Webinar on Transport in the Balkan and the Black Sea region

Monica Patrichi | online meeting | 19th November 2020
General overview


February 2011: EUSDR Priority Areas Coordinators were established

June 2011: start of EUSDR activities and first Steering Group meeting for PA 1a – To improve mobility and multimodality: Inland waterways

April 2020: Revised Action Plan - SWD(2020) 59 final
General overview

Pillar 1: Connect the region
- Culture and tourism, people to people
- Mobility Waterways

Pillar 2: Protecting the Environment
- Sustainable energy
- Environmental risks
- Biodiversity, landscapes, air & soil quality
- Water quality

Pillar 3: Building Prosperity
- Institutional capacity & cooperation
- Competitiveness
- Knowledge society
- People & skills

Pillar 4: Strengthen the Region
- Security
- Mobility Rail-Road-Air
Main action areas of Priority Area 1a
Six thematic areas – six actions – six Working Groups

Action 1: Contribute to improve waterway and port infrastructure & management

Action 2: Foster business development

Action 3: Facilitate fleet modernisation

Action 4: Support the further roll-out and enhancement of River Information Services

Action 5: Contribute to the enhanced quality of education and jobs

Action 6: Contribute to the simplification, harmonisation and digitalisation of administrative processes
PA1a Working Group 1: Waterway and port infrastructure and management
Fairway Rehabilitation and Maintenance Master Plan (FRMMP)

- Main objective: establish stable fairway conditions along the entire Danube
- Initiated in April 2014 by Danube Region Strategy (Priority Area 1a)
- Prepared in close cooperation with PA1a, the European Commission and the Danube waterway administrations
- Endorsed every 2 years by the majority of Danube Transport Ministers; last one in June 2020
- Implemented in large parts through the FAIRway Danube project (Connecting Europe Facility)
Successful interplay between policy and projects

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<td><strong>Policy process (ministerial level)</strong></td>
<td><strong>PA1a Coordination</strong></td>
<td><strong>Fairway Masterplan</strong></td>
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**PA1a Steering Group Appeal**
- Lists **critical locations** as regards fairway rehabilitation and maintenance
  - below **2.5m fairway depth (ENR)** and specified fairway widths
  - Identified by waterway administrations and Danube users

- Specifies the **required national measures** and **additional investments needed** to reach recommended minimum Levels of Service
Key achievements since the endorsement of the FRMMP in 2014

- large number of implementation projects (FAIRway Danube, FAST Danube, HUMARK, …)

  ➔ EU co-financing is a crucial enabler for these investments (mainly CEF, Operational Programmes, IPA)

  ➔ Investments 2014-2019: more than 70 million EUR
Key achievements since the endorsement of the FRMMP in 2014

- efforts are starting to bear fruit on the ground
  - fairway conditions are improving at several critical locations

selected impressions

- improved information basis
- improved marking activities
- dredging (on the Lower Danube)
PA1a Working Group 2: Business development
PA1a actions to support business development

The objective of this action is to support transnational initiatives to promote inland waterway transport and business development in order to raise the modal share of inland waterway transport in the Danube Region.

Planned actions:

- Set up regular stakeholder meetings to identify waterway user needs on a continuous basis
- Conduct market analyses to identify promising market segments for Danube navigation
- Contribute to international business-to-business meetings (e.g. Danube Business Talks) by means of organizational support and content
PA1a Working Group 3: Facilitate fleet modernisation
EU Strategy for the Danube Region
Priority Area 1a – To improve mobility and multimodality: Inland waterways

DANUBE IWT MODERNISATION

**USE OF ALTERNATIVE FUELS**
- LNG/CNG
- Bio-fuels
- Methanol
- Ethanol
- Hydrogen
- GTL

**AIR POLLUTANT EMISSIONS REDUCTION**
- Alternative technologies
- After-treatment
- New engine concepts and optimisation

