



EU STRATEGY FOR THE DANUBE REGION

IMPLEMENTATION REPORT OF EUSDR PRIORITY AREA

PA1a Mobility | Waterways

Reported period: from 01/07/2016 to 31/12/2016

(VERSION 24 April 2017)

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.....	7
2.1.3	Policy lessons learned	8
2.1.4	Future policy development.....	8
2.2	Progress on PA's targets	9
2.3	Progress on PA's actions.....	12
2.4	Progress on milestones.....	14
2.5	Progress on activities	18
2.6	EUSDR Strategic Projects	20
3	FUNDING.....	22
3.1	Main achievements in terms of funding.....	22
3.2	Lessons learned	22
3.3	The future	22
4	GOVERNANCE	23
4.1	Organisation and functioning of PA	23
4.2	Coordination and cooperation activities	24
4.3	Activities for involvement of stakeholders and civil society	24
4.4	Publicity and communication activities	25
4.5	Lessons learned	26
4.6	The future	26

TABLES

<i>Table 1: Progress on targets during the reporting period.....</i>	9
<i>Table 2: Progress on actions during the reporting period</i>	12
<i>Table 3: Progress on milestones during the reporting period.....</i>	14
<i>Table 4 Activities undertaken to progress on PA implementation.....</i>	18
<i>Table 5: Projects identified and proposed by PA as EUSDR strategic project.....</i>	20
<i>Table 6: Proposed EUSDR strategic projects, which were approved for funding</i>	20
<i>Table 7: Attendance of SG meetings</i>	23
<i>Table 8: Roadmap to implement an action</i>	Fehler! Textmarke nicht definiert.
<i>Table 9: PA's workplan for 1 year.....</i>	Fehler! Textmarke nicht definiert.

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.

Being a platform that brings together all Danube states, commercial parties, river commissions, international organisations, NGOs etc. the EU Strategy for the Danube Region (EUSDR) and the Priority Area 1a on inland waterways actively addressed several problems and achieved following impacts in the period July-December 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 Fairway Rehabilitation and Maintenance Master Plan (FRMMP) was developed in 2014 in cooperation with the waterway administrations and representatives of private shipping companies. 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). Within the context of this project, so called National Action Plans are produced regularly, in order to monitor the progress made on the implementation of the FRMMP. The most recent version of the National Action Plans was discussed with PA1a stakeholders at the occasion of the 9th meeting of the PA1a Working Groups in Vienna on 15th November 2016.

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 final recommendations have been discussed between control authorities and representatives of PA1a in the framework of the PA11 Steering Group meeting on 23rd November 2016 (**Action 8/Milestone 2**). Furthermore a meeting between Priority Area 1a and control authorities of border control points in Bezdan and Veliko Gradište (Serbia, 11–12 October 2016) took place in order to collect empirical feedback on the measures developed.

Expressed in key facts following achievements can be presented for PA1a in the reporting period between July 2016 and December 2016:

Targets:

- *Total number of PA targets: 5*
- *Number of targets already achieved: 0 (all revised targets are aimed to be completed in 2020)*
- *Number of targets developing satisfactorily: 3*

Actions:

- *Number of actions already implemented: all actions have been started and are operational. One action (action 5) is considered to be completed in the previous reporting period.*

Milestones:

- *3 milestones divided over 3 roadmaps have been completed in the reporting period.*

Projects:

- *111 projects are contained in the project database operated by PA1a Technical Secretariat*
- *9 Letters of Recommendation for strategically important projects had been issued in the previous reporting period: 4 projects had already been approved for funding through the Connecting Europe Facility (total project volume of 166 mln Euro) in the previous reporting period. During the current reporting period (July-December 2016) the remaining 5 projects as submitted in the*

Danube Transnational Programme have been selected for final approval (Danube STREAM, Danube SKILLS, DANTE, DAPHNE and ENERGY BARGE), with a total amount of 11.4 mln Euro of approved funding.

Events:

- *1 PA1a Working Group meeting was organised by the PA1a Technical Secretariat in the reporting period (36 participants).*
- *10 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 – 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. Key actions from the Master Plan have since then been taken up by both the PA1a Technical Secretariat and the FAIRway Danube project. The FAIRway Danube project presented draft Actions Plans (set up to monitor progress on the implementation of the Masterplan) at the occasion of the PA1a Working Group meeting on Waterway Infrastructure and Management in Vienna on 15th November 2016 (Action 7/Milestone 2).

Reduction of red tape – Through a joint working group between PA1a (Inland Waterways) and PA11 (Security) both the control authorities and commercial shipping companies were engaged in the formulation of 20 priority measures in order to improve cross-border control procedures. These recommendations and measures have been validated and discussed between control authorities and representatives of PA1a in the framework of the PA11 Steering Group meeting on 23rd November 2016 in Munich (Action 8/Milestone 2). The definition of responsibilities of PA11 stakeholders for selected priority measures is still under discussion.

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 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?

