Group, Working Groups) as well as on the elaborated thematic roadmaps, which have been set-up in the first year of EUSDR's implementation.

- Coordination / cooperation between PACs: Whereas the first year of the EUSDR implementation rather served to get into contact with other PACs, in the second year cooperation was already partially concretised (e.g. via common project ideas / activities with PA 1b, PA 6, PA 11).

- After two years of the EUSDR's implementation the continuation of the involvement and the interest of stakeholders is a critical success factor. Visible flagship projects / activities are required in order to demonstrate the appropriateness and the functioning of the EUSDR to the public and to stakeholders.

1.2.3. Outline on the future: Next steps and challenges for streamlining / improving the governance of the PA

- Critically reflect the set-up of the governance structure of PA 1a: How well does the Steering Group and Working Group setting contribute to the implementation of the targets and the actions of PA 1a? Should there be a further streamlining of internal PA 1a meetings?

- Intensification of cross-sectoral dialogue and activities: Organisation of common events with related other PAs (e.g. inland navigation and environment, inland navigation and security, inland navigation and tourism), identification of common project ideas and activities across PAs.

1.3. Funding

1.3.1. Progress made on funding sources and selecting / supporting relevant projects

- The criteria for selecting / supporting projects relevant for the PA were not changed in PA 1a in the second year. There still is a distinction made between projects which are – in general – relevant for achieving the targets of PA 1a and those for which the project promoter / leader is actively applying for a Letter of Recommendation (LoR). In the second case, there are rather strict criteria which the project has to fulfil in order to receive a LoR (cf. Annex 2); in addition, the application for a LoR has to be approved by the PA 1a Steering Group members entitled to vote.

- It is noteworthy that just five project developers applied for a Letter of Recommendation in the second implementation year of the EUSDR, whereas nine Letters of Recommendation were issued in the first year. As the overall number of on-going projects and project ideas has increased in the second year (in total: 90 projects and project ideas) one conclusion could be that most of the project developers do not consider a Letter of Recommendation issued by the Steering Group of PA 1a as an added value in applying for funding.

- In their meeting in Sofia in April 2013 the PACs discussed together with the EC the question of "labelling" projects and issuing "Letters of Recommendation". Harmonized selection criteria for all PAs and a direct link to / impact on the forthcoming ETC Danube

Programme were under discussion, but no concrete solution respectively common position could be agreed on.

1.3.2. Lessons learned and next steps

- Generally most of the project owners / developers did not complain about insufficient funding opportunities / sources related to PA 1a. One improvement will be the new European Transnational Cooperation programme "Danube 2014-2020", which will align the geographical coverage of the programme with the Danube region (currently, the CEE and SEE programme are in place for the Danube region).

- The question of common respectively harmonised criteria for issuing "Letters of Recommendation" and their potential impact in future EU funding programmes has to be further discussed between the PACs, the NCPs and the EC in the on-going programming of the EU 2014-2020 funding period.

- As several EUSDR countries face serious budget limitations the use of European funding opportunities will be a crucial factor for the implementation of relevant investment projects within PA 1a (e.g. waterway infrastructure, waterway maintenance and management, fleet modernisation or port (infrastructure) development). Thus, it will be important to appropriately make use of the forthcoming Connecting Europe Facility 2014-2020 as well as of national Operational Programmes for Transport, which are co-funded by the European Regional Development Fund (ERDF) and the Cohesion Fund.

2. PROGRESS BY TARGET

2.1. Actions per target and progress made on the achievement of targets

- Target: Increase the cargo transport on the river by 20% by 2020 compared to 2010.
  Note: This target includes all ten actions identified in the EUSDR's Action Plan for PA 1a, as it is of a horizontal nature.

  - Action: "To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way"
  - Action: "To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections"
  - Action: "To modernise the Danube fleet in order to improve environmental and economic performance"
  - Action: "To coordinate national transport policies in the field of navigation in the Danube basin"
  - Action: "To support Danube Commission in finalising the process of reviewing the Belgrade Convention"
  - Action: "To develop ports in the Danube river basin into multimodal logistics centres"
  - Action: "To improve comprehensive waterway management of the Danube and its tributaries"
  - Action: "To promote sustainable freight transport in the Danube Region"
  - Action: "To implement harmonised River Information Services (RIS)"
  - Action: "To invest in education and jobs in the Danube navigation sector"

  The increase of inland waterway transport in the Danube region is dependant on the overall improvement of the inland navigation system and thus is a function of the implementation of the content-related targets of PA 1a (cf. below). Furthermore, the increased use of inland waterways, especially as an integral part of multi-modal logistics chains, also strongly depends on policy measures taken in the overall European transport system (e.g. the internalisation of external costs) which are beyond the scope of the EUSDR respectively also of PA 1a. In addition, freight transport per se is strongly linked to the overall economic development of a region and thus very sensitive with regard to positive or negative trends in this respect.

  As three of the ten actions related to this horizontal target are not subsumed under any of the content-related targets of PA 1a (cf. below), the respective progress achieved will be shortly described in the following on the action level:

  - Modernise the Danube fleet in order to improve environmental and economic performance: After successful completion of the public tendering procedure, the flagship project "Innovative Danube Vessel" started in July 2012, supporting the

further development of ship technology for reducing the environmental impact of Danube navigation. In order to stimulate the necessary investments by the navigation industry, the proposed solutions must also have an added economic value in comparison to existing Danube vessels. The project was awarded to a highly qualified consortium with proper knowledge of Danube navigation, consisting of five beneficiaries and one subcontractor. In the initial stage, the contractual matters were successfully concluded. The project is expected to be successfully completed in December 2013, according to the contractual time frame set. Intermediate project results were communicated to the stakeholders in the Working Groups meeting in April 2013.

- Coordinate national transport policies in the field of navigation in the Danube basin: The Coordinators of PA 1b "Road, Rail and Aviation" are pursuing a "flagship project" titled "TRANSDANUVIOS – A Common Transport Vision for the Danube Region" in order to tackle the challenge of how to create a sound, forward-looking transport strategy with commitment by the diverse parties involved. PACs 1a support this initiative and experts in the field of inland navigation have already provided their expertise in drafting the Terms of Reference for the project so that all land transport modes will be duly represented in the vision.

- Support the Danube Commission in finalising the process of reviewing the Belgrade Convention: As the Danube Commission is a permanent member of the Steering Group of PA 1a, progress made on this issue is reported in the SG meetings. It has to be noted that the line ministries of the Danube countries represented in the SG are responsible for inland waterways as a transport mode, whereas the revision of the Belgrade Convention is a diplomatic matter pertaining to the Ministries of Foreign Affairs of the Danube countries who are in turn represented in the Danube Commission. Thus, the Coordinators of PA 1a do not dispose of a direct link to representatives of the Foreign Affairs Ministries. According to the Danube Commission, no significant progress has been made so far regarding the finalisation of the revision of the Belgrade Convention.

- Target: Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015.

  - Action: "To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way"

  - Action: "To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections"

  - Action: "To improve comprehensive waterway management of the Danube and its tributaries"

  - TEN-T Priority Project 18 and waterway infrastructure: In the last reporting period some progress has been achieved in the following waterway infrastructure projects: finalisation of the independent variant research on the development of the Danube between Straubing and Vilshofen in Germany; start of construction works on the Austrian pilot project at Bad-Deutsch-Altenburg to the east of Vienna; start of an integrative planning process for the elimination of infrastructure bottlenecks along the Danube waterway in Serbia; set-up of an Interministerial Committee for the

infrastructure project on the common Romanian-Bulgarian Danube section (cf. Annex 5) and start of implementation works on the Romanian project between Calarasi and Braila. Furthermore, the planning phase for the rehabilitation of the Sava river has progressed. In terms of cross-sectoral dialogue the cooperation with PA 6 "Biodiversity" and NGOs has been intensified (e.g. common workshop at annual EUSDR conference, common position at Joint Statement meeting) and several inland waterway infrastructure projects have installed cross-sectoral and interdisciplinary platforms which accompany the development and implementation of these projects.

- Comprehensive waterway management: Monitoring of the implementation of the "Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries" (cf. Annex 3) through an analysis of the status quo and the intended short-term measures of the riparian countries via questionnaire on a biannual basis (questionnaires sent out in autumn 2012 and spring 2013) (cf. Annex 4) and presentation of the results by the countries in the Steering Group Meeting in Linz in April 2013. In face of the results and the still very heterogeneous quality and frequency of activities related to waterway infrastructure maintenance, the Steering Group members of PA 1a concluded in their fifth session on 17-18 April 2013 in Linz (Austria) that a "Waterway Maintenance Master Plan for the Danube" shall be drafted which should include common standards and identify the necessary future investments in order to achieve a common level of service in waterway infrastructure management of the Danube. The main part of the Master Plan will be established in the framework of the EU co-funded project NEWADA duo (work package on integrated waterway management) and shall be ready by the end of summer 2014.

- Target: Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020.

  - Action: "To develop ports in the Danube river basin into multimodal logistics centres"
  - Action: "To promote sustainable freight transport in the Danube Region"

  The development of efficient multimodal terminals at Danube river ports, enabling sustainable freight transport in the Danube region by means of hubs connecting the different land transport modes, can be substantially supported by benchmarks and performance indicators to support targeted investments. The following objectives are pursued: create a sound basis for the improvement of the services offered; develop standardised indicators for an objective comparison of the performance of ports; collect arguments for funding applications (needs assessment). In the EU-funded project INWAPO, a collection of a set of 41 indicators for inland and sea ports was developed which relate to the aspects of infrastructure, superstructure, operation and macro-economic effects. A follow-up discussion on the suitability of these indicators to steer the future development of ports and transhipment sites in the Danube region will be enabled at the next Working Groups meeting of PA 1a in autumn 2013.

- Target: Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015.

  - Action: "To implement harmonised River Information Services (RIS)"

The EU project IRIS Europe 3 was started in January 2012 and will contribute to the harmonised implementation of RIS in the Danube Region, as all Danube countries are involved either as fully financed or as corporation partners in the project. The international exchange and the provision of RIS related information to logistics users are deemed to be the most critical issues. The support of all Danube countries and the signing of the necessary Service Agreements for data exchange by the responsible authorities is a mandatory requirement for enabling the international data exchange and for making the IRIS Europe initiative a success. In a few Danube countries this support is still lacking. In order to underline the importance of creating or completing the legal framework for international RIS data exchange for logistic purposes, an appeal of the Steering Group of PA 1a of the EUSDR concerning the data exchange in River Information Services was adopted by the Danube states at the fifth meeting of the Steering Group on 17-18 April 2013 in Linz (Austria) (cf. Annex 6). In June 2013, the pilot operation of international RIS data exchange between Austria and Slovakia including the involvement of a limited user group was started. Preparations for the interconnections with Hungary, Croatia and Romania are ongoing. Furthermore, Serbia has successfully completed the set-up of its EU co-funded RIS system in March while RoRIS was fully established in Romania at the beginning of 2013. Within the DaHar project two RIS pilots within the geographic areas of the ports of Dunaújváros (HU) and Silistra (BG) were started, specifically serving the information needs of inland ports along the Danube.

- Target: Solve the shortage of qualified personnel and harmonise education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.

  - Action: "To invest in education and jobs in the Danube navigation sector"

    - Qualifications: The EU co-funded project HINT was started in autumn 2012 and shall contribute to the harmonisation of inland navigation education and training standards in the Danube region. Furthermore, the EU has started a public consultation on the recognition and modernisation of professional qualifications in inland navigation (revision of EU Directive 96/50/EC on boatmasters' certificates). The HINT project team provided translations of the questionnaire and distributed information about this consultation in the Danube region. This way the Danube region opinions are brought in.

    - Knowledge transfer: A revised and updated edition of the standard work on Danube navigation, via donau's "Manual on Danube Navigation", was published in January 2013 with prefaces by the Commissioners of DG REGIO, DG MOVE and DG ENV. Currently, the Manual is available in English and German; "country editions" are foreseen in Danube languages in cooperation with regional partners to enable the inclusion of country-specific content.

3. ANNEXES

Annex 1: Roadmaps to implement each thematic action field

Annex 2: Projects approved by the Steering Group (Letters of Recommendation)

Annex 3: Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries (Luxembourg Declaration)

Annex 4: Report on implementing the actions foreseen in the 2012 Luxembourg Declaration on effective waterway infrastructure maintenance

Annex 5: Memorandum of Understanding between the Government of Romania and the Government of the Republic of Bulgaria on setting up an Interministerial Committee for sustainable development of inland waterways transport on the Romanian-Bulgarian common sector of the Danube

Annex 6: Appeal of the Steering Group of Priority Area 1a of the EU Strategy for the Danube Region concerning the data exchange in River Information Services

Annex 7: Meeting minutes & attendance list for Steering Group meetings

Annex 8: Meeting minutes & attendance list for Working Groups meetings

Annex 9: Progress report on Technical Assistance

Annex 1* - *Roadmaps to implement each thematic action field

In the view of the PACs, an effective implementation of the actions specified for PA1a of the EUSDR cannot be achieved when based on a target-by-target and/or action-by-action approach. The main reason for this is the fact that in PA 1a the bulk of actions refer to two different targets, as the target of "*increasing the cargo transport on the Danube by 20% by 2020 compared to 2010*" is of a "horizontal" nature, i.e. all actions in PA 1a will contribute to meet this target. Conversely, some of the targets of PA 1a will be met by implementing not only one, but two or even more actions. What is more, three actions do not correspond to any of the "vertical" targets specified for PA 1a.

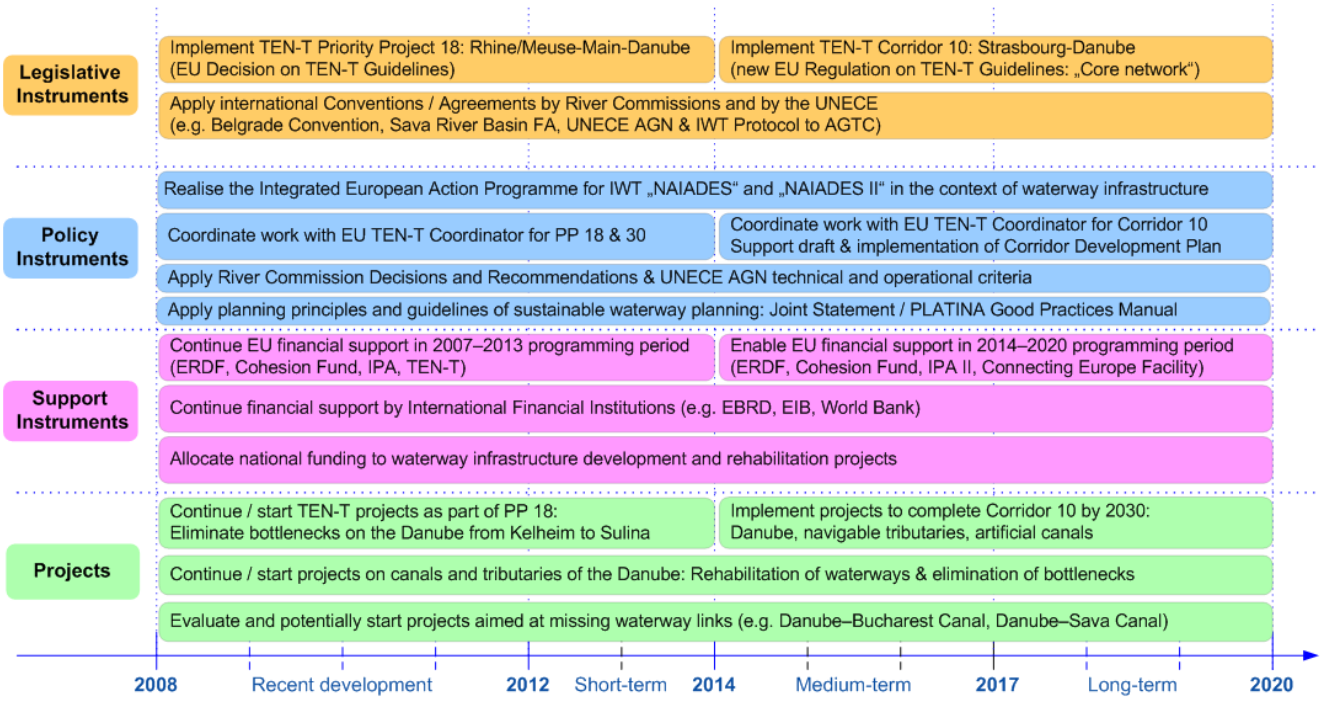
For these reasons and in order to create synergies and safeguard the efficient and effective implementation of the actions identified for PA 1a of the EUSDR, the PACs proposed to cluster actions and their corresponding target(s) into the eight "thematic action fields" listed below. In comparison to the first reporting period and in the wake of discussions during the Working Groups meetings of PA 1a, the PACs identified an additional action field dealing with enhancing administrative processes and paperwork in inland navigation as these are a significant competitive disadvantage for the sector on the Danube and its tributaries.

1. Waterway infrastructure
2. Comprehensive waterway management
3. Ports & sustainable freight transport
4. Fleet modernisation
5. River Information Services (RIS)
6. Education & jobs
7. Inland waterway transport policies
8. Administrative processes

On the following pages, the eight thematic action fields for PA 1a of the EUSDR are listed together with the corresponding targets and actions. The listed actions are specified in the Action Plan (SEC(2010) 1489 final) accompanying the Communication of the European Commission on the European Union Strategy for the Danube Region (COM(2010) 715 final) of 8 December 2010. Actions are supplemented with a short description of the key tasks as foreseen in the Action Plan.

For six of the eight thematic action fields, i.e. for the action fields being of a "vertical" rather than a "horizontal" nature, of PA 1a a dedicated Roadmap was developed by the PACs and proposed to the members of the Steering Group. The Roadmaps, which are also reproduced in the following, were approved by all members of the Steering Group entitled to vote via written procedure in June 2012 with the exception of Germany ("unanimity minus one" procedure according to Art. 6 (1) d. of the "Rules of Procedure of the Steering Group" of PAC 1a, version 1.0 final, 28 October 2011).

(1) Waterway infrastructure



- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."

- Target: "Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015."

- *Action*: "To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way."
  Key tasks: remove existing navigability bottlenecks; use environmentally sustainable solutions; take into account likely impacts of climate change, the preservation of functioning ecosystems and the Joint Statement's planning guidelines

- *Action*: "To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections."
  Key tasks: improve waterway network in order to enable hinterland connections; consider infrastructure for missing links and the development of onward links to the Black Sea and beyond

- List of projects associated with the actions – Danube waterway:

  → Independent variant research on the development of the Danube between Straubing and Vilshofen (Germany) – *completed*

  → Integrated River Engineering Project on the Danube East of Vienna (Austria) – *under implementation*

  → Complex solution of Danube stretch upstream of Bratislava (Slovakia) – *definition phase*

→ Complex solution of Danube stretch below Bratislava (Water Structure Gabčíkovo–Nagymaros) (Slovakia) – *under implementation*

→ Improvement of navigability on the Danube in Hungary – *in preparation*

→ Rehabilitation of the riverbed and the right bank of the Danube river from km 1,382 to km 1,433 (Croatia) – *in preparation*

→ Regulation works on the Danube river on km 1,323 (Sotin) (Croatia) – *in preparation*

→ River Training and Dredging Works on selected locations along the Danube River in Serbia – *in preparation; project received Letter of Recommendation*

→ Improvement of navigation in the joint Bulgarian-Romanian section of the Danube river from km 530 to km 520 – Batin and from km 576 to km 560 – Belene (Bulgaria) – *in preparation*

→ Improving navigation conditions on the Romanian–Bulgarian common section of the Danube (rkm 845.5–375) (Romania) – *in preparation*

→ Improving navigation conditions on the Danube between Călăraşi and Brăila (rkm 375–175) (Romania) – *under implementation*

→ Banks protection on the Sulina Canal (Romania) – *under implementation*

→ International ship winter shelter on the Danube in Croatia – *in preparation*

→ Danube Shipwreck Removal (DSWR) – *in preparation*

→ Removal of unexploded ordnance (UXO) from the Danube River, sector Prahovo (Serbia) – *completed*

→ Cleaning the Danube River bottom from sunken vessels, sector Prahovo (Serbia) – *in preparation*

→ Capital repairs (rehabilitation) of Navigation Locks at HEPS Đerdap I and HEPS Đerdap II (Serbia) – *in preparation*

→ Construction of new Žeželj bridge in Novi Sad (Serbia) – *under implementation*

- List of projects associated with the actions – Artificial canals:

→ Rehabilitation of locks on the Danube-Black Sea Canal and the Poarta Alba-Midia Navodari Canal (Romania) – *in preparation*

→ Banks consolidation on the Danube–Black Sea Canal (Romania) – *in preparation*

→ Banks consolidation on the Poarta Alba–Midia Navodari Canal (Romania) – *in preparation*

→ Waiting berth for the dismantling/remaking of pushed convoys at the junction between the Danube–Black Sea Canal and the Poarta Alba–Midia Navodari Canal (Romania) – *under implementation*

- List of projects associated with the actions – Danube tributaries:

  → Rehabilitation and Development of Transport and Navigation on the Sava River Waterway – *in preparation*

  → Reconstruction and Improvement of the Sava River in Croatia – *under implementation*

  → Navigation on the river Tisza and exploring the possibility of construction of a river port at the junction of three borders of Ukraine, Hungary, Slovakia (Ukraine) – *definition phase*

  → Feasibility Study "Recreational Navigation on the Morava River" (rkm 0.00 – rkm 69.30) (Slovakia) – *under implementation; project received Letter of Recommendation*

  → Completion, reconstruction and modernization of the river Váh waterway (Slovakia) – *under implementation*

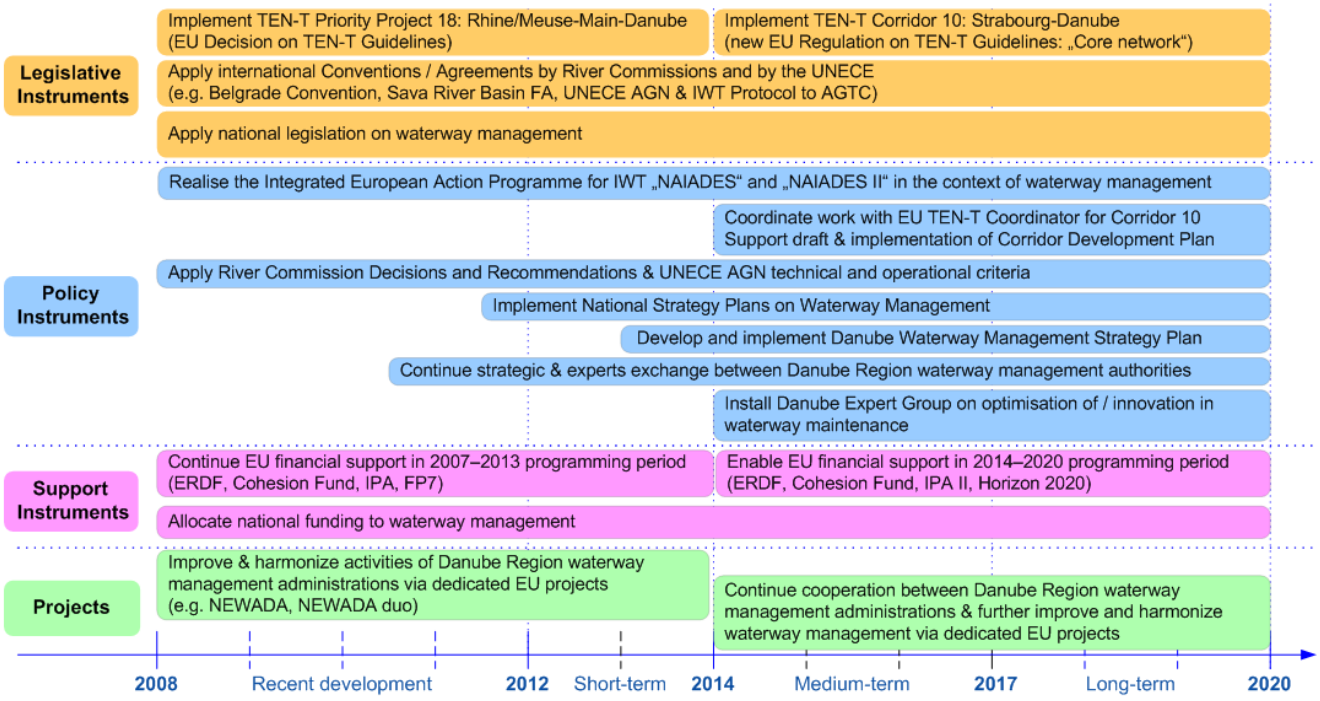
- List of projects associated with the actions – Missing links:

  → Analytic Study of the need of water corridor Danube-Oder-Elbe (Czech Republic) – *under implementation*

  → Construction of multi-purpose Danube-Sava Canal (Croatia) – *in preparation*

  → Systematization of Argeş and Dâmboviţa Rivers for navigation and other uses – "Danube–Bucharest Canal" (Romania) – *in preparation*

(2) Comprehensive waterway management



- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."
- Target: "Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015."
- *Action*: "To improve comprehensive waterway management of the Danube and its tributaries." Key tasks: improve management with regard to waterway maintenance (surveying, dredging), flood protection and ecological measures; create common standards for waterway management in the Danube basin; continue and intensify the cooperation of national waterway management bodies

- List of projects associated with the action:

  → Network of Danube Waterway Administrations - Data & User Orientation (NEWADA duo) – *under implementation; project received Letter of Recommendation*

  → "It's Our Danube" - A floating campaign to increase awareness of aligning ecological and development interests – *project rejected; project received Letter of Recommendation*

  → Danube River Research and Management (DREAM) – *in preparation*

  → Effects of climate change on the inland waterway networks (ECCONET) – *completed*

  → Extreme weather impacts on European networks of transport (EWENT) – *completed*

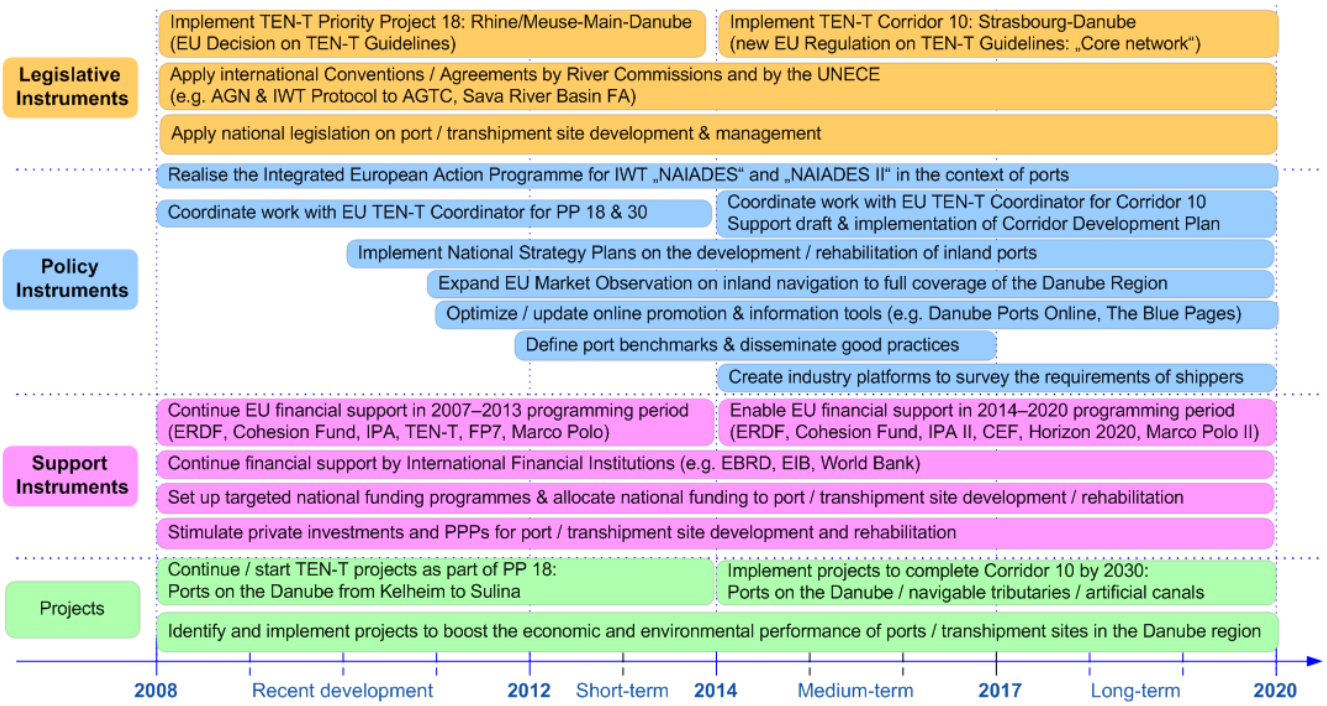
→ Management of weather events in the transport system (MOWE-IT) – *under implementation*

→ Improvement of the systems for navigation and topo-hydrographic measurements on the Danube River (Bulgaria) – *under implementation*

→ Set up of a support system for hydrographical works on the Danube in order to ensure minimal navigation depths (BORD) (Romania) – *under implementation*

→ Unification of the reference systems used in Romania and Bulgaria on the Danube river and introduction of the European systems – *in preparation; project received Letter of Recommendation*

(3) Ports & sustainable freight transport



- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."

- Target: "Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020."

