

## Danube Transnational Programme

# Sustainable and efficient transport on the Danube – viewpoints from an industry association

10th Meeting on the Follow-up of the Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection in the Danube River Basin

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# Pro Danube – major facilitator for Danube IWT

Platform of private companies with strategic economic interest in better framework conditions and higher public investment in the Danube transport & logistics system

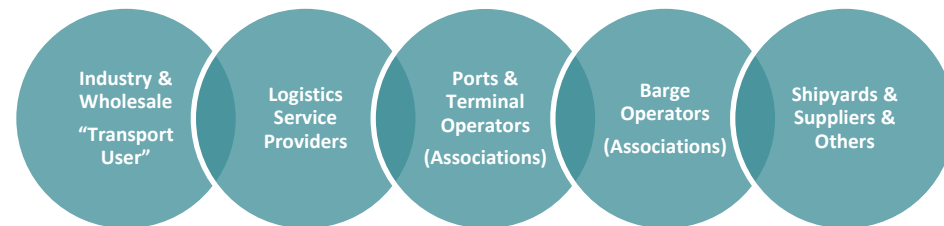
## In a nutshell

- Established autumn 2011 by a group of companies & associations
- Non-profit association based in Vienna
- Network of currently more than 180 companies
- More than a lobbying organisation as it initiates and executes projects
- Service company: Pro Danube Management GmbH
- Local representations: Pro Danube Romania, Pro Danube Serbia
- Initiator & coordinator of policy initiatives & projects in IWT, port development & LNG
- More info at: [www.prodanube.eu](http://www.prodanube.eu)

## Priorities

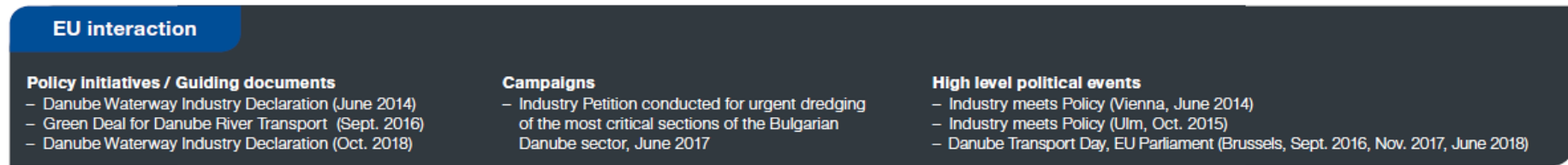
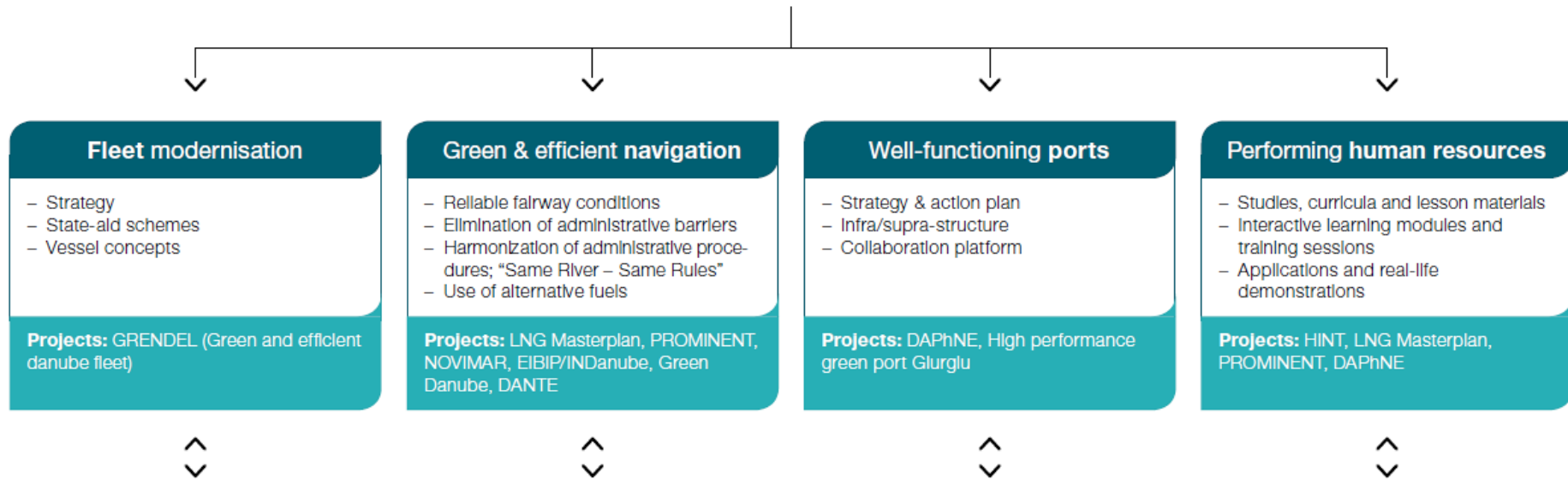
- Engagement for better waterway maintenance & execution of TEN T bottleneck projects
- Promotion of investment in Danube ports
- Support to modernization of Danube fleet
- Elimination of administrative barriers
- Active involvement in EC initiatives & programs

