



EU STRATEGY FOR THE DANUBE REGION

IMPLEMENTATION REPORT OF EUSDR PRIORITY AREA

PA1a Mobility | Waterways

Reported period: from 01/07/2015 to 30/06/2016

(VERSION 6 October 2016)

TABLE OF CONTENTS

1	EXECUTIVE SUMMARY	5
2	PROGRESS OF THE PA	7
2.1	Progress on policy level	7
2.1.1	Policy areas at focus.....	7
2.1.2	Main policy achievements.....	8
2.1.3	Policy lessons learned	8
2.1.4	Future policy development.....	9
2.2	Progress on PA's targets	10
2.3	Progress on PA's actions.....	15
2.4	Progress on milestones.....	17
2.5	Progress on activities	22
2.6	EUSDR Strategic Projects	25
3	FUNDING.....	31
3.1	Main achievements in terms of funding.....	31
3.2	Lessons learned	32
3.3	The future	32
4	GOVERNANCE	33
4.1	Organisation and functioning of PA	33
4.2	Coordination and cooperation activities	34
4.3	Activities for involvement of stakeholders and civil society	35
4.4	Publicity and communication activities	35
4.5	Lessons learned	37
4.6	The future	37
	ANNEX I: ROADMAPS TO IMPLEMENT EACH PA ACTION	39
	ANNEX II: PA'S WORKPLAN FOR 1 YEAR.....	56

TABLES

<i>Table 1: Progress on targets during the reporting period.....</i>	<i>10</i>
<i>Table 2: Progress on actions during the reporting period</i>	<i>15</i>
<i>Table 3: Progress on milestones during the reporting period.....</i>	<i>17</i>
<i>Table 4 Activities undertaken to progress on PA implementation.....</i>	<i>22</i>
<i>Table 5: Projects identified and proposed by PA as EUSDR strategic project.....</i>	<i>25</i>
<i>Table 6: Proposed EUSDR strategic projects, which were approved for funding</i>	<i>30</i>
<i>Table 7: Attendance of SG meetings</i>	<i>33</i>
<i>Table 8: Roadmap to implement an action</i>	<i>39</i>
<i>Table 9: PA’s workplan for 1 year.....</i>	<i>56</i>

LIST OF ABBREVIATIONS

EUSDR	EUROPEAN UNION STRATEGY FOR THE DANUBE REGION
FRMMP	FAIRWAY REHABILITATION AND MAINTENANCE MASTER PLAN
IWT	INLAND WATERWAY TRANSPORT
PA1A	PRIORITY AREA 1A
PAC	PRIORITY AREA COORDINATOR
TEN-T	TRANS-EUROPEAN TRANSPORT NETWORKS

1 EXECUTIVE SUMMARY

Question 1: Summary of progress achieved during the reporting period.

The 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 wish to 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 Priority Area 1a on inland waterways actively addressed these problems and achieved following impacts in the period July 2015-June 2016:

Coordinated waterway rehabilitation and maintenance activities – which are generally a national responsibility – have been inadequate in several countries along the Danube in the last decades. Corridor-wide coordination is essential in order to provide continuous fairway conditions along the entire Danube waterway. Within the framework of the EU Strategy for the Danube Region, a Master Plan document was developed in 2014 in cooperation with the waterway administrations and representatives of private shipping companies. This document identified the most critical locations in the waterway network and, more importantly, drew up proposals for their reduction in terms of maintenance measures. Key actions from the Master Plan have since then been taken up by both the PA1a Technical Secretariat and the FAIRway Danube project (2015-2020; 23 mln EURO project volume; Connecting Europe Facility). The FAIRway Danube project and the stronger coordination between Danube riparian countries would not have emerged without the EUSDR.

Reduction of red tape – A joint working group and work plan was developed between PA1a (Inland Waterways) and PA11 (Security), which focused on the optimization of administrative processes connected to Danube navigation. The joint working group has already resulted in a practical manual for cross-border controls (published August 2015). Moreover, both the control authorities and commercial shipping companies are engaged in the formulation of recommendations and measures in order to improve cross-border control procedures (further information via www.danube-navigation.eu). These draft recommendations have been discussed between control authorities and representatives of the shipping industry in the framework of a joint PA1a/PA11 working group meeting on 28th June 2016 (Action 8/Milestone 1).

Promotion of greening technologies in fleet modernisation – the PA1a Working Group on fleet modernisation validated a list of best available greening technologies, as proposed by the PROMINENT project (Horizon2020) (Action 3/Milestone 1). The activities should lead to the alignment of inland vessels with future stringent emissions norms and should at the same time lead to lower fuel consumption and lower operational costs.

Expressed in key facts following achievements can be presented for PA1a in the reporting period between Jun 2015 and June 2016:

Targets:

- *Total number of PA targets: 5 (2 of which were revised/updated in Spring 2016)*
- *Number of targets already achieved: 0 (all revised targets are aimed to be completed in 2020)*
- *Number of targets developing satisfactorily: 3*

Actions:

- *Total number of actions: 10 actions (out of which 8 actions are aimed at two targets)*
- *Number of actions already implemented: all actions have been started and are operational. One action (action 5) is considered to be completed in the current reporting period.*

Milestones:

- 59 milestones divided over 17 roadmaps have been defined in PA1a.
- 12 milestones divided over 12 roadmaps have been reached in the reporting period.

Projects:

- 106 projects are contained in the project database operated by PA1a Technical Secretariat
- 8 projects were evaluated in the framework of the START and TAF Calls open until mid-September 2015.
- 9 Letters of Recommendation for strategically important projects were issued in the reporting period.
- 4 projects were already approved for funding through the Connecting Europe Facility (total project volume of 166 mln Euro) by the time of publication of this implementation report.
- 5 projects (submitted in the Danube Transnational Programme) are still in the running for funding (confirmation expected in October 2016). All of them qualified for the second stage which ended in May 2016.

Events:

- 2 PA1a Steering Groups were organised by the PA1a Technical Secretariat in the reporting period (82 participants).
- 3 PA1a Working Group meetings were organised by the PA1a Technical Secretariat in the reporting period (81 participants).
- 1 Working Group Session was organised by the PA1a Technical Secretariat in the framework of the EUSDR Annual Forum.
- 26 events and meetings organised by third parties were attended with active participation by PA1a Technical Secretariat in the reporting period.

2 PROGRESS OF THE PA

2.1 PROGRESS ON POLICY LEVEL

2.1.1 POLICY AREAS AT FOCUS

Question 2: What are the policy areas (important policy topics/thematic issues) that the PA selected as main focus (i.e. priority) for work during the reporting period?

Coordinated waterway rehabilitation and maintenance activities – which are generally a national responsibility – have been inadequate in several countries along the Danube in the last decades. Corridor-wide coordination is essential in order to provide continuous fairway conditions along the entire Danube waterway. Within the framework of the EU Strategy for the Danube Region, a Master Plan document was developed in 2014 in cooperation with the waterway administrations and representatives of private shipping companies. This document identified the most critical locations in the waterway network and, more importantly, drew up proposals for their reduction in terms of maintenance measures. Key actions from the Master Plan have since then been taken up by both the PA1a Technical Secretariat and the FAIRway Danube project (2015-2020; 23 mln EURO project volume; Connecting Europe Facility). The FAIRway Danube project and the stronger coordination between Danube riparian countries would not have emerged without the EUSDR.

Reduction of red tape – A joint working group and work plan was developed between PA1a (Inland Waterways) and PA11 (Security), which focused on the optimization of administrative processes connected to Danube navigation. The joint working group has already resulted in a practical manual for cross-border controls (published August 2015). Moreover, both the control authorities and commercial shipping companies are engaged in the formulation of recommendations and measures in order to improve cross-border control procedures (further information via www.danube-navigation.eu). These draft recommendations have been discussed between control authorities and representatives of the shipping industry in the framework of a joint PA1a/PA11 working group meeting on 28th June 2016 (Action 8/Milestone 1).

Promotion of greening technologies in fleet modernisation – the PA1a Working Group on fleet modernisation validated a list of best available greening technologies, as proposed by the PROMINENT project (Horizon2020) (Action 3/Milestone 1). The activities should lead to the alignment of inland vessels with future stringent emissions norms and should at the same time lead to lower fuel consumption and lower operational costs.

Question 3: What are the main arguments for selecting those policy areas as priority ones?

The topics selected for a policy focus in the reporting period clearly address issues that are causing the main problems related to the achievement of the horizontal target No. 1 (to attract more cargo to the Danube and its tributaries). Lacking waterway rehabilitation and maintenance activities, unnecessary administrative procedures and a partly obsolete inland fleet result in higher operational costs and – in the case of lacking waterway maintenance and administrative delays – in longer lead times for Danube navigation.

Moreover the issues mentioned are already high on the political agenda. PA1a thereby feeds the policy process with technical input for further policy decisions on these themes. Through the technical inputs provided (a.o. monitoring reports), PA1a successfully contributed to retaining these items on the political agenda.

2.1.2 MAIN POLICY ACHIEVEMENTS

Question 4: Based on what has been reported under section 2.1.1: what are the PAs' main policy achievements and developments during the reporting period?

The monitoring of the implementation of the Fairway Masterplan is done by means of annual National Action Plans within the FAIRway Danube project, in which the different countries present their progress. In the reporting period, the PA1a Technical Secretariat completed technical contents of these National Action Plans for Germany, Bosnia & Herzegovina, Moldova and Ukraine and PA1a Steering Group validated the contents of the National Action Plans in their meeting on 4th May 2016 and released an appeal to the ministers of transport afterwards ([Action 7/Milestone 1](#)). Based on these technical inputs and analyses as well as the Steering Group's Appeal, all ministers of transport of the Danube Region (exception of Hungary) reaffirmed their commitment towards proper waterway maintenance in their respective countries on the basis of the mentioned 20th June 2016 (ministerial conclusions).

The technical input provided in coordination with the FAIRway Danube project (co-financed by the Connecting Europe Facility) – the national action plans on the Fairway Rehabilitation and Maintenance Master Plan – were used as a basis for conclusions by the Danube Ministers of Transport on 20th June 2016 in the framework of the TEN-T Days 2016.

Generally a good coordination exists between PA1a and DG MOVE. The main focus of the cooperation is on the Fairway Rehabilitation and Maintenance Master Plan (FRMMP). In this context, the FAIRway Danube project produced two updates of national action plans (in October 2015 and in May 2016), with detailed analyses of the operational performance of the Danube waterway and the identification of the budget needs. For the countries that are not project partners (GER, BiH, RS, MD, UA), there is just one update a year (May) foreseen, within the framework of PA1a. The action plans of May 2016 were discussed and validated within the framework of the PA1a Steering Group. DG MOVE in turn used these results as a basis for Danube ministerial conclusions on waterway maintenance during the TEN-T Days in Rotterdam on 20th June 2016.

