

DANTE

Improving Administrative Procedures and Processes for Danube IWT



Danube Transnational Programme

DANTE

**Analysis of existing procedures
and administrative processes**

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Introduction



- Analysis and collection of existing procedures and **administrative processes** along the Danube inland transport waterway as a **desk research**.
- A **excel template** was used to collect the data. With this template input from project partners and associated partners of all countries along the Danube River was gathered and summarized. A possibility was provided to collect existing procedures and administrative processes.
- A general data analysis of the input from all countries. Overview of the collected data and received feedback as well as a quantification of the collected data.
- Detailed **description** and analysis **for each country** sorted after the selected authority is provided.
- Overview over existing procedures and administrative processes along the Danube as identified by the DANTE project partners.

Content Excel template – Data collection



Mandatory columns to be filled in for each row and therefore for each case reported

Column A	Name of the partner organization filling out this template
Columns B and C	foreseen to enter the location of the existing procedure or administrative process. The location is divided into the country and either city or river kilometer. The countries are to be selected from a drop down menu. The city or river kilometers are open fields to be entered.
In Column D	The responsible authority has to be selected. They are also to be selected from a drop down menu: Border police, Tax & Customs Navigation / traffic control authorities Port authorities / administrations Waterway and Canal administrations Other relevant authorities Unknown authority / several authorities involved.



Content Excel template – Data collection

Columns to be filled in for fitting cases reported

Column E	Space to specify the type of the case that needed to be arranged at that respective point. This is useful since in some cases one authority is responsible for several cases.
The Columns F to L	For the procedure/processes that will be reported themselves. Here only one procedure/processes should be filled in for each row. It can be selected from: 1. Type of document, divided in number of documents and language available. 2. Fees, divided in Type of vessel and ship size 3. Time consumption, divided in Time for and Time needed. 4. Other, this category provides an opportunity to fill in all other cases of administrative processes or existing procedures worth documenting.
Column M	Space for further comments. For example every selected “other” can be specified here.