## Partners



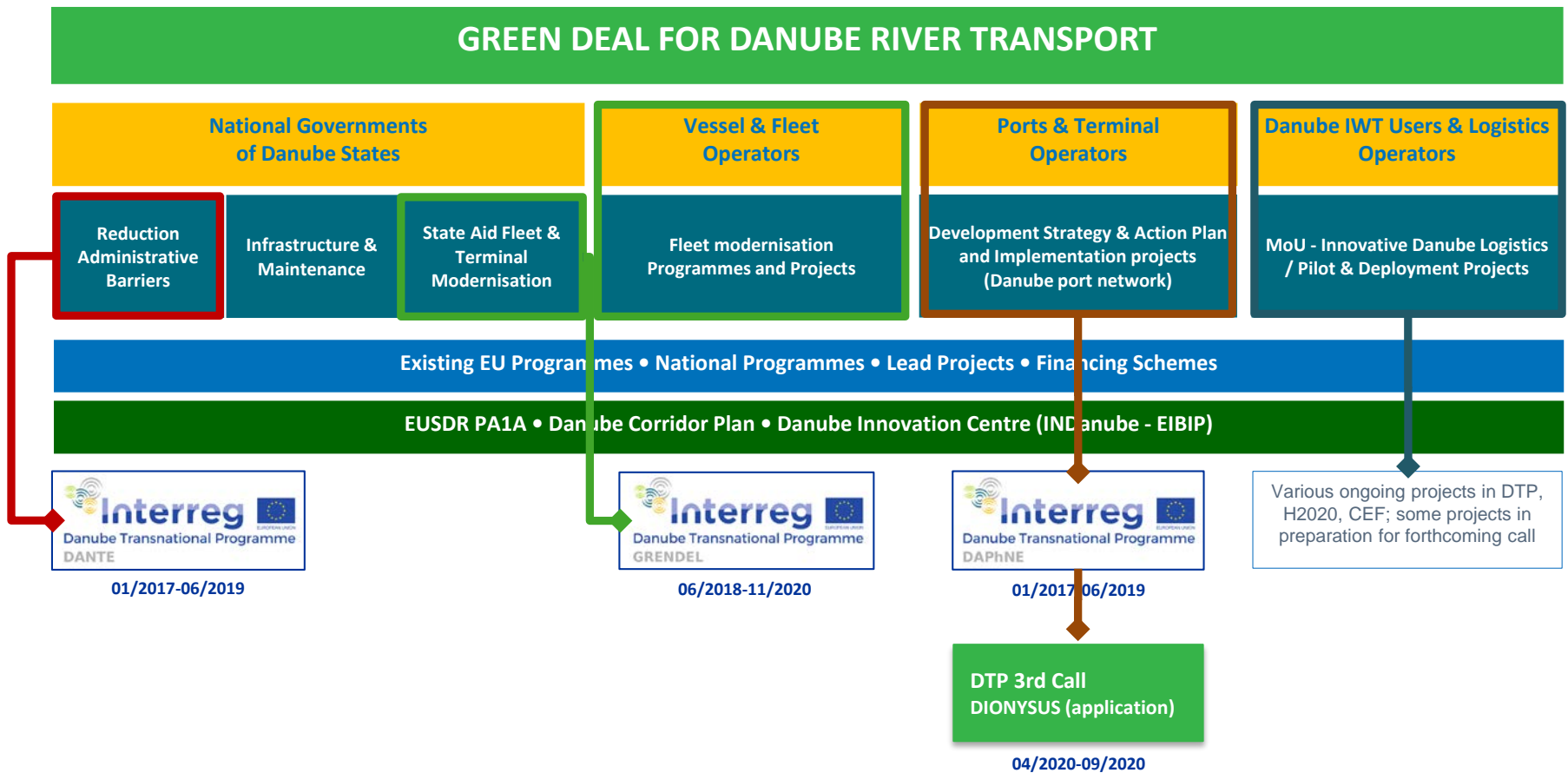
# Working focus

IWT Digitalisation (Port Community System – DAPhNE, River Information Services – RISCOMEX)



