

MINUTES of the METEET workshop on environmental legislation requirements and inland waterway navigation projects

On 16 March 2021, the European Commission (DG MOVE, DG ENV and INEA) and the Danube Commission in cooperation with other stakeholders, organized the online METEET workshop on environmental legislation requirements and inland waterway navigation projects. The workshop was attended by 138 participants from 18 European countries representing a large number of institutions.

Désirée Oen, DG Move, welcomed the participants and explained the background of the METEET initiative and the excellent results of the last three years achieved with six workshops carried out in cooperation with DC, ICPDR and ISRBC. Today's workshop intends to demonstrate that inland waterway infrastructure development and environmental protection are not unsolvable trade-offs but can be turned into a win-win situation with the help of interdisciplinary planned and implemented projects. She informed the participants that the entire workshop will be recorded for dissemination purposes. She also introduced Inés Ayala-Sender as the newly appointed Rhine-Danube Coordinator from 01.01.2021.

Inés Ayala-Sender, European Coordinator for Rhine-Danube Corridor, welcomed the participants and pointed out the excellent organization of the workshop and the importance of the topic for future infrastructure projects at EU and national level. She noted that the Green Deal and its initiatives, in particular the EU 2030 biodiversity strategy and the Smart and Sustainable Mobility Strategy, provide new momentum to accelerate the transition to more sustainable transport. She also pointed out that the rehabilitation and expansion of waterway infrastructure to achieve Good Navigation Status is no longer in contradiction with the objectives of Good Environmental Status of European rivers. She noted that decisive action is needed to shift freight volumes towards the more sustainable transport modes including shifting a substantial part of inland freight transport currently carried by road to inland navigation and rail and consequently for measures to increase the capacity of inland waterways next years. Further EU policies and project action would lead to a significant transformation of the IWT sector. Also, the Connecting Europe Facility (CEF) is one of the key instruments that the European Commission supports in closing the infrastructure gap in the EU Member States and related countries. Good cooperation between the CEF and METEET mechanisms is of great importance. Besides that, the whole transport sector and in particular the IWT sector is strongly affected by the measures needed to contain COVID-19 in Europe in the last year. The transport sector will be part of the solutions for economic recovery. All the above should strengthen us and we need to work even closer together. Ms Ines Ayala-Sender called on all stakeholders in the METEET initiative to understand the importance of each other's contributions in the vision of sustainable growth. She concluded by pointing out that the European Commission wants to see a fully functioning and multimodal Rhine-Danube Corridor by 2030.

INTRO

Anna Livieratou, INEA, presented the results of INEA regarding the EU programs in period 2014-2020 as well as the future role in the new EU budget period 2021-2027. Regarding the transport sector, the focus will be on CEF 2 and HORIZON EUROPE programs. From April 2021, INEA will be transformed into CINEA (European Climate, Infrastructure and Environment Executive Agency). She explained the state of play of CEF Funded Actions along the Rhine-Danube Corridor by showing an overview of CEF actions per transport mode. 35 Inland Waterway actions were funded with € 257,6 mln. and 11 Actions involving EIA with € 66 mln. She underlined the important facts like the implementation of projects, the procurement procedure, the administrative capacity as well as the impact of the COVID pandemic.

Hans Stielstra, DG Environment, gave an overview of the requirements of the Habitats and Birds Directive as well and the Water Framework Directive (WFD) which are extremely important for the METEET initiative. He noted that despite of ongoing concerns around the achievability of the 2027 deadline for 'good water status' in the Water Framework Directive, the EC restated its intention in July 2020 not to put the Directive up for review. He stressed the importance of METEET as a useful mechanism for the work and better understanding of the two sectors.

1) River biodiversity and ecosystems

Przemyslaw Oginski, DG Environment, gave an overview of the requirements of River biodiversity and Ecosystems. He announced that there are 50 major rivers in the EU, 20 of which have catchment areas of more than 50,000 km² and 4% are covered by Natura 2000. According to the results from reporting under the nature directives 2013-2018, the conservation status of habitats at EU level has primary poor or bad status of 81%. The EU Restoration Plan for 2030 foresees the restoration of 25,000 km of free-flowing rivers. On the other hand, there are over one million barriers in European river ecosystems. The 2012 Guidelines on Inland waterway transport and Natura 2000 was cited as a good practice. The Guidelines were elaborated on how best to ensure that activities related to the development and management of inland waterways are compatible with EU environmental policy in general and nature legislation in particular.