Organisations providing Feedback – 41 organisations

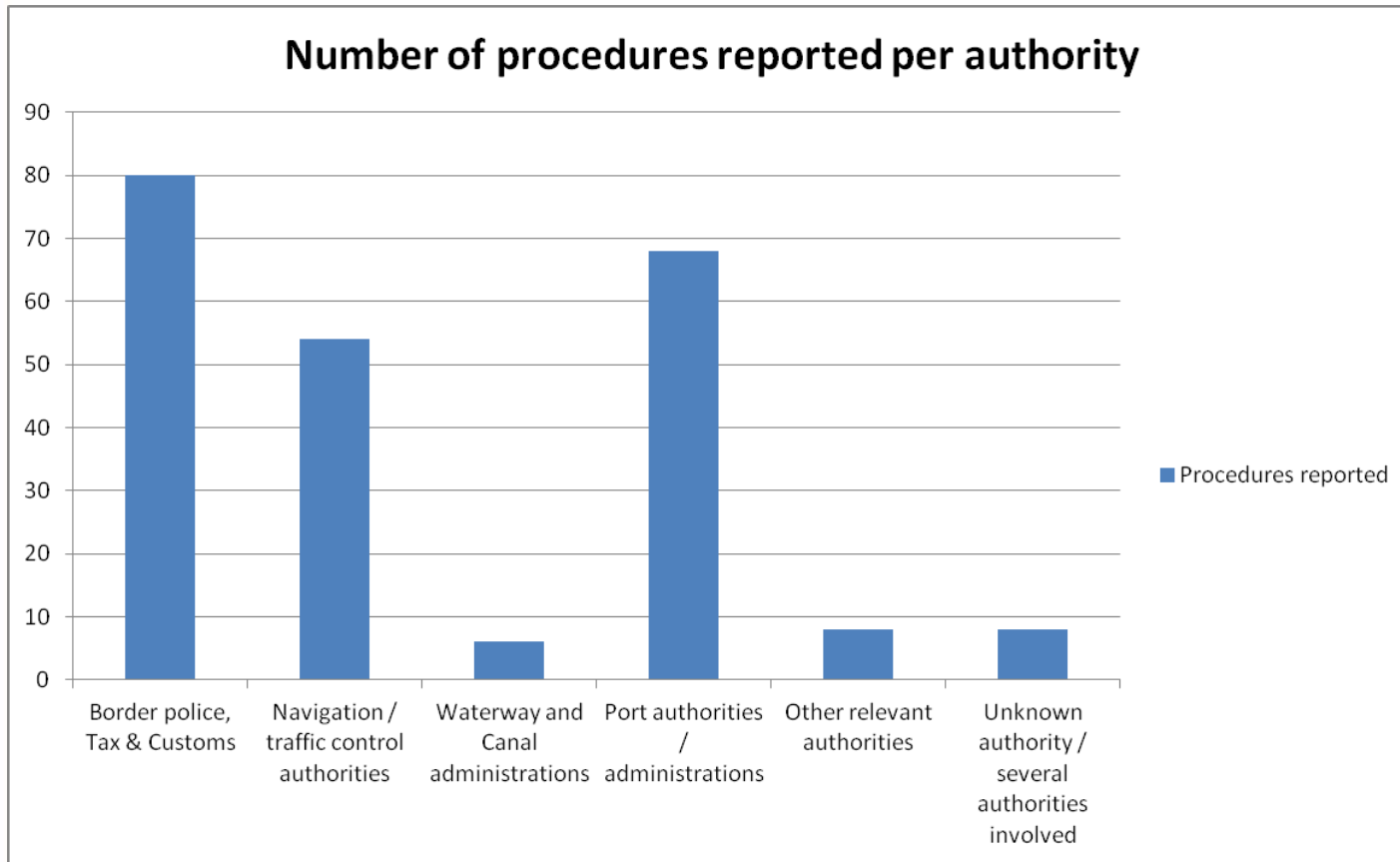


1	Amadeus	Romania
2	ANC [AAOPFR]	Romania
3	APDF [AAOPFR]	Romania
4	APDF [PDR]	Romania
5	APDM [AAOPFR]	Romania
6	APDM [PDR]	Romania
7	APPD Ruse [AAOPFR]	Romania
8	Border police Osijek	Croatia
9	Border police Vukovar	Croatia
10	BRCCI	Bulgaria
11	Brilliant	Romania
12	Budapest Szabadkikötő Logisztikai ZRT.	Hungary
13	Colný úrad Nitra - pobočka Komárno - colná a daňová	Slovakia
14	Constanta Port Business Association	Romania
15	Custom Osijek	Croatia
16	Custom Vukovar	Croatia
17	Customs [AAOPFR]	Romania
18	Danubia	Romania
19	Dopravný úrad	Slovakia
20	Elegant	Romania

21	Ferroport Budapest	Hungary
22	Harbor Master Vukovar	Croatia
23	ICS Danube Logistics SRL - DANLOG	Moldova
24	Lock Gabčíkovo (Dopravný úrad)	Slovakia
25	MAHART Belgrád rakpart	Hungary
26	MAHART Újpest	Hungary
27	MAHOSZ	Hungary
28	MBFSZ	Hungary
29	Mohácsi kikötő	Hungary
30	MPAC [AAOPFR]	Romania
31	Pro Danube International	Austria
32	Petroleum kikötő	Hungary
33	Pobočka colného úradu Bratislava Prístav	Slovakia
34	Port Authority Vukovar	Croatia
35	PSA [AAOPFR]	Romania
36	Rhapsody	Romania
37	RNA [AAOPFR]	Romania
38	Royal	Romania
39	Shipmaster Association of Serbia	Serbia
40	Verejné prístavy a.s.	Slovakia
41	ISRBC	Croatia

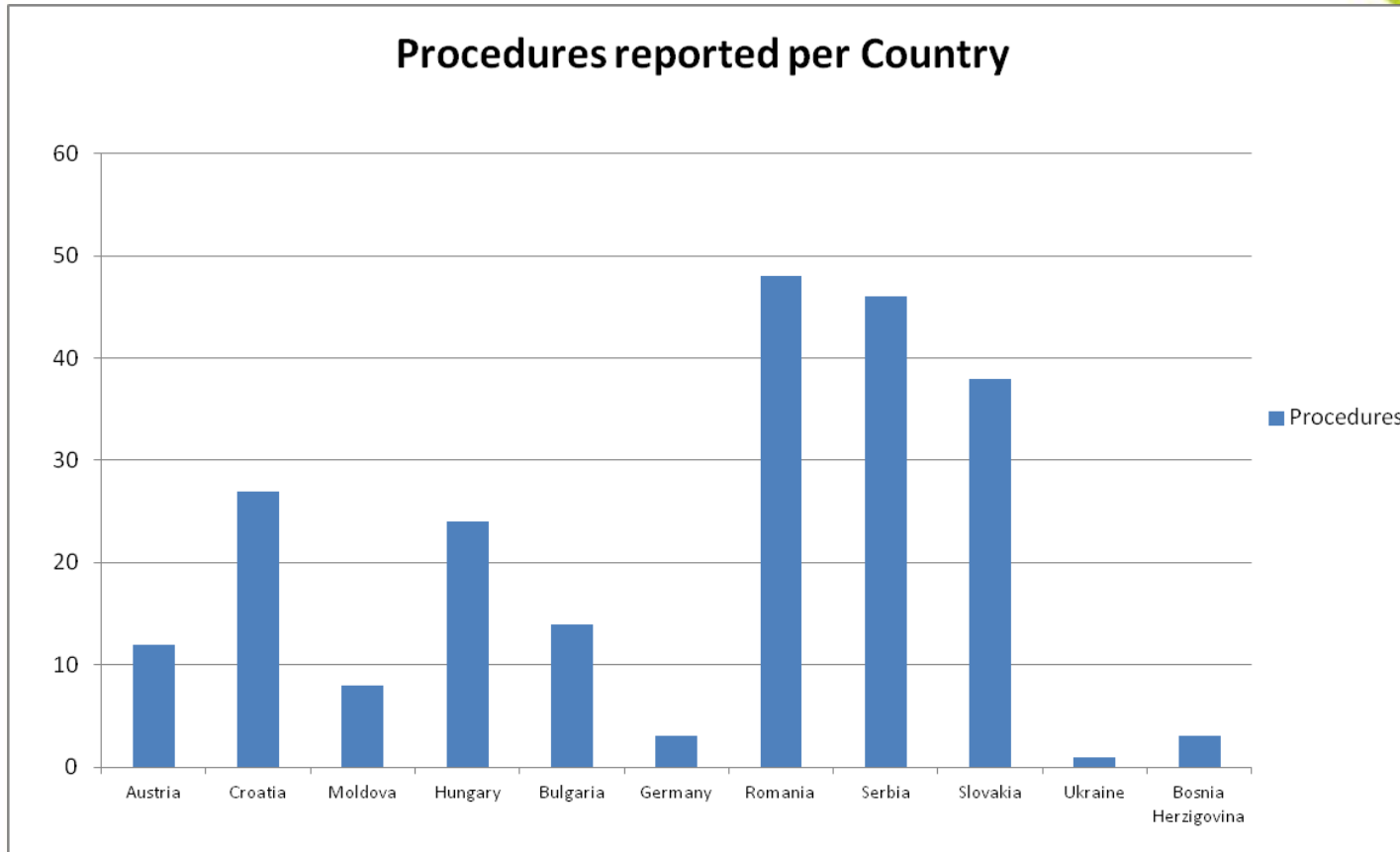
Number of procedures reported per authority