**ENERGY CONSUMPTION REDUCTION**
- Energy-efficient navigation
- Energy efficient ship design
- Hybrid/diesel-electric propulsion
- Electric propulsion

**NEW LOGISTICS CONCEPTS**
- Synchronmodality
- DINA
- Advanced RIS
- Digital market places for cargo flows

**NEW CARGO FLOWS**
- Find your (water)way
- New market segments: (containerised) LNG as cargo | steel & cars | continental cargo flows

**NEW VESSEL CONCEPTS**
- Optimal cargo load
- Automation of navigation / vessel-trains

**EUROPEAN UNION**
European Regional Development Fund

**Bundesministerium Verkehr, Innovation und Technologie**

**viadonau**

**MINISTRY OF TRANSPORT, INFRASTRUCTURE AND COMMUNICATIONS**
PA1a Working Group 4: Support the further roll – out and enhancement of River Information Services
The objective of this action is to continuously implement and improve harmonised River Information Services (RIS) on the Danube and its navigable tributaries according to legal provisions on European level and to ensure international data exchange.

In order to achieve this, PA 1a will promote the creation and use of service-oriented, timely and user-friendly information on site and online on current and future fairway conditions. Effectiveness and efficiency of traffic management can be further improved with the help of better traffic information.

Furthermore, the establishment of RIS-based solutions for logistics and transport management purposes is supported, facilitating the integration of other modes of transport.
RIS COMEX project - RIS Corridor Management Execution

Definition Corridor Management

“Corridor Management is defined as information services among fairway authorities mutually and with waterway users and related logistic partners in order to optimise use of inland navigation corridors within the network of European waterways”
PA1a Working Group 5: Contribute to the enhanced quality of education and jobs
The objective of this action is to solve the shortage of qualified personnel and harmonise standards for competences for crew professions in Danube navigation.

In order to achieve this, PA 1a will support the Danube-wide application of EU Directive 2017/2397 on the recognition of professional qualifications not only in EU Member States, but also in non-EU riparian states.

Furthermore, this action will identify measures to increase the availability of nautical personnel, the attractiveness of jobs in the sector, and the spreading of knowledge on Danube navigation to future decision makers and dispatchers of logistic supply chains.
ES-QIN overview

COMPETENCE

- Detailed list of knowledge and skills,
- Content of practical examinations

SIMULATORS

Technical and functional requirements

MEDICAL FITNESS
EU Directive 2017/2397 on the recognition of professional qualifications

The directive provides for the setting up of an information system to facilitate the exchange of data on certificates of qualification, service record books and logbooks between the authorities in charge of the implementation and enforcement of the directive.
Joint PA1a/PA11 Working Group 6: Harmonisation and digitalisation of cross-border administrative procedures
Starting point: Danube region

- Not all Danube riparian states are in the EU / not all EU states are in the Schengen area:
  -> necessary **border checks** for passengers & crews
  -> required **customs clearance** for imports & exports

- Complicated **administrative processes, missing coordination** across Danube riparian states and multiple submission of the same data

  ➔ **significant competitive disadvantage** for IWT on the Danube and its tributaries
Common vision for better border control procedures along the Danube

SIMPLIFICATION

HARMONISATION

DIGITALISATION

Practical Manual on Border Controls (3rd edition)

Danube Navigation Standard Forms (DAVID)
Danube Navigation Standard Forms (DAVID)

Harmonisation of three selected control forms across all Danube riparian states:
- Arrival and Departure Report
- Crew List
- Passenger List

April 2018: Agreement on technical level on final forms

2020: Introduction on national level
## Introduction of DAVID forms

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Outlook: Strategy and next steps regarding implementation of DAVID forms

Q2 2021: Preparation for implementation of following measures:
- Implement an electronic registration and time management tool
- Creation of a common transnational platform for control bodies
- Installation of single point of contact for problem management in Danube shipping

2021: Update of Practical Manual on Border Controls
Including newly implemented DAVID forms, replacing the former national control forms

PA1a/PA11 WG
PA1a coordinators

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