

COMMON DANUBE REPORT 2017

Imprint
Danube STREAM consortium

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LIST OF ABBREVIATIONS

AIS	Automatic Identification System
AT	Austria
BG	Bulgaria
CEF	Connecting Europe Facility
Danube STREAM	Smart, Integrated and Harmonized Waterway Management (Interreg DTP project)
DE	Germany
DTP	Danube Transnational Programme
ENC	Electronic Navigational Chart
ERDMS	European Reference Data Management System
ERI	Electronic Reporting International
EU	European Union
FAIRway Danube	Coordinated deployment of the Fairway Rehabilitation & Maintenance Master Plan for the Danube and its Navigable Tributaries (CEF project)
FAST DANUBE	Technical Assistance for Revising and Complementing the Feasibility Study Regarding the Improvement of Navigation Conditions on the Romanian-Bulgarian Common Sector of the Danube and Complementary Studies (CEF project)
FIS	Fairway Information Services
HR	Croatia
HU	Hungary
NEWADA	Network of Danube Waterway Administrations
NEWADA duo	Network of Danube Waterway Administrations – data and user orientation (transnational project co-funded under the EU SEE Programme)
NTS	Notices to Skippers
PLATINA II	Platform for the Implementation of NAIADES (FP7 project)
PROMINENT	Promoting Innovation in the Inland Waterways Transport Sector (Horizon 2020 programme)
RIS	River Information Services
RIS COMEX	RIS Corridor Management Execution
RO	Romania
RS	Serbia
SEE PROGRAMME	South East Europe Transnational Cooperation Programme
SK	Slovakia
UA	Ukraine
VTT	Vessel Tracking and Tracing



1 Scope of document

The Common Danube Report 2017 is the second edition published within the Danube STREAM project. The purpose of this document is to familiarize the reader with key performance indicators related to navigation on the Danube River.

Danube STREAM project:

The Danube STREAM project – Smart, Integrated and Harmonized Waterway Management – is co-funded within the first call of the EU Danube Transnational Programme (Interreg Danube Transnational Programme) and started on 1st of January 2017 with a duration of 30 months. For more information, please visit the following link: www.interreg-danube.eu/approved-projects/danube-stream

The report consists of several chapters concerning Danube freight transport volume, passenger transport, closures of navigation on the entire Danube River as well as fairway availability parameters. Furthermore, lock statistics for the following countries are contained in the report: Republic of Austria, Slovak Republic, Republic of Serbia and Romania.

Likewise data regarding Fairway Information Services is also included. Moreover, the Common Danube Report 2017 informs on ongoing projects and initiatives in the Danube region. The Danube River is treated in a corridor manner – as a unique entity regardless of national borders: this is the only way that an international waterway can make use of its full potential.

The Common Danube Report originates from the period of cooperation between project partners in the international project NEWADA duo (Network of Danube Waterway Administrations – data and user orientation, 2012-2014, under the South East Europe Transnational Cooperation Programme), on which basis the Danube STREAM project has continued.

If you wish to read a previous edition of the Common Danube Report (2016), please follow the link: [Common Danube Report 2016](#)

2 Highlights

Transport	2016	2015
Transport volume	39.6 million tons	38.3 million tons
% Change compared to the previous year	+ 3.2%	- 4.5%

Fairway	2017	2016
Fairway availability	262 days (72%)	300 days (82%)
Local closures of navigation	63 days (17%)	66 days (18%)
Longest continuous local closure	20 days	6 days

Locks (in total)	2017	2016
Number of locked vessels	190,254	180,327
Number of lockages	103,177	104,053



3 Sharing a common vision

Dear Danube waterway users,

The field of work of Danube waterway administrations is dedicated to the enhancement and maintenance of the Danube waterway infrastructure related to inland navigation, respecting the principles of environmental protection.

Not only being service-oriented and providing up-to-date waterway related data, but also acting as customer-oriented organization that meets the requirements and needs of users: together, we are striving to upgrade our work performance cooperating regularly on the expert level, and exchanging information and knowledge of high importance for inland navigation.

The Danube waterway administrations shall keep all information related to the waterway updated, sharing the data with waterway administrations of neighboring countries, agencies, users and relevant stakeholders. The purpose of this approach is to enable participation in debate on key issues in the Danube region.

The Common Danube Report represents a bridge between waterway administrations and users. The Board of Directors has actively engaged in its creation, providing the relevant contents since 2012.

