

# COVID-19 | Implications

## IWT – Passenger transportation

- **Status:** Catastrophic
- **Revenues:** 100% during lock down
- **Forecast:** Financial reserves are used to overcome 2020  
Insecure about future, no planning reliability  
Requires transnational efforts for common rules in cruising

## IWT – Cargo Transportation

- **Status:** After drought 2018 – came COVID-19 in spring 2020;
- **General:** Moderate financial means  
Profitability does in general not allow creation of cash reserves;  
Good support programs by some countries, e.g. delay of loan pay back, suspension on taxes, a.o.;
- **Volumes:** No consistent picture of the situation due to periodic dissonance:

Petrochemical products	decrease for 2020	minus 30%;
Chemical products	decrease for 2020	minus 25%;
Minerals and ores	decrease for 2020	minus 25-30%;
Agricultural products	decrease for 2020	till mid year minus 10-15%, now estimated for minus 25 – 30%;

# COVID-19 | Regulative | prepare today for tomorrow

Reaction -  
measures  
week 1 / 2

Measures  
precision  
week 3 / 5

Impacts  
from week 6 onwards

## Immediate development of contingency plan - as long we have “actual information”

### 1. Exchange of crew members – uniform regulation

- Suggestion:**
- Define “Crew Exchange Ports” (CEP’s) along the Danube (at least one port / country & in close vicinity to highway)
  - “Travel pass” between Danube riparian countries to allow crew members (of all nationalities) to enter or transit countries with car/buses in order to reach the CEP, exchange the crew and leave directly again

### 2. Keep border control locations as in regular conditions

Closure of border control station in Novi Sad for the ports of Osijek and Vukovar (both Croatia) had negative impact on ship owners, as additional sailings had to be performed and causing delays

**Suggestion:** Keep normal regime of control locations, but maybe limit working hours

### 3. Europe-wide harmonized approach for the cruising/passenger industry

# COVID-19 | Financials | short/mid term measurements

---

In order to support the IW-industry and boost waterway transportation - we suggest:

## Short term measurements:

1. **Port fees:** Immediate waiver of port fees for specific period
2. **Channel fees:** Immediate waiver of channel fees for specific period  
e.g. Cernavoda channel fees

## Mid term measurements:

3. **Terminal investments:** Upgrade of cargo ports, terminals and equipment to
  - a. increase efficiency,
  - b. accelerate loading times, and
  - c. support 24/7 operationsto boost competitiveness and profitability of IWT
4. **Harmonized regulation or financial support to overcome the “non road machinery directive”**
  - a. avoid “out-flagging” of vessel to non-EU countries
  - b. avoid distortion of competition
5. **Pro Danube** really appreciates what was done so far for the **navigability of the Danube**, we have to keep the momentum and **must focus on critical and relevant bottlenecks (few only!!!)**