- *Action*: "To develop ports in the Danube river basin into multimodal logistics centres."
  Key tasks: draft coordinated and harmonised development concept for multimodal ports; involve Danube countries and relevant stakeholders; elaborate or review national port development plans for integration into local and regional development strategies

- *Action*: "To promote sustainable freight transport in the Danube Region."
  Key tasks: establish intermodal interfaces (ports) especially between inland navigation and railway freight transport, thus helping increase multimodal freight transport

- List of projects associated with the actions – Ports in the Danube region:

  → Reconstruction of the port of Vukovar – New port East (Croatia) – *in preparation*

  → Construction of bulk cargo terminal in the Port of Osijek (Croatia) – *in preparation*

  → Building and reconstruction of the south quay - Phase I - in Port of Osijek (Croatia) – *in preparation*

  → Building and reconstruction of the south quay - Phase II - in Port of Osijek (Croatia) – *in preparation*

→ Rehabilitation and modernization of port infrastructure in the Port of Brăila (Romania) – *under implementation*

→ Rehabilitation and modernization of port infrastructure in the Port of Galaţi (Romania) – *under implementation*

→ Ro-Ro terminal in the Port of Galaţi (Romania) – *in preparation*

→ Bulk terminal in the Port of Galaţi (Romania) – *in preparation*

→ Rehabilitation and modernization of port infrastructure in the Port of Tulcea (Romania) – *in preparation*

→ Modernization of port infrastructure in the Port of Cernavodă (Romania) – *in preparation*

→ Modernization of port infrastructure in the Port of Călăraşi (Romania) – *in preparation*

→ Modernization of port infrastructure in the Port of Giurgiu (Romania) – *in preparation*

→ High-performance Green Port Giurgiu (Romania) – *in preparation; project received Letter of Recommendation*

→ Rehabilitation and development of port infrastructure in the Port of Oltenița (Romania) – *under implementation*

→ Modernization of port infrastructure in the Port of Calafat (Romania) – *under implementation*

→ Modernization of port infrastructure in the Port of Drobeta Turnu Severin (Romania) – *in preparation*

→ Modernization of port infrastructure in the Port of Moldova Veche (Romania) – *in preparation*

→ Completion of the North breakwater in the Port of Constanţa (Romania) – *under implementation*

→ Development of the railways capacity in the river-maritime area of the Port of Constanţa (Romania) – *under implementation*

→ Road bridge at km 0+540 of the Danube–Black Sea Canal and the works related to the road and access infrastructure for the Port of Constanţa (Romania) – *under implementation*

→ Constanţa South Bridge (Romania) – *in preparation*

- List of projects associated with the actions – Sustainable freight transport:

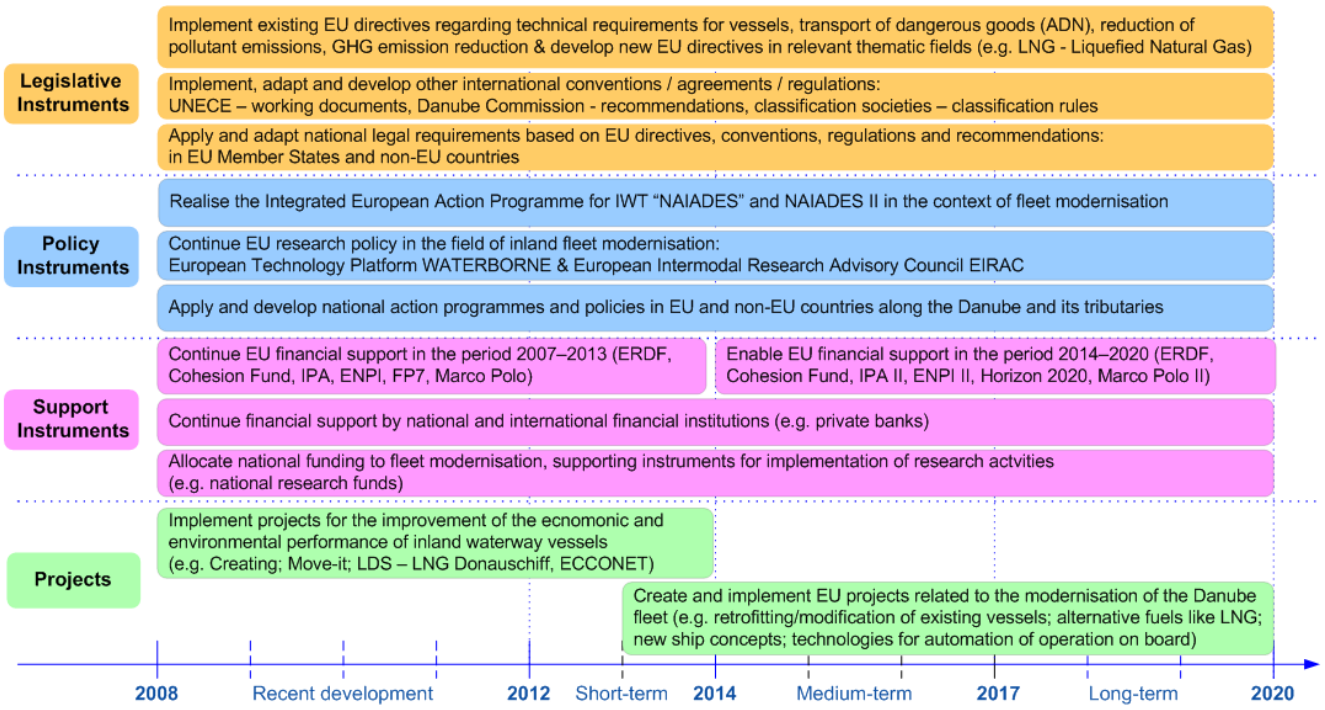
→ Green Danube Ports (GETUP) – *project rejected; project received Letter of Recommendation*

→ Danube Inland Harbour Development (DaHar) – *under implementation*

→ Upgrading of Inland Waterway and Sea Ports (INWAPO) – *under implementation*

→ Onshore automobile Ferry crossing complex Izmail – Tulcea (FLITUR) (Ukraine) – *in preparation*

(4) Fleet modernisation



- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."

- *Action*: "To modernise the Danube fleet in order to improve environmental and economic performance."
  Key tasks: improve environmental and economic performance of Danube navigation via innovation (vessels, engines, alternative fuels), fleet modernisation (incl. retrofitting), waste management and logistics operations; establish common approach for the modernisation of vessels

- List of projects associated with the action – Research and development:

  → Innovative Danube Vessel – *under implementation; pilot action to be implemented by PACs of PA 1a*

  → Development of a Next Generation European Inland Waterway Ship and Logistics System (NEWS) – *under implementation; project received Letter of Recommendation*

  → Green Inland Fleet (GrinFleet) – *project rejected; project received Letter of Recommendation*

  → Pollutant emissions reduction of IWT ships on the Danube Corridor (IDA) – *in preparation; project received Letter of Recommendation*

  → Modernisation of Vessels for Inland Waterway Freight Transport (MoVe IT!) – *under implementation*

  → LNG Masterplan for Rhine-Main-Danube – *in preparation*

- List of projects associated with the action – Waste management:

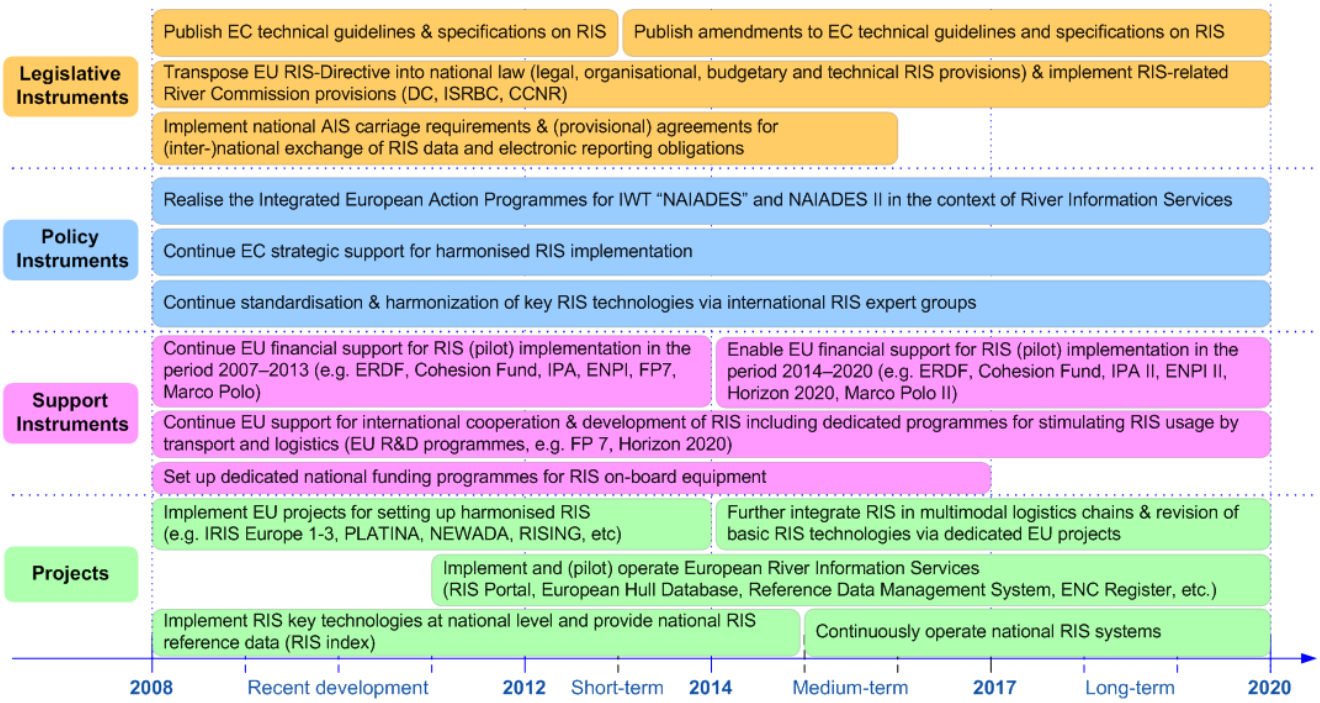
  → Convention for Waste Management for Inland Navigation on the Danube (CO-WANDA) – *under implementation; project received Letter of Recommendation*

  → System for ship-generated waste collection and processing in the maritime Danube ports (CODENAV) (Romania) – *under implementation*

  → Ship-generated waste collection and processing system and response in cases of pollution on the Danube sector managed by the CN APDF SA Giurgiu (Romania) – *under implementation*

  → Creation of integrated system of waste management from ships in the Ukrainian part of the Danube river – *definition phase*

(5) River Information Services (RIS)



- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."

- Target: "Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015."

- *Action*: "To implement harmonised River Information Services (RIS)."
  Key tasks: implement River Information Services along the entire Danube and on its main navigable tributaries and canals

- List of projects associated with the action – Harmonisation:

  → IRIS Europe 3 - Implementation of River Information Services in Europe – *under implementation*

- List of projects associated with the action – National implementations:

  → Implementation of River Information Services in Serbia – *completed*

  → Implementation of River Information System on the Bulgarian part of the Danube river (BULRIS) – *under implementation*

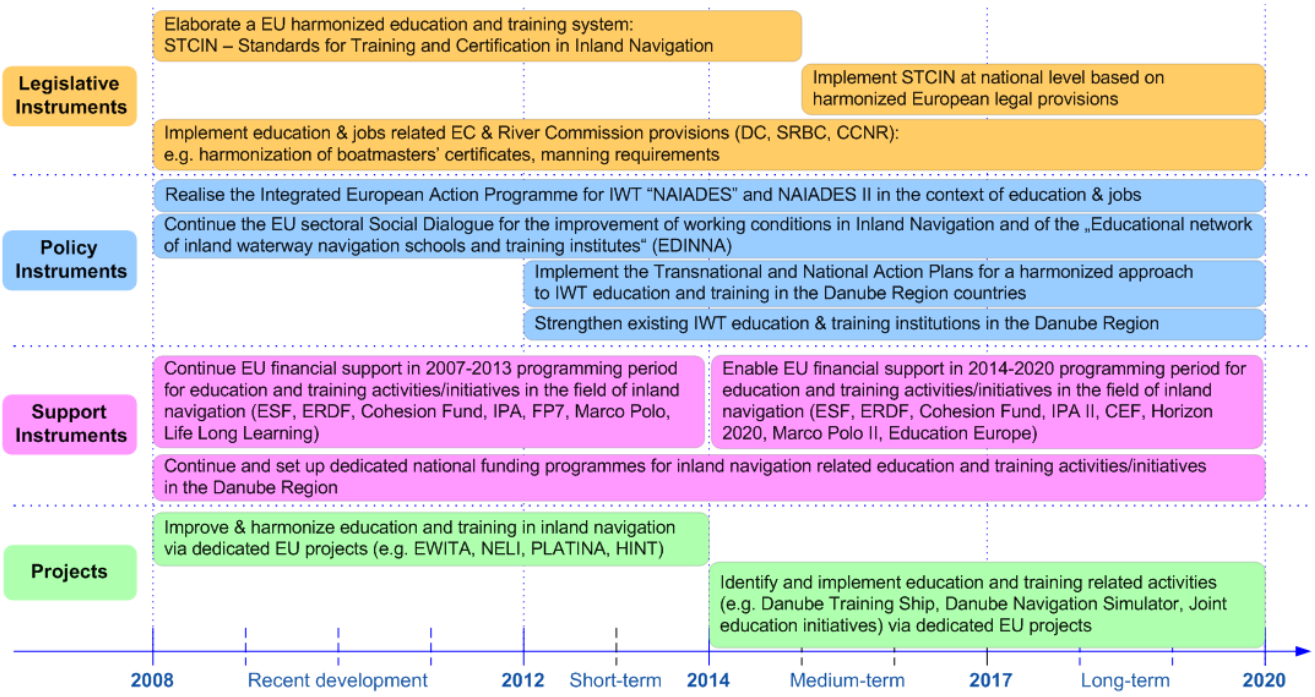
  → Vessel Traffic Management Information System – Phase 3 (Bulgaria) – *under implementation*

  → Traffic vessel management and information system on the Danube, Danube–Black Sea Canal and Poarta Alba–Midia Navodari Canal (RoRIS) (Romania) – *completed*

→ Creation of River Information Services on the Ukrainian part of the Danube River – *in preparation*

→ Full implementation of River Information Services on the Sava River Waterway (Croatia) – *in preparation*

(6) Education & jobs



- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."
- Target: "Solve the shortage of qualified personnel and harmonise education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures."
- *Action*: "To invest in education and jobs in the Danube navigation sector."
  Key tasks: attract and educate young people for the profession of Danube crewman; extend training and education opportunities in the Danube countries; create common education and training profiles; establish educational platforms and networks

- List of projects associated with the action:

  → Harmonized Inland Navigation Transport through Education and Information Technology (HINT) – *under implementation; project received Letter of Recommendation*

  → Attractive Employment in Danube Navigation – A roadmap to a sustainable and prospering Danube navigation system offering attractive jobs and working conditions for its employees – *in preparation*

  → Investments in education and training in the Ukraine – *in preparation*

  → Train for Ports – *project rejected; project received Letter of Recommendation*

(7) Inland waterway transport policies

- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."

- *Action*: "To coordinate national transport policies in the field of navigation in the Danube Basin."
  Key tasks: national administrations are called upon to pursue an active integration of inland waterway transport into their national transport strategies and policies, in a coordinated way

- *Action*: "To support the Danube Commission in finalising the process of reviewing the Belgrade Convention."
  Key tasks: the completion of the revision process would strengthen the role of the Danube Commission, also allowing the accession of the European Commission as Member

- List of projects associated with the actions:

  → Platform for the implementation of NAIADES (PLATINA) – *completed*

  → PLATINA II - Platform for the implementation of NAIADES – *under implementation*

  → Supporting EU's Freight Transport Logistics Action Plan on Green Corridors Issues (SuperGreen) – *completed*

  → Green Engineering for Challenges in Inland Navigation: The Danube Perspective (Green Chain) – *in preparation; project received Letter of Recommendation*

  → ProDuna - Establishment of the Hungarian IWT Promotion Centre (Hungary) – *under implementation*

(8) Administrative processes

- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."

- *Action*: "To promote sustainable freight transport in the Danube Region."
  Key tasks: establish intermodal interfaces (ports) especially between inland navigation and railway freight transport, thus helping increase multimodal freight transport

- List of projects associated with the actions:

  none identified or reported to date

Annex 2* - *Projects approved by the Steering Group (Letters of Recommendation)

For the five projects listed in this Annex a Letter of Recommendation was issued by the PACs on 09.11.2012, on 27.11.2012 and on 22.04.2013 respectively, following their approval during the 4th and 5th meeting of the Steering Group. The selection of these projects was accomplished on the basis of the "Criteria for Project Labelling" for PA 1a (see end of this Annex) which were established by the PACs and approved by the members of the Steering Group.

In addition to the five projects for which a Letter of Recommendation was issued, 85 projects have been reported to or identified by the PACs which are in line with the targets and/or actions of PA 1a. These projects are listed by title in Annex 1. The PACs are continuously collecting status information on these projects which in turn is made public by means of detailed data sheets available for download on PA 1a's website (www.danube-navigation.eu) under the "Projects" tab.

Name of the project	**Unification of the reference systems used in Romania and Bulgaria on the Danube river and introduction of the European systems**
Action(s) related	"To improve comprehensive waterway management of the Danube and its tributaries"
Countries involved	Romania, Bulgaria
Funding	750,000 EUR (indicative; 25% state budget and 75% European Regional Development Fund)
Stage of implementation	Under preparation; project proposal submitted to the January 2013 call of the Cross-Border Cooperation Programme Romania-Bulgaria 2007–2013
Description	Unification of geodetic and hydrographic reference systems used in Romania and Bulgaria on the Danube river and introduction of European systems (EVRF 2007), as currently different coordination and elevation systems are used by the two Danube riparian states who share a long common section of the Danube.
Involvement of the PACs	Letter of Recommendation issued on 9 November 2012; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a.
Next steps	After finalisation, the project will have a positive impact on the measurements done on the common Romanian-Bulgarian Danube stretch and on the river administration activities performed by the river administration from both countries, and for the water administration or other institutions, too. A new unique elevation system should be adopted for the Danube river and could become mandatory for all Danube countries.

Name of the project	River Training and Dredging Works on selected locations along the Danube River in Serbia
Action(s) related	"To invest in waterway infrastructure of the Danube and its tributaries and develop the interconnections"
Countries involved	Serbia
Funding	1,850,000 EUR (Instrument for Pre-Accession Assistance 2010)
Stage of implementation	Under implementation
Description	Critical sections on the Danube River in Serbia are identified in the Master Plan for IWW Transport in Serbia (2006). On those sections fairway parameters are not established in accordance to Danube Commission Recommendations. River training works are needed in order to achieve fairway parameters which would improve navigation conditions in terms of safety.
Involvement of the PACs	Letter of Recommendation issued on 27 November 2012; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a.
Next steps	Finalisation of the necessary designs and tender documentation for river training works on six critical sectors on the Danube River in Serbia between Bezdan and Belgrade, in order to start river training works and improve navigation safety conditions.

Name of the project	Train for Ports
Action(s) related	"To invest in education and jobs in the Danube navigation sector"; "To develop ports in the Danube river basin into multimodal logistics centres"; "To promote sustainable freight transport in the Danube Region"
Countries involved	Germany, Romania, The Netherlands
Funding	1,500,000 EUR (indicative; 100% 7th Framework Programme)
Stage of implementation	Under preparation; project proposal submitted to the FP7 call FP7-TRANSPORT-2013-MOVE-1 (SST.2013.6-2. Towards a competitive and resource efficient port transport system)
Description	The main goal of the project is to establish a mutually recognisable framework on the training of port workers in different fields of port activities. The project should identify anticipated human resource demand profiles, skills and training needs for EU ports in the 2030 horizon. It should facilitate consensus building on the next steps that need to be made in accomplishing the objectives of a sustainable and efficient EU port system.

Involvement of the PACs	Letter of Recommendation issued on 9 November 2012; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a. Members of the Danube Region Strategy SCOM will be invited to the meetings of the high-level advisory commission of the project.
Next steps	Analysis of status quo of formal and informal education and training with respect to port activities; Future challenges and demands with respect to the education and training of port workers; Roadmap for a European Port Training Policy.

Name of the project	**High-performance Green Port Giurgiu**
Action(s) related	"To develop ports in the Danube river basin into multimodal logistics centres"; "To promote sustainable freight transport in the Danube Region"
Countries involved	Romania
Funding	16,872,500 EUR (50% TEN-T; 35% private funds; 15% regional funds)
Stage of implementation	Under preparation; project proposal submitted to the TEN-T 2012 Multi-Annual work programme Priority Projects (PP) Call
Description	The project will develop the Municipal Port of Giurgiu (Romania) into a high-performance, energy-efficient and environmentally friendly inland port which fulfils the service requirements of nowadays manufacturing industry.
Involvement of the PACs	Letter of Recommendation issued on 22 April 2013; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a.
Next steps	The project could be used to prepare a dedicated transnational development strategy for the Danube ports together with long-term Action Plans as part of the future EU regional & economic development policy. The development of such a Danube Port Development Strategy was proposed by Pro Danube International and welcomed by many stakeholders at the Working Groups meeting of the EUSDR.

Name of the project	**Feasibility Study "Recreational Navigation on the Morava River" (MreNa)**
Action(s) related	"To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections"

Countries involved	Slovakia, Austria
Funding	318,226 EUR (indicative; 15% state budget; 85% European Regional Development Fund)
Stage of implementation	Under implementation; project funded under the Cross-Border Cooperation Programme Slovakia-Austria 2007–2013.
Description	Feasibility study on technically, environmentally, legislatively and economically acceptable options to increase the tourist attractiveness of the Slovakian-Czech-Austrian cross-border region through the development of recreational navigation on the Morava river, a tributary of the Danube.
Involvement of the PACs	Letter of Recommendation issued on 22 April 2013; involvement of project leader in Working Groups of PA 1a (including reporting and discussions on the project's progress), monitoring of project's progress by means of a data sheet which will be updated on a regular basis and made available online on the website of PA 1a.
Next steps	To develop water tourism (recreational navigation), inter alia, by designing of the relevant fairway conditions.

Criteria for Project Labelling

Priority Area 1a – To improve mobility and multimodality: Inland waterways

Preamble

The criteria specified below shall be the basis to evaluate project proposals which have been submitted by means of a Project Data Sheet (cf. Addendum B) to the Coordinators of PA 1a of the European Union Strategy for the Danube Region (EUSDR).

Having regard to the provisions concerning the factors to be considered for identifying EUSDR actions and projects as stipulated in the

- Communication from the European Commission on the European Union Strategy for the Danube Region[1] and the
- Action Plan accompanying the Communication on the European Union Strategy for the Danube Region[2],

the Steering Group for Priority Area 1a will decide if the project under consideration will contribute to the implementation of Priority Area 1a of the EUSDR and shall thus receive a Letter of Recommendation.

Criteria for labelling a project and to issue a Letter of Recommendation

1. **The project complies with any of the targets and/or the corresponding actions established for Priority Area 1a of the Danube Region Strategy and demonstrates added value for this Priority Area.**
2. **The project has an impact on the macro-region or a significant part of it, which can derive from regional and local activities as well.**
3. **The major part of the project, its activities or its related impacts are located in the Danube region.**
4. **A proposal for the project must be ready for submission or must have been submitted to a specific call of a relevant funding scheme (reference to the call will be made in the Letter of Recommendation)[3].**

Notes:

1. Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: European Union Strategy for the Danube Region, COM(2010) 715 final
2. Commission Staff Working Document: Action Plan Accompanying document to the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: European Union Strategy for the Danube Region, SEC(2010) 1489 final
3. This requirement does not apply to projects included in national Operational Programmes and for projects solely funded by financial institutions.

<u>Annex 3</u> – Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries (Luxembourg Declaration)

Declaration

on effective waterway infrastructure maintenance on the Danube and its navigable tributaries

Danube Ministers Meeting

Luxembourg
7 June 2012

We, the Ministers and Heads of Delegations responsible for Transport from the Republic of Austria, the Republic of Bulgaria, the Republic of Croatia, the Federal Republic of Germany, Hungary, the Republic of Moldova, Romania, the Slovak Republic met on 7 June 2012 in Luxembourg and reached the following understanding:

Having regard to the Europe 2020 strategy for smart, sustainable and inclusive growth, the European Union Strategy for the Danube Region (hereafter referred to as "the Strategy"), and the White Paper 2011 "Roadmap to a Single European Transport Area";

Taking into account the Convention regarding the regime of navigation on the Danube (Belgrade Convention) which stipulates that "the Danube riparian States undertake to maintain their sections of the Danube in a navigable condition for river-going and, on the appropriate sections, for sea-going vessels, to carry out the works necessary for the maintenance and improvement, of navigation conditions and not to obstruct or hinder navigation on the navigable channels of the Danube" (Art. 3);

Bearing in mind the interdependency of all related policy areas such as transport, environment and sustainable development of the Danube Region.

Considering the importance of inland waterway transport for the development of the European economy, in particular the Danube and its navigable tributaries as part of the Trans-European Transport Networks;

Having regard to the Strategy and the related targets aimed at increasing the cargo transport on the river by 20% by 2020 and establishing effective waterway infrastructure management by 2015;

Recognizing the challenges presented by low water periods and further risks due to climate change and that a well-maintained fairway is a prerequisite for smooth, safe and cost-effective inland waterway transport, especially in low-water periods and that maintenance of waterways requires substantial resources from respective countries;

Acknowledging the need for urgent and immediate action in the field of fairway maintenance;

COMMIT to:

ENSURE the execution of the regular fairway maintenance work on the Danube and its tributaries providing financial means and applying sustainable and effective methods of river training works as well as deploying adequate equipment (e.g.: signaling equipment, surveying vessels, water gauges and aids to navigation) and highly skilled personnel for:

- Surveying of the fairway on a regular basis
- Effective methods of dredging of the fairway in shallow sections to ensure a good navigation status
- Signaling of the fairway

MAINTAIN adequate fairway parameters for a good navigation status according to the provisions of: the Belgrade Convention and – for those countries who have ratified it – the AGN, while respecting the international obligation relating to the protection of environment when taking the above mentioned measures;

INSTALL, as early as 2013, the necessary national and cross-border coordination procedures in order to implement effective response actions, in extraordinary circumstances (low water, ice, floods), to re-establish the optimum and safe navigation conditions;

ENSURE continuous communication on the up-dated fairway situation, in particular fairway depth and width data in shallow sections, via the national administrations respectively River Information Services providers to inform the waterway users (e.g. by web portals, Notices to Skippers, on-line communications etc.);

MONITOR the implementation of the above actions through a common regular monitoring and reporting mechanism in the framework of the priority area "Inland waterways" of the Strategy, which includes coordination with the Danube Commission. The signatory countries will compile national reports on an annual basis and forward them to the coordinators of the priority area, who will draft a consolidated report. This report will be submitted to the European Commission (in the context of the annual reporting on the Strategy implementation and to the European TEN-T Coordinator responsible for the Danube Corridor).

USE the working group on waterway management of priority area "Inland Waterways" of the Strategy as a sustainable dialogue platform between the waterway administrations, the Danube Commission and the relevant public and private stakeholders;

MEET once a year or as necessary to follow-up on the present conclusions and make sure that they are implemented as agreed.

Signatures

For the Republic of Austria

Minister Doris Bures, Federal Ministry for Transport, Innovation and Technology

For the Republic of Bulgaria

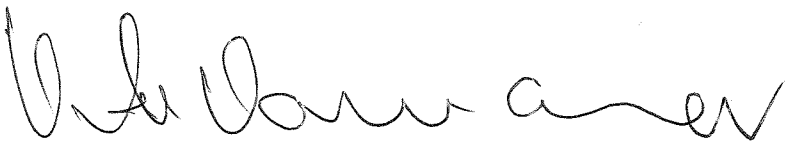
Minister Ivaylo Moskovski, Ministry of Transport, Information Technology and Communications

For the Republic of Croatia

Minister Siniša Hajdaš Dončić, Ministry of Maritime Affairs, Transport and Infrastructure

For the Federal Republic of Germany

Minister Peter Ramsauer, Federal Ministry of Transport, Building and Urban Development



For Hungary

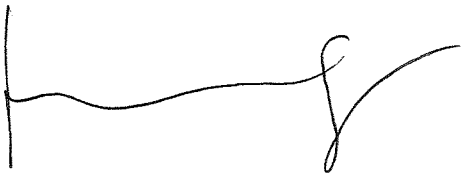
Minister of State Pál Völner, Minister for Infrastructure, Ministry for National Development

For the Republic of Moldova

Minister Anatol Salaru, Ministry of Transport and Road Infrastructure

For Romania

State Secretary Valentin Preda, Ministry of Transport and Infrastructure

For the Slovak Republic 

Minister Ján Počiatek, Ministry of Transport, Construction and Regional Development of the Slovak Republic

Annex 4* – *Report on implementing the actions foreseen in the 2012 Luxembourg Declaration on effective waterway infrastructure maintenance

According to the "Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries" which was signed at the Danube Ministers Meeting on 7 June 2012 in Luxembourg (cf. Annex 3), the implementation of the actions foreseen in the Declaration shall be monitored through a common regular monitoring and reporting mechanism in the framework of Priority Area 1a (PA 1a) on inland waterways of the EU Danube Region Strategy (EUSDR).

Accordingly, the Joint Technical Secretariat of the Priority Area Coordinators has drafted a "Questionnaire on effective waterway infrastructure maintenance" in order to enable Danube riparian states to provide specific information on the execution of regular fairway maintenance works as agreed on in the Declaration, which are:

- Surveying of the fairway on a regular basis
- Effective methods of dredging of the fairway in shallow sections to ensure a good navigation status
- Signalling of the fairway

In line with the actions foreseen in the Declaration, the Questionnaire is structured in five sections:

(1) Riverbed surveying (frequency, location, equipment, costs)

(2) Dredging of problematic areas (frequency, location, equipment, costs)

(3) Signalling of the fairway (frequency, location, type, costs)

(4) Information to the users of the waterway (type, frequency, media used) and

(5) Procedures in extraordinary circumstances (type of circumstance, status).

The Danube and Sava riparian countries were asked to provide the respective information for a short-term (years 2012 and 2013) and mid-term horizon (2014) for their country in two rounds of data collection which took place in autumn 2012 and in spring 2013. Each time, the Questionnaire was sent in parallel to the official nominees to the Steering Group of PA 1a, the national organisations or authorities responsible for waterway maintenance as well as to the national project coordinators of the *NEWADA duo* project, which has a work package on "integrated waterway management" and which will cover the main work on the "Waterway Maintenance Master Plan for the Danube" foreseen by the Steering Group of PA 1a (cf. section 2 "Progress by target" of this report).

To date, responses on the questionnaire have been received from all Danube and Sava riparian states, even from those states which have not yet signed the Declaration, i.e. Hungary and Ukraine. Respondents thus include Germany, Austria, Slovakia, Hungary, Croatia, Bosnia & Herzegovina, Serbia, Romania, Bulgaria, Moldova and Ukraine.

In the following, the consolidated data received on the years 2012 to 2014 are reproduced.

UKRAINE

Data received: 2013-04-12

1) Riverbed surveying	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: Multibeam sonar soundings procedures on the fairway of the Ukrainian part of the Danube – Jul – Sept. 2012; Soundings procedures on the Bistre branch approach channel – Jan - March, Oct. – Dec. 2012.	**Frequency:** Some parts of the Danube (soundings procedures, Oct. – Dec. 2013); Soundings procedures on the Bistre branch approach channel (Jan - March, Oct. – Dec. 2013).
Location(s): 10-11km, 31-32km, 35-38km, 46-53km, 61-63km, 65-68km, 72-74km. The navigation area of the Danube from Izmail to Danube's debouch into the Black Sea via Kilia, Starostambulski and Bistre branches (Multibeam sonar soundings procedures) 72 miles - 44 miles / 116 km - 0 km. Sea approach channel of the Bistre branch.	**Location(s):** Same sections. Depth sounding on the fairway of the Bistre branch (0 - 10 km), Starostambulski branch (10 - 18 km), CSP Reni (70 mile) CSP Ismail (90 km); Sea approach channel of the Bistre mouth. Depth sounding.
Equipment: Large hydrographic boat "O. Solodunov", small hydrographic boats. Multi-beam sonar sounder system SeaBat 7101 Reson, mono-beam echo sounder systems Sonar Simrad EA 400P and Bathy-500DF	**Equipment:** Large hydrographic boat "O. Solodunov", small hydrographic boats. Multi-beam echo sounder system SeaBat 7101 Reson (and «SeaBat 7125» if needed), mono-beam echo sounder systems Sonar Simrad EA 400P and Bathy-500DF

Costs: Approx. 50 thous EUR	**Costs:** Approx. 50 thous EUR
2) Dredging of problematic areas	
Measures taken in 2012	**Measures foreseen for 2013**
Dredging measures of the problem areas of the Danube (river section of the deepwater fairway Danube - Black Sea, Kilia firth) in 2012 have not been taken. Only the operational dredging measures on marine approach channel of the Bistre firth in order to maintain the foreseen passport depths.	Dredging measures in the run-up to low-water periods foreseen for 2013 within the boundaries of the fairway are not foreseen?
3) Signalling of the fairway	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: Over the year	**Frequency:** Over the year
Location(s): Ukrainian part of the Danube starting from Reni city and up to Danube's debouch into the Black Sea via Kilia, Starostambulski and Bistre branches: 72 - 44 mile / 116 - 0 km. All over the Ukrainian part of the Danube different types of navigational equipment is been installed and maintained in perfect condition in accordance with the requirements of the Instruction for installation of signs of fairway buoyage and marking system on the Danube of the Danube Commission.	**Location(s):** Ukrainian part of the Danube starting from Reni city and up to Danube's debouch into the Black Sea via Kilia, Starostambulski and Bistre branches: 72 - 44 mile / 116 - 0 km. Maintenance of different types of navigational equipment all over the Ukrainian part of the Danube in accordance with the requirements of the Instruction for installation of signs of fairway buoyage and marking system on the Danube of the Danube Commission.