2) Nature Directives' requirements

Przemyslaw Oginski, DG ENV, D3, also provided an overview of the requirements of the Nature Directives. He presented the content and background of the EU Birds and Habitats Directive, the conservation status of habitats and species in the EU, and explained objectives for Natura 2000 sites. It was mentioned that the European Commission had elaborated guidelines/recommendations for setting site-specific conservation objectives. The status of the compliance of MS legislation with the Habitats Directive has been explained together with the legal and legislative measures implemented by DG ENV. He also underlined the importance of the concept of "future projects having a likelihood to have a significant effect" on the sites and explained why this concept is so important for IWW projects.

Mr Oginski referred to the relevant assessment procedure required by the Directive which is relevant for projects affecting Natura 2000 sites. For this, a flowchart was presented with a sequence of steps as each step is influenced by the previous step:

Step 1 – Screening: Determining the likelihood of significant effect in the context of SSCOs.

Step 2 – Appropriate assessment: The purpose of the step is to determine whether the plan or project can have adverse effects on the integrity of the site.

Step 3 – Derogation: This is an exception to the general rule, that authorization for a project will only be granted if the integrity of the site will not be affected by planned measures.

An important obligation is to examine whether there are alternative solutions to the project. In the case of derogations, certain compensatory measures have to be implemented, which must also be discussed with the Commission. Compelling reasons of overriding public interest were explained which are not defined in the Directive.

Finally, Mr Oginski described a good example of Ireland about restoring the favorable conservation status of River Lamprey Lampetra.

Comments:

Barbara Bernardi, (INEA), highlighted the issue of the Nature Directives and asked how much the case of the mentioned river in Ireland was comparable to the Danube. In his reply Mr. Oginski stated that the rivers are not comparable and also noted similar cases concern the analysis in Denmark. However, the approach of States in meeting the objectives of the Directive is important.

Marijana Cindrić, (MSTI, Croatia), asked about the past deadline for transposing the Habitats Directive into Croatian legislation and remaining open issues related to site-specific conservation objectives i. e. the question about the status of the infringement procedure 2019/2276. Mr. Oginski answered that the competent unit of DG Environment would answer the question later.

Mathieu Grosch (European Coordinator for Orient East Med Corridor), asked in writing about the screening and evaluation of IWW projects that contribute to freight transport and take into account the aspects of "shifting from road to IWW" and the resulting CO2 reduction. Hugues Van Honacker (DG Move) answered also in writing that this will be addressed in the new guideline on climate-proofing that the EC will adopt in the second quarter this year.

Inés Ayala-Sender, (European Coordinator for Rhine-Danube Corridor), emphasized the importance of the implementation of Nature Directives for the cross-border implementation. In this sense, some cross-border activities on the Rhine-Danube Corridor were mentioned.

3) WFD requirements

Jeanne Boughaba, DG Environment, presented information about the latest state of play regarding the EU Water Framework Directive. She stressed that changes in hydrology and morphology in the rivers were the main pressures affecting ecosystems. In that regard, taking into account major gaps in implementation, member states received a call to accelerate and improve implementation to reach the WFD objectives by 2027, which needed better integration of sectoral policies with WFD, including navigation policies – integration at the strategic planning level. Regarding new infrastructure projects, important recent developments include specifically the elaboration of guidelines to meet the requirements of WFD Article 4(7), which was elaborated in the frame of the Common Implementation Strategy for the Water Framework Directive (CIS). New modifications preventing the achievement of good water status and/or leading to deterioration will be allowed only under certain conditions, which would need a strategic approach in particular. At the end of 2021, two new documents will be available: Guidelines on sediment management and Comparison of methods to set good ecological potential. She also stressed the strong inter-relation between Good Ecological Status (GES) and Good Navigation Status (GNS).

In the context of the Common Implementation Strategy (CIS) for the WFD, the main elements of the CIS WG ECOSTAT 2020-2021 were presented.

Comments:

Representatives of the DC Secretariat and JASPERS commented that Article 4.7 of the WFD allows new projects to go ahead provided that it is applicable and that the project passes all the required tests (including the ones set in articles 4.8 and 4.9). In that scope, it was noted the JASPERS checklist mechanism as a support tool for project developers and decision makers.

