

Project Consortium



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Lead Partner: Pro Danube International (AT)
Steinbeis Innovation gGmbH, Steinbeis-Europe-Center (DE)
iC consulenten ZT GesmbH (AT)
University of Applied Sciences Upper Austria (AT)
Ministry of Transport and Construction of the Slovak Republic (SK)
Slovak Shipping and Ports JSC (SK)
Hungarian Federation of Passenger Fleet Operators (HU)
Hungarian Federation of Inland Waterway Freight Forwarders (HU)
Bulgarian-Romanian Chamber of Commerce and Industry (BG)
Ministry of Transport of Romania (RO)
Romanian River Ship Owners and Port Operators Association (RO)
Pro Danube Romania (RO)
Constanta Port Business Association (RO)
Public Institution Port Authority Vukovar (HR)
Danube Commission

Funded IPA Partner (non-EU Member)

Shipmasters Association of Serbia (RS)

Associated Strategic Partners

International Sava River Basin Commission * **Rhenus Logistics Austria GmbH (AT)** * **Ministry for Innovation and Technology (HU)** * **Hungarian Federation of Danube Ports (HU)** * **Port BULMARKET EAD (BG)** * **Union of Romanian Inland Ports (RO)** * **Danube Cruises Romania SRL (RO)** * **Danube Logistics SRL (MD)** * **Ministry of the Sea, Transport and Infrastructure (HR)** * **State Enterprise Ukrainian Sea Ports Authority (UA)** * **Pro Danube Serbia - Association for the promotion of transport on the Danube (RS).**



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DANTE

Improving Administrative Procedures and Processes for Danube IWT



Project Description



The Danube represents a strategic link between Western and Eastern Europe, providing a catalyst for economic progress in a region that spreads over 10 European countries and cultures. The river is – as part of the TEN-T Core Network “Rhine-Danube” – considered one of the main transport axis of Europe. In order to boost the industrial growth and social welfare of the region, the aim of DANTE was to identify and eliminate administrative barriers that hinder the development of inland waterway transport (IWT) at its full potential.

DANTE addresses the objectives defined in the policy framework “Green Deal for Danube River Transport” launched by Pro Danube International. Green Deal is a cooperative policy instrument that provides a coordinated framework for joint public and private actions to improve the efficiency and eco-performance of Danube IWT.

The DANTE project resulted in meaningful steps forward in further strengthening the transnational collaboration process between public and private entities to mitigate and abolish the most common bureaucratic procedures in a well-defined and coordinated manner. Besides the 14 fruitful national and 4 transnational expert meetings, several tangible examples of success stories underline the concrete impact of DANTE on the transnational level.



The proceedings of DANTE have resulted in the following main findings causing additional administrative workload and costs

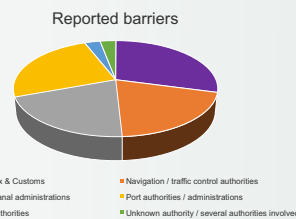
- * Lack of standardization and unified regulations even on national level
- * High time consumption and too many documents
- * Staff shortage, leading to long waiting times
- * Non transparent and inconsistent charging policies among Danube countries
- * Inconvenient work schedules of ports and customs causing long waiting times
- * No generally accepted working language along the Danube countries
- * Insufficient infrastructure and equipment as an obstacle for efficient processes
- * Insufficient fairway conditions due to the lack of maintenance works
- * Lack of qualified personnel and mutual recognition of documents
- * Information gaps Lack of information causes inefficiency



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:



- ☞ 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.

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

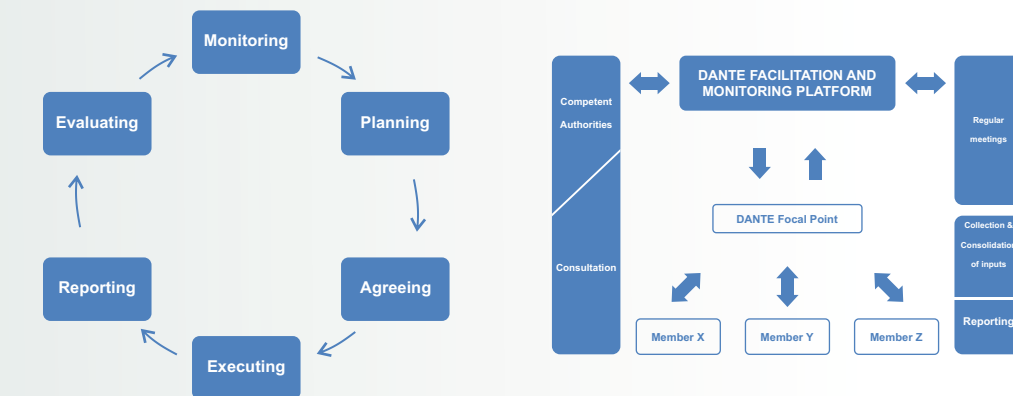
3. Sufficient staff at control authorities with proper infrastructure and equipment

- ☞ 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

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.



1. Monitoring

- a) Continuous use of the Transnational IWT Barrier Reporting Tool
- b) Bi-monthly extract of the insert inputs / cases

2. Planning

- a) Analysing the inputs / cases extracted from the tool
- b) Ex-ante evaluation to assess the effects when barriers are removed
- c) Pre-selection between „Quick fixes“ and „Structural barriers“
 - „Quick fix“ direct interaction with the competent authorities
 - „Structural barriers“ defined working procedure for barrier elimination
 - Start consultation mechanism
 - Prepare file report and proposed action
 - Plan elimination action

3. Agreeing

- a) DANTE Platform working meetings
- b) Working group meetings of EUSDR

- Pa1a and the Danube Commission (transnational level with the authorities & the industry)
- c) Plenary sessions of the Danube Commission (DC) if required

4. Executing

- a) Execution of elimination actions by the responsible authority
- b) Monitored by the EUSDR PA1a / DC focal point as part of the DANTE Platform

5. Reporting

- a) At the relevant upcoming meetings
 - Expert meetings
 - Plenary sessions
- b) Industry
- c) Public affairs

6. Evaluating

- a) Matching ex-ante evaluation with ex-post benefits
- b) Measuring results

By creating a permanent platform of the DANTE project, the work to eliminate administrative and procedural barriers on the Danube will continue. The reporting tool will remain active on the official website of the project and of Pro Danube International, giving stakeholders the opportunity to continue providing their feedback on the developments regarding administrative barrier removal.