By providing this report, we aim to contribute to a customer-oriented, efficient and effective waterway management of the Danube River. We hope that we will continue to meet your expectations.

Sincerely,
The Danube STREAM Board of Directors

**A common vision of
and shared by Danube
waterway administrations:**

“We, the Danube waterway administrations, want to achieve a common level of availability and harmonized level of services for the clients of the Danube waterway, in order to make our common river a sustainable part of the transport and logistic chains at Europe-wide level.”

4 Cargo transport in Danube countries

2016 saw 39.6 million tons of goods transported on the Danube River. This figure represents an increase of 3.2% or approximately 1.2 million tons compared to 2015 (Figure 1).

Since the records have been made, 2007 was the year with the greatest value of cargo transport (51.7 million tons), followed by the year 2008 (51 million tons). 2010 and 2014 also stand out, while a lower value was achieved between 2011 and 2013.

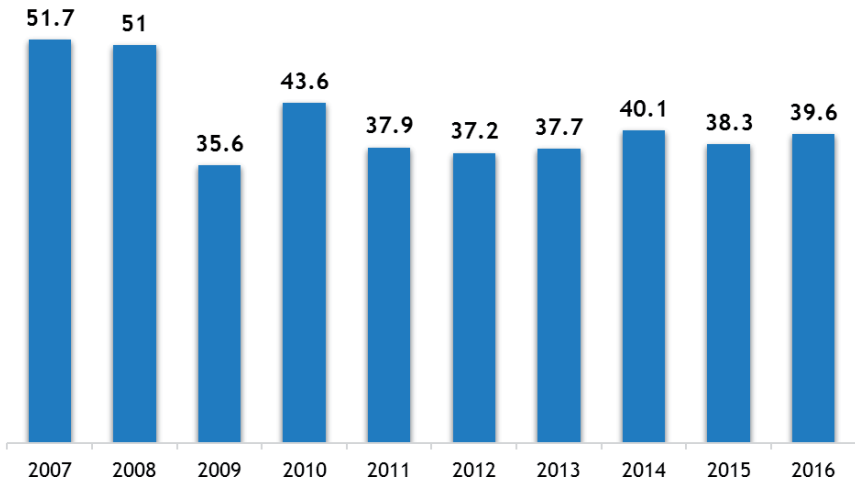


FIGURE 1: DANUBE CARGO TRANSPORT VOLUME FOR THE PERIOD 2007-2016

Note 1: Data in million tons

Note 2: Data for 2016 are the latest cargo transport volume data available for all countries

Source: National statistics offices, aggregation and graph by the Danube STREAM team

Figure 2 and Table 1 depict data on Danube cargo volume achieved in the course of 2016, grouped by the type of transport.

As in previous years, Romania recorded by far the greatest share in the volume of transported goods on the Danube River (20.77 million tons) followed by Serbia with 13.99 million tons and Austria with 8.95 million tons. While the increase in freight traffic on the Danube in Slovakia, Serbia, Moldova and Ukraine was in the double-digit percentage range compared to 2015, a moderate increase was also recorded in Austria and Romania.

