

## **EUSDR Report July 2014–October 2015**

### **Priority Area 1a**

***To improve mobility and multimodality: Inland waterways***

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#### **ANNEXES**

## 1. SUMMARY

Transporting goods over the Danube waterway generally is an environmentally-friendly way of shipping cargo over long distances and at low costs. Just imagine that one waterway convoy can carry the load of 280 individual trucks with almost 75% less fuel. Core industries along the waterway network, such as the steel and car industries, rely on Danube navigation for securing their supply chains for iron ores and finished products. Also heavy and oversized cargo such as wind turbines can be transported over the water more efficiently and safely. These main advantages of Danube navigation – environmentally friendly, low transportation costs, high safety levels, low infrastructure costs – are the main reasons why European and national policy makers promote inland waterway transport.

Danube navigation is however also faced with several problems, which prevents it from developing as desired. As the Danube runs through 10 different countries all the way from its origin in southern Germany to the Black Sea through the Sulina Channel in Romania, international cooperation is essential in order to overcome the current problems. Being a platform that brings together all Danube states, commercial parties, international organisations, NGOs etc. the EU Strategy for the Danube Region (EUSDR) and the so-called priority area 1a on inland waterways actively addressed these problems and achieved following impacts in the last years:

### **a) Provided the basis for less variable water levels on the Danube and its navigable tributaries**

In order to operate a Danube vessel in an economic way, shipping companies need to be able to load their vessels efficiently. In situations where water levels are insufficient or varying strongly, shipping companies cannot fully load their vessels. This causes the price per transported tonne to increase, which in turn makes Danube navigation less attractive compared to other modes of transportation. Although the water level in a natural river like the Danube will always depend on changing weather conditions (melting water, rainfall), regular and proper waterway maintenance activities (e.g. river bed surveying, smart positioning of buoys marking the fairway channel, dredging at critical locations) can smoothen the impact of weather events and significantly improve the so-called navigability of the waterway. These maintenance activities have been inadequate for several reasons in some countries along the Danube and its navigable tributaries in the last decades. Within the framework of the EU Strategy for the Danube Region, a Master Plan document was developed in cooperation with the waterway administrations and representatives of private shipping companies. This document identifies the most critical locations in the waterway network and, more importantly, draws up proposals for their elimination. A majority of ministers of transport of the Danube Region reaffirmed their commitment towards proper waterway maintenance in their respective countries on the basis of this Master Plan document by the end of 2014. Key actions from the Master Plan will be taken up by the FAIRway project (2015-2020), which will be co-funded from the Connecting Europe Facility.

#### **b) Developed concepts for more efficient and environmentally-friendly inland vessels**

In order to further reduce the environmental impact and to improve the economic performance of Danube navigation, it is necessary to stimulate the modernisation of the Danube fleet. To gather the necessary knowledge for this attempt, a specific research and development project, the “Innovative Danube Vessel”, was launched by DG REGIO within the framework of PA1a. The study “Innovative Danube Vessel”, a flagship project of PA1a, was finalised in December 2013. As the current modernisation rate of the Danube fleet is slow because of the long-term character of investments, the study’s aim was to identify both designs for newly built vessels as well as solutions that can be applied to existing ships. As far as new vessels are concerned, the project identified three promising vessel designs leading to significant energy and cost savings and reduced environmental impact. The study confirmed that, under good waterway conditions, transportation carried out with Danube vessels can reach excellent cost and energy efficiency. Innovative devices and optimised ship designs would further improve this situation. Key results are being taken up in the PROMINENT project, a project funded within the Horizon2020 programme aimed at modernising and greening the inland fleet.

#### **c) Set the first steps to reduce the administrative burden on commercial shipping companies**

Administrative processes and paperwork are seen as a significant competitive disadvantage for inland waterway transport on the Danube and its tributaries. With 10 riparian states, a mixture of EU Member States and Third Countries, and multiple responsibilities, administrative procedures for long-distance Danube navigation tend to take long and cause significant additional costs for private companies. Especially on the external EU-borders (e.g. Mohács /Bezdan), administrative procedures for freight transport on water were found to take long and consequently cause additional costs for operators. A first analysis of administrative forms in use demonstrated that more than 15 forms are to be filled in for a single transport. On many occasions multiple data entry of the same data is required. The analysis of administrative barriers within the framework of the EU Strategy for the Danube Region was carried out by a working group on administrative processes, which was started by Priority Area 1a (on Inland Waterways) in close cooperation with PA11 (Security). This working group is an example of the value added of the EUSDR: it provides a platform for cooperation between policy fields that did not cooperate intensively before. The current situation calls for a transnational approach, which is facilitated by the EUSDR.

Within its three years of implementation, substantial results and success were achieved, both within the coordinating part of the contract as well as the study. Coordination has been intensified among the many different stakeholders in the Danube Region, having developed, amongst others, main memoranda and having installed viable communication structures. Tangible results were delivered which can be used as basis for further actions.

## 2. OVERALL PROGRESS

### 2.1. State of play

#### 2.1.1. *Progress made on policies, actions and projects*

- **Policies**

- Generally speaking, **close cooperation with the European Commission** on the various topics of PA1a was conducted. This enabled both sides to provide feedback exchange important facts. Coordination meetings between DG REGIO, DG MOVE and PA1a took place on a regular basis. This and continuous coordination work sped up the implementation of concrete actions and therefore the visibility of the EUSDR's work among a broad group of stakeholders. In addition, exchange and cooperation with dedicated stakeholders was fostered by participating in selected conferences and seminars.
- As an important PA1a initiative a "**Fairway Rehabilitation and Maintenance Master Plan**" was developed in 2014. It contains a description and analysis of necessary maintenance and rehabilitation actions on the river Danube. The final version of this document was released by the PA1a Steering Group – and addressed to the responsible Danube transport ministers and the European Commission – in November 2014.
- Further progress on the promotion of an integrated approach in planning and implementing inland waterway infrastructure projects, taking into consideration environmental objectives and needs, was achieved. PA1a contributed to the elaborating the future process of implementing the **Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube Basin** and continued the close cooperation with PA6 ("Biodiversity").
- An Inter-Ministerial Committee for Sustainable Development of Inland Waterways Transport on the Romanian – Bulgarian common sector of the Danube" was developed, based on a Memorandum of Understanding signed between the Romanian-Bulgarian Government in October 2012. The Committee adopted a joint Action Plan for improving the navigation conditions on the Romanian-Bulgarian common sector in 2013.

- **Actions**

- The defined ten actions and five targets for PA1a were clustered into **seven thematic action fields** and have been discussed in the respective thematic Working Groups and Steering Group meetings (one Working Group and two Steering Group meetings in October 2014 in Vukovar (HR) and April 2015 in Vienna (AT); see Annex 1 for Meeting Minutes).
- After three and a half years of implementation, generally a **positive intermediate assessment** of the actions executed can be given. By end of September 2015, key spin-off projects such as the PROMINENT project (fleet modernisation) and FAIRway (project aimed a rehabilitation and maintenance of the Danube waterway) have been successfully started. Substantial progress was also made on several other key projects in the PA1a action fields. A detailed description of the progress made on actions is included in chapter 2 ("Actions per target and progress made on the achievement of targets") of this report.

- The **thematic focus** of actions and working groups in this reporting period (June 2014-September 2015) was laid on the action fields of ***waterway management, fleet modernisation and administrative processes.***

#### *Waterway infrastructure & management*

- In order to further pursue the realisation of the Luxemburg Declaration, which requests the implementation of effective waterway maintenance in the Danube region, an “**Appeal of the Steering Group of Priority Area 1A of the EU Strategy for the Danube Region (EUSDR) concerning the implementation of the Luxemburg Declaration**” was transmitted to the transport ministers of the Danube region and the European Commission in February 2014 by PA1a.
- As a next step and flanking measure, a draft “**Fairway Rehabilitation and Maintenance Master Plan**” containing a description and analysis of necessary maintenance actions was developed by PA1a in cooperation with the NEWADA duo project (co-funded by the South-East Europe Programme). The final version of this document was released by the PA1a Steering Group – and addressed to the responsible Danube transport ministers and the European Commission – in November 2014.
- A survey among users of the Danube waterway on the results of the Fairway Master Plan (assessment of critical sections) took place in November 2014.
- The formal adoption of the “Fairway Rehabilitation and Maintenance Master Plan for the Danube and its Navigable Tributaries” by a majority of Danube transport ministers and in the presence of Commissioners for Transport and Regional Development took place in Brussels on 3 December 2014) (see Annex 2).
- The first set of **Roadmap Reports** (reports to indicate the progress made on the implementation of the Master Plan recommendations) has been elaborated over summer 2015. For the first time the status of critical locations, hydrological conditions, rehabilitation and maintenance activities and cost of the last year are reported in a harmonized way for the whole Danube. In addition an outlook on planned investments, operational budgets in 2015 is included. The analysis of financing gaps is crucial to support improvements. The Roadmap Reports are considered as living documents, as is underlined by the current circumstances on the waterways in the Danube Region. Whereas the first version was based upon the initiative of the Technical Secretariat for PA1a and the Danube Region Strategy, the follow-up versions are expected to be produced within the framework of the CEF-financed FAIRway projects. The next version of this document is planned to be produced by the end of 2015. The latest version of the roadmap document can be downloaded from [www.danube-navigation.eu](http://www.danube-navigation.eu).

#### *Fleet*

- The key flagship project of PA1a, the “**Innovative Danube Vessel**”, was **finalised in December 2013**. It delivered valuable results in order to improve the economic and environmental performance the Danube fleet. Its results were presented during the 3<sup>rd</sup> Annual Forum in Vienna on 26<sup>th</sup>/27<sup>th</sup> of June 2014.
- On 1<sup>st</sup> April 2015 the **EU-funded project PROMINENT** started within the Horizon2020 programme. PROMINENT pursues many of the recommendations made in the study on an

“Innovative Danube Vessel” and is ultimately aimed at providing solutions which make inland navigation as competitive as road transport in terms of air pollutant emissions by 2020 and beyond. In parallel PROMINENT aims to further decrease the energy consumption and carbon footprint of IWT, an area where IWT has already a strong advantage compared to road transport.

#### *Administrative processes*

- Administrative processes and paperwork are sometimes seen as a significant competitive disadvantage for inland waterway transport on the Danube and its tributaries. In autumn 2013, therefore, a **new working group on administrative processes** was started by Priority Area 1a (on Inland Waterways) in cooperation with PA11 (Security). First analyses have been undertaken, a dialogue with waterway operators and law enforcement units has been started and measures for improvement are under development.
- By means of a **survey among 177 waterway users**, control processes at 19 different border control points along the Danube have been evaluated. The vast majority of feedback forms referred to controls conducted by Romanian authorities. Meaningful feedback was also received for Mohács, where the number of forms and the language variety was the highest. The most pressing issue identified in the survey was the need to reduce waiting times as well as the duration of controls. A simplified and harmonized set of forms should be used throughout all the involved authorities and countries. On top of that, there should be a possibility to submit requested information electronically, prior to the control. But also a respectful interaction with the controlled skippers, crew and passengers was demanded.
- A compact and easy to read **manual** informing captains and ship crews on the border control procedures at all EU and Schengen borders along the Danube was published on 25<sup>th</sup> September 2015. It gives an overview on the steps to be followed and the forms to be filled and includes the locations, contact details and opening hours of control points. Besides providing valuable information the manual will serve as a basis for discussion between control authorities and is considered as a step towards harmonised and efficient control procedures. The practical manual results from joint efforts of the two priority areas of the European Strategy for the Danube Region dealing with inland navigation (PA1a) and security (PA11). Contents were provided by the control authorities themselves.

#### • **Projects**

- Data on proposed and on-going projects which contribute to the implementation of the EUSDR's targets and actions in the field of inland waterways was collected continuously. Altogether, 104 projects/project ideas were identified (see Section 3 for a list of projects in each thematic action field of PA1a). Detailed information on these projects is publicly available at the PA1a website ([www.danube-navigation.eu/pages/projects](http://www.danube-navigation.eu/pages/projects)) in the form of downloadable data sheets. Whereas data sheets are updated on a continuous basis, the latest complete review and update was performed in September 2015.
- Continuous assessment of projects received from project promoters / leaders or identified by PACs on the basis of agreed evaluation criteria ("project labelling criteria", which remained unchanged compared to the last reporting period) was undertaken. For 4 projects, Letters of

Recommendations have been issued in the reporting period via agreement among the members of the Steering Group (see Annex 3).

- In the two calls of the Technical Assistance Facility and START of PA10, altogether 4 PA1a projects were selected to receive start-up support in October 2015.