Total: 225



Number of procedures reported per country

Total: 225



Problems mentioned in existing procedures - examples



- No customs during the night (no round-the-clock checkpoint)
-> delays and high time consumption (reported: up to six hours).
- High time consumption for border control procedure (lack of personal, only one person for 140 passengers, limited working hours)
- Introduction of data into the system is critical and time consuming , crucial for border control issues, since the passengers are not allowed to leave the ship unless revision is ready
- Critical reported was also that the border police doesn't want to start revision procedures without custom

Problems mentioned in existing procedures - examples



- At some ports there is no in – out revision is possible, since there are no customs, border police present. A stop before and after, at another port is necessary.
- A different interpretation of the laws in different ports was mentioned critically for customs control (Romanian Danube River Ports).
- Unclear taxes: passenger tax but nothing to offer/ no infrastructure available for the money. A tax for surveillance of the safe navigation. No transparency .
- Too many documents necessary and time consumption for control is too high.

Complications mentioned with administrative processes and authorities



- Border control issues in Mohács were reported several times.

Problems: not enough personal, if more ships arrive at the same time, waiting time extends up to six hours. The control procedure itself takes about one hour. Problem for the passenger ships: controls at all times (also at night).

- Closed navigation, due to ice in winter. Critically remarked was, that the authority closed the navigation for a too long period.

Complications mentioned with administrative processes and authorities



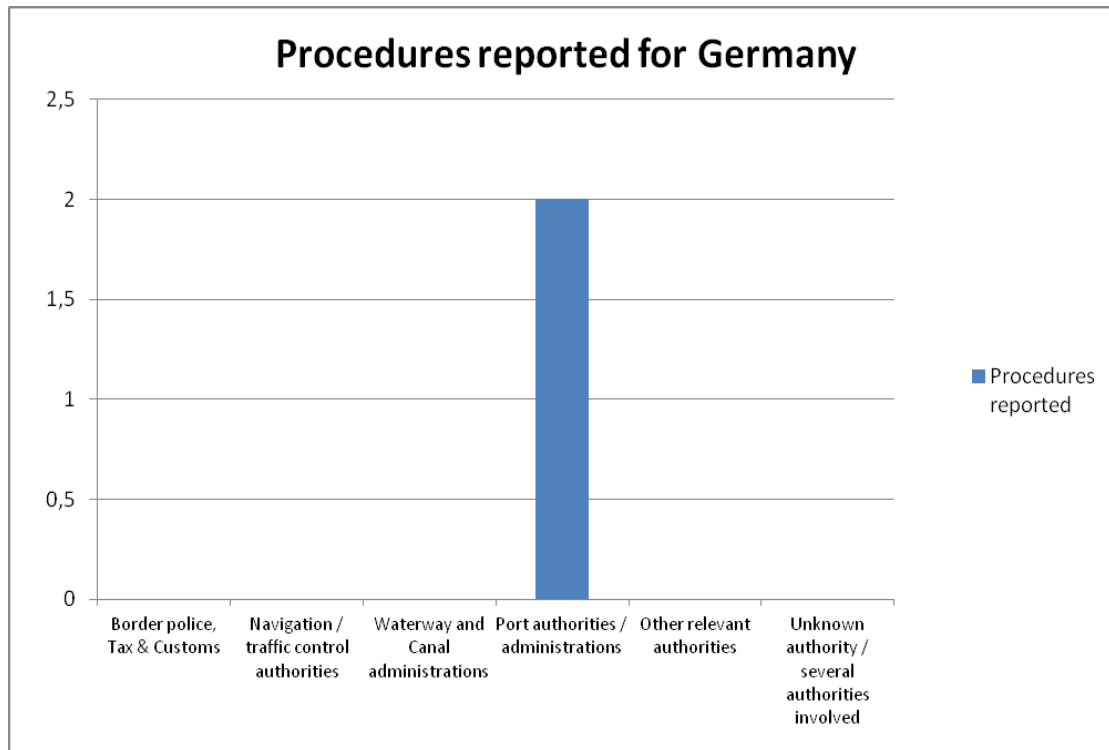
- Only certain certificates are recognized in Germany. (Red Cross certificate from Romania was not accepted)
- For border control procedures there are too many documents involved and waiting times, as well as the time for controlling are too long.
- Border control procedure takes too long and there are too many documents which are not standardized.

Complications mentioned with administrative processes and authorities - Results



- In all countries that provided input there are more or less the **same traffic control procedures** in order.
- There are **several authorities** responsible for similar controls in ten countries.
- The required **documents are not standardized** and available in very different languages.
- **Harmonization** of these procedures and documents would make it easier.
- If the control procedures were standardized **time consumption** could be reduced as well.

