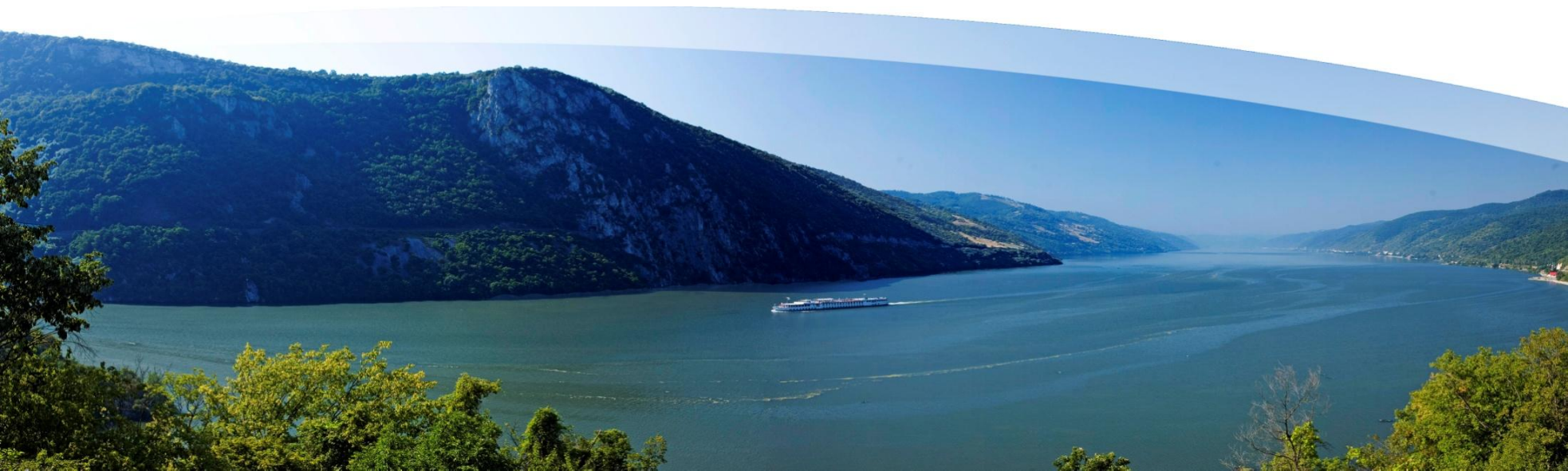


Webinar on Transport in the Balkan and the Black Sea region

Monica Patrichi | online meeting | 19th November 2020



General overview

December 2010: EC Communication on **European Union Strategy for Danube Region (EUSDR) - COM(2010) 715** and Action Plan - **SEC(2010) 1489**