Type: Installation and maintenance in perfect working condition for the relevant regulation of the vessels navigation process, on-shore and floating navigational equipment: luminous markers (33), kilometer markers (186), information signs (128), luminous navigational signs (58).	**Type:** Maintenance in perfect working condition for the relevant regulation of the vessels navigation process, on-shore and floating navigational equipment: luminous markers (33), kilometer markers (186), information signs (128), luminous navigational signs (58). Installation of the new equipment.
Costs: Approx. 90 thous. EUR	**Costs:** Approx. 90 thous. EUR
4) Information to the users of the waterway	
Measures taken in 2012	**Measures foreseen for 2013**
Type: Within the adoption of the RIS on Ukrainian inland waterways for the trial operation process in December 2012 the next information was published: - water levels on the main hydrological centers of the Ukrainian section of the Danube: Vilkovo Ismail, Reni; - weather forecasts and storm warnings which may affect the Ukrainian part of the Danube River; Also the information on the depths, detected navigational hazards, working order of relevant navigation equipment has been published.	**Type:** Within the trial operation process adoption of the RIS on Ukrainian inland waterways the next information is planned to be published daily: - water levels on the main hydrological centers of the Ukrainian section of the Danube: Vilkovo Ismail, Reni; - weather forecasts and storm warnings which may affect the Ukrainian part of the Danube River; - Ukrainian part of the Danube's fairway dimensions. Also the same type of information on the depths, detected navigational hazards, working order of relevant navigation equipment will be published.
Frequency: The information on water levels on the main hydrological centers of the Ukrainian section of the Danube, weather forecasts and storm warnings which may affect the Ukrainian part of the Danube River has been published daily. The information on the depths, detected navigational hazards, working order of relevant navigation equipment has been published in case of	**Frequency:** The information on water levels on the main hydrological centers of the Ukrainian section of the Danube, weather forecasts and storm warnings which may affect the Ukrainian part of the Danube River, as well as Ukrainian part of the Danube's fairway dimensions will be published daily. The information on the depths, detected navigational hazards, working order of relevant navigation equipment will be published in case of detecting

detecting changes in the navigation environment.	changes in the navigation environment.
Media: The information on water levels on the main hydrological centers of the Ukrainian section of the Danube, weather forecasts and storm warnings which may affect the Ukrainian part of the Danube River has been published daily on the official website of the RIS on Ukrainian inland waterways (http://ukrris.com.ua/) in terms of notices to skippers (NtoS) at (http://ukrris.com.ua/ris/notices/ search / index.php) Notices to Ukrainian mariners and skippers, navigational warnings were published via NAVTEX system.	**Media:** The information on water levels on the main hydrological centers of the Ukrainian section of the Danube, weather forecasts and storm warnings which may affect the Ukrainian part of the Danube River has been published daily on the official website of the RIS on Ukrainian inland waterways (http://ukrris.com.ua/) in terms of notices to skippers (NtoS) at (http://ukrris.com.ua/ris/notices/ search / index.php) and at the newsletter page of the web-site (http://ukrris.com.ua/ris/fairway/reports/inforeport/index.php) Notices to Ukrainian mariners and skippers, navigational warnings also will be published via NAVTEX system.

5) Procedures in extraordinary circumstances

Measures taken in 2012	Measures foreseen for 2013
Type of circumstance: Currently effective response actions are provided for low water, heavy snowmelt, ice flows, floods, freshets etc.	**Implementation:** In 2013 the mentioned "Plan of measures to control the preparation for ice drift, floods and freshets for 2013" (approved by the State Inspectorate of Ukraine for Maritime and Inland Water Transport Safety order #55 on 14.02.2013 "On monitoring the preparations for ice flows, floods and freshets in 2013").
Status: In order to avoid bad floods, ice drift and freshets effects, to prevent from emergency situations during the low water, ice, floods, freshets and to improve accurate dynamic response, the relevant "Plan of measures to control the preparation for ice drift, floods and freshets in 2013" was developed (hereinafter - Plan). For diligent implementation of the mentioned Plan, different sea and river transport enterprises and institutions are been attracted in order to create build operational headquarters, which provide the accurate management and control over the relevant measures and for the 24-hour alert during the ice drift, floods and freshets.	

During the inspections of seaports on their readiness for the autumn-winter 2012-2013 period, special attention was devoted to the fleet condition and readiness for rescue operations performance. In order to ensure the navigation safety and to increase the efficiency of search and rescue operations, the relevant maritime and river transport enterprises and institutions were equipped with accurate ice-class tug-boats (1 tug-boat for the Ukrainian part of the Danube with capacity of 5000 hp and a vessel-draft of 3.5 meters). The Danube Basin Organisation for Water Resources Management provides constant control over the technical condition of water-control constructions, culverts, seawalls and analysis of the open water indexes. SE "Ukrvodshlyakh" provides continuous monitoring of hydrological conditions in Danude river basin, especially in particular areas which may suffer harmful effects of floods and freshets. Moreover, Ministry of Infrastructure of Ukraine, State Inspectorate of Ukraine for Maritime and Inland Water Transport Safety, SE "Maritime Security Agency", State Water Resources Agency and the State Emergency Service of Ukraine cooperate on regular basis in the field of exchange of the accurate information on hydrological conditions of Danube, other rivers and reservoirs during heavy snowmelt, floods and ice flows.	

Any other information you would like to provide:

SLOVAKIA

Data received: 2012-10-10; 1st update received: 2013-03-28

1) Riverbed measurement	
Measures taken in the year 2012	**Measures planned in the year 2013 and 2014**
Frequency: Riverbed was measured annually, each stretches are rotated between Slovak and Hungarian side	**Frequency:** Riverbed was measured annually, each stretches are rotated between Slovak and Hungarian side. During the year 2014 will be based on the measurements, that are enclosed with each other country. The idea is to focus on an annual basis the entire flow, while specific sub-sections are rotated at yearly intervals.
Emplacement: - rkm 1750,0 - 1708,0 - rkm 1880,2 - 1853,0	**Emplacement:** 2013: - rkm 1811,000 – 1750,000 - rkm 1880,000 - 1853,000 2014: - rkm 1750,000 - 1708,000 - rkm 1880,200 - 1853,000
Equipment: To measure was used a specialized vessel, single.	**Equipment:** To measure is used a specialized vessel, single.
Costs: 91.300 Euros.	**Costs:** Estimated costs achieve approximately 100 thousand Euros in 2013 + 2014.

2 Dredging of bottlenecks	
Measures taken in the year 2012	**Measures planned in the year 2013 and 2014**
Frequency: Dredging in the fairway of Danube water way was from April to December 2012.	**Proactive measures:** Dredging in the fairway of Danube water way was not realized to March 31th, 2013. Range and location of dredging for the year 2013 will be known after Regulatory dredging project approving approximately date – April 2014. Range and location of dredging for the year 2014 will be known after Regulatory dredging project approving.
Emplacement: Dredging localizations in the year 2012: - rkm 1865,00 – 1864,200 from April to September - Hrušov reservoir, rkm 34.2 – 31.30 from May to December - rkm 1790,00 – 1788,45 from August to September - rkm 1725,80 – 1724,70 from September to October - rkm 1732,55 – 1732,15 in November - rkm 1779,80 – 1789,10 in November	
Equipment: To ford dredging were used : -KDB 500 Podbansko -KDB 160 Vtáčnik -KDB 160 Turiec -KDE Branisko -KDE Šariš -Mep 120	**Equipment:** To ford dredging will be used : -KDB 500 Podbansko -KDB 160 Vtáčnik -KDB 160 Turiec -KDE Branisko -KDE Šariš -Mep 120 In the year 2014 will be used for the most part the same mechanisms. The new additional technics we don't have.

Costs: 1.358.000 Euros.	**Costs:** 2013: Approximately 750.000 Euros. For the year 2014 is expected budget i.e. 750.000 Euros.
3) Staking (Signalling) of fairway	
Measures taken in the year 2012	**Measures planned in the year 2013 and 2014**
Frequency: Staking (Signalling) of fairway was carried out by staking vessels for 2 days in every week, control of coastal and floating navigation features and navigation control signaling on bridges was doing generally 1 x per week throughout the year	**Frequency:** 2013: Staking (Signalling) of fairway is carried out by staking vessels for 2 days in every week, control of coastal navigation features and navigation control signaling on bridges is doing generally 1 x per week throughout the year. In 2014 the frequency of fairway staking will be the same as in 2013.
Emplacement: The setting (Signalling) of Danube fairway was realized on Danube stretch rkm 1873 – 1791, coastal navigation features on the left bank of Danube rkm 1880.2 – 1708, on the right bank of Danube from rkm 1873 – 1811 and also navigational staking of bridges: The Lafranconi bridge, The SNP bridge, The Old bridge, The port bridge, The Medvedov bridge and Komarno railway bridge	**Emplacement:** For 2013 and 2014, the setting (Signalling) of Danube fairway is realized on Danube stretches: - r.km 2880,260 - 1810,000, - r.km 1791,000 – 1708,200 Coastal navigation features on the left bank of Danube rkm 1880.260 – 1708,200, on the right bank of Danube from rkm 1872,700 – 1811,000. Navigational staking of bridges: The Lafranconi bridge, The SNP bridge, The Old bridge, The port bridge, The Medvedov bridge and Komarno railway bridge
Type: Staking (Signalling) vessels control condition and location of the floating signs, in case of loss or damage were exchanged for new, control the functionality of illuminating characters exchange damaged mechanisms and empty batteries. The purpose the staking (signaling) of fairway was checking the location and navigation signs under the current Project of staking (signaling), re-	**Type:** 2013: Staking (Signalling) vessels control condition and location of the floating signs, in case of loss or damage are exchanged for new, control the functionality of illuminating characters exchange damaged mechanisms and empty batteries. The purpose the staking (signaling) of fairway is checking the location and navigation signs under the current Project of staking (signaling), re-staking (re-signalling) of fairway after regulatory dredging, re-

staking (re-signalling) of fairway after regulatory dredging, re-measure of fairway depth, alternatively reporting new fords. Coastal features were also checked, defective were exchanged, on bridges are mainly cares for the functionality of night signaling.	measure of fairway depth, alternatively reporting new fords. Coastal features are also checked, defective are exchanged, on bridges are mainly cares for the functionality of night signaling. In 2014 will be the staking (signaling) in the section carried out by the same activities as in 2013.
Costs: 387.000 Euros.	**Costs:** The costs for staking (signaling) of fairway (Center Operations of waterways) for 2013 are 400.000 Euros. To September 30th, 2012, were the costs for staking (signaling) 370 thousands Euros. Planned budget for 2014 will be approximately the same i.e. 400.000 Euros

4) Information for waterway users

Measures taken in the year 2012	Measures planned in the year 2013 and 2014
Type: For some fords (shallow sections) and bottlenecks was given the following: - stationing - width and length of ford (shallow sections) - water depth in ford (shallow sections) - water level in the relevant water gauging station Information about fords (shallow sections) provided the administrator of waterway daily to State Navigation Administration, which were available for vessels operators.	**Type:** 2013: For some fords (shallow sections) and bottlenecks is given the following: - stationing - width and length of ford (shallow sections) - water depth in ford (shallow sections) - water level in the relevant water gauging station Information about fords (shallow sections) provides the administrator of waterway daily to State Navigation Administration, which are available for vessels operators. The same information will be published in 2014, any new information will be published.

Frequency: Information about ford sections (shallow sections) were published every day In connection with the limited depth the “Navigation measures” have not yet issued in 2012	**Frequency:** 2013: Information about ford sections (shallow sections) were published every day. Information about ford sections (shallow sections) will be published every day in 2014.
Media: Summary reports about fords (shallow sections) daily processes and forwards by the Water management dispatching Bratislava (by e-mail or fax) for each branch of the State Navigation Administration and also of Slovak Water Management Enterprise, branch Bratislava. State Navigation Administration informed about these facts to skippers. If the “Navigation measures” were issued, than as Notices to Skippers within the River Information Services.	**Media:** 2013: Summary reports about fords (shallow sections) daily processes and forwards by the Water management dispatching Bratislava (by e-mail or fax) for each branch of the State Navigation Administration and also of Slovak Water Management Enterprise, branch Bratislava. State Navigation Administration inform about these facts to skippers. If the “Navigation measures” were issued, than as Notices to Skippers within the River Information Services. It is expected that this system of informing about ford (shallow) sections will be used also in 2014 If the “Navigation measures” will be published as Notices to Skippers.

5) Procedures for Exceptional Circumstances

Measures taken in the year 2012	Measures planned in the year 2013 and 2014
Type of circumstances: Ice, floods, navigation accident and immediate threats of safe navigation	**Implementation :** 2013: Ongoing implementation of project CARES in corporation with HZ SR (Fire Force of the Slovak republic) and Austrian partner. Reaction activities are within national coordination controlled (managed) by Integrated Rescue System. 2014: Nationally within the Integrated Rescue System and internationally within the project CARES.
State: Ongoing implementation of project CARES in corporation with HZ SR (Fire Force of the Slovak republic) and Austrian partner. Reaction activities were within national coordination controlled (managed) by Intagrated Rescue System.	

Other information, that you want provide:

SERBIA

Data received: 2012-10-10; 1st update received: 2013-04-09

1) Riverbed surveying	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: Hydrographic survey campaign lasted from May until the end of October 2012. In total, 301 km of the Danube River have been surveyed, each cross section once.	**Frequency:** Hydrographic survey campaign in 2013 will last from May until October. In total, 301 km of the Danube River will be surveyed.
Location(s): The following stretch of the Danube River have been surveyed: • rkm 1433–1295, cross sections on every 1 km • rkm 1295-1132, cross sections on every 200 m • Apatin critical sector, 1407-1400, on every 50m • Susek critical setor, 1287-1281, on every 50m • Futog critical setor, rkm 1267.4-1261.6, on every 50 m • Arankina Ada critical setor, rkm 1247-1244.8, on every 50 m • Cortanovci critical setor, rkm 1241.6-1235, on every 50 m • Beska critical setor, rkm 1232-1226.6, on every 50 m • Preliv critical setor, rkm 1207-1195, on every 50 m	**Location(s):** The following stretch of the Danube River have been surveyed: • rkm 1433-1132, cross sections on every 200 m • Depending on the situation, some of the critical sectors will be surveyed additionally.

Equipment: Hydrographic survey has been performed with the speed boat equipped with single beam.	**Equipment:** The same equipment will be used in 2013. No additional equipment is planned for 2013. For 2014 it is planned to acquire one more vessel for hydrographic survey.
Costs: The total annual costs of the surveying activities in Serbia, including surveying of the Danube, Sava, and Tisza Rivers, are EUR 150.000. This sum includes human resources, technical resources, and allocated common costs.	**Costs:** The planned budget for 2013 is at the same level as it was for 2012. Costs for 2014 will increase if the new vessel for hydrographic survey is acquired.
2) Dredging of problematic areas	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: Dredging activities within the boundaries of the fairway have not been performed in 2012, due to lack of financial resources. The project "Preparation of documentation for River Training and Dredging Works on Selected Locations along the Danube River" is currently under the implementation. This project should contribute to the long-term sustainable elimination of navigational bottlenecks on the Danube River.	**Proactive measures:** Dredging activities within the boundaries of the fairway in 2013 will depend on availability of financial resources. The project "Preparation of documentation for River Training and Dredging Works on Selected Locations along the Danube River" will be finalized in 2013. The final output of the project will be main designs and tender documentation for works on 6 critical sectors on the Danube River, as well as for the supervision and monitoring of the works.
Location(s): N/A	
Equipment: N/A	**Equipment:** N/A
Costs: N/A	**Costs:** N/A

3) Signalling of the fairway	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: Continuous monitoring and maintenance of marking system is being performed by regional filed offices.	**Frequency:** Continuous monitoring and maintenance of the marking system will be performed by regional filed offices.
Location(s): Km 1433 – km 845 (the whole Danube River in Serbia)	**Location(s):** Km 1433 – km 845 (the whole Danube River in Serbia)
Type: Most of the activities were taken on floating signs, for the purpose of fairway realignment at the critical sectors.	**Type:** Most of the activities will be taken on floating signs, for the purpose of fairway realignment at the critical sectors.
Costs: Total costs of marking activities on the Danube River are 450,000 EUR, including human and technical resources, as well as allocated common costs.	**Costs:** Total costs of marking activities on the Danube River will be in the range of 450,000 EUR, including human and technical resources, as well as allocated common costs.
4) Information to the users of the waterway	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Type: Information on available fairway parameters at the critical sectors (depth and width) during the low water period in 2012, including information on adjusted marking system, were published on weekly basis at the Plovput's web site. River information services are under the implementation, and will be fully deployed in Serbia at the beginning of 2013.	**Type:** Information on available fairway parameters at the critical sectors (depth and width) during the low water period, including information on adjusted marking system, will be published on weekly basis at the Plovput's web site in 2013. River information services are fully operational and available for all users as of March 2013.

Frequency: The frequency of information publishing depends on the navigation conditions. Mostly, this information is being updated on weekly basis.	**Frequency:** No change in 2013 in foreseen.
Media: Plovput's web site (www.plovput.gov.rs), electronic newsletters, Notices to Skippers	**Media:** Plovput's web site (www.plovput.gov.rs), electronic newsletters, Notices to Skippers

5) Procedures in extraordinary circumstances	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Type of circumstance: Procedures for effective response actions in extraordinary circumstances which are affecting navigation (low water, ice, floods) exist in Serbia.	**Implementation:**
Status: The Declaration is signed by the Serbian Government.	

Any other information you would like to provide:

ROMANIA

Data received: 2012-10-10; 1st update received: 2013-04-05

1) Riverbed surveying	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: The topo-hydrographic surveys include data collection, systematisation and processing for the monitoring of the evolution of the hydrolographical situation on the Danube Surveys are carried out monthly or weekly (depending on the evolution of the Danube waters level) Measurements on Maritime Danube - Sulina Bar - km 175 (Braila) Measurements on river sector of the Danube – km 175 (Braila) – km 1075 (Bazias)	**Frequency:** Topo-hydrographic surveys are carried-out monthly or weekly (depending on the evolution of water levels) Measurements on Maritime Danube - Sulina Bar - km 175 (Braila) Measurements on river sector of the Danube – km 175 (Braila) – km 1075 (Bazias)
Location(s): MARITIME DANUBE 1. Sulina Bar Hm 77 – Hm 90 2. Rostock Wreck Mm 30 – Mm 31 3. Tulcea upstrem Mm 40 – Mm 41 4. Tatanir Chilia Branch Km 75 – Km 76 5. Isaccea upstream Mm 56 – Mm 58 6. Reni downstream Mm 61 – Mm 63 7. Prut upstream Mm 73 – Mm 74	**Location(s):** MARITIME DANUBE 1. Sulina Bar Hm 77 – Hm 90 2. Rostock Wreck Mm 30 – Mm 31 3. Tulcea upstream Mm 40 – Mm 41 4. Tatanir Chilia Branch Km 75 – Km 76 5. Isaccea upstream Mm 56 – Mm 58 6. Reni downstream Mm 61 – Mm 63 7. Prut upstream Mm 73 – Mm 74

8. Galaţi Km 153 – Km 155 9. Ada Marinescu Sf. Gheorghe Branch Km 101 – Km 103 RIVER DANUBE 1. Giurgeni Vadu – Oii Km 242 – Km 245 2. Hârşova Km 250 – Km 252 3. Albăneşti Km 275 – Km 276 4. Capidava Km 279 – Km 281+500 5. Seimeni between islands Km 288 – Km 291 6. Cernavodă Km 296 – Km 297 7. Cochirleni Km 308 – Km 309+500/km 304 – km 305 8. Carcaliu Braţ Măcin Km 25 – Km 27 9. Bedeloiu Braţ Măcin Km 42 – Km 43 10. Piatra Frecăţei Măcin Branch Km 62 – Km 63 11. Fermecatu downstream Km 317 – Km 318 12. Fermecatu upstream Km 322 - Km 323 13. Mărleanu Km 325- Km 326 14. Lebăda Km 336- Km 337 15. Caragheorghe Km 343 - Km 344 16. Turcescu Km 344 – Km 345 17. Corabia Km 629 – Km 631 18. Bechet Km 676 – Km 678 19. Linovo Km 737 – Km 739 20. Pietrişu Dobrina Km 756 – Km 758 21. Bogdan Secian Km 783 – Km 785	8. Galaţi Km 153 – Km 155 9. Ada Marinescu Sf. Gheorghe Branch Km 101 – Km 103 RIVER DANUBE 1. Giurgeni Vadu – Oii Km 242 – Km 245 2. Hârşova Km 250 – Km 252 3. Albăneşti Km 275 – Km 276 4. Capidava Km 279 – Km 281+500 5. Seimeni between islands Km 288 – Km 291 6. Cernavodă Km 296 – Km 297 7. Cochirleni Km 308 – Km 309+500/km 304 – km 305 8. Carcaliu Braţ Măcin Km 25 – Km 27 9. Bedeloiu Braţ Măcin Km 42 – Km 43 10. Piatra Frecăţei Măcin Km 62 – Km 63 11. Fermecatu downstream Km 317 – Km 318 12. Fermecatu upstream Km 322 - Km 323 13. Mărleanu Km 325- Km 326 14. Lebăda Km 336- Km 337 15. Caragheorghe Km 343 - Km 344 16. Turcescu Km 344 – Km 345 17. Corabia Km 629 – Km 631 18. Bechet Km 676 – Km 678 19. Linovo Km 737 – Km 739 20. Pietrişu Dobrina Km 756 – Km 758 21. Bogdan Secian Km 783 – Km 785

22. Salcia Km 820 - Km 823 Borcea Branch 1. Borduşani Km 22 - Km 24 2. Borcea Km 93 3. Borcea Km 97 4. Borcea Km 99	22. Salcia Km 820 - Km 823 Borcea Branch 1. Borduşani Km 22 - Km 24 2. Borcea Km 93 3. Borcea Km 97 4. Borcea Km 99
Equipment: ATLAS FANSWEEP – multi-beam echo-sounder , ODOM HYDROTRACK and ECOTRACK – single-beam Technical vessels used for measurements**:** Mamaia 2 , Semnal 1,2,3,4, Donaris 1,2,3, BM Plopeni 1, Salceni 2 and 8, SR Orsova	**Equipment:** ATLAS FANSWEEP –multi-beam echo-sounder, ODOM HYDROTRACK and ECOTRACK – sigle-beam, Atlas – Single beam Technical vessels used for measurements - Mamaia 2 , Semnal 1,2,3,4, Donaris 1,2,3, BM Plopeni 1, Salceni 2 and 8, SR Orsova
Costs: For measurement activities, in 2012, was provided an amount of 3,300,000 RON equivalent of 733,333 Euro. Spent so far for this activity : 3,123,796,56 RON equivalent of 709.953 Euro.	**Costs:** For measurement activities in 2013 in the revenues and expenses budget of AFDJ is provided an amount of 3,405,600 RON equivalent of 756,800 euro.
2) Dredging of problematic areas	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: River sector of the Danube: Starting with the month of August - daily Maritime Danube: August :15 days	**Proactive measures:** River sector of the Danube: Giurgeni Vadu Oii Km 242 – Km 245 Harsova Km 250 – Km 252 Albanesti Km 275 – Km 276

September: 14 days October: 16 days	Capidava Km 279 – Km 281+500 Seimeni Km 288 – Km 291 Cochirleni Km 305 – Km 306 Borcea Branch Km 99 – Km 100 Maritime Danube: Sulina Bar Hm 77 – Hm 90 Isaccea upstream Mm 56 – Mm 57+3/4 Reni downstream Mm 61 – Mm 63 Prut upstream Mm 73 – Mm 74 Mm 78+1/2 Mm 79 Galati Km 153 – Km 155
Location(s): River sector of the Danube: Giurgeni Vadu Oii Km 242 – Km 245 Harsova Km 250 – Km 252 Albanesti Km 275 – Km 276 Capidava Km 279 – Km 281+500 Seimeni Km 288 – Km 291 Cochirleni Km 305 – Km 306 Borcea Branch Km 99 – Km 100 Maritime Danube: Sulina Bar Hm 77 – Hm 90 Isaccea upstream Mm 56 – Mm 57+3/4 Reni downstream l Mm 61 – Mm 63 Prut upstream Mm 73 – Mm 74 Mm 78+1/2 Mm 79 Galati Km 153 – Km 155	
Equipment: River sector of the Danube: Maritime bucket dredger 900 m^3/h River bucket dredger 600 m^3/h Floating grab bucket	**Equipment:** River sector of the Danube: Maritime bucket dredger 900 m^3/h River bucket dredger 600 m^3/h Floating grab bucket

Lighters 200 m^3 Lighters 400 m^3 Maritime Danube: Suction dredger 1680 m^3/h	Lighters 200 m^3 Lighters 400 m^3 Maritime Danube: Suction dredger 1680 m^3/h
Costs: For dredging interventions in 2012 the Administration's budget includes an amount of 10,880,000 RON equivalent to 2.417.770 Euro. The budget for this activity was increased by 450,000 Euro (2,025,000 RON) in order to intervene on the common Romanian –Bulgarian sector in Belene area rKm 560. Until now, for this activity it was spent the amount of 12,641,731.62 RON equivalent to 3,327,666,28 Euro, of which: - 1,150,304 Euro for dredging on the maritime Danube with our own ships; - 1,722,817 Euro for dredging on the river sector of the Danube with specialised companies.	**Costs:** For 2013 in the company's budget proposal it is provided an amount of 13,068,120 RON equivalent of 2,904,000 Euro.
3) Signalling of the fairway	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: The signals are changed (replaced) in case they get damaged, they disappear from the position as well as in case of fairway modification (narrowing, enlargement, change from one bank to the other) or depending on the necessity to control the navigation in accordance with the Danube waters variations. Signalling activities are carried out once a month or twice a month during low water level periods. This activity is carried out in practice by the specialised ships. Following the trips made in the sector, a signalling report is filled in	**Frequency:** Signalling activities are carried out once a month or twice a month during low water level periods The signals are changed (replaced) in case they get damaged, they disappear from the position as well as in case of fairway modification (narrowing, enlargement, change from one bank to the other) or depending on the necessity to control the navigation in accordance with the Danube waters variations. This activity is carried out in practice by the specialised ships. Following the trips made in the sector, a signalling report is filled in containing

containing all the modifications carried out as well as the current situation, information used for the up-dating of the navigation charts. The data base is up-dated according to these reports and every Tuesday in the hydro-meteorological Bulletin of the Danube is published the actual signalling situation on the Romanian Danube sector, as well as Notices to Skippers.	all the modifications carried out as well as the current situation, information used for the up-dating of the navigation charts. The data base is up-dated according to these reports and every Tuesday in the hydro-meteorological Bulletin of the Danube is published the actual signalling situation on the Romanian Danube sector, as well as Notices to Skippers.
Location(s): The whole Romanian sector of the Danube is covered by these activities, i.e from Hm 99 - Km 1075, including secondary branches (Chilia Branch, Sf. Gheorghe Branch, Macin Branch, Caleea Branch, Borcea-Bala Branch) and especially difficult sectors. The activity is distributed among AFDJ 's zone branches (Sectors and Agencies) as follows: - Sulina Sector Hm 99 – Mm 47+1/2 and Chilia Branch - Galati Zone Mm 47+1/2 – Km 175 and Sf Gheorghe Branch - Braila Agency Km 175 – Km 300 and Macin Branch, Caleea Branch - Calarasi Agency Km 300 – Km 375 and Bocea-Bala Branch - Giurgiu Sector Km 375 – Km 845,5 - Tr Severin Agency Km 845,5 – Km 1075	**Location(s):** The whole Romanian sector of the Danube is covered by these activities, i.e from Hm 99 - Km 1075, including secondary branches (Chilia Branch, Sf. Gheorghe Branch, Macin Branch, Caleea Branch, Borcea-Bala Branch) and especially difficult sectors. The activity is distributed among AFDJ 's zone branches (Sectors and Agencies) as follows: - Sulina Sector Hm 99 – Mm 47+1/2 and Chilia Branch - Galati Zone Mm 47+1/2 – Km 175 and Sf Gheorghe Branch - Braila Agency Km 175 – Km 300 and Macin Branch, Caleea Branch - Calarasi Agency Km 300 – Km 375 and Bocea-Bala Branch - Giurgiu Sector Km 375 – Km 845,5 - Tr Severin Agency Km 845,5 – Km 1075 On the common Danube sectors the signalling activity takes place on the basis of bilateral agreements concluded with the neighbouring countries. The signalling diagrams are jointly realised by correlating the signals installed by the administrations on the common Danube sector.
Type: The employed types of signalling according to DFND (Dispositions Fondamentales concernant la Navigation sur le Danube) are: -Costal signals (luminous or not), indicating panels, beacons (with white, yellow, red or green light)	**Type:** The employed types of signalling according to DFND (Dispositions Fondamentales concernant la Navigation sur le Danube) are: -Costal signals (luminous or not), indicating panels, beacons (with white, yellow, red or green light)