Based on the National Action Plans that have been developed and discussed within the framework of the FAIRway Danube project and the PA1a Steering Group, Danube ministers agreed to step up fairway rehabilitation and maintenance efforts in 2016 and beyond in order to improve fairway conditions according to the relevant target values relative to low navigable levels in the respective critical sections.

2.1.3 POLICY LESSONS LEARNED

Question 5: Based on what has been reported in sections 2.1.1 and 0: what are the policy related lessons learned (positive or negative) from the PAs implementation during the reporting period (with focus on those that are important for the future EUSDR policy development)?

The positive lesson learned is that with:

- dedicated support from the Member States and the European Commission Services; and*
- backed up with project-based technical inputs; and*
- a clear thematic focus on issues that can be resolved within the medium term,*

policy resources can be effectively mobilised and policy objectives can be achieved.

A negative lesson learned from setting up the National Action Plans is that

- due to the different structures of the waterway administrations in Europe, financial efforts for maintenance cannot be compared directly between countries.*

2.1.4 FUTURE POLICY DEVELOPMENT

Question 6: Based on what has been reported in section 0: what next steps and challenges for future policy development the PA finds important to share for further consideration discussion or development (incl. possible solutions to overcome the challenges)?

A direct link and interaction between policy making and project activities on the ground is crucial for the success of the EUSDR. Only if the policy process is fed with targeted project results and only if projects are embedded in clear policy settings, the EUSDR targets will be achieved. The priority area coordinators play an essential role in connecting the policy and project level.

The Priority Areas pursue different objectives. In some cases, they can be contradictory (e.g. transport and environment). The activities within the Danube Strategy need to seek and foster joint solutions.

2.2 PROGRESS ON PA'S TARGETS

Table 1: Progress on targets during the reporting period

PA Targets (number and wording of the target)	Progress during the reporting period				Clarifications
	Completed	Satisfactory progress	Delayed progress	Other	
(a)	(b)	(c)	(d)	(e)	(f)
<p><u>Target (1)</u> Increase the cargo transport on the river by 20% by 2020 compared to 2010.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>In total of 40.1 million tons of goods were carried on the Danube waterway and its tributaries in 2014: A minus of 6.7% since 2010.</p> <p>The achievement of the target is largely dependent on external influences and framework conditions, such as general economic growth and global changes of supply chains, which are beyond the direct control of the priority area. The most important framework conditions, which can be influenced by PA1a (waterway infrastructure, port network, RIS and jobs & skills) are addressed by targets 2 to 5.</p>
<p><u>Old Target (2)</u> 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.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Rehabilitation and maintenance of the waterway is and will remain a national responsibility, which will however benefit from strong coordination. PA1a has put a focus on such coordination and the achievement of a common level of service (exception: on the Germany Danube, lower target levels as regards fairway depth apply). This coordination activity has been laid down in the Fairway Rehabilitation and Maintenance Master Plan and its accompanying national action plans, which effectively started as of the beginning of 2015. Part of its implementation ("effective waterway infrastructure management") is carried out by the FAIRway Danube project (2015-2020). Given the fact that these main activities effectively started in the course of the year 2014, effective waterway management could not completely be achieved by 2015, as originally targeted.</p> <p>Letters of recommendation for waterway-related projects were released by the PA1a Steering Group for 3 projects</p>

PA Targets (number and wording of the target)	Progress during the reporting period				Clarifications
	Completed	Satisfactory progress	Delayed progress	Other	
(a)	(b)	(c)	(d)	(e)	(f)
					<p>(Action 2/Milestone 1):</p> <p>Submitted to the INTERREG Danube Transnational Programme:</p> <ul style="list-style-type: none"> • Danube STREAM - Smart, Integrated and Harmonized Waterway Management <p>Submitted to the Connecting Europe Facility</p> <ul style="list-style-type: none"> • SMART Waterway Integrated Management • Upgrade of Gabčíkovo locks
<p><u>Revised Target (2)</u> 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 2020.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>With the ministerial conclusions of 2014 and 2016, the Fairway Rehabilitation and Maintenance Master Plan and the FAIRway Danube project in place, the establishment of effective waterway management should be achievable by the year 2020. Intermediate milestones (<u>Action 7/Milestones 1-5</u>) should ensure progress monitoring until 2020.</p>
<p><u>Target (3)</u> 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.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Investment projects for ports along the Danube have been monitored by means of the Rhine-Danube Corridor work plans.</p> <p>Project support was delivered in the reporting period for projects in the area of port development. Two port-related projects were reviewed in the course of the START Call 2 / Danube Region Project Fund</p> <ul style="list-style-type: none"> • CLEAR BASIN – Research of River-Port Sediment and its Potential Use in Civil Engineering • RISEDAP – Sea Shipping and Connections between Sea Ports and Danube Ports). <p>Furthermore, Letters of recommendation for port-related projects were released by the PA1a Steering Group for 4 projects (<u>Action 6/Milestone 1</u>):</p>

PA Targets (number and wording of the target)	Progress during the reporting period				Clarifications
	Completed	Satisfactory progress	Delayed progress	Other	
(a)	(b)	(c)	(d)	(e)	(f)
					<p>Submitted to the INTERREG Danube Transnational Programme:</p> <ul style="list-style-type: none"> • DAPHNE – Danube Ports Network • ENERGY BARGE <p>Submitted to the Connecting Europe Facility</p> <ul style="list-style-type: none"> • Constanta Green Port • PROTECT – Fixed and mobile infrastructure for safe operations & environmental protection in Constanta Port <p>Further implementation of the projects is however largely beyond the control of the priority area.</p>
<p><u>Old target (4)</u> Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>River Information Services are implemented in a harmonised way based on the RIS Directive (2005/44/EC) and the implementation project IRIS III (project partners (AT, BG, CZ HU, (PL,) RO, SK; 2011-2014). The first aspect of the target has therefore been accomplished by 2015.</p> <p>The second aspect of the old target (international exchange of RIS data) has not been achieved by 2015 due to legal restrictions on data exchange (mainly based on national data protection law).</p>
<p><u>Revised target (4)</u> Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2020.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Within the project CoRISMa (project partners AT, BE, DE, FR, LU, NL; 2013- 2015) guidelines, services and data exchange have been improved. International exchange of RIS data shall be completed by 2020 through the project RIS COMEX – Connecting Europe Facility (<u>Action 9/Milestones 1 and 2</u>).</p>

PA Targets (number and wording of the target)	Progress during the reporting period				Clarifications
	Completed	Satisfactory progress	Delayed progress	Other	
(a)	(b)	(c)	(d)	(e)	(f)
(5) Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The work of the working group on professional qualifications (European Committee for drawing up standards in the field of inland navigation (CESNI) as set up in June 2015) is being monitored within the context of the PA1a Steering Group (Action 10/Milestones 1 and 2).</p> <p>Important implementation projects such as Danube SKILLS were delayed due to strong delays in the Danube Transnational Programme. These projects will presumably start at the beginning of 2017 (Action 10/Milestone 3).</p>

Question 7: Based on the information provided in Table 1, what is the PAs overall self-evaluation with regards to reaching the applicable targets? Any other positive experience or other important information to that respect that the PA considers necessary (or good) to be shared should be included here as well.

See clarifications under column (f) in the above table.

The targets that are backed by concrete and substantiated projects generally demonstrate the most progress towards their achievement. An active project portfolio and pipeline is essential for the success of the EUSDR targets, especially in PA1a.

Question 8: What, if anything, was/is missing in order to achieve the progress in reaching the targets as previously planned?

A stable and predictable funding landscape for project initiatives was lacking in the past period. Though many projects are in the pipeline (as demonstrated by the PA1a project database), many of them could not materialise as a result of delays or cancellation of project calls.

Question 9: Are there any plans (or needs) for revising/updating the list of targets, applicable for the PA? If so, please provide details.

The targets have been revised in coordination with the PA1a Steering Group on 9th February 2016.

During the revision process the original 5 targets have found to be still valid and relevant to date by the PA1a Steering Group. The timeline for two targets (2 and 4) has been extended to 2020 since the originally anticipated deadline for completion (2015) proved to be unfeasible. Remedial actions (and corresponding milestones) have been defined in Annex I of this document.

There are no plans for a renewed revision of the targets.

2.3 PROGRESS ON PA'S ACTIONS

Table 2: Progress on actions during the reporting period

PA Targets (number)	Progress on action for reaching the targets during the reporting period									
	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)
Target (1)	APD	APD	ASP	ASP	ACcp	ASP	APD	ASP	ASP	APD
Old Target (2)	APD	APD					APD			
Revised Target (2)	ASP	ASP					ASP			
Target (3)						ASP		ASP		
Old Target (4)									ASP	
Revised Target (4)									ASP	
Target (5)										APD

Legend:

ASP	actions, whose implementation is satisfactorily progressing (according to what was initially planned in the Roadmap);
APD	actions, whose implementation is progressing with delays (comparing to what was initially planned in the Roadmap);
ACcp	actions completed in current reporting period;
ACpp	actions completed in previous reporting period(s);
ANS	actions, whose implementation has not started yet;

Question 10: Based on the information provided in Table 2, what is the PA's overall self-evaluation regarding the progress in implementing the actions? A positive experience or other important information to that respect that the PA considers necessary (or good) to be shared should be included here as well.

Target 1 involves a horizontal target which is influenced by all 10 actions, however dependent on many external conditions and circumstances, notably the general economic development and global changes in logistics supply chains. The only way developments can be directed towards this target is by changing the framework conditions that are reflected by the PA1a actions A1-A10.

Delays particularly occur regarding those actions which require large infrastructure investments and that require longer planning and permitting procedures (waterway and ports). Additionally, environmental regulations result in rising efforts needed as regards permitting procedures. Moreover, actions are also

delayed where funding programmes for corresponding implementation projects are cancelled or delayed themselves (both in the action areas of waterway infrastructure projects and education standards).

In the specific situation of PA1a, 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 only. The main reasons for this are:

- in PA 1a the bulk of actions refer to two different targets*
- the target of “increasing the cargo transport on the Danube by 20% by 2020 compared to 2010” is of a “horizontal” nature, i.e. all actions in PA 1a will contribute to meet this target. Targets 2 to 5 are subordinate targets to target 1.*
- Some of the 10 actions contributing to Target 1 are well be progressing in line with the plan, others with the delay. The overall target is however progressing with delay (no growth of cargo volume so far).*
- In the example of Table 2, we would see the delayed progress of Actions 1 and 2 as overriding aspects, which determine the overall progress status of Target 1. The other actions do progress according to plan but would not have such a dominant impact to change the status of the entire target.*
- Moreover – in addition to the 10 PA1a actions – there are still many external influences (e.g. economic growth, change of industrial location patterns, etc.) that can cause a situation, where individual PA1a actions are carried out and progressing as planned, but the overall target is not progressing satisfactorily.*

Question 11: What, if anything, was/is missing in order to achieve the progress in implementing the actions as previously planned?

Project funding and a stable and predictable funding landscape for implementation projects is a basic requirement for progress in implementing the actions. This condition was not always met in the reporting period.