### *2.1.2. Lessons learned*

- The setting of the **Working and Steering Groups** is in the process of review and continuous improvement. In the first two years, the meetings usually addressed all PA1a action fields, providing an overview of all activities performed. This setting was required and needed to get the EUSDR activities started. In order to foster more in-depth discussions that allow for more productive results, the meetings were and will be focused around fewer topics. This approach was welcomed by the participants. Due to the intensified work on this, discussions were sped up and major results could be achieved, particularly in the fields of waterway management, fleet modernisation and administrative processes (see chapter 2 for further details). Participation in Steering Group and Working Group Meetings remains high.
- The **implementation of actions as described in the Luxemburg Declaration** had not been satisfying. By means of an appeal issued in February 2014, the PA1a Steering Group took the initiative to remind the responsible ministers of Transport of the commitments as agreed in this Declaration of June 2012. PA1a offered to support the ministers in convening a follow-up meeting and announced the publication of a **Fairway Rehabilitation and Maintenance Master Plan** as a solid knowledge basis for targeted measures to improve fairway conditions on the Danube and its navigable tributaries. The appeal put waterway maintenance back on the political agenda again. It ultimately led to clear **ministerial conclusions on 3<sup>rd</sup> December 2014**.
- The Master Plan produces for the first time a consolidated overview of waterway maintenance needs along the entire Danube and its navigable tributaries. As such it also brought cooperation between the Member States forward, as the Master Plan overviews create transparency which did not exist before. The Master Plan is conceived as a living document and requires to be updated at the occasion of each Steering Group meeting (once a year). Data collection proved to be challenging for several Danube countries. It is expected that this situation will improve once the reporting structure is in place. The **workload for reporting on maintenance activities** should thereby be generally reduced as much as possible.
- The successful implementation of the EUSDR requires both a “top-down generated framework” (including, e.g., common objectives, commitment, agreements, financial resources) and “bottom-up actions” (projects implemented by partner consortiums under the lead of appropriate organisations, private financing means etc.).
- In general, the successful implementation of the EUSDR will strongly remain to depend on the involvement and mobilisation of stakeholders at all levels (European Commission / Union, national governments, regional / local authorities, private sector, funding institutions, NGOs etc.). For PA1a, it was particularly important to include the users of the Danube in the discussions at a level of suitable relevance, as they are crucial players – skippers, shipping companies, sector representations etc.

- Continuous high-level political support and concerted actions at inter-departmental level were needed to push actions towards implementation. This was successfully shown in relation to the Fairway Master Plan. Apart from the European level, strong support is also needed by the respective governments and competent administrations at the national, regional and local level. Therefore, both vertical and horizontal coordination makes the EUSDR a success.
- The **DRP-Technical Assistance Facility** and **START** Facility operated by PA10 was very much welcomed by the project applicants. It is a valuable bridge between project ideas and their implementation, especially in the Danube region, where these competencies still have to be developed.

### 2.1.3. Outlook

- The **focus on proper fairway maintenance will be kept** in the coming periods, as it represents the key problem towards a better functioning inland waterway system. Proper waterway maintenance is also a crucial enabler for achieving the overall objective of raising transport shares on the Danube. The Fairway Maintenance Master Plan is planned to be presented to the Danube transport ministers in the second half of 2014 for approval. The implementation of the Master Plan is task of the Member States. Political backup and support for the proposed actions, also on the European level, is of prime importance.
- The **implementation of the results of the Innovative Danube Vessel study will remain in the focus** of attention of PA1a in the forthcoming period. Further scientific studies may be required, especially in the field of the design of economy planning devices, tailored to the circumstances of the Danube and its navigable tributaries. Concrete progress can be expected through the Horizon2020 funded project PROMINENT.
- Generally, 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 PA1a of the EUSDR by implementing specific actions projects will also strongly depend on how the EUSDR will be anchored in the **forthcoming EU funding schemes** for the programming period 2014–2020.
- A **continuation of the TAF or the START facility is desired by PA1a** as it appeared an effective instrument in getting project ideas started and implemented.

## 2.2. Process

- The implementation of the agreed Roadmaps for the thematic action fields of PA1a (see Annex 1) was monitored, coordinated and supported. The action fields were discussed in the thematic **Working Group and Steering Group meeting in Vukovar on 29<sup>th</sup>/30<sup>th</sup> October 2014** and the **9<sup>th</sup> Steering Group in Vienna on 22<sup>nd</sup> April 2015** (see Annex 1 for meeting minutes).
- The **8<sup>th</sup> Steering Group meeting** took place in **Vukovar (Croatia) in 29<sup>th</sup>/30<sup>th</sup> October 2014**. 78 participants signed up for the Working Group meeting and 28 persons attended the



Steering Group meeting in Vukovar. Most Danube countries have voluntarily hosted at least one Steering Group meeting in the course of the last 3,5 years. This is also a sign of reciprocal commitment of the different Member States.

- The **9th PA1a Steering Group meeting in Vienna on 22nd April 2015** was dedicated to the action field waterway management– the first draft of the “Fairway Maintenance Master Plan for the Danube and its navigable tributaries” was discussed. On 22<sup>nd</sup> April 2015, 45 participants had registered for the Steering Group meeting. Participation therefore continues to be high in PA1a. The strategic choice to focus Steering Group themes on a limited number of key themes therefore proved to be right.
- The cross-sectoral cooperation with thematically related Priority Areas in the fourth year of the EUSDR's implementation was continued. In particular, **cooperation with PA 6 "Biodiversity" and PA 11 "Security" was intensified**. Several joint meetings were held and an additional working group treating administrative issues was created.
- During the **3rd Annual Forum in Vienna** (26/27 June 2014), contributions to activities related to the workshop designs for the sessions on “**Industry meets Policy**”, “**Waterway Maintenance**”, “**Innovative Danube Vessel**” and “**Sustainable Navigation on a Healthy River**” (PA6) were made.
- Furthermore, PA1a was (jointly with PA1b) selected as **focus area in the 9th EUSDR newsletter** issued during the 3rd Annual Forum. These activities were a major contribution to public visibility of PA1a's work, and consequently, Danube navigation in general.
- The **public website** operated by PA1a ([www.danube-navigation.eu](http://www.danube-navigation.eu)) is being continuously updated and contains a topical overview of supported projects, working groups and meetings. The latest full update of the project database took place in September 2015.

### 2.3. Funding

- The criteria for selecting / supporting projects relevant for the PA were not changed in PA1a in the fourth year. There still is a distinction made between projects which are – in general – relevant for achieving the targets of PA1a 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; in addition, the application for a LoR has to be approved by the PA1a Steering Group members entitled to vote.
- A **continuation of the TAF or the START facility is desired by PA1a** as it appeared an effective instrument in getting project ideas started and implemented.
- 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 PA1a (especially waterway infrastructure, waterway maintenance and management, fleet modernisation or port infrastructure development). Thus, it will be important to appropriately make use of the 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. PA1a gave advice to several countries in the formulation of the upcoming Operational Programmes for Transport, especially paying attention to elements with relevance for the EUSDR PA1a targets.

### 3. PROGRESS BY TARGET

Major achievements were made in many projects supporting the several targets. Only a selection of the projects can be described in more detail in this chapter. Further information can be found in the project database on <http://www.danube-navigation.eu/pages/projects> and on the respective project websites.

#### 3.1. 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 PA1a, 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 dependent on the overall improvement of the inland navigation system and thus is a function of the implementation of the content-related targets of PA1a (see 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 PA1a. 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 PA1a (see 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:

- In order to reduce the environmental impact and to improve the economic performance of Danube navigation, it is necessary to stimulate the modernisation of the Danube fleet. To gather the necessary knowledge for this attempt, a specific research and development project, the “**Innovative Danube Vessel**”, was launched within the framework of PA1a. The study “Innovative Danube Vessel”, a flagship project of PA1a, was finalised in December 2013. For the project, “innovation” was not an end in itself, but understood to be “better than the existing fleet”, in terms of energy efficiency, cost efficiency and environmental impact. As the modernisation rate of the Danube fleet is low due to long amortisation periods of investments, the aim was to identify both designs for newly built vessels as well as solutions that can be applied to existing ships.
- The “Innovative Danube Vessel” study confirmed that, under good waterway conditions, transportation carried out with Danube vessels can reach excellent cost and energy efficiency. Innovative devices and optimised ship designs would further improve this situation. As far as new constructions are concerned, the project identified **three most promising options leading to energy and cost savings** and reduced environmental impact: two new types of Danube pushers as well as an innovative version of a self-propelled vessel. Quick wins can be realised by installing real-time voyage speed optimisation tools on existing Danube vessels.
- Additionally, results demonstrated that energy and cost efficiency of Danube vessels is largely dependent on waterway conditions, especially on the available water depth. Proper fairway maintenance on the Danube therefore is an important prerequisite for energy and cost-efficient inland waterway transport operations. This applies to both existing and innovative vessel types.
- Steps towards further implementation of the results were discussed with DG REGIO, DG MOVE, the European Investment Bank and PA1a on 5<sup>th</sup> June 2014.

In addition to the key study “Innovative Danube Vessel”, major achievements were made in other projects supported by PA1a, e.g.:

- The project “**LNG Master Plan**” aiming at furthering LNG as fuel and transport good for inland navigation was started. In 2013, training courses for crew members have been developed. By mid-2014, the first pilot ship developments are expected.
- The project “**NEWS**”, aims at developing a new generation of Danube container ships. A model test series was conducted in 2013. The project was closed in September 2015.

- **“MoVe IT!”** aims at concepts for modernising inland ships in order to meet the challenges of an over-ageing the fleet, climate change and stricter environmental targets. In this reporting period, the environmental assessment of five MoVe IT! vessel types was carried out.
- In **“Co-WANDA”**, which deals with Ship Waste Management along the Danube, an Electronic Vignette system for waste disposal was tested and a draft International Danube Ship Waste Convention, providing the future legal framework for harmonised ship waste management along the Danube River, was developed.
- The **“PROMINENT”** project, a project funded from the Horizon 2020 programme, will address the key needs for technological development, as well as the barriers to innovation and greening in the European inland navigation sector. PROMINENT thereby is fully in line with the objectives of the European action programme NAIADES-II and the EUSDR. PROMINENT is ultimately aimed at providing solutions which make inland navigation as competitive as road transport in terms of air pollutant emissions by 2020 and beyond. In parallel PROMINENT aims to further decrease the energy consumption and carbon footprint of IWT, an area where IWT has already a strong advantage compared to road transport.

Coordinate national transport policies in the field of navigation in the Danube basin:

- The project **“ProDuna – Establishment of the Hungarian IWT promotion centre”** was finalised end 2013. Key outcomes were the ProDuna National Danubian Waterway Transport Strategy and an accompanying Action Plan.
- The project **“PLATINA II – Implementation platform for NAIADES II”**, started in September 2013. PA1a will secure that Danube region issues are taken account of in PLATINA II, i.e. are set on the agenda of European IWT policy makers. One of the first activities were the “Danube Business Talks” in Vienna in March 2014, where high-level European policy stakeholders discussed the special situation and requirements of the Danube waterway with its existing and potential users.

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 PA1a, 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. During the last Steering Group meetings, the Danube Commission announced that cooperation between the DC and DG MOVE is intensified on the basis of an administrative agreement, especially in the field of waterway maintenance.

## Administrative Processes

- **Administrative processes** and paperwork are sometimes seen as a significant competitive disadvantage for inland waterway transport on the Danube and its tributaries. The administrative bottlenecks – as mentioned by inland waterway operators – that cause the biggest time losses and highest operational costs can be summarised into three main areas: administrative bottlenecks related to customs, border police and navigation surveillance.
- In autumn 2013, therefore, a new working group on administrative processes was started by Priority Area 1a (on Inland Waterways) in **cooperation with PA11** (Security). The background for this initiative is provided by the fact that not all Danube riparian states are an EU Member State and not all EU states are in the Schengen area. Therefore, for instance, border checks for passengers and crews are necessary, as well as required customs clearance procedures for imports and exports. Especially on the external EU-borders (e.g. Mohács /Bezdan), administrative procedures for freight transport on water were found to take long and consequently cause additional costs for transport operators. A first analysis of administrative forms in use demonstrated that more than 15 forms are to be filled in for a single transport. On many occasions multiple data entry of the same data is required.
- The working group on administrative processes was set up in close coordination with PA11 (Security). PA1a participated in the PA11 Steering Group on 6<sup>th</sup> June 2013. The PA1a working group on administrative processes met for the first time on 25 September 2013 in Vienna, including participation of waterway operating companies. **Close ties were built up with the “DARIF” project**, which is coordinated by the Hungarian Ministry of Interior and financed under the ISEC programme. DARIF is a cross-border platform of law enforcement bodies and deals with measures to increase the safety and security of the Danube River and a focus project of PA 11; to take harmonised and efficient measures against river and river related crimes and organised crimes; and finally to establish transnational, cross border and operative law enforcement cooperation platform for the Danube. Coordination meetings with the DARIF project took place in Budapest in 23<sup>rd</sup> April and 13<sup>th</sup>/14<sup>th</sup> May 2014, whereby PA1a introduced the view of waterway operators.

- 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:

- A major milestone of the pilot project Bad Deutsch-Altenburg ("**Integrated River Engineering Project on the Danube East of Vienna**") was reached when the Johler Branch was reconnected with the main stream of the Danube in March 2014. From February 2012 to July 2014 the pilot project at Bad Deutsch-Altenburg was implemented on a sector with a length of approx. 3 km with the aim to gain experience and reducing technical and economical risks for the Integrated River Engineering Project by realizing in natura all measures foreseen in the integrated project in one sector for the first time.
- Concerning the "**Preparation of Necessary Documentation for River Training and Dredging Works on selected locations along the Danube River in Serbia**", dredging permits for six selected critical locations was acquired in June 2013. The Environmental Impact Assessment was approved in February 2014, the Feasibility Study and Conceptual designs in March 2014.
- The projects within the frame of "**Improving navigation conditions on the Danube between Călărași and Brăila**" are restructured in order to achieve the improvement of navigation conditions and also to ensure the sturgeon migration. A new study for technical solutions at Bala Branch is being carried out, which will generate additional scientific evidence as a basis for decision-making.