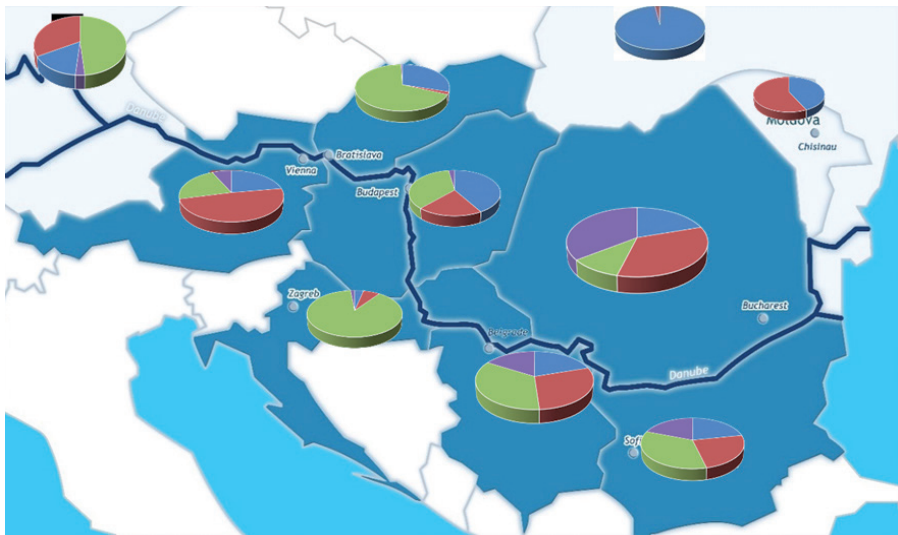


FIGURE 2: DANUBE CARGO TRANSPORT VOLUME IN 2016

Source: National statistics offices, graph prepared by the Danube STREAM team

Observing the figures concerning export, it is noticeable that Ukraine for the first time in many years recorded the highest number in cargo transport with 4.22 million tons and became the largest exporter on the Danube. The second place is taken by Romania with 4.13 million tons and the third by Hungary with 3.41 million tons of exported goods.

Romania showed the highest level of imported goods, reaching 7.09 million tons. This is followed by Austria with 4.36 million tons. In addition, Serbia recorded a significant amount of 4.04 million tons for cargo import on the Danube River.

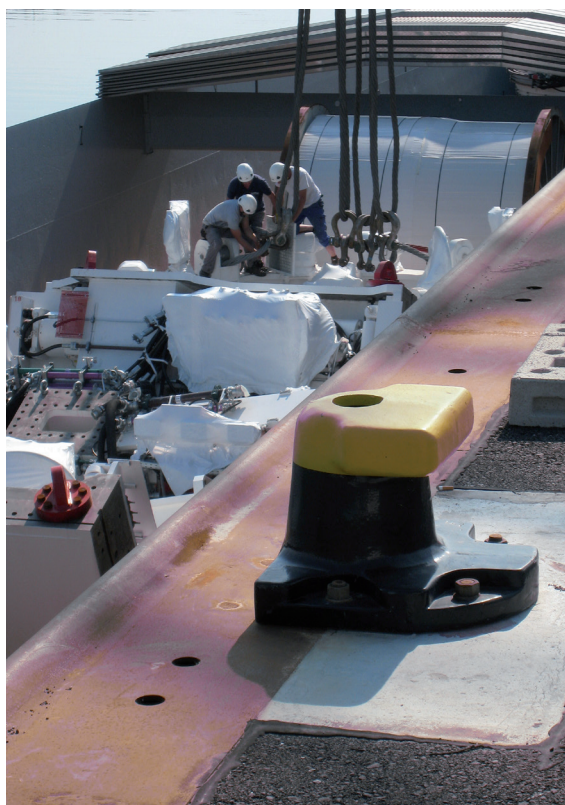
	DE	AT	SK	HU	HR	RS	RO	BG	MD	UA
Transit	2.56	1.98	4.74	2.94	5.68	4.88	2.20	2.20	0.00	0.00
Domestic	0.15	0.61	0.04	0.20	0.10	2.28	7.35	1.22	0.00	0.01
Export	0.82	2.00	2.09	3.41	0.22	2.79	4.13	1.39	0.21	4.22
Import	1.74	4.36	0.13	1.68	0.41	4.04	7.09	1.54	0.28	0.08
Total	5.27	8.95	7.00	8.23	6.41	13.99	20.77	6.35	0.49	4.31

TABLE 1: DANUBE CARGO TRANSPORT VOLUME PER COUNTRY IN 2016

Note: Data in million tons
 Source: National statistics offices, table prepared by the Danube STREAM team
 Explanatory note: Data on cargo volume per country are filtered and adjusted in order to avoid overlapping and double counting

In Table 1, it is also noticeable that the domestic cargo transport shares for the Danube countries were low, varying between 0.01 million tons and 2.28 million tons. Romania however stands out with 7.35 million tons domestic transport.

Moldova and Ukraine did not contribute to the volume of cargo transport in transit. The highest contribution was recorded in Croatia (5.68 million tons), Serbia (4.88 million tons) and Slovakia (4.74 million tons).





5 The Danube River attracts visitors

The largest river in the European Union links ten countries, features picturesque ports and hosts a plethora of cruises. Cruise routes are varying, offering cruise tours that last from one hour to several days.

The Danube offers a natural transport route with a great amount of natural values and the possibility to visit numerous sites of cultural heritage along the river banks. The Danube is a river where cruises are becoming increasingly popular both for domestic and foreign tourists, which proves its high attractiveness. Not only being popular for tourist cruises, the Danube River also provides opportunities for different sports activities and events.

In 2017, passenger traffic showed the same positive trend as in the previous year, where daily line-transport contributed to this tendency as well.