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 one update of national action plans (in December 2016), with detailed analyses of the operational performance of the Danube waterway and the identification of the budget needs. The draft action plans of December 2016 were discussed and validated within the framework of the PA1a Working Group on Waterway Management.

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)?

- *Regarding the theme of “Coordinated waterway rehabilitation and maintenance activities” no new policy findings or lessons learnt were identified in the current reporting period.*
- *Regarding the theme of “Reduction of red tape” it proved to be difficult to identify control authorities / PA11 stakeholders to assume responsibility for the implementation of priority measures, as identified in the catalogue of measures of the joint PA1a/PA11 working group. In order to achieve results (implementation of all priority measures) more policy attention and emphasis would be required. The embedding of the joint PA1a/PA11 activities into the European eGovernment Action Plan would possibly be advisable against this background.*

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.

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>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 (Action 7/Milestones 1-5) 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>Furthermore, Letters of recommendation for port-related projects were released by the PA1a Steering Group for 2 projects (Action 6/Milestone 1), as approved for funding within the INTERREG Danube Transnational Programme (DAPHNE – Danube Ports Network and ENERGY BARGE).</p> <p>Further implementation of the projects is however largely</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)
					beyond the control of the priority area.
<u>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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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. The second aspect of the revised target (international exchange of RIS data by 2020) is actively addressed the RIS COMEX project, which effectively started under the Connecting Europe Facility in September 2016 (Action 9/Milestones 1 and 2).
<u>Target (5)</u> 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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). Important implementation projects such as Danube SKILLS were delayed due to strong delays in the Danube Transnational Programme. These projects will start at the beginning of 2017 (Action 10/Milestone 3).

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. Crucial implementation projects (5 of them recently approved for funding under the INTERREG Danube Transnational Programme) will start on 1st January 2017 and will run until June 2019.

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 in the previous reporting period (9th February 2016).

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	ASP	ASP	ASP	ACpp	ASP	ASP	ASP	ASP	ASP
Target (2)	ASP	ASP					ASP			
Target (3)						ASP		ASP		
Target (4)									ASP	
Target (5)										ASP

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.

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.

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	MPD	MNS								
	A2	MCpp	MNS	MNS	MNS	MNS					
	A3	MCpp	MNS	MNS							
	A4	MCpp	MNS	MNS	MNS	MNS					
	A5	MCpp									
	A6	MCpp	MNS	MNS	MNS	MNS					
	A7	MCpp	MCcp	MNS	MNS	MNS	MNS				
	A8	MCpp	MCcp								
	A9	MNS									
	A10	MNS									
T2	A1	MCpp	MNS	MNS	MNS	MNS					
	A2	MCpp	MNS	MNS	MNS	MNS					
	A7	MCpp	MCcp	MNS	MNS	MNS	MNS				
T3	A6	MCpp	MNS	MNS	MNS	MNS					
	A8	MCpp	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);
-----	--

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

M1 Provision of consolidated feedback on proposed first concept of Good Navigation Status

Feedback on the GNS concept by the PA1a Steering Group could not yet be gathered, as the first concept by the GNS consortium was delivered at the end of December 2016. The theme will be on the agenda of the first upcoming PA1a Steering Group meeting (scheduled for May 2017).

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

No further milestones planned in reporting period.

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

No further milestones planned in reporting period.

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

No further milestones planned in reporting period.

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

No further milestones planned in reporting period.

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

No further milestones planned in reporting period.

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

M2 *Validation of National Action Plans on the FRMMP*

The action plans were discussed with the PA1a Working Group on 15th November 2016 and distributed by e-mail to the Steering Group members.

A8 – To promote sustainable freight transport in the Danube Region

M2 *Validation of final recommendations on improved control procedures along the Danube*

The final recommendations document was discussed and validated with stakeholders from PA11 at the occasion of the PA11 Steering Group on 23rd November 2016 in Munich.

A9 – To implement harmonised River Information Services (RIS)

No further 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

No further milestones planned in reporting period.

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

No further milestones planned in reporting period.

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

M2 *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 November 2016.

Target 3

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

No further milestones planned in reporting period.

A8 – To promote sustainable freight transport in the Danube Region

No further milestones planned in reporting period.

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 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 Budapest on 15th September 2016 ▪ Presentation of environmental impacts of waterway management activities during ICPDR plenary meeting in Vienna on 6th December 2016 ▪ Presentation of adapted National Action Plans on the FRMMP during PA1a Working Group in Vienna on 15th November 2016
A2	<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) – Update of Project List
A3	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ Participation in JRC EDGAR workshop in Ispra on 17th October 2016
A4	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ No activities in reporting period.
A5	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ No activities in reporting period.
A6	<p><u>Target 1</u></p> <ul style="list-style-type: none"> ▪ No activities in reporting period <p><u>Target 3</u></p> <ul style="list-style-type: none"> ▪ 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)