- Floating signalling: maritime buoys (luminous or not), DM (Maritime Danube type) buoys (luminous or not), DF (River Danube type) buoys (luminous or not), DM milestones (non luminous) , DF milestones, winter buoys. - Maintenance of costal and floating signalling - In the periods March-April and respectively November –December the winter signalling is replaced by summer signalling and vice-versa In case of ice appearance on the river, floating signalling is recovered from the waters in order to minimise material losses.	- Floating signalling: maritime buoys (luminous or not), DM (Maritime Danube type) buoys (luminous or not), DF (River Danube type) buoys (luminous or not), DM milestones (non luminous), DF milestones, winter buoys. Maintenance of costal and floating signalling In the periods March-April and respectively November –December the winter signalling is replaced by summer signalling and vice-versa In case of ice appearance on the river, floating signalling is recovered from the waters in order to minimise material losses.
Costs: For the signalling activity fir 2012 it was provided an amount of 9,800,000 RON equivalent to 2,177,777 Euro. Until now it was spent an amount of 10,091,285,83 RON i.e. 2,293,474 Euro.	**Costs:** The budget project for 2013 provides for this activity an amount of 10,113,600 RON equivalent of 2,247,466 Euro.
4) Information to the users of the waterway	
Measures taken in 2012	**Measures foreseen for 2013**
Type: A daily hydro-meteorological bulletin including: - daily water levels in Romanian harbours and on the sectors upstream of Bazias - prognosis water level in 3 harbours: Giurgiu, Cernavoda and Braila - minimum depths in difficult navigation sectors - minimum widths in difficult navigation sectors - free passage heights under bridges and cables - weather information (water and air temperature, atmospheric pressure)	**Type:** - daily water levels in Romanian harbours and on the sectors upstream of Bazias - prognosis water level in 3 harbours: Giurgiu, Cernavoda and Braila - minimum depths in difficult navigation sectors - minimum widths in difficult navigation sectors - free passage heights under bridges and cables - weather information (water and air temperature, atmospheric pressure) - information on ice (when necessary)

- information on ice (when necessary) - situation of floating signalling on the Romanian sector of the Danube	- situation of floating signalling on the Romanian sector of the Danube
Frequency: - daily	**Frequency:** - daily
Media: - fax - internet - e-mail - mail http://www.afdj.ro/afdj_ro.html menu „RIS AFDJ” http://www.afdj.ro/afdj_en.html menu „AFDJ RIS”	**Media:** - fax - internet - e-mail - Notices to Skippers http://www.afdj.ro/afdj_ro.html menu „RIS AFDJ” http://www.afdj.ro/afdj_en.html menu „AFDJ RIS”

5) Procedures in extraordinary circumstances

Measures taken in 2012	Measures foreseen for 2013
Type of circumstance: low waters ; ice; floods. - Plans for risk situations management are elaborated for extraordinary situations ; - information regarding ice and water levels are transmitted to all the administrations of the Danube riparian countries using *hyfor* and *hydra* codes .	**Type of circumstance:** low waters ; ice; floods. - Plans for risk situations management are elaborated for extraordinary situations ; - Information regarding ice and water levels are transmitted to all the administrations of the Danube riparian countries using *hyfor* and *hydra* codes.
Status:	

- procedures are in course of being elaborated	

Any other information you would like to provide:

This questionnaire has been filled in by :	**A.F.D.J. RA Galati – Romania** **32 Portului Street, Galati 80025** **Tel: +40-236/460812, 460353, 460016** **Fax: +40-236/460847** **e-mail: secretariat@afdj.ro**

MOLDOVA

Data received: 2012-10-10; 1st update received: 2013-04-02

1) Riverbed surveying	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: Continuous	**Frequency:** Continuous
Location(s): 133.8-134.2 km	**Location(s):** 133.8-134.2 km
Equipment: Harbour masters vessel, equipped with radio communication technique.	**Equipment:** Harbour masters vessel, equipped with radio communication technique.
Costs: Approx. 50 000 Euro	**Costs:** Approx. 50 000 Euro
2) Dredging of problematic areas	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: During 2012 there were undertaken 2 dredging interventions within the limits of the fairway: - February-March 2012; - June-October 2012	**Proactive measures:** N/A

Location(s): 133.8-134.2 km: - At the entrance of the Giurgiulesti Port Complex (133.8 km / 72.2 nautical miles from the Black Sea on the maritime section of the river Danube); - On the river Prut (Cahul-Giurgiulesti sector (20 km.) which connects with the Danube river)	
Equipment: - Dredgers, pusher tug vessels and barges ,special vessels for depth measurement, floating cranes The dredging activities for Republic of Moldova sector of Danube, is the objective of Naval Administration of Lower Danube (AFDJ), created according to the Convention on Danube navigation.	**Equipment:** - Dredgers, pusher tug vessels and barges ,special vessels for depth measurement, floating cranes etc.
Costs: N/A	**Costs:** N/A

3) Signalling of the fairway

Measures taken in 2012	Measures foreseen for 2013
Frequency: The signalling activities for the Republic of Moldova sector of Danube, is the objective of Naval Administration of Lower Danube (AFDJ), created according to the Convention on Danube navigation.	**Frequency:**
Location(s): 133.8-134.2 km	**Location(s):** 133.8-134.2 km

Type: N/A	**Type:** N/A
Costs: N/A	**Costs:** N/A

4) Information to the users of the waterway

Measures taken in 2012	Measures foreseen for 2013
Type: N/A	**Type:** N/A
Frequency: N/A	**Frequency:** N/A
Media: N/A	**Media:** N/A

5) Procedures in extraordinary circumstances

Measures taken in 2012	Measures foreseen for 2013
Type of circumstance: Procedures in extraordinary circumstances are the objective of AFDJ. During January-March 2012, at the entrance of the Giurgiulesti Port Complex were undertaken dredging measures for ice breaking	**Implementation:** N/A
Status: N/A	

Any other information you would like to provide:

In accordance with the objectives and actions included in the draft UESDR Action Plan of the Republic of Moldova (which will be adopted in the nearest period), for 2013-2014, the Republic of Moldova engaged in the upgrading of the Giurgiulesti Port Complex Infrastructure (maintaining works along the fairway of Prut River: Giurgiulesti-Cahul sector) which will ensure free access for goods transportation;

For an increased-efficient water transport on the Danube River it is planned also to develop and approve the legal framework regulating the inland waterway transport activities of the Republic of Moldova.

For the fleet renewal and the possibility to develop navigation on the Danube River, it is necessary to conduct a feasibility study regarding construction or procurement of competitive floating crafts that could be operate on the Danube.

HUNGARY

Data received: 2013-02-15; no 1st update received

1) Riverbed surveying	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: ÉDU-VIZIG: from 04.09 to 25.10 KDV-VIZIG: 2 times at 30.10. and 15.11. ADU-VIZIG: 1 times/places	**Frequency:** ÉDU-VIZIG: not decided KDV-VIZIG: 4 times ADU-VIZIG:1 times/places
Location(s): ÉDU-VIZIG: whole section between 1749 and 1811 rkm KDV-VIZIG: shallow section at Kulcs 1590+100, Kisapostag 1567+300 and Dunaföldvár 1561+000 ADU-VIZIG: shallow section at Mohács 1449, Harta 1542+300 and Paks 1530+050	**Location(s):** ÉDU-VIZIG: whole section between 1750 and 1708 rkm KDV-VIZIG: shallow section at Ercsi (1615,90), Dunaújváros (1581,50), Dunafüred (1618,50) and Göd (1667,50) ADU-VIZIG: shallow sections between 1520,00 and 1560,50 rkm
Equipment: ÉDU-VIZIG: 6 m long open smallboat, single beam echo sounder with geodetic RTK-GPS KDV-VIZIG: signalling vessel, ADCP with geodetic RTK-GPS ADU-VIZIG:6 m long open smallboat, single beam echo sounder with geodetic RTK-GPS	**Equipment:** ÉDU-VIZIG: 6 m long open smallboat, single beam echo sounder with geodetic RTK-GPS, No KDV-VIZIG: 6 m long open smallboat, ADCP with geodetic RTK-GPS, No ADU-VIZIG: 6 m long open smallboat, single beam echo sounder with geodetic RTK-GPS, No

Costs: ÉDU-VIZIG: about 15.000 Euro KDV-VIZIG: about 5.000 Euro ADU-VIZIG: about 5.000 Euro	**Costs:** ÉDU-VIZIG: about 15.000 Euro KDV-VIZIG: about 7.000 Euro ADU-VIZIG: about 10.000 Euro
2) Dredging of problematic areas	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: There were no dredging in 2012	**Proactive measures:** There are no planned dredging in 2013
Location(s): There were no dredging in 2012	
Equipment: There were no dredging in 2012	**Equipment:**
Costs: There were no dredging in 2012	**Costs:**
3) Signalling of the fairway	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: ÉDU-VIZIG: at least every second week throughout the whole year with one signaling vessel downstream up to Szob (1708) KDV-VIZIG: at least every second week throughout the whole year, one week upstream up to Szob (1708), other week	**Frequency:** ÉDU-VIZIG: at least every second week throughout the whole year with one signaling vessel upstream up to Szap (1811) KDV-VIZIG: at least every second week throughout the whole year, one week upstream up to Szob (1708), other week

downstream from Budapest up to Dunaföldvár (1560) with two signaling vessel ADU-VIZIG: every week with two signaling vessel one from Baja (1479) to Mohács (1433), the other from Baja (1479) to Dunaföldvár (1560)	downstream from Budapest up to Dunaföldvár (1560) with two signaling vessel ADU-VIZIG: every week with two signaling vessel one from Baja (1479) to Mohács (1433), the other from Baja (1479) to Dunaföldvár (1560)
Location(s): ÉDU-VIZIG: 1791 – 1708 rkm (1791 – 1811 rkm) KDV-VIZIG: 1708 – 1646 / 1646 – 1560 rkm ADU-VIZIG: 1560 – 1479 / 1479 – 1433 rkm	**Location(s):** ÉDU-VIZIG: 1811 – 1791 rkm (1791 – 1708 rkm) section exchange with SK KDV-VIZIG: same ADU-VIZIG: same
Type: Activity / ÉDU-VIZIG / KDV-VIZIG / ADU-VIZIG section length: 83 km / 148 km / 127 km mileage: 6.790 km / 7.920 km / 17.557 km hours of operation: 620 / 800 / 1202 replacing floating signs: 28 / 37 / 2 replacing lost anchors: 23 / 120 / 7 replacing radar reflectors: 33 / 40 / 2 land signal works*: 18 / 14 / 75 In 2012 there was no need for realigment of the fairway. Signalling works were done according to signalling plans. *works included ensuring the visibility of land signs, maintenance, painting, etc.	**Type:**
Costs: ÉDU-VIZIG: 46.607.602 Ft (290 Ft/Euro) ~ 160.720 Euro KDV-VIZIG: 54.789.000 Ft (290 Ft/Euro) ~ 189.950 Euro ADU-VIZIG: 67.350.000 Ft (290 Ft/Euro) ~ 232.250 Euro	**Costs:** do not now

4) Information to the users of the waterway	
Measures taken in 2012	**Measures foreseen for 2013**
Type: Fairway parameters of location, depth, length and width at actual water level when the fairway parameters does not meet the requirements on signalling tables at Komárom, Sturovó (SK), Budapest, Mohács Fairway parameters, water levels and 4 day water level forecast throughout NAVINFO radio station at radio channel VHF 16 and 22 every day at 10:00, 11:30, 12:30 based on OVF information	**Type:** same as 2012, no
Frequency: One times a day	**Frequency:** One times a day, no change
Media: Fairway parameters of location, depth, length and width at actual water level when the fairway parameters does not meet the requirements can be reached via www.hydroinfo.hu 011/Du/2012. Notices to Skippers about the shallow section of Hungarian stretch of the Danube (updated every year) http://www.nkh.hu/Hajozas/Kozlem/HSZH/Lapok/Duna.aspx	**Media:** same as 2012
5) Procedures in extraordinary circumstances	
Measures taken in 2012	**Measures foreseen for 2013**
Type of circumstance: Ice period: when the temperature reach 2°C or floating ice can be predicted about half of the floating signs are collected and lighting signs are	**Implementation:** same as 2012

replaced with “normal” buoys. when the 20 or more percent of surface of river filled with floating ice all floating signs are collected, ice-breakers are put on stand-by when the 60 or more percent of surface of river filled with floating ice navigation is cancelled Low water period: additional floating signs are placed at critical sections in order to ensure safe navigation High water period: when HNWL is predicted floating signs are temporarily removed from their place and put it to safe position because a huge amount of driftwood easily shift away the signs navigation is possible at high water, till it is not prohibited by the shipping authority or limited by bridges after the flood peak, the floating signs permanently reinstated according to signalling plan.	
Status: there are no specific measure taken	

Any other information you would like to provide:

CROATIA

Data received: 2012-10-10; 1st update received: 2013-03-15

1) Riverbed surveying	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: Depth and width of the waterway are monitored via marking services, and the information are provided by relevant port authorities which issue notices to skippers (about once a week). On the river sections with low depth or low width hydrographic survey is made.	**Frequency:** - Monitoring by marking service- approximately once a week. - On the river sections with low depth or low width hydrographic survey is made when is required. - Hydrographic survey of the Sava in cooperation with the Croatian Waters in 2013. - Hydrographic survey of the Danube in 2013.
Location(s): Regular survey: - Danube river: km 1295,5 - km 1433,1 - Drava river: km 0,0 - km 125,6 (from km 125,6 to km 198,6 R. Hungary) - Sava river km 343 - km 594 (from km 210,8 to km 433 Bosnia and Hercegovina) - Kupa river km 0,0 - km 5,9 Hydrographic survey: 1. Danube river - Drava confluence	**Location(s):** Regular survey: The same as in 2012. Hydrographic survey of the Danube riverbed from km 1295.5 to km 1433.1 and data exchange with the Republic of Serbia, in order to monitor the state of riverbed morphology. Hydrographic survey of the Sava riverbed from km 210.8 to km 591.0 in order to monitor the state of riverbed morphology (the surveying will be done by Croatian Waters). Detailed hydrographic survey: When required, on specific locations, depending on the program drafting for projects.

2. Drava river - km 8 - km10 - Nemetin port from km 12,0 to km 14,0 Sava river - km 320 to km 329 (Novi Grad) - km 463 to km 465 (Stara Gradiška) - km 545,5 to km 550,0 (Lonja) - Critical section of Kupa river- when required for the project drafting - Una river - km 0,0 to 15,0	
Equipment: Regular survey: Nautical sonar- echo sounder Hydrographic survey: single beam	**Equipment:** Regular survey: Nautical sonar- echo sounder Hydrographic survey: single beam In more challenging sections – multi-beam
Costs: All costs are provided by the Agency for inland waterways. Only project development is made by external contractors. During 2012 250.000 Kuna was spend (app 33.333 €).	**Costs:** For the project development 400.000 Kuna (app 53.333€). All other costs will be provided by the Agency for inland waterways. The same budget will be provided in 2014.
2) Dredging of problematic areas	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: Dredging interventions are made only in critical sections (sections with low depth and width). Dredging is made as required.	**Proactive measures:** Dredging intervention are planned in critical sections.
Location(s): 1. Danube river:	

- Drava river confluence in 500 meters length 2. Drava river - Nemetin port from km 12,0 to km 14,0 3. Sava river - km 463 to km 464 (Stara Gradiška) - km 549 to km 550,0 (Lonja)	
Equipment: 1. Danube river: - Drava river confluence – dredge refuler 2. Drava river - Nemetin port – dredge refuler 3. Sava river - Stara Gradiška – bucket dredger - Bucket dredgers	**Equipment:** In 2013 and 2014 the same equipment will be used. Quality control is the same, with preforming more intensive control during execution of works.
Costs: Budget: app 333.333,333 €, spent app 293.333,333 €.	**Costs:** Budget in 2013: app 443.200,00 € Budget in 2014: app 533.333,00 €
3) Signalling of the fairway	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: Signaling actions were taken continuously in 2012.	**Frequency:** The same as in 2012.
Location(s): - Danube river : km 1295,5 to km 1433,1 - Drava river: km 0,0 to km 125,6, downstream to km 198,6 is	**Location(s):** - Waterways the same as in 2012 (Danube,Drava and Sava river). - Una river: km 0,0 to km 5,0

performed by R. of Hungary - Sava river: km 343 to km 594 (downstream till the border with R. of Serbia km 210,8 to km 343 signalling actions should be taken by Bosnia and Hercegovina- but at the moment these actions are not taken - Kupa river: km 0,0 to km 5,9	- Kupa river: km 6,0 to km 75,0
Type: - Kilometer marks - Coastal marks(land signaling) - Floating marks Purpose: - Realignment of the fairway - Informing the traffic - regulation of the navigation	**Type:** The same as in 2012.
Costs: All costs are provided by the Agency for inland waterways. Estimated annual costs are app 400.000,00 €.	**Costs:** Budget in 2013: app 573.333,00 € Budget in 2014: app 573.333,00 €
4) Information to the users of the waterway	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Type: Notices to Skippers are provided by port authorities- based on the fairway conditions, with information about depth and width of the fairway. On the Danube and Drava (till Osijek) RIS is in function.	**Type:** Notices to Skippers the same as in 2012. RIS is planned on Sava river by the 2015 (2013-2015)

Frequency: Once a week. If necessary the information are published more frequently.	**Frequency:** The same as in 2012.
Media: Notices to Skippers: : http://vodniputovi.hr/ and http://www.mppi.hr/	**Media:** The same as in 2012.

5) Procedures in extraordinary circumstances

Measures taken in 2012	Measures foreseen for 2013 and 2014
Type of circumstance: Emergence of ice: ice protection is conducted with Republic Hungary along the Drava river and with Republic of Serbia along the Danube river. On Sava river the emergence of ice is rare, but when needed measures are being taken without B&H cooperation. Low water: limitation of vessels draft. High water: closure of navigation due flood control.	**Implementation:** With Republic of Serbia: - Interstate Committee for the implementation and monitoring of the Agreement between the Croatian Government and the Government of the Republic of Serbia on the navigation on inland waterways and their technical maintenance - Expert Group for the maintenance of the waterway - Expert Group for the waterway marking With Bosnia and Hercegovina: Interstate Commission for monitoring the implementation and application of the provisions of the Agreement between the Council of Ministers of Bosnia and Herzegovina and the Croatian Government on the navigation on inland waterways and their technical maintenance - Expert Group for the maintenance of the waterway - Expert Group for the waterway marking With Hungary: - Joint working bodies under the Agreement between the Government of Yugoslavia and the Government of Hungary on the Navigation of the River Drava (adopted by the Republic of Croatia).
Status: Ice protection: -on Danube- cooperation with R. of Serbia and R. of Hungary -on Drava- cooperation with R. of Hungary -on Sava- insufficient cooperation with Bosnia and Hercegovina Low water: Notices to Skippers- competent authorities of the neighboring countries are being reported. Flood control: measures are taken by Croatian waters and competent port authorities, cooperation with neighboring countries.	

	Further Cross-border coordination is planned in order to improve cooperation, exchange of information and joint measures undertaking.

Any other information you would like to provide:

GERMANY

Data received: 2012-11-13; no 1st update received

1) Riverbed surveying	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: Soundings of the fairway are taken twice a year. One time as an area sounding and one time as a trifold single-beam sounding (right fairway edge, left fairway edge, fairway centre). In addition, soundings are taken after special incidents (high water, accident) What is more, hydrographic soundings are taken using the sounding vessel “Tangens”.	**Frequency:** As in 2012
Location(s): Danube km 2414 to Danube km 2202 Hydrographic sounding with the sounding vessel “Tangens” from km 2259.000 to km 2327.500.	**Location(s):** As in 2012 Up to now, no planning for 2013
Equipment: Both single-beam and area sounding systems are used. Multibeam echo sounder and electro-acoustic sounding frame.	**Equipment:** As in 2012
Costs: Within the framework of the development of the sounding approach, the annual costs for the supra-regional soundings including staff, operation, maintenance and investments costs have been put at 460,000 euros.	**Costs:** As in 2012

2) Dredging of problematic areas	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: Until the date of the questionnaire (24 October 2012), dredging took place at 17 sites between Danube km 2414 and Danube km 2202. A detailed list (also for the past years) can be found in the dredging statistics, which, however, are not yet available for 2012, as the year is not yet finished.	**Proactive measures:** The Federal Waterways Engineering and Research Institute (BAW) is currently developing a model which will make it possible to predict the scope, frequency and location of fairway dredging on the Danube. Until the implementation of the model, however, the following procedure applies: Dredging work is only carried out after soundings have been taken.
Location(s): Danube km 2414 to Danube km 2202	
Equipment: The dredging works are awarded to specialist companies by way of public invitations to tender. Both bucket chain dredgers and backhoe dredgers were used. If necessary and economically viable, hopper barges with different cargo capacities were also deployed. The quality of the dredging work was ensured by check soundings.	**Equipment:** The dredging works are awarded to specialist companies by way of public invitations to tender. The dredging work is billed in accordance with m3. The company commissioned to do the work is free to choose which equipment to deploy. This is the reason why it is not possible to say beforehand what equipment will be used.
Costs: 500,000 euros (as at: 24 October 2012)	**Costs:** 1,000,000 euros

3) Signalling of the fairway	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: On principle, the fairway is not marked. The fairway is temporarily marked when obstacles (gravelbank, accident	**Frequency:** As in 2012

location) are found. Moreover, fixed obstacles (rocks, groynes, fender piles etc.) are marked by permanent buoys. Before winter, these buoys are replaced by rods, which are less vulnerable to ice floes. In spring, the rods are replaced by buoys again.	
Location(s): Danube km 2414 to Danube km 2202	**Location(s):** As in 2012
Type: Floating buoys to mark temporary and fixed obstacles.	**Type:** As in 2012
Costs: Costs for marking accident locations by buoys and for replacing destroyed buoys amount to approx. 1,000 euros per damaging event and buoy.	**Costs:** As in 2012
4) Information to the users of the waterway	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Type: All information is available at www.elwis.de.	**Type:**
Frequency:	**Frequency:**
Media:	**Media:**

5) Procedures in extraordinary circumstances	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Type of circumstance: In 2012, in the course of extraordinary discharge and ice events, the following additional services were provided: **High water:** Notification services provided by the Waterways and Shipping Office (WSA) 22 January to 26 January 2012 (= 4 WD) Services of the regional offices: patrols, buoy checks and corrections, if necessary. **Ice:** Ice observation in the field provided by the regional offices from 3 February to 23 February 2012 (= 20 WD) Patrols, buoy checks and corrections, if necessary. Notification services provided by the WSA from 3 February to 23 February 2012 (= 20 WD) **Icebreaker operations:** Hönigstein 21 WD Hohenstein 23 WD Seidlstein 14 WD	**Implementation:**
Status:	

Any other information you would like to provide:

BULGARIA

Data received: 2012-10-10; 1st update received: 2013-04-05

1) Riverbed surveying	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: In 2012 riverbed surveys in the fairway of the Bulgarian section have been performed once in April, June, July and twice in September.	**Frequency:** Ten riverbed surveys in the critical sections are foreseen to be performed during 2013, and 13 – during 2014.
Location(s): km 489.900 – 487.800 - Ruse – Giurgiu bridge km 542 – 540 - the region of Vardim island km 845.600 – 374.100 (214 profiles) km 562.500 – 562 - the region of Belene island	**Location(s):** km 386 – 382 - the region of Chaiki island km 410 – 400 - the region of Popina km 430 – 420 - the region of Kosui island km 458 – 450 - the region of Brashlyan km 476 – 472 - the region of Gostin island km 489 – 486 - Ruse – Giurgiu bridge km 530 – 516 - the region of Batin island km 547 – 536 - the region of Vardim island km 576 – 560 - the region of Belene island km 614 – 609 - the region of Somovit
Equipment: Hydrographic ship Vit, surveying ship Dunav and boat for measuring equipped with single beam echo sounder and software Artview, necessary for processing the data between the echo sounder and the computer; visualization of data in Autocad. Equipment for measurement of the velocity and flow direction and water quantity (Acoustic Doppler Profiler) Sontek M9.	**Equipment:** Surveying ship and boat for measuring, equipped with single beam echo sounder and software Artview, necessary for processing the data between the echo sounder and the computer; visualization of data in Autocad. Equipment for measurement of the velocity and flow direction and water quantity (Acoustic Doppler Profiler) Sontek M9.

Costs: About 32 800 EUR (incl. surveys, performed in firths and port areas)	**Costs:** About 40 000 EUR (incl. surveys, performed in firths and port areas)
2) Dredging of problematic areas	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: In 2012 no dredging interventions have been performed in the fairway. Due to the specific river characteristics in the Lower Danube the dredging is not an efficient method for long term improvement of the navigational conditions.	**Proactive measures:** [type here: are proactive dredging measures in the run-up to low-water periods foreseen for 2013 within the boundaries of the fairway? If yes, please describe these in detail]
Location(s):	
Equipment:	**Equipment:**
Costs:	**Costs:**
3) Signalling of the fairway	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: In 2012 the hydrographic ship Vit has performed 50 trips in the section under the responsibility of Bulgaria (Somovit-Silistra), by which 70 corrections of the signalling of the fairway were made.	**Frequency:** In 2013 it is foreseen that the hydrographic ship Vit will perform about 60 trips in the section under the responsibility of Bulgaria (Somovit-Silistra). About 70 trips will be made in 2014.

Location(s): km 386 – 382 km 395 – 390 km 403 - 400 km 408 - 404 km 415 - 412 km 424 - 420 km 428 - 425 km 441 - 435 km 458 - 455 km 463 - 460 km 476 - 473 km 489 - 485 km 501 - 498 km 507 - 504 km 513 - 510 km 520 - 516 km 523 - 520 km 528 - 522 km 537 - 534 km 541 - 537 km 544 - 541 km 563 - 560 km 567 - 564 km 571 - 567 km 576 - 573 km 586 - 584 km 591 - 589 km 610 - 608	**Location(s):** km 386 – 382 km 395 – 390 km 403 - 400 km 408 - 404 km 415 - 412 km 424 - 420 km 428 - 425 km 441 - 435 km 458 - 455 km 463 - 460 km 476 - 473 km 489 - 485 km 501 - 498 km 507 - 504 km 513 - 510 km 520 - 516 km 523 - 520 km 528 - 522 km 537 - 534 km 541 - 537 km 544 - 541 km 563 - 560 km 567 - 564 km 571 - 567 km 576 - 573 km 586 - 584 km 591 - 589 km 610 - 608
Type: Both floating and land signals were used. Metal buoys with concrete anchors were use for the floating signalling and the purpose of this type of signalling was realignment of the fairway.	**Type:** In 2013 and 2014 it is planned to be used both floating and land signalling. A new type of buoys, equipped with solar lighting and GPS is foreseen to be used for floating signalling.

	Currently EAEMDR implements a project "Improvement of the navigational systems and topo-hydrographic measurements along the Danube River" under the OP Transport 2007-2013 The project includes: establishment of control GPS geodetic network on the Bulgarian bank of the Danube River, modernization of the system for navigation through delivery of new floating and coastal signals, delivery of a specialized vessel for hydrographic surveys and automatic hydrometric and meteorological stations. - 160 new floating signals will be delivered – they will be equipped with solar panels, GPS - 1000 coastal signals will be delivered Remote monitoring is also planned to be implemented trough GSM modems and AIS transponders. Trough this the position and the accurate functioning of the signals will be monitored from the office.
Costs: About 180 000 EUR	**Costs:** About 195 000 EUR
4) Information to the users of the waterway	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Type: In 2012 the following information was published on the official website of EAEMDR: width and depth of the fairway, water levels, recommendable draught in the critical sections, hydrographical pictures of the bottlenecks, daily hydro-meteorological bulletin, information for the navigational conditions, notices to skippers, etc.	**Type:** No new data is foreseen to be published on the website in 2013 and 2014 as compared to 2012. In 2013 it is planned to have new design of the website in order to make it more dynamic and user-friendly.
Frequency: The information on shallow sections is published on a daily basis.	**Frequency:** No change in frequency compared to 2012.

Media: Internet www.appd-bg.org	**Media:** Internet www.appd-bg.org

5) Procedures in extraordinary circumstances

Measures taken in 2012	Measures foreseen for 2013 and 2014
Type of circumstance: The Executive Agency can respond effectively in case of the following extraordinary circumstances: ice, low waters and oil spills.	**Implementation:** [type here: How will the necessary national and cross-border coordination procedures be installed in 2013 in order to implement effective response actions, in extraordinary circumstances (low water, ice, floods), to re-establish optimum and safe navigation conditions?]
Status: On national level the Executive agency is working actively towards improvement of the communication between EAEMDR and all parties concerned from both public and private sectors (navigators, vessel owners, port authorities, EAMA, BPIC (Bulgarian Ports Infrastructure Company), AFDJ - Galati, Capitania - Romania, etc.) to ensure expedient data exchange and improved informedness on waterway conditions in case of extraordinary circumstances.	

Any other information you would like to provide:

BOSNIA & HERZEGOVINA

Data received: 2013-04-01

1) Riverbed surveying	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: The riverbed of Sava river has not been surveyed in 2012	**Frequency:** Within provision of detailed design for the section of the Sava river Brcko Belgrade, the consultant shall make the necessary surveys of the riverbed within field investigation works.
Location(s): n/a	**Location(s):** From rkm 234,0 to rkm 000,0
Equipment: n/a	**Equipment:** Single beam
Costs: n/a	**Costs:** Within the budget for preparation of detailed design

2) Dredging of problematic areas	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: n/a	**Proactive measures:** n/a
Location(s):	

n/a	
Equipment: n/a	**Equipment:** n/a
Costs: n/a	**Costs:** n/a

3) Signalling of the fairway

Measures taken in 2012	Measures foreseen for 2013
Frequency: n/a	**Frequency:** Maintenance of the signalling system is planned from April-December 2013
Location(s): n/a	**Location(s):** From rkm 343 to rkm 211 on right and left river bank and from rkm 211 to rkm 178 on the right bank of the Sava river (according to the "Agreement between Government of Republic of Croatia and Council of ministers of Bosnia and Herzegovina on inland waterways navigation, its signalling and maintenance"
Type: n/a	**Type:** Maintenance of land and floating signalling
Costs: n/a	**Costs:** 120.000,00 EUR

4) Information to the users of the waterway

Measures taken in 2012	Measures foreseen for 2013
Type:	**Type:**

n/a	n/a
Frequency: n/a	**Frequency:** n/a
Media: n/a	**Media:** n/a

5) Procedures in extraordinary circumstances	
Measures taken in 2012	**Measures foreseen for 2013**
Type of circumstance: n/a	**Implementation:** n/a
Status:	

Any other information you would like to provide:

In order to improve the inland waterway and navigation conditions along the Sava river, as well as its maintenance, and with the aim to improve the river training structures, Bosnia and Herzegovina has signed two Agreements with the neighbouring countries, Croatia and Serbia, namely:

1. Agreement between Government of Republic of Croatia and Council of ministers of Bosnia and Herzegovina on inland waterways navigation, its signalling and maintenance, and

2. Agreement between Government of Republic of Serbia and Council of ministers of Bosnia and Herzegovina on inland waterways navigation and its technical maintenance

In order to implement the Agreement between Bosnia and Herzegovina the mutual commission consisting of representatives from relevant institutions from both countries has been established, which follows up the implementation of the Agreement.

The mutual commission between Bosnia and Herzegovina and Republic of Serbia has also been established, with the aim to follow up the implementation of the Agreement between these two countries.