Question 12: Are there any plans (or needs) for revising/updating the actions, applicable for the PA? If so, please provide details.

No planned change of actions for the time being.

2.4 PROGRESS ON MILESTONES

Table 3: Progress on milestones during the reporting period

PA Target and Actions (numbers)		Progress on milestones during the reporting period									
		M1	M2	M3	M4	M5	M6	M7	M8	M9	M10
(a)		(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)
T1	A1	MNS	MNS								
	A2	MCcp	MNS	MNS	MNS	MNS					
	A3	MCcp	MNS	MNS							
	A4	MCcp	MNS	MNS	MNS	MNS					
	A5	MCcp									
	A6	MCcp	MNS	MNS	MNS	MNS					
	A7	MCcp	MNS	MNS	MNS	MNS	MNS				
	A8	MCcp	MNS								
	A9	MNS									
	A10	MNS									
T2	A1	MCcp	MNS	MNS	MNS	MNS					
	A2	MCcp	MNS	MNS	MNS	MNS					
	A7	MCcp	MNS	MNS	MNS	MNS	MNS				
T3	A6	MCcp	MNS	MNS	MNS	MNS					
	A8	MCcp	MNS								
T4	A9	MNS	MNS								
T5	A10	MNS	MNS	MNS							

Legend:

MSP	milestones that are satisfactory progressing (according to what was initially planned in the Roadmap);
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MPD	milestones that are progressing with delays (comparing to what was initially planned in the Roadmap);
MCcp	milestones completed in current reporting period;
MCpp	milestones completed in previous reporting period(s);
MNS	milestones, whose implementation has not started yet;

Question 13: Based on the information provided in Table 3, what is the PAs overall self - evaluation regarding the progress in reaching the milestones? A positive experience or other important information to that the PA considers necessary (or as good) to be shared should be included here as well

The achievement of milestones is generally progressing satisfactorily and milestones as planned in Annex II were completed in the current reporting period.

Target 1

A1 – To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way

No milestones planned in reporting period.

A2 – To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections

M1 Release of Letters of Recommendation for waterway infrastructure projects

Letters of recommendation for waterway-related projects were released by the PA1a Steering Group for 3 projects:

Submitted to the INTERREG Danube Transnational Programme:

- Danube STREAM - Smart, Integrated and Harmonized Waterway Management

Submitted to the Connecting Europe Facility

- SMART Waterway Integrated Management
- Upgrade of Gabčíkovo locks

A3 – To modernise the Danube fleet in order to improve environmental and economic performance

M1 Validation of best available greening technologies as identified by PROMINENT project (Horizon2020).

A corresponding Working Group meeting was organised and carried out by PA1a on 24th May 2016 in Bucharest.

A4 – To coordinate national transport policies in the field of navigation in the Danube basin

M1 Alignment of main activities in PA1a with European policy initiatives in the field of inland navigation (Participation in NAIADES dialogue and/or PLATINA meeting)

Participation in PLATINA-2 final event on 5th February 2016.

A5 – To support Danube Commission in finalising the process of reviewing the Belgrade Convention

M1 Provision of feedback and delineation of activities between PA1a and Danube Commission

Review of administrative agreement for the purpose of streamlining activities by DG MOVE, PA1a and Danube Commission.

A6 – To develop ports in the Danube river basin into multimodal logistics centres

M1 Release of Letters of Recommendation for port development projects, 2016

Letters of recommendation for port-related projects were released by the PA1a Steering Group for 4 projects:

Submitted to the INTERREG Danube Transnational Programme:

- DAPHNE – Danube Ports Network
- ENERGY BARGE

Submitted to the Connecting Europe Facility

- Constanta Green Port
- PROTECT – Fixed and mobile infrastructure for safe operations & environmental protection in Constanta Port

A7 – To improve comprehensive waterway management of the Danube and its tributaries

M1 Validation of National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries (including appeal towards Ministers of Transport)

National action plans were validated during PA1a Steering Group meeting in Zagreb on 4th May 2016. An appeal by the SG aimed at the Ministers of Transport was formulated at the same occasion.

A8 – To promote sustainable freight transport in the Danube Region

M1 Validation of draft recommendations on improved control procedures along the Danube

The draft recommendations document was discussed and validated with stakeholders from PA1a and PA11 in Linz on 28th June at the occasion of the PA1a Working Group meeting.

A9 – To implement harmonised River Information Services (RIS)

No milestones planned in reporting period.

A10 – To invest in education and jobs in the Danube navigation sector

No milestones planned in reporting period.

Target 2

A1 – To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way

M1 Provision of updated project data sheets on waterway infrastructure projects in order to support progress monitoring along the Rhine-Danube corridor (Support the update of Rhine-Danube corridor work plans)

Corresponding project data sheets were provided for the update of the Rhine-Danube Corridor work plan in June 2016.

A2 – To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections

M1 Provision of project support (project concept development, financing opportunities, preparation of Letters of Support) for waterway infrastructure projects

Project data sheets and project support was delivered for 3 projects:

- Danube STREAM - Smart, Integrated and Harmonized Waterway Management
- SMART Waterway Integrated Management
- Upgrade of Gabčíkovo locks

A7 – To improve comprehensive waterway management of the Danube and its tributaries

M1 Preparation of technical input for National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries – inclusion of data from Germany, Bosnia & Herzegovina, Moldova and Ukraine (non-FAIRway Danube partner countries)

Corresponding country data were collected and integrated in the National Action Plans in May 2016.

Target 3

A6 – To develop ports in the Danube river basin into multimodal logistics centres

M1 Provision of project support (project concept development, financing opportunities, preparation of Letters of Support) for port development projects

Project support was delivered in the reporting period for projects in the area of port development. Two port-related projects were reviewed in the course of the START Call 2 / Danube Region Project Fund

- CLEAR BASIN – Research of River-Port Sediment and its Potential Use in Civil Engineering
- RISEDAP – Sea Shipping and Connections between Sea Ports and Danube Ports).

Furthermore, Letters of recommendation for port-related projects were released by the PA1a Steering Group for 4 projects (Action 6/Milestone 1):

Submitted to the INTERREG Danube Transnational Programme:

- DAPHNE – Danube Ports Network
- ENERGY BARGE

Submitted to the Connecting Europe Facility

- Constanta Green Port

- PROTECT – Fixed and mobile infrastructure for safe operations & environmental protection in Constanta Port

A8 – To promote sustainable freight transport in the Danube Region

M1 Update of Danube Logistics Portal and organisation of Danube Business Talks

The Danube Logistics Portal was fully relaunched on Spring 2016 (<http://www.danube-logistics.info/>) by viadonau. The Danube Business Talks in Linz on 27th/28th June 2016 were organised by viadonau (151 participants from 12 countries). The activities of PA1a had a prominent place on the agenda. A PA1a working group meeting was organised in the framework of Danube Business Talks on 28th June 2016.

Target 4

A9 – To implement harmonised River Information Services (RIS)

No milestones planned in the reporting period.

Target 5

A10 – To invest in education and jobs in the Danube navigation sector

No milestones planned in the reporting period.

Question 14: What, if anything, was/is missing in order to achieve the progress in reaching the milestones as previously planned?

Not applicable.

2.5 PROGRESS ON ACTIVITIES

Table 4 Activities undertaken to progress on PA implementation

PA Actions (numbers)	Activities undertaken during the reporting period to progress on PA implementation
(a)	(b)
A1	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ Participation in Danubia Round Table (AT, HU, SK) under the chair of the Dutch EU presidency in Bratislava on 21st March 2016 <p><u>Target 2</u></p> <ul style="list-style-type: none"> ▪ Presentation of status on infrastructure projects and presentation of practical application of Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin during Joint Statement meeting (ICPDR, Sava and Danube Commission) in Vienna on 10th September 2015 ▪ Presentation during PA6 Workshop at EUSDR Annual Forum in Ulm on 30th October 2015 (statement). ▪ Presentation of environmental impacts of river restoration activities in Austria during ICPDR plenary meeting in Vienna on 1st December 2015 ▪ Presentation of practical application of Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin during European River Symposium in Vienna on 3rd March 2016 ▪ Presentation of adapted National Action Plans on the FRMMP during ICPDR Standing Working Group in Modrá on on 17th June 2016
A2	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ Provision of letters of recommendation <p><u>Target 2</u></p> <ul style="list-style-type: none"> ▪ Monitoring of infrastructure projects through PA1a projects database ▪ Monitoring of infrastructure projects through Study on Rhine - Danube TEN-T Core Network Corridor (2nd Phase) – Final Report on the Project List
A3	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ Presentation of impacts of waterway maintenance on environmental performance of inland vessels during closing event of the NEWS project (FP7) in Vienna on 28th August 2015 ▪ Validation of list of best available greening technologies – as proposed by the PROMINENT project (Horizon2020) during PA1a Working Group on Fleet Modernisation on 24th May 2016 in Bucharest ▪ Participation in questionnaire for Danube-INCO.NET event “Priority Areas Cross-fertilization perspective on innovation and technology transfer Workshop”

PA Actions (numbers)	Activities undertaken during the reporting period to progress on PA implementation
(a)	(b)
A4	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ Organisation and preparation of press conference of Commissioner Crețu and State Secretary Steßl in Vienna on 21st September 2015 ▪ Participation in PLATINA2 Final Event in Rotterdam on 5th February 2016
A5	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ Ongoing synchronisation of work between PA1a and Danube Commission
A6	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ Provision of letters of recommendation for port development projects ▪ Monitoring of port projects through Study on Rhine - Danube TEN-T Core Network Corridor (2nd Phase) – Final Report on the Project List <p><u>Target 3</u></p> <ul style="list-style-type: none"> ▪ Preparation of possible joint working programme between PA1a and PA1b at the occasion of the PA1a Steering Group in Zagreb on 4th May 2016 ▪ Participation in Steering Group meeting of PA1b in Ljubljana on 1st June 2016 ▪ Monitoring of port projects through PA1a projects database
A7	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ Monitoring and validation of results of FAIRway Danube project (National Action Plans on the FRMMP) ▪ Coordination and inclusion of technical input of non-FAIRway partner countries in National Action Plans on FRMMP <p><u>Target 2</u></p> <ul style="list-style-type: none"> ▪ Organisation Working Group on comprehensive waterway management in Linz on 28th June 2016
A8	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ PA1a/PA11 Working Group on administrative processes in Linz on 28th June 2016 ▪ Presentation of results of Working Group on Administrative Processes during General Assembly of Pro Danube International in Vienna on 11th March 2016 ▪ Publication of practical manual on border procedures in August 2015 (result of Working Group on administrative processes) <p><u>Target 3</u></p>