Invest in waterway infrastructure of Danube and its tributaries and develop the interconnections:

- In order to raise political awareness for the importance of an integrated approach in planning and implementing inland waterway infrastructure projects, taking into consideration environmental objectives and needs: **Support for the Joint Statement on Guiding Principles** for the Development of Inland Navigation and Environmental Protection in the Danube Basin consisted of the participation in ICPDR Standing Working Meeting on Navigation on 2<sup>nd</sup> /3<sup>rd</sup> June 2015 in Zagreb, as well as the 6<sup>th</sup> Meeting on the Follow-up of the Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube Basin on 10–11 September 2015.

- The project “**Regulation works on the Danube river**” on km 1,323 (Sotin) (Croatia) has started its implementation phase.

#### Comprehensive waterway management:

- In order to **further pursue the realisation of the Luxemburg Declaration**, which requests the implementation of effective waterway maintenance in the Danube region, an “Appeal of the Steering Group of Priority Area 1A of the EU Strategy for the Danube Region (EUSDR) concerning the implementation of the Luxemburg Declaration” was prepared by the PA1a Steering Group (see Annex 5). The appeal was transmitted to the transport ministers of the Danube region and the European Commission in February 2014.
  - PA1a offered to support the ministers in convening a follow-up meeting and announced the publication of a Fairway Rehabilitation and Maintenance Master Plan as a solid knowledge basis for targeted measures to improve fairway conditions on the Danube and its navigable tributaries. The appeal put waterway maintenance back on the political agenda again. It ultimately led to clear **ministerial conclusions on 3rd December 2014**.
  - As a next step, a draft “Fairway Maintenance Master Plan” was developed by PA1a. Based on the work carried out in the framework of the “**NEWADA duo**” project (funded under the SEE programme), an analysis of the needs of each Danube region country concerning the implementation of effective waterway maintenance was prepared. The Master Plan prepares the necessary actions and measures to be taken by the responsible Transport Ministers and the European Commission in order to cover those needs.
- 
- The project “**FAIRway**” was submitted to the Connecting Europe Facility in February 2015 and is prepared for its start by mid-2015. The main objective of FAIRway is to coordinate the deployment of the Fairway Rehabilitation & Maintenance Master Plan for the Danube and its Navigable Tributaries In line with the objectives of the TEN-T Regulation and the CEF call for proposals, the proposed study aims at the elaboration of coordinated national investment and operational plans for fairway rehabilitation and maintenance for the Danube and its navigable tributaries. The project is expected to run between July 2015 and June 2020 and includes 6 EU Member States.
  - The project “**DREAM**” (flagship project of PA07) also covers issues relevant for PA1a and exchange is undertaken. In 2013, the construction of an in situ test site for river morphology was started in Vienna. The official opening of the research channel took place on 8<sup>th</sup> June 2015

- 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"

- Efficient nodes are a core issue for successful integration of inland navigation in multimodal transport networks. The flagship project “**DaHar**” dealing with the development of multimodal terminals in the Danube ports was finalised (Presentation of PA1a at the occasion of the Dahar Final Event on 20th February 2014 in Dunaujvaros).
- In the project “**INWAPO**”, the conference „Danube Business Talks“ in March 2014, organised jointly with the project PLATINA II, brought together key policy and industry stakeholders for discussion on necessary IWT policy actions. The subsequent „Danube Business Dating“ created a platform to connect service providers and (potential) customers in order to initiate concrete transport cases on the Danube. The project ran between October 2011 and September 2014.

- 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 contributed 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. Test systems for RIS data exchange between Austria, Slovakia, Hungary, Croatia, Serbia, Bulgaria and Romania were developed. Data exchange between Austria, Slovakia and Hungary is operational and the integration of users has started. It is necessary to further the integration of the remaining Danube countries, which is mainly a question of agreements on data exchange. Within the DaHar project, two RIS pilots within the geographic areas of the ports of Dunaújváros (HU) and Silistra (BG) were tested, specifically serving the information needs of inland ports along the Danube. IRIS Europe 3 was closed in December 2014.

- 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"



- In this reporting period, the EU co-funded project “**HINT**” developed a financial, technical and content-related concept for the transnational use of a school vessel, simulators for training and a job promotion campaign. The elearning platform INes Danube was continued. HINT was closed on 31th December 2014
- In the framework of the “**ProDuna**” – project, a Hungarian version of the Manual on Danube Navigation was issued. In 2015, a Romanian version (issues by AFDJ Galati) of the same manual was published.

## ***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 PA1a 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 PA1a will contribute to meet this target. Conversely, some of the targets of PA1a 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 PA1a.

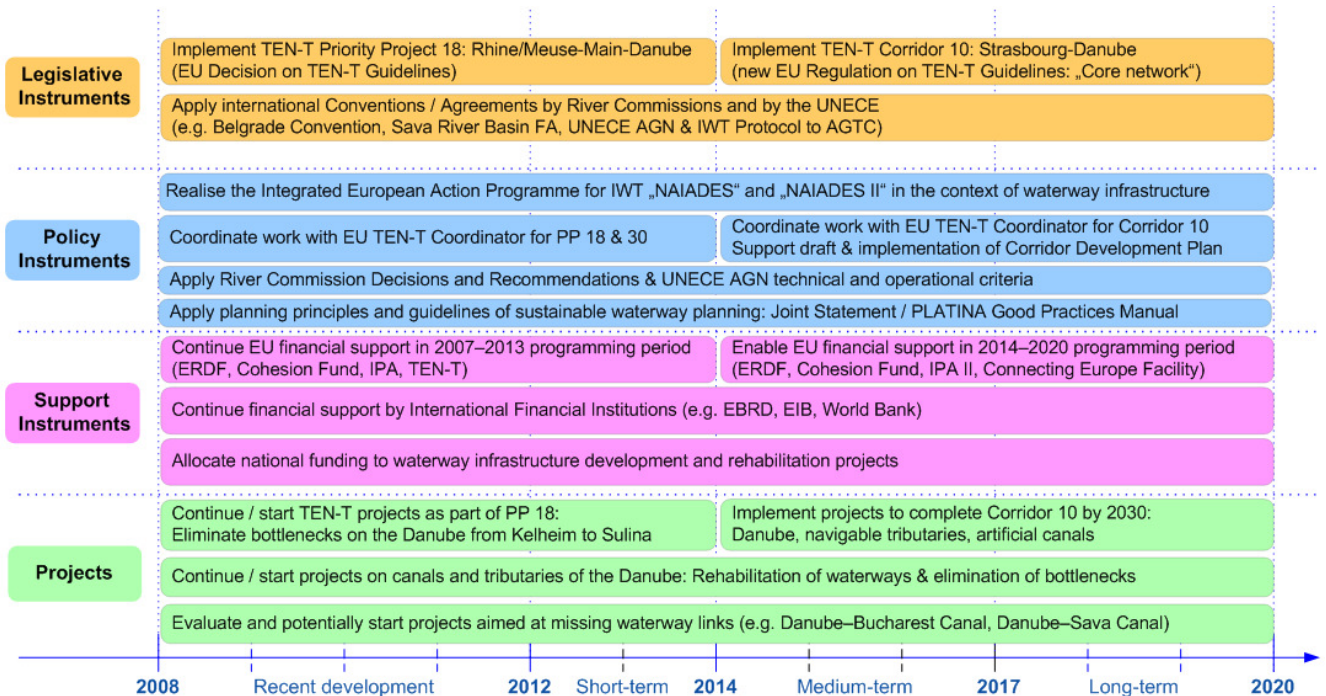
For these reasons and in order to create synergies and safeguard the efficient and effective implementation of the actions identified for PA1a of the EUSDR, the PACs proposed to cluster actions and their corresponding target(s) into the eight "thematic action fields" listed below. In comparison to the first reporting period and in the wake of discussions during the Working Groups meetings of PA1a, 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 PA1a 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 PA1a 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

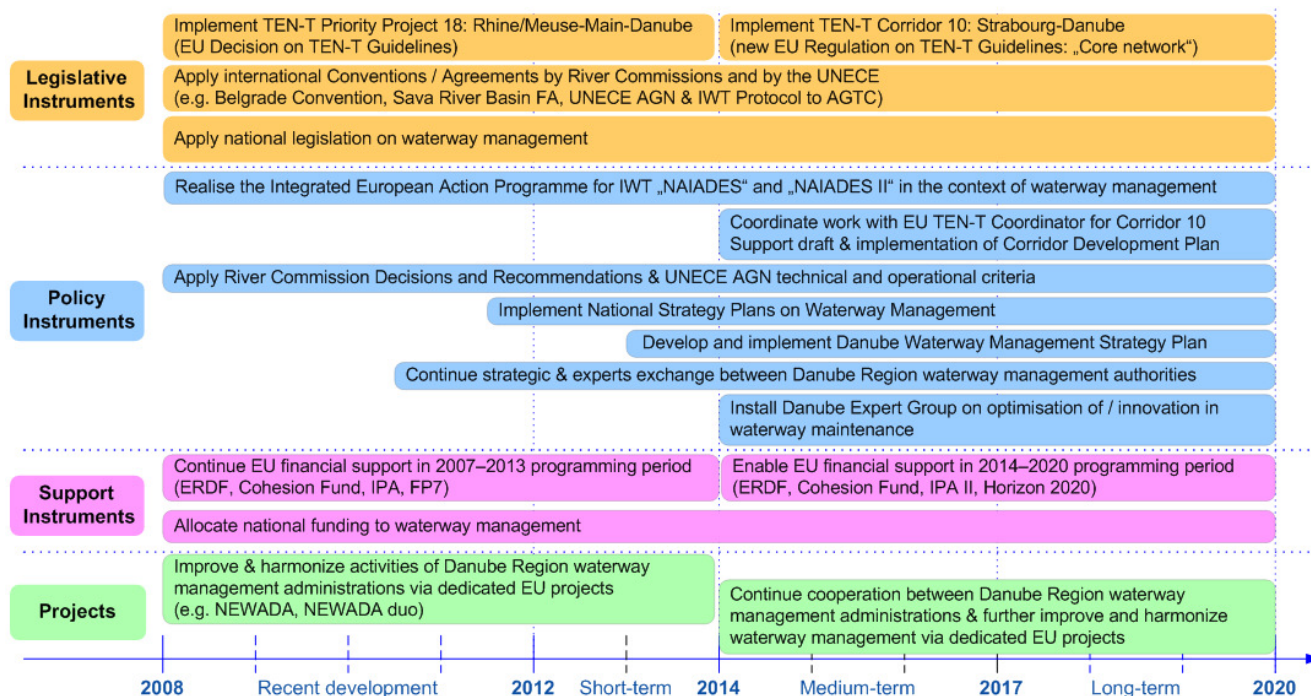
- List of projects associated with the actions – Danube waterway:

→ 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 downstream of Bratislava (Water Structure Gabčíkovo–Nagymaros) (Slovakia) – *under implementation*
- Improvement of navigability on the Danube in Hungary – *completed*
- 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) – *under implementation*
- River Training and Dredging Works on selected locations along the Danube River in Serbia – *in preparation; project received Letter of Recommendation*
- 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 Călărași and Brăila (rkm 375–175) (Romania) – *under implementation*
- Banks protection on the Sulina Canal – phase I (Romania) – *completed*
- Banks protection on the Sulina Canal – phase II (Romania) – *under implementation*
- International ship winter shelter on the Danube in Croatia – *under implementation*
- 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) – *under implementation*

