



Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Russia Serbia Slovakia Ukraine



## 13<sup>th</sup> Meeting on the Follow-up of the Joint Statement of Guiding Principles of Inland Navigation and Environmental Protection in the Danube River Basin

*“Implementation issues of the JS & advisory services”*

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Manfred Seitz, Director-General of DC Secretariat  
Budapest & online, 14 September 2022



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## Course of presentation

1. Activity report of METEET – the workshop in Ukraine in November 2021
2. Short recap on the situation of Danube navigation
3. Future steps in the support of the implementation of the Joint Statement
  - Common understanding of DC, ICPDR and ISRBC
  - Future of METEET – status of discussions in the Steering Committee
  - Feedback and questions of the JS stakeholders
4. 13th Joint Statement Meeting questionnaire



## Activity report METEET 2021

Verbal summary of Déjan Trifunovic  
on METEET activities general and on the workshop with Ukrainian administrations held  
online on 25-26 November 2021

SE "USPA" HENNADII MELTSOV (PRESENTATION)

**Usage of dredged soils in Europe**

Category	Percentage
Open Water	52%
Wetland Nourishment or Creation	14%
Upland	11%
Beach Nourishment	10%
Confined Disposal	13%

**SE "USPA", dredging volumes, mln m<sup>3</sup>**

Year	Volume (mln m <sup>3</sup> )
2013	13.80
2014	8.19
2015	2.89
2016	6.47
2017	7.39
2018	5.8
2019	7.432
2020	5.901

**Shabo. Slope collapse as a result of coastal erosion**

**Dredged territory of Bilhorod-Dnistrovskiy sea port**

METEET TRAINER JASNA MUSKATROVIC

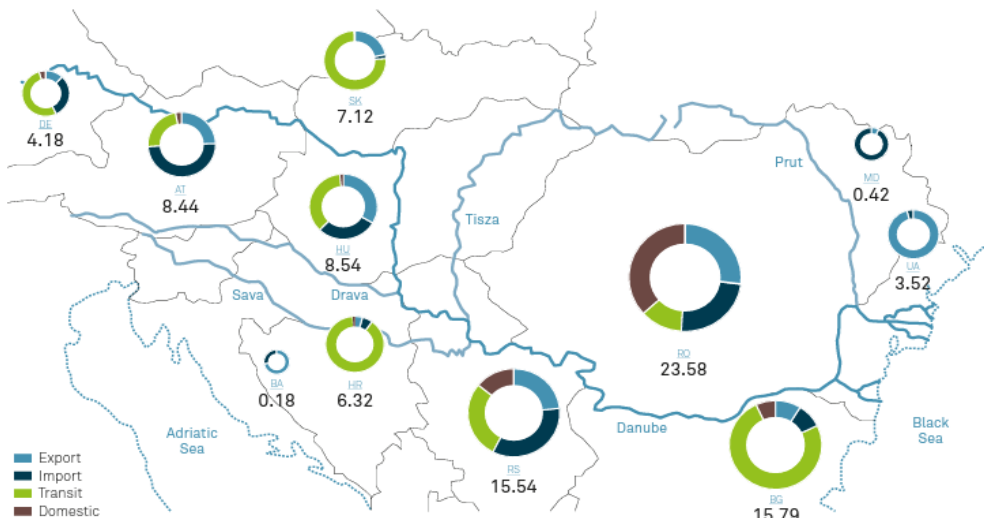
SE "USPA" HENNADII MELTSOV

METEET TRAINER GEDRG RAST





Freight transport on the Danube 2019: 36,2 mio tons



Source: via donau, Annual Report 2020

➤ **Overcome shortcomings in fairway maintenance and backlog in infrastructure investment (waterway & ports)**

- Fairway depth limitations -> Strong dependency on waterway conditions -> reduced vessel draught, higher costs, reliability problem in managed supply chains
- Transport volume in 2007: 49 mio tons
- Losses to road and rail transport, de-industrialization of Europe as part of globalization, change in cargo structure;

## Main challenges for Danube navigation

- Reduce administrative barriers -> "Same river – same rules"
- Modernize of Danube fleet -> towards zero emission
- Implement harmonized River Information Services as basis for digitalization and automation
- Ensure skilled workforce and good working conditions in IWT sector
- Improve human capacity of waterway and port administrations (institutional capacity)
- Strengthen transnational/cross- border cooperation
- **Mitigate impact of climate change / adapt IWT to climate changes**

- "...Climate Change in the Danube has twice the magnitude of the global average",

*"A 1.5°C global warming scenario (extremely optimistic) will have to consider a 3°C warming impact in the Danube basin"*

