

DANTE

Improving Administrative Procedures and Processes for Danube IWT



Danube Transnational Programme

DANTE

Outcomes of the 1st National Working Table Meetings

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24th of October, Budapest



Project co-funded by European Union Funds (ERDF, IPA)

Welcome



Main objectives



- DANTE project will result with simplified – harmonised – digitalised procedures and processes for Danube IWT administration
- Danube IWT Administration Strategy with the related action plan
- Cooperate with public authorities to develop and implement simplified administrative procedures and processes
- Reduce time losses and costs caused by unnecessary administrative regulations and processes for Danube businesses
- Eliminate/Reduce red tape and abuse of administrative power
- Strengthen the competitive position of companies, support economic growth and the creation of jobs in the region by increased efficient public administration



Border Police, Tax & Customs

- The DC was the first in the European inland navigation to develop several fundamental documents on the security of navigation and dealing of border police
- including Recommendations on ensuring the security of navigation on the Danube.
- Shipping industry stakeholders and other competent authorities should have mutual interest in the security of navigation, harmonize customs procedure and reduce logistic cost by elimination of administrative barriers as it provides the necessary economic performance.
- Efficiency is also gained through the joint action plan developed by the competent authorities and through the participation of organizations, such as EUROPOL, FRONTEX, AQUAPOL as well as CUSTOMS AUTHORITIES of Danube countries and non-EU Member States. Meanwhile, joint education and training of the security and customs experts according to the uniform methodologies and in one language of communication will be great significance.
- Harmonization in the area of ship waste management- taxation of fuels for ships and remediation of used oil

Border Police, Tax & Customs



General observations:

- Competencies and office hours of the relevant competent authorities are not transparent enough for the stakeholders of the IWT sector
- Unknown zero draught of the vessels, actually lack of proper information about it ,lack of general plan of the vessel construction
- Unwarranted and high fees/tariffs
- Personnel is not qualified enough in the naval field
- Shortcomings in the organization of the revision locations (absence/surfeit)
- Time for border control conduction and implementation is very long

Border Police, Tax & Customs



Proposals:

- Competencies and availability of the respective control authorities shall be made transparent to the sector and updated accordingly
- Eliminate unwarranted fees/tariffs
- There needs to be enough information in the national RIS portal-faster
- Harmonization of the border control conduction and implementation
- Harmonization of the revision locations



Navigation / traffic control authorities

General observations:

- Too many documents with high share of overlapping information are used all over the Danube-riparian countries & on the whole Danube-aspect
- No overall use of RIS <> abuse of RIS
- It is not everywhere possible to send documents electronically
- Competencies and office hours of the relevant competent authorities are not transparent enough for the stakeholders of the IWT sector
- Vessel inspections and other controls & checks are not conducted in parallel which increases time losses



Navigation / traffic control authorities



Proposals (1/2):

- Competencies and availability of the respective control authorities shall be made transparent to the sector and updated accordingly
- The way and deadline of (pre-)submission of vessel documents shall be harmonised
- Vessel inspections and other controls & checks shall be conducted in parallel to reduce time losses





Navigation / traffic control authorities

Proposals (2/2):

- A single database would be welcome on vessel inspections rolled out in Danube countries in order to avoid several checks within a few days
- Use the data from RIS (river information services) in the proper way in order to retrieve vessel data to prepare / roll out inspections (and substitute the T2L document)
- The utilisation of agents shall be harmonised
 - Different requirements along a Danube voyage (must / optional to have an agent)
 - The role of agents is not always clear



Port authorities / administrations



General observations:

- The port authorities need to modernize existing infrastructures
 - Drink water bunkering possibility
 - Garbage stations with recycling
 - Shore Power connections
- The transit and the local cargo traffic need more free safe docking places for overnight stays or for a high water situation
- Harmonized rapport protocoll for all port Danube wide



Port authorities / administrations



Proposals:

- Designed one universal user-friendly mobile or/and pc application for the harbor rappers, as well as a all in one data structure management subsystem for all static dynamic dates (RIS)
- Free internet WIFI system for the application users
- Install more lightweight construction (for example dolphin structure) free docking places



Waterway and Canal administrations

General observations:

- The most serious problem is the abandoned vessels on the fairway
- The permanent lack of depth reports
- The waste oil can not be disposed in all ports
- During the winter, the ice has not been cleaned in time, the ships were stuck



Waterway and Canal administrations

Proposals:

- Strict rules for Waterway and Canal administrators regarding the abandoned vessels on the fairway
- Depth reports shall be delivered on time, on a regular basis
- Waterway and Canal administrators should find affordable and efficient solutions to reduce time losses because of the ice during winters

Other relevant authorities imposing barriers



General observations:

- No identified administrative barriers
- At the first session of the national round table meetings held in Bulgaria, Romania, Serbia, Slovakia, Hungary and Croatia, no issues were discussed in the competence of Other relevant authorities. The representatives of these authorities in only 2 countries (Romania, Hungary), participated at the NWTM - 2017
- The role of these authorities in most of the countries is only in special cases - the epidemic / pandemic situation, disaster, accident, pollution



Other relevant authorities imposing barriers



General observations:

- There are some organizational issues in Hungary - due to some changes, currently there is no clear knowledge w.r.t. phytosanitary checks on who is the competent authority and to whom / how to report.
- In some of the countries all vessels that is passing through the border of Schengen in Mohács needs to fill out the formula "International Health Regulation Appendix VIII.". Vessels that are leaving the border of Schengen don't need to fill out the formula, just in case if have some virus holder, or sick passengers or crewmembers on board

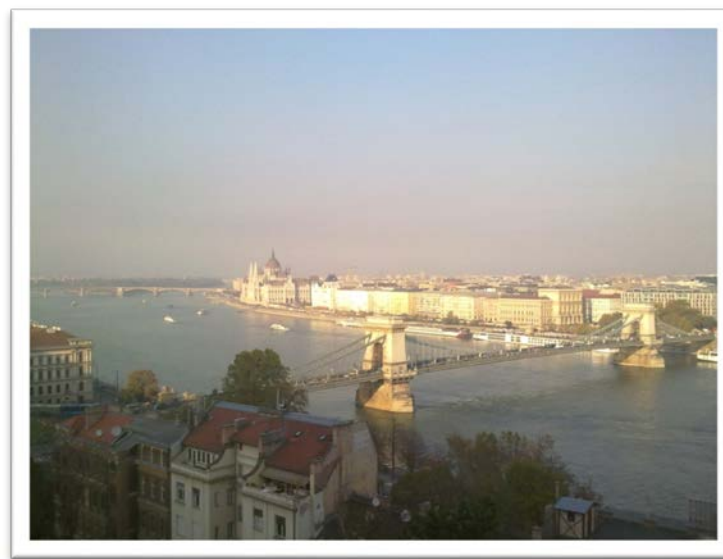


Other relevant authorities imposing barriers



Proposals:

- Focused of the issues (roles, responsibilities, identified problems ect.) in the competence of Other relevant authorities during the second sessions of national table meetings in 2018.



Closing remarks





Thank you for your attention!



Surname Name

Organisation

Email

Phone