

EUSDR PA1a&PA11 working group meeting on administrative processes

Budapest | 24 October 2017



Welcome Statement

XY, Danube Commission

Introduction: The cooperation between PA1a and PA11

Gert-Jan Muilerman, PA1a

Rationale for joint working group between PA1a/PA11



- Initiative of **PA 1a** (Danube logistics sector) in cooperation with **PA11** (border control authorities)
- Background:
 - not all Danube riparian states are in the EU/ in the Schengen area -> necessary **border checks** and **customs clearance**
 - administrative processes and paperwork are seen as a **significant competitive disadvantage** for Danube navigation
 - introduction of temporary border controls and new control mechanisms as a result of the European migrant crisis
- Urgent need for **simplification, harmonisation** and **digitalisation**

Overview of activities of joint working group between PA1a/PA11



- **Survey**
among shipping companies / vessel operators
at border crossings
- **Practical manual**
for border control procedures
- **Final recommendations**
on improved control procedures along the
Danube



Survey on border controls



Objectives

- enter discussions with solid arguments and have a mandate to initiate necessary measures
- bring results to the attention of the involved control authorities and decision-makers at the EU-level

Contents and distribution

- Collection of information and feedback on specific & recent controls
- Survey was distributed at control points, sent to shipping companies via e-mail and published online via www.danube-navigation.eu



Practical manual for border control procedures



- Compare procedures and raise awareness at control points for the steps skippers and ship crews have to undergo (e.g. forms, procedures, responsibilities)
- Reduce disadvantages caused by lack of information for all involved actors and facilitate market entry for newcomers

Contents

- one chapter per country and detailed information on specific border control points
- opening hours, contact information of control authorities, place of controls etc.
- steps of the control process including requested forms



Recommendations for improved border controls



- Impulses for transparent, effective and efficient border control procedures
- Basis for concrete measures to be implemented in cooperation with decision makers and responsible control authorities

Contents

- General recommendations for a better transnational coordination of border controls along the Danube
- A detailed work programme including a detailed description of measures, responsibilities, time frame
- Summary of additional difficulties, inconveniences and improvements suggested by the shipping sector



Status of Flagship Initiative on Administrative Processes



- Our working group (together with related projects DANTE and RIS COMEX) could be declared as “flagship initiative” for the Rhine-Danube Corridor, with following advantages
 - the Corridor Coordinator would pay attention to our activities during high-level events and raise visibility of our work: get the theme on the political agenda
 - the Corridor Coordinator could support us in mobilising other EU Services such as DG TAXUD and national administrations, with whom we ultimately would like to agree on the use of harmonised administrative procedures
 - It would help us in using synergies and inputs of related projects like DANTE and RIS COMEX (digitalisation opportunities)
- Joint proposal was sent beginning of September; reaction of DG MOVE pending



Relation to the DANTE project



- EUSDR Working Group 1a/11 is focusing on strategic objectives of simplification, harmonisation and digitalisation of **border control procedures**
- DANTE has a broader focus with more diverse topics but shares the same strategic objectives
- Through its consortium composition, DANTE can bring in the practical operators' perspective
- The joint EUSDR Working Group 1a/11 can provide a platform for discussion for (intermediate) DANTE results and proposals and take up these results at more political level

Overview of 8 priority measures and preliminary results

Simon Hartl, PA1a

Hubert Griepe, PA11

Work Programme – 5 measures coordinated by PA1a



M01. Draft a set of **templates for selected control forms** to be unified and elaborate multilingual versions

M05. Update and disseminate the **“Practical Manual on Border Controls along the Danube”**

M06. Monitor the observance of officially published **opening hours** at all control points

M14. Review **Practical Manual** and provide feedback to the Technical Secretariat of the EUSDR PA1a

M15. Discuss issues addressed by **multiple/repeated complaints** in the EUSDR PA1a working group