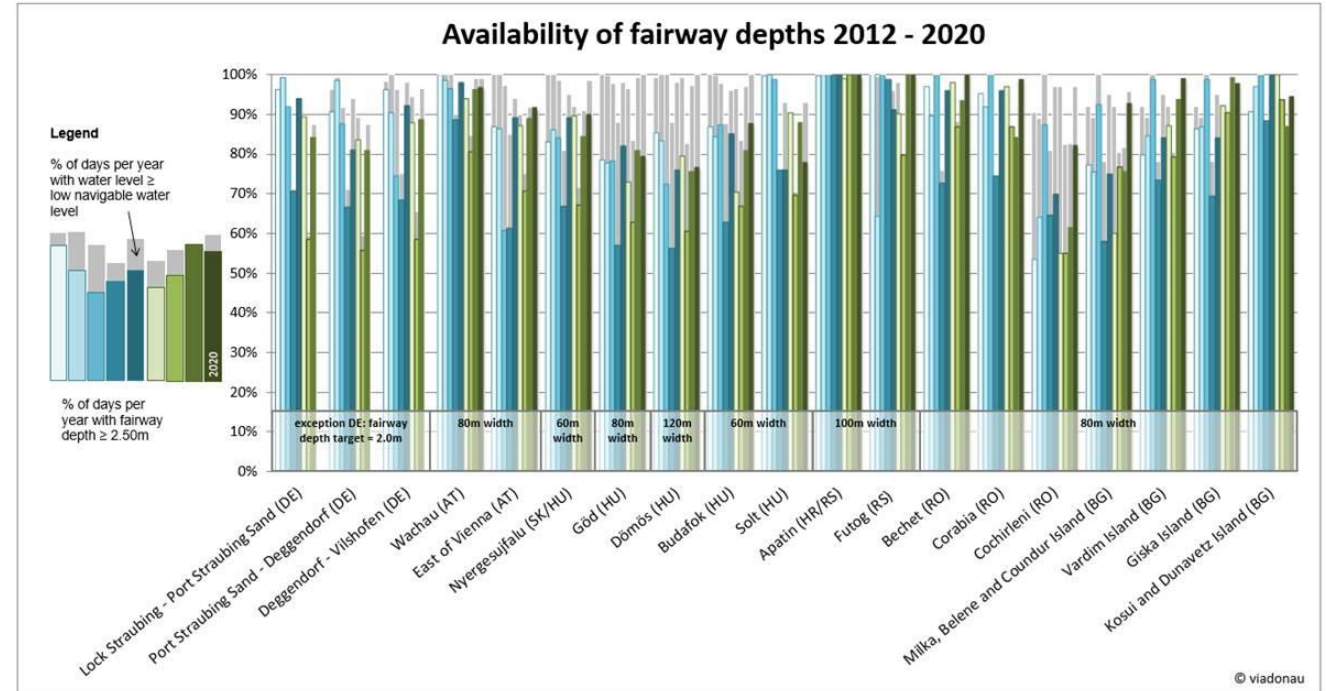
*Prof. Mauser (LMU): Climate Change and the Danube River Basin – Assessment and next steps, presentation held at Joint Statement meeting 15-16 September 2021*



## Fairway maintenance and rehabilitation

### ➤ Overcome shortcomings in fairway maintenance and backlog in infrastructure investment (waterway & ports)

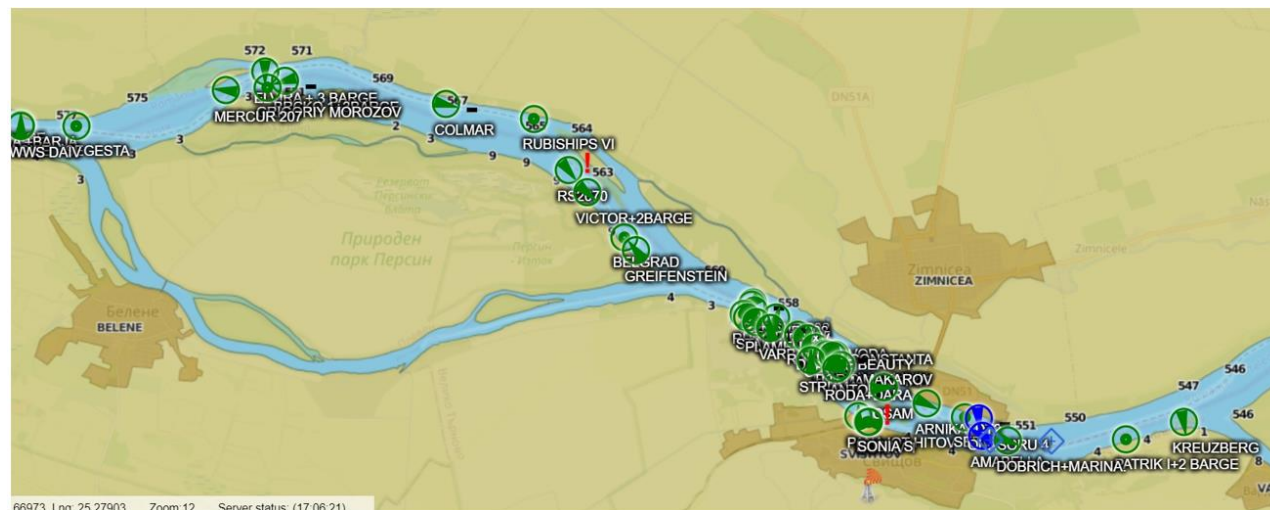
- Shortcomings in fairway maintenance in several Danube States
- Some waterway administrations understaffed – underfinanced – underequipped
- Lack of political awareness
- Complexity of infrastructure projects – environmental legislation
- Progress through EU projects like Fairway Danube, and national EU funded projects (e.g. lock rehabilitation SK and Serbia)
- However: Risk for severe draught limitations (and even navigation interruptions) in low water conditions at certain bottlenecks