- 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

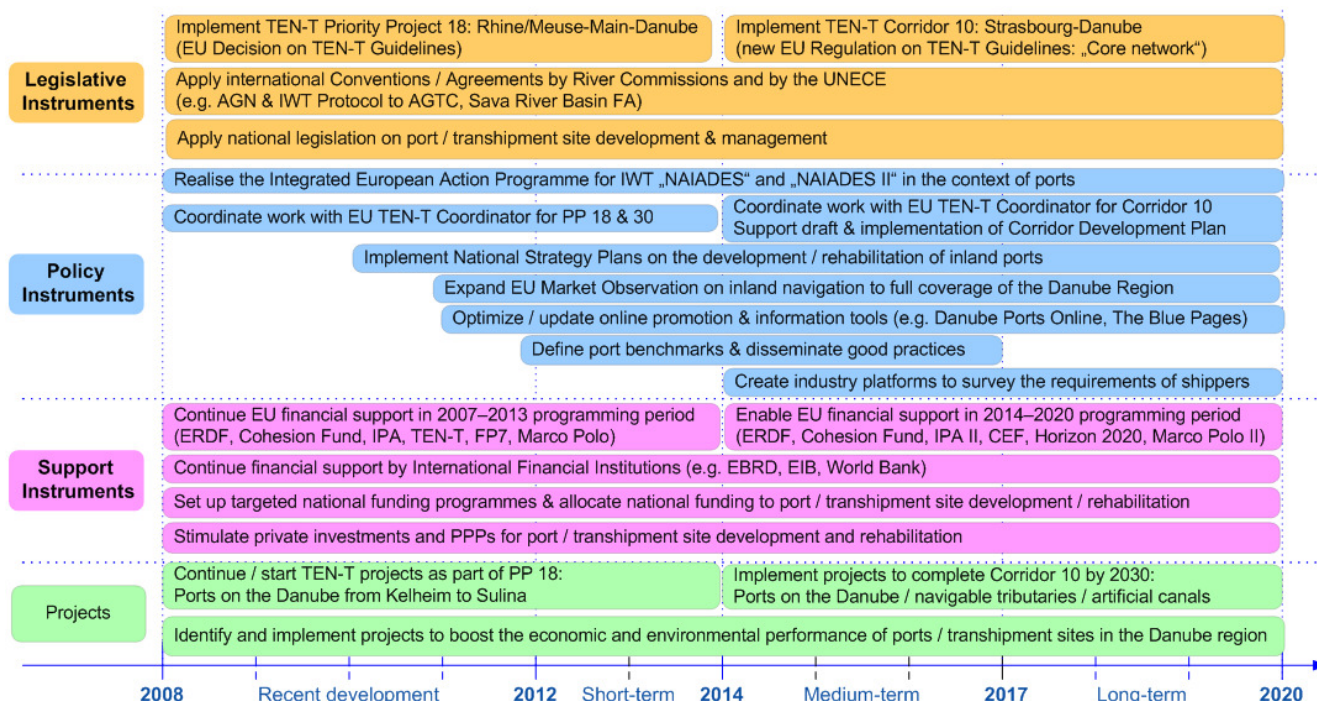
- List of projects associated with the action:

- FAIRway – implementation of the Fairway Rehabilitation and Maintenance Master Plan – *under implementation; project received Letter of Recommendation*
- Network of Danube Waterway Administrations - Data & User Orientation (NEWADA duo) – *completed; 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) – *under 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) – *completed*
- 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

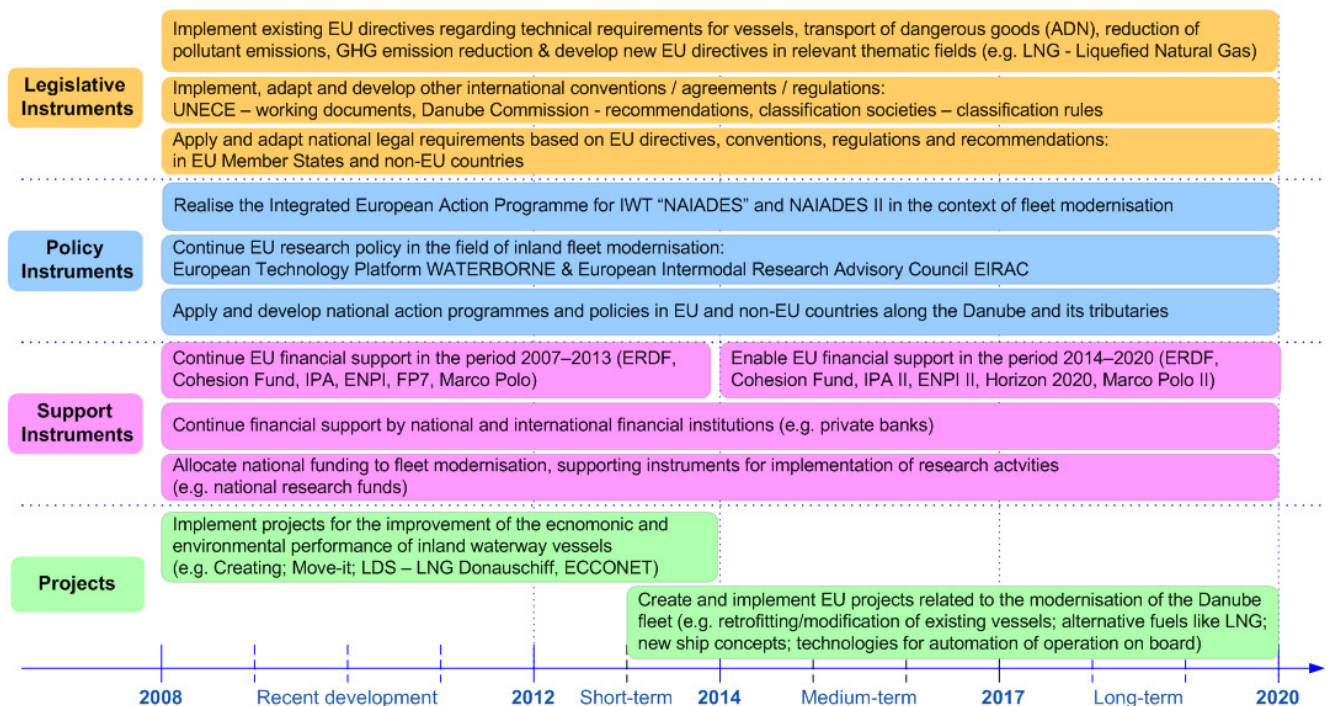
- List of projects associated with the actions – Ports in the Danube region:
  - Reconstruction of the port of Vukovar – New port East (Croatia) – *in preparation*
  - Construction of bulk cargo terminal in the Port of Osijek (Croatia) – *in preparation*



- 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 Galați (Romania) – *under implementation*
- Ro-Ro terminal in the Port of Galați (Romania) – *in preparation*
- Bulk terminal in the Port of Galați (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 Călărași (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 Constanța (Romania) – *under implementation*
- Development of the railways capacity in the river-maritime area of the Port of Constanța (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 Constanța (Romania) – *under implementation*

- Constanța 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) – *completed*
  - Upgrading of Inland Waterway and Sea Ports (INWAPO) – *completed*
  - Onshore automobile Ferry crossing complex Izmail – Tulcea (FLITUR) (Ukraine) – *in preparation*

#### (4) Fleet modernisation

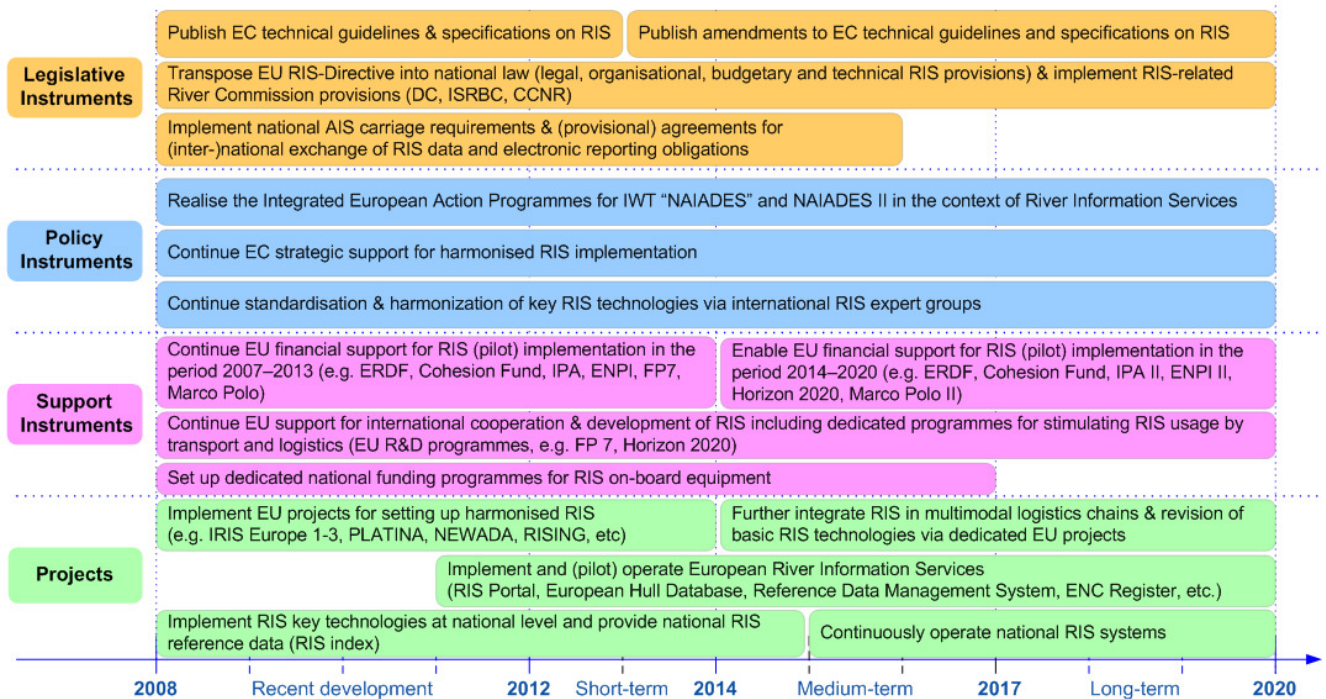


- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."
- Action: "To modernise the Danube fleet in order to improve environmental and economic performance."  
Key tasks: improve environmental and economic performance of Danube navigation via innovation (vessels, engines, 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 – *completed; pilot action to be implemented by PACs of PA1a*
  - Development of a Next Generation European Inland Waterway Ship and Logistics System (NEWS) – *completed; 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!) – *completed*

- LNG Masterplan for Rhine-Main-Danube – *under implementation*
- PROMINENT a project funded from the Horizon 2020 programme, will address the key needs for technological development, as well as the barriers to innovation and greening in the European inland navigation sector – *under implementation*.
- List of projects associated with the action – Waste management:
  - Convention for Waste Management for Inland Navigation on the Danube (CO-WANDA) – *completed; 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)

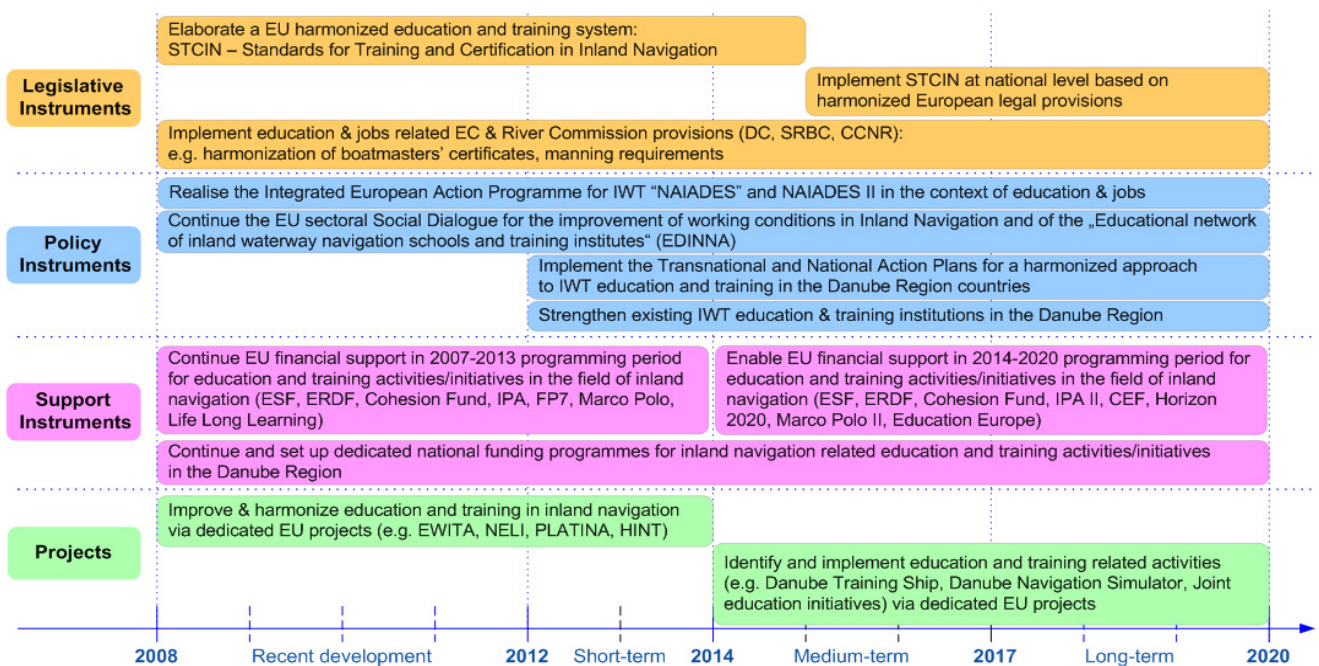


- Target: "Increase the cargo transport on the river by 20% by 2020 compared to 2010."
- Target: "Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015."
- Action: "To implement harmonised 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 – *completed*
- 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) – *under implementation*

## (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) – *completed; 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) – *completed*



## **(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:
  - *Cooperation with the PA11 flagship project DARIF*

## **Annex 2 – Meeting minutes & attendance lists for Steering and Working Group meetings**

## **EU Strategy for the Danube Region**

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

### **6<sup>th</sup> Meeting of the Working Groups for Priority Area 1a of the EUSDR**

**Vukovar, Croatia  
28 October 2014**

### **MINUTES**

Author(s):

**Joint Technical Secretariat of PACs 1a**

Version (date):

**05/11/2014**

The 6<sup>th</sup> meeting of the Danube Strategy's Working Groups for Priority Area 1a – *To improve mobility and multimodality: Inland waterways*, was held in Vukovar, Croatia in the premises of Hotel Lav. The meeting was attended by 78 people representing public institutions, the European Commission, the private sector, universities and non-governmental organizations active in the field of inland navigation. The meeting was organized in plenum sessions to give the participants the possibility to express their ideas and opinions and to discuss issues concerning waterway infrastructure and administrative processes with a broad group of stakeholders.