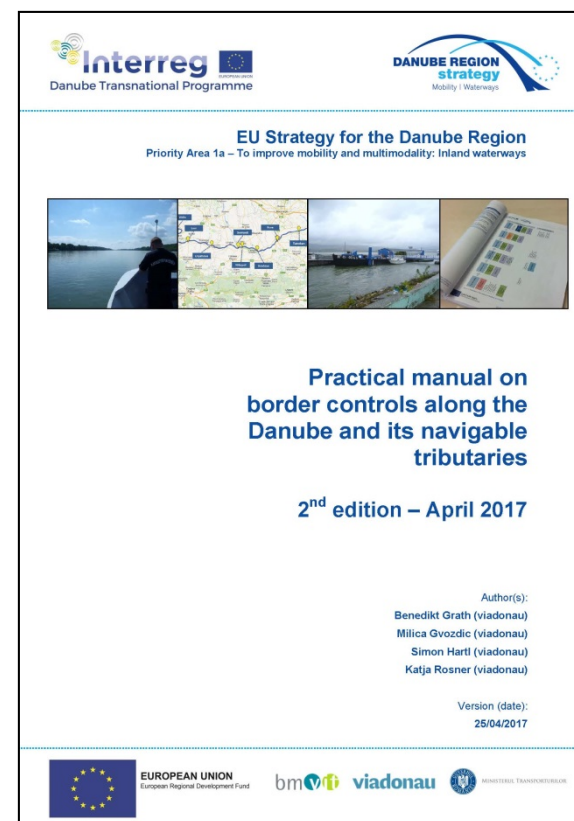
Status quo & next steps

Measures M01 – templates for unified control forms

Discussed under the next programme item



Status quo & next steps Measures M05 & M14 – update practical manual on border controls



- PA1a and PA11 published the **updated Practical Manual** on the EUSDR PA1a website in April 2017: www.danube-navigation.eu/wg-6-administrative-processes
- The Manual includes **useful data for 6 Danube riparian states** at the external borders of the Schengen area:
 - detailed information on specific control points
 - opening hours, contact information of control authorities, place of controls etc.
 - steps of the control process including control forms
- Only the chapter on the **Ukraine** is still missing: PA1a requested inputs but has not received adequate inputs in English yet; responsible person left the organisation; PA1a tries to gain a new contact

Control process

Step 1	Капітан судна або морський агент надає інформацію контролюючим органам про прибуття судна в пункт пропуску через інформаційну систему портового співтовариства не пізніше ніж за добу.
Step 2	Контролюючі органи приймають рішення, щодо проведення к документальний контроль чи на борту судна.
Step 3	Судно стає на вказаний причал чи рейдову стоянку. Лоцманське пр морських суден, а також суден типу ріка-море є обов'язковим. Річкові судна звільняються від обов'язкового лоцманського проведення в тому якщо на борту є судноводій.
Step 4	Контролюючі органи перевіряють надані капітаном судна документи, зд необхідні формальності в межах своєї компетенції, як правило, на прот годин без затримки вантажних операцій.
Step 5	Після завершення контролю судна надається дозвіл на проведення робіт.

- морська медико – санітарну декларацію, оформлену згідно із додатком 2 до Правил санітарної охорони території України, затверджених постановою Кабінету Міністрів України від 22 серпня 2011 року № 893, на пасажирських круїзних суднах додатково надається судовим лікарем гастро-ентеритний лист;
- суднова роль;
- список пасажирів;
- лист профілактичних щеплень членів екіпажу;
- загальну декларацію;
- декларацію про вантаж (в тому числі вантажну декларацію для танкерів, карго-маніфест з переліком вантажів для суден-контейнеровозів);
- копію судового санітарного свідоцтва;
- інформацію щодо оснащення судна системами попередження забруднення моря відповідно з Конвенцією MARPOL 73/78 (копії сертифікатів ISPP, IGPP);
- відомості про токсикологічну та радіаційну безпеку вантажу;
- відомості щодо місця забору та кількості ізольованого баласту

Status quo & next steps

Measure M06 – monitoring opening hours

- **Comprehensive overview of opening hours** officially communicated to us by control authorities
 - > included in the Practical Manual on border controls and sent to shipping companies
 - > sector feedback provided anonymized and on a general level
 - > usual situation: one's word against another's
- **We need concrete examples when and where deviations took place:**
 - please monitor the opening hours and communicate deviations to PA1a immediately
 - which control point was not open at what time for which ship?



Status quo & next steps

Measure M15 – discuss multiple/repeated complaints

Open discussion at the end of the meeting

Work Programme – 3 measures coordinated by PA11



M04. Provide **transnational training and know-how exchange** for control bodies to ensure harmonised control mechanisms (special focus on ADN)

M10. **Limit the number of officials entering the ship**, as they intrude upon the privacy of the ship's crew

M11. Review **control processes and forms** to evaluate the purpose of all requested data and information

Request from National Contact Point of the Bavarian Police (13/07/2017)



- **Content**
 - M 04a: Ensuring uniform control procedures / avoidance of multiple controls
 - M 04b: Joint training and exchange of know-how
 - M 10: Number of personnel deployed in standard control procedures
- **Addressees**
 - all the 10 states on the Danube
- **Conclusion**
 - we have to go on – it will be obviously a long way