**LEGEND:** HINT – Harmonized Inland Navigation Transport Through Education and Information Technology (2012–2014); LNG Masterplan for Rhine/Meuse-Main-Danube (2013–2015); PROMINENT – Promoting Innovation in the Inland Waterways Transport Sector (2015–2018); EIBIP/INDanube – European Inland Barging Innovation Platform / Centre for Innovation Transfer in the Danube Region (2016–2019); DANTE – Improving Administrative Procedures and Processes for Danube Region (2017–2019); DAPhNE – Danube Ports Network; GREEN DANUBE – Integrated transnational policies and practical solutions for an environmentally-friendly Inland Water Transport system in the Danube region (2017–2019); NOVIMAR – Novel IWT and maritime transport concepts (2017–2020)

# Motivation: Policy initiative based on cooperation & commitment



# Major activities performed – Administrative Barriers

## Online Barrier Reporting Tool



The transnational IWT administrative barrier reporting tool set the ground for the active involvement of IWT stakeholders in the identification process of administrative barriers along the Danube and its navigable tributaries. All project partners actively promoted the tool in their respective communities in order to encourage as many IWT operators as possible to report on administrative bottlenecks they encountered on different sections of the Danube and its navigable tributaries.

Statistics prove that this innovative approach of directly involving IWT operators is extremely successful: more and more users are actively using it – by April 2019, more than 250 issues were reported. The success story of the reporting tool will continue after the official closure of the project, as it will be available on PDI's website to further gather data on bureaucratic bottlenecks and on the implementation process of the proposed measures.

Based on multifaceted methodologies – desk research, national and transnational expert meetings and first-hand input from the industry via the online reporting tool – DANTE proposed the following strategic points to overcome the administrative barriers along the Danube and its navigable tributaries:



■ Border police, Tax & Customs  
 ■ Harmonised and consistent charging policies  
 ■ Other relevant authorities  
 ■ Navigation/Traffic control authorities  
 ■ Port authorities - administrative  
 ■ Unknown authority / several authorities involved

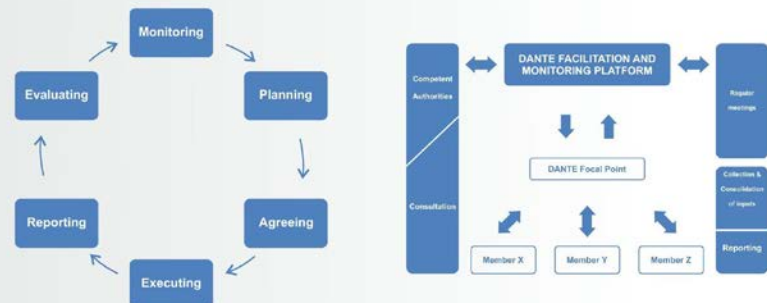
- ✳ Simplified and harmonised international legal framework
- ✳ Standardised and harmonised documents that are accepted in all countries
- ✳ Definition of a maximum data set for reporting required by the authorities and ensuring true submit-only-once
- ✳ Usage of the state-of-the-art digital tools for reporting and to support interoperability
- ✳ Information exchange between competent authorities in line with the data protection regulations for seamless and efficient cross-border transport
- ✳ Harmonised, transparent and consistent charging policies
- ✳ High quality information provision (this refers to (i) reporting requirements and (ii) events influencing the navigation) to support market orientation
- ✳ Sufficient staff at control authorities with proper infrastructure and equipment
- ✳ Relevant work schedules of ports and customs
- ✳ Harmonised safety and security guidelines
- ✳ Accepted working language along the Danube countries

The impact of DANTE is visible at EU level: the synergy achieved between DANTE, EUSDR PA1a and the RIS COMEX project was recognized at Trans-European level and named to be one of the "Flagship initiatives" announced at the 2018 TEN-T Days in Ljubljana on 26 April 2018. A key result of the cooperation is the technical finalisation of the DAVID - Danube Navigation Standard Forms which shall be implemented and tested via RIS.