## Targeted action needed on EU and MS level

- State of technology fairway maintenance has to ensure minimum standards: 2.5m fairway draught at 243 days/year at LWRL
  - Revision of TEN-T regulation: Implementing acts by corridor and part of long-term investment plan
  - Stronger mandate of corridor coordinators
- Need to speed up rehabilitation projects in critical sections with help of EU programs (sustainable river engineering – building with nature)
- Important step: CEF Call 2 – “Fairway Danube 2”
  - Joint activities of waterway administrations in areas of hydrography, hydrology, WAMOS, ecological monitoring, etc. tapping synergies through cooperation, acting cross-border; exploring flexible river training solutions, etc.
- Adaptive approach to learn for full-scale national implementation projects
  - Tackling 2-3 critical bottlenecks in each participating state
  - Tangible results for IWT industry by elimination of most severe bottlenecks – adaptive approach ensures sustainable intervention logic

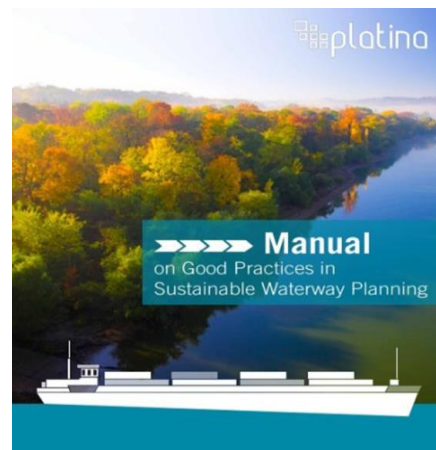
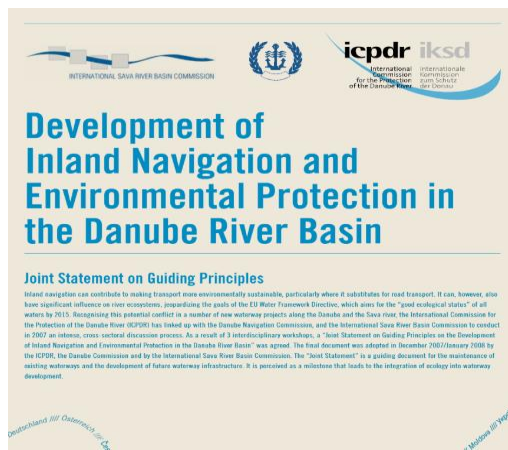


Source: BulRIS, September 2021

***Blockage of Danube at BG sector (Belene island) in September 2021 for almost 3 weeks as a result of lack of dredging – same situation from 4 July – 23 August 2022 with complete closure of Danube - millions of Euro lost along logistics chains – loss of trust into Danube as logistics solution***



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### Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube Basin, December 2007/January 2008

- Joint Statement was a milestone for sustainable development of river Danube as waterway
- Manual on Good Practices in Sustainable Waterway Planning published in 2010 as part of Platina/NAIADES is most valuable knowledge basis
- Interests for improved fairway conditions and needs for improved environmental conditions combined by integrated sustainable river engineering solutions

## Sustainable inland waterway transport

- Successful know how transfer activities increased the knowledge level at waterway administrations, river engineering/consultancy companies
- Several river engineering projects applying JS principles and methods were started/successfully implemented
- Climate change is obvious and might have a major impact on river discharge and consequently on IWT and eco-systems:
  - More and longer periods with low draught/shallow water
  - Professional maintenance of fairway required to ensure safe and efficient navigation
  - Increasing periods of low draught put pressure also on wetlands and increase need for mitigation and adaptation measures
- Consequently, there is a great need to accelerate the definition and implementation of ecologically sound river engineering projects
- Adapted and intensified JS activities should support policy makers, waterway administrations and river engineers in defining and implementing necessary projects based on solid expertise and continuous knowledge growth in the fields of green river engineering