AUSTRIA

Data received: 2012-11-05; 1st update received: 2013-04-02

1) Riverbed surveying	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: **Standard surveys (Reservoirs; 1 per annum):** • Multi beam: Jochenstein, Abwinden, Ybbs/Persenbeug, Freudenau (approx. 110 km) • Single beam: Aschach, Wallsee, Altenwörth (approx. 90 km) **Standard surveys (Free-flowing sections; 2 per annum):** • Twice a year (spring and autumn) for Wachau and Danube East of Vienna (approx. 175 km), mostly with single beam **Additional surveys of shallow areas (37 potential shallow areas identified):** • in the two free-flowing sections in July for dredging period as of September (approx. 25-30 additional surveys); mostly with multi beam **Project-related surveys (i.a. dredging surveillance):** • Since end of October 2012 there are 142 requested surveys (about 80 % of these are for dredging surveillance); mostly with multi beam	**Frequency:** **Standard surveys (Reservoirs; 1 per annum):** • Multi beam: Aschach, Wallsee, Melk, Greifenstein (approx. 115 km) in 2013; Ottensheim, Ybbs/Persenbeug, Altenwörth, Donaukanal, Enns (approx. 90 km) in 2014 • Single beam: Ottensheim, Ybbs/Persenbeug, Freudenau, Thaya (approx. 85 km) in 2013; Jochenstein, Abwinden, Melk, Greifenstein (approx.. 100 km) + March as special measurement (approx.. 70 km) in 2014 **Standard surveys (Free-flowing sections; 2 per annum):** • Twice a year (spring and autumn) for Wachau and Danube East of Vienna (approx. 175 km), mostly with single beam **Additional surveys of shallow areas:** • in the two free-flowing sections in July for dredging period as of September (approx. 25-30 additional surveys); mostly with multi beam **Project-related surveys (i.e. dredging surveillance):** • depending on number of projects/dredging activities: about 150-160 requested surveys for next year and also 2014 expected (especially East of Vienna); mostly with multi beam

Location(s): 2 free-flowing sections: • Wachau section: river-kilometre 2.038 – 2.008 • East of Vienna (Freudenau) – border with Slovak Republic: river-kilometre 1.921 – 1.872,8 10 reservoirs: • Jochenstein (rk 2.223 – 2.203), Aschach (rk 2.203 – 2.163), Ottensheim (rk 2.163 – 2.147), Abwinden (rk 2.147 – 2.120), Wallsee (rk 2.120 – 2.096), Ybbs/Persenbeug (rk 2.096 – 2.060), Melk (rk 2.060 – 2.038), Altenwörth (rk 2.008 – 1.980), Greifenstein (rk 1.980 – 1.949), Freudenau (rk 1.949 – 1.921)	**Location(s):** 2 free-flowing sections (2013 and 2014): • Wachau section: river-kilometre 2.038 – 2.008 • East of Vienna (Freudenau) – border with Slovak Republic: river-kilometre 1.921 – 1.872,8 10 reservoirs: • Jochenstein (rk 2.223 – 2.203), Aschach (rk 2.203 – 2.163), Ottensheim (rk 2.163 – 2.147), Abwinden (rk 2.147 – 2.120), Wallsee (rk 2.120 – 2.096), Ybbs/Persenbeug (rk 2.096 – 2.060), Melk (rk 2.060 – 2.038), Altenwörth (rk 2.008 – 1.980), Greifenstein (rk 1.980 – 1.949), Freudenau (rk 1.949 – 1.921)
Equipment: 4 surveying vessels (MB Alpha, Beta, Epsilon and Munin); • MB Alpha: Multi beam (Kongsberg EM 3002-D) and single beam (Kongsberg EA 400) • MB Beta: Single beam (Kongsberg EA 400) • MB Epsilon: Single beam (Kongsberg EA 400); additionally there is equipment for discharge measurement (ADCP WH-RG 1200 and 600 KHz) on board • MB Munin: Multi beam (Reson SeaBat 8101; used only in reservoirs)	**Equipment:** Same as in 2012
Costs: **Overall costs 2012: 1,025 Mio. €** • Default surveys (Reservoirs): € 290.000,- • Default surveys (Free-flowing sections): € 245.000,- • Additional surveys of shallow areas: € 65.000,- • Project-related surveys: € 425.000,-	**Costs:** **Overall budget: 1,040 Mio. € (2013) / 1,055 Mio. € (2014)** • Default surveys (Reservoirs): € 275.000,- / € 280.000 • Default surveys (Free-flowing sections): € 250.000,- / € 255.000,- • Additional surveys of shallow areas: € 65.000,- / € 65.000,- • Project-related surveys: € 450.000,- / € 455.000

2) Dredging of problematic areas	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: Generally dredging interventions within the navigation fairway are taking place in the two free-flowing sections Wachau and to the East of Vienna. Since the year 2011 proactive dredging measures are taking place in these two sections starting from September (on the basis of the surveying results of July). This proactive approach shall ensure that the most critical shallow sections are already dredged before the potential start of a low-water period in autumn/winter (typically beginning from October each year). In 2012 this proactive approach has been continued, respective dredging activities for the season 2012/2013 started in September 2012. In 2012 in total about 210.000 m^3 will be dredged in the two free flowing Austrian sections (until end of October: 123.000 m^3 were already dredged).	**Proactive measures:** As already foreseen in the years 2011 and 2012 a proactive approach will also be taken in the year 2013 (dredging measures starting in September 2013). If necessary (e.g. after floods) additional dredging activities will be undertaken if necessary.
Location(s): Dredging activities of the fairway are concentrated in the two free-flowing sections: • Wachau section: river-kilometre 2.038 – 2.008 • East of Vienna (Freudenau) – border with Slovak Republic: river-kilometre 1.921 – 1.872,8	
Equipment: via donau is contracting the dredging activities with private dredging companies. The contract foresees minimum standards for the dredging equipment, as e.g. dredger(s), capacity, quality control. The company Felbermayr (consignee: Strabag) currently has the following equipment at its disposal: Dredger pontoon Ludwig: stilt pontoon with hydraulic dredger Liebherr 974	**Equipment:** via donau will continue to contract external dredging companies for the execution of dredging works in 2013. The minimum requirements for the dredging equipment and quality of works will be laid down in the respective contracts and are not supposed to change significantly compared to 2012.

Pusher Grafenau: 2 x 350 PS Hopper barge V4 (approx. 200 m³) Hopper barge V7 (approx. 200 m³)	
Costs: The total budget for dredging activities in 2012 was 5.77 Mio. € (including dredging activities outside the navigation fairway – e.g. marinas - and potential additional dredging measures after floods). Until end of October 2012 the costs for dredging activities in the two free-flowing sections amounted about 726.000 €, further dredging activities are foreseen in November and December 2012 with a total amount of about 700.000 € (total volume 2012: 1.426 Mio. €)	**Costs:** In 2013 the overall budget for standard dredging activities is 4.92 Mio. €. An addition budget position is foreseen for potential dredging activities after floods (1.5 Mio. € resp. 12.5 Mio. € for flood events with 10-years return rate resp. 100-years return rate) – this additional budget line is currently under negotiation.
3) Signalling of the fairway	
Measures taken in 2012	**Measures foreseen for 2013 and 2014**
Frequency: Floating fairway marks (including flashing rafts) are permanently monitored. If necessary, these are adapted to changes in the alignment of the fairway or relocated respectively changed after extreme weather events (ice, floods). Coastal signs are stationary and they are usually not subject to change. Maintenance effort is restricted to a regular change of the batteries.	**Frequency:**
Location(s): Entire Austrian stretch of the Danube (350,51 km)	**Location(s):**
Type: 122 floating fairway signs red (right margin of the fairway), each equipped with top signs (radar reflectors) 114 floating fairway signs green (left margin of the fairway), each equipped	**Type:**

with top signs (radar reflectors) 78 coastal signs red (right bank), 70 of which equipped with light signal 77 coastal signs green (left bank), 70 of which equipped with light signal 21 spars 5 flashing rafts with top signs and light signal	
Costs: Not specified	**Costs:**

4) Information to the users of the waterway

Measures taken in 2012	Measures foreseen for 2013 and 2014
Type: Current information on the status of the shallow sections is published on the website of via donau (http://www.doris.bmvit.gv.at/pegel_und_seichtstellen/fahrwassertiefen_seichtstellen/). It is updated at least on a monthly basis and contains following information: • Current fairway depth in the weakest sections of the two free-flowing sections on the Austrian Danube • Graphical display of the shallow sections (current riverbed survey – trackplot) Furthermore current water levels are displayed on the via donau website (http://www.doris.bmvit.gv.at/pegel_und_seichtstellen/pegelstaende/), including forecast information for the two relevant gauges (Kienstock and Wildungsmauer) of the two free-flowing sections (Wachau and Vienna-border AT-SK). Consolidated information on the current fairway conditions is published in an overview on the via donau website (http://www.doris.bmvit.gv.at/fileadmin/site_upload/doris/uebersicht_fahrwa	**Type:** In 2013 a further improvement of the information on shallow sections is planned. The main aim is to improve the user-friendliness of the website, including an easier interpretation of the displayed data (especially the fairway trackplots).

sserinformationen/OnePageInfo_de.pdf). This includes information on the status of the 9 locks on the Austrian Danube stretch and current information from the “Notices to Skippers”.	
Frequency: The information on shallow sections is generally produced and published on the website on a **monthly basis**. In specific circumstances (e.g. change of the navigation fairway) the data is updated in even shorter intervals	**Frequency:** Same frequency planned as in 2012.
Media: See answer above.	**Media:** No changes planned compared to 2012.

5) Procedures in extraordinary circumstances

Measures taken in 2012	Measures foreseen for 2013 and 2014
Type of circumstance: After flood events additional dredging measures are foreseen in order to re-establish the fairway parameters. The budget for such additional measures was not fixed in 2012 (resp. the previous years) and had to be requested on a case by case approach from the ministry. In order to improve this situation via donau is currently negotiating with the ministry an additional budget position for such extraordinary events. This agreement is based on the analysis of previous additional dredging activities after flood events. The additional budget position shall foresee two cases: Flood events with a 10-years return rate (budget position 1.5 Mio. €) and with a 100-years return rate (budget position: 12.5 Mio. €). In case of blockages due to ice formation, the nine Austrian Danube locks issue an enhanced ice message which provides an overview about ice in and around the locks. The ice report provides a summary on the formation of ice for the entire Austrian Danube. Furthermore standardised reports in case of ice occurrences are displayed in the Austrian “Notices to Skippers”. For the common sector of Austria and Slovak Republic a ´Transboundary	**Implementation:** From 2013 via donau shall have an additional budget position in case of flood events in order to be able to execute the additional dredging activities. The additional budget positions are currently under negotiation and foresee 1.5 Mio. € (Flood events with a 10-years return rate) resp. 12.5 Mio. € (100-years return rate. With regards to better coordination in case of ice events a tri-lateral workshop between Germany, Austria and Slovak Republic will be convened again in autumn 2013. The Austrian-Slovakian ´Transboundary Waters Commission´ will continue to work and cooperate on the same basis as in 2012.

Waters Commission´ (TWC) has been installed in 1967. Within the TWC a directive for the cooperation in case of extraordinary circumstances has been defined for following cooperation issues: • floods • ice • extraordinary manipulation at the hydro power plant Freudenau • Suddenly occurred and not foreseen extraordinary contamination of the Danube. In October 2012 a tri-lateral workshop (Germany, Austria, Slovak Republic) between the responsible waterway authorities (and partly also ministries) was convened in Vienna in order to harmonise procedures in case of ice events and to update information on responsible contact persons in the different organisations. It has been agreed to convene such a tri-lateral workshop annually.	
Status: With regards to the Austrian-Slovakian TWC, the following procedures are defined: • Flood event: In case of floods the relevant departments (Hydrological services) of both states are mutually informed. • Ice event: In case of formation of ice a daily survey of the ice status has to be performed. This status will be transferred via RIS services (Notices to Skippers) and by email. • Extraordinary manipulation at the hydro power plant Freudenau: If there is any extraordinary manipulation at the hydro power plant Freudenau with a negative effect for the Republic of Slovakia the responsible departments (Waterway management in Slovakia) have to be informed. • Suddenly occurred and not foreseen extraordinary contamination of the Danube:	

If there is such a contamination the identified departments in the Republic of Slovakia have to be informed in order to be able to take effective respond measures. Furthermore in October 2012 a tri-lateral workshop (Germany, Austria, Slovak Republic) between the responsible waterway authorities (and partly also ministries) was convened in Vienna in order to harmonise procedures in case of ice events and to update information on responsible contact persons in the different organisations. It has been agreed to convene such a tri-lateral workshop annually.	

Any other information you would like to provide:

<u>Annex 5</u> – Memorandum of Understanding between the Government of Romania and the Government of the Republic of Bulgaria on setting up an Interministerial Committee for sustainable development of inland waterways transport on the Romanian-Bulgarian common sector of the Danube

MEMORANDUM OF UNDERSTANDING

between
the Government of Romania and
the Government of the Republic of Bulgaria
on setting up
an Interministerial Committee for sustainable development of inland waterways transport, on the Romanian – Bulgarian common sector of the Danube

The Government of Romania and the Government of the Republic of Bulgaria hereinafter referred to as the *„Parties"*,

Having regard to the Europe 2020 Strategy for Smart, Sustainable and Inclusive Growth, the European Union Strategy for the Danube Region (hereafter referred to as "the EUSDR"), the White Paper 2011 "Roadmap to a Single European Transport Area";

Taking into account provision of **article 3** of the Convention on the regime of navigation on the Danube signed in Belgrade on 18 August 1948, together with two annexes hereto and additional Protocol (Belgrade Convention), which stipulates that the Danube riparian States undertake to maintain their sections of the Danube in a navigable condition and provisions of **article 39** stipulating that in the Danube sections forming national borders, execution of works and distribution of costs are regulated by agreement between the respectively neighboring States;

Without prejudice to the application of the relevant environmental EU legislation and international agreements to which both states are parties,

Recognizing the importance of inland waterway transport for the development of the European economy, in particular the Danube and its navigable tributaries as part of the Trans-European Transport Networks;

Taking into account the EUSDR and the related targets aimed at increasing the cargo transport on the river by 20% by 2020 and establishing effective waterway infrastructure management by 2015;

Having regard to the Declaration on effective waterway infrastructure maintenance on the Danube and its tributaries, signed in Luxembourg on 7 June 2012,

Considering the next programming period 2014 – 2020, the TEN-T guidance; the new proposed financial framework, the Common Regulation for the European Regional Development Fund , the Cohesion Fund, the European Social Fund, the European Maritime and Fisheries Fund, the European Agricultural Fund for Rural Development and the newly proposed financial instrument – Connecting Europe Facility;

Given the roadmap for an action *"IWT Policy – Interministerial Committee"* within the EUSDR Priority Area 1.a. *Inland Waterways;*

RECOGNIZING the friendship, cooperation and neighbourly relations existing between the two states and wishing to further promote these relations through the development of transport infrastructure,

Have agreed on the following:

Article 1 Setting up the Interministerial Committee

The Parties shall set up an Interministerial Committee for sustainable development of inland waterways transport, on the Romanian – Bulgarian common sector of the Danube, hereinafter "*Interministerial Committee*".

Article 2 Tasks of the Interministerial Committee

The Interministerial Committee shall have the following tasks:

a) to adopt an Action Plan for common projects for improving the navigation conditions on the Romanian – Bulgarian common sector of the Danube and the connectivity between both states, to be prepared and implemented on short-term basis till 2020, medium-term basis till 2030, and long-term basis till 2050. The Interministerial Committee will adopt any necessary changes to the Action Plan.

b) to identify the funding sources for the projects included in the Action Plan.

c) to monitor the implementation of the Action Plan.

d) to provide support for proper and dully implementation of the Action Plan.

e) to analyze the bilateral legal framework regarding the maintenance and improvement of the fairway on the Romanian – Bulgarian common sector and proposing amendments or concluding of agreements, as appropriate.

f) to support the setting up of an European Grouping for Territorial Cooperation, according to the Regulation (EC) No 1082/2006 of the European Parliament and of the Council of 5 July 2006 on a European grouping of territorial cooperation (EGTC) for implementing the common projects and manage the activities on ensuring the minimum navigation conditions on the Romanian – Bulgarian common sector of the Danube.

Article 3 Composition of Interministerial Committee

1. The Interministerial Committee shall be co-chaired.
   - for the Romanian party: The Secretary of State of Ministry of Transport and Infrastructure and the National Contact Point for EUSDR from Ministry of Foreign Affairs,
   - for the Bulgarian party: The Deputy Minister of Ministry of Transport, Information Technologies and Communications and the National Contact Point for EUSDR from the Ministry of Regional Development and Public Works.

2. The Interministerial Committee will be composed by representatives of the following authorities:
   - for the Romanian party: Ministry of Transport and Infrastructure, Ministry of Foreign Affairs, Ministry of Regional Development and Tourism, Ministry of Environment and Forests, Ministry of European Affairs, Ministry of Public Finance, the Ministry of Administration and Interior.
   - for the Bulgarian party: the Ministry of Transport, Information Technologies and Communications, the Ministry of Regional Development and Public Works, the Ministry of Environment and Water, the Ministry of Foreign Affairs, the Ministry of Finance, the Ministry of Interior, a representative of the Cabinet of the Minister of EU Funds Management.

3. The nominated representatives by the authorities will be empowered to make decisions.

4. The Interministerial Committee could set up Experts Working Groups on specific thematic.

5. In case of changes on the composition of the Interministerial Committee, the Parties will inform each other in written form.

Article 4 Rules of Procedures

The Interministerial Committee will establish its own Rules of Procedure which will be adopted during the first meeting. The Rules of Procedure will provide at least the following: tasks, reporting, composition, chair, decision-making process, consultation with interested parties, working methods and meetings organization.

Article 5 Expenses

Each authority involved in the activities of Interministerial Committee will be responsible for covering expenses with accommodation, travelling and daily fees for their representatives.

Article 6 Working languages and communication

1. The official languages of the Interministerial Committee shall be Romanian and Bulgarian.

2. The working languages in the debates of the Interministerial Committee shall be Romanian, Bulgarian and English languages.

3. Protocols, conclusions of meetings and other documents shall be prepared in Romanian, Bulgarian and English languages. In case of divergence in the interpretation of the documents the English text shall prevail.

4. Correspondence between the members of the Interministerial Committee shall be in English.

Article 7 Cooperation with other institutions

1. The Interministerial Committee within the framework of its tasks will maintain continuous communication with other EU relevant institutions, relevant national institutions representatives of the Joint Commissions established through bilateral agreements of the Parties with relevance for inland waterway transport, including local authorities.

2. The Interministerial Committee shall be authorized, within the limits of its powers to cooperate, with the institutions of the European Union, if considered necessary.

3. At each meeting of the Interministerial Committee representatives of the institutions of the European Union and TEN-T Coordinators will be invited to participate and will be responsible for covering their own expenses generated by their participation in the meetings.

Article 8 Settlement of disputes

Any dispute with regard to the interpretation or application of this Memorandum of Understanding shall be settled through direct negotiations between the the co-chairs of the Interministerial Committee. If agreement could not be reached through direct negotiations, the dispute shall be settled at governmental level.

Article 9 Entering into force, duration, amendments and termination

1. This Memorandum of Understanding shall enter into force at the date of the receipt the last notification confirming the fulfillment by the Parties of internal approval procedures necessary for its entry into force.

2. This Memorandum of Understanding is concluded for an indefinite period of time and shall remain in force provided that neither Party will inform, in writing, the other Party of its intention to terminate it.

3. This Memorandum of Understanding could be amended by mutual written consent of the Parties, in the protocols which will become part of this Memorandum of Understanding, which will enter into force in accordance with paragraph 1 of this article.

4. This Memorandum of Understanding does not affect the rights and obligations of the Parties arising from other international agreements to which Romania and the Republic of Bulgaria are parties.

5. Either Party may at any time terminate this Memorandum of Understanding by notifying in written form the other Party. Denunciation shall take effect six months after receiving the notification by the other Party.

Whereof, the undersigned, duly authorized by their respective Governments, have signed this Memorandum of.Understanding.

Signed in 11 October 2012, on ..... **2012,** in Romanian, Bulgarian and English languages, in two original copies, one for each country, all texts being equally authentic. In case of differences of interpretation of this Memorandum of Understanding, the English text will prevail.

For the Government of Romania

Minister of Transport and Infrastructure

For the Government of the Republic of Bulgaria

Minister of Transport, Information Technologies and Communications

Minister of Regional Development and Public Works

COPIE CONFORMĂ CU ORIGINALUL
ALINA OROSAN
DIRECTOR

<u>Annex 6</u> – Appeal of the Steering Group of Priority Area 1a of the EU Strategy for the Danube Region concerning the data exchange in River Information Services

Appeal of the Steering Group

of Priority Area 1a of the EU Strategy for the Danube Region (EUSDR) concerning the data exchange in River Information Services (RIS data exchange)

Whereas:

1. One target within Priority Area 1a – To improve mobility and multimodality: Inland waterways – of the EUSDR is to implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015.
2. Shippers, terminal operators, logistic service providers and other users of inland waterway transport have repeatedly requested improved information covering services provided by inland navigation. This need has been proven by means of various pilots and projects on a national and European level.
3. Multilateral RIS data exchange between competent authorities is a prerequisite for actual availability of information necessary for logistic purposes.
4. The current European policy regarding RIS, more specifically laid down in the RIS Directive, provides for the pursuit of spin-off effects of RIS implementation. The European Parliament and the Council have made – inter alia – the following statements in RIS Directive 2005/44/EC and Commission Regulation Nr. 414/2007 (RIS Guidelines) relevant to RIS and information for transport logistics:
   - Logistic applications of RIS comprise: voyage planning, transport management, intermodal port & terminal management and cargo & fleet management.
   - The competent authorities should design their information systems in such a way that the data flow between public and private partners is possible.
   - RIS do not deal with internal commercial activities between one or more of the involved companies, but are open for interfacing with commercial activities.
   - Member States, if appropriate in cooperation with the Community, should encourage boat masters, operators, agents or owners of vessels navigating on their inland waterways and shippers or owners of goods carried on board of such vessels to make the most of the services made available under the RIS Directive.
   - The introduction of RIS should not lead to uncontrolled processing of economically sensitive data related to market operation.
   - In cases where logistic information is provided by systems operated by a competent authority, this authority should take the necessary steps to ensure the protection of confidential commercial information. When confidential data is provided to third parties, privacy regulations have to be taken into account.

bmvit viadonau Ministerul Transporturilor si Infrastructurii

Action co-funded by the EUROPEAN UNION

The Steering Group of Priority Area 1a of the EU Strategy for the Danube Region (EUSDR) **appeals to the European Commission** to take the necessary legislative measures to provide a sufficient legal basis for RIS data exchange with and among authorities in a multilateral way including third countries along the Danube. Particular attention should be drawn to ensuring privacy protection while at the same time minimising administrative effort through a network approach rather than pure cross-border connection. In addition, the European Commission should encourage non-EU Member States to follow the requirements of the EU Member States to the highest extent possible.

The Steering Group of Priority Area 1a of the EU Strategy for the Danube Region (EUSDR) **appeals to the partner Governments** to provide on a national level the necessary legislative basis for RIS data exchange with logistical users.

RIS for logistical purposes will involve the exchange of information that is obtained by RIS Providers on behalf of competent authorities and which waterway users are either legally obliged to provide or submit on a voluntary basis.

In a logistical context, RIS data may only be made available under explicit consent of the data owner determining content and addressee.

Done at Linz on the 17th of April 2013

On behalf of the Steering Group of the EUSDR

Monica Patrichi

Romanian Coordinator of Priority Area 1a
of the EU Strategy for the Danube Region

Reinhard Vorderwinkler

Austrian Coordinator of Priority Area 1a
of the EU Strategy for the Danube Region

bmvit viadonau Ministerul Transporturilor si Infrastructurii

Action co-funded by the EUROPEAN UNION

<u>Annex 7</u> – Meeting minutes & attendance list for Steering Group meetings

EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality: Inland waterways

4th Meeting of the Steering Group for Priority Area 1a of the EUSDR

Belgrade, Serbia – 8 November 2012

MINUTES

Author(s):

Joint Technical Secretariat of PACs 1a

Version (date):

V 1.0 (final) | 18-04-2013

1. Welcome to the participants, adoption of the Minutes from the previous meeting and adoption of the Agenda

The 4th meeting of the Danube Strategy's Steering Group for Priority Area 1a – *To improve mobility and multimodality: Inland waterways* was held in Belgrade, Serbia. The Coordinators of Priority Area 1a (henceforth: PACs 1a) of the EUSDR, represented by Mr. Reinhard VORDERWINKLER of Austria and Ms. Monica PATRICHI of Romania, welcomed the members of the Steering Group to the meeting and invited them to shortly introduce themselves and the organisation they are representing.

The Minutes from the 3rd meeting as well as the Agenda for the 4th meeting of the Steering Group were approved unanimously and without amendments.

2. Introduction of current status of work by PACs 1a

The PACs 1a, represented by Mr. Reinhard VORDERWINKLER and Ms. Monica PATRICHI, started their overview on the current implementation status of Priority Area 1a of the Danube Strategy with the status quo on **projects** which are in line with the targets and actions of the Strategy. Thus far, 91 projects were received or identified by PACs 1a of which 16 are in their definition phase, 41 under preparation and 29 currently being implemented. Projects and project ideas can be forwarded any time to PACs 1a by means of a project data sheet which is available for download of the PA 1a website at www.danube-navigation.eu. In terms of funding for projects, attention was specifically drawn to a planned new transnational cooperation programme for the Danube region which will be available for the EU programming period 2014–2020 as a follow-up to the SEE programme. The PACs informed the participants that out of the nine projects which received a **Letter of Recommendation** by the Steering Group, four have in the meantime been approved by the respective managing authorities.

At the end of May 2012, the **first Annual Stakeholder Conference** on inland waterways in the Danube region took place in Bucharest in the premises of the Palace of Parliament. The main intention of the Conference was to enable a dialogue between the public and the private sector of

inland waterway transport along the Danube. The Minutes for the Conference are available for download under the "Conferences" tab of the PA 1a's website.

Next in their introduction, the PACs 1a provided a short flashback to the **3rd Steering Group meeting** in May 2012 which was held in Bratislava and which was attended by EU Commissioner Johannes HAHN of the European Commission's Directorate-General for Regional Policy (henceforth: DG REGIO). Discussions were targeted to the effective waterway maintenance and measures that could be implemented by each riparian country in order to avoid the negative effects of low water periods.

In June 2012, the transport ministers of the Danube riparian countries met in Luxembourg and agreed on a **Declaration** concerning effective **waterway infrastructure maintenance** on the Danube and its navigable tributaries, reasserting existing obligations to maintain the fairway to a good standard and to undertake measures to tackle problems like low water or ice. The ministers of Austria, Bulgaria, Croatia, Germany, Moldova, Romania and Slovakia signed the Declaration, while Serbia and Bosnia and Herzegovina have sent letters of support. Hungary and Ukraine have not yet signed the Declaration. The PACs 1a, through their Joint Technical Secretariat, support the monitoring and implementation of the Declaration's objectives in the frame of the capabilities. To this avail, a **questionnaire** on waterway maintenance had been sent out to the signatory states prior to the 4th meeting of the Steering Group (cf. section 4 below).

The PACs 1a informed the members of the Steering Group about the submission of the **first Annual Progress Report** to DG REGIO in June 2012. The report specifies the progress made regarding the first year of implementation of the Danube Strategy in PA 1a. The Report had been approved by the members of the Steering Group and was sent to the European Commission in due time. It is available online on the PA 1a's website together with its annexes.

In addition to coordinating PA 1a of the EUSDR, the PACs 1a are also responsible for coordinating the implementation of the "flagship project" **Innovative Danube Vessel**. This project consists of a study which was commissioned by PAC 1a on behalf of DG REGIO with the following overall objective: Elaboration and development of innovative vessel and technology solutions with a high potential for implementation on the Danube. The winning consortium started work in July 2012, results are to be made publicly available by the end of 2013.

3. Presentation of conclusions from the 3rd meeting of the Working Groups

Mr. Markus SIMONER, representative of the Joint Technical Secretariat for implementing PA 1a of the EUSDR, presented the main outcomes of the 3rd meeting of the Working Groups which took place one day prior to the Steering Group meeting. At that session, the Working Groups of PA 1a were thematically clustered as follows:

- Waterway maintenance & waterway infrastructure
- Ports & fleet modernisation
- Administrative procedures

Mr. SIMONER stressed the importance of an enhanced **horizontal and integrative approach** for the implementation of the EUSDR and its relevant projects. He mentioned the examples of coordination between Priority Areas 1a and 6 (biodiversity) as well as the stakeholder participation model which was set up for the waterway infrastructure project in Serbia.

Ms. Irina PLOEG CRUCERU presented her conclusions from the 3rd Working Groups meeting on behalf of DG REGIO. She suggested to take more advantage of the participation of WG members as they attend these meetings at their own expenses. A common view or common proposals on resp. for certain actions should be developed which can then be pushed on the side of the European Commission in order to move from "thinking" to "doing". To this avail, a dialogue could be established in between WG meetings and concrete proposals with a structured content and proposed solutions should be developed.

4. Declaration on effective waterway infrastructure maintenance – status reported by countries

Mr. Thomas HARTL, representative of the Joint Technical Secretariat for implementing PA 1a of the EUSDR, gave a short introduction on the **Questionnaire** on effective waterway infrastructure maintenance which had been sent out to the members of the Steering Group prior to the 4th meeting. According to the Luxembourg Declaration, the implementation of the actions foreseen in the Declaration is to be monitored through a common regular monitoring and reporting mechanism in the framework of the EUSDR's PA 1a. The Questionnaire had been drafted in order to enable Danube riparian states to provide specific information on the execution of regular fairway maintenance works as agreed on in the Declaration.

The deadline for returning the filled-in Questionnaire to the Joint Technical Secretariat was set with October 30th, 2012. To that date, eight questionnaires had been received. The density and quality of information provided by the Danube countries in some cases varied considerably, and the PACs thus announced a round of feedback in order to fill the gaps and to be able to compare the data provided.

Austria reported on its proactive approach in waterway maintenance – in order to provide good fairway conditions to the users of the waterway in low water periods, which statistically seen mostly occur on the Austrian stretch of the Danube in the fall and winter months of a year, the dredging of shallow sections was proactively started in September this year.

Slovakia pointed to the fact that the Slovakian Ministry of Environment is responsible for waterway maintenance, while the Declaration was signed by the Ministry of Transport. Slovakia sees dredging

as an option which is not sustainable and considers the costs created by these measures as damages caused by the non-completion of the Gabčíkovo-Nagymaros project.

Hungary stated that it will provide answers to the Questionnaire within the forthcoming weeks.

Croatia reported on the plan for a better cross-border coordination in extraordinary circumstances in order to improve cooperation, exchange of information and the joint measures taken with Serbia.

Serbia informed the members of the Steering Group that it has officially signed the Declaration. No dredging measures were taken in 2012 due to the lack of money for such interventions. For 2013, Plovput as the competent waterway maintenance authority will be faced with a very strict budget.