<i>PA Actions (numbers)</i>	<i>Activities undertaken during the reporting period to progress on PA implementation</i>
<i>(a)</i>	<i>(b)</i>
	<ul style="list-style-type: none"> ▪ <i>Presentation of priorities in PA1a to European Economic Senate (EES) in Vienna on 27th October 2015</i> ▪ <i>Presentation of results of Working Groups on “Comprehensive Waterway Management” and “Administrative Processes” during 20th International Danube Shipping and Tourism Conference in Budapest on 3rd December 2015 (2 presentations, 280 participants from 15 countries)</i> ▪ <i>Presentation of work in PA1a in Aquapress article of 02/2016</i> ▪ <i>Publication of updated version of Danube Logistics Portal (including Danube Blue Pages and travel time calculator) in February 2016</i> ▪ <i>Presentation of work in PA1a to delegation of Federal Ministry of Transport (Strategic Infrastructure Planning unit) in Vienna on 9th May 2016</i> ▪ <i>Presentation of work in PA1a to delegation of Federal Chancellor’s Office and Austrian stakeholders in Vienna on 10th May 2016</i> ▪ <i>Presentation of work in PA1a during Danube Business Talks in Linz on 27th June 2016 (151 participants from 12 countries)</i>
A9	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ <i>Coordination of contents of RIS COMEX project to be funded under Connecting Europe Facility as of 2016</i>
A10	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ <i>Monitoring of CESNI working group</i> <p><u>Target 5</u></p> <ul style="list-style-type: none"> ▪ <i>Monitoring of Danube Skills project proposal (Danube Transnational Programme)</i>

2.6 EUSDR STRATEGIC PROJECTS

Table 5: Projects identified and proposed by PA (PACs + SG) as EUSDR strategic project (SP)

<i>Title of project proposed by PA as ESDR SP during the reporting period</i>	<i>Date of PA meeting when the project was approved as potential EUSDR SP</i>	<i>To which PA target the project is relevant?</i>	<i>Main project activities of the EUSDR SP</i>	<i>Targeted funding source(s) for the SP</i>
<i>(a)</i>	<i>(b)</i>	<i>(c)</i>	<i>(d)</i>	<i>(e)</i>
<i>ENERGY BARGE – Building a Green Energy and Logistics Belt</i>	<i>4th May 2016</i>	<i>1,3</i>	<i>The overall objective of BARGE is to foster sustainable usage of biomass for energy production in the Danube Region and to increase the share of environmentally friendly biomass-transport on the Danube. Through the assessment of biomass potentials and by bringing together relevant market actors along the value chain, the project will contribute to achieving the renewable energy targets of the EU Strategy for the Danube Region and to increasing energy security by providing regional solutions for energy use.</i>	<i>Danube Transnational Programme</i>
<i>Danube SKILLS – Increased institutional capacity of the Danube region by build-up of joint transnational capacities of education and public services for inland waterways</i>	<i>4th May 2016</i>	<i>1,5</i>	<i>Danube SKILLS aims to increase institutional capacity of the Danube region by build-up of joint transnational capacities of education and public services for inland waterways.</i> <ul style="list-style-type: none"> <i>– contribute to better qualification of IWT work force and increased job security;</i> <i>– enable the free movement of workers and reduce loss of life and damages by avoidance of accidents;</i> <i>– prepare adoption of EU regulations in the Danube region by the joint development and implementation of new transnational learning tools;</i> <i>– strengthen institutional capacity and transnational cooperation in order to encourage the use of environmental friendly inland navigation in the Danube region;</i> <i>– bring more transparency into the Danube transport sector by offering free and open information tools</i> 	<i>Danube Transnational Programme</i>

<p><i>Danube STREAM – Smart, Integrated and Harmonized Waterway Management</i></p>	<p>4th May 2016</p>	<p>1,2,5</p>	<p><i>The common user information services describe several instruments which are available free-of-charge to the users of the Danube waterway and main tributaries. With the updates provided in relation to these services the waterway administrations will be providing information according to the latest standards to users. Waterway administrations are cooperating to improve comprehensive waterway management of the Danube and its tributaries (according to the European Danube Region Strategy Priority Area 1a - Inland Navigation). Intersectoral cooperation is foreseen to enforce the development of this transport mode in cooperation with Protected Areas, to minimize the environmental impact of inland navigation. In order to guarantee of the sustainability of the project results the Board of Directors (which includes the managers of the waterway administrations) will frequently verify and guide the performance of the administrations in waterway infrastructure management and information services. Integrated stakeholder management approach will be performed.</i></p>	<p><i>Danube Transnational Programme</i></p>
<p><i>DANTE – Improving Administrative Procedures and Processes for Danube IWT</i></p>	<p>4th May 2016</p>	<p>1,2,3,4,5</p>	<p><i>Improve administrative procedures and reduce bureaucratic processes as well as related fees for IWT on Danube and navigable tributaries</i></p> <ul style="list-style-type: none"> <i>– Cooperate with public authorities to develop and implement simplified administrative procedures and processes</i> <i>– Reduce time losses and costs caused by unnecessary administrative regulations and processes for Danube businesses</i> <i>– Eliminate/Reduce red tape and abuse of administrative power</i> <i>– Strengthen the competitive position of companies, support economic growth and the creation of jobs in the region by increased efficient public administration</i> <i>– Introduce stakeholder consultation procedures and processes in public administration relevant for IWT</i> <i>– Harmonize regulations and administrative processes for transport and transshipment operations (“Same River-Same</i> 	<p><i>Danube Transnational Programme</i></p>

			<i>Rules” concept)</i>	
<i>DAPhNE – Danube Ports Network</i>	<i>4th May 2016</i>	<i>1,2,3,5</i>	<p><i>The main objective of the project is to support the balanced development of Danube Ports as key-elements of a sustainable transport network in order to eliminate the quality infrastructure, administration and service gap existing between Western European and South-Eastern European ports.</i></p> <p><i>The project specific objectives are:</i></p> <ul style="list-style-type: none"> <i>– Tap the economic potential of the Danube ports by creating the legal instruments and methodologies facilitating port investments by the public and the private sector</i> <i>– Increase the service level for port users and prepare ports for development projects based on inter-sectoral cooperation in the Danube region; a special attention will be given to eco-improvements as the exploitation of the economic potential of the Danube as a transport route should not endanger the river’s ecological balance. For this reason guidelines for green port policies will be elaborated and investigations regarding energy efficiency, clean energy provision and distribution in ports will be carried out</i> <i>– Identify innovative IT solutions to stimulate communication within the local port community and between the Danube ports</i> 	<i>Danube Transnational Programme</i>
<i>SWIM – SMART Waterway Integrated Management</i>	<i>4th May 2016</i>	<i>1,2</i>	<p><i>The majority of Transport Ministers of the Danube Region adopted on 3rd December 2015 the Fairway Rehabilitation and Maintenance Master Plan which pointed out on necessary actions which has to be implemented in order to achieve improved navigation conditions. The common Romanian – Bulgarian Danube sector is known as difficult for navigation comprising around 32 critical points and it has also bottlenecks regarding the access in some ports (ex. Corabia Port). AFDJ and EAEMDR shall elaborate an integrated concept which will provide a common working tool for a better implementation of fairway rehabilitation measures.</i></p> <p><i>The proposed project “SMART Waterway Integrated</i></p>	<i>Connecting Europe Facility</i>

			<i>Management” deals with the establishment of pilot concepts for fairway rehabilitation and increased safety of navigation and ports access. The pilot concepts including measures and procedures will be implemented by the development of IT platform and equipment procurement.</i>	
<i>Constanta Green Port</i>	<i>4th May 2016</i>	<i>1,3,5</i>	<i>The implementation of the proposed project will help Constanta Port to introduce an environmental management system (EMS) that would enhance its status as a sustainable green port in the global transport network. The project will rely on the application of cost-efficient innovative technological and operational concepts in order to reduce the port’s carbon footprint and its overall environmental performance. These aspects will have a positive influence not only on the protection of the environment, but also on the reduction of external costs associated to transport.</i>	<i>Connecting Europe Facility</i>
<i>PROTECT – Fixed and mobile infrastructure for safe operations & environmental protection in Constanta Port</i>	<i>4th May 2016</i>	<i>1,5</i>	<i>Taking into consideration the current needs of Constanta Port, the proposed Action will focus on safe maritime port access in the form of navigational aids, extension of basic infrastructure in the form of quays, reception facilities for oil and other waste and implementation of new facilities regarding the use of alternative energy.</i> <i>The proposal is submitted under the Multi-Annual Work Programme CEF Transport Call 2015 for Cohesion Countries, in line with the objectives of Priority “Pre-identified projects on the corridors of the core network (railways, inland waterways, roads, maritime and inland ports)”. It is a mixed project including both studies and works.</i>	<i>Connecting Europe Facility</i>
<i>Upgrade of Gabčíkovo locks</i>	<i>4th May 2016</i>	<i>1,2,3</i>	<i>The proposed project “Upgrade of the Gabčíkovo locks” deals with the most important issue on the Slovak stretch of the river Danube: the project to upgrade the Gabčíkovo locks aims at providing the modernization of Gabčíkovo locks and consequently will provide continuous and stable navigation conditions for both of the Gabčíkovo locks and ensure a safe passage through the locks.</i>	<i>Connecting Europe Facility</i>

<p><i>High Performance Green Port Giurgiu – Stage II Construction</i></p>	<p><i>4th May 2016</i></p>	<p><i>1,3</i></p>	<p><i>The proposed Action is the implementation of the Study “High Performance Green Port Giurgiu – 2012-EU-18089-S” funded under the TEN-T program. The Study was finalized in August 2015 and represents stage 1 of the transformation of Free Zone Port Giurgiu into a High Performance Green Port. The Study provides the preparatory work needed for the upgrade of the road, rail and port infrastructure, together with the building of an intermodal logistics terminal.</i></p> <p><i>The now proposed Action represents Stage II and will deploy the infrastructure as “works project”. In addition, the proposed Action foresees the implementation of environmental restoration measures in the neighbourhood of the Free Zone Port, the training of staff members and the environmental assessment and certification of the Port after the works have been performed.</i></p>	<p><i>Connecting Europe Facility</i></p>
<p><i>MAINTopiC – Multi-modal infrastructure platform for hydro-carbons in the Port of Constanta</i></p>	<p><i>4th May 2016</i></p>	<p><i>1,3</i></p>	<p><i>The proposed Action represents the construction of multi-modal transport infrastructure required for the deployment of a state of the art technology terminal for various oil products (hydrocarbons) with a storage capacity of 512.000cbm on the artificial island and the neighbouring shore line in the Port of Constanta.</i></p>	<p><i>Connecting Europe Facility</i></p>
<p><i>FAIRway Danube</i></p>	<p><i>4th May 2016</i></p>	<p><i>1,2</i></p>	<p><i>As a first implementation step of the Fairway Rehabilitation and Maintenance Master Plan, partners from AT, SK, HU, HR, BG and RO jointly conduct a study with pilot activities in order to accelerate the removal of bottlenecks. Main target is to improve the quality and frequency of riverbed and water level measurements in order to more efficiently mark the routing of the fairway. Based on the collected data work projects may be designed. FAIRway Danube started in 2015 and will be finalized in 2020.</i></p>	<p><i>Connecting Europe Facility</i></p>

Question 15: Were any of the projects included in Table 5 already approved for funding during the reporting period? If so, please complete Table 6 below with the information only for those projects.