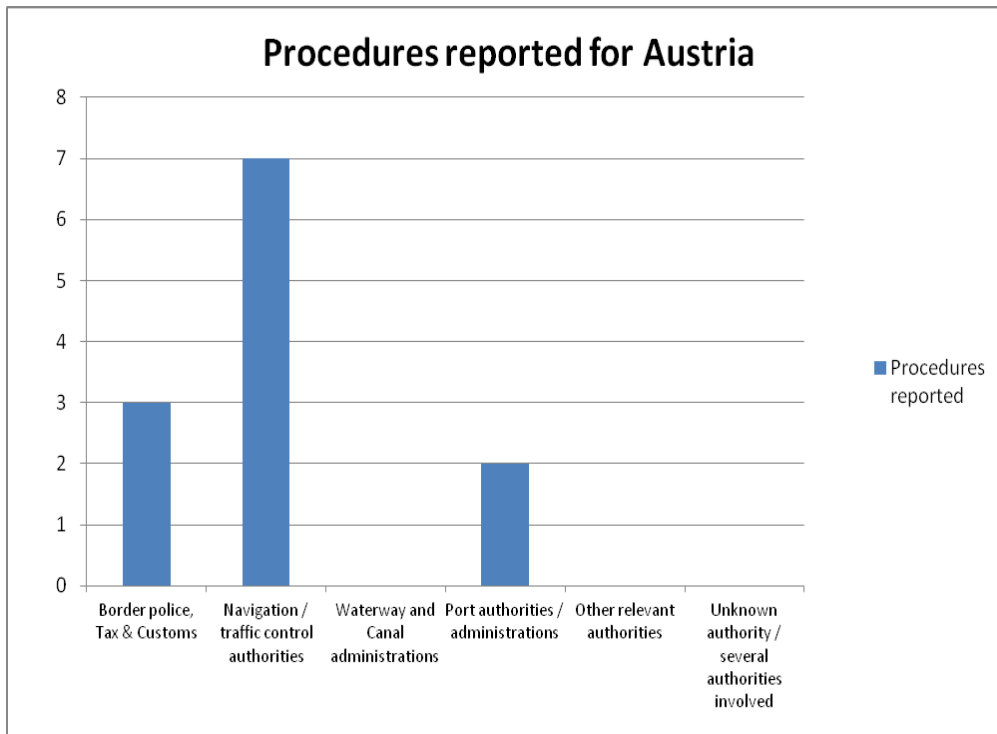
Number of procedures reported per authority for Germany – Total:



<u>Input organization</u>
Danubia



Number of procedures reported per authority for Austria – Total:



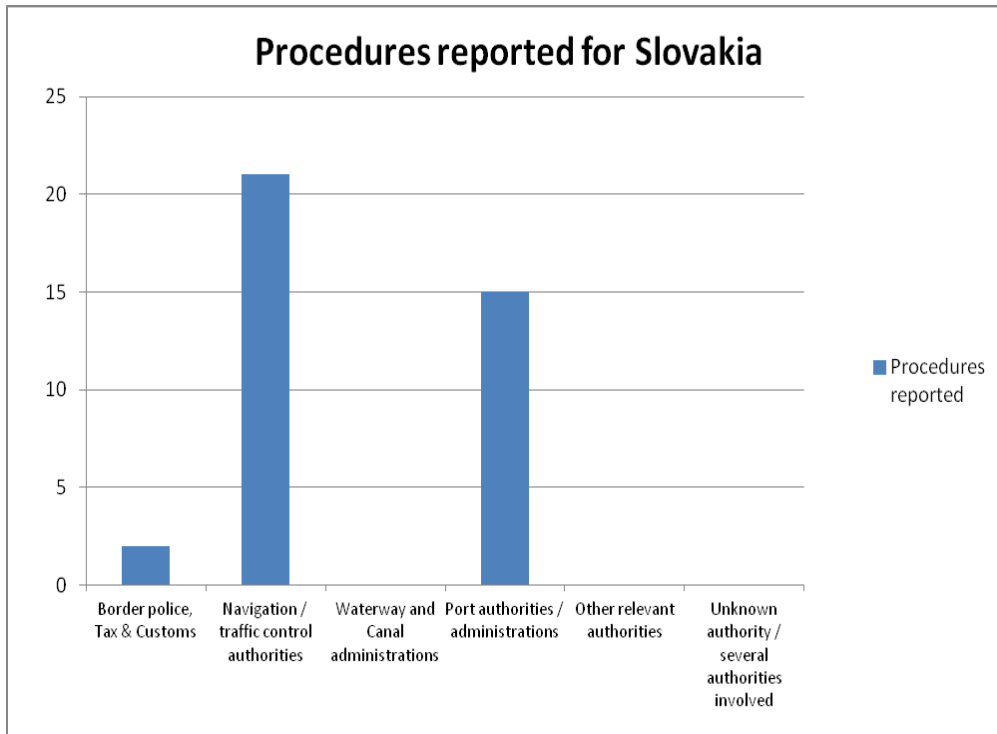
Input organisations:

Pro Danube International

Danubia



Number of procedures reported per authority for Slovakia – Total:



Input organisations:

Verejné prístavy a.s.