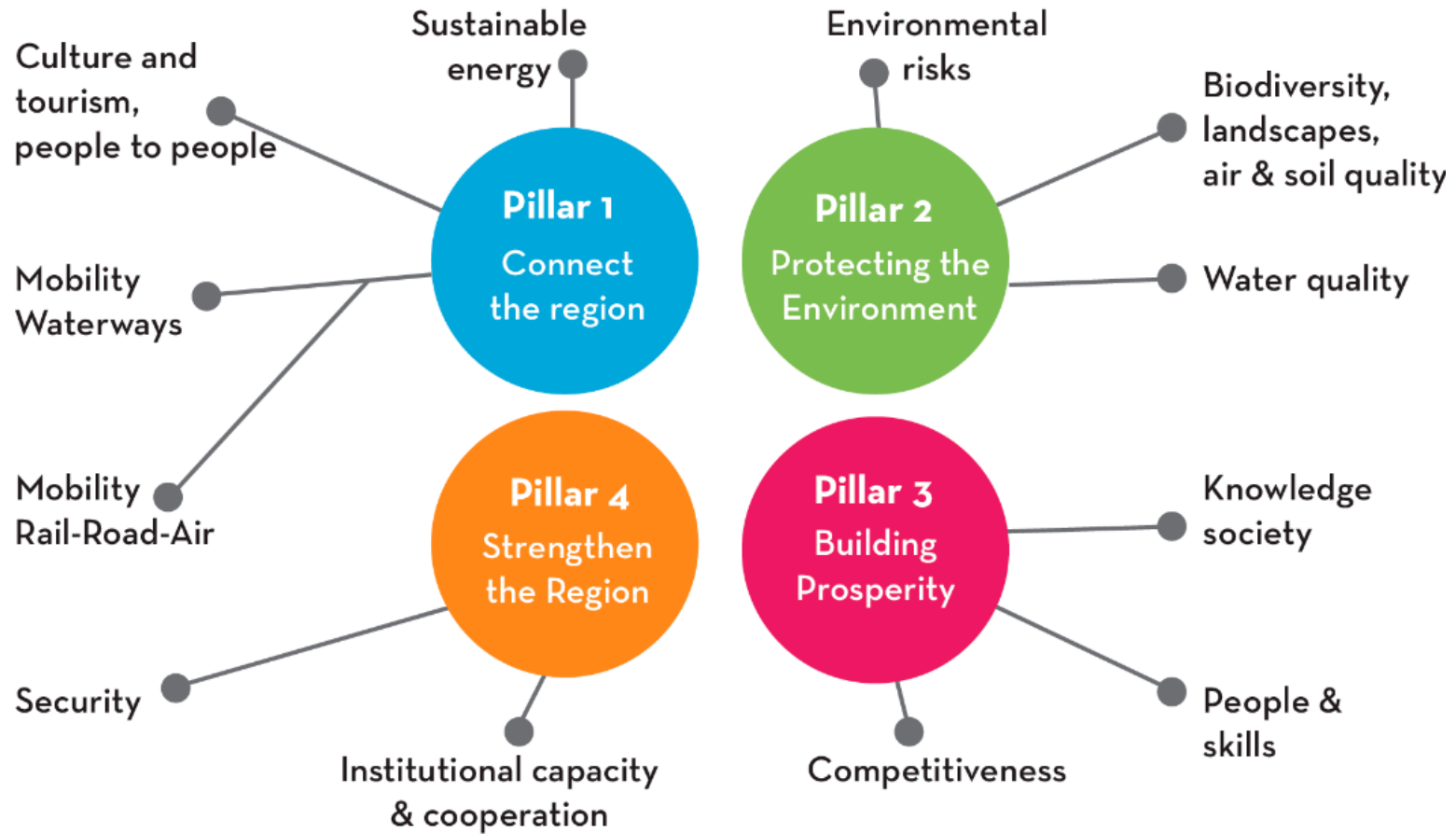
February 2011: EUSDR Priority Areas Coordinators were established

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



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



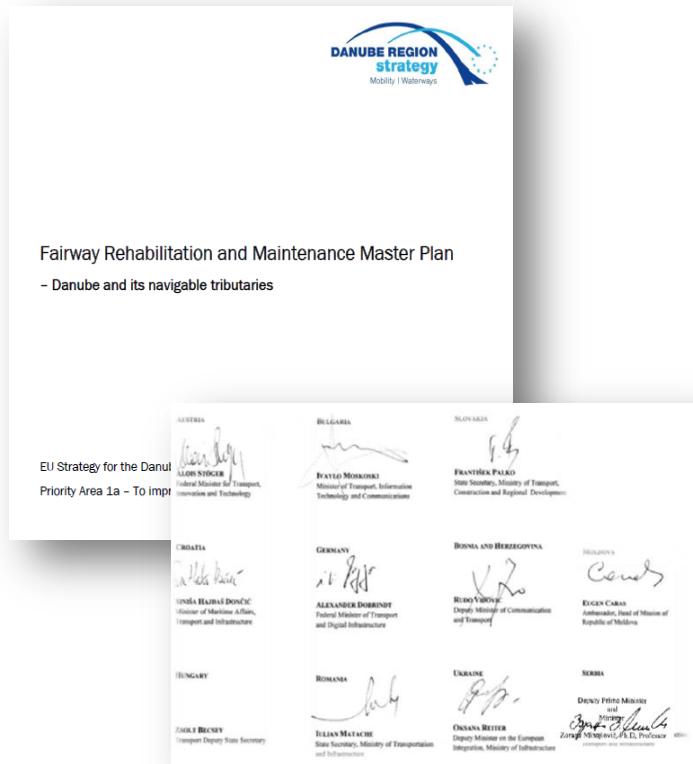
Action 5: Contribute to the enhanced quality of education and jobs



Action 6: Contribute to the simplification, harmonisation and digitalisation of administrative processes