Ongoing and future projects in the Danube region which have the aim to enhance waterway infrastructure, to modernise the fleets and to improve the whole Danube fairway, significantly impact the increase of visitors. Moreover, improved waterway management on both national and international level provides opportunities for further progress.

6 Danube navigation accessibility in 2016

Waterway administrations all over the Danube region seek to make the Danube fairway accessible during the whole year. There are many practical measures that can be performed pursuing that aim, usually removing physical obstacles for navigation. Nevertheless, in case of safety risks, navigation needs to be restricted.

Total closures of the Danube fairway are rarely recorded. There are mainly local and temporary closures due to unfavourable meteorological or hydrological conditions. Usual reasons for navigation interruption are: low or high water levels, wind periods, heavy winter or ice conditions. During 2017, navigation was locally closed for 63 days (17%) as visible in Figure 3.

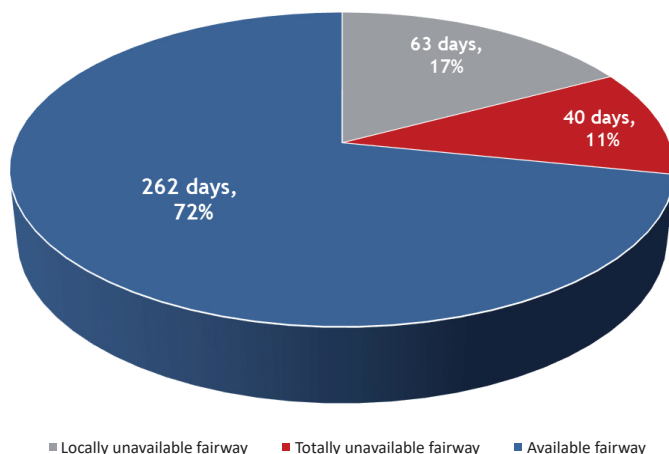


FIGURE 3: AVAILABILITY OF THE DANUBE FAIRWAY IN 2017

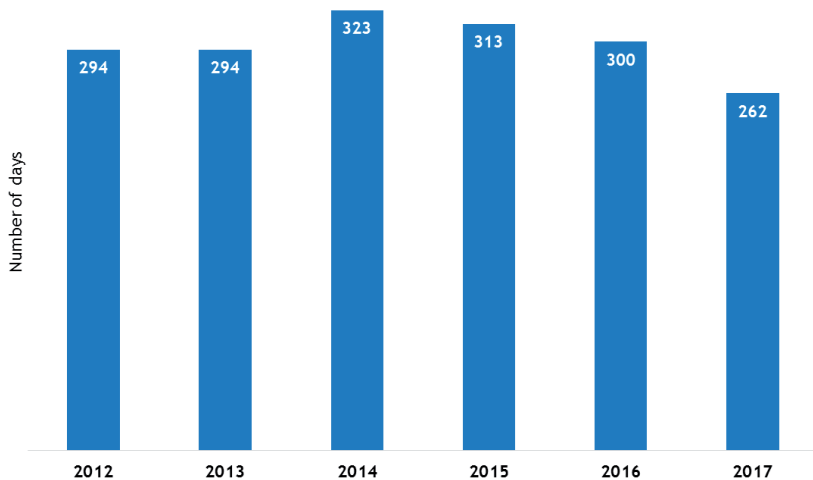
Source: National navigation authorities, aggregation and chart prepared by the Danube STREAM team

The closures were either applicable to all vessels, when a stretch was entirely non-navigable, or to certain vessel types, only one fairway side etc., leading to the provision of alternative navigable routes. The fairway on the whole Danube stretch from Austria to Romania was available for 262 days. Due to hard winter conditions in the first two months of 2017, navigation was totally closed in some riparian countries. The longest period of total closure was recorded in Serbia and it lasted for 40 days.

Figure 4 illustrates the availability of the Danube fairway in the period between 2012 and 2017.

During the last six years, some changes regarding Danube fairway accessibility can be noticed. As visible in Figure 4, less closures were made in 2012 and 2013, with 294 days accessible for navigation in both years. During 2014, fairway accessibility was the highest with the fairway closed for 32 days. In 2015, safe navigation conditions were unreachable for 10 days more than in 2014, primarily due to variable weather conditions or fairway maintenance measures.

During 2016 and 2017, sport events, festivals, construction works or similar events were additional reasons for temporary local closures of navigation.