Bosnia and Herzegovina pointed to the fact that it had sent a letter in support of the Declaration with a future option to sign it. Maintenance of the Sava river necessitates close cooperation between Croatia and Bosnia and Herzegovina, as the entire waterway stretch forms the border between the two countries. In addition, national rules on maintenance issues need to be developed.

Romania stressed the importance of riverbed surveying as sediment transport has a high influence on navigation on the lower Danube. The Declaration has had a positive impact on national procedures, it is considered as an important political document. In the wake of the Declaration, a Memorandum of Understanding between Romania and Bulgaria on the sustainable development of inland waterway transport on the common sector of the Danube was signed, on the basis of which an Interministerial Committee has been set up.

Bulgaria reported that the signing of the Declaration has not yet led to any changes in the country. No financial support for waterway maintenance has been made available by the Bulgarian Ministry of Transport.

Ukraine stated that it has no objections to the contents of the Declaration and that signature to it will be achieved in the future.

The **Sava Commission** pointed out the possibility of a PPP model in waterway maintenance based on the concrete example of a big refinery which would be ready to invest in waterway maintenance for the better use of the Sava river for navigation. Unfortunately, the legal framework for such a solution is currently missing, as waterway maintenance lies within the competence of the riparian countries.

5. Letter of Recommendation (LoR) for selected projects

Prior to the 4th meeting of the Steering Group, the Joint Technical Secretariat sent out data sheets for projects which had been received by the PACs 1a from project promoters and which are suggested to receive a Letter of Recommendation as these projects comply with the criteria for issuing a Letter of Recommendation for PA 1a. The following three projects had been received:

1. Preparation of Necessary Documentation for River Training and Dredging Works on selected locations along the Danube River in Serbia
2. Unification of the reference systems used in Romania and Bulgaria on the Danube river and introduction of the European systems
3. Train for Ports

All three projects were approved by the members of the Steering Group entitled to vote (Art. 6 (1) b. of the Rules of Procedure of the Steering Group) to receive a Letter of Recommendation by the PACs 1a; projects 1 and 2 were approved unanimously, while project 3 was approved by unanimity minus one (Germany) (Art. 6 (1) d.).

Serbia noted a mistake in the designation of their project. It will be corrected to "River Training and Dredging Works on selected locations along the Danube River in Serbia". The members of the Steering Group consented to this change of name which will not negatively affect the issuing of a LoR for this project.

A few days prior to the meeting of the Steering Group, **Slovakia** forwarded a data sheet for the project "MreNa – Recreational Navigation on the Morava River (Feasibility Study)" to the Joint Technical Secretariat of PA 1a. Due to the short time-frame, which did not allow for checking the compliance of this project with the criteria for issuing a Letter of Recommendation for PA 1a, the PACs 1a decided to start "decision-making by written procedure" after the meeting according to Art. 6 (2) a. of the Rules of Procedure of the Steering Group – provided that the mentioned criteria are fulfilled by the project.

6. Obstacles in achieving targets/implementing actions of PA 1a

Ms. Cristina CUC, representative of the Joint Technical Secretariat for implementing PA 1a of the EUSDR, gave an overview of obstacles in achieving the targets resp. implementing the actions of PA 1a as identified by stakeholders and presented possible solutions.

Regarding the topic of financial means to be made available in the upcoming EU **financing programming period** 2014–2020, Ms. Irina PLOEG CRUCERU of the European Commission's DG REGIO pointed out that the Commission has prepared country position papers which include the targets of the EUSDR. These papers are an integral part for the discussions between EU countries and the Commission on the future outline of national operational programmes. In addition, DG REGIO is also part of the country teams which are involved in the respective negotiations.

Mr. Philip WELLER, Executive Secretary of the International Commission for the Protection of the Danube River's Permanent Secretariat, suggested that the PACs might send a letter to those country teams (chief negotiators) as well as to DG REGIO stressing the most important issues as identified by the Steering Group in implementing the EUSDR's PA 1a. Mr. Željko MILKOVIĆ, Deputy Secretary for Navigation of the International Sava River Basin Commission, referred to the importance of including the topic of the legal framework for ship's personnel and boatmasters in the programming.

7. Discussion on targets and actions of PA 1a

Mr. Reinhard VORDERWINKLER, in his role as PAC 1a, asked the members of the Steering Group about the possible need for a revision of one or more of the five targets and the related actions of PA 1a. None of the Steering Group members expressed a need for a revision of targets and actions.

Ms. Irina PLOEG CRUCERU mentioned a reflection paper on the implementation of the EUSDR which was drafted by DG REGIO in preparation of the first annual EUSDR report to be published by the Commission in 2013. Among the challenges ahead is to ensure that actions are contributing to the overall goals and targets of the Strategy. Steering Groups and PACs have a key task in further facilitating policy coordination and concrete project development.

Mr. Florian BALLNUS, representative of the Coordinators of PA 6 on biodiversity, pointed to the fact that concrete actions have already been started which are aimed at enhancing horizontal policy coordination, specifically coordination between different PACs. One example for this is a panel discussion on the integrative approach as a key success factor for improved mobility and sustainable river basin management which is scheduled for the 1st Annual Forum of the EUSDR in Regensburg at the end of November 2012.

8. Country reports on implementing PA 1a's actions and roadmaps

As a last agenda item, the members of the Steering Group were asked to report on their contribution to the implementation of the EUSDR's Action Plan and Roadmaps and to provide information on their plans and priorities for the year 2013. These presentations have been made available for download at the website of EUSDR PA 1a, i.e. www.danube-navigation.eu, under the "Steering Group" tab.

Next steps

- **27–28 November 2012:** 1st Annual EUSDR Stakeholder Conference, Regensburg (Germany).
- **Spring 2013:** 4th meeting of Working Groups of PA 1a + 5th meeting of Steering Group of PA 1a

Enclosures

Please note: All documents are available for download at the website of EUSDR PA 1a
→ www.danube-navigation.eu

(1) Presentations given by the participants at the Steering Group meeting

(2) List of attendants

(3) List of contact details for members of the Steering Group

List of Participants

4th meeting of the Steering Group | Belgrade, 8 November 2012

No	Name	Country	Organisation	Position / Unit
01	**BALLNUS Florian (guest)**	DE	Bavarian State Ministry of the Environment and Public Health	Coordinator for Priority Area 6 on biodiversity of the EU Danube Strategy
02	**BARIŠIĆ Ana**	HR	Ministry of Maritime Affairs, Transport and Infrastructure	Senior Clerk
03	**BEUTL Harald**	AT	via donau - Österreichische Wasserstraßen-Gesellschaft mbH	Technical Secretariat for Priority Area 1a of the EU Danube Strategy
04	**CABADAJ Roman**	SK	Waterborne Transport Development Agency	Specialist
05	**CUC Cristina**	RO	Ministry of Transport and Infrastructure	Technical Secretariat for Priority Area 1a of the EU Danube Strategy
06	**DABROWSKI Vojtěch**	CZ	Ministry of Transport	Navigation Department
07	**HADŹIĆ Snežana**	BA	Ministry of Communication and Transport	Expert Associate
08	**HARTL Thomas**	AT	via donau - Österreichische Wasserstraßen-Gesellschaft mbH	Technical Secretariat for Priority Area 1a of the EU Danube Strategy
09	**HORVÁTH József**	HU	National Transport Authority	Head of Shipping Licensing and Controlling Unit
10	**KHLYEBNIKOV Sergiy**	UA	State Enterprise "Delta-Pilot"	Deputy Head of VTS Department
11	**MARKOVSKA Daria**	UA	Ministry of Infrastructure	Chief Expert, Department for International Cooperation
12	**MILKOVIĆ Željko**	HR	International Sava River Basin Commission	Deputy Secretary for Navigation
13	**NOVÁK Vladimír**	SK	Waterborne Transport Development Agency	Director

List of Participants

4th meeting of the Steering Group | Belgrade, 8 November 2012

No	Name	Country	Organisation	Position / Unit
14	**OSTOJIĆ BARJAKTAREVIĆ Žaneta**	RS	Directorate for Inland Waterways - Plovput	Director General
15	**PATRICHI Monica**	RO	Ministry of Transport and Infrastructure	Technical Secretariat for Priority Area 1a of the EU Danube Strategy
16	**PLOEG CRUCERU Irina**	BE	European Commission, Directorate-General for Regional Policy	Unit E.1 - European Transnational and Interregional Cooperation
17	**RADOŠ Irena**	HR	Ministry of Maritime Affairs, Transport and Infrastructure	Senior Advisor
18	**RAFAEL Róbert**	HU	National Association of Radio Distress-Signalling and Infocommunications - RSOE	Deputy Chief Executive Officer
19	**SCHWETZ Otto**	AT	Pan-European Transport Corridor VII & Working Community of the Danube Regions	Chairman & Chairman of Working Group on Transport and Navigation
20	**SHCHERBAKOVA Valeriia**	UA	Ministry of Infrastructure	Chief Expert, Department for Coordination of Development Policy of Infrastructure and Tourism
21	**SIEDL Nina**	AT	via donau - Österreichische Wasserstraßen-Gesellschaft mbH	Technical Secretariat for Priority Area 1a of the EU Danube Strategy
22	**SIMONER Markus**	AT	via donau - Österreichische Wasserstraßen-Gesellschaft mbH	Technical Secretariat for Priority Area 1a of the EU Danube Strategy
23	**SOARE Romeo**	RO	AFDJ - River Administration of the Lower Danube Galati	Head of Giurgiu Section
24	**TSONEV Pavlin**	BG	Executive Agency for Exploration and Maintenance of the Danube River	Executive Director
25	**VORDERWINKLER Reinhard**	AT	Federal Ministry for Transport, Innovation and Technology	Supreme Navigation Authority
26	**WELLER Philip**	AT	International Commission for the Protection of the Danube River	Executive Secretary

DANUBE REGION strategy
Mobility | Waterways

EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality: Inland waterways

5th Meeting of the Steering Group for Priority Area 1a of the EUSDR

Linz, Austria
17 – 18 April 2013

MINUTES

Author(s):

Joint Technical Secretariat of PACs 1a

Version (date):

V 0.2 (draft) | 28-06-2013

1. Welcome to the participants, adoption of the Minutes from the previous meeting and adoption of the Agenda

The 5th meeting of the Danube Strategy's Steering Group for Priority Area 1a – *To improve mobility and multimodality: Inland waterways* was held in Linz, Austria, on the premises of the voestalpine Stahlwelt. The Coordinators of Priority Area 1a (henceforth: PACs 1a) of the EUSDR, represented by **Mr. Reinhard VORDERWINKLER** of Austria and **Ms. Monica PATRICHI** of Romania, welcomed the participants, members of the Steering Group, representatives of the European Commission (DG REGIO and DG MOVE), representatives of river commissions and PACs from PA 1b – *To improve mobility and multimodality: road, rail and air transport* and PA 8 – *To support the competitiveness of enterprises*.

The Meeting Minutes for the 4th meeting as well as the Agenda for the 5th meeting of the Steering Group were approved unanimously and without amendments.

2. Introduction of current status of work by PACs 1a

The PACs 1a of Austria and Romania provided an overview on the currently on-going activities concerning waterway infrastructure projects, waterway maintenance, ports and sustainable freight transport, River Information Services (RIS), education and jobs as well as administrative procedures.

In the field of implementation of representative **waterway infrastructure projects** on the Danube the following activities were mentioned: study on variants for the sector Straubing–Vilshofen (Germany) which was finished at the end of 2012, start of the pilot project east of Vienna (Austria), progress on

the planning of works for six priority locations (Serbia) and on-going works on the Calarasi–Braila sector (Romania).

In the field of **waterway maintenance**, following up on the *Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries* which was signed by the Danube transport ministers in June 2012 in Luxembourg, the Joint Technical Secretariat of PA 1a is monitoring the short-term measures taken or planned by the riparian countries twice per year with the help of questionnaires. A representative project for waterway management is *NEWADA duo (Network of Danube Waterway Administrations – data and user orientation*, 10/2012–09/2014), co-funded in the EU's SEE Transnational Cooperation Programme.

In the field of **ports and sustainable freight transport** the project *INWAPO (Upgrading of Inland Waterway and Sea Ports*, 10/2011–09/2014) was mentioned which is co-funded in the EU's CE Transnational Cooperation Programme. The project established a set of benchmarks and performance indicators for Danube ports and transhipment sites.

With regard to **fleet modernization** several studies for the use of alternative fuels on the Danube (e.g. LNG - liquefied natural gas) are conducted and others are in preparation. Also on-going is the flagship project *Innovative Danube Vessel* (07/2012–12/2013), a study commissioned by via donau on behalf of the EC's DG REGIO.

Concerning **River Information Services** the IRIS Europe 3 project was mentioned together with recent RIS developments in Romania and Serbia and the start of the pilot operation of international RIS data exchange in June 2013 between Austria and Slovakia, including the involvement of a limited user group. Preparations for the interconnections with Hungary, Croatia and Romania are on-going. The PACs 1a underlined the need of involvement of logistical users into RIS data exchange, the continuation of the signature process for legal agreements for international data exchange (as a mid-term solution) and the improvement of the quality of interoperability between national RIS systems.

In the field of **education and jobs** the public consultation on the recognition and modernization of professional qualifications in inland navigation (revision of EU Directive 96/50/EC on boatmasters' certificates) is currently on-going. A representative project for the topic of education and jobs is *HINT* (*Harmonized Inland Navigation Transport through Education and Information Technology*, 12/2012 – 12/2014), co-funded in the EU's SEE Transnational Cooperation Programme. Concerning the revision of EU Directive 96/50/EC on boatmasters' certificates, the HINT team will provide information and bring in the Danube region opinions. In addition, the PACs encouraged the SG members to bring in their national contribution in this public consultation process. In January 2013, via donau published the 3rd revised and updated edition of the *Manual on Danube Navigation*.

A new field of interest was identified during previous meetings of the Working Groups which is related to **administrative processes**. Complex administrative processes and excessive paperwork are a significant competitive disadvantage for inland navigation on the Danube and its tributaries and happens because not all Danube riparian states are in the EU and not all EU states are within the Schengen area. As a consequence, there are necessary border checks for passengers and crews and customs clearance is required for imports and exports which increase travel time. A detailed analysis of the most time-consuming activities will be needed, involving the private sector and state authorities, together with an evaluation of synergies with on-going activities in PA 11 on security of the EUSDR.

The European Commission and the general Communication on the EUSDR stress the need of horizontal cooperation between PACs of the EUSDR. In this sense, a meeting between PACs and NCPs was organized in Brussels on the 30th and 31st of January 2013 and a meeting of PACs took place in Sofia on the 29th and 30th of April 2013. A matrix visualising the horizontal cooperation between PACs of the EUSDR was elaborated by PACs 1a and PACs 6 which was presented at the meeting in Brussels. PACs 1a invited PACs 6, PACs 1b and PACs 8 to the last Steering Group meetings in order to identify synergies between Priority Areas activities. On the 6th of June 2013, PACs 1a were invited to participate at the Steering Group meeting of PA 11 – Security.

Data sheets showing the status quo of **PA1a projects** are available online on the website www.danube-navigation.eu, a number of more than 90 projects were identified as being in line with PA 1a targets and/or actions. The website is updated on a regular basis by the Joint Technical Secretariat

of PA 1a. In addition, a new section was created on the website for strategic and political documents which are also available for download.

Mr. Thomas HARTL (Austrian Technical Secretariat for PA 1a, via donau) made a summary of the discussions which took place during the 4th Working Groups meeting on the 16th and 17th of April 2013 (held back-to-back with the 5th Steering Group meeting). The focus was on two main topics: waterway management and fleet modernization/efficiency. Concerning the topic of fleet modernization, three presentations were held which revealed the need for improvement of the fairway to also enable the efficient operation of inland vessels. During the Working Groups meeting, Mr. Hartl presented the outcome of the questionnaire regarding waterway infrastructure maintenance activities for 2013. He mentioned Mr. Capatu's intervention concerning the dissatisfaction of the private sector about the application of the Declaration on effective waterway infrastructure maintenance, the lack of EU financing for maintenance and several administrative barriers.

3. Outlook on the new EU programming period 2014–2020

Ms. Ann-Jasmin KRABATSCH (European Commission, DG REGIO) presented an overview of the state of play regarding the implementation of the Danube Strategy and informed the Steering Group members about latest news on the *Danube 2014-2020 transnational programme*. On the 8th of April 2013 the Commission published a Communication after 18 months of the Danube Strategy's implementation which recommends the strengthening of internal implementation structures, sustainable leadership and strategic planning for the Strategy by continuity and sustainability, calling on the EU Member States to incorporate the EUSDR into the new generation of funding schemes for 2014–2020. The new *Danube 2014-2020 programme* will cover the geographical area of the Danube Strategy and currently a Task Force is working on its specifics. Still under discussion are, amongst others, the thematic priorities of the programme and programme management, one of the options for the latter being the establishment of an EGTC (European Grouping of Territorial Cooperation – a cooperation instrument at the Community level). It is foreseen that in January 2014 the programme will be submitted to the EC for approval and that a first call for projects will be opened at the end of 2014, at the earliest.

Mr. Cesare BERNABEI (European Commission, DG MOVE) presented the current status of the revised guidelines for the Trans-European Transport Network (TEN-T) and the new Connecting Europe Facility (CEF). The new proposal regarding TEN-T shows a dual-layer approach consisting of a core and a comprehensive transport network, with deadlines to establish the network by 2030 and 2050, respectively 2050. New multimodal corridors will be created which will have coordinators in order to monitor their implementation. The new infrastructure package is under discussion between the European Commission, the European Parliament and the Council and it is expected to be approved until autumn 2013. The new CEF financial instrument will have a budget of 23.174 billion EUR for transport including 10 billion EUR from the Cohesion Fund. The CEF will not replace or displace cohesion policy funding.

Mr. Bernabei also referred to the discussions during the 4th Working Groups meeting on the TEN-T Regulation and on provisions regarding financial support by the Community for the maintenance of the fairway. He said that the countries should commit themselves to maintain a good fairway for navigation, as this clearly lies in their responsibility. In this respect Mr. Bernabei also pointed out the importance of finalising the review of the Belgrade Convention, which is also a dedicated action of the EUSDR Action Plan. The completion of this process would strengthen the role of the Danube Commission and would also enable the accession of the European Commission as member.

4. Letter of Recommendation (LoR) for selected projects

Prior to the 5th meeting of the Steering Group, the Joint Technical Secretariat sent out data sheets for projects which had been received by the PACs 1a from project promoters and which are suggested to receive a Letter of Recommendation, as these projects comply with the criteria for issuing a Letter of Recommendation for PA 1a. The following three projects were received:

1. *Feasibility Study "Recreational Navigation on the Morava River"* (MreNa), project lead: Slovakian Waterborne Transport Development Agency
2. *Danube River Research and Management* (DREAM), project lead: Vienna University of Natural Resources and Life Sciences
3. *High-performance GREEN PORT GIURGIU*, project lead: ILR Logistica Romania S.R.L.

After consultation with the Steering Group members and by taking into account the criteria adopted by the Steering Group for issuing Letters of Recommendation, it was decided that only projects no. 1 and 3 are meeting all the criteria and will receive a LoR. For project no. 2 the information concerning the specific funding programme to which the project promoter intends to apply for funding is fragmentary (no information on specific call) and the decision was taken to delay the vote until sufficient information on the project will be available.

5. Presentation of proposal for common position on enhancing RIS international data exchange

Prior to the 5th Steering Group meeting, the SG members received a proposal by the PACs 1a regarding the *Appeal of the Steering Group of Priority Area 1a of the EU Strategy for the Danube Region (EUSDR) concerning the data exchange in River Information Services (RIS data exchange)*.

Mr. Reinhard VORDERWINKLER mentioned that RIS systems are very much advanced in some Danube states and that data exchange should be established between authorities, as this is also in line with one of the targets of PA1a. Although the RIS Directive 2005/44/EC stresses in its preamble the privacy and protection in the electronic communication sector regarding the processing of the personal data as well as of the economically sensitive data related to market operators, some states consider that the RIS Directive is still not clear enough on these aspects and that some provisions related to this issue should be amended.

As the provision of international exchange of RIS data is one explicit target of PA 1a, an appeal drafted by the PACs was submitted to the Steering Group which should be understood as a recommendation in order to speed up the process for international RIS data exchange for logistics purposes.

The document was presented by **Mr. Thomas HARTL**, representing the Austrian Technical Secretariat of PA1a. The appeal was approved by the attendant SG members entitled to vote with no objections and in accordance with Art. 6 (1) d ("unanimity minus one") of the SG Rules of Procedures. Prior to the meeting, a written objection to the Appeal was introduced by Germany, albeit with no German representative participating in the SG meeting.

The *Appeal of the Steering Group of Priority Area 1a of the EU Strategy for the Danube Region (EUSDR) concerning the data exchange in River Information Services (RIS data exchange)* was signed by the PACs of PA 1a and will be forwarded to the Commission and the Danube countries. It will also be made available for download on the website of PA 1a.

6. Horizontal cooperation with other Priority Areas of the EUSDR

In line with the spirit of the EUSDR, which encourages the horizontal cooperation between the 12 Priority Areas of the Strategy, the PACs 1b – *To improve mobility and multimodality: road, rail and air transport* and PACs 8 – *To support the competitiveness of enterprises* were invited to the 5th Steering Group meeting of PA 1a to present their activities in order to identify common goals and future possibilities of cooperation.

Mr. Franc ŽEPIČ (PAC 1b, Slovenian Coordinator and representative of Slovenia to the SG of PA 1a) and **Mr. Fedor ČERNE** (Ministry of Infrastructure and Spatial Planning of Slovenia) made reference to the SG meetings of PA 1b and more than 100 projects received, the majority of which being road and rail infrastructure projects. Currently, the Slovenian coordinator of PA 1b is working on the Terms of

Reference for a new project proposal by the name of *TRANSDANUVIOS – a common Transport Vision for the Danube Region*. The idea for the project is based on the already achieved results of Vision Slovenia (2002–2003) and the PRELUDE study. TRANSDANUVIOS aims at identifying the important transport links that will need to be established in order to prepare the Danube region for tomorrow‘s markets, based on the opinions of the region's citizens and stakeholders and also at identifying the resources available. Mr. Žepič expressed the interest of PA 1b for cooperation with PA 1a within this project and with the European Commission.

Ms. Dragica KARAIĆ (PAC 8, Croatian Coordinator) and **Mr. Zvonimir ČORDAŠIĆ** (Regional Development Agency Hrast Ltd.) made reference to the SG meetings of PA 8 and the six working groups created which cover the areas of innovation and technology transfer, clusters excellence, vocational education, competitiveness in rural and urban areas, entrepreneurial learning energy efficiency and environment. Ms. Karaič mentioned the flagship projects *DanuClus* which focusses on cluster mapping and a benchmarking exercise as well as *System of Integral Logistic Support Around the Central Logistic Point in Port of Vukovar* which aims to the development of a new logistics centre "Vuka" as the Regional Centre (hub) in Eastern Europe for the transport, logistics and distribution of goods.

The PACs of PA1a thanked the speakers for their presentations and express their interest in the further development of the *TRANSDANUVIOS* and *DanuClus* projects.

Mr. Pjotr SUVOROV (Deputy General Director of the Danube Commission’s Secretariat) made reference to the insufficient fairway depths and ice problems that occurred on the Danube in 2011 and 2012 when dredging works executed had failed and many economic actors faced serious losses. The national projects aimed at improving the Danube's waterway infrastructure, which are labelled as PA

1a projects and which may significantly reduce the adverse impact of climate processes as well as enhance the logistics base of Danube transport, are included in the Danube Commission's *Plan for major works* and are also monitored by the DC.

The Danube Commission launched its market observation system in 2011. The system is designed for performing operational analysis of the density of vessels and cargo flows on the Danube, for estimating operating capacity of certain river sections in different navigation periods and the influence of various factors on the navigational conditions and economic indicators of navigation. It aims to provide prompt notification of the DC's Member States on the current market situation and possible trends. The draft of the system was approved by the expert group on navigation policy (15 April 2013). The Danube Commission will keep the Steering Group of PA 1a informed about the outcomes of the market observation.

7. Declaration on effective waterway infrastructure maintenance – status reported by countries

Ms. Monica PATRICHI (Romanian Ministry of Transport, Romanian Coordinator of PA 1a) informed the participants about the implementation of the *Memorandum of Understanding between Romania and the Republic of Bulgaria on the establishment of the Interministerial Committee for sustainable development of inland waterway transport on the Romanian–Bulgarian common sector*, which was signed in October 2012. The Committee is chaired by the secretaries of state of the ministries of transport from both countries as well as by the national contact points. It also involves other ministries from both countries which are responsible for public financing, European funds, the environment and the interior and which could contribute to a smoothly and timely implementation of the common projects identified and adopted in a common Action Plan. Representatives of the institutions of the European Union and the TEN-T Coordinators are invited to participate at each meeting. The projects and actions included in the common Action Plan are related to: improvement of navigation conditions on the Romanian-Bulgarian common sector of the Danube, setting up of an EGTC for navigation project implementation, studies for the unification of the reference systems used for measurements on the Danube river, studies for sediment accumulation and the evolution of hydrological parameters, procurement system and data processing for producing and updating electronic navigational charts on the Danube, RIS data exchange, improvement of the connectivity between Romania and Bulgaria and the amendment of the Agreement between Romania and Bulgaria regarding the maintenance and improvement of the fairway on the Romanian–Bulgarian common sector, which was signed in 1955. For the purpose of addressing all these issues, four working groups were created which will provide independent, professional and transparent inputs, guidance and recommendations for the projects or actions.

Mr. Thomas HARTL (Austrian Technical Secretariat for PA 1a) presented the monitoring system on the implementation of waterway maintenance as stipulated in the Luxembourg *Declaration on effective waterway management on the Danube and its tributaries*. The implementation of the actions shall be monitored through a common regular monitoring and reporting mechanism in the framework of the EUSDR's PA 1a. Accordingly, a questionnaire was drafted by the Joint Technical Secretariat of PA 1a in order to enable Danube and Sava riparian states to provide specific information on the execution of regular fairway maintenance works as agreed on in the Declaration by the Danube transport ministers. The Steering Group members were asked to present the updated information for 2013 as well as other relevant information related to their fairway maintenance activities if it is the case.

Austria reported that usually the periods with low water levels on the Austrian stretch of the Danube are between October and February. Dredging works for most critical sections take place at the beginning of autumn (starting from September) prior to the potential low water period. For 2013, two complete hydrographical surveys in the two free-flowing sections are foreseen, with additional regular surveys of the most critical sections on a monthly basis. Based on the results of a July survey of all critical sections, a prioritisation of the necessary dredging measures will be made in August and dredging works at priority locations will start in September in both free-flowing sections. The estimated costs for dredging are 3.1 million EUR. Information on fairway depths available at the most critical

shallow sections are communicated to the users on the Austrian RIS website. In addition, the pilot waterway infrastructure project on the critical section to the East of Vienna was started in 2012 and is planned to be finalised in April 2014.

Slovakia pointed to the fact that the Slovakian Ministry of Environment is responsible for waterway maintenance. The Slovakian representative to the SG presented the allocated budget and activities performed in 2012 as well as the measures and budget foreseen for 2013. The riverbed of the Danube is measured annually and there is a principle of rotation for the common Danube stretches with Hungary and Austria. The budget allocated for measurements is 100,000 EUR, for dredging works 750,000 EUR and for fairway marking 400,000 EUR. Regarding the procedures for exceptional circumstances like floods and ice, there is the project CARES in corporation with the Fire Force of the Slovak Republic and the Austrian partner.

Hungary reported the activities foreseen for 2013 for each of the three waterway maintenance directorates (ÉDU-VIZIG, KDV-VIZIG and ADU-VIZIG). With regard to riverbed surveying the activity is concentrated on the shallow sections and the allocated budget is 32,000 EUR. There are not any dredging works planned for 2013, but activities related to the marking of the fairway are performed every two weeks. The cross-border activities with Slovakia, Croatia and Serbia were also presented, as well as RIS developments and transnational projects under implementation.

Croatia reported that riverbed surveying is regularly performed on the Danube, Sava, Drava and Kupa rivers by AVP's marking services. A more detailed hydrographic survey is normally performed when required, i.e. on specific locations for projects drafting purposes. Dredging intervention are planned in critical sections of the Danube, Sava and Drava rivers and the allocated budget is 443,200 EUR. Fairway marking activities are taken continuously in 2013 with an allocated budget of 573,333 EUR.

Bosnia and Herzegovina presented the *Program for rehabilitation and development of navigation on the Sava River for the period 2010–2015*. There is no agency responsible for the maintenance of navigation conditions and the activities are currently performed by the Ministry of Communication and Transport. A contract with a private company will be signed for maintenance for the next three years and will be financed from the state budget. Maintenance and marking of the fairway are affected by the existing unexploded ordnances and it is necessary to demine the right bank of the Sava river. RIS implementation is under preparation through the Sava Commission and it is estimated that the system will be in place until 2015. As there is insufficient institutional development, the Ministry is working on a Rule Book for maintenance which shall define the relevant bodies and institutions in charge of waterway maintenance. An agreement on inland navigation and its technical maintenance was signed between the Government of the Republic of Serbia and the Council of ministers of Bosnia and Herzegovina in 2012.

Serbia reported that the 2013 hydrographic surveying campaign will last from May until October on the Danube, Tisa and Sava rivers with an allocated budget of 150,000 EUR. The project *Preparation of documentation for River Training and Dredging Works on Selected Locations along the Danube River* will be finalized in 2013 and the final output will be the main designs and tender documentation for works on six critical sectors on the Danube river on the inner-Serbian stretch of the waterway, as well as for the supervision and monitoring of the works. Other budgets for dredging works are currently not foreseen. Fairway marking is done on a daily basis and the total costs for related activities on the Danube river are within the range of 450,000 EUR. Marking is very efficient for skippers during low waters periods. The RIS system has already been implemented on Serbian waterways and has a full coverage on the Danube and Sava rivers.

Romania pointed out that fairway maintenance activities on the Danube are performed by the River Administration of the Lower Danube (AFDJ), based in Galati, and reported that the measures foreseen for 2013 are quite the same as those performed in 2012. Topo-hydrographic surveys are carried out on a monthly or weekly basis, depending on the development of the Danube's water levels. The allocated budget is around 756,800 EUR. Dredging works will be performed on both maritime and river sectors of the Danube with an allocated budget of 2,904,000 EUR. Activities pertaining to the marking of the fairway are carried out once a month or twice a month during low water level periods with a budget of 2,247,466 EUR. Fairway-related information to users is provided daily via internet and other media.

Moldova presented the facilities of the Port of Giurgiulesti which is able to receive and operate tankers, grain carriers, container ships, general cargo vessels, passenger ships and Ro-Ro ships. The Association Agreement between the Republic of Moldova and the European Union is currently under negotiation and some of the important EU Directives have already been transposed into Moldavian legislation, e.g., related to the systems of chartering and pricing in national and international inland waterway transport in the Community, access to the occupation of carrier of goods by waterway in national and international transport, conditions for obtaining national boatmasters' certificates, RIS, inland transport of dangerous goods and port reception facilities for ship-generated waste and cargo residues. Navigation on the Prut river was re-opened in June 2012 for tugboats and barges with the capacity of 600 tons on the sector between Giurgiulesti and Cahul. The Moldovan representative also mentioned activities and costs foreseen for 2013 and 2014 which are related to infrastructure projects and fleet modernization.