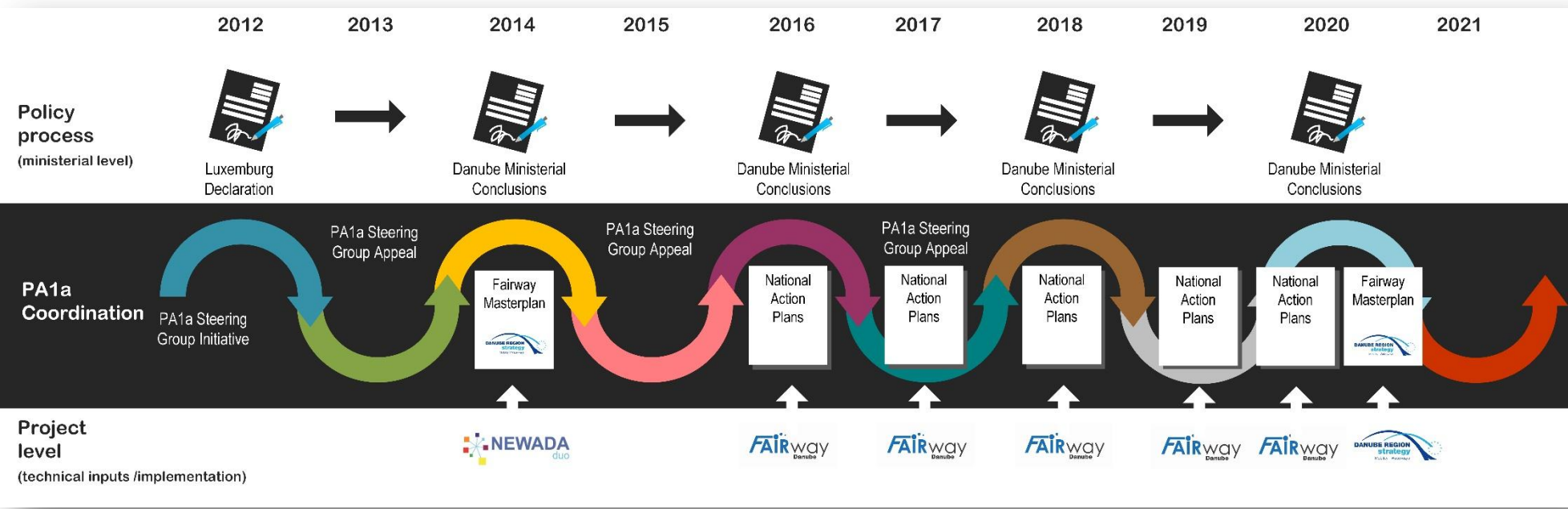
PA1a Working Group 1: Waterway and port infrastructure and management

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



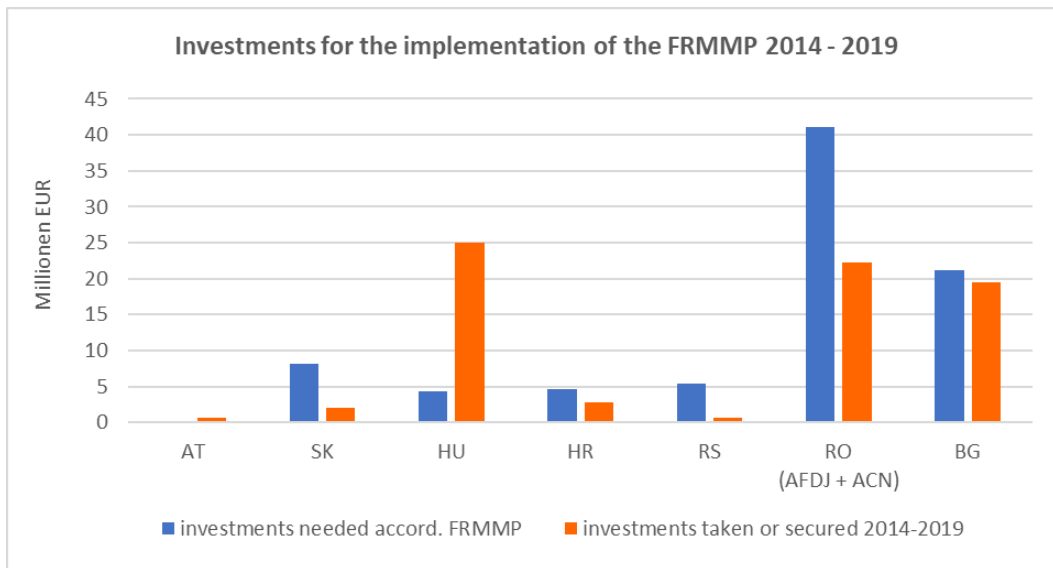
- Lists **critical locations** as regards fairway rehabilitation and maintenance
 - **below 2.5m fairway depth (ENR)** and specified fairway widths
 - Identified by waterway administrations and Danube users



- 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)