Dopravný úrad

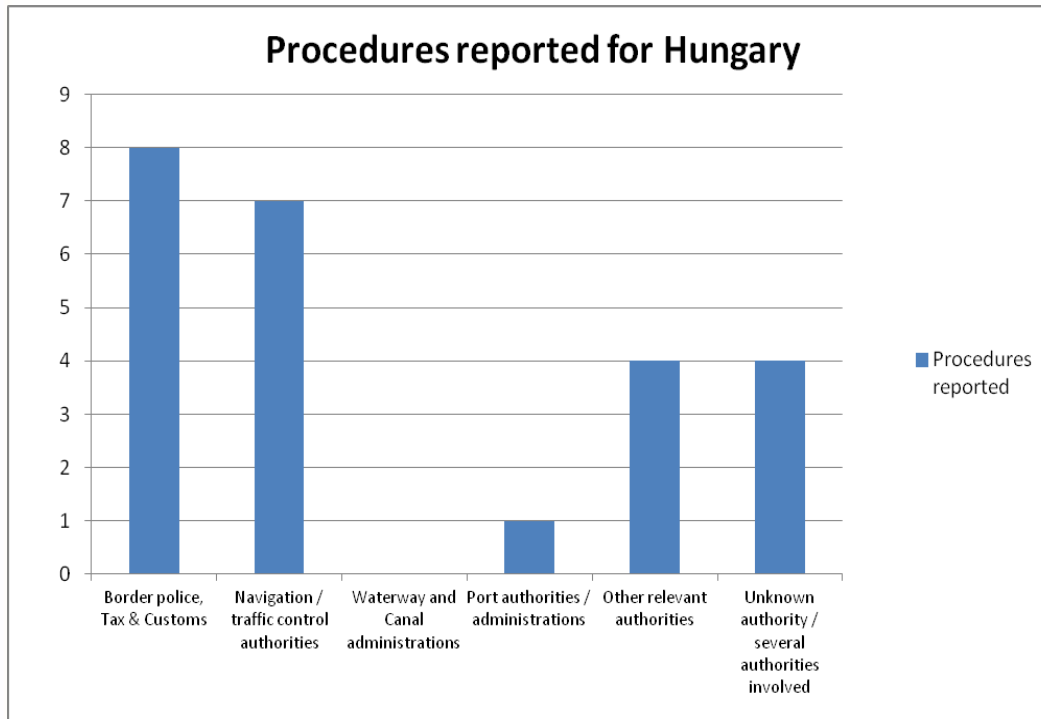
Pobočka colného úradu Bratislava Prístav

Lock Gabčíkovo (Dopravný úrad)

Colný úrad Nitra - pobočka Komárno - colná a daňová

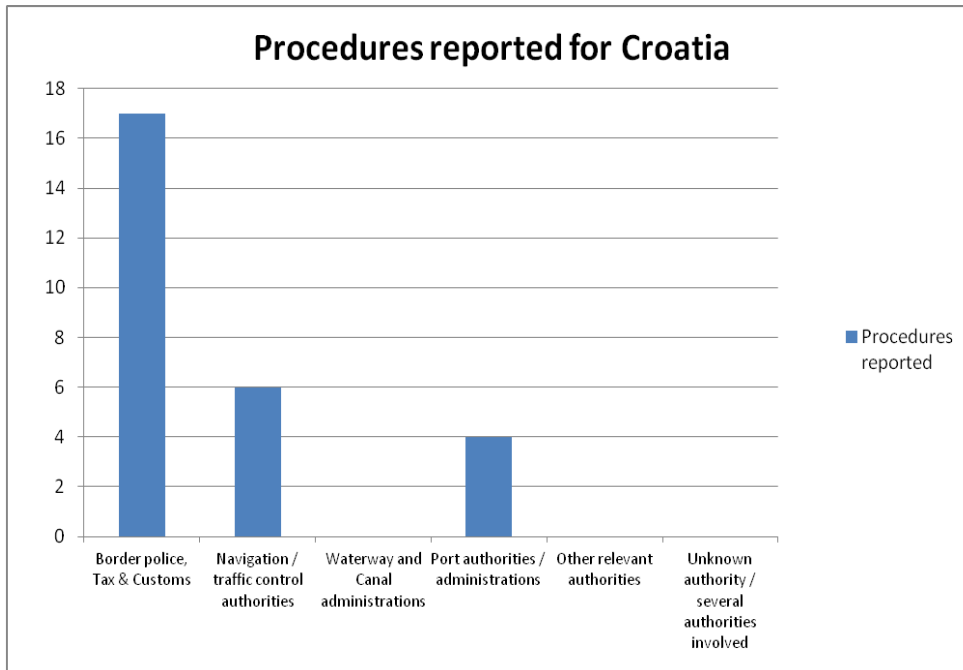
Brilliant

Number of procedures reported per authority Hungary – Total:



Input organisations:
MAHOSZ
MBFSZ
Danubia
Rhapsody
Brilliant
Elegant
Amadeus
Mohácsi kikötő
MAHART Újpest
Ferropport Budapest
Budapest Szabadkikötő Logisztikai ZRT
Petroleum kikötő