All these findings and proposals have been summarised in the Danube IWT Administration Strategy & Action Plan.

## DANTE Monitoring Methodology and Platform

Abolishing administrative burdens and barriers is a rather long-term process, since the approach to harmonise bureaucratic requirements has to take the particularities of national administrations into consideration. Therefore, in order to monitor the implementation of harmonised measures in the whole Danube Region and as such to efficiently implement the "Same River, Same Rules" principle, a tailored methodology was set up. The objective of the methodology is twofold: 1) to monitor the actual implementation process of the proposed measures and 2) to raise awareness in case of regression tendencies.




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<https://www.prodanube.eu/administrativebarriers/>





## Border Police, Tax & Customs



### 1. Set up of simplified and harmonised international legal framework

- Standardise and harmonise administrative procedures and processes among the border controls along the Danube
- Support the joint activities of the EUSDR PA1a and PA11 in harmonising and simplifying border controls, including Flagship Initiative on Administrative Processes

### 2. Standardised and harmonised documents that are accepted in all countries

- Support the joint activities of the EUSDR PA1a and PA11 in harmonising DAVID forms and its implementation along the Danube
- Encourage the industry to take part in the pilots for implementation of the DAVID forms

### 3. Usage of the state-of-the-art digital tools for reporting

- Encourage industry to use DANTE web-oriented reporting tool to collect data on administrative barriers and good practices
- Promote further utilization and stakeholders' usage of the RIS in terms of removing administrative barriers and bottlenecks and speeding up of border control
- Exchange of information stored in common control database in line with data protection regulations and promote electronic submission and processing of data relevant for border control
- Encourage the industry to participate in a pilot regarding the electronic submission and processing of ship, cargo and crew/passenger related data

### 4. Sufficient staff at control authorities with proper infrastructure and equipment

- Improve the qualification of staff by proper training, working conditions and attractiveness of jobs
- Improve the infrastructure and equipment for efficient processes

### 5. Relevant work schedules of customs

- Ensure 24/7 working hours of customs by prior appointment to reduce idle time for vessels

## 6. Generally accepted working language along the Danube countries

- Control forms requested to be available in multilingual versions (including an English version and the versions in the official languages of the Danube Commission)
- Introduction of a widely accepted language to be used in verbal communication for border crossing issues

## Navigation authorities (traffic control authorities)



### 1. Improve and harmonise legal framework

- Standardise and harmonise administrative procedures and processes among the navigation authorities along the Danube
- Support the joint activities of the EUSDR PA1a and PA11 in harmonising and simplifying documents related to nautical controls
- Separate sea and river regulations

### 2. Usage of the state-of-the-art digital tools to accelerate transport and to support market orientation

- Effective and efficient RIS usage along the Danube in terms of international exchange of RIS data
- Support completion and harmonisation of the VTS along the Danube
- Prioritize projects for market oriented infrastructure services

### 3. Harmonised, transparent and consistent charging policies

- Enforcement of harmonised (guidelines for), reasonable fees and removal of traffic management fines

### 4. Generally accepted working language along the Danube countries

- Forms requested to be available in multilingual versions (including an English version and the versions in the official languages of the Danube Commission)
- Introduction of widely accepted language to be used in radio/verbal communication

## Port authorities (Harbor master) /administrations



### 1. Standardised and simplified documents required for Port Authorities

- Standardised and simplified administrative procedures and processes for port authorities/administrations
- Promote results of the DAPHNE project

### 2. Usage of the state-of-the-art digital tools to report and to support interoperability

- Effective and efficient RIS usage along the Danube in terms of international exchange of RIS data
- Effective and efficient usage of Port Community System along the Danube

### 3. Harmonised, transparent and consistent charging policies

- Introduction of harmonised (guidelines for) port dues and port rules

### 4. Sufficient staff at Port authority/Harbor master with proper infrastructure and equipment

- Improve the qualification of staff by proper training, working conditions and attractiveness of jobs
- Improve infrastructure and equipment for efficient processes

### 5. Relevant work schedules of ports

- Ensure appropriate working hours of ports to reduce idle time of port operations

### 6. Generally accepted working language along the Danube countries

- Forms requested to be available in multilingual versions (including an English version and the versions in the official languages of the Danube Commission)
- Introduction of a widely accepted language to be used in verbal/radio communication for border crossing issues