4) EIA requirements

Slavitza Dobрева De Schietere, DG Environment, gave an overview of the EIA procedure for large-scale transboundary projects. She defined these projects as “projects which are implemented in at least two Member States or having at least two Parties of origin, and which are likely to cause significant effects on the environment or significant adverse transboundary impact” and defined steps in a transboundary EIA as :

- Notification and transmittal of information
- Determination of the content and extent of the matters of the EIA information
- Preparation of the EIA information/report by the developer
- Public participation, dissemination of information and consultation
- Consultation between concerned MSs/Parties
- Examination of the information gathered and final decision
- Dissemination of information on the final decision

The need for international cooperation and coordination at this scale and importance of the whole project has been identified. Also, a joint EIA documentation should be prepared before a national EIA is undertaken.

Comments:

When asked by Georg Rast, environmental expert, whether this procedure is mandatory, the answer was no, but the usefulness of this approach was emphasized.

5) Good practices examples

AT project

- **Integrated River Engineering Project Catalogue of Measures for the Danube East of Vienna**

Robert TÖGEL ViaDonau, Austria, gave a status report of the Integrated River Engineering Project Catalogue of Measures for the Danube East of Vienna, the Danube section up to Bratislava approximately 48 km long. He noted 3 critical success factors:

- result of an integrative planning approach
- accompanied by a stakeholder forum since 2012
- meant to be a learning system (or adaptive system) to improve quality and to cope with uncertainty

He emphasized that the current implementation strategy is based on the experiences of a pilot project phase. The catalogue of measures is a combination of modified maintenance processes and optimization projects, as well as the result of an integrative planning approach that was accompanied by a stakeholder forum. Apart from the good navigational status, the goal was to establish a good ecological status on the Danube east of Vienna. In conclusion, he emphasized that integrative planning and adaptive approaches need sufficient political and financial support.

RO project

- **Sibiu – Pitești Motorway project**

Catalin Costache, MTIC, Romania, presented the Sibiu – Pitești motorway project. This motorway is a strategic project of highest importance, as it is the main missing link in the Rhine - Danube motorway corridor on the RO territory, a 120 km long of newly constructed motorway in very difficult terrain. The beneficiary is CNAIR SA – Romanian Motorway National Company. The crossing of some Natura 2000 sites was unavoidable. There are 11 NATURA 2000 protected natural areas, potentially affected by the project, which include over 393 species and 94 habitats.

For these species and habitats, SSCOs were developed between January and June 2020, containing about 1650 parameters and target values.

The measures proposed in the environmental studies ensure the integrity of the protected natural areas, of the species and habitats existing therein, and the residual impacts were assessed as insignificant. A concrete example of application of the working procedure - in the case of the project "Express Road Craiova - Pitești" the same methodology was applied (SSCOs were developed, environmental studies were performed based on these SSCOs and the environmental agreement was revised. The funding application was sent to the EC after the approval of this part of project the Sibiu - Pitești Motorway.

In 2021, 19 projects are being processed following this procedure. the lessons learnt mentioned were the good institutional communication, the good internal expertise and the consultation process with EC.

FR-BEL project

- **Integrated approach Seine-Scheldt Border Lys project**

Frank Serpentier, De Vlaamse Waterweg, Belgium, presented Seine-Scheldt Border Lys project. The Seine – Scheldt project is a complex cross-border project involving Belgium (the regions of Flanders and Wallonia) and France and includes work aimed at both creating new infrastructure and at improving existing infrastructure with minimal impact on the environment. Sufficient coordination is therefore an important challenge. In order to support the coordinated and timely implementation of the project, it is necessary to adopt provisions laying down a description of the necessary actions and the timetable for their implementation. This would help achieving the cross-border objectives of the Work Plan for the North Sea – Mediterranean Core Network Corridor, as well as to complete the Seine – Scheldt project at the earliest possible date but no later than 2030. It was planned to phase realization in the time frame 2018-2027. The 2018 Framework Convention Border Lys facilitated the implementation of the project. Complex measures are planned in the scope of the environmental and integral approach.

Belgium (the regions of Flanders and Wallonia) and France have already carried out significant work (studies and infrastructure works) contributing to the realization of the Seine-Scheldt project. Most of this work has been co-financed by the European Union, under different programs. Activities are currently performed under a Grant Agreement of the Connecting Europe Facility, involving EU funding up to 50 % of the eligible costs.