Source: National navigation authorities, aggregation and chart prepared by the Danube STREAM team

FIGURE 4: NUMBER OF DAYS OF AVAILABLE DANUBE FAIRWAY (2012-2017)

The NEWADA duo project (2012 – 2014) gathered the managing directors of the Danube waterway infrastructure operators represented in the Network of Danube Waterway Administrations (NEWADA) to identify and discuss common performance indicators for inland waterway transport on the Danube, with a strong focus on waterway infrastructure maintenance. Since the end of the NEWADA duo project, a set of key performance indicators has been reported by the involved waterway administrations on an annual basis and is being published in the annual Common Danube Report.

Levels of service indicate the recommended fairway depth and width that all waterway administrations should aim to achieve over the whole year. Different levels of service are established for various waterway stretches of the Danube River. In Table 2 and Table 3, performance parameters for those levels of service are presented for each of the Danube riparian countries: the number of days with a fairway depth equal or above 2.5m and the available relevant fairway widths for selected stretches.

7 Fairway availability parameters in 2016 and 2017

Fairway widths relevant for selected stretches (m)

		200/180	150	120	100	80	60	40
River stretch	Rkm-rkm	Number of days (and % of the year) with guaranteed fairway depth and width						
Melk-Krems (Wachau)	2038.0 - 1998.0	n/a	n/a	Not calculated		359 - 98%	Not calculated	
Vienna – AT/SK border	1921.0 - 1872.7	n/a	n/a	Not calculated		326 - 89%	Not calculated	
Nyergesújfalu (HU data)	1735.5 - 1733.7	n/a	n/a	n/a	293 - 80%	n/a	326 - 89%	n/a
Dömös-alsó	1699.3 - 1697.6	n/a	n/a	279 - 76%	n/a	n/a	n/a	n/a
Kisapostag		n/a	n/a	n/a	n/a	294 - 80%	n/a	n/a
Solt	1558.5 - 1557.5	n/a	n/a	n/a	277 - 76%	n/a	344 - 94%	n/a
Apatin	1408.2 - 1400.0	46 - 13%	116 - 32%	184 - 50%	366 - 100%	n/a	n/a	n/a
Futog	1267.4 - 1261.6	304 - 83%	323 - 88%	334 - 91%	334 - 91%	n/a	n/a	n/a
Milka, Belene, Coundur Island	568.0 - 562.0	n/a	n/a	n/a	n/a	273 - 75%	n/a	n/a
Giska island	541.0 - 539.0	232 - 64%	292 - 80%	294 - 81%	294 - 81%	306 - 84%	366 - 100%	366 - 100%
Batin island	525.0 - 522.0	0 - 0%	214 - 59%	254 - 70%	301 - 82%	295 - 80%	366 - 100%	366 - 100%
Brashlyan island	458.0 - 455.0	256 - 70%	283 - 78%	287 - 79%	293 - 80%	313 - 85%	366 - 100%	366 - 100%
Garvan island (Popina)	407.0 - 402.0	138 - 38%	161 - 44%	279 - 76%	279 - 76%	304 - 83%	317 - 87%	366 - 100%
Salcia	823.0 - 820.0	366 - 100%	366 - 100%	366 - 100%	366 - 100%	n/a	n/a	n/a
Bogdan Secian	785.0 - 783.0	0 - 0%	366 - 100%	366 - 100%	366 - 100%	n/a	n/a	n/a
Dobrina	761.0 - 759.0	0 - 0%	366 - 100%	366 - 100%	366 - 100%	n/a	n/a	n/a
Bechet	678.0 - 676.0	0 - 0%	245 - 67%	282 - 77%	351 - 96%	n/a	n/a	n/a
Corabia	629.0 - 628.0	301 - 82%	352 - 96%	352 - 96%	352 - 96%	n/a	n/a	n/a
Turcescu	345.0 - 344.0	0 - 0%	0 - 0%	301 - 82%	301 - 82%	n/a	n/a	n/a
Cochirleni	309.0 - 308.0	0 - 0%	0 - 0%	0 - 0%	0 - 0%	257 - 70%	n/a	n/a
Seimeni	290.0 - 289.0	0 - 0%	0 - 0%	0 - 0%	347 - 95%	n/a	n/a	n/a
Albanesti	276.0 - 275.0	69 - 19%	166 - 45%	302 - 82%	366 - 100%	n/a	n/a	n/a

TABLE 2: AVAILABILITY OF 2.5 M DEPTH AND SELECTED WIDTH ON CRITICAL SECTORS IN 2016
(TABLE BY THE DANUBE STREAM TEAM)