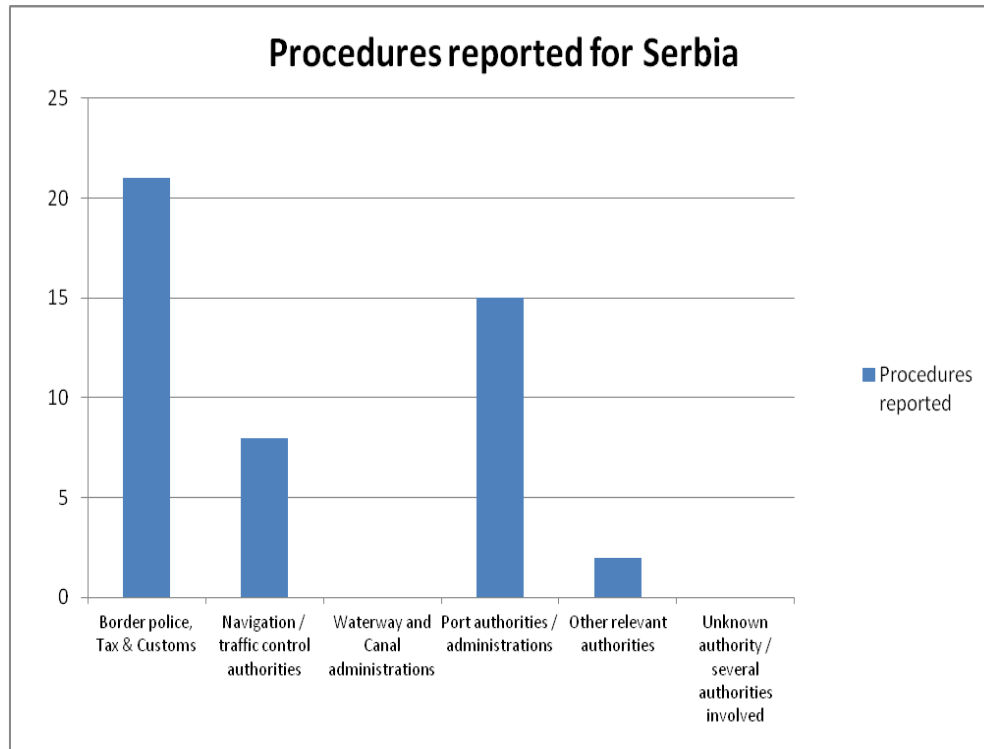
Number of procedures reported per authority for Croatia – Total:



<u>Input organisations:</u>
Border police Vukovar
Custom Vukovar
Harbor Master Vukovar
Port Authority Vukovar
ISRBC
Rhapsody
Elegant
Amadeus



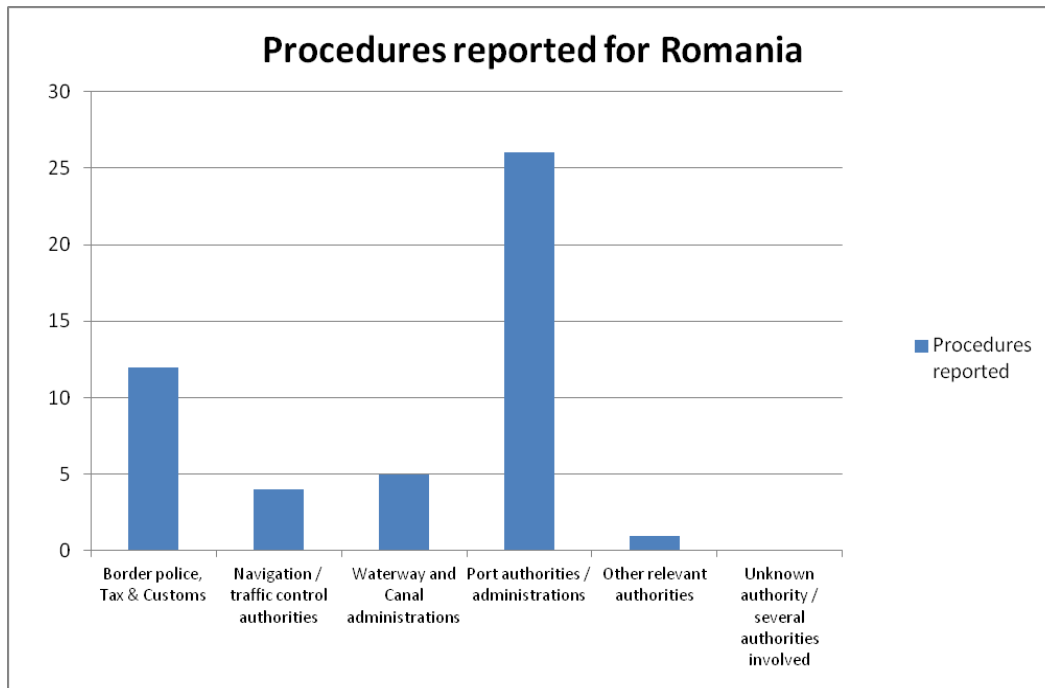
Number of procedures reported per authority for Serbia – Total:



<u>Input organisations:</u>
Rhapsody
Brilliant
Amadeus
Elegant
Danubia
Shipmaster Association of Serbia
Sava River Basin Commission



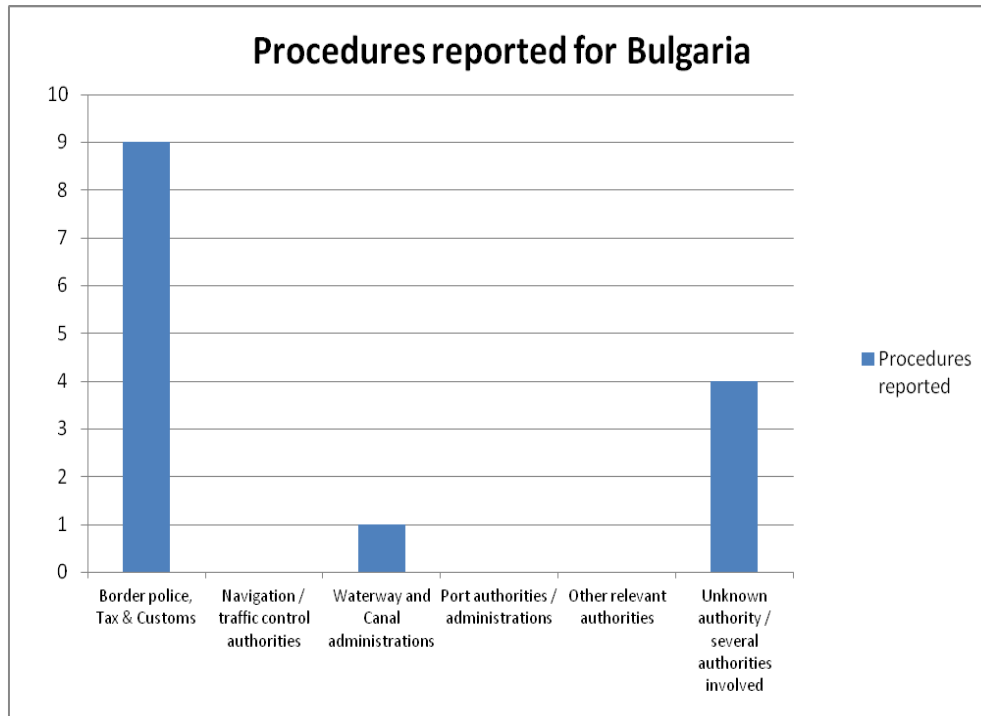
Number of procedures reported per authority for Romania – Total: 48