Comments:

Volker Steege, Federal Ministry of Transport and Digital Infrastructure, Germany, concluded the Catalogue of Measures started with its "warm-up phase" in 2016, full implementation phase from 2018 on. Today, all critical fords for navigation are touched by works. Sometimes optimized groins, sometimes artificial gravel islands and equally important: continuous improvement of maintenance by dredging works. He exchanged views with Robert Toegel, about the Austrian presentation, asking for clarifications on the issue of Catalogue of Measures.

6) Key factors for a successful integration of environmental policies (and requirements) in inland navigation projects

Manfred Seitz (DC Secretariat), welcomed the obvious progress regarding the METEET initiative and focused on key factors for successful integration of environmental policies and requirements into inland navigation infrastructure projects and summarized the experiences from the six METEET workshops organized by the Secretariat of the Danube Commission on behalf of DG MOVE. He expects that starting in 2022, we will have added a new expert workshop that will provide a platform for sharing information on integrated river engineering methods and practices.

Key aspects of integrated projects from trainer's perspective:

- apply the integrated planning process from the beginning, using interdisciplinary teams that define common planning objectives,
- minimize the impact of engineering interventions and use non-structural measures whenever feasible,
- apply a case-by-case approach and an adaptive form of measures to ensure "working with nature",

Lessons learned from point of view of the organization of the workshops/webinars:

- a strong commitment from the host ministries,
- suffered from generally low stakeholder participation from the environmental side,
- certainly, the METEET initiative should continue, adapting the approach for a second round of workshops in the region and beyond, wherever feasible.

Further on in the agenda under point 6., a panel discussion was conducted and moderated by two METEET trainers, Jasna Muskatirovic and Georg Rast. The idea was to discuss the key factors for successful integration of environmental policies (and requirements) in inland navigation projects.

Invited panellists were:

- *Karin De Schepper, Director, INE - Inland Navigation Europe*
- *Gert-Jan Mulerman, PA1a co-coordinator, via donau*
- *Frank Serpentier, Project Leader, De Vlaamse Waterweg*

The moderators, in consultation with the Danube Commission prepared questions in advance and distributed them to the panellists before the workshop.

The panel was planned so that each panellist would receive 2 questions, with an additional "reserve" question for each in case that there are no questions from the audience.

The questions were the following:

Karin De Schepper – Inland Navigation Europe - INE

1. As INE works with public waterway managers, in multiple areas, what can you tell us about coherence of EU legislation between environmental and inland waterway sectors
2. How do you see the capacity and available resources in the public sector to manage, coordinate and implement integrative projects?

3. (RESERVE) – What might be the influence of future EU taxonomy regulations on integrative projects in the field of inland waterway transport sector?

Gert-Jan Muilerman – PA1a

1. As a Priority 1a coordinator, what are your experiences with integration of environmental policies in inland navigation projects in the Danube Region?

2. What do you think, what made successful projects successful?

3. (RESERVE) – How do you see role of stakeholders forum in successful execution of the project

Frank Serpentier – De Vlaamse Waterweg

1. You were a project leader for very complex cross-border project, what can you tell us about lessons learnt on growing complexity of projects in a cross-border context?

2. What is your experience on integration of permitting procedures, what would be your recommendations for the future?

3. (RESERVE) – What are your thoughts on execution of long lasting projects, from planning to implementation, in view of time limited funding periods (multi-annual financing periods), and new requirements that might evolve along the way (climate proofing, for example)

At the beginning, the panellists introduced themselves and presented their field of expertise. After that, two rounds of questions were posed to each panellist.

The discussion with the panellists can be summarized as:

Karin De Schepper – Inland Navigation Europe - INE

Karin De Schepper explained on the topic of coherence of EU legislation between environmental and inland waterway sectors that INE (Inland Navigation Europe) works towards more and better transport, but as a platform of public waterway managers working with waterways that have multiple functions, the mission goes beyond transport and the objective is to take an integrated approach.

She emphasized that the European Green Deal offers the opportunity to better align modal shift to inland waterway transport with other goals such as climate and environmental policy. Waterway managers also fit in regional development, recreation and energy policy.

To realise co-benefits and to be effective in this task, the European framework must allow for the following measures and instruments: coherence in regulation and guidance (mobility, taxonomy, climate proofing guidance, biodiversity guidance and involvement of players in preparation); coordination and dialogue for implementation: recent EU communication says a lot about cross-sector dialogue but what are the planned mechanisms to achieve this – cross-sector and cross-border coordination mechanisms to facilitate implementation; capacity building: not all administrations are equipped with the resources and skills and require assistance; calculation of co-benefits and enable better their co-funding: no EU toolbox available and EU programmes often silos.