## Waterway and Canal administrations



### 1. Usage of the state-of-the-art digital tools for safe and efficient transport

- Effective and efficient RIS usage along the Danube in terms of international exchange of RIS data (including information on infrastructure, fairway, marking system, etc.)
- Define minimum standards on how/when to inform IWT stakeholders on fairway-related information

### 2. Sufficient qualified staff, proper infrastructure and equipment

- Improve the qualification of staff by proper training, working conditions and attractiveness of jobs
- Improve the infrastructure and equipment for safe and efficient navigation

## Other authorities



### 1. Standardised and harmonised documents that are accepted in all countries

- Support the activities of River Commissions in terms of mutual recognition of the specific qualifications/certificates for crew members

### 2. Usage of the state-of-the-art digital tools to report and to support interoperability

- Effective and efficient RIS usage along the Danube in terms of international exchange of RIS data

### 3. Sufficient staff at control authorities with proper infrastructure and equipment

- Improve the qualification of staff by proper training, working conditions and attractiveness of jobs

### 4. Harmonised safety and security guidelines

- Establish a common safety and security standard for vessels on the Danube

# DAPhNE: Danube Ports Network: goals & directions



WHAT: DAPhNE – Danube Ports Network aims to **facilitate a balanced development of Danube Ports into eco-friendly, well accessible multimodal hubs** for the transport system of the region and to turn them into buzzing economic centers functioning as catalysts for economic growth and creation of high value jobs.

HOW: The project established a well-managed working consortium (private and public stakeholders) which **tackles the most urgent identified shortcomings in 7 main action areas** with the help of guidelines, recommendations and concrete pilot activities leading into an overall development strategy and action plan for the Danube ports.

## TARGETED SHORTCOMINGS & PROPOSED ACTIONS:

1. **fragmented legislation** → Issue recommendations for the harmonization of port legislation
2. **inefficient port administration processes & procedures** → Issue recommendations based on best practices for port management models and port processes
3. **lack of eco-efficient port business strategies** → Elaboration of Green Port Policy guidelines
4. **shortcomings in the use of public funding** → Identification of new funding opportunities (PPPs, state aid schemes models)
5. **insufficient/deteriorated infrastructure** → Elaboration of port investment guidelines
6. **lack of qualified personnel** → Strategies based on best practices for HR development
7. **(very) limited use of new technologies** → Elaborate a Model for a port community system (tested in 4 ports)

# DAPhNE project: what's next?

## Operation of the Danube Ports Network

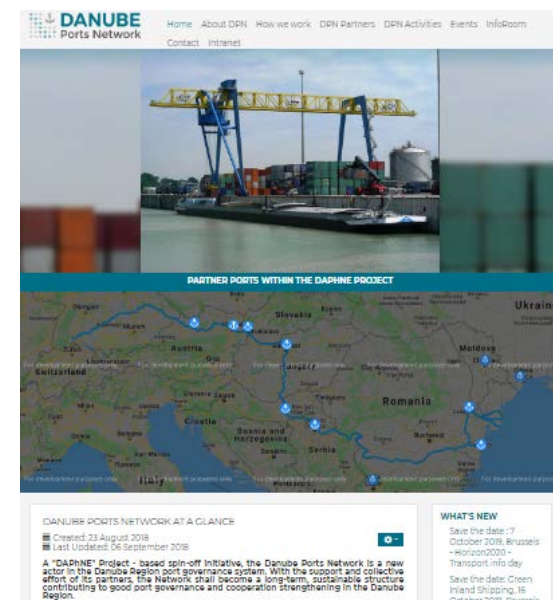
- Launched during the Port Policy Day 2019 (10 April 2019)
- Managed by Pro Danube via the Technical Secretariat
- DPN acts as a regional coordination and collaboration platform involving public and private Danube port organisations
- DPN is governed by a Cooperation Agreement (not legally binding, entered into voluntarily, open-ended).