Status quo & next steps

Measure M04a – ensuring uniform control procedures / avoidance multiple controls

Measure M04b – transnational training and know-how exchange

Definition: Nautical Controls



- **Control measures in the shipping sector that are not related to entry and exit border controls**
- **Particularly controls related to:**
 - vessels (certificates of approval/ship's certificate, other relevant documents and certificates e.g. measurement certificate if applicable)
 - deck crew (crew lists, certificates of qualification especially boatmaster certificates and service record books, logbook/ship's log)
 - dangerous goods (according to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways - ADN)



Measures M04a and M04b

Overview of received feedback



Feedback received from

- Austria
- Serbia
- Bulgaria
- Moldova

Feedback pending from

- Slovakia
- Hungary
- Croatia
- Romania
- Ukraine

Received feedback from Austria

M04a

- Austria welcomes the intention to avoid multiple nautical controls
- The mentioned file / database should not be limited to ADN-controls - also general nautical controls should be possible

M04b

- Mr. Bernhard Birkhuber was named as the responsible ADN representative in the Austrian Ministry of Transport, Innovation and Technology

Received feedback from Serbia

M04a

- Considering the need for improving the conditions of international water transport on the Danube the suggestion for making a joint database is acceptable, under appropriate circumstances:
 - appropriate legislative framework (multilateral contract or some other binding form)
 - financial abilities to acquire and provide appropriate technical equipment

M04b

No feedback

Received feedback from Bulgaria

M04a

- We welcome the initiative and do not object to sharing and receiving information on inspections, but when it comes to border controls the Schengen Borders Code shall be taken into account

M04b

- Request forwarded to the competent authority - Directorate “River Supervision” Ruse, which has executive powers on ADN checks

Received feedback from Moldova

M04a

- Implementation and development of a database is a viable solution to facilitate and to improve navigation on the Danube; data protection and interconnection between database and national information systems needs to be addressed

M04b

- Participation of Moldovan control authorities at the conference / workshop is very welcomed; Harbour Master is responsible for the control of ships and Customs Service is in charge of the control of goods and cargo; all involved organisations have to be represented at this event; the names and contact data will be provided later

Tour de table & collection of missing feedback

Status quo & next steps

Measure M10 – limit numbers of officials entering the ship

Measures M10

Overview of received feedback

Feedback received from

- Austria
- Serbia
- Bulgaria
- Moldova

Feedback pending from

- Slovakia
- Hungary
- Croatia
- Romania
- Ukraine



Received feedback from Austria

- Routine checks are carried out by 2-3 control officials
- Controls carried out in coordination between Schiffahrtsaufsicht (Ministry for Transport, Innovation and Technology), Water Police (Ministry of the Interior) and customs authorities (Ministry of Finance)

Received feedback from Serbia

- Controls carried out simultaneously by the border police, customs, port authority and the inspection services
- 4-6 officials (depending on the type of the vessel or the cargo); the number of officers can be increased, if a more detailed control of a vessel is needed

Received feedback from Bulgaria

- Border controls (by-law) executed by 2 officials (1 representative of border police authorities and 1 representative of customs authorities)
- Preliminary information for some criminal deeds on a vessel the number of controlling officers can increase

Received feedback from Moldova

- Control team is composed of 4 representatives of control services: 1 Border Police official, 1 Customs Service official, 1 Harbour Master representative and 1 Port agent's representative
- Risk analysis can lead to adaptation of the control team size
- Upon necessity there are involved representatives of the auxiliary services, such as veterinary and phytosanitary services (1 employee), sanitary-epidemiological service (1 person)

Tour de table & collection of missing feedback

Status quo & next steps

Measure M11 – review control processes and forms

Discussed under the next programm item

Presentation and discussion of the DAVID forms

Simon Hartl, PA1a

Ulf Meinel, PA1a

Danube Navigation Standard Forms (DAVID)

First draft elaborated by PA1a

- Arrival and departure report
- Crew list
- Passenger list

Call for

- distribution to the relevant national stakeholders (border police)
- check compliance of the data fields with national law and forward to other relevant control authorities

(e-mail 23.05.2017)



Danube Navigation Standard Form (DAVID)

ARRIVAL AND DEPARTURE REPORT
(based on IMO FAL Form 1)