Asked how she sees the capacity and resources available in the public sector to manage, coordinate and implement integrative projects, Ms. De Schepper said that integrated projects require many skills. There is a need for human resources in waterway administrations and capacity building to deal with the extensive planning and management of integrated projects. New requirements (e.g. climate proofing, taxonomy) are a challenge with regard to timing. A guidance document for such new regulation is expected by end of 2021 but it is requested that EU programmes are opened by mid-2021. The Taxonomy Regulation and the respective Delegated Acts do not mention waterway infrastructure, only transport means (vessels) and fuels, dedicated to zero emissions vessels and transshipment in ports.

Gert-Jan Muilerman – Danube Strategy Priority Area 1a co-coordinator

On the question about experiences with integration of environmental policies in inland navigation projects in the Danube Region, Gert-Jan Muilerman, pointed out the following:

The guiding principles for the development of inland navigation and environmental protection in the Danube basin have been laid down in the 2007 Joint Statement. The principles have been elaborated in the 2010 PLATINA manual on good practices in sustainable waterway planning. These activities created the basis for an integrated planning process in the Danube River basin.

His main observations during the Joint Statement process were: Very little waterway projects were implemented at the beginning of the past decade – so not much practical experience existed at the beginning. Waterway development and navigation projects have gained momentum in the Danube region for about 6 years.

Despite all good intentions, not all waterway managers were properly prepared and equipped to setup truly integrated projects. That is why the METEET initiative in the Danube area is so important. It requires a different mind-set and different skills from waterway managers: instead of creating a blueprint with a waterway engineering solution at the beginning, you have to start discussing with stakeholders around an empty drawing board. That can be scary and indeed requires a mental shift. We have seen that this mental shift and the setup of new stakeholder networks took more time than we originally anticipated. However, the positive examples (e.g. AT, RS) have shown that integrated project designs have paid off in the end.

Mr. Muilerman emphasized that integrative projects are possible, but it is hard work.

When asked what makes for successful projects, he summarized that the ingredients for successful and truly integrated projects are as follows: Earliest possible involvement of all relevant navigation and environmental stakeholder groups and permit authorities; Sufficient means and resources for both fairway and environmental monitoring; Forget about blueprints: natural rivers are not an exact science and will always require an adaptive approach; Create “buy-ins” by investing in an atmosphere of trust and transparency in the wider stakeholder network.

Frank Serpentier – De Vlaamse Waterweg

Frank Serpentier pointed out that waterway projects are inherently very complex, but with cross-border projects there is an additional layers of complexity. Different procedures, different budgets, different communication strategies, plus language barriers make such projects very difficult. In some cases different accents in the implementation of the same regulations (e.g. timing of EIA's, monitoring, ...) make additional challenges.

A close and stable cooperation framework (well-structured, lasting in time) is essential for the successful implementation of complex integrative projects (e.g. Framework Convention, Intergovernmental Commission Seine-Scheldt).

When asked how to deal with growing complexity - integration of permitting procedures (infrastructure, environment) in a single procedure ('one-stop shop') Mr. Serpentier drew attention to the fact that, just recently, he saw the evolution towards the a single procedure (one-stop-shop, in Flanders since 2018, in the Netherlands since 2010). Procedures for 'complex projects', focussing on participation, communication, stakeholder management were divided by 3 stages: start decision, preference decision, and project decision, with all permits being granted in the last step (= building permit + environmental permit + expropriation decision + ...).

He believes that this is the way forward, also at European level (cross-border), and that it would be good to aim for further integration and simplification of permitting procedures.

During the Q/A part of the panel, Jeanne Boughaba (DG ENV, C1), asked Gert-Jan Muilerman (and possibly others...): to what extent are nature-based solutions investigated/implemented as solutions to address both environment and navigation needs in a consistent way? Do you think that there is a need for more innovation in that field? In his answer, he pointed out that parts of this already exist in the toolbox, which has been already developed for some waterway engineering measures and their possible effects on habitat and environmental conditions. Innovations are showing the way forward.

The moderators asked Karin De Schepper about the impact of future EU taxonomy regulations on integrative projects in the field of inland waterway transport sector. Ms. De Schepper answered that in the draft delegated Act for taxonomy as well as on climate mitigation and climate adaptation waterway infrastructure is not part of. She thinks that, if we want to continue with this type of projects, and we want to use taxonomy criteria, waterway infrastructure must become part of it.