Fairway widths relevant for selected stretches (m)

		200/180	150	120	100	80	60	40
River stretch	Rkm-rkm	Number of days (and % of the year) with guaranteed fairway depth and width						
Melk-Krems (Wachau)	2038.0 - 1998.0	n/a	n/a	Not calculated		342 - 94%		
Vienna – AT/SK border	1921.0 - 1872.7	n/a	n/a	Not calculated		317 - 87%		
Nyergesújfalu (HU data)	1735.5 - 1733.7	n/a*	n/a*	n/a*	304 - 83%	n/a	327 - 86%	n/a
Lower-Dömös	1699.3 - 1698.2	n/a**	n/a**	290 - 79%	290 - 79%	290 - 79%	290 - 79%	n/a
Solt	1558.5 - 1557.5	7 - 2%	22 - 6%	39 - 11%	284 - 78%	318 - 87%	330 - 90%	365 - 100%
Apatin	1408.2 - 1400.0	257 - 70%	365 - 100%	365 - 100%	365 - 100%	n/a	n/a	n/a
Futog	1267.4 - 1261.6	86 - 23%	267 - 73%	329 - 90%	329 - 90%	354 - 97%	n/a	n/a
Belene, Kondur island	566.0 – 560.0	n/a	n/a	n/a	n/a	220 - 60%	n/a	n/a
Guska island	541.0 - 537.0	38 - 10%	92 - 25%	247 - 67%	333 - 91%	337 - 92%	365 - 100%	365 - 100%
Batin island	525.0 - 522.0	29 - 8%	127 - 35%	230 - 63%	250 - 68%	288 - 79%	365 - 100%	365 - 100%
Brashlyan island	458.0 - 455.0	120 - 33%	204 - 56%	255 - 69%	334 - 91%	263 - 72%	365 - 100%	365 - 100%
Garvan island (Popina)	407.0 - 402.0	23 - 6%	75 - 20%	155 - 42%	209 - 57%	269 - 74%	365 - 100%	365 - 100%
Salcia	823.0 - 820.0	365 - 100%	365 - 100%	365 - 100%	365 - 100%	n/a	n/a	n/a
Bogdan Secian	785.0 - 783.0	21 - 6%	0 - 0%	365 - 100%	366 - 100%	n/a	n/a	n/a
Dobrina	761.0 - 759.0	0 - 0%	365**** - 100%	365 - 100%	365 - 100%	n/a	n/a	n/a
Bechet	678.0 - 676.0	0 - 0%	357**** - 98%	357 - 98%	357 - 98%	n/a	n/a	n/a
Corabia	629.0 - 628.0	355 - 97%	355 - 97%	355 - 97%	355 - 97%	n/a	n/a	n/a
Turcescu	345.0 - 344.0	0 - 0%	312 - 85%	312 - 85%	312 - 85%	n/a	n/a	n/a
Cochirleni	309.0 - 308.0	0 - 0%	0 - 0%	0 - 0%	0 - 0%	200 - 55%	n/a	n/a
Seimeni	290.0 - 289.0	0 - 0%	0 - 0%	0 - 0%	352 - 96%	n/a	n/a	n/a
Albanesti	276.0 - 275.0	69 - 19%	166 - 45%	302 - 82%	366 - 100%	n/a	n/a	n/a

TABLE 3: AVAILABILITY OF 2.5 M DEPTH AND SELECTED WIDTH ON CRITICAL SECTORS IN 2017
(TABLE BY THE DANUBE STREAM TEAM)

*Due to the rocky riverbed, the marked fairway width of this shallow section is never wider than 100m

**Due to the rocky riverbed, the width of this shallow section is never to be over 120m, which corresponds to the fairway class

***For fairway width of 50m

****For fairway width of 160m and 140m

8 Locks in numbers

There are 16 locks situated between Austria and Romania which are functional during the whole year. This chapter is dedicated to the lock statistics for the Austrian (Aschach, Ottensheim, Abwinden, Wallsee, Ybbs-Persenbeug, Melk, Altenwörth, Greifenstein and Freudenau), Slovakian (Gabčíkovo), Serbian (Iron Gate I and Iron Gate II) and Romanian (Agigea, Cernavodă, Ovidiu and Năvodari) locks.