Arrival Departure

1.1 Name and type of ship (main vessel)		1.2 Ship number (main vessel)
1.3 MMSI number - if applicable		1.4 Vessel certificate valid until (main vessel)
2. Port of arrival/departure		3. Date and time of arrival/departure
4. Nationality of ship (country/area of registration)	5. Name of master	6. Control point
7. Total length [m]/Total width [m]		8. Name and contact details of ship operator
9. Actual Draught [m]	10. Maximum tonnage [t]/ Total quantity of cargo [t]	
11. Position of the ship in the port (berth or station) - if applicable		
12. Brief particulars of voyage (previous and subsequent ports, underline where cargo will be discharged)		
13. Brief description of the cargo		
14. Number of crew	15. Number of passengers - if applicable	16. Remarks
Attached documents - if applicable (indicate number of copies)		
17. Cargo Declaration	18. Ship's Stores Declaration	
19. Crew List	20. Passenger List	21. The ship's requirements in terms of waste and residue reception facilities
22. Crew's Effects Declaration (only on arrival)	23. Declaration of Health (only on arrival)	
24. Date and signature by master, authorized agent or officer		

For official use

Overview of received feedback

Feedback received from

- Slovakia
- Hungary
- Croatia
- Serbia
- Bulgaria
- Moldova

Feedback pending from

- Romania
- Ukraine

Received feedback

Arrival and departure report, crew list, passenger list



Country	Feedback
Slovakia	in compliance with national law
Hungary	several change requests
Croatia	in compliance with national law
Serbia	no objections
Romania	pending
Bulgaria	does not comply with inland navigation (ref. to national document)
Moldova	no objections (suitable for the controls of inland vessels)
Ukraine	pending

Tour de table & collection of missing feedback (see handout in front of you)

Received feedback from Hungary

Arrival and departure report



- **Cancelations**
 - 13. ~~Brief description of the cargo~~
 - > fits better in the Cargo Declaration/Customs-relevant control forms
 - > will be deleted upon agreement in the Working Group

- **Amendments**
 - **EORI number** (Economic Operators Registration and Identification)
 - **Data of owner / operator** (already included under data field 8!)
 - **Navigation mode** (e.g. A1, A2 or B)
 - **ADN number** (in case of dangerous goods transportation)

Received feedback from Bulgaria

- **Feedback: Comparison of existing Bulgarian control forms (Single Window) and data fields to new DAVID forms**
 - > flexibility required to achieve international harmonisation
 - > discussion of single data fields based on the table handed out to the participants
- **Martime shipping vs inland navigation**
 - > not exactly clear why DAVID forms are not complying with requirements of inland navigation according to the Bulgarian authorities?

Received feedback from Hungary

Crew list



- **Amendments**
 - **Total number of crew** (already included under data field 14 in the Arrival and Departure Report!)
 - **Place of border crossing** (already included under data field 6 in the Arrival and Departure Report!)
 - > text can be adapted
 - **Planned data and time of border crossing** (already included under data field 3 in the Arrival and Departure Report!)
 - > text can be adapted
 - **Gender of the person** (Mr or Ms)

Received feedback from Hungary

Passenger list



- **Amendments**
 - **Total number of passengers** (already included under data field 15 in the Arrival and Departure Report!)
 - **Place of border crossing** (already included under data field 6 in the Arrival and Departure Report!)
 - > text can be adapted
 - **Planned data and time of border crossing** (already included under data field 3 in the Arrival and Departure Report!)
 - > text can be adapted
 - **Gender of the person** (Mr or Ms)
 - **Type of visa or residence permit** – if necessary
 - **Serial number of visa or residence permit** – if necessary
 - **Expiry date of visa or residence permit** – if necessary



Discussion:

further steps towards simplification and harmonisation

General recommendations

Harmonise and simplify border controls



Recommendations to control authorities

Reduce the number of different forms to be filled in and provide multilingual versions

- M01. Draft a set of templates for selected forms to be unified and elaborate multilingual versions (1st phase: arrival- and departure reports, crew and passenger lists)
- M02. Reach a stepwise agreement among control authorities to apply the unified forms
- M03. Extend the preliminary set of unified forms with templates for the remaining ones (2nd phase: health declaration, dangerous goods declaration, etc)

General recommendations

Harmonise and simplify border controls



Recommendations to control authorities

Improve the collaboration between Border Control Points

- M04. Provide transnational training and know-how exchange for control bodies in order to ensure harmonised control mechanisms along the Danube (with a special focus on regulations regarding the transport of dangerous goods – ADN)