## Future steps in implementation of JS (1)

ICPDR, ISRBC and DC agreed in 2020 on future steps and presented these in the 11th Joint Statement Follow-up meeting:

- *No update on Joint Statement documents for the time being – Considered as not appropriate to update the basic document and annexes, as it is intended as an expression of the political will to cooperate between all relevant actors and the principles of cooperation are still valid*
- *Manual on Good Practices in Sustainable Waterway Planning (Platina Manual) from 2010 needs to be updated and extended to new findings with the help of an EU funded project*
- *During the update process of the Manual, the need to revise the Joint Statement with reinforcing the (political) commitment shall be investigated*

### Proposed steps:

„Danube Region Programme 2021-2027“ could offer an opportunity to update the Manual

- The first call for proposals is going to be officially launched in September 2022
- Two step application starting with EoI - EU funding up to 80% - project start Q1/2024 in case of success
- Talks to integrate the work on the new Manual into a planned project on Sediment Management started
- New Manual shall become an online knowledge management system



## Future steps in implementation of JS (2)

ICPDR, ISRBC and DC agreed in 2020 on future steps and presented these in the 11th Joint Statement Follow-up meeting:

- *Streamlining the yearly JS Follow-up meeting with in-depth topic session on Day 2 of the meeting*
- *Facilitating an international platform for know how and information exchange for ensuring the constant advance of ecologically sound river engineering in the light of increased climate change mitigation and adaptation needs*
- *Preparing for support for regular meetings of such an platform e.g. in the kind an of expert workshop on environmentally sound river engineering*

### Steps proposed:

- In-depth topics implemented in 2020 with special session on „Sediment Management“ and in 2021 with „Effects of climate change“- to continue with this format and to improve follow-up of session outcome
- Day 2 tomorrow will focus on **climate change adaptation needs and related human resource requirements**
  - Gathering feedback from key stakeholders and potential partners in realizing a potential platform for regular know how exchange and information
  - Gaining inputs for the elaboration of a concept for the platform and setting up partnerships
- Investigate the human resource situation of waterway administrations and looking into EU funding opportunities for human resource management – input for future EU funded projects



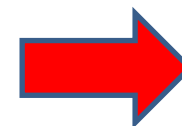
## Research needed on CC in Danube region

Prof. Mauser in JS Meeting 2021 – session on climate change:

**“No Danube-wide, consistent assessment of Climate Change Impacts exists”**

Questions to be answered among others:

- How will the navigability of inland waterways be affected by changed discharge conditions?
- What impact will these changes have on transport performance and transport costs?
- Will dredging strategies and maintenance concepts have to be adapted?
- To what extent are ecological assets, vegetation and fauna in and along waterways affected?
- How will erosion on banks, revetments, underwater embankments and in foreshore areas behave in the future?
- Are increased loads on quays, locks or even barrages to be expected?
- What adaptation measures can be considered?
- How best to align waterway improvement measures with ecological requirements under CC impact?



**Joint RTD project in suitable EU program  
needed to build on solid scientific & agreed  
basis enabling regular updates**

GHG Emission scenarios (IPCC  
AR6 2021)

Climate projections/Regional  
model

Hydrological models/discharge  
Danube and tributaries

Impact on IWT system and  
riverine eco-systems

Adaption and mitigation  
strategies



## Status of METEET and its future

- 8 workshops performed since 2016 under METEET - Mixed Environment Transport External Expert Team on Integrated Planning of IWT projects
- Financial support provided by EC/DG MOVE via Grant Agreement with Danube Commission – mutual intention to continue, application under preparation
- Initial intention to hold dedicated workshop on „Technical Guidance on climate proofing of infrastructure in spring 2022“ – not concluded in Steering Committee for several reasons
- Steering Committee started discussion on options for continuation of METEET in its 2021 meetings and in February 2022 – main issues discussed :
  - Modification of training (content and pedagogic concept) and continuation of workshops in Danube region
  - Extension of modified concept to other European waterway regions
  - Stronger involvement of environmental authorities
  - Alignment with technical assistance instruments for waterway administrations
- However, no decisions made yet



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## Feedback & Discussion

- Feedback and questions of the JS stakeholders
- Discussion regarding future activities under JS and METEET






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## Response to questionnaire



### 13th Joint Statement Meeting questionnaire

The Joint Statement (JS) was created 2007 as guiding document, summarizing principles and criteria for environmentally sustainable inland navigation on the Danube and its tributaries, including the maintenance of existing waterways and the development of future waterway infrastructure. The overall goal was to ensure river engineering projects, which improve efficiency of navigation and in the same time also the environmental status of the addressed riverine section.

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\* Erforderlich

Link:

<https://forms.gle/KvNvFEhZrdwUqmMq9>

QR code:



**Thank you for your  
attention!**

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