## Partners

- Public port administrations
- Public and private port & terminal operators:
  - Sea ports of the maritime Danube & Black Sea
  - Inland ports situated on the Danube and its navigable tributaries

## Service Portfolio

- **Developing & implementing common interest projects & strategic initiatives**
- **Initiating port policy & network awareness activities**
- Fostering active cooperation, strategic alliances & partnerships to benefit the network
- Facilitating network collaboration & support activities.
- **Check out more at: [www.danubeports.eu](http://www.danubeports.eu)**



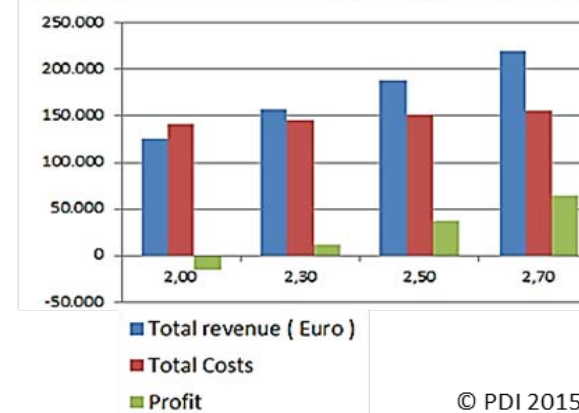


# Challenges for greening of Danube fleet

- **Current fleet:** c.450 self-propelled vessels, c.370 pushers, c. 1.700 barges; 20 companies own more than 75% of vessels
- **Highly insufficient waterway maintenance in several Danube countries deprived vessel operators from major fleet investment** → fleet average >> 40 years
- **Need to fulfil NRMM STAGE V REGULATION (EU) 2016/1628**  
*Priority for IWT till 2030 is **to improve air pollutants** to keep-up with road haulage (Euro VI trucks) and rail. Otherwise, shift to water policies undermined, while CO2 reduction is maintained.*
- **Need to adapt fleet to new market requirements** in order to expand into new markets such as RORO, Container, biomass, biofuels, LNG & transport of other gases, chemicals and others goods with quality (control) requirements which can't be matched with current equipment.

Profitable navigation requires sufficient draft

Draft	2,00	2,30	2,50	2,70
Total Revenue ( Euro )	125.700	157.125	188.550	219.975
Total Costs (Euro)	140.863	145.891	150.919	155.947
Profit	-15.163	11.234	37.631	64.028
Profit %	-12,06%	7,15%	19,96%	29,11%
Profit per to	-2,53	1,50	4,18	6,10



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# GRENDL: Project key facts



## FUNDED PARTNERS

- Fleet owners & operators
- Innovation & technology organisations
- IWT development agencies
- Education institutes
- Ship design experts
- River commission (Danube Commission)



## ASSOCIATED STRATEGIC PARTNERS

- Ministries & their implementing bodies
- Other fleet owners & operators



## 1.8 MEUR

- ERDF contribution: 85%
- IPA contribution: 85%
- State contribution: up to 15%
- Own contribution: up to 15%



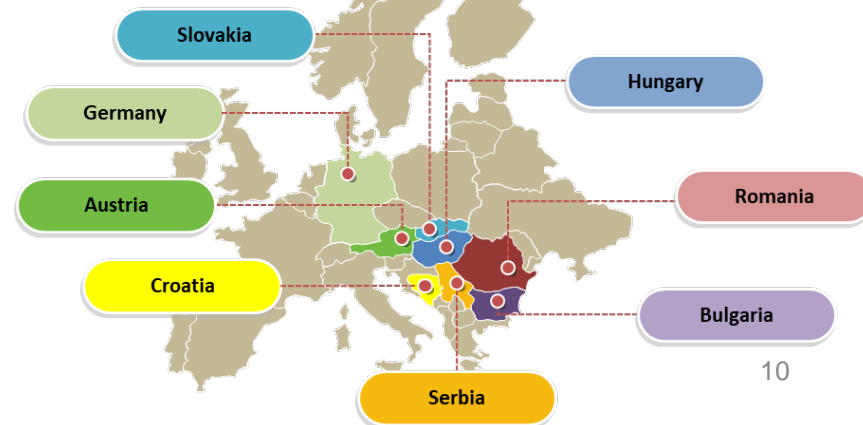
## 6.2018 - 11.2020

- 30 months of working & cooperation together



## NON-FUNDED STAKEHOLDERS

- Fleet owners & operators
- Logistics service providers
- Technology providers
- Cargo owners