Table 6: Proposed EUSDR strategic projects, which were approved for funding

<i>Title of project proposed by PA as EUSDR SP, approved for funding</i>	<i>Total amount of approved funding</i>	<i>Approved funding source(s) for the EUSDR SP</i>
<i>(a)</i>	<i>(b)</i>	<i>(c)</i>
<i>FAIRway Danube</i>	<i>19.6 million EUR</i>	<i>Connecting Europe Facility</i>
<i>SWIM – SMART Waterway Integrated Management</i>	<i>10.4 million EUR</i>	<i>Connecting Europe Facility</i>
<i>Upgrade of Gabčíkovo locks</i>	<i>123 million EUR</i>	<i>Connecting Europe Facility</i>
<i>High Performance Green Port Giurgiu – Stage II Construction</i>	<i>13.2 million EUR</i>	<i>Connecting Europe Facility</i>

3 FUNDING

3.1 MAIN ACHIEVEMENTS IN TERMS OF FUNDING

Question 16: What is considered as PAs main achievement/s with regards to funding sources and opportunities for EUSDR projects? Short analysis relevant only to the duration of the reporting period needs to be provided.

General project monitoring

104 projects were monitored: the PA1a project database has been maintained continuously (via www.danube-navigation.eu/projects) with detailed project data sheets, containing information on project objectives, project partners, objectives, status of implementation. On 29/02/2016, the project database contained detailed information on 104 project divided over the 7 working group themes. Some 42 of these projects are in the implementation phase, whereas 20 had been completed.

START and TAF

8 projects evaluated and pre-selected in the framework of the START and TAF Calls open until mid-September 2015 (governed by PA10). The project proposals were evaluated and the result was documented and coordinated with the PA1a Steering Group.

Letters of recommendation

9 letters of recommendation were issued in the reporting period: the PA1a Steering Group has issued 5 letters of recommendation for projects to be submitted to the Danube Transnational Programme – all of them ultimately qualified for the second stage which ended on 9th May 2016 – and 4 letters of recommendation for projects were submitted to the Connection Europe Facility.

Following larger new project initiatives were granted in the reporting period and will be monitored closely in the upcoming periods:

FAIRway Danube (co-financed by Connecting Europe Facility)

As a first implementation step of the Fairway Rehabilitation and Maintenance Master Plan, partners from AT, SK, HU, HR, BG and RO jointly conduct a study with pilot activities in order to accelerate the removal of bottlenecks. Main target is to improve the quality and frequency of riverbed and water level measurements in order to more efficiently mark the routing of the fairway. Based on the collected data work projects may be designed. FAIRway Danube started in 2015 and will be finalized in 2020.

Upgrade of Gabčíkovo locks (co-financed by Connecting Europe Facility)

The proposed project “Upgrade of the Gabčíkovo locks” deals with the most important issue on the Slovak stretch of the river Danube: the project to upgrade the Gabčíkovo locks aims at providing the modernization of Gabčíkovo locks and consequently will provide continuous and stable navigation conditions for both of the Gabčíkovo locks and ensure a safe passage through the locks.

RIS COMEX: RIS enabled IWT corridor management (co-financed by Connecting Europe Facility)

As a preparatory step Austria, Belgium, Germany, The Netherlands and Luxembourg investigated ways to realize a corridor approach for concerted River Information Services within CoRISMa. They are now keen to implement the results together with other European partners. For that reason the project RIS COMEX aims at the implementation and operation of cross-border River Information Services based on operational exchange of RIS data. These RIS-based corridor (information) services shall allow for traffic management by the authorities and transport management by the logistics sector.

3.2 LESSONS LEARNED

Question 17: What are the lessons learned (positive or negative) during the reporting period, with regards to funding sources and opportunities for EUSDR projects and what responses to those the PA considers as relevant?

Generally, project initiatives within the thematic scope of PA1a demonstrate a success rate when it comes to awarded project applications.

The funding programmes themselves have however become relatively unpredictable in the last years. Calls within the Connecting Europe Facility or the Danube Transnational Programme were delayed or sometimes cancelled on short notice all together. The mobilisation of ESIF funding did sometimes counteract the release of classical funding programmes. This did not foster a stable and solid project pipeline.

3.3 THE FUTURE

Question 18: Based on what has been reported so far in Sections 3.1 and 3.2, what next steps and challenges in terms of funding sources and opportunities for EUSDR projects that are important to be shared for further consideration, discussion or development (incl. possible solutions to overcome the challenges)?

Please answer also the same question with respect to better alignment of funding to support the PA and the EUSDR in general.

Project initiators need a predictable funding landscape in order to prepare good and well-prepared project proposals. Calls should be announced well in advance and should be opened according to plan. The actors united through the EUSDR should appeal to the programme authorities to ensure such a stable funding landscape.

Better synchronisation of policies and funding opportunities is required: Thematic focus areas for funding programmes should be aligned with the policy areas at focus in the different priority areas (see section 2.1.1)

4 GOVERNANCE

4.1 ORGANISATION AND FUNCTIONING OF PA

Question 19: Describe shortly any significant changes that have occurred during the reporting period on PA's governance in terms of organisation and functioning of PACs and SGs?

The composition of the Steering Group was largely stable over the last reporting period. Also the personnel in the joint PA1a Technical Secretariat (AT: Gert-Jan Muilerman and Gudrun Maierbrugger of viadonau / RO: Cristina Cuc and Monica Patrichi of the Ministry of Transport)

Following personnel changes occurred regarding the Priority Area Coordinators in the reporting period

- Austria: Ms Ursula Zechner (Head of Section Transport within the Federal Ministry of Transport, Innovation and Technology) has taken over priority area coordination from Mr Reinhard Vorderwinkler (who had been PAC1a since beginning of 2012 and who retired in December 2015).*
- Romania: Mr Marius Humelnicu (Secretary of State) took over priority area coordination from Mr Marius Margarit between September 2015 and May 2016.*

The cooperation and coordination between the different governance bodies in PA1a remained on a high level. Participation in both Steering Group and Working Group meetings was good.

Question 20: Please provide in

Table 7 the requested information on attendance (+/-) of Danube countries at SG meetings held during the reporting period.

Table 7: Attendance of SG meetings

<i>SG meeting</i>	<i>AT</i>	<i>BA</i>	<i>BG</i>	<i>CZ</i>	<i>DE</i>	<i>HR</i>	<i>HU</i>	<i>MD</i>	<i>ME</i>	<i>RO</i>	<i>RS</i>	<i>SI</i>	<i>SK</i>	<i>UA</i>
<i>9/2/2016</i>	<i>+</i>	<i>-</i>	<i>+</i>	<i>-</i>	<i>-</i>	<i>+</i>	<i>+</i>	<i>-</i>	<i>-</i>	<i>+</i>	<i>-</i>	<i>-</i>	<i>+</i>	<i>-</i>
<i>4/5/2016</i>	<i>+</i>	<i>+</i>	<i>+</i>	<i>-</i>	<i>-</i>	<i>+</i>	<i>+</i>	<i>-</i>	<i>-</i>	<i>+</i>	<i>+</i>	<i>+</i>	<i>+</i>	<i>+</i>

Remarks:

- As PA1a concentrated on issues related to the Danube and Sava as a waterway, only actual riparian states are genuinely interested in taking part in the Steering Group meetings. For non-riparian states (e.g. CZ, ME, SI) such active participation may not be expected. Non-Member States (BA, MD, RS, UA) generally require refund of travel expenses in order to enable participation (inhibitive costs). Organisation of meetings back-to-back has a positive influence on participation level.*
- Technical input and feedback for PA1a reports was given by Germany, but there was no participation during Steering Group meeting. The lacking participation of Germany in the reporting period is a point of attention for both the PACs and the Commission representatives.*
- In addition to the Member State representatives, stakeholder representatives (shipping sector, environmental protection commission, river commissions) play an important role in PA1a when it comes to acceptance and dissemination of PA1a results. Their active participation was also given during the reporting period.*

4.2 COORDINATION AND COOPERATION ACTIVITIES

Question 21: Based on what has been reported in Section 2.5, please provide short description on what has been achieved with the undertaken activities for coordination, cooperation and establishing links with other PAs? Please describe also any methods/tools that are put in place as a result (if applicable).

Following activities for coordination, cooperation and establishing links with other PAs have been undertaken in the reporting period

- PA1b – Preparations for joint working topics between Pa1a/1b, participation 1a/1b Steering Group meetings (vice versa)*
- PA6 – Adaptation of reporting format on the Fairway Maintenance Master Plan, inclusion of environmental issues, technical feedback from PA6 requested and received.*
- PA7 – Participation in questionnaire for Danube-INCO.NET event “Priority Areas Cross-fertilization perspective on innovation and technology transfer Workshop”, analysing concrete opportunities as well as potential bottlenecks related to cooperation and knowledge transfer between public research and industry;*
- PA10 – Evaluation of projects in the framework of START II and TAF-DRP in September 2015; Review of project requests dealing with Danube navigation and /or inland waterways.*
- PA11 – Publication of Practical Manual on Border Procedures, Development of draft recommendations for improved border procedures, Organisation of joint PA1a/PA11 Working Group meeting in Linz on 28th June 2016.*

Question 22: Based on what has been reported in Section 2.5, please provide short description on what has been achieved with the undertaken activities for coordination, cooperation and establishing links with EU institutions (EC, EP, CoR, EESC, etc.) and/or other institutions (national, regional, international, as appropriate). Same applies also for activities for using the funding opportunities of the EC centrally managed programmes. Please describe also any methods/tools that are put in place as a result (if applicable).

Generally a good coordination exists between PA1a and DG MOVE. The main focus of the cooperation is on the Fairway Rehabilitation and Maintenance Master Plan (FRMMP). In this context, the FAIRway Danube project produced two updates of national action plans (in October 2015 and in May 2016), with detailed analyses of the operational performance of the Danube waterway and the identification of the budget needs. The action plans were discussed and validated within the framework of the PA1a Steering Group. DG MOVE in turn used these results as a basis for Danube ministerial conclusions on waterway maintenance during the TEN-T Days in Rotterdam on 20th June 2016.

Moreover, close coordination took place with DG ENVIRONMENT and the International Commission for the Protection of the Danube River (ICPDR), especially related to the inclusion of environmental aspects in the national action plans on the FRMMP. These environmental issues were taken up to the satisfaction of both PA1a and DG ENVIRONMENT/ICPDR.

Close coordination with the river Commissions (Danube Commission and Sava Commission) took place in order to align ongoing activities. The Sava Commission was co-host of the last Steering Group meeting in Zagreb on 4th May 2016.