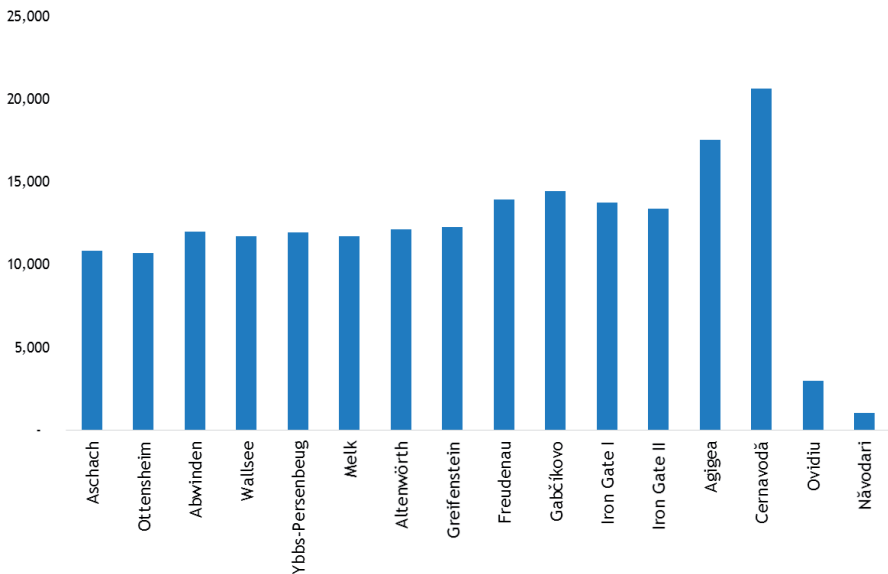


FIGURE 5: NUMBER OF LOCKED VESSELS PER LOCK IN 2017 (FIGURE PREPARED BY DANUBE STREAM TEAM)

The bar chart (Figure 5) depicts the number of locked vessels in 2017. Once again, Cernavodă lock took the first place in number of locked vessels, achieving the number of 20,649. A considerable amount was reached by Agigea lock as well, having 17,553 vessels locked. A high number is noticed for the Gabčíkovo (14,461 locked vessels), Freudenau (13,932 locked vessels) and Iron Gate I (13,742 locked vessels) locks. On the contrary, lower values were recorded by the Ovidiu lock (2,995 locked vessels) and the Năvodari lock (1,032 locked vessels).

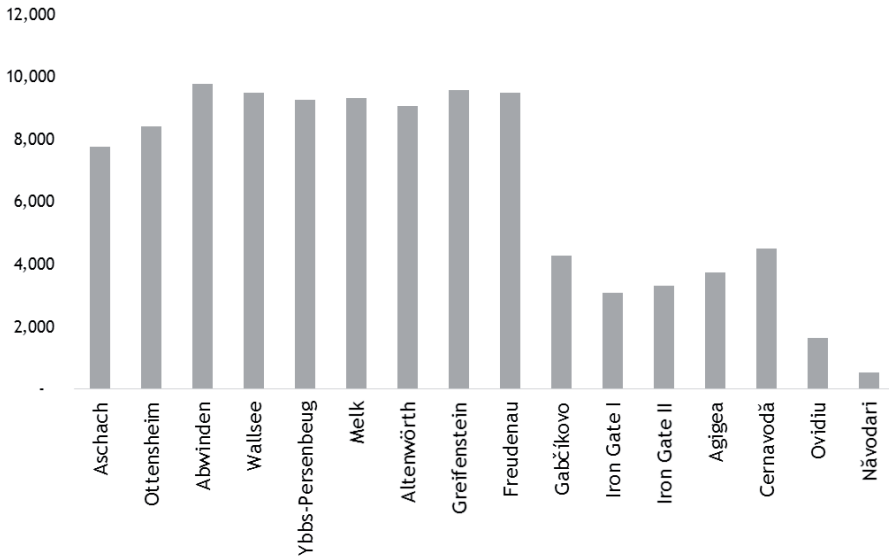


FIGURE 6: NUMBER OF LOCKAGES PER LOCK IN 2017 (FIGURE PREPARED BY DANUBE STREAM TEAM)