There was a comment from Volker Steege (Federal Ministry of Transport, Germany) who wrote: “Experience on German waterways is, that the legally compliant consideration of the environmental requirements inevitably requires a high level of expertise and time. All relevant species and habitat types, site specific conservation objectives, quality objectives of the WFD and in the future probably also of the biodiversity protection areas must be processed and prepared in detail, including the necessary minimization and coherence measures. This inevitably takes several years (a decade and more) in the case of larger projects, with interactions on adjustments to the project planning and renewed balancing based on this. We want to stand together by the environmental protection goals - but then we must also recognize together that correspondingly long periods must be estimated for the planning and approval times under these demands. But of course – there is no other way of going.”

In addition, Mr. Steege asked a question on adaptive approach, and how is it possible to get permit (since in that case you need to know what happens in the future, and that is almost impossible)? Mr. Muilerman

said that it is a matter of dialogue, with extensive monitoring, data collection, In the continuation to this reply, Georg Rast asked if ever “no regret” measures have been used. Gert-Jan Muilerman responded that reversibility of measures is one of the most important key principles in a planning process.

As a final question, the moderators asked Frank Serpentier for his thoughts on the implementation of long lasting projects, from planning to implementation, in terms of time- limited funding periods (multi-annual financing periods), and new requirements that might evolve along the way (climate proofing, for example). He replied that a stable and long-lasting cooperation platform is absolutely critical, and an implementing act is very useful, and that right timing is very important. New requirements should be communicated as early as possible.

Workshop EU environmental legislation requirements and inland waterway navigation projects

WebEx, 16 March 2021, 9h00-13h00

Targeted participants: Transport and Environment Ministries representatives and experts from Rhine-Danube Corridor countries, and invited countries

Welcome by European Coordinator Inés Ayala Sender

Intro HoU INEA (Anna Livieratou, Senior Project Manager, Unit C2) and HoU DG ENV (Hans Stielstra, Clean Water unit, Deputy Head of Unit)

Moderator Désirée Oen, Senior Expert and Advisor to Inés Ayala Sender

- 1. River biodiversity and ecosystems (15' + 10' Q/A session) –(Przemyslaw Oginski, DG ENV,D3)**
 - Multi-functionality of EU rivers; ecosystem benefits and threats
 - Priorities of EU Green Deal and the Biodiversity Strategy for 2030 (restoration decade) and their implications for rivers and inland waterway sector, including from the project perspective
- 2. Nature Directives' requirements (15' + 10' Q/A session) (Przemyslaw Oginski, DG ENV, D3)**
 - SSCOs requirements and state of play of their development in MS, AA of plans or projects in view of sites' SSCOs, Art. 6.4 HD requirements - projects and overriding public interest, alternatives and compensation measures, strict species protection and IWT projects
- 3. WFD requirements (15' + 10' Q/A session) – Jeanne Boughaba (DG ENV,C1)**
 - objectives of the WFD, requirements and guidance on how to set objectives in Heavily Modified Water Bodies, requirements regarding new projects (article 4.7)
- 4. EIA requirements (15' + 10' Q/A session) -Slavitza Dobрева De Schietere (DG ENV, E1)**
 - EIA Directive requirements and its application in large scale transboundary projects

11.00-11.15 *Coffee break*

5. Good practices examples (10' per example + 15' Q/A session)

- AT project presented by Robert Toegel, Viadonau
- RO project presented by Catalin Costache, MTIC of Romania
- Integrated approach presented by Frank Serpentier, Project Leader Seine-Schelde *Investeringen– De Vlaamse Waterweg*)

6. Key factors for a successful integration of environmental policies (and requirements) in inland navigation projects (30' + 15' Q/A session)

- Presentation of lessons learnt in the context of previous METEET trainings, (Manfred Seitz, General Director of the Secretariat of the Danube Commission)
- Round table (representatives MS of case studies) – what are the key factors for successful integration
 - o Inter-sectoral dialogue in planning inland waterway's development (Karin De Schepper, Director Inland Navigation Europe)
 - o Integrated planning and design of inland transport projects/plans (Gert-Jan Muilerman, PA1a/Viadonau)
 - o Address both environmental and navigation related objectives in a consistent way in the Seine Escaut project (Frank Serpentier, Project Leader Seine-Schelde Investeringen – De Vlaamse Waterweg)
- Discussion led by Jasna Muskatirovic and Georg Rast

7. Closing by European Coordinator

-