Question 23: Based on what has been reported in Section 2.5, please provide short description on what has been achieved with the undertaken activities for cooperation between the PA (PACs and SG) and the authorities dealing with ESIF funding and more specifically with the Managing Authorities and the Monitoring Committees of programs of interest to the PA. Please describe also any methods/tools that are put in place as a result (if applicable).

The EIB was invited to Steering Group meeting in Brussels on 9th February 2016 in order to give insight in possible lending opportunities for projects in the area of inland waterways and ports. Moreover, based on the projects database, which is maintained by PA1a on www.danube-navigation.eu, PA1a responded to a request by the EIB for information on potential large investment projects (>€100 million) in the Danube region in February 2016.

4.3 ACTIVITIES FOR INVOLVEMENT OF STAKEHOLDERS AND CIVIL SOCIETY

Question 24: Based on what has been reported in Section 2.5, please provide short description on what has been achieved with the undertaken activities for involvement of stakeholders, incl. civil society (e.g. stakeholder conferences, activities with national/regional parliaments, other events, networks, platforms, etc.). Please describe also any methods/tools that are put in place as a result (if applicable).

Events and activities to involve stakeholders

PA1a has been represented and actively involved in a series of stakeholder meetings and conferences. The stakeholders involved were concentrated on environmental decisionmakers, commercial shipping industry, tourist organisations and economic actors (complete list provided in section 2.5).

Moreover, PA1a organised 3 Working Group meetings itself during the reporting period, which attracted interested stakeholders.

In addition the website www.danube-navigation.eu was maintained up to date in order to inform the wider audience and civil society. An evolving list of over 1.400 interested users has signed up to be informed about ongoing activities in PA1a.

viadonau as member of the PA1a Technical Secretariat was actively present at the Danube Day in Austria on 13rd June 2016.

Horizontal EUSDR coordination events

During the reporting period the Austrian members of the PA1a Technical Secretariat represented PA1a during various horizontal EUSDR coordination activities organised by DG REGIO and/or the Danube Strategy Point:

- 29th October 2015: Organisation of PA1a Workshop at EUSDR Annual Forum in Ulm on 29th October 2015 (incl. agenda, presentations and minutes). Output: workshop summary report.*
- 14-15th January 2016: Meeting with the EUSDR Priority Area Coordinators on Technical Assistance, Financial Management & Reporting, Brussels.*

Moreover the PA1a Technical Secretariat took part in various other EUSDR coordination meetings on the national level:

- 3rd February 2016: Introduction of PAC10 Mr Rudolph Schicker in Vienna (presentation)*
- 29th February 2016: informal exchange between Austrian actors involved in the EUSDR in Vienna – organised by the Federal Chancellor's Office (participation)*

4.4 PUBLICITY AND COMMUNICATION ACTIVITIES

Question 25: Based on what has been reported in Section 2.5, please provide short description on what has been achieved with the undertaken activities for better publicity and communication (e.g. publications, website developments, etc.). Same applies also for activities for better communication of PA's results and work as well as those related to public debate(s) on the macro - regional approach. Please describe also any methods/tools that are put in place as a result (if applicable).

The PA1a Technical Secretariat disseminated the activities and results of PA1a at following relevant project meetings and external stakeholder meetings:

- Presentation of status on infrastructure projects and presentation of practical application of Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin during Joint Statement meeting (ICPDR, Sava and Danube Commission) in Vienna on 10th September 2015*
- Presentation during PA6 Workshop at EUSDR Annual Forum in Ulm on 30th October 2015*

(statement).

- Presentation of environmental impacts of river restoration activities in Austria during ICPDR plenary meeting in Vienna on 1st December 2015
- Presentation of practical application of Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin during European River Symposium in Vienna on 3rd March 2016
- Participation in Danubia Round Table (AT, HU, SK) under the chair of the Dutch EU presidency in Bratislava on 21st March 2016
- Presentation of adapted National Action Plans on the FRMMP during ICPDR Standing Working Group in Modrá on 17th June 2016
- Presentation of impacts of waterway maintenance on environmental performance of inland vessels during closing event of the NEWS project (FP7) in Vienna on 28th August 2015
- Validation of list of best available greening technologies – as proposed by the PROMINENT project (Horizon2020) during PA1a Working Group on Fleet Modernisation on 24th May 2016 in Bucharest
- Participation in questionnaire for Danube-INCO.NET event “Priority Areas Cross-fertilization perspective on innovation and technology transfer Workshop”
- Organisation and preparation of press conference of Commissioner Crețu and State Secretary Stejbl in Vienna on 21st September 2015
- Participation in PLATINA2 Final Event in Rotterdam on 5th February 2016
- Publication of updated version of Danube Logistics Portal (including Danube Ports) in February 2016
- Working Group on comprehensive waterway management in Linz on 28th June 2016
- Publication of practical manual on border procedures in August 2015 (result of Working Group on administrative processes)
- Presentation of priorities in PA1a to European Economic Senate (EES) in Vienna on 27th October 2015
- Presentation of results of Working Groups on “Comprehensive Waterway Management” and “Administrative Processes” during 20th International Danube Shipping and Tourism Conference in Budapest on 3rd December 2015 (2 presentations, 280 participants from 15 countries)
- Presentation of work in PA1a in Aquapress article of 02/2016
- Presentation of results of Working Group on Administrative Processes during General Assembly of Pro Danube International in Vienna on 11th March 2016
- Presentation of work in PA1a to delegation of Federal Ministry of Transport (Strategic Infrastructure Planning unit) in Vienna on 9th May 2016
- Presentation of work in PA1a to delegation of Federal Chancellor’s Office and Austrian stakeholders in Vienna on 10th May 2016
- Presentation of work in PA1a during Danube Business Talks in Linz on 27th June 2016 (151 participants from 12 countries)
- PA1a/PA11 Working Group on administrative processes in Linz on 28th June 2016

The visibility of the EUSDR and PA1a was raised through these activities in line with the general conditions and guidelines on visibility. The acceptance for the actions carried out in PA1a was raised among the stakeholders involved.

As a general communication channel, the website www.danube-navigation.eu was kept up to date and the migration of the site’s contents to another technical platform was prepared (incl. data backups).

Inputs for the EUSDR’s event calendar were sent to the communications officer of the DSP (e.g. announcement of PA1a Steering Group and Working Group meetings).

4.5 LESSONS LEARNED

Question 26: Based on what has been reported so far in Section 4: what are the lessons learned (positive or negative), in terms of PA governance during the reporting period and what responses to those the PA considers as relevant?

A strong and genuine own interest in the PA results among the PACs contributed to successful implementation of the actions. The priority area coordination in PA1a benefits from the fact that the Romanian and Austrian Ministry of Transport as well as viadonau are strongly embedded in both the policy and project level. Projects thereby feed the policy process with facts-based inputs.

The intermediary role of the PA1a between policy initiatives of the European Commission (DG MOVE) on the one side and project development (in order to implement these policy initiatives) on the other side works well. Especially in the area of fairway rehabilitation and maintenance, the close policy/project coordination has borne fruits. Specifically, the results of the FAIRway Danube project (a strategic project co-financed by the Connecting Europe Facility) are monitored and enhanced by the PA1a Steering Group and are used by the Commission as input to the policy process. As in the past, the Ministers responsible for Transport in the Danube Region are planned to draw formal conclusions on the basis of the EUSDR/FAIRway Danube work in the framework of their ministerial meeting (scheduled for 20th June 2016). With concrete, technical and project-based inputs, PA1a continues to play an important role in feeding the policy process, which should ultimately contribute to the achievement of the EUSDR targets.

Moreover, apart from the Member States, PA1a has a strong link with stakeholders (e.g. representatives of business industry, river commissions, environmental stakeholders), which helps to keep focused on the most pressing problems and issues, as well as to keep focused on the achievement of the EUSDR PA1a targets.

4.6 THE FUTURE

Question 27: Based on what has been reported so far in Section 4: what next steps and challenges for better PA governance in the future that the PA finds important to be shared for further consideration (incl. possible solutions to overcome the challenges)?

Policy processes and project initiatives should continue to be aligned as much as possible. A supporting funding landscape should be secured, in order for project initiatives to be realised.

Furthermore, close cooperation and coordination with other PAs is crucial for the success of the EUSDR. Achievement of the target 1, 2 and 3 are particularly dependent on good cooperation with PA11, PA6 and PA1b respectively. The cooperation mechanisms in place between the PACs are planned to be continued in the upcoming reporting periods. This will mainly be done through joint working group meetings or active participation in thematic events organised by third parties.

The commitment of all Danube riparian countries is required to reach the EUSDR targets. The participation and engagement of specific countries in the framework of the PA1a Steering Group needs ongoing consideration and attention.

In the case of Germany the formal commitment for active participation appeared to be lacking in the reporting period (technical contributions received, but no participation in Steering Group meetings). The participation of Germany is all the more important against the background of the severe navigational problems encountered on the German stretch of the Danube. The participation of Germany in PA1a Steering Group activities would need to be addressed on a strategic level (NCPs/DG REGIO).

During the last Steering Committee meeting (9th February 2016 in Brussels) important non-EU countries could not participate in Steering Group meetings because travel budgets are lacking in these countries (notably Serbia, Bosnia & Herzegovina, Moldova, Ukraine). The formal commitment of these countries is still given, as was shown by the delivery of technical inputs for important EUSDR documents by for instance

Serbia and Ukraine. The most evident counter measures to (re-)establish the meeting participation of non-EU member states are following:

- Organise the Steering Group meetings in the Danube Region (reduce travel costs for individual members)*
- Seek synergies with other (project) meetings in which the respective countries already participate (spread travel costs)*
- Refund travel expenses for non-Member States in justified cases by the PA1a Technical Secretariat.*

ANNEX I: ROADMAPS TO IMPLEMENT EACH PA ACTION

Table 8: Roadmap to implement an action (until end of 2020)

Roadmaps related to Target 1

ROADMAP FOR ACTION 1			
<i>EUSDR Target to which the Roadmap is related</i>	<i>(1) Increase the cargo transport on the river by 20% by 2020 compared to 2010.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A1 – To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2020</i>
<i>Milestones</i>	<i>Definition of milestone</i>	<i>Planned deadline for achieving the milestone</i>	<i>Responsible actors for the milestone</i>
<i>M1</i>	<i>Provision of consolidated feedback on proposed first concept of Good Navigation Status (to be achieved by 2030 according to TEN-T Regulation)</i>	<i>November 2016</i>	<i>PA1a Steering Group</i>
<i>M2</i>	<i>Provision of consolidated feedback on draft final concept of Good Navigation Status (to be achieved by 2030 according to TEN-T Regulation)</i>	<i>September 2017</i>	<i>PA1a Steering Group</i>