The first part of the 6<sup>th</sup> Meeting of the Working Groups set focus on waterway infrastructure, including the TEN-T Study on the Rhine-Danube Corridor, the Fairway Rehabilitation and Maintenance Master Plan: Danube and its navigable tributaries and a project for shipwreck removal along the Danube. In the second part of the meeting the activities of PA1a in connection to administrative processes were presented and complemented by the information on the DARIF project – a flagship project within Priority Area 11.

## 1. Welcome and introduction to Working Group of Priority Area 1a on inland waterways

The Austrian coordinator of Priority Area 1a (PAC 1a), represented by **Mr. Reinhard VORDERWINKLER**, welcomed the participants and thanked them for the interest in the PA 1a activities.

In his welcome address the Assistant Minister of the Ministry of Maritime, Transport and Infrastructure, **Mr. Igor BUTORAC**, expressed his pride about hosting the Danube Strategy's Working and Steering Groups in Vukovar. Croatia is engaged in Priority Area 1a and 1b. It signed the Luxembourg Declaration on effective waterway maintenance in 2012 and participates actively in the improvement of navigation conditions and the implementation of River Information Services. Examples for recent project activities relate to NEWADA duo, Co-Wanda and the reconstruction of the Port of Vukovar.

**Ms Božana MATOŠ**, General Manager of the Port Authority Vukovar also welcomed participants. The high number of participants proves the interest in projects related to the Danube and its navigable tributaries. The Working Group Meetings are a good occasion to find out about the status of on-going projects and to develop new ideas.

The agenda of the meeting and a wrap up on the activities by Priority Area 1a was presented by the representative member of the Technical Secretariat for Priority Area 1a, **Mr. Gert-Jan MUILERMAN**. The targets of PA 1a are realized by projects in six thematic areas: Infrastructure, Ports, Fleet, River Information Services, Education and Jobs and Administrative Processes.

## 2. Working Group on Waterway Infrastructure

**Ms. Katja ROSNER** (viadonau) presented the TEN-T Study on the Rhine-Danube Corridor, highlighting the contents related to inland waterways and ports. As a result of the study, a Work Plan for the further development of the Rhine-Danube Corridor will be sent to the Member States by 22<sup>nd</sup> December, the European Commission will adopt Implementing Acts after their approval. Stakeholders are involved via Corridor Fora which are planned to be held frequently. Project promoters have the possibility to publish their projects by submitting a project data sheet to the EUDRS PA1a W website ([www.danube-navigation.eu](http://www.danube-navigation.eu)) in order to be taken up into strategic documents like the Work Plan.

**Ms. Gudrun MAIERBRUGGER** (Technical secretariat PA1a, viadonau) provided information on the Fairway Rehabilitation and Maintenance Master Plan: Danube and its navigable tributaries. She stressed the importance of continuous maintenance and presented the Master Plan as a technical

basis for coordinated measures. It contains the critical locations per country, analyses the activities by the countries along the fairway maintenance cycle (monitoring, planning, execution and information) and describes the needs in order to provide recommended levels of service. The Master Plan concludes with the required additional financial means for each country in the different fields of activity. The additional costs are relatively low (~ 85 Mio EUR investment cost and ~ 8 Mio EUR annual operational cost) but have the potential of leading to strong positive effects on fairway conditions already on the short term. The majority of investments is needed for dredging equipment, fairway marking and riverbed surveying.

The endorsement of the plan by the transport ministers is envisaged for December 2014. The Master Plan is considered as a living document, the progress will be monitored continuously. European funds may be used to tackle the identified needs.

**Cargo skippers and transport service providers will be contacted until end November and asked to give feedback on the critical sectors by pointing out the most urgent ones.** In case no contact is taken up, Danube waterway users are invited to contact the Pa1a Technical Secretariat.

**Ms. Alina VLADOIU** (S.C. CELESTA MAVIC S.R.L.) presented an outline of the “Private project No.81000/2014” which suggests the elimination of sunken civil and war ships from the bottom of the Danube from Bazias to Sulina. The objectives of the project match with the general targets of Priority Area 1a. It covers Serbia, Romania, Bulgaria and Moldova. The estimated budget amounts to 3.4 billion Euros, the private consortium seeks for financial support by EU funds.

### 3. Welcome to the second half of the Working Group Meeting

**Mr. Ivan PENAVA**, the Mayor of Vukovar expressed his apologies for his late arrival and welcomed all participants to Vukovar. The port of Vukovar is Croatia's most important port on the Danube. It actively participates in European cooperation projects. As an example the DAHAR project, which was finished only recently, included 24 partners from 8 countries and engaged in multimodal port development.

### 4. Working Group on Administrative Processes

**Mr. Simon HARTL** (viadonau) informed about the activities by the Joint Technical Secretariat of PA1a regarding administrative processes. A number of meetings together with PA 11 – Security took place, representatives of PA1a gained insight on the border control processes in Mohács at the Second Joint Operation of the DARIF project. A first feedback from the inland waterway transport sector highlighted the most pressing issues related to administrative processes. The next steps of the WG on administrative processes base on this feedback: a survey among shipping companies / vessel operators at border crossings, a practical manual for border control procedures as well as final recommendations on improved control procedures along the Danube and its navigable tributaries.

**Skippers of cargo vessels who recently crossed EU borders at the Danube or its navigable tributaries are invited to fill out the online feedback form:**

<https://indivsury.de/pollonadministrativeprocesses/15077/2LfxZA>

**Ms. Mónika HERCZEG** (Hungarian Ministry of Interior) gave insight on the activities by the DARIF project – a flagship project within Priority Area 11 (Security), aimed at establishing a transnational, cross-border and operative law enforcement cooperation platform for the Danube. She called the cooperation between PA 11 and PA 1a a big step forward in order to make controls more transparent. The synchronisation of activities will be beneficial for both shipping companies and border control

authorities. The proposal by Simon Hartl on the next steps (survey, practical manual and recommendations) is supported. A follow-up activity on the DARIF project is planned and cooperation is welcome.

Interventions from the audience showed the importance of the topic. Particularly the unavailable possibilities of electronic reporting (RO and BG), double checks by both countries sharing a border (RO and RS, HU and RS), the unimproved formalities in RO and BG after becoming EU members as well as taxation at the canals have been mentioned by the participants as hindrances to navigation.

## 5. Next steps

The Coordinator of PA1a thanked the participants for their contributions and announced the requests for feedback on administrative barriers and critical sectors along the Danube and its navigable tributaries to be sent to the shipping sector.

### **Note:**

Meanwhile the survey on administrative procedures has been published. Please help us to improve administrative barriers by filling out the feedback form:

<https://indivsurvey.de/pollonadministrativeprocesses/15077/2LfxZA>

## Enclosures

*Please note:* All documents are available for download at the website of EUSDR PA 1a  
→ [www.danube-navigation.eu](http://www.danube-navigation.eu)

- (1) Agenda
- (2) Presentations given at the Working Groups meeting
- (3) List of attendants
- (4) Link to the survey on administrative processes
- (5) Photos

## **EU Strategy for the Danube Region**

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

### **8th Meeting of the Steering Group for Priority Area 1a of the EUSDR**

Vukovar, Croatia  
29 October 2014  
9.00-12.15

### **MINUTES**

Author(s):

**Technical Secretariat of PA 1a**

Version (date):

**Version 0.1 (draft) | 3.11.2014**

The presentation slides of this SG meeting are integral part of the minutes. They are provided on [www.danube-navigation.eu](http://www.danube-navigation.eu).

### 1. Welcoming of participants and status presentation of PA1a

The PAC1a, represented by Mr. Reinhard Vorderwinkler, welcomed the participants. The Romanian Representatives were not able to attend the meeting and transmitted their apologies on beforehand.

Gert-Jan Muilerman, member of the PA1a Technical Secretariat, presented a wrap-up of the WG sessions of 28 October and gave an overview of the activities of PA1a since the last SG meeting. He also pointed out the online database on [www.danube-navigation.eu](http://www.danube-navigation.eu), where currently about 100 projects are being monitored and asked for continuous update by the riparian states. He pointed out that the developments around the shipwreck removal project presented during the WG on 28 October need to be monitored in particular.

### 2. Activities on administrative processes

The Technical Secretariat outlined the activities of PA1a on administrative processes. He presented the draft online questionnaire for waterway users on administrative barriers in detail and asked for feedback. The link will be online as of beginning of November on <http://www.danube-navigation.eu/pages/working-groups-projects/wg6>.

The Sava Commission underlined that the added value is seen and asked to add reference to the navigable tributaries.

TINA International enquired if there is also cooperation with PA1b on administrative processes. The Technical Secretariat explained that the focus is laid on IWT. Activities are focused in order to achieve progress. The aim is to promote the usage of digital forms, integrate RIS, to focus on EU border procedures and a limited number of barriers in order to get results. Transshipment problems with other modes were not mentioned specifically by the sector as a barrier.

### 3. EUSDR Financial Assistance Facilities

The Technical Secretariat explained that PA 10 provides 2 types of assistant facilities for small projects:

- 1) TAF – a support for the preparation and starting phase of projects; no money is provided, but support by consultants for elaborating project applications; 3 projects got letters of recommendation by PA1a and were granted such TAF support. Recently, the support for one of those, the project DANLOG, was stopped by PA 10 due to missing cooperation of the beneficiary.
- 2) START – financial support for small projects in their starting phase; the 1st call closed on 7 September 2014. 8 valid applications related to PA1a were submitted. Until 18 November, recommendations by PA1a on which projects shall receive support need to be sent to PA10. The decision will be taken by PA10. The projects as such will start beginning 2015.

A first assessment had been undertaken by the Technical Secretariat, which was also presented to the SG members. All documentation will be sent to the SG members after the meeting in order to allow feedback until 14 November. The Technical Secretariat will consolidate the feedback and submit it to PA10 in time. The Technical Secretariat recommended to the SG members not to provide assessments in case of involvement in one of the projects (conflict of interest).

Serbia requested to change the criterion „professionalism“ to „quality of proposal“.



#### Shipwreck Removal Project

The Technical Secretariat emphasized that the shipwreck removal project that gets support by TAF is not the same as the one presented on 28 October during the WG. The consortia and project scopes are different. The SG members stated that the presentation during the Working Group on 28.10. had not been convincing and too vague. Further contact with this consortium will not be sought.

#### **4. Administrative Agreement Danube Commission/European Commission**

The Danube Commission representative presented the status of the Administrative Agreement between the European Commission and the Danube Commission. The PA1a Technical Secretariat emphasized that close coordination between the activities of PA1a and the Danube Commission is needed. This should be integrated in the PA1a work plan 2015/2016.

The Sava Commission stated that in the agreement, reference should be made to the navigable tributaries.

The Port of Vokovar emphasized that these high level meetings are also important for end users as they illustrate the political will also towards national ministries.

#### **5. Tour de table on national maintenance activities**

Bosnia&Hercegovina reported that due to the protocol on fairway maintenance on the Sava, Bosnia&Hercegovina is responsible for maintaining the signalling system between rkm 343-218 on both river banks in Bosnia&Hercegovina and Croatia. On the river confluences between rkm 177 and 111, the responsibility only relates to the river side of Bosnia&Hercegovina. A comparable protocol is planned with Serbia.

There is a 3years framework agreement on maintenance (works and supervision) of the signalling system (2013-2015).

Due to the recent floods, more than 50% of the marking signs were destroyed and renewed.

In 2010, an IPA grant for maintenance of the fairway was signed. It was suspended by the EC in 2014. By then, 6 contracts had already been signed by Bosnia&Hercegovina (social and environmental studies, demining activities; the whole Sava was covered). 2 contracts on demining had to be stopped (including payment of penalties to consultants and constructors), also Croatia and Serbia were affected. Support of the Sava Commission is now sought to restart the project, at least the mining activities should be implemented, as they are the basis for using the river.

Moldova did not report any problems. A regulation on fairway maintenance will be approved end 2014, works on the Moldavian stretch will be started in spring 2015.

Serbia reported that activities on a new national strategy on inland waterway transport for the period 2015-2025 are in their final phase, adoption is expected soon. IWT is addressed from a comprehensive point of view.

Winter ports maintenance was executed by dredging 60.000m<sup>3</sup> at entrances of 3 winter ports on the Danube River in Serbia (Ivanovo, Kovin and Novi Sad). Due to the flood year, no problems arose related to low water levels.

In 2015, river training and dredging works on 6 critical sectors on the Danube River between Backa Palanka and Belgrade - in line with the Luxembourg Declaration – will be started, co-financed by the EU. Regarding the common sector with Croatia, activities in line with the Bilateral Agreement on navigation on inland waterways and their technical maintenance have been performed. A Joint Commission approved the methodology for prioritization of critical sectors for technical maintenance, and prioritization process is in progress. Two agencies are exchanging results of hydrographic surveys.

Activities have been undertaken in order to update the status of the Tisza River from an interstate to an international waterway, as Serbia acceded the AGN in 2014.