Input organisations:
Amadeus
Danubia
Brilliant
Rhapsody
Elegant
Royal
Constanta Port Business Association
ProDanube Romania
Danube Cruise Romania
Romanian River Ship Owners and Port Operators Association



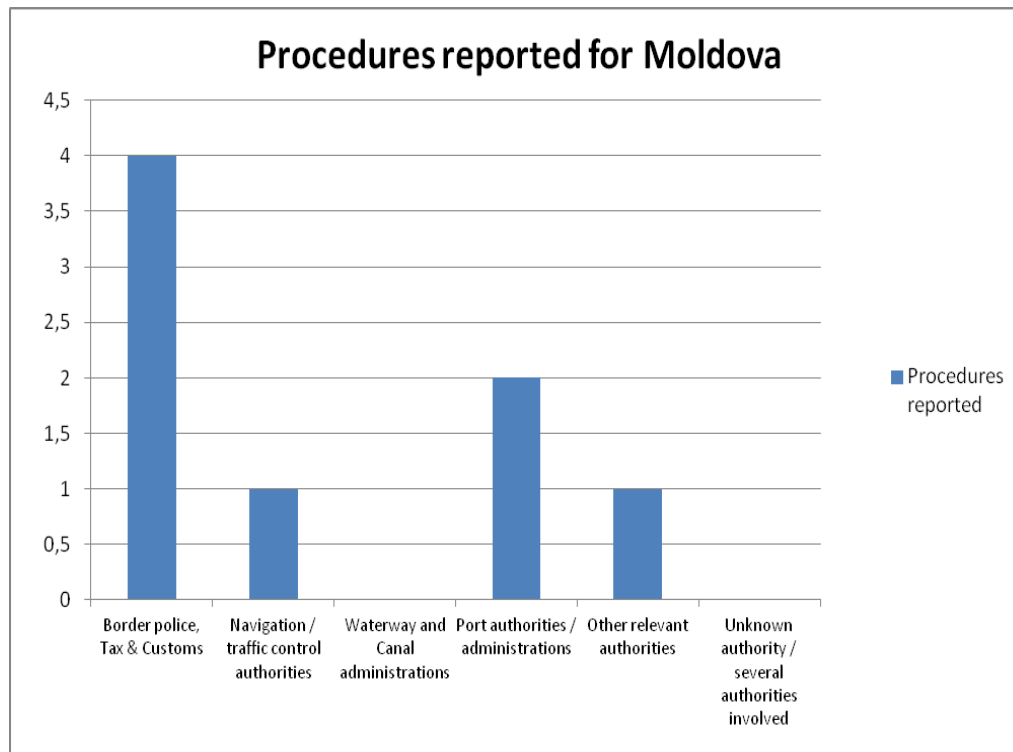
Number of procedures reported per authority for Bulgaria – Total: 14



Input organizations:
BRCCI
Brillant
Rhapsody
Amadeus
Elegant



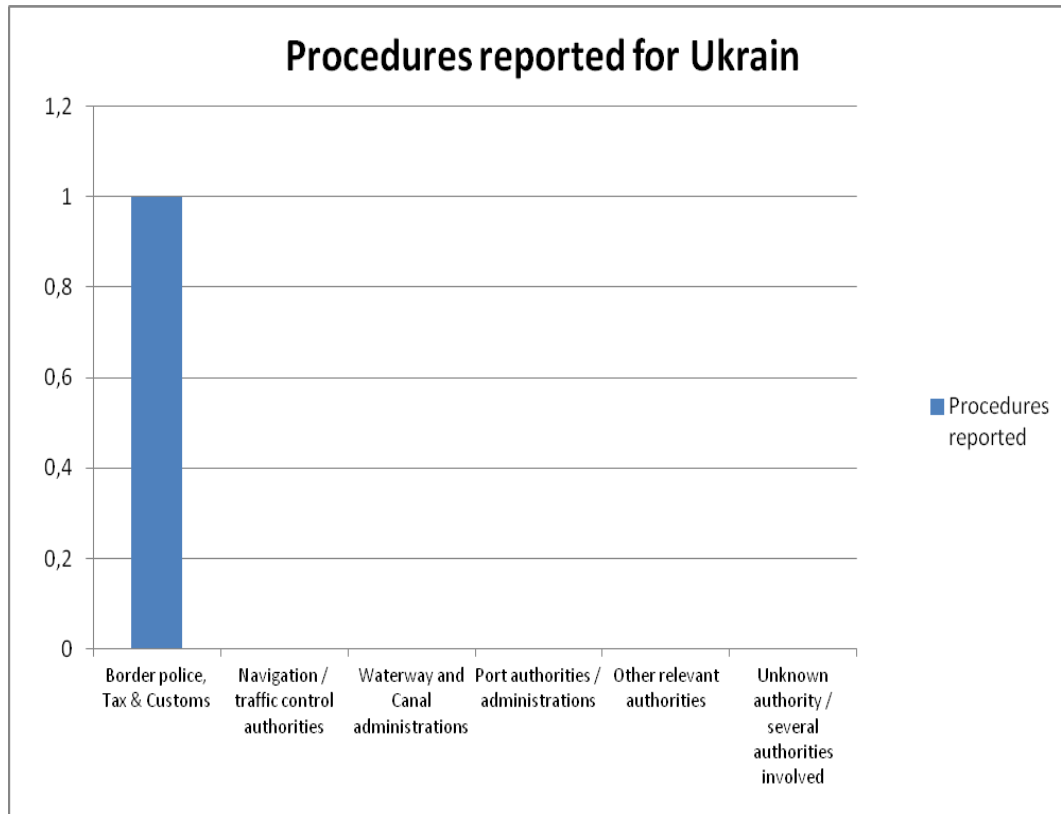
Number of procedures reported per authority for Moldova – Total: 8