ROADMAP FOR ACTION 2

<i>EUSDR Target to which the Roadmap is related</i>	<i>(1) Increase the cargo transport on the river by 20% by 2020 compared to 2010.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A2 – To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2020</i>
<i>Milestones</i>	<i>Definition of milestone</i>	<i>Planned deadline for achieving the milestone</i>	<i>Responsible actors for the milestone</i>
<i>M1</i>	<i>Release of Letters of Recommendation for waterway infrastructure projects*</i>	<i>2016</i>	<i>PA1a Steering Group</i>
<i>M2</i>	<i>Release of Letters of Recommendation for waterway infrastructure projects*</i>	<i>2017</i>	<i>PA1a Steering Group</i>
<i>M3</i>	<i>Release of Letters of Recommendation for waterway infrastructure projects*</i>	<i>2018</i>	<i>PA1a Steering Group</i>
<i>M4</i>	<i>Release of Letters of Recommendation for waterway infrastructure projects*</i>	<i>2019</i>	<i>PA1a Steering Group</i>
<i>M5</i>	<i>Release of Letters of Recommendation for waterway infrastructure projects*</i>	<i>2020</i>	<i>PA1a Steering Group</i>

** If applicable, i.e. if potential project consortia take first proactive steps and if corresponding calls for projects are available*

ROADMAP FOR ACTION 3

<i>EUSDR Target to which the Roadmap is related</i>	<i>(1) Increase the cargo transport on the river by 20% by 2020 compared to 2010.</i>
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<i>EUSDR Action to which the Roadmap is related</i>	<i>A3 – To modernise the Danube fleet in order to improve environmental and economic performance</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	2020
Milestones	Definition of milestone	Planned deadline for achieving the milestone	Responsible actors for the milestone
<i>M1</i>	<i>Validation of best available greening technologies as identified by PROMINENT project (Horizon2020)</i>	<i>Spring 2016</i>	<i>PA1a Working Group on Fleet Modernisation</i>
<i>M2</i>	<i>Validation of final results of PROMINENT project / roll out strategy for greening technologies</i>	<i>Spring 2018</i>	<i>PA1a Steering Group</i>
<i>M3</i>	<i>Adaptation of roll out plan for greening technologies (as developed in PROMINENT project) to specific needs of Danube Region</i>	<i>Spring 2019</i>	<i>PA1a Technical Secretariat</i>

ROADMAP FOR ACTION 4			
<i>EUSDR Target to which the Roadmap is related</i>	<i>(1) Increase the cargo transport on the river by 20% by 2020 compared to 2010.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A4 – To coordinate national transport policies in the field of navigation in the Danube basin</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	2020

<i>Milestones</i>	<i>Definition of milestone</i>	<i>Planned deadline for achieving the milestone</i>	<i>Responsible actors for the milestone</i>
<i>M1</i>	<i>Alignment of main activities in PA1a with European policy initiatives in the field of inland navigation (Participation in NAIADES dialogue and/or PLATINA meeting)</i>	<i>2016</i>	<i>PA1a Technical Secretariat</i>
<i>M2</i>	<i>Alignment of main activities in PA1a with European policy initiatives in the field of inland navigation (Participation in NAIADES dialogue and/or PLATINA meeting)</i>	<i>2017</i>	<i>PA1a Technical Secretariat</i>
<i>M3</i>	<i>Alignment of main activities in PA1a with European policy initiatives in the field of inland navigation (Participation in NAIADES dialogue and/or PLATINA meeting)</i>	<i>2018</i>	<i>PA1a Technical Secretariat</i>
<i>M4</i>	<i>Alignment of main activities in PA1a with European policy initiatives in the field of inland navigation (Participation in NAIADES dialogue and/or PLATINA meeting)</i>	<i>2019</i>	<i>PA1a Technical Secretariat</i>
<i>M5</i>	<i>Alignment of main activities in PA1a with European policy initiatives in the field of inland navigation (Participation in NAIADES dialogue and/or PLATINA meeting)</i>	<i>2020</i>	<i>PA1a Technical Secretariat</i>

ROADMAP FOR ACTION 5

<i>EUSDR Target to which the Roadmap is related</i>	<i>(1) Increase the cargo transport on the river by 20% by 2020 compared to 2010.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A5 – To support Danube Commission in finalising the process of reviewing the Belgrade Convention</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2016</i>
Milestones	Definition of milestone	Planned deadline for achieving the milestone	Responsible actors for the milestone
<i>M1</i>	<i>Provision of feedback and delineation of activities between PA1a and Danube Commission (as finally laid down in administrative agreement between DG MOVE and DC)</i>	<i>Spring 2016</i>	<i>PA1a Technical Secretariat</i>

ROADMAP FOR ACTION 6

<i>EUSDR Target to which the Roadmap is related</i>	<i>(1) Increase the cargo transport on the river by 20% by 2020 compared to 2010.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A6 – To develop ports in the Danube river basin into multimodal logistics centres</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2020</i>
Milestones	Definition of milestone	Planned deadline for achieving the milestone	Responsible actors for the milestone

<i>M1</i>	<i>Release of Letters of Recommendation for port development projects*</i>	<i>2016</i>	<i>PA1a Steering Group</i>
<i>M2</i>	<i>Release of Letters of Recommendation for port development projects*</i>	<i>2017</i>	<i>PA1a Steering Group</i>
<i>M3</i>	<i>Release of Letters of Recommendation for port development projects*</i>	<i>2018</i>	<i>PA1a Steering Group</i>
<i>M4</i>	<i>Release of Letters of Recommendation for port development projects*</i>	<i>2019</i>	<i>PA1a Steering Group</i>
<i>M5</i>	<i>Release of Letters of Recommendation for port development projects*</i>	<i>2020</i>	<i>PA1a Steering Group</i>

* If applicable, i.e. if potential project consortia take first proactive steps and if corresponding calls for projects are available

ROADMAP FOR ACTION 7			
<i>EUSDR Target to which the Roadmap is related</i>	<i>(1) Increase the cargo transport on the river by 20% by 2020 compared to 2010.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A7 – To improve comprehensive waterway management of the Danube and its tributaries</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2020</i>
<i>Milestones</i>	<i>Definition of milestone</i>	<i>Planned deadline for achieving the milestone</i>	<i>Responsible actors for the milestone</i>
<i>M1</i>	<i>Validation of National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries (including appeal towards Ministers of Transport)</i>	<i>May 2016</i>	<i>PA1a Steering Group</i>

M2	<i>Validation of National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries</i>	<i>November 2016</i>	<i>PA1a Steering Group</i>
M3	<i>Validation of National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries</i>	<i>May 2017</i>	<i>PA1a Steering Group</i>
M4	<i>Validation of National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries</i>	<i>May 2018</i>	<i>PA1a Steering Group</i>
M5	<i>Validation of National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries</i>	<i>May 2019</i>	<i>PA1a Steering Group</i>
M6	<i>Validation of National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries</i>	<i>May 2020</i>	<i>PA1a Steering Group</i>

ROADMAP FOR ACTION 8			
<i>EUSDR Target to which the Roadmap is related</i>	<i>(1) Increase the cargo transport on the river by 20% by 2020 compared to 2010.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A8 – To promote sustainable freight transport in the Danube Region</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2020</i>

<i>Milestones</i>	<i>Definition of milestone</i>	<i>Planned deadline for achieving the milestone</i>	<i>Responsible actors for the milestone</i>
<i>M1</i>	<i>Validation of draft recommendations on improved control procedures along the Danube</i>	<i>June 2016</i>	<i>PA1a/PA11 Working Group on Administrative Processes and PA1a Steering Group</i>
<i>M2</i>	<i>Validation of final recommendations on improved control procedures along the Danube</i>	<i>Autumn 2017</i>	<i>PA1a/PA11 Working Group on Administrative Processes and PA1a Steering Group</i>

ROADMAP FOR ACTION 9

<i>EUSDR Target to which the Roadmap is related</i>	<i>(1) Increase the cargo transport on the river by 20% by 2020 compared to 2010.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A9 – To implement harmonised River Information Services (RIS)</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2020</i>
<i>Milestones</i>	<i>Definition of milestone</i>	<i>Planned deadline for achieving the milestone</i>	<i>Responsible actors for the milestone</i>
<i>M1</i>	<i>Validation of final results on international data exchange of RIS COMEX project (Connecting Europe Facility)</i>	<i>Summer 2020</i>	<i>PA1a Steering Group</i>

ROADMAP FOR ACTION 10

<i>EUSDR Target to which the Roadmap is related</i>	<i>(1) Increase the cargo transport on the river by 20% by 2020 compared to 2010.</i>
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<i>EUSDR Action to which the Roadmap is related</i>	<i>A10 – To invest in education and jobs in the Danube navigation sector</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2020</i>
<i>Milestones</i>	<i>Definition of milestone</i>	<i>Planned deadline for achieving the milestone</i>	<i>Responsible actors for the milestone</i>
<i>M1</i>	<i>Validation of standard for required professional competences as proposed by CESNI</i>	<i>Spring 2018</i>	<i>PA1a Steering Group</i>

Roadmaps related to Target 2

ROADMAP FOR ACTION 1			
<i>EUSDR Target to which the Roadmap is related</i>	<i>(2) 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 2020.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A1 – To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2020</i>
<i>Milestones</i>	<i>Definition of milestone</i>	<i>Planned deadline for achieving the milestone</i>	<i>Responsible actors for the milestone</i>
<i>M1</i>	<i>Provision of updated project data sheets on waterway infrastructure projects in order to support progress monitoring along the Rhine-Danube corridor (Support the update of Rhine-Danube corridor work plans)</i>	<i>June 2016</i>	<i>PA1a Technical Secretariat</i>
<i>M2</i>	<i>Provision of updated project data sheets on waterway infrastructure projects in order to support progress monitoring along the Rhine-Danube corridor (Support the update of Rhine-Danube corridor work plans)</i>	<i>June 2017</i>	<i>PA1a Technical Secretariat</i>
<i>M3</i>	<i>Provision of updated project data sheets on waterway infrastructure projects in order to support progress monitoring along the Rhine-Danube corridor (Support the update of Rhine-Danube corridor work plans)</i>	<i>June 2018</i>	<i>PA1a Technical Secretariat</i>
<i>M4</i>	<i>Provision of updated project data sheets on waterway infrastructure projects in order to support progress monitoring along the Rhine-Danube corridor (Support the update of Rhine-</i>	<i>June 2019</i>	<i>PA1a Technical Secretariat</i>

	<i>Danube corridor work plans)</i>		
M5	<i>Provision of updated project data sheets on waterway infrastructure projects in order to support progress monitoring along the Rhine-Danube corridor (Support the update of Rhine-Danube corridor work plans)</i>	<i>June 2020</i>	<i>PA1a Technical Secretariat</i>