A survey of the Iron Gate stretch from the mouth of Timok river to Belgrade is in the progress, cross-sections will be monitored (about 1000 cross section profiles). The waterway marking system in Serbia was partly damaged during the flood period.

ERI/RIS: In July 2013, a national regulation on types of RIS and the beginning of their mandatory use in Serbia was issued. Since January 2014, AIS transponders on board are obligatory in Serbia. Furthermore, harbour masters are obliged to issue Electronic Notices to Skippers (NtS). As of 01<sup>st</sup> of January 2015, electronic reporting (ERI) and usage of Electronic Navigational Charts (ENC) are becoming obligatory. As such, Serbia will be the first country with a real life test of ERI.

On the PLOVPUT website, registration forms in Serbian, English and German language for the access to the ERI system will be available soon, together with user manuals. Trainings of harbour masters and other stakeholders on ERI are in process.

In the first phase, it is foreseen that electronic and non- electronic data exchange will go in parallel. Concerning vessel types, cargo and commercial vessels are covered. The issue of RIS data exchange is still on the agenda 2015, with focus on legal and technical parts of data exchange.

Romania did not report on current activities, as the Steering Group representative was not present.

Croatia did not report significant maintenance activities. Information will be sent to the Technical Secretariat after the meeting. The national Transport Development Strategy is being prepared, planned adoption is 30. October. The main goal of the strategy is to foster intermodal and environmentally friendly transport. Croatia is in final stage of tendering RIS for the Sava river.

Hungary reported „business as usual“, especially on RIS and fairway signalling. Critical sections are being dredged like in 2012.

The Technical University of Budapest is working on a project on sediment movement, setting up a sediment balance model for the Hungarian Danube. Between rkm 1811 and 1768, erosion is worst. More measurements are being taken. From the 40 critical locations on the Hungarian section, just about four are “bottlenecks”. Due to the gravel river bed, traditional techniques are not effective and alternative are being sought. Results are expected soon.

#### Slovakia

Between April – October 2014, measurements of the river bed and bottleneck dredging (on the Slovakian/Hungarian section of Gabčíkovo) were undertaken

End 2014, a reconstruction of the upper lock gate including the control system of Gabčíkovo will be started, the tender is under preparation. Parallel maintenance works on both chambers is expected soon.

The Czech Republic mentioned that it would welcome to be included in the Fairway Maintenance Master Plan and emphasized the importance of being represented in the Steering Group. Currently, maintenance activities in the Czech Republic are financed by the Ministry of Agriculture. Budget restrictions and difficult coordination hamper implementation. The question to move these responsibilities to the Ministry of Transport is investigated.

Coordination with Germany is ongoing. The Elbe strategy is being prepared, having an integrative approach. Before its finalisation, no decisions can be taken.

Austria reported „business as usual“, the maintenance scheme has been adapted further towards a pro-active approach. Due to floods, about 50% of the boys were removed and have been renewed.

The Sava Commission underlined the viewpoint of Bosnia & Hercegovina, as mines are a major problem. The stopping of the financing is critical, new solutions need to be found.

## **6. The Fairway and Rehabilitation Master Plan for the Danube and its Navigable Tributaries**

The Technical Secretariat presented the final draft of the Fairway and Rehabilitation Master Plan for the Danube and its Navigable Tributaries.

The PAC pointed out that from the beginning onwards, the Master Plan had been designed as a technical document and that legal aspects are not addressed. To emphasize this, a legal disclaimer had been added on page 2 and few paragraphs related to the interpretation of legal issues had been deleted.

The final document will be distributed to the Transport Ministers and the PA1a Steering Group within 10 days. The work of the Technical Secretariat and the Steering Group on the Master Plan is completed by then, the next steps are under the responsibility of DG Move and DG Regio. Changes need to be requested on political level. However the monitoring and updating of the document will be task of the Steering Group.

Irina Cruceru (DG Regio) reported on the transport attaché meeting in Brussels last week, where the draft ministerial conclusions on the Master Plan had been discussed. 8 out of 11 member states participated.

Ms. Cruceru appealed towards the Steering Group to liaise with channels in Brussels on the common understanding on the participative process of the Master Plan development. The necessary knowledge from the technical level needs to be provided to the attachés. The topic is high on the agenda of the new Commissioner.

The Master Plan shall be endorsed before the ministerial meeting in December, the text of the declaration is still under discussion with the transport attachés. It is very advisable not to touch the Master Plan any more – just editorial fine-tuning had been undertaken and the SG members are asked to reconfirm that to political channels. The outcomes of the negotiations with partner countries will be communicated.

The Danube Commission enquired if the German and Hungarian remarks on the Plan had been included.

Reinhard Vorderwinkler gave a positive answer to this request.

Serbia urged the Member States to communicate the figures in the Master Plan to national level in order to ensure coordination between the Master Plan and the national strategies.

The PAC emphasized once again that the implementation of the plan is task of the Riparian States, that it is no legal document and that it will be monitored regularly.

## **7. Studies on the Innovative Danube Vessel and Employment Effects of Danube Navigation**

The results of the Innovative Danube Vessel study were presented during the Annual Forum in Vienna and uploaded to [www.danube-navigation.eu](http://www.danube-navigation.eu) afterwards. Concrete steps towards implementation – discussions on financing possibilities with the European Investment Bank and submission of a project proposal for Horizon 2020 by the Technical Secretariat - have been taken. News on this will be provided during the next SG meeting.

A study on employment effects of Danube navigation had been elaborated on the initiative of Johannes Hahn. The results proved a strong connection of Danube Navigation with GDP. The study will be forwarded to the Steering Group by DG Regio.

## 8. Any other business

DG Regio raised its concern on the fact that the Romanian Steering Group and Technical Secretariat representative was not present, which had also been the case in May 2014. This is particularly critical as Romania is part of the Priority Area Coordinating body. Ms. Cruceru called upon the Romanian National Coordination Office to investigate and improve the situation. Equal work of the PACs is necessary.

The Rumanian participant announced to deal with this issue.

Serbia emphasized that about a quarter of the Danube is situated in Serbia and no Danube waterway transport is possible without good conditions in the Serbian section. Nevertheless, the co-funding rate for Serbia is 50%, whereas Cohesion Countries receive 85%. Serbia should be treated with the same co-funding rates as Cohesion Countries when it comes to fairway issues.

Reinhard Vorderwinkler stated that he will communicate this issue to the European Commission

## 9. Next meeting

No next meeting has been fixed yet due to the fact that the contract with the Technical Secretariat will end in December 2014. However, a prolongation is expected.

## 10. Closing

The Technical Secretariat provided a wrap-up and closed the meeting at 12.15.

## Enclosures

*Please note:* All documents are available for download at the website of EUSDR PA 1a

→ [www.danube-navigation.eu](http://www.danube-navigation.eu)

- (1) Presentations given at the Steering Group meeting
- (2) List of attendants
- (3) Project applications for the START Facility and pre-assessment taken by the PA1a Technical Secretariat

## **EU Strategy for the Danube Region**

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

### **9<sup>th</sup> Meeting of the Steering Group (extended) for Priority Area 1a of the EUSDR**

**Vienna, Austria  
22 April 2015**

### **MINUTES**

Author(s):

**Joint Technical Secretariat of PACs 1a**

Version (date):

**Version 2 (final) | 08-06-2015**

## 1. Agreement on the minutes of the previous meeting and adoption of the Agenda

The 9<sup>th</sup> meeting of the Danube Strategy's Steering Group (extended) for Priority Area 1a – *To improve mobility and multimodality: Inland waterways* was held in Vienna, Austria in the premises of the TechGate Vienna. The Coordinators of Priority Area 1a (henceforth: PACs 1a) of the EUSDR, represented by Mr. Reinhard VORDERWINKLER welcomed the participants, members of the Steering Group and the observer members - representatives of the European Commission (DG REGIO and DG MOVE), representatives of the river commissions and organisations. The participating countries were: Austria, Slovakia, Hungary, Croatia, Serbia, Bulgaria and Romania.

Having in view that the main topic of the meeting was the **implementation of the Fairway Rehabilitation and Maintenance Master Plan**, the partners of the proposed *FAIRway* project have been invited to attend the meeting.

The minutes of the 8<sup>th</sup> meeting, which was held in Vukovar (Croatia) on 29 October 2014, as well as the agenda for the 9<sup>th</sup> meeting of the Steering Group were approved unanimously and without amendments.

## 2. State of play in priority Area 1a on Inland Waterways and Work Plan 2015 – 2016

The Austrian Technical Secretariat of PA 1a provided an overview on the activities performed since the last meeting:

On the 13<sup>th</sup> of November 2014 within the NEWADA duo project was finalised the document **Fairway Rehabilitation and Maintenance Master Plan** (FRMMP) which was submitted by the SG of PA 1a to the European Commission and endorsed by the majority of Danube Transport Ministers on the 3rd of December 2014. In their conclusions the ministers agreed on the further elaboration of national roadmaps which will identify individual actions, responsibilities, funding resources and intermediate milestones for the implementation of FRMMP and to communicate these roadmaps by **30 June 2015**.

A survey which was carried out in close cooperation with 24 major operators demonstrated that the most critical locations are centred on **around 11 hotspots** in the Danube waterway network. Notwithstanding the importance of the remaining critical locations, these hotspots should be treated with priority in the planned implementation phase of the Master Plan.

Also, for the implementation of the FRMMP, in March 2015, the project proposal *FAIRway* was submitted under the first CEF call. Within *FAIRway*, each country shall elaborate national roadmaps to implement the Master Plan. Having in view the deadline established the ministers of transport, viadonau took the initiative to draft the template for the national roadmaps and distributed the document to the members of SG for PA 1a and to the waterway administration of the EUSDR countries.

The PA1a Working Group on Administrative Processes, in cooperation with PA 11 – *Security*, has started a survey among shipping companies and vessel operators on border crossing procedures (still online on [www.danube-navigation.eu](http://www.danube-navigation.eu)). Results are being analysed.

The selected projects to be financed from the pilot initiative "START Danube Region Project Fund", managed by the PA 10 – *Institutional capacity and cooperation*, were announced in January 2015. Of relevance for PA1a are 2 projects - *Training4Ports* and *POPEI*. *Training4Ports* deals with building competency for the port sector labour force and the *POPEI* project deals with further development of port performance indicator system.

The PA 1a Progress Report for the period 2012 – 2014, was accepted by the SG and then submitted to the EC (DG REGIO) early April 2015.

The Status quo of activities contributing to PA1a targets is published on the website [www.danube-navigation.eu](http://www.danube-navigation.eu) and updated permanently.



Furthermore a Work Plan for the activities of PA 1a in the period 2015 – 2016 was presented and agreement by the Steering Group. The proposed topics which will have a high priority on the agenda of PA 1a SG are:

- Fairway Rehabilitation and Maintenance Master Plan
- Administrative Processes in Danube Navigation
- Innovative Danube Vessel.

The members of the Steering Group approved unanimously the proposed topics of the Work Plan for 2015 – 2016.

### **3. Decision on membership of ProDanube International as permanent observer to Steering Group**

The members of the Steering Group were informed that on the 8<sup>th</sup> of April 2015 the organisation ProDanube International (PDI) sent an official request for becoming a permanent observer of the PA 1a Steering Group.

ProDanube International is a non-profit organisation and represents more than 130 private companies with a strategic economic interest in a better functioning of IWT in the Rhine-Danube Corridor. PDI became an important voice of the private sector and organised with the occasion of the last EUSDR Annual Forum (June 2014, Vienna) the first dialogue “Industry meets Policy”.

According to the article 4 of the Rules of Procedures of the Steering Group, adopted on the 28<sup>th</sup> of October 2011, there are three types of membership in the SG: a) Members nominated by the Partner States with a right to vote; b) Other regular members with an observer status and c) Invited members with an advisory capacity. The PACs asked for the agreement of the SG members for the PDI request. No objection was raised, so it was taken the decision that ProDanube International to be a permanent observer member of the Steering Group.

### **4. Information on START II and TAF Calls 2015**

**Mrs. Gudrun PABST**, representing EUSDR PA 10a - *Institutional capacity and cooperation* made a comprehensive presentation of START II and TAF – DRP II Calls foreseen to be launched in May 2015. The PA 10 received from DG REGIO 900,000 Euro for identifying and financing project ideas with EUSDR relevance, which were split equally in two financing programmes: START and TAF - DRP. The maximum project value should be 25,000 Euro for TAF-DRP and maximum 20,000 Euro for START and the overall procedure will be quite similar with the first call of proposals.

For the second call of projects it was asked for each EUSDR priority area to establish until the 4<sup>th</sup> of May 2015 thematic focus, which mean that the projects having the objectives in those areas will receive better score. Mrs. Pabst informed the participants that the thematic focus areas will be included in the application forms and that other criterion which will be taken into consideration during evaluation process is the geographic balance. The geographic balance means that the evaluators will pursue to finance projects having lead partners from all EUSDR countries.

It was presented a detailed calendar and all the necessary steps in order to obtain funds from START II and TAF-DRP II. It is estimated that the final results of the evaluation will be communicated in October 2015. The START programme has a longer procedure because an additional step is the signature of the grant agreements with the lead partner. For TAF-DRP the experts are contracted by PA 10.