Ukraine reported that the state is performing surveying and dredging activities on the Danube river and focussed on the presentation of the River Radio Location Trainer (RLT) owned by the Ukrainian Danube Shipping Company. The simulation centre started its activity in 1990 and modernisation is needed with relation to the technology enabling integration with the inland EDICS viewer, AIS, display of ship management and radar overlay.

Unfortunately, no information on the on-going and planned short- and mid-term measures related to waterway infrastructure maintenance was provided by **Germany** and **Bulgaria**, as no representative of these two countries attended the 5th Steering Group meeting.

Mr. Thomas HARTL added that in the *NEWADA duo* project's work package on integrative waterway management, the project partners, i.e. the waterway management authorities of the Danube countries,

are providing data on related activities based on more detailed questionnaires. He also informed the attendants that the project's Board of Directors, which includes the managing directors of all project partners, has agreed to develop standards and performance indicators for waterway maintenance activities on the Danube until autumn 2014.

8. Conclusions and next steps

Mr. Reinhard VORDERWINKLER concluded that the topic of fairway maintenance is one of the most important issues for PA 1a of the Danube Strategy. As a follow-up on the Luxembourg Declaration on waterway infrastructure maintenance, the forthcoming implementation report of PA 1a – which has to be submitted to the European Commission in June 2013 – will include the status quo and the planned measures reported by the countries. Furthermore, the *NEWADA duo* project will provide information on costs and common standards regarding fairway maintenance. In face of the information provided by the countries in the questionnaire and the still very heterogeneous quality and frequency of activities related to waterway infrastructure maintenance, the Steering Group members concluded that a *Waterway Maintenance Master Plan for the Danube* shall be drafted, including common standards and also the related necessary future investments in order to achieve a common level of service in waterway infrastructure management of the Danube.

At the end of June 2013, the second Annual Report of the Coordinators of PA1a will have to be sent to the Directorate-General for Regional and Urban Policy of the European Commission and the Steering Group members will be kindly asked by the PACs to bring in their contribution in the written procedure followed by a final approval of the Report.

The Coordinators of PA 1a thanked the participants for their contributions and announced that the next meeting will be scheduled for autumn of 2013. The exact date and venue will be communicated by the PACs in due time.

Enclosures

Please note: The following documents are available for download at the website of EUSDR PA 1a → www.danube-navigation.eu (visit tab "Steering Group")

(1) Agenda of the meeting

(2) Presentations held by the participants at the Steering Group meeting

(3) List of attendants

(4) List of contact details for members of the Steering Group

A selection of photos taken during the meeting is also available online on the website under the tab "Photos".

EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality: Inland waterways

List of Participants | 5th Meeting of the Steering Group | Linz, 17/18 April 2013

No.	Last name	First name	Country	Organisation
01	**Alenikov**	Volodymyr	UA	Ministry of Infrastructure
02	**Barišić**	Ana	HR	Ministry of Maritime Affairs, Transport and Infrastructure
03	**Bernabei**	Cesare	BE	European Commission, DG MOVE
04	**Boroš**	Martin	SK	Waterborne Transport Development Agency
05	**Cabadaj**	Roman	SK	Waterborne Transport Development Agency
06	**Cataranciuc**	Natalia	MD	Ministry of Transport and Road Infrastructure
07	**Cerne**	Fedor	SI	Ministry of Transport
08	**Čordašić**	Zvonimir	HR	Vukovar-Srijem County Regional Development Agency HRAST
09	**Cuc**	Cristina	RO	Ministry of Transport
10	**Dabrowski**	Vojtěch	CZ	Ministry of Transport
11	**Fastenbauer**	Michael	AT	via donau - Austrian Waterway Management Company
12	**Hadžić**	Snežana	BA	Ministry of Communication and Transport
13	**Hartl**	Thomas	AT	via donau - Austrian Waterway Management Company
14	**Hasenbichler**	Hans-Peter	AT	via donau - Austrian Waterway Management Company
15	**Isaković**	Duško	HR	International Sava River Basin Commission
16	**Karaić**	Dragica	HR	Ministry of Entrepreneurship and Crafts, EUSDR Coordinator for Priority Area 8
17	**Krabatsch**	Ann-Jasmin	BE	European Commission, DG REGIO
18	**Mihajlović**	Ljubiša	RS	Directorate for inland waterways - Plovput
19	**Novák**	Vladimír	SK	Waterborne Transport Development Agency
20	**Patrichi**	Monica	RO	Ministry of Transport

EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality: Inland waterways

List of Participants | 5th Meeting of the Steering Group | Linz, 17/18 April 2013

No.	Last name	First name	Country	Organisation
21	**Proca**	Roman	MD	Ministry of Transport and Road Infrastructure
22	**Rafael**	Róbert	HU	RSOE
23	**Schwetz**	Otto	AT	Arge Donauländer, Corridor VII, Council of Danube Cities and Regions
24	**Shcherbakova**	Valeriia	UA	Ministry of Infrastructure
25	**Siedl**	Nina	AT	via donau - Austrian Waterway Management Company
26	**Simoner**	Markus	AT	via donau - Austrian Waterway Management Company
27	**Skoff**	Gerhard	AT	Danube Tourist Commission
28	**Snitko**	Evgen	UA	Ministry of Infrastructure
29	**Suvorov**	Pjotr	HU	Danube Commission
30	**Vorderwinkler**	Reinhard	AT	Federal Ministry for Transport, Innovation and Technology
31	**Žepič**	Franc	SI	Ministry of Transport

<u>Annex 8</u> – Meeting minutes & attendance list for Working Groups meetings

EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality: Inland waterways

3rd Meeting of the Working Groups for Priority Area 1a of the EUSDR

Belgrade, Serbia – 7 November 2012

MINUTES

Author(s):

Joint Technical Secretariat of PACs 1a

Version (date):

V 1.0 (final) | 17-04-2013

1. Opening, welcome to the participants

The 3rd meeting of the Danube Strategy's Working Groups for Priority Area 1a – *To improve mobility and multimodality: Inland waterways* was held in Belgrade, Serbia, on the premises of the Serbian Chamber of Commerce. The meeting was opened by **Ms. Ana ILIC**, representing the European Integration Office of the Government of the Republic of Serbia who welcomed the participants and stressed the involvement and support of the Serbian Government for the EUSDR.

2. Progress of the EUSDR / of Priority Area 1a

Ms. Irina PLOEG CRUCERU (DG REGIO, European Commission) mentioned that there is a real progress in the implementation of the EUSDR because transnational projects and actions have emerged, e.g. the *Declaration concerning effective waterway infrastructure maintenance*, signed in Luxembourg (July 2012), or the *Memorandum of Understanding between Romania and Republic of Bulgaria on the establishment of the Interministerial Committee for sustainable development of inland waterway transport on the Romanian – Bulgarian common sector of the Danube*, *Innovative Danube Vessel.* Progress has also been made with regard to a stronger cooperation between policy makers and technicians.

On the 22nd of October 2012 an informal meeting of the foreign ministers from the Danube riparian counties was held in St. Pölten (Austria). The event was organized by Austria in close cooperation with Romania and the European Commission. The scope of the meeting was to discuss the implementation of the EUSDR at the national and regional level, flagship projects and financing as well as the role of Danube cities and regions in the development of the Danube region.

Ms. Ploeg Cruceru also informed the audience that a new transnational Danube programme for the period 2014–2020 is under preparation and will be available at the end of 2014. The European Commission is also preparing a Reflection Paper prior to the Annual Progress Report on the implementation of the EUSDR. The latter will be based on the reports submitted by the PACs and should be adopted by the Council in the first half of 2013. The Reflection Paper will be presented during the Annual Forum in Regensburg (27 – 28 November 2012). The representatives of the European Commission paid a visit to the Ukrainian authorities in order to discuss the RIS integration.

The Coordinators of Priority Area 1a (PACs 1a), Austria and Romania – represented by **Mr. Reinhard VORDERWINKLER** and **Ms. Monica PATRICHI** as well as their Joint Technical Secretariat – also welcomed the participants and provided an overview on the current implementation of Priority Area 1a of the Danube Strategy with the status quo on **projects** which are in line with the targets and actions of the Strategy. Thus far, 91 projects were received or identified by PACs 1a of which 16 are in their definition phase, 41 under preparation and 29 currently being implemented. Projects and project ideas can be forwarded any time to PACs 1a by means of a project data sheet which is available for download of the PA 1a website at www.danube-navigation.eu. In terms of funding for projects, attention was specifically drawn to a planned new transnational cooperation programme for the Danube region which will be available for the EU programming period 2014–2020 as a follow-up to the SEE programme. The PACs informed the participants that out of the nine projects which received a **Letter of Recommendation** by the Steering Group, four have in the meantime been approved by the respective managing authorities.

At the end of May 2012, the **first Annual Stakeholder Conference** on inland waterways in the Danube region took place in Bucharest on the premises of the Palace of Parliament. The main intention of the Conference was to enable a dialogue between the public and the private sector of inland waterway transport along the Danube. The Minutes for the Conference are available for download under the "Conferences" tab of the PA 1a's website.

Next in their introduction, the PACs 1a provided a short flashback to the **3rd Steering Group meeting** in May 2012 which was held in Bratislava and which was attended by EU Commissioner Johannes HAHN of the European Commission's Directorate-General for Regional Policy (henceforth: DG REGIO). Discussions were targeted to the effective waterway maintenance and measures that could be implemented by each riparian country in order to avoid the negative effects of low water periods in the future.

In June 2012, the transport ministers of the Danube riparian countries met in Luxembourg and agreed on a **Declaration concerning effective waterway infrastructure maintenance** on the Danube and its navigable tributaries, reasserting existing obligations to maintain the fairway to a good standard and to undertake measures to tackle problems like low water or ice. The ministers of Austria, Bulgaria, Croatia, Germany, Moldova, Romania and Slovakia signed the Declaration, while Serbia and Bosnia and Herzegovina have sent letters of support. Hungary and Ukraine have not yet signed the Declaration. The PACs 1a, through their Joint Technical Secretariat, support the monitoring and implementation of the Declaration's objectives in the frame of the capabilities. To this avail, a **questionnaire** on waterway maintenance had been sent out to the signatory states prior to the 4th meeting of the Steering Group.

The PACs 1a informed the participants of the Working Groups about the submission of the **first Annual Progress Report** to DG REGIO in June 2012. The report specifies the progress made regarding the first year of implementation of the Danube Strategy in PA 1a. The Report had been approved by the members of the Steering Group and was sent to the European Commission in due time. It is available online on the PA 1a's website together with its annexes.

In addition to coordinating PA 1a of the EUSDR, the PACs 1a are also responsible for coordinating the implementation of the "flagship project" called **Innovative Danube Vessel**. This project consists of a study which was commissioned by PACs 1a on behalf of DG REGIO with the following overall objective: Elaboration and development of innovative vessel and technology solutions with a high potential for implementation on the Danube. The winning consortium started work in July 2012, results are to be made publicly available by the end of 2013.

For more information on these issues, the presentation is available online under the "Working Groups & Projects" tab at www.danube-navigation.eu.

3. Plenary discussion of the Working Groups for the implementation of EUSDR's Priority Area 1a on inland waterway

The plenary session consisted in presentations of key stakeholders who had been invited by the PACs and Q&As on the following topics:

- Effective waterway maintenance (the importance of a well-maintained waterway infrastructure)
- Integrated waterway infrastructure projects(Serbian Danube waterway infrastructure project, Sturgeon 2020 Strategy)
- Modernized Danube fleet and ports (dedicated Western European funding programmes & requirements for the Danube region, *Innovative Danube Vessel* project)
- Facilitated administrative procedures(administrative challenges for the better usage of the Danube Waterway)
- River Information Services(implementation of IRIS Europe 3 project and status of international data exchange)
- Education and jobs(implementation of HINT project and status quo of STCIN)

The session was moderated by **Mr. Markus SIMONER** from the Austrian Technical Secretariat for PA1a.

Mr. Edward Catalin ŢIGĂNUS, commercial director of the CNFR NAVROM SA Galati, the largest river transport company in Romania, having an active fleet of over 450 vessels, said that the company registered 2.2 million Euros losses only during August-November 2011 due to the low water levels on

the Danube which was followed by a long period with ice. He presented critical points for navigation on the Romanian-Bulgarian common sector of the Danube waterway and stressed that the authorities should take all measures on the short term (dredging) and long term (technical works) to provide optimal conditions for navigation. The assurance of the condition for navigation is important also for the safety of navigation. The most significant loss in the opinion of Mr. Tigănus is the decline of the customers' trust in inland waterway transport.

Mr. Ivan MITROVIC, from PLOVPUT (Serbia), together with **Ms. Irene LUCIUS** from the WWF Danube-Carpathian Programme presented the integrative approach of the project for improving the navigation conditions on the Serbian section of the Danube waterway which is financed from pre-accession funds from the European Commission. In order to integrate the navigation requirements with those for environmental protection a Multi-disciplinary Stakeholders' Forum was created in which different fields of interests are represented, such as: navigation, environment and nature protection, economy and archaeology. Thus, the basic principle of the Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube River Basin is met.

Mr. Florian BALLNUS, German coordinator of the EUSDR's Priority Area 6 - *Conservation of biodiversity, landscapes and air and soil quality*, presented the actions that take place at European level to protect the sturgeons. The Danube is the only EU river basin which is still sheltering five sturgeon species. Sturgeons represent "flagship species", are considered an ecological, economic and social heritage of Danube Basin and Sturgeon Conservation is explicitly mentioned as target in PA6 of the EUSDR. In January 2012, an international *Danube Sturgeon Task Force (DSTF)* was established which is in charge of the elaboration of an (Sub)-Strategy Sturgeon 2020 (Reinforcement of "Sturgeon Action Plan" under Bern Convention 2006). Mr. Ballnus mentioned that Sturgeon 2020 program and DSTF work provides sound expertise to combine inland navigation needs with environmental needs.

Mr. Manfred SEITZ, General Secretary of Pro Danube International (PDI), presented examples of state aid schemes applicable in Western European countries (France, Germany, Flanders, Wallonia, the Netherlands) for transhipment facilities, construction of loading and unloading facilities, combined transport terminals, for inland waterway transport and low-emission diesel engines He mentioned that the Czech Republic included funds dedicated to the modernization of inland vessels in the current SOP Transport (2007–2013).

Concerning inland ports, there are approx. 70 ports along the navigable stretch of the Danube (2,414 km), meaning an average distance between them of 175 km, in comparison on Rhine with an average distance of 35 km. The majority of the Danube ports lack modern infrastructure, storage facilities and efficient equipment, show a high diversity of ownership/administrative and operation models, face inefficiencies in public port administration and have shortcomings in access infrastructure (roads and rail). For these reasons, PDI suggested to develop and prepare a strategy for Danube region ports with the help of a flagship project, namely PROCEED = *Danube Ports as centres for sustainable regional development*. (see: www.prodanube.eu)

The on-going study *Innovative Danube Vessel* could be the basis for determining eligible expenditure of EU funds for private investment in fleet modernization.

In his conclusions, Mr. Seitz stressed the need for back-financing of state aid schemes via structural funds in the period 2014-2020 in EU member states with Operational Programs. The development of Danube ports and the modernization of the Danube fleet needs an active IWT policy of all Danube states under the co-ordination and with the help of the European Union programs. The new financial period of the EU offers unique opportunities to include public port and fleet funding schemes into ERDF funding.

Regarding the presentation on the *Innovative Danube Vessel* project, **Mr. Reinhard VORDERWINKLER** informed the participants that the consortium responsible for carrying out this study will make a presentation in the next WGs meeting when more data will be available.

Mr. Martin VAN DIJK and **Mr. Gerard VAN WINSSEN**, representing Koninklijke Schuttevaer (professional promotion of interests for European inland shipping entrepreneurs, respectively captain having Danube navigation experience) made a comprehensive presentation about the nautical, technical and administrative challenges that captains face during their voyages on the Danube. They

presented a series of documents that are required by the authorities in the Danube states, such as border police and customs forms which delay ship voyage as well as examples of port tariffs which are different from country to country.

Mr. Michael FASTENBAUER of via donau (Austria), presented the state of play of the IRIS Europe 3 project and of RIS data international exchange. IRIS Europe 3 started in September 2012 and has as specific objectives: demonstration/evaluation of new RIS technologies and services, the elaboration of quality levels for RIS data exchange, provision of transition support from pilot implementation to regular operation and enabling countries to tackle national priorities by involving logistics.

Regarding international RIS data exchange, some Danube countries elaborated and signed RIS-related agreements:

- Service Agreement for Hull Data Exchange: administrative agreement for exchange of hull data between certification authorities, in force for 10 countries (PL, CZ, AT, SK, RO, BG, NL, BE, FR, LU);
- Service Agreement for Traffic Management: administrative agreement for exchange of ERI and AIS data (in common border sections) between RIS authorities, signed by one country (AT);
- Contract among RIS Providers: contract according to private law to enable data sharing with logistics stakeholders, in force for 5 countries (AT, BG, HR, HU, RS).

Together with **Mr. Gabriel BENGA**, professor at the University of Craiova (Romania), **Ms. Ana LEGĂNEL**, from CERONAV (Romania), presented the activities planned in the HINT (harmonization of education and information technology in transport by inland waterways) project and the progress

made on the development of standards for training and certification of personnel involved in inland waterways transportation (STCIN). HINT is one of the "flagship projects" of the EUSDR which is financed by the SEE Programme. The project is foreseen to start in February 2013 and the specific objectives are to support and promote the emergence and implementation of STCIN, to develop new IT tools to support trainees in the learning process, to develop concepts for on-board and simulator practical training and to carry out a transnational IWT jobs campaign.

Regarding the STCIN, a Joint Working Group was organized within the EDINNA platform and already drafted the core competencies in inland navigation on operational and management level for (a) navigation; (b) cargo handling, stowage and passenger transport; (c) controlling the operation of the ship and care for persons on board; (d) marine, electrical, electronic and control engineering; (e) maintenance and repair; (f) communication; (g) safety, health and environmental protection. Further work is needed for the methods for demonstrating the competence and criteria for evaluating the competence.

4. Discussion of the topics in four parallel Working Groups at round tables

After the plenary session, Mr. Markus Simoner provided an introduction to the thematic discussions which took place in three different working groups, i.e. effective waterway maintenance & integrated waterway infrastructure projects, ports and fleet modernization, facilitated administrative procedures.

The main conclusions of the discussions are:

1 | Waterway maintenance & waterway infrastructure

The Working Group for *Waterway maintenance & waterway infrastructure* was moderated by **Ms. Cristina CUC** from the Romanian Technical Secretariat of PA 1a and **Mr. Thomas HARTL** form the Austrian Technical Secretariat of PA 1a and was attended by approx. 20 participants, representatives of the European Commission, ICPDR, representatives of the public and private sector and environmental NGOs.

Concerning the topic of **integrated waterway infrastructure projects**, Ms. Cuc provided a brief presentation on the activities carried out from the previous meeting of the Working Groups, emphasizing the importance of the Declaration signed in Luxemburg in June 2012. The participants were asked to provide information on the status of the infrastructure projects submitted within Priority Area 1a and also information on new project proposals.

Mr. Vladimír NOVÁK from Slovakia presented the status of the project for the realization of water works of Gabčíkovo as part of the designed common Slovak-Hungarian complex solution for the Danube stretch downstream of Bratislava (*Water Structure Gabčíkovo–Nagymaros*), which is considered as a very important water work from the point of view of navigation conditions. Mr. Novák also informed the participants of the newly proposed MreNa project for which Slovakia will also request a Letter of Recommendation from PACs 1a.

Regarding the involvement of environment and industry stakeholders during the preparation phase of waterway infrastructure projects, **Ms. Žaneta OSTOJIĆ BARJAKTAREVIĆ** from Serbia explained the organizational layout of the Stakeholders Forum by PLOVPUT and presented the main objectives and results of this Forum.

Ms. Irene LUCIUS of the WWF's Danube-Carpathian Programme underlined the importance of including the restoration of ecosystems in the planning for infrastructure projects especially taking into account that the budget allocated for transport projects is much higher when compared with the allocation for environment. Ms. Lucius suggested the possible use of infrastructure project money for the establishment of baseline values and to counteract the lack of ecological data which is one of the main problems regarding the evaluation of infrastructure project.

Ms. Cristina CUC agreed that environmental aspects should be considered within infrastructure projects, but it should be kept in mind that people responsible for transport often do not have the necessary expertise to develop projects on the environment. She presented the example of the project for improving the navigation conditions on the Romanian stretch of the Danube between Călărași and Brăila where a comprehensive monitoring program has been implemented and where people from the transport sector are in the position to analyse and approve reports which are beyond their expertise.

Mr. Markus SIMONER noted that he sees a need at the European level to provide a certain equilibrium between ecology and navigation regarding its budget in one and the same funding scheme, creating an integrative approach also in this respect. To date, infrastructure projects are co-funded from dedicated transport-related sources while ecological projects receive funding from dedicated environment-related financial sources.

Regarding the topic of **effective waterway maintenance**, Mr. Hartl informed the participants about the status of the Roadmap for implementing the EUSDR's targets and actions in this regard and touched upon the relevant political activities as follows:

- February 2012: Letter by EU Commissioners Hahn (DG REGIO) and Kallas (DG MOVE) to Danube countries asking for status of waterway maintenance and short- and mid-term measures foreseen
- May 2012: Attendance of Commissioner Hahn at 3rd meeting of EUSDR PA 1a Steering Group; discussion and responses provided by Danube riparian states to EC letter by Commissioners Hahn and Kallas
- June 2012: "Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries" signed by 7 of 10 Danube riparian states in Luxembourg (no signature yet by Hungary, Ukraine, Serbia)
- October 2012: Memorandum of Understanding (MoU) signed by Bulgaria and Romania to set up an "Inter-Ministerial Committee for sustainable development of inland waterways transport on the Romanian-Bulgarian common sector of the Danube"
- October 2012: Questionnaire by PACs of EUSDR PA 1a to members of the Steering Group and waterway management authorities asking about the measures taken in 2012 and measures foreseen for 2013; issues of the questionnaire include surveying of the fairway,

dredging interventions, readjustments of the fairway, signalization/marking, provision of fairway-related information to users as well as procedures in the face of extraordinary circumstances (low water period, ice formation etc.)

- November 2012: Discussion of results from questionnaires in 4th meeting of EUSDR PA 1a Steering Group; 8 of 10 Danube riparian states provided responses; status of and further steps foreseen for implementing the MoU between Bulgaria and Romania

The next steps in implementing the roadmap on waterway management and maintenance are planned as follows:

- Monitoring of implementation of the Luxembourg Declaration on waterway maintenance within the structure of the EUSDR's PA 1a (with the involvement of the European Commission): Creating comparability of information provided by Danube riparian states in returned questionnaires (filling gaps; asking for additional responses)
- Selected activities in EU co-funded project NEWADA duo (10/2012–09/2014):
  - Performance indicators for waterway management and maintenance
  - National Strategy Plans on improved surveying & maintenance
  - Ecological experts exchanges (cooperation with DANUBEPARKS project)
  - Needs assessment regarding investments in equipment and infrastructure for surveying & maintenance (preparing for investments by means of EU funded projects in new EU funding period 2014–2020)
  - Improvement of Fairway Information Services (FIS) web portal in terms of usability and provided data
  - Pilot for remote and virtual Aids to Navigation (AtoNs)
  - Improvement of existing WLAN services

Representatives of **Serbia** and the **Ukraine** which participated in the Working Group informed the participants that both countries will sign the Declaration on effective waterway maintenance in the near future, while Bosnia and Herzegovina has pronounced its support of the Declaration. There is no news available from Hungary concerning a possible endorsement of the Declaration.

Mr. Philip WELLER, Executive Secretary of the International Commission for the Protection of the Danube River, proposed to provide some sort of pool of expertise on ecological issues in order to support waterway administrations in the preparation and implementation of infrastructure projects as well as in waterway management.

2 | Modernisation of Danube fleet and ports

The Working Group on *Modernisation of Danube fleet and ports* was moderated by **Ms. Monica PATRICHI** from the Romanian Technical Secretariat of PA 1a and was attended by approx. 25 participants, representatives of the public and the private sector.

The subjects proposed for discussion were in line with the Roadmaps of PA 1a which were approved by the members of the Steering Group. The main conclusions from the discussions are:

- Updating of online promotion and information tools: The participants were informed that the website www.danubeports.info, which is administrated by via donau (Austria), provides detailed information on Danube ports, but that there is still a lot of data missing. The participants, especially from the private sector, agreed that the website is an important information tool and that the involvement of the SG members will be necessary for a completion of the available data.
- Defining ports benchmarks: The participants of the Working Group were asked for their opinion on the preparation of Terms of Reference for a study in which port benchmarks will be defined (like handling equipment, port dues, opening hours, services available like customs, phytosanitary control, supply of utilities (electric energy, drinking water), fuel supply, waste facilities). The participants noticed that there are some projects on-going like INWAPO and

DaHar and that it would be better to have an inventory of already existing projects, to invite project leaders to present the objectives and results of these projects and only in a next step to analyse the opportunity of a study for defining port-related benchmarks.

- Needs for financing of ports and fleet modernisation in the Danube Region: Provisions to be included in the EU programming period 2014 – 2020; proposals for the areas of interventions in the national operational programmes. It was noticed that European funds in the Danube Region countries are not available for the private sector in order to modernise their port facilities and fleet. The Czech Republic has foreseen funds in the current Sectoral Operational Programme for Transport 2007 – 2013 (SOPT) for fleet modernization, based on a state aid scheme. The participants suggested that for the next EU financing period efforts should be concentrated in order to develop in different financing programmes (SOPTs, transnational programs, cross-border programs, IPA and ENPI policies) funds dedicated to the public investments in port infrastructure and funds dedicated to the private investments for fleet and port modernization, based on the elaboration of state aid schemes. The modernization of public infrastructure should be accompanied by investments in the modernization of port facilities. The "Innovative Danube Vessel" study could be a base for defining the eligible cost for fleet modernisation.

3 | Facilitated administrative procedures

The Working Group on *Facilitated administrative procedures* was moderated by **Mr. Harald BEUTL** from the Austrian Technical Secretariat of PA 1a and was attended by approx. 15 participants, representatives of the public and private sector. This Working Group session provided a discussion platform for debating the current situation regarding administrative conditions for inland navigation on the Danube and its navigable tributaries and yielded first steps for possible improvements.

Obstacles:

Background information about administrative barriers in the Danube region was given by a captain from the Netherlands navigating on the Rhine and on the Danube. Together with the results from discussions in the Working Group, the following administrative burdens have been identified:

- Complex border formalities;
- Complex customs formalities;
- Too much paperwork in order to forward information about crew, ship, cargo, waste etc.
- Not harmonized certifications/patents for captains in the Danube and Rhine region
- Immoderate different port tariffs

Reasons:

The consequences of these obstacles could be summarized in TIME loss (e.g.: 3.5 day per journey) and higher COSTS for the shipping sector. It was common sense that these disadvantages have to be improved, but the tasks are quite multifaceted. As reasons behind the administrative burdens were mentioned / found out:

- Different legal frameworks: EU member states and EU non-member states; Schengen states and Non-Schengen states;
- Different government structures of the Danube riparian countries;
- Different responsible ministries/authorities providing different requirements e.g. transport ministry, ministry for finance, ministry for interior, ministry for foreign affairs etc.

- Less cooperation between authorities on the organisational level, state level, transnational level;

Improvements:

- RIS (River Information Services) are/could be a tool for the implementation of the concept of paperless data exchange;
- Necessary could be some “pressure” or an impulse from a higher political level (maybe by the European Commission) or a common agreement between the Danube riparian countries in order to set a first step to improve the situation

5. Report to the plenum on results of Working Groups, conclusion and closure of the meeting

Following the discussions on the round tables dedicated to one specific thematic action field of PA 1a, the moderators presented the results of the discussions (presented above) in the plenum.

The PACs and the representative of the European Commission thanked the participants for their active participation at the meeting of the Working Groups and announced that the next meeting will be in the spring of 2013. The exact date and venue will be communicated by the PACs in due time.

Enclosures

Please note: The following documents are available for download at the website of EUSDR PA 1a → www.danube-navigation.eu (visit tab "Working Groups")

(1) Agenda of the meeting

(2) Meeting Minutes (i.e. this document)

(3) Presentations held at the meeting

(4) List of attendants

A selection of photos taken during the meeting is also available online on the website under the tab "Photos".

EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality: Inland waterways

List of Participants | 3rd Meeting of Working Groups | Belgrade, 7 November 2012

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06	**Belyovski**	Simeon	BG	Bulgarian Ports Infrastructure Company
07	**Benga**	Gabriel	RO	University of Craiova
08	**Beutl**	Harald	AT	via donau - Österreichische Wasserstraßen-Gesellschaft mbH
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11	**Cabadaj**	Roman	SK	Waterborne Transport Development Agency
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28	**Hartl**	Thomas	AT	via donau - Österreichische Wasserstraßen-Gesellschaft mbH
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94	**van Winssen**	Gerard	NL	Koninklijke Schuttevaer - International Dept.
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97	**Vrancic**	Marijana	HR	Agency for Inland Waterways - AVP
98	**Weller**	Philip	AT	International Commission for the Protection of the Danube River
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DANUBE REGION strategy
Mobility | Waterways

EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality: Inland waterways

4rd Meeting of the Working Groups for Priority Area 1a of the EUSDR

Linz, Austria
16 - 17 April 2013

MINUTES

Author(s):

Joint Technical Secretariat of PACs 1a

Version (date):

V 0.3 (draft) | 21-06-2013

1. Welcome and status quo of Priority Area 1a on inland waterways

The 4th meeting of the Danube Strategy's Working Groups for Priority Area 1a – *To improve mobility and multimodality: Inland waterways* was held in Linz, Austria, on the premises of the voestalpine Stahlwelt. The meeting was attended by approx. 120 persons representing public institutions, the European Commission, private sector, universities and non-governmental organization active in the field of inland navigation. Having in view the topics for discussion and the great interest of the participants for all subjects this Working Groups meeting was organized in plenum sessions and gave the participants the time to express their ideas and opinions regarding the topics of fleet modernization, waterway maintenance and modernization of Danube ports.

The Austrian and Romanian Coordinators of Priority Area 1a (PACs 1a), represented by **Mr. Reinhard VORDERWINKLER and Ms. Monica PATRICHI**, welcomed the participants and provided an overview on the current implementation of Priority Area 1a of the Danube Strategy. In April 2013 the European Commission published the 1st Progress Report which highlights that after 18 months into implementation, the EUSDR promotes concrete transnational projects with impacts on the region, paves the way for more coherence and coordination of different national and EU policies and funds for the period 2014–2020, develops a wide-ranging cooperation platform and shows the political support especially at ministerial level. Also at the level of European Commission, the 1st Annual Forum for the EUSDR was organized in Regensburg on 27 + 28 November 2012 and the 2nd one will be in Bucharest, on 28 + 29 October 2013. The PACs announced that on 29 + 30 April 2013 a meeting will take place in Sofia (Bulgaria) between the different Priority Area Coordinators for horizontal coordination and cooperation within the Strategy. In June 2013, the 2nd progress report needs to be finalized by PACs 1a which will also include progress made in the implementation of the Luxembourg Declaration on effective waterway infrastructure maintenance.