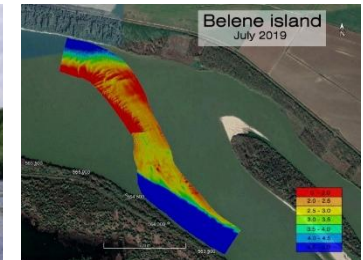


➔ Investments 2014-2019:
more than 70 million EUR

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

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

Synchromodality • 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



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

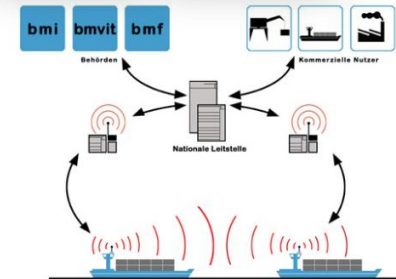
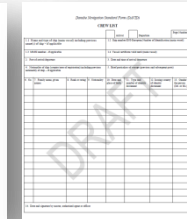
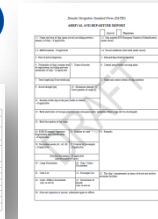
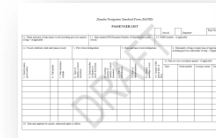
HARMONISATION

DIGITALISATION



Practical Manual on Border Controls (3rd edition)

Danube Navigation Standard Forms (DAVID)



Danube Navigation Standard Forms (DAVID)

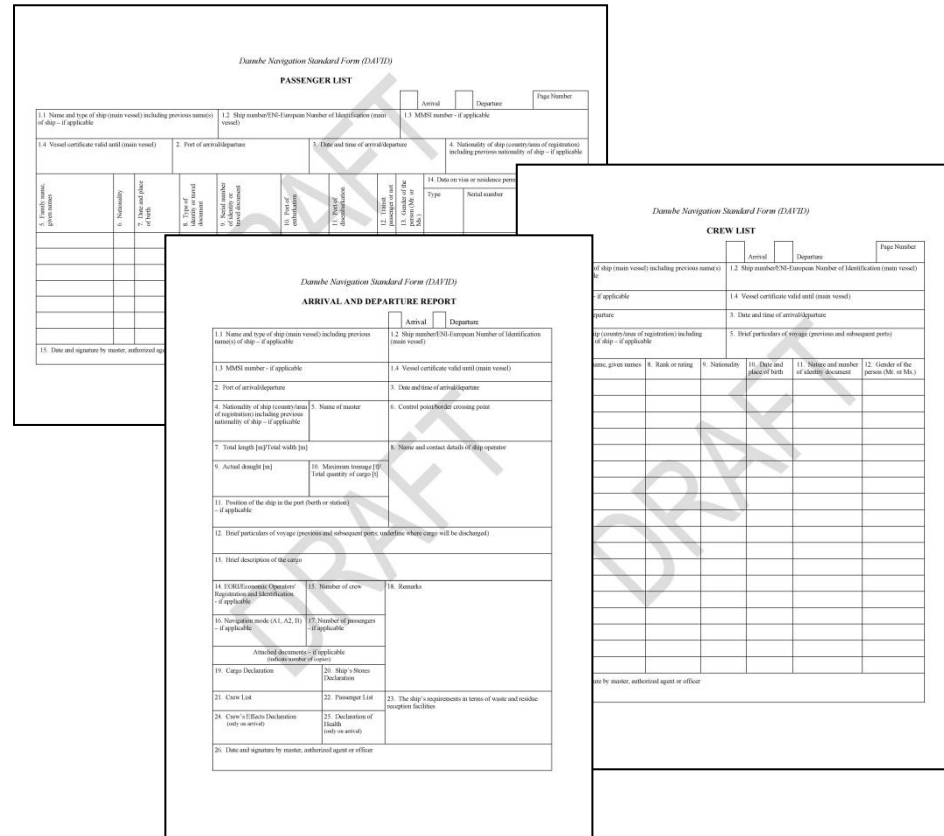


Harmonisation of three selected control forms across all Danube riparian states:

- Arrival and Departure Report
- Crew List
- Passenger List

April 2018: Agreement on technical level on final forms

2020: Introduction on national level



The image shows three overlapping forms from the DAVID project. The top form is the 'PASSENGER LIST', the middle is the 'ARRIVAL AND DEPARTURE REPORT', and the bottom right is the 'CREW LIST'. Each form contains numbered fields for data entry, such as ship name, MMSI number, date of arrival, and crew details. A large 'DRAFT' watermark is visible across the forms.

Introduction of DAVID forms

Country	Introduction date 1 st quarter of 2020 1st phase countries	Introduction date latest by 31 st December 2021 2nd phase countries
Hungary	✓ (1.2.2020)	
Croatia	✓ (1.2.2020)	
Serbia	✓ (1.3.2020)	
Romania		✓
Bulgaria	✓ (4.8.2020)	
Moldova		✓
Ukraine		✓

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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