Mr. Vorderwinkler thanked for the presentation and asked the members of the Steering Group to approve that the three topics included in the Work Plan for 2015 – 2016 to represent the thematic focus areas for START and TAF – DRP. No objection received it was decided that

- Fairway Rehabilitation and Maintenance Master Plan
- Administrative Processes in Danube Navigation and
- Innovative Danube Vessel

to be communicated to PA 10 and to be included in the application forms for STARTII and TAF – DRP II.

## 5. DANUBE 2014 – 2020 – Danube Transnational Programme

**Mrs. Irina CRUCERU**, responsible for Danube Programme 2014 – 2020 from DG REGIO, made an overview of the Danube Transnational Programme. The programme is under approval procedure and it is estimated to be launched in September 2015. The programme covers the entire geographical and thematic area of EUSDR. Mrs Cruceru presented the all four financing priorities as well the specific objectives and results expected.

The financing priority no. 4 is a special one and has two specific objectives. First is to strengthen multilevel transnational governance and institutional capacities and provide viable institutional and legal frameworks for more effective, wider and deeper transnational cooperation across the Danube region in areas with major societal challenges. The second one is to improve the governance system and the capabilities and capacities of public institutions and key actors involved in complex transnational project development to implement the EUSDR in a more effective way. The last one will provide financing for PACs support, seed money for projects considering the TAF and START models and the financing of the Danube Strategy Point located in Bruxelles, in the premises of Baden-Württemberg Permanent Representation.

There will be open calls, but also there are foreseen targeted calls of proposals and restricted calls for the specific beneficiaries with regard to the support of EUSDR. The eligible applicants will be public and private enterprises and international organisations located in the eligible area. There could be applicants from outside the eligible area only if the project is in the benefit of the programme area.

The selection of the projects will be in two phases. First is envisaged to be a selection at the level of the project concept and partnerships and in the second phase the selected projects should be detailed. It is considered that this approach in two steps will be in the benefit of the project quality. The selection process will last around one year, so if the programme will be launched in September 2015 the contracting phase will start in October 2016.

Mr. Alexandru Capatu, from PDI, raised the concern that the financing will be available very late, at the end of 2016, having in view that the EUSDR started in 2011 and that it was expected the procedure to be more simple than from SEE programme. He also raised the question if it is sure that the private companies will be eligible. Mrs. Irina Cruceru answered that the eligibility criteria are just drafted and that it is a strong support from the Member States to include the private companies into the programme. Mr. Olivier Onidi, DG MOVE, completed that the EUSDR is not financed only from the Danube Transnational Programme and mentioned that there are available non-reimbursable funds in Connecting Europe Facility, sectoral operational programmes and other transnational programmes which represents 97% of the total available funds. The Danube Programme represents only 3% and it is envisaged to give more visibility to the EUSDR projects and not to solve all the problems of the 11<sup>th</sup> Priority Areas.

## 6. Status of PA 1a Working Group on Administrative Processes

**Mrs. Katja ROSNER** from via donau gave a presentation of the activity of the Working Group on Administrative Processes. Administrative processes and paperwork are seen as a significant competitive disadvantage for IWT on the Danube and its tributaries and it was reported that sometimes for a journey a document should be filled in 14<sup>th</sup> different forms. This happens because not all Danube riparian states are in the EU or not all EU states are in the Schengen area, so there are necessary border checks for passengers & crews and customs clearance for imports & exports.

The Working Group started its activity in 2014 as a joint cooperation between PA 1a and PA 11 and has in plan to conduct a survey among shipping companies and vessel operators at border crossings, to elaborate a practical manual for border control procedures and to draft recommendations on improved control procedures along the Danube which are planned for autumn 2015.

Currently the survey is ongoing and can be filled in also online ([www.danube-navigation.eu](http://www.danube-navigation.eu)) until 31.05.2015 and it is available in 7 languages (DE, EN, AT, RO, HU, BG, RS, NL). There were received



until now 170 forms completed and a lot were received from Galați and Mohács. Generalised preliminary results show that the average waiting time is 1:25 hours and the average time for effective control is 1:25 hours. A large percentage (more than 80%) agrees that the controls are transparent, well coordinated, fair and just. From the interviewees that answered that they have to pay fees or fines 71% consider that the payment perceived was justified. Taken separately the feedback on the control processes in Mohács, 43% strongly disagree and 43% are neutral concerning the justification of the payment of the fees or fines.

The feedback received on suggested improvements shows that the skippers wish service oriented controls, enable e-submission of required data prior to the control, multilingual ship documents, forms and control personnel, less paper work and better coordination between authorities and 24/7 opening hours service.

Mr. Marco ONIDA (DG REGIO), proposed that the activity of this working group to be presented at the 4<sup>th</sup> Annual Forum of the EUSDR.

Concerning the subject of administrative processes, Mr. Vorderwinkler concluded that it is a sensitive issue which is not under the responsibility of the ministries of transport. The scope of this work is to bring results to the attention of the responsible control authorities and decision-makers at the EU-level. It is not intended to change the rules, but it is desirable to improve the practice and harmonize the procedures.

## **7. Implementation of the Fairway Rehabilitation and Maintenance Master Plan (FRMMP)**

In its intervention Mr. Olivier Onidi, DG MOVE, mentioned that the use of the Danube River is very low in comparison with its potential. Last December the ministers of transport signed the Conclusions regarding the Fairway Rehabilitation and Maintenance Master Plan (FRMMP) and now it is the time to transfer it into national plans which will bring the next important steps for its implementation. A lot of Danube related projects were submitted under CEF that shows again the interest for good navigation conditions on the Danube River.

Mr. Andrea Mairate, DG REGIO, informed about the latest news concerning Danube Strategy. A Danube Strategy Point (DSP) was created in Bruxelles and the selection of the personnel was finalized. The Baden-Württemberg region prepared a proposal to have a rotating presidency of the DST and this proposal will be discussed in Zagreb, on the 23<sup>rd</sup> of April 2015, at the National Contact Points (NCP) meeting. DST should facilitate the regular exchange of information between all the parties involved in the coordination of EUSDR. Mr. Mairate underlined that the actual financing period 2014 – 2020 enhance the link between the EUSDR and the financing sources. As future important events concerning EUSDR there were mentioned the NCP meeting in Zagreb on 23.04.2015, PACs meeting in Bruxelles on 08.05.2015, the meeting of foreign ministers on 13.05.2015, the Danube Floating Conference in June 2015 and the 4<sup>th</sup> EUSDR Annual Forum in Ulm on 27 – 28.10.2015.

Mr. Gert – Jan Mulierman made an introduction into the history and the content of the FRMMP and proposed the following calendar in order to submit the national roadmaps at the EC:

- 22<sup>nd</sup> of April 2015 – agreement of the PA 1a Steering Group on the structure of roadmap template
- 15<sup>th</sup> of May 2015 - deadline for data provision by the waterway administrations;
- 19<sup>th</sup> of May 2015 - discussion on provided and lacking data at the NEWADA duo Board of Directors meeting
- Status update to PA1a Steering Group by e-mail
- 30<sup>th</sup> of June 2015 the final submission of roadmap document to DG REGIO and DG MOVE.

It was presented an overview of the FAIRway project proposal which have as main activities: the elaboration of coordinated national roadmaps, equipment procurement for hydrological services, execute and evaluate pilots for harmonized basic data on critical locations, for coherent monitoring of navigational status, for harmonized water level prognosis and for the potential of fairway relocation and floating ship

data. Also there will be prepared documentation for future implementation innovative approaches (aerial monitoring, AtoNs ...). The project is under CEF evaluation and in case of approval the activities will start in September 2015.

Concerning the template of national roadmaps, prepared by via donau, Mr. Muilerman introduced the participants into its structure and contents exemplifying with data from the Danube critical sectors in Austria. There were used graphs to present the number of days with fairway depths >2.50 m on East of Vienna sector and Wachau, water level registered by the gauge East of Vienna in 1981-2014, as well as detailed information about surveying and dredging activities in 2014 and next planned activities. The cost of the maintenance activities was 7.790.476 Euro in 2014.

Forwards the participants were asked for their feedback on the proposed template.

**The representative of DG MOVE**, Mr. Marc Vanderhaegen, made some suggestions to improve the template like: to include also the reference year 2013 with data related to the number of days with fairway depths >2.50 m, dredging and surveying activities; to include forecasts on water level on a longer timeline; a presentation of the monitoring activities and how and when it is decided to take action (dredging); to present a clear status on investments in 2013 and 2014 as well as the planned ones for 2015 and 2016, specifying the financial and human resources.

**Delegation from Slovakia** considered that the template is good and agreed to extend it with the suggestions of DG MOVE. Slovakia signed the Conclusions on FRMMP and it is committed for its implementation. The Slovak Water Management Enterprise was partner in NEWADA duo and the Waterborne Transport Development Agency will be a partner in the FAIRway project. The Agency will deliver the requested data in due time.

**Delegation from Hungary** mentioned that the template will be analysed and will send comments to the Technical Secretariat, if any, in time. The authorities will provide also the necessary data for the national roadmaps. Even if Hungary did not signed the Conclusions of FRMMP in December 2014, the Government of Hungary approved the participation of Országos Vízügyi Főigazgatóság and Nemzeti Infrastruktúra Fejlesztő Zrt as partners in the FAIRway project, submitted on CEF which shows Hungary's commitment for supporting and implementing FRMMP.

**Delegation from Croatia** stated that they agree with the template and that the AVP (Agencija za vodne putove) is in charge for providing data. AVP is also member of the FAIRway project consortium. The representative from Croatia informed the participants about the intention of the Croatian Ministry of Economy and Finance to cut some of state expenses and probably the waterway agency will merge with the water agency. In any case the continuation of the activities will be assured.

**Delegation from Romania** agreed on the template and proposed to include information about hydrological conditions which are very important for the Lower Danube. The representative of the Administration of the Lower Danube (AFDJ) explained that in 2014 in Romania there were assured 365 days of good conditions for navigation on the entire sector because the discharge was very good. Romania and Bulgaria are discussing about a common project for the improvement of hydrological database which will be submitted for financing on the operational programme dedicated to the cross border cooperation. AFDJ is a partner in FAIRway project and submitted on the first call of CEF another two projects: one for the revision of the feasibility study for the improvement of the condition of navigation on the Romanian – Bulgarian common sector of the Danube and one for the acquisition of two specialised multipurpose ships. AFDJ agreed also the suggestions of the DG MOVE, less with the water level forecast, which considers it is impossible to provide a real forecast for a long period of time. The reliable forecast that can be done is on maximum 3 days. The representative of Navigabile Canal Administration (ACN), also partner in FAIRway project explained that the administration must execute dredging at the confluence of Danube – Black Sea Canal with the Danube River and presented figures on quantities estimated to be dredged. The financing of this activity represent a problem for the company.

**Delegation from Bulgaria** had no objection on the proposed template and supported the proposal of Romania concerning the introduction of information related to the hydrological condition. The Executive Agency for Exploration and Maintenance of the Danube River is partner in FAIRway project and will fill and send the template in due time.

**Delegation from Serbia** agreed on the template and is supporting the Romanian proposal related to include also data on hydrological conditions. The Serbian waterway administration – PLOVPUT will fill in the information in due time. They expressed regrets that, although Serbia has a 600 km long stretch of the Danube River, Plovput is not a partner in FAIRway project because Serbia is not eligible on CEF, not being yet a EU Member State. The representative informed also that it was finalised the National Strategy for the development of inland waterways which is currently under public consultation.

The floor was given to the observers members of the Steering Group.

**Danube Commission** asked about the coordination of the FRMMP implementation and what are the mechanisms foreseen. The PAC of PA 1a, Mr. Vorderwinkler, answered that the work for the elaboration of FRMMP was coordinated by via donau as a lead partner of NEWADA duo project, as well the drafting of the template for the national roadmaps, but the real responsibility for the implementation of the measures belong to the countries. But, there is an opportunity for all interested parties to bring contributions to this process.

**International Sava River Basin Commission** stated that in Chapter 1 of the roadmaps are not included reports from the critical locations on the Sava River and that the information exists and can be provided in the requested format. The PAC of PA 1a concluded that the remark will be taken onboard.

**Pro Danube International president**, Mr. Alexandru Capatu underlined that for the industry is crucial to find depths of at least 2.5 m on the Danube River and it is a must for all the riparian states to fulfil it. A convoy with a draft less than 2.5 m lose money and as a consequence the cargo moves on the railway or roads and the traffic on the Danube will decrease even more. Mr. Capatu agreed with the suggestions of DG MOVE related to the water level forecasts, at least for one month, because the shipping companies need this kind of information in planning their voyages. PDI considers that a lot of information are provided on surveying issue but the forecasts of the industry is that in this September will be very low water levels. Countries like Bulgaria and Hungary do not allocate financing for dredging and the question is what we all can do.

**Council of Danube Cities and Regions**, underlined the importance of the Danube river navigation for the development of cities situated along the River and mentioned that in 2001 was signed *the Memorandum of Understanding on the development of the Pan-European Transport Corridor VII (the Danube)* in order to ensure 2.5m draught. Mr. Schwetz is on the opinion that all countries should allocate more money and time for repairing the fairway.