PA Actions (numbers)	Activities undertaken during the reporting period to progress on PA implementation
(a)	(b)
	<u>Target 2</u> <ul style="list-style-type: none"> ▪ <i>Coordination and inclusion of technical input of non-FAIRway partner countries in National Action Plans on FRMMP</i>
A8	<u>Target 1</u> <ul style="list-style-type: none"> ▪ <i>Presentation of results of Working Group on Administrative Processes during PA11 Steering Group in Munich Vienna on 23rd November 2016</i> <u>Target 3</u> <ul style="list-style-type: none"> ▪ <i>No activities in reporting period</i>
A9	<u>Target 1</u> <ul style="list-style-type: none"> ▪ <i>No activities in reporting period</i>
A10	<u>Target 1</u> <ul style="list-style-type: none"> ▪ <i>No activities in reporting period</i> <u>Target 5</u> <ul style="list-style-type: none"> ▪ <i>No activities in reporting period</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>Not applicable in reporting period</i>				

In total 12 projects were proposed by the PACs and PA1a Steering Group as strategic projects on 4th May 2016. The Danube Strategy Point concluded a first screening of these proposals and the criteria beginning of December 2016. Based on this analysis it was proposed to select “FAIRway” as a strategic process (including the 3 interrelated and supporting projects “Upgrade of Gabčíkovo locks”, “Danube STREAM” and “SWIM”). Moreover the DAPHNE project was identified as a potentially strategic project within the context of PA1a.

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>Danube Skills</i>	<i>2,023,100 EUR</i>	<i>Interreg Danube Transnational Programme</i>
<i>Danube STREAM</i>	<i>2,108,661 EUR</i>	<i>Interreg Danube Transnational Programme</i>

<i>DANTE</i>	<i>1,982,786 EUR</i>	<i>Interreg Danube Transnational Programme</i>
<i>DAPHNE</i>	<i>2,985,406 EUR</i>	<i>Interreg Danube Transnational Programme</i>
<i>ENERGY BARGE</i>	<i>2,323,519 EUR</i>	<i>Interreg Danube Transnational Programme</i>
<i>Total</i>	<i>11.423.472 EUR</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.

9 Letters of Recommendation for strategically important projects had been issued in the previous reporting period: 4 projects had already been approved for funding through the Connecting Europe Facility (total project volume of 166 mln Euro) in the previous reporting period. During the current reporting period (July-December 2016) the remaining 5 projects as submitted in the Danube Transnational Programme have been selected for final approval (Danube STREAM, Danube SKILLS, DANTE, DAPHNE and ENERGY BARGE), with a total amount of 11.4 mln Euro of approved funding.

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 100% 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?

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

- Austria: Ms Viktoria Weissenburger has taken over the role in the Technical Secretariat of Ms Gudrun Maierbrugger (who had been assisting in the Technical Secretariat of PA1a since 2014 and who left viadonau) in December 2016.*
- Romania: Mr Mosteanu (Secretary of State) took over priority area coordination from Mr Marius Humelnicu as of June 2016.*

The cooperation and coordination between the different governance bodies in PA1a remained on a high level.

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>

During the reporting period between July and December 2016 no further Steering Group meetings took place.

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 – Further preparations for joint working topics between Pa1a/1b*
- PA10 – Monitoring of final project results in the framework of START II and TAF-DRP; Review of final project reports.*
- PA11 – Development of final recommendations for improved border procedures, participation in PA11 Steering Group meeting in Munich on 23rd November 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 one updates of national action plans (in December 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 Working Group.

Moreover, close coordination took place with the Joint Research Center in Ispra, through the active participation in the EDGAR workshop and the definition of common research themes on 17th October 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).

No further activities in the current reporting period.

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.

Moreover, PA1a organised one Working Group meeting itself during the reporting period, which attracted 36 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.

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, DTP and/or the Danube Strategy Point:

- 7th September 2016: Participation in PAC Seminar organised by the Interreg DTP in Budapest.
- 3rd November 2016: Participation in the EUSDR Annual Forum in Bratislava
- 29th September 2016: Moderation of PA1a Workshop in the framework of the DTP Annual Event in Bucharest.

Moreover the PA1a Technical Secretariat took part in a coordination meeting on the national level:

- 18th October 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 main activities around the FRMMP during Joint Statement Meeting in Budapest on 15th September 2016 (organised by the Danube Commission, Sava Commission and the International Commission for the Protection of the Danube River)
- Meeting Priority Areas 1a & Border control authorities of border control points in Bezdan and Veliko Gradište, Serbia, 11–12 October 2016
- Presentation of overview of activities in PA1a and identification of common research themes at the occasion of the EDGAR Workshop of the Joint Research Center in Ispra on 17th October 2016.
- Organisation of PA1a Working Group meeting on Comprehensive Waterway Management in Vienna on 15th November 2016
- Presentation on joint working group on administrative processes at the occasion of the PA11 Steering Group meeting in Munich on 23rd November 2016.
- Presentation of main activities around the FRMMP during ICPDR ordinary meeting in Vienna on 6th December 2016 (interdisciplinary dialogue)

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).

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. This close policy coordination shall also be continued, after personnel changes within DG MOVE in Autumn 2016.

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.