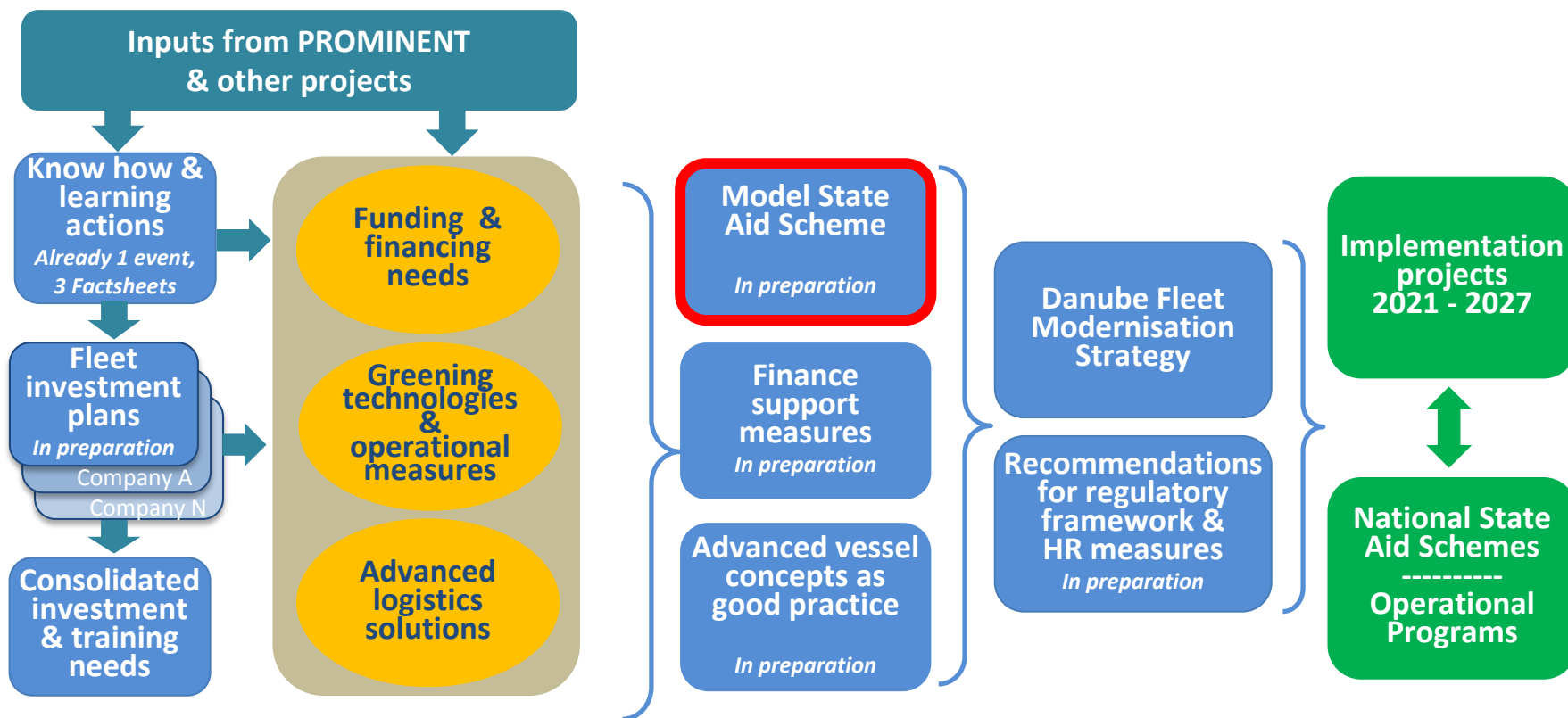


# GRENDEL: Project Objectives

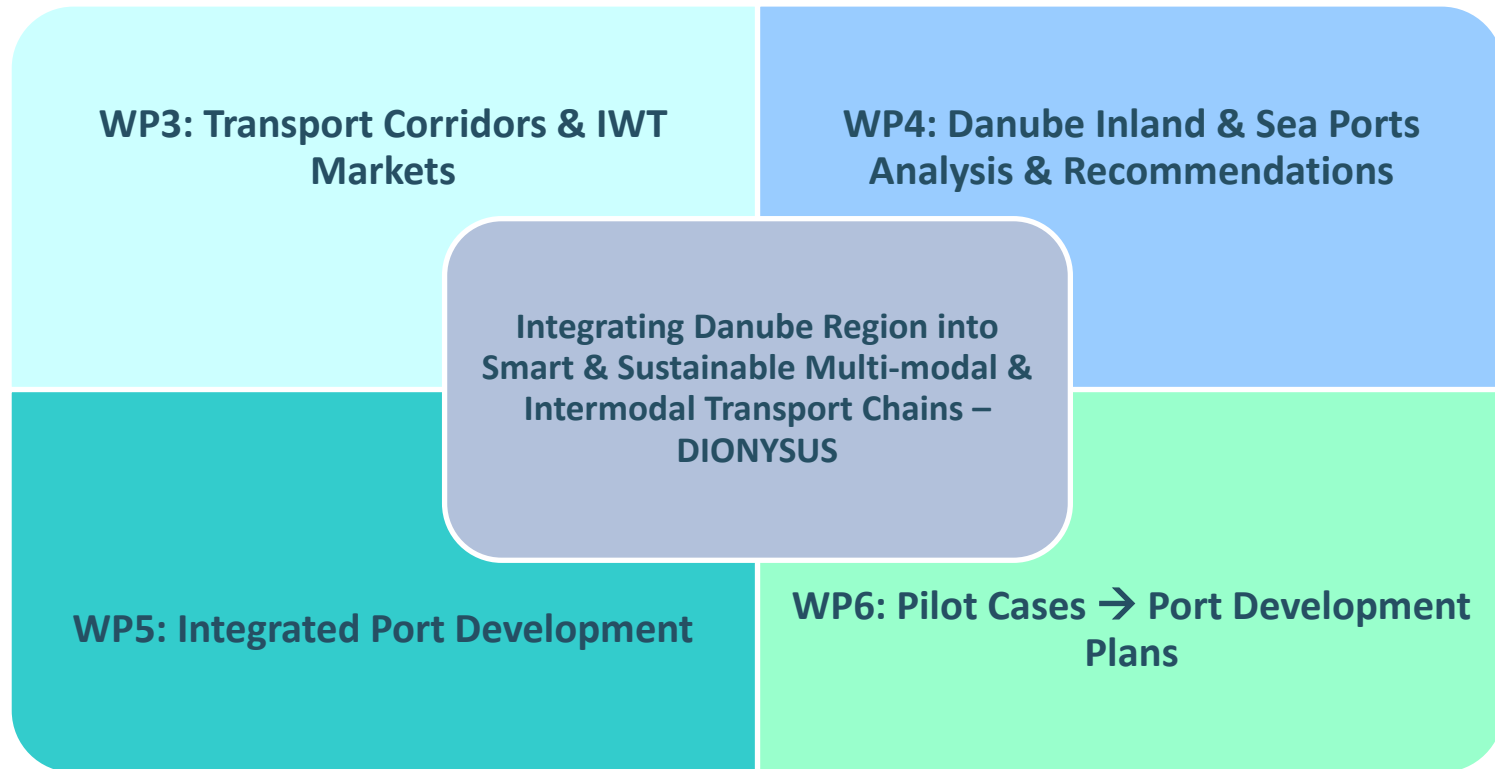


- Prepare / support vessel operators for modernisation / greening of Danube fleet based on **know-how transfer and results of European and regional innovation projects** & real-life demos following the European transport and environmental policy priorities
- **Elaborate fleet investment plans** defining investment volumes and greening technologies
- Investigate support to vessel operators regarding **financing opportunities for fleet greening**
- Facilitate state aid for fleet modernisation (funding volumes, funding objectives and activities) by **drafting a harmonized State Aid Scheme** which shall be implemented in as many Danube states as possible with the support of EU funds
- Further **develop regulatory framework for implementation of greening technologies**
- Identify required **new / future skills of workforce & prepare for training**
- Build up a **vessel operators' platform to facilitate knowledge transfer on greening technologies** (technical feasibility and financial viability) as part of the stakeholders' management
- Elaborate **Danube wide fleet modernisation strategy** and related recommendations
- **Implement tools, learning interactions and pilot actions** which are part of fleet modernisation strategy
- **Integrate IWT into logistics systems** in cooperation with logistics providers

# GRENDL: Work approach



## Next step: DIONYSUS



**Danube Transnational Programme: 3<sup>rd</sup> Call**  
**Eol: Submitted on 8<sup>th</sup> of March 2019**  
**At present: Evaluation process → Ongoing**



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# Thank you for your attention!

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Photo: © NAVROM

## **GRENDEL “Green and efficient Danube fleet”**

Towards modernisation & greening of Danube inland waterborne sector and strengthening its competitiveness

[www.interreg-danube.eu/grendel](http://www.interreg-danube.eu/grendel)