**Danube Tourist Commission** informed the participants that the season of the white ships already started and was extended this year, counting 250 days. Their forecast for the water levels in the summer period is not good and asked to the responsible waterway administration to do their jobs and to assure the minimum depths for a good navigation. Other problems raised were: the border controls, locks problems (at Iron Gates and Gabčíkovo), lack of berthing pontoons and lack of experienced captains. Concerning the border control it was mentioned that it is hard to explain to the tourists coming from USA or Australia why they have to show their passports six times and that this is not a proper image to promote the United Europe. Concerning berthing places it was stated that this year the number of white vessels increased and they face problems in Passau, Budapest and Belgrade with the number of the available pontoons for berthing.

**International Commission for the Protection of the Danube River** stated that its cooperation with the waterway administrations is critical and it is crucial for future activities. ICPDR is interested to be part of the projects but is more interested in dealing with the sediment transport. Also ICPDR is interested to receive further information from PA 1a PACs related to the FRMMP implementation and considers that this dialogue should be continued.

## 8. Conclusions and decisions on next steps

In the Conclusions session, the Technical Secretariat of PA 1a made an inventory of the suggestions received on the template for the elaboration of the national roadmaps for the FRMMP implementation. It

was decided that a new template will be distributed to the SG members and waterway administrations in few days. The Technical Secretariat reiterated that the deadline for completing the template is 15<sup>th</sup> of May 2015. Also it was remembered the three topics that will be the priorities for the PA 1a work plan in 2015 – 2016 and that will be included in START II and TAF-DRP II applications for the second calls of proposals.

PDI representative, Mr. Alexandru Capatu, asked the European Commission to find a solution to push the Governments to take actions to assure minim conditions for navigation all over the year.

Mr. Cesare Bernabei, DG MOVE, stated that FRMMP is now the core of the activity of PA 1a and that should be first identified the differences between countries and then budgets evaluation is needed where each country must asses in a realistic manner the costs for its implementation. Mr. Bernabei stated that we need to finalize this data collecting process.

Mr. Olivier Onidi, DG REGIO, concluded that the work of this group is very coherent and the presence of the industry should increase the level of ambition. He finds the requests of the industry as normal ones, for normal standards, 2.5m depths being a must and not a luxury. He also suggested that together with Mr. Cesare Bernabei to prepare a Danube River dedicated session within the TEN-T days, which will be organised on 22 – 23 June 2015 in Riga, in order to present the work done for the preparation and implementation of the FRMMP and the final results of the survey on the administrative processes and the further steps to be taken. Mr. Onidi considers the SG meeting a real success, having at the same table all the parties involved ensuring this way the integrated discussions.

## Enclosures

*Please note:* All documents are available for download at the website of EUSDR PA 1a  
→ [www.danube-navigation.eu](http://www.danube-navigation.eu)

- (1) List of attendants
- (2) Presentations given during the Steering Group meeting
- (3) Final template for the coordinated national roadmaps for the implementation of FRMMP

### **Annex 3 – Ministerial conclusions on the Fairway Rehabilitation and Maintenance Master Plan**

## ***Conclusions***

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

Danube Ministers Meeting

Brussels

3<sup>rd</sup> December 2014

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, Bosnia and Herzegovina, the Slovak Republic, Ukraine and the Republic of Serbia met on 3rd December 2014 in Brussels and reached the following conclusions:

HAVING REGARD TO:

- Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network, obliging EU Member States to preserve a good navigation status, while respecting the applicable environmental law;
- the NAIADES II Communication 2013(623 final of the European Commission of 10 September 2013 "Towards quality inland waterway transport", which includes infrastructure as one of its key areas of intervention;
- the European Agreement on Main Inland Waterways of International Importance (AGN) – for those countries who have ratified it;
- the provisions of the Belgrade Convention of 1948 establishing the Danube Commission and the Framework Agreement on the Sava River Basin, stipulating that the riparian states undertake to maintain their sections of the waterway in a navigable condition;
- the Danube Commission's activity providing and developing free navigation on the Danube for the commercial vessels flying the flag of all states in accordance with interests and sovereign rights of the Member States of the Belgrade Convention;
- the European Strategy for the Danube Region and the related target to establish effective waterway infrastructure management by 2015;
- the "Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries", signed by the Danube Ministers Meeting in Luxembourg on 7 June 2012 by 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, the Republic of Moldova, Romania and the Slovak Republic and supported by the responsible Ministers in the Republic of Serbia, Bosnia and Herzegovina, as well as the Ukraine;
- the "Agreement between the People's Republic of Romania and the Government of the People's Republic of Bulgaria concerning the maintenance and the improvement of the fairway on the Romanian-Bulgarian sector of the Danube", signed in Sofia on 29 November 1955;

CONSIDERING the importance of inland waterway transport for the support of Europe's growth and competitiveness and in particular, the fact that the transport potential of the Danube river and of its navigable tributaries is not sufficiently exploited,

CONSIDERING the importance of a Master Plan for the rehabilitation and maintenance of the fairways as an instrument to achieve reliable fairway conditions for navigation of the Danube and for monitoring, coordination and reporting on the necessary measures for the realization of fairway conditions in accordance with harmonized minimal standards in line with the existing EU, national and international legal frameworks,

WE, the Ministers and Heads of Delegations responsible for Transport:

REITERATE the need for national action and cross-border coordination procedures in the field of fairway maintenance, while respecting the principle of subsidiarity;

RECOGNISE the work done by the Steering Group of Priority Area 1a and the Danube Commission, which are established to improve mobility and multimodality in the area of inland waterways in the framework of the European Strategy for the Danube Region;

WELCOME therefore the "Fairway Rehabilitation and Maintenance Master Plan – Danube and its navigable tributaries" prepared by the countries' experts and by the Steering Group of Priority Area 1a with the contributions of the Danube and Sava Commissions.

ENDORSE the Master Plan in annex and

INTEND to implement it as soon as possible.

AGREE to take the necessary measures as identified and agreed by each EU Member State and riparian non-EU countries to deal within the framework of fairway maintenance with the critical fairway sections identified in the Master Plan, to establish for this purpose national roadmaps which identify individual actions, responsibilities, funding resources and intermediate milestones for the implementation of these measures and to communicate these roadmaps by 30 June 2015 to the relevant coordinating bodies;

CALL ON all relevant EU Member States and riparian non-EU countries to take action to tackle the critical fairway locations as identified in the Master Plan as far as possible within the framework of fairway maintenance;

RECOGNISE that the availability of appropriate national financial means for the implementation of the Master Plan is of fundamental significance and by that a critical success factor,

INTEND to allocate the necessary national budgets as referred to in the Master Plan, and STRESS the importance of making use of European Union co-financing opportunities for the implementation of required measures, notably within the framework of the European Structural and Investment Funds and the Connecting Europe Facility where applicable.

RECOGNISE that the Master Plan also extends to non-EU countries;

NOTE that the Master Plan shall not affect in any way the determining and marking of the state borders;

INVITE the European Commission and the national administrations to support through the available instruments the involvement of these countries in the implementation of the Master Plan;

REAFFIRM the will to cooperate with the relevant coordinating bodies for the establishment of joint initiatives for the efficient and effective implementation of the Master Plan, such as projects with respect to the sharing of resources and joint investment.

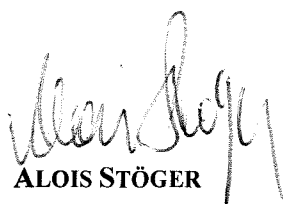
CALL ON all relevant EU Member States and riparian non-EU countries to further support effective monitoring within the framework of the EUSDR Priority Area 1a Coordinators in coordination with the Danube Commission;

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




*Signatures*

**AUSTRIA**



**ALOIS STÖGER**  
Federal Minister for Transport,  
Innovation and Technology

**BULGARIA**



**IVAYLO MOSKOSKI**  
Minister of Transport, Information  
Technology and Communications

**CROATIA**



**SINIŠA HAJDAŠ DONČIĆ**  
Minister of Maritime Affairs,  
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**GERMANY**



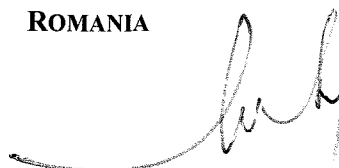
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**ZSOLT BECSEY**

Transport Deputy State Secretary

**ROMANIA**



**IULIAN MATACHE**

State Secretary, Ministry of Transportation  
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**OKSANA REITER**

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**SERBIA**

**MIODRAG POLEDICA**

State Secretary, Ministry of Construction,  
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#### **Annex 4 – Projects approved by the Steering Group (Letters of Recommendation)**

- *FAIRway*
- *MAINTopic*
- *PATTERN*
- *Green Port Giurgiu*



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

## LETTER OF RECOMMENDATION

*To whom it may concern*

The Steering Group of Priority Area 1a – **To improve mobility and multimodality: Inland waterways**, made up of representatives from the Danube countries (nominated by their governments), has pre-examined the project **FAIRway** on the basis of

- a) information provided in a project data sheet, in which the project relevance for the EUSDR, the project objectives, activities and expected results and further information are described by the applicant, and
- b) the "Criteria for Project Labelling" of EUSDR Priority Area 1a.

The conclusion is:

The project **FAIRway** is of high value in order to reach the targets and/or actions of the EU Strategy for the Danube Region's Priority Area 1a. Hence, the Steering Group – representing the Danube countries – invites the funding sources to consider providing adequate financial support to the project.

This Letter of Recommendation is only valid in connection with submission of the project proposal to the TRANSPORT CALL FOR PROPOSALS 2014 of the Connecting Europe Facility 2014-2020, with deadline 26 February 2015.

Vienna, 10. February 2015

Reinhard Vorderwinkler  
Priority Area Coordinator  
Federal Ministry for Transport,  
Innovation and Technology, Austria



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

## LETTER OF RECOMMENDATION

*To whom it may concern*

The Steering Group of Priority Area 1a – **To improve mobility and multimodality: Inland waterways**, made up of representatives from the Danube countries (nominated by their governments), has pre-examined the project **MAINTopiC** on the basis of

- a) information provided in a project data sheet, in which the project relevance for the EUSDR, the project objectives, activities and expected results and further information are described by the applicant, and
- b) the "Criteria for Project Labelling" of EUSDR Priority Area 1a.

The conclusion is:

The project **MAINTopiC** is of high value in order to reach the targets and/or actions of the EU Strategy for the Danube Region's Priority Area 1a. Hence, the Steering Group – representing the Danube countries – invites the funding sources to consider providing adequate financial support to the project.

This Letter of Recommendation is only valid in connection with submission of the project proposal to the Multi-annual CEF Call 2014- Funding Objective 4 – related to the Cohesion Fund, with deadline 26<sup>th</sup> February 2015.

Vienna, 23<sup>rd</sup> February 2015

Reinhard Vorderwinkler  
Priority Area Coordinator  
Federal Ministry for Transport,  
Innovation and Technology, Austria





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

## LETTER OF RECOMMENDATION

*To whom it may concern*

The Steering Group of Priority Area 1a – **To improve mobility and multimodality: Inland waterways**, made up of representatives from the Danube countries (nominated by their governments), has pre-examined the project **PATTERN** on the basis of

- a) information provided in a project data sheet, in which the project relevance for the EUSDR, the project objectives, activities and expected results and further information are described by the applicant, and
- b) the "Criteria for Project Labelling" of EUSDR Priority Area 1a.

The conclusion is:

The project **PATTERN** is of high value in order to reach the targets and/or actions of the EU Strategy for the Danube Region's Priority Area 1a. Hence, the Steering Group – representing the Danube countries – invites the funding sources to consider providing adequate financial support to the project.

This Letter of Recommendation is only valid in connection with submission of the project proposal to the TRANSPORT CALL FOR PROPOSALS 2014 of the Connecting Europe Facility 2014-2020, with deadline 26<sup>th</sup> February 2015.

Vienna, 23<sup>rd</sup> February 2015

Reinhard Vorderwinkler  
Priority Area Coordinator  
Federal Ministry for Transport,  
Innovation and Technology, Austria





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

## LETTER OF RECOMMENDATION

*To whom it may concern*

The Steering Group of Priority Area 1a – **To improve mobility and multimodality: Inland waterways**, made up of representatives from the Danube countries (nominated by their governments), has pre-examined the project **High Performance Green Port Giurgiu Stage II - Construction** on the basis of

- a) information provided in a project data sheet, in which the project relevance for the EUSDR, the project objectives, activities and expected results and further information are described by the applicant, and
- b) the "Criteria for Project Labelling" of EUSDR Priority Area 1a.

The conclusion is:

The project **High Performance Green Port Giurgiu Stage II - Construction** is of high value in order to reach the targets and/or actions of the EU Strategy for the Danube Region's Priority Area 1a. Hence, the Steering Group – representing the Danube countries – invites the funding sources to consider providing adequate financial support to the project.

This Letter of Recommendation is only valid in connection with submission of the project proposal to the TRANSPORT CALL FOR PROPOSALS 2014 of the Connecting Europe Facility 2014-2020, with deadline 26 February 2015.

Vienna, 10. February 2015

Reinhard Vorderwinkler  
Priority Area Coordinator  
Federal Ministry for Transport,  
Innovation and Technology, Austria

## **Annex 5 – TA Progress Report**

*Not relevant – Technical Assistance ceased by December 2014. Financial Statement submitted in the course of the final report. No costs declared for the period January-September 2015.*