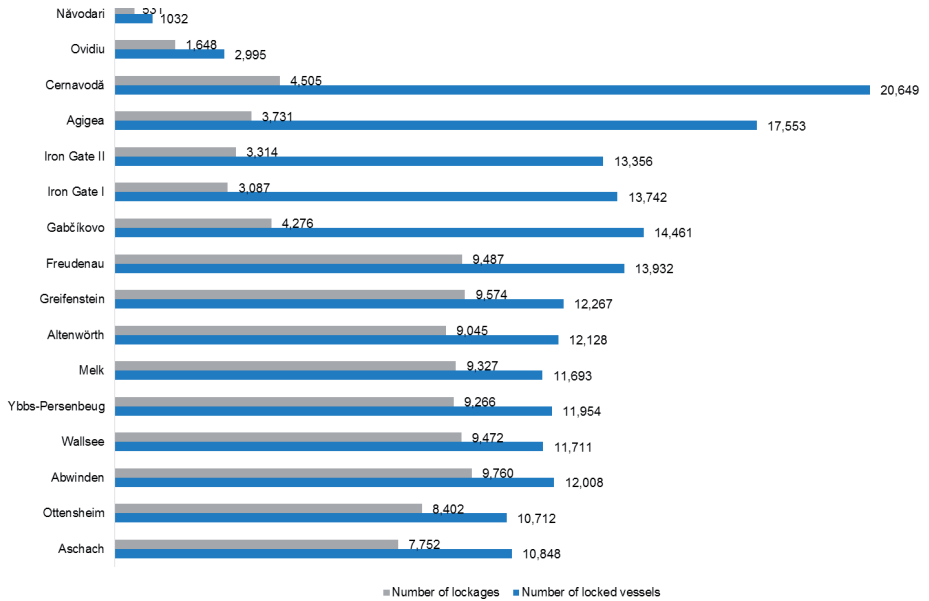


FIGURE 7: NUMBER OF LOCKAGES AND LOCKED VESSELS IN 2017 (FIGURE PREPARED BY DANUBE STREAM TEAM)

Figure 6 illustrates the number of lockages per lock from January to December 2017.

Locks situated in the Upper Danube registered a considerable number of lockages, more than locks located in the Lower Danube. The Austrian lock Abwinden recorded the highest value of 9,760 lockages, followed by the lock Greifenstein with 9,574 lockages and the Freudenuau lock with 9,487 lockages.

Observing the presented statistics, it can be noticed that the Slovakian lock Gabčíkovo and the Romanian lock Cernavodă have had a similar amount of lockages - 4,276 and 4,505. Values for other locks varied from 531 lockages to 3,731 lockages.

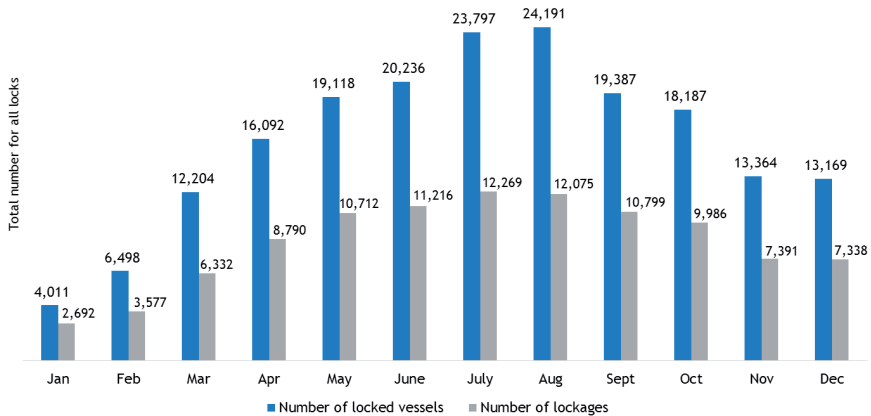


FIGURE 8: MONTHLY LOCK STATISTICS IN 2017 (FIGURE PREPARED BY DANUBE STREAM TEAM)

Each year, the period from spring to autumn offers favourable navigation conditions. Taking this fact into account, the period between May and October is very busy in terms of locked vessels and lockages.

The month of August reached a peak concerning the number of locked vessels (24,191), while the highest number of lockages was remarked in July, reaching a value of 12,269 (Figure 7). In contrast to these large values, January and February are the months when the performance of locks low.

9 Fairway information services

The Danube FIS portal (www.danubeportal.com) is the result of joint work of all partners under the NEWADA and NEWADA duo projects. The published data is disclaimed as of informative character and is being prepared by each administration referring to the stretch for which it is responsible. The legal entities included in FIS portal maintenance are:

- via donau - Austrian Waterway Company (Austria),
- Slovak Water Management Enterprise, state enterprise (Slovakia),
- General Directorate of Water Management (Hungary),
- Agency for Inland Waterways (Croatia),
- Directorate for Inland Waterways Plovput (Serbia),
- River Administration of