ROADMAP FOR ACTION 2			
<i>EUSDR Target to which the Roadmap is related</i>	<i>(2) 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 2020.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A2 – To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2020</i>
Milestones	Definition of milestone	Planned deadline for achieving the milestone	Responsible actors for the milestone
<i>M1</i>	<i>Provision of project support (project concept development, financing opportunities, preparation of Letters of Support) for waterway infrastructure projects*</i>	<i>2016</i>	<i>PA1a Technical Secretariat</i>
<i>M2</i>	<i>Provision of project support (project concept development, financing opportunities, preparation of Letters of Support) for waterway infrastructure projects*</i>	<i>2017</i>	<i>PA1a Technical Secretariat</i>
<i>M3</i>	<i>Provision of project support (project concept development, financing opportunities, preparation of Letters of Support) for waterway infrastructure projects*</i>	<i>2018</i>	<i>PA1a Technical Secretariat</i>

M4	Provision of project support (project concept development, financing opportunities, preparation of Letters of Support) for waterway infrastructure projects*	2019	PA1a Technical Secretariat
M5	Provision of project support (project concept development, financing opportunities, preparation of Letters of Support) for waterway infrastructure projects*	2020	PA1a Technical Secretariat

* If applicable, i.e. if potential project consortia take first proactive steps and if corresponding calls for projects are available

ROADMAP FOR ACTION 7			
<i>EUSDR Target to which the Roadmap is related</i>	(2) 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 2020.		
<i>EUSDR Action to which the Roadmap is related</i>	A7 – To improve comprehensive waterway management of the Danube and its tributaries	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	2020
Milestones	Definition of milestone	Planned deadline for achieving the milestone	Responsible actors for the milestone
M1	Preparation of technical input for National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries – inclusion of data from Germany, Bosnia & Herzegovina, Moldova and Ukraine (non-FAIRway Danube partner countries)	May 2016	PA1a Technical Secretariat
M2	Preparation of technical input for National	November 2016	PA1a Technical Secretariat

	<i>Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries – inclusion of data from Germany, Bosnia & Herzegovina, Moldova and Ukraine (non-FAIRway Danube partner countries)</i>		
<i>M3</i>	<i>Preparation of technical input for National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries – inclusion of data from Germany, Bosnia & Herzegovina, Moldova and Ukraine (non-FAIRway Danube partner countries)</i>	<i>May 2017</i>	<i>PA1a Technical Secretariat</i>
<i>M4</i>	<i>Preparation of technical input for National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries – inclusion of data from Germany, Bosnia & Herzegovina, Moldova and Ukraine (non-FAIRway Danube partner countries)</i>	<i>May 2018</i>	<i>PA1a Technical Secretariat</i>
<i>M5</i>	<i>Preparation of technical input for National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries – inclusion of data from Germany, Bosnia & Herzegovina, Moldova and Ukraine (non-FAIRway Danube partner countries)</i>	<i>May 2019</i>	<i>PA1a Technical Secretariat</i>
<i>M6</i>	<i>Preparation of technical input for National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries – inclusion of data from Germany, Bosnia & Herzegovina, Moldova and Ukraine (non-FAIRway Danube partner countries)</i>	<i>May 2020</i>	<i>PA1a Technical Secretariat</i>

Roadmaps related to Target 3

ROADMAP FOR ACTION 6			
<i>EUSDR Target to which the Roadmap is related</i>	<i>(3) 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.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A6 – To develop ports in the Danube river basin into multimodal logistics centres</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2020</i>
<i>Milestones</i>	<i>Definition of milestone</i>	<i>Planned deadline for achieving the milestone</i>	<i>Responsible actors for the milestone</i>
<i>M1</i>	<i>Provision of project support (project concept development, financing opportunities, preparation of Letters of Support) for port development projects*</i>	<i>2016</i>	<i>PA1a Technical Secretariat</i>
<i>M2</i>	<i>Provision of project support (project concept development, financing opportunities, preparation of Letters of Support) for port development projects*</i>	<i>2017</i>	<i>PA1a Technical Secretariat</i>
<i>M3</i>	<i>Provision of project support (project concept development, financing opportunities, preparation of Letters of Support) for port development projects*</i>	<i>2018</i>	<i>PA1a Technical Secretariat</i>
<i>M4</i>	<i>Provision of project support (project concept development, financing opportunities, preparation of Letters of Support) for port development projects*</i>	<i>2019</i>	<i>PA1a Technical Secretariat</i>

<i>M5</i>	<i>Provision of project support (project concept development, financing opportunities, preparation of Letters of Support) for port development projects*</i>	<i>2020</i>	<i>PA1a Technical Secretariat</i>

** If applicable, i.e. if potential project consortia take first proactive steps and if corresponding calls for projects are available*

ROADMAP FOR ACTION 8			
<i>EUSDR Target to which the Roadmap is related</i>	<i>(3) 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.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A8 – To promote sustainable freight transport in the Danube Region</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2020</i>
<i>Milestones</i>	<i>Definition of milestone</i>	<i>Planned deadline for achieving the milestone</i>	<i>Responsible actors for the milestone</i>
<i>M1</i>	<i>Update of Danube Logistics Portal and organisation of Danube Business Talks</i>	<i>Summer 2016</i>	<i>PA1a Technical Secretariat / viadonau</i>
<i>M2</i>	<i>Update of Danube Logistics Portal and organisation of Danube Business Talks</i>	<i>Summer 2018</i>	<i>PA1a Technical Secretariat / viadonau</i>

Roadmaps related to Target 4

ROADMAP FOR ACTION 9			
<i>EUSDR Target to which the Roadmap is related</i>	<i>(4) Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2020.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A9 – To implement harmonised River Information Services (RIS)</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2020</i>
<i>Milestones</i>	<i>Definition of milestone</i>	<i>Planned deadline for achieving the milestone</i>	<i>Responsible actors for the milestone</i>
<i>M1</i>	<i>Validation of first interim results on international data exchange of RIS COMEX project (Connecting Europe Facility)</i>	<i>Summer 2018</i>	<i>PA1a Working Group on River Information Services</i>
<i>M2</i>	<i>Adaptation of final results on international data exchange of RIS COMEX project (Connecting Europe Facility) to specific needs of Danube Region</i>	<i>Summer 2020</i>	<i>PA1a Technical Secretariat</i>

Roadmaps related to Target 5

ROADMAP FOR ACTION 10			
<i>EUSDR Target to which the Roadmap is related</i>	<i>(5) Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.</i>		
<i>EUSDR Action to which the Roadmap is related</i>	<i>A10 – To invest in education and jobs in the Danube navigation sector</i>	<i>Deadline (year) for finalising implementation of the EUSDR Action</i>	<i>2020</i>
<i>Milestones</i>	<i>Definition of milestone</i>	<i>Planned deadline for achieving the milestone</i>	<i>Responsible actors for the milestone</i>
<i>M1</i>	<i>Validation of first results of working group on professional qualifications (European Committee for drawing up standards in the field of inland navigation (CESNI) as set up in June 2015)</i>	<i>Summer 2017</i>	<i>PA1a Working Group on Education and Jobs</i>
<i>M2</i>	<i>Technical feedback on a standard for required professional competences as proposed by CESNI</i>	<i>Spring 2018</i>	<i>PA1a Working Group on Education and Jobs</i>
<i>M3</i>	<i>Validation of final results as produced by Danube Skills project (Danube Transnational Programme)</i>	<i>Summer 2019</i>	<i>PA1a Working Group on Education and Jobs</i>

ANNEX II: PA'S WORKPLAN FOR 1 YEAR

Table 9: PA's workplan for 1 year (until end of calendar year 2016)

Workplan for activities	Corresponding		YEAR 1			
	Actions	Milestones	Q1	Q2	Q3	Q4
(a)	(b)	(c)	(d)	(e)	(f)	(g)
Policy development activities:						
Provision of consolidated feedback on proposed first concept of Good Navigation Status (to be achieved by 2030 according to TEN-T Regulation)	A1	M1 (Target 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Validation of National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries (including appeal towards Ministers of Transport)	A7	M1 (Target 1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preparation of technical input for National Action Plans on the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries – inclusion of data from Germany, Bosnia & Herzegovina, Moldova and Ukraine (non-FAIRway Danube partner countries)	A7	M1 (Target 2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Validation of draft recommendations on improved control procedures along the Danube	A8	M1 (Target 1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Activities related to Strategic projects:						
Identification of strategic projects in the area of PA1a (Agreement with PA1a Steering Group)	A1-A10	Continuous and ongoing activity	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Elaboration of Strategic Project Data Sheets	A1-A10	Continuous and ongoing activity	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Activities related to other projects:						
Monitor and facilitate relevant ongoing and future project activities	A1-A10	Continuous and ongoing activity	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Workplan for activities	Corresponding		YEAR 1			
	Actions	Milestones	Q1	Q2	Q3	Q4
(a)	(b)	(c)	(d)	(e)	(f)	(g)
Maintenance of project database via www.danube-navigation.eu	A1-A10	Continuous and ongoing activity	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Coordination and cooperation activities:						
Support cooperation and exchange of experience between all actors in PA1a through organisation of thematic coordination meetings including all relevant stakeholders	A1-A10	Continuous and ongoing activity	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Provision of feedback and delineation of activities between PA1a and Danube Commission	A5	M1 (Target 1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Activities for involvement of stakeholders and civil society:						
Represent PA1a at horizontal EUSDR coordination activities and stakeholder meetings	A1-A10	Continuous and ongoing activity	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Participation in final event PLATINA-2 project	A4	M1 (Target 1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Update of Danube Logistics Portal and organisation of Danube Business Talks	A8	M1 (Target 3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Organisation of Working Group on "Waterway infrastructure and management" (incl. agenda, presentations and minutes) – in the framework of the Danube Business Talks on 28th June 2016 in Linz (Austria)	A7	M1 (Target 1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Organisation of Working group on "Administrative processes" (incl. agenda, presentations and minutes) – in the framework of the Danube Business Talks on 28th June 2016 in Linz (Austria).	A8	M1 (Target 1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Organisation of Working group on "Waterway infrastructure and management" (incl. agenda, presentations and minutes) on 15 th November 2016 in Vienna.	A7	M2 (Target 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Organisation of Working group on "Fleet modernisation" (incl. agenda,	A3	M1 (Target 1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Workplan for activities	Corresponding		YEAR 1			
	Actions	Milestones	Q1	Q2	Q3	Q4
(a)	(b)	(c)	(d)	(e)	(f)	(g)
presentations and minutes) in cooperation with the PROMINENT project (in Bucharest).						
Publicity and communication activities:						
Maintenance of public website www.danube-navigation.eu	A1-A10	Continuous and ongoing activity	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Distribution of email information to evolving list of interested users	A1-A10	Continuous and ongoing activity	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Provision of inputs to EUSDR overall event calendar	A1-A10	Continuous and ongoing activity	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Management activities:						
30 th April 2016: Interim Progress Report, interim financial progress report and interim certificate on the financial statements.	A1-A10	-	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Organisation of 10th PA1a Steering Group Meeting	A1-A10	-	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Organisation of 11th PA1a Steering Group Meeting	A1-A10	-	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Organisation of 12th PA1a Steering Group Meeting	A1-A10	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31st December 2016: Final Progress Report, Final financial progress report and Final certificate on the financial statements	A1-A10	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>