Input organisations:

ICS Danube Logistics SRL

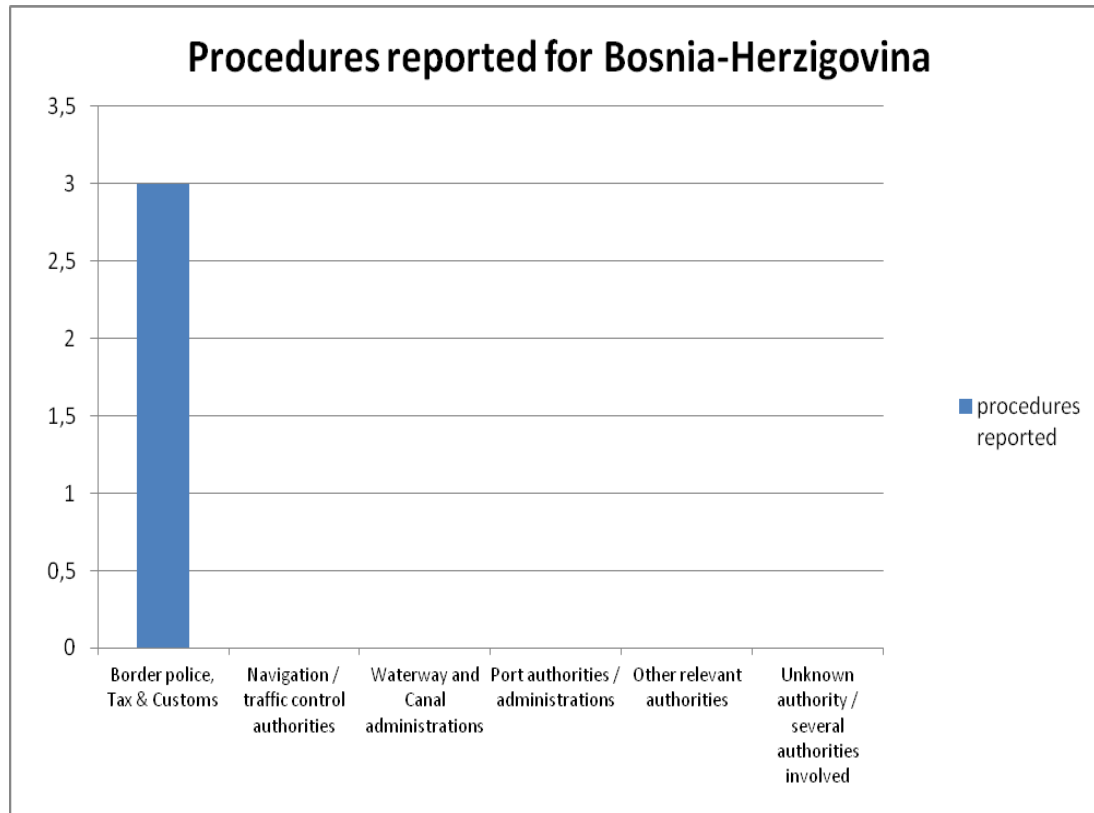
Number of procedures reported per authority for Ukrain – Total: 1



Input organizations:
Elegant



Number of procedures reported per authority for Bosnia-Herzegovina – Total: 3



Input organisations:
Sava River Basin Commission



Conclusion



- For most countries **border control issues** were the most procedures reported. For some countries procedures involving **port authorities or traffic navigation** were the biggest number of procedures reported.
- Although the data is not very comprehensive at this point some critical issues were already identified. It became clear that the authority mentioned most was **Border police, Tax & Customs**. Here most procedures and also most critical issues were reported.

Conclusion



- More or less the same controls, for example border control procedures or notice of arrival and departure at ports, have to be done in every county/port. Many authorities are involved. **Documents** including the same information, **not standardized** and in several languages are required.
- With regard to the collected data, it can be concluded, that a **harmonization** of the **processes as well as the documents** in all countries along the Danube would lead to less time consumption.

Conclusion



- The elaborated deliverables of the **Analysis of existing procedures and administrative processes** as well as the **Template for national inputs to the analysis of existing procedures and administrative processes** were also submitted to EUSDR PA1a for their information
- The results of this desk research in combination of the respective outcomes of WP3 (input of the electronic barrier reporting tool) and the National Working Table Meetings, will be inputs to the Danube IWT Administration Strategy



Thank you for your attention!



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