Concerning the ongoing activities in the field of implementing representative **waterway infrastructure projects** on the Danube, the following activities were mentioned: study on variants for the sector Straubing – Vilshofen (Germany) which was finished at the end of 2012, start of the pilot project east of Vienna (Austria), progress on planning works for six priority locations (Serbia) and the ongoing works on the Calarasi – Braila sector (Romania).

In the field of **waterway maintenance** and after the *Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries* was signed by the Danube transport ministers in June 2012, in Luxemburg, the Joint Technical Secretariat for PA 1a monitors the short-term measures taken by the riparian countries to implement the Declaration by means of a questionnaire twice per year. A representative project in this respect is *NEWADA duo – Network of Danube Waterway Administrations – data and user orientation* (10/2012–09/2014) which is co-funded in the EU's SEE Transnational Cooperation Programme.

In the field of **ports & sustainable freight transport** the project *INWAPO – Upgrading of Inland Waterway and Sea Ports* (10/2011 – 09/2014), co-funded in the EU's CE Transnational Cooperation Programme, was mentioned which develops benchmarks and performance indicators for Danube ports and transhipment sites.

In the field of **fleet modernisation** several studies for the use of alternative fuels on the Danube (e.g. LNG - liquefied natural gas) are conducted and others are in preparation. Currently on-going is the flagship project *Innovative Danube Vessel* (07/2012 – 12/2013), a study commissioned by via donau on behalf of the EC's DG REGIO.

Concerning **River Information Services** the *IRIS Europe 3* project was mentioned together with recent RIS developments in Romania and Serbia and the start of pilot operation of international data exchange between Austria, Slovakia, Hungary and Romania from June 2013. The PACs 1a stressed the need for the involvement of logistical users in RIS data exchange, the continuation of the signature process for legal agreements for international data exchange (as a mid-term solution) and the improvement of the quality of interoperability between national RIS systems. In addition, the PACs 1a informed the participants that an appeal to the European Commission and the national governments to support the establishment of a sustainable and holistic legal basis for international RIS data exchange will be discussed with PA 1a Steering Group members.

In the field of **education and jobs – qualifications** the public consultation on the recognition and modernisation of professional qualifications in inland navigation is currently on-going (revision of EU Directive 96/50/EC on boatmasters' certificates). A representative project in the field of education and jobs is *HINT – Harmonized Inland Navigation Transport through Education and Information Technology* (12/2012 – 12/2014), co-funded in the EU's SEE Transnational Cooperation Programme. Concerning the revision of EU Directive 96/50/EC on boatmasters' certificates, the HINT team will provide information and bring in the Danube region's requirements, but the participants were also encouraged to directly provide their opinions in this public consultation process. In January 2013 via donau published the 3rd revised and updated edition of its *Manual on Danube Navigation* which is currently available in German and English. There is the possibility to translate the Manual into other Danube languages, provided the respective countries show interest in the publication.

A new field of interest was identified during the previous WGs meetings which is related to **administrative processes**. Administrative processes and paperwork are a significant competitive disadvantage for IWT on the Danube and its tributaries. One reason for this is the fact that not all Danube riparian states are member states of the EU and not all EU states are within the Schengen area. As a consequence, there are necessary border checks for passengers and crews as well as required customs clearances for imports and exports which increase travel time. A detailed analysis of the most time-consuming activities with the involvement of the private sector and state authorities will be needed, also evaluating synergies with on-going activities in PA 11 of the EUSDR on the topic of security.

Apart from the representative **transnational projects** mentioned before, the PACs also received or identified 95 projects which are in line with the targets and actions of the Strategy's PA 1a. Projects and project ideas are listed on PA 1a website at www.danube-navigation.eu and new projects and ideas for projects can be forwarded any time to the PACs 1a by means of a project data sheet which is available for download at the same website. In terms of funding for projects, attention was specifically drawn to a planned new transnational cooperation programme for the Danube region which will be available for the EU programming period 2014–2020 as a follow-up to the SEE programme. The new programme "Danube 2014–2020" is expected to be approved in June 2014 and its content will make reference to the strategically important fields of action identified by the macro-regional strategies. The

planned thematic concentration on 4 or 5 priorities still needs to be clarified together with the programme management structure, the role of PACs in the programming process and the role of Letters of Recommendation issued by PACs.

2. New EU financing period 2014–2020: CEF and TEN-T

Mr. Cesare BERNABEI (DG MOVE, European Commission) made a comprehensive presentation on the revised TEN-T guidelines and the Connecting Europe Facility (CEF). The principles of revision of the TEN-T guidelines are based on the experiences made during the financing period 2007–2013, in which 7 out of 30 major projects (Priority Projects) have been completed, and on the analysis of the problems of the current policy. The analysis revealed a patchwork of national networks with cross-border sections still missing today, the links between modes of transport are weak and ports, airports as well as logistic platforms still need to be integrated. The new principles aim at realizing a real network (including missing links), make the network multimodal and interoperable and a better use of existing infrastructure. The new proposal regarding TEN-T has a dual-layer approach consisting of a core and a comprehensive network, with deadlines to achieve the network (2030 respectively 2050). New multimodal corridors will be established which will have coordinators in order to monitor their implementation. The new infrastructure package is under discussion between the European Commission, the European Parliament and the Council and it is expected to be approved until autumn 2013.

The necessary investment on the core network alone requires € 250 billion up until 2020. The new financial instrument Connecting Europe Facility (CEF) will have a budget of € 23,174 billion for transport including € 10 billion from the Cohesion Fund. CEF will not replace or displace cohesion policy funding. Coordination with CEF will be ensured through the Common Strategic Framework and the partnership agreements.

The presentation was followed by questions from the audience related to the environmental impact of infrastructure projects and how this issue will be reflected in the new regulations, about the eligibility of projects to be financed through CEF and the availability of EU funds for inland waterway maintenance and for the private companies.

Mr. Bernabei answered that the regulations were discussed with DG Environment and that all the infrastructure projects have and will have studies related to the environmental impact assessment and that all the environmental legislation has to be respected. Concerning the eligibility for funding, he explained that CEF will be used for rail, inland waterways and port projects on the core network. In addition, Mr. Bernabei briefly presented the evaluation process for funding under CEF. In case that a project will be rejected, the action will be justified and the Commission will respond in front of the Transport Committee concerning its actions. Regarding inland waterway maintenance, the regulations

do not foresee any provisions related to regular, operational maintenance and standards for this activity.

Mr. Alexandru CAPATU (Pro Danube International) stressed that the European Commission should be more involved in inland waterway maintenance activities and should also provide funds for maintenance equipment such as dredgers and dredging operations.

3. Fleet modernization

Mr. Thomas GUESNET (DST Entwicklungszentrum fur Schiffstechnik und Transportsysteme, Germany) presented the objectives as well as the first conclusions – after nine months of activities – of the Innovative Danube Vessel study which was commissioned by via donau on behalf of DG REGIO. The overall objective is the elaboration and development of innovative vessel and technology solutions with a high potential for implementation on the Danube, based on the analysis of solutions derived from existing research & development projects. The project consortium is supposed to deliver recommendations for further technology development within the framework of the Danube Strategy which shall enable vessel operators to invest in improved vessels in order to gain in efficiency and to reduce adverse environmental impact of navigation to a minimum.

Some of the results obtained at mid-time of the project are that convoys are more suitable for the Danube River as they offer flexibility related to the width of different sections of the Danube fairway and that sufficient draught is essential for energy- and cost-efficient ship operation. Any improvement on the Danube waterway conditions pays off in ship efficiency or reversely: ship design and technology will not compensate for insufficient waterway conditions. The consortium is also analysing the use of LNG (liquefied natural gas) as single fuel or as dual-use utilization. LNG is expected to be essential to reduce the operational costs and environmental impact of inland waterway transport, but this will have a big impact on ship design, as tanks for LNG as a fuel will restrict the ship's loading capacity.

Mr. Andrea TREVISAN (DAMEN) presented the Damen Shipyards Group, a company which started its activity in 1927 and currently own 35 shipyards worldwide being able to deliver 120 – 150 vessels annually. **Mr. Rob SCHUURMANS** continued the presentation with R&D activities carried out continuously by the group in order to meet customers' requirements and also in order to reduce greenhouse gas and harmful emissions. For energy and emission reduction there are many options in ship building as, for example, ship resistance reduction, improving engine efficiency and matching engines to Operational Profile, efficient propellers, use of alternative fuels (LNG) but also working on nautical crew behaviour and operational strategy with a focus on fuel saving. Mr. Schuurmans presented the newest vessel concepts, including the *Ecoliner* prototype suitable for inland waterways. The Ecoliner introduces a new solution for energy-efficiency through reduced frictional resistance (air cavity chambers on the hull bottom) and engines and propulsion systems.

Amongst the overall conclusions of DAMEN naval architects is that sufficient draught is essential for energy- and cost-efficient ship operation. Regarding the use of LNG, there are currently some uncertainties regarding rules and regulations for LNG as a fuel and concerning LNG supply infrastructure.

The presentations were followed by questions and debates concerning the impact of noise and waves produced by the new generation vessels on small fish, research activities for using biodiesel as well as costs for retrofitting vessels for LNG propulsion.

Regarding the environment, the conclusions were that the naval architects cannot provide full solutions for all the aspects regarding the environment, but there is a common goal of the shipbuilding industry and environmental organisations concerning the topic of waves caused by vessels, as less waves mean lower energy consumption and minor impact on small fish.

Another conclusion was that vessels may use diesel and gas fuels simultaneously, which conduct to less emission, but that the costs for adapting a vessel are quite high and not feasible. It is more feasible to build a new vessel than to adapt the existing ones.

Mr. Manfred SEITZ (Pro Danube International) added that the project *LNG Masterplan Rhine-Main-Danube* was recently submitted to the TEN-T funding management authority and that it is currently under evaluation. The foreseen measures include infrastructure for LNG terminals, which adds up to approximately € 45 million for the Danube Region.

Mr. Gerhard STRASSER (Schiffsbautechnische Versuchsanstalt, Vienna Model Basin Ltd.) presented detailed calculations on the efficiency of vessels by considering the variation of design parameters such as the arrangement of barge combinations, draught variation, Length/width relation, weight reduction, speed limitations or effects of short sections of shallower water.

One of the main conclusions of this presentation was that the Transport Efficiency Coefficient (power consumption/ tdw x distance) seems to be a useful parameter for describing the efficiency of an inland vessel. Short sections of shallower water have an increasingly negative effect on the transport efficiency due to the limited draught combined with low current velocities of the river. At low current velocities this effect is greater. Any river engineering measures which increase the water depth have an essentially higher advantage with regard to energy efficiency than any improvement on some river barges.

Nevertheless new hydrodynamic designs, power and propulsion concepts, engine technologies, different fuels (LPG) etc. which will result in lower exhaust pollution values should be considered in the design of innovative vessels.

4. Waterway maintenance

Mr. Thomas HARTL (via donau, Austrian Technical Secretariat of PAC 1a) provided an overview on the monitoring system on the implementation of the Luxembourg Declaration on waterway infrastructure maintenance. The Declaration was signed in June 2012 by the Danube transport ministers, reasserting existing obligations to maintain the fairway to a good standard (Belgrade Convention, AGN) and acknowledging the need for urgent and immediate action in the field of fairway maintenance. The signatories committed to:

- Ensure the **execution of regular fairway maintenance work** on the Danube and its navigable tributaries, in particular:

- ✓ Surveying of the fairway on a regular basis
- ✓ Effective methods of dredging in shallow sections
- ✓ Signalling of the fairway

- ❖ Install national and cross-border **coordination procedures** as early as 2013 for effective response actions in extraordinary circumstances (low water, floods, ice)
- ❖ Ensure continuous **communication on the current fairway situation**, in particular fairway depth and width data in shallow sections

The Declaration foresees monitoring and reporting on the implementation of the actions in the framework of the Danube Region's Priority Area 1a on inland waterways. The Working Group on waterway management is a dialogue platform between the waterway administrations, the Danube Commission and public and private stakeholders. PACs 1a, their Joint Technical Secretariat and the Steering Group of PA 1a support the monitoring and implementation of the declaration's objectives in the frame of their capabilities through regular updated questionnaires. The reporting to the European Commission will be done in the annual consolidated report which will be submitted by PACs 1a at the end of June 2013.

The questionnaire, which is the tool for monitoring the implementation of the Declaration, has the following five thematic sections: riverbed surveying, dredging of problematic areas, marking of the fairway, information to the users of the waterway and procedures in extraordinary circumstances.

Mr. Hartl presented the consolidated information received from countries for activities planned in 2013 with regard to riverbed surveying and dredging interventions. For 2013, all the countries foresee surveying activities, but the allocated budgets vary between € 40,000 (Bulgaria) and € 1,100,000 (Austria). Regarding dredging activities, four, countries (Austria, Slovakia, Croatia, Romania) allocated budgets which vary between € 3.1 million and € 443,200, while others answered that no dredging activities are foreseen for 2013 (Hungary, Ukraine). In Germany, dredging is performed after riverbed surveying, where required. In Serbia, interventions depend on the available financial resources. No information on the topic of dredging was received from Bulgaria.

Mr. Hartl mentioned the NEWADA and NEWADA duo projects which aim at a better data basis for core tasks in waterway management as well as the establishment of a harmonised base level of service in waterway infrastructure maintenance, including performance indicators for measuring performance of waterway management authorities in this respect..

Ms. Monica PATRICHI (Ministry of Transport of Romania, Romanian Technical Secretariat for PA1a) presented an example of cooperation between two countries in the framework of the EUSDR.. Romania and Bulgaria, having a Danube common sector of 470 km length, signed a *Memorandum of Understanding between Romania and the Republic of Bulgaria on the establishment of the Interministerial Committee for sustainable development of inland waterway transport on the Romanian–Bulgarian common sector* in October 2012.

The Interministerial Committee is chaired by the secretaries of state of the ministries of transport from both countries as well as by the national contact points. The Committee also involves other ministries from both countries which are responsible for public financing, European funds, the environment and the interior and which could contribute to a smoothly and timely implementation of the common projects identified and adopted in a common Action Plan. Representatives of the institutions of the European Union and the TEN-T Coordinators are invited to participate at each meeting.

The projects and actions included in the common Action Plan are related to: improvement of the navigation conditions for the Romanian-Bulgarian common sector of the Danube, setting up of an EGTC for navigation project implementation, studies for the unification of the reference systems used for measurements on the Danube River, studies for sediment accumulation and hydrological parameters evolution, procurement system and data processing for producing and updating the navigation charts on the Danube, RIS data exchange, improvement of the connectivity between Romania and Bulgaria and the amendment of the Agreement between Romania and Bulgaria

regarding the maintenance and improvement of the fairway on the Romanian–Bulgarian common sector (signed in 1955).

For the purpose of addressing all these issues, four working groups were created which will provide independent, professional and transparent inputs, guidance and recommendations for the projects or actions. The working groups related to the project *Improving the navigation conditions on the Romanian–Bulgarian common sector of the Danube*, to connectivity as well as infrastructure and maintenance will involve the participation of public institutions, local authorities, transports operators as well as environmental non-governmental organisations. The Experts Working Group on bilateral legal framework and EGTC will only involve public institutions.

Ms. Patrichi also presented the current status of the project for *Improving the navigation conditions for the Romanian–Bulgarian common sector of the Danube*. In the period April – July 2013, the Consultant COWI will be carrying out a gap analysis which will consist in the review of the existing AA, EIA, FS, CBA, the analysis of institutional/project management options and the preparation of the Terms of Reference for "Gap Filling" services. Gap Filling services are estimated to be contracted till the end of 2013.

Ms. Irene LUCIUS (WWF Danube-Carpathian Program) raised questions related to the decisions of the Experts Working Groups (EWGs) and the mechanism of being taken into account by the Interministerial Committee. The representatives of the Romanian Ministry of Transport explained that the decisions will not be taken within the EWGs, as this is the responsibility of the Committee of which members are representatives of national authorities responsible/involved in project planning and implementation. The Committee members are expecting from EWGs to provide solutions in the form of recommendations. Should different opinions occur within the EWGs, these will be submitted and explained to the Committee in order to take the best decisions.

Mr. Duško ISAKOVIĆ (International Sava River Basin Commission – ISRBC) presented the integrative project for the *Rehabilitation and Development of Navigation on the Sava River*. For the sector Brčko (river-km 234) to Sisak (river-km 594) the contract for the preparation of the final design has been made ready for signature; the respective activities will have a duration of 20 months and financing will be assured through IPA Croatia. For the sector Belgrade (rkm 0) to Brčko (rkm 234) the EIA study is on-going and technical bids for the preparation of the preliminary and final design is pending for "no objection" by the World Bank. This phase will have a duration of 18 months and financing will be assured through IPA Bosnia & Herzegovina. For the demining of the Sava waterway in Bosnia & Herzegovina, the tender documents have been submitted to the World Bank for review.

A Project Committee was established in order to coordinate and to monitor the achievements of the project concerning navigation on the Sava river. The Project Committee consists of the representatives of each of the competent ministries of the Parties to the *Framework Agreement on the Sava River Basin*, at least two per country and representing the water management, nature conservation, environmental protection and navigation sectors in a balanced way, international organizations and stakeholders (ICPDR, Danube Commission, representatives of regional/national NGO community and representatives of economic/navigation sector) and the Secretariat of the ISRBC.

Tasks of the Project Committee also include the formulation of project-related information needs, comments, questions and recommendations to the project team with support of the Interdisciplinary Advisory Board, if needed, stimulation of implementation of the principles of the *Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube River Basin*, stimulation of activities on informing the public concerned and involving the stakeholders in the project. The mandate of the Committee members is bound to the organization they are representing. The Committee may, with the prior consent of the ISRBC, establish an Interdisciplinary Advisory Board. Reports from the Committee meetings shall be published on a publicly available section of the ISRBC web site.

Mr. ISAKOVIĆ also informed the audience about the on-going project for the elaboration of the *Sisak Port Master Plan*. Specific focus will be given to green port engineering and the green Danube port concept, based on the Joint Statement, to the development of multimodality and hinterland

connections and inter-linkage to Sisak city development as well as to regional development. A contract for works was signed for a dangerous cargo terminal in the Port Slavonski Brod. The terminal will be used for fuel supply (diesel and bio-diesel fuel) and will also be equipped with waste reception and treatment facilities.

Mr. Gerard VAN WINSSEN (Koninklijke Schuttevaer) asked the representative of the ISRBC about the recognition of other boat masters licenses and the signalisation on the Sava River. Mr. Isaković answered that all kinds of licenses are accepted and that the fairway is properly marked.

Mr. Alexandru CAPATU (Pro Danube International) stressed the need of the industry for economically efficient vessel draughts on the Danube and for regular fairway maintenance in his presentation. The loading capacity of a vessel depends on its draught. A calculation for a transport Constanta – Hungary – Constanta for a convoy (pusher + 6 barges Europa II type) revealed that navigation companies lose money at a vessel draught below 2.00 m. Navigation companies register profits per transport at vessel draughts of more than 2.3 m; the most advantageous draught being 2.7 m. Mr. Capatu presented a detailed analysis of the critical sectors for the navigation industry and the number of days showing fairway depth of less than 2.5 m for the period 01.09 – 31.12.2012. Critical sectors are in Germany, Austria, Hungary and Romanian-Bulgarian common sector. For the Croatian and Serbian stretches during the investigated period, fairway depths were above 2.50 m, but in several other periods, there were sections which cause restrictions.

Mr. Capatu underlined that there was a high number of days with fairway depths below 2.50 m in the investigated period – despite favourable hydrologic conditions. This clearly shows significant shortcomings in waterway maintenance on several sections of the Danube. The shortcomings in waterway maintenance result in direct financial losses or significant reductions in earnings for navigation companies, depriving them by the cost advantages of barge operations and forcing them to register delays in the supply and consequently having to pay higher transport costs which reduces their own competitiveness. Without proper maintenance barge operators cannot earn depreciation of modern equipment – consequently there is only maintenance investment (hardly any room for innovation except cost advantages of LNG can be exploited).

The message of the industry sector was that a competitive and sustainable Danube transport requires proper fairway maintenance and guaranteed minimum fairway depths of at least 2.5 m which must be

ensured immediately. This necessity was also scientifically demonstrated by the speakers involved in ship building innovation and transport economy.

Mr. Capatu also mentioned that transport operators are facing administrative barriers and presented a few examples. In Romania the private sector considers that there are excessive formalities and fees for customs and other authorities causing additional costs and waiting times (obligation to use T2L document for national cargo transport, restrictive opening hours of custom offices in several important ports like Cernavoda). The tariffs for transiting the Danube-Black Sea Canal are also seen as a problem, as the charging system being per ton capacity instead of cargo tons, and some tariffs applied by the Romanian Naval Authority. In Hungary there are restrictions concerning the size of pushed convoys and in Bulgaria there are problems with customs clearance caused by restrictive opening hours.

5. Modernization of Danube ports

Mr. Simon HARTL (via donau) presented to the audience the benchmarks and indicators developed within the INWAPO project, this being in line with the PA 1a Roadmap for ports and sustainable freight transport. These benchmarks could be the basis for port development and could be used for the funding application related to ports investments. The drivers for the modernization of Danube ports and transhipment sites are increasing demands and requirements from the customers' side (e.g. ship turn-round time, storage capacity, opening hours), the use of unexploited potentials, the increasing complexity deriving from multimodal transport flows (pre- and posthaulage, buffering, storage, value added services, streamlining transhipment processes) and the normal life-cycles of infrastructure, handling equipment and storage facilities. The definition of benchmarks and performance indicators could support targeted investments because they can create a sound basis for the improvement of offered services and infrastructure.

The INWAPO project involves the Port of Vienna, the Port of Bratislava, the Freeport of Budapest and the Port of Venice (lead partner). EU financial support is used for the elaboration of a set of benchmarks and performance indicators for inland ports and sea ports, based on the review of published studies and projects and for the integration of external expertise with practical know-how of ports administrations and project partners.

Within the INWAPO project 41 indicators were identified which relate to infrastructure (9), superstructure (10), operation (17) and macro-economic effects (5). As an example, indicators related to port infrastructure could be: total quay length, vertical quay length, sloped quay length, quay quality ratio, number of berths, anchorage capacity, number of Ro-RO ramps, length of rail handling tracks along the quay, maximum block train length on tracks along the quay. Indicators related to the operation could be: number of motorised cargo vessels and pushed barges handled, waterside tonnage handled, direct waterside transhipment, indirect waterside transhipment , arrival rate, service rate, berth occupancy, traffic intensity, average waiting time, average service time, average ship turn-round time in port, tonnage (TEU) per ship or tonnage (TEU) per call, time without equipment malfunction, equipment reliability, market trends for different cargo categories, custom clearance efficiency and opening hours.

The complete report on port performance indicators can be found on the website www.inwapo-project.eu. In the framework of the next EUSDR PA 1a Working Group meeting detailed discussion could be on the following topics: which of these indicators are suitable to steer the future development of ports and transhipment sites, which are relevant from the port and terminal operators' point of view, which are relevant from the customers' point of view and if there are any important indicators missing.

Ms. Božana MATOŠ (Port Authority Vukovar) presented as an example the *New Port East project of reconstruction and modernisation of Vukovar Port* and how port indicators can be applied. The specific objective of the project is to modernize and increase the capacity of Vukovar port by the construction of port infrastructure, riverbank, road and rail as well as three new terminals for bulk cargo, general cargo and a multi-purpose terminal. The total amount of works is estimated to be 24.17 million € and the construction works are foreseen to begin by the end of 2015. Currently the main design preparation is under progress and it is foreseen to be finalized during 2015.

Completing the project the total capacity of the port will be increased, port reliability will be improved, anchoring time will be shortened, port competitiveness will be raised, the inland navigation sector will be strengthened and economic development will be fostered in the region.

Mr. Gerhard SKOFF (Danube Tourist Commission) asked the representative of the Vukovar Port Authority about the port facilities for passenger vessels in Croatia. Ms. Matoš answered that there are three passenger terminals on the Croatian stretch of the Danube, i.e. Vukovar, Ilok and Aljmaš, and another one is under construction in Batina.

6. Closing remarks

At the end of the meeting **Mr. Reinhard VORDERWINKLER**, Austrian PAC for PA1a, summarized the main issues that were discussed regarding fleet modernization and effective waterway maintenance, including the monitoring of the Declaration of the ministers of transports signed in Luxembourg. He mentioned the need of RIS data exchange and the involvement of the PACs and the Steering Group which will discuss in the next meeting an appeal to be addressed to the European Commission and national Governments on this issue.

In the future, the PACs intend to take administrative procedures more into consideration which delay ships voyages and the paper work that pressure the crews and asked the participants to send any information and seize what they consider to be an administrative barrier for navigation in order to be further analysed and addressed. He informed the participants that the PACs will have an intervention in the next SG meeting for Priority Area 11 – *Security* which will take place in Berlin, on the 6th of June 2013.

Mr. Vorderwinkler thanked the participants for their active participation at the 4th meeting of the Working Groups and announced that the next meeting will be held in the autumn of 2013. The exact date and venue will be communicated by the PACs in due time.

Enclosures

Please note: The following documents are available for download at the website of EUSDR PA 1a → www.danube-navigation.eu (visit tab "Working Groups")

(1) Agenda of the meeting

(2) Presentations held at the meeting

(3) List of attendants

A selection of photos taken during the meeting is also available online on the website under the tab "Photos".

List of Participants | 4th Meeting of Working Groups | Linz, 16 - 17 April 2013

No.	Surname	First name	Country	Organisation
01	**Aleynikov**	Volodymyr	UA	Ministry of Infrastructure
02	**Bálint**	Ágnes	HU	RSOE
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05	**Berger**	Hans	AT	via donau - Austrian Waterway Management Company
06	**Bernabei**	Cesare	BE	European Commission - DG MOVE
07	**Boone**	Christaan	BE	Borealis
08	**Boroš**	Martin	SK	Waterborne Transport Development Agency
09	**Butoi**	Remus	RO	Administration of the Navigable Canals - ACN
10	**Cabadaj**	Roman	SK	Waterborne Transport Development Agency
11	**Capatu**	Alexandru	AT	Pro Danube International
12	**Cataranciuc**	Natalia	MD	Ministry of Transport and Road Infrastructure
13	**Ciubrei**	Luigi Marius	RO	Maritime Danube Ports Administration Galaţi
14	**Cojocaru**	Stelian	RO	River Administration of the Lower Danube Galaţi
15	**Comanici**	Radu	RO	DCR Cruise Service
16	**Costea**	Ovidiu	RO	Municipality of Galaţi
17	**Cristea**	Mircea	RO	Ministry of Transport and Infrastructure
18	**Cuc**	Cristina	RO	Ministry of Transport and Infrastructure
19	**Cucu**	Alexandru Serban	RO	River Shipowner and Ports Operators Association
20	**Dabrowski**	Vojtech	CZ	Ministry of Transport
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25	**Drebitko**	Josef	CZ	DOE Europe SE
26	**Dupej**	Peter	SK	Ministry of Transport, Construction and Regional Development
27	**Dworak**	Thomas	AT	Fresh-Thoughts
28	**Džojić**	Dalibor	HR	Port Tranzit Osijek d.o.o.
29	**Fastenbauer**	Michael	AT	via donau - Austrian Waterway Management Company
30	**Georgijevic**	Miroslav	RS	University of Novi Sad
31	**Gjoreska**	Aleksandra	AT	Southeast European Cooperative Initiative
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33	**Gussmagg**	Gerhard	AT	Mierka Donauhafen Krems
34	**Győri**	Máté	HU	Dahar project
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36	**Hadžić**	Snežana	BA	Ministry of Communication and Transport
37	**Hanser**	Siegmar	AT	Ziv.Ing. Dr. Hanser
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39	**Hartl**	Thomas	AT	via donau - Austrian Waterway Management Company
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No.	Surname	First name	Country	Organisation
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44	**Isaković**	Duško	HR	International Sava River Basin Commission
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49	**Kollár**	Slavomír	SK	Public Ports JSC
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53	**Leolea**	Ruxandra	RO	Bunge Ltd.
54	**Liebscher**	Christoph	AT	Wolf Theiss Rechtsanwälte GmbH
55	**Lippner**	György	HU	"Zoltan Steamer" Public Foundation
56	**Löffert**	Andreas	DE	Hafen Straubing-Sand GmbH
57	**Löschl**	Judith	AT	via donau - Austrian Waterway Management Company
58	**Lucius**	Irene	AT	WWF Danube-Carpathian Programme
59	**Maierbrugger**	Gudrun	AT	via donau - Austrian Waterway Management Company
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70	**Nikolić**	Srećko	RS	Shipmasters Association of Serbia
71	**Novák**	Vladimír	SK	Waterborne Transport Development Agency
72	**Patrichi**	Monica	RO	Ministry of Transport and Infrastructure
73	**Policov**	Elena	RO	DCR Cruise Services
74	**Praher**	Jörg	AT	Ennshafen NÖ GmbH
75	**Proca**	Roman	MD	Ministry of Transport and Road Infrastructure
76	**Putz**	Lisa-Maria	AT	University of Applied Sciences Upper Austria
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79	**Sajgo**	Nikoletta	HU	RSOE
80	**Saragiotis**	Periklis	AT	International Finance Corporation
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88	**Schwetz**	Otto	AT	TINA Vienna
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90	**Semonov**	Viktor	AT	Embassy of Ukraine
91	**Severin**	Anastasie	RO	Administration of Navigable Canals
92	**Shcherbakova**	Valeriia	UA	Ministry of Infrastructure
93	**Siedl**	Nina	AT	via donau - Austrian Waterway Management Company
94	**Simoner**	Markus	AT	via donau - Austrian Waterway Management Company
95	**Šimunović**	Vjekoslav	HR	Port Authority Vukovar
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97	**Snitko**	Yevgen	UA	Ministry of Infrastructure
98	**Soóki-Tóth**	Gábor	HU	CBS Property ZRT
99	**Sribnyi**	Sergej	AT	Danube Shipping Management Service GmbH
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102	**Stoenescu**	Doru	NL	Damen Shipyards
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107	**Suvorov**	Pjotr	HU	Danube Commission
108	**Szilagyi**	György	HU	Expert Project Logistics & Break Bulk
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110	**Trandafir**	Nina	RO	Maritime Danube Ports Administration Galaţi
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112	**Trögl**	Jürgen	AT	via donau - Austrian Waterway Management Company
113	**van Terwisga**	Peter	NL	Damen Shipyards
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117	**Virna**	Bogdan	RO	Rhenus Logistics
118	**Vorderwinkler**	Reinhard	AT	Federal Ministry for Transport, Innovation and Technology
119	**Weiter**	Anita	HU	Dahar project
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