General recommendations

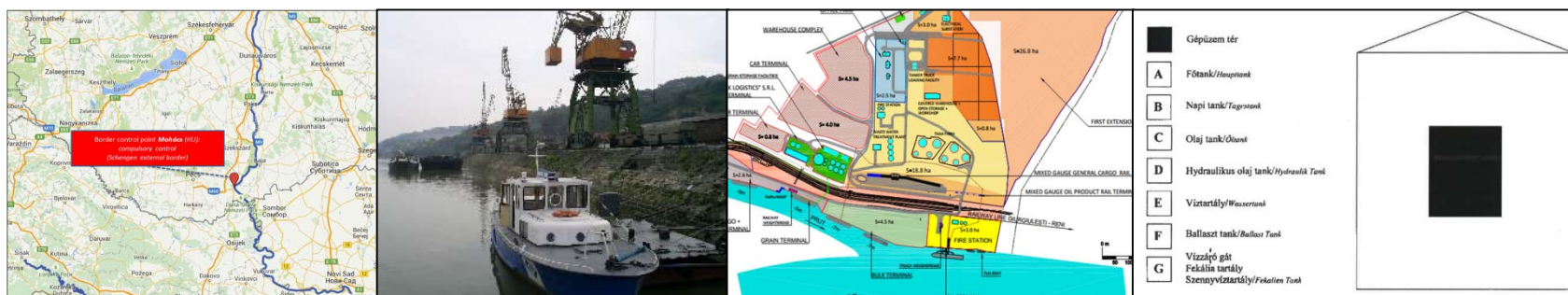
Harmonise and simplify border controls



Recommendations to shipping companies and vessel operators

Practical Manual on Border Controls along the Danube and its navigable tributaries

- M05. Update and disseminate the “Practical Manual on Border Controls along the Danube and its navigable tributaries”



Border control point Munkacs (HU-SK compulsory control (Schengen external border))

Legend:

- Gépüzem tér
- A Főtank/Haupttank
- B Napi tank/Fahrtank
- C Olaj tank/Öltank
- D Hidraulikus olaj tank/Hydraulik Tank
- E Vízirtató/Wasserrein
- F Ballaszt tank/Ballast Tank
- G Vízszűrő gát/Fekális tartály/Szennyvízirtató/Fekalien Tank



Discussion:

further steps towards digitalisation

General digitalisation initiatives/projects

■ **eGovernment Action Plan 2016-2020:**

- digital tools for cross-border digital public services
- working with the Member States to develop re-usable Digital Service Infrastructure building blocks (such as eID, eSignature, eDelivery, etc.)
- 'The Once Only Pilot' (TOOP): the first cross-border implementation of the once-only principle for businesses.

■ **Customs 2020 Programme (2014-2020):**

- develop, improve, operate and support the European Information Systems for customs;
- identify, develop, share and apply best working practices and administrative procedures, in particular further to benchmarking activities;
- reinforce the skills and competences of customs officials;
- ◦improve cooperation between customs authorities and international organisations, third countries, other governmental authorities, including Union and national market surveillance authorities, as well as economic operators and organisations representing economic operators.

Inland navigation project RIS COMEX

- Development of an overall Corridor RIS Management concept in dialogue between RIS providers and logistics users
- Providing increased quality and availability of Fairway-, Traffic- and Transport Information Services
- Defined and agreed operational arrangements (legal, organisational, financial, technical, quality) to ensure sustainable further development, implementation and operation of infrastructure and services for harmonised RIS enabled Corridor Management beyond the lifetime of the project.
- Harmonisation of data exchange concepts for RIS data through the cooperative development and specification of RIS enabled Corridor Services avoiding the rise of different data exchange concepts.
- RIS COMEX will develop harmonized River Information Services for inclusion in the DINA initiative and will bring RIS one step further to integration with other transport modes.

General recommendations

Introduce electronic tools to improve the efficiency of border controls



Recommendations to control authorities

Enable the electronic submission and processing of data

- M16. Enable the electronic submission of forms harmonised in M01 and M02 prior to the control (1st phase: arrival- and departure reports, crew and passenger lists)
- M17. Implement database with standard vessel information for ships regularly passing certain border control points making use of existing systems (whenever feasible)

General recommendations

Introduce electronic tools to improve the efficiency of border controls



Recommendations to control authorities

Schedule arrivals at control points via an electronic registration tool

- M18. Implement an electronic registration tool to schedule the arrival of ships at control points (precondition for 24/7 controls by prior appointment)

General recommendations

Introduce electronic tools to improve the efficiency of border controls



Recommendations to shipping companies and vessel operators

Provide accurate electronic data

- M19. Publish and disseminate a user manual for the developed electronic tool used during the control process
- M20. Participate as test user in a pilot regarding the electronic submission and processing of ship, cargo and crew/passenger related data



Discussion:

Progress & multiple/repeated complaints (Measure M15)

PA1a&PA11 Technical Coordinators – implementation phase

PA1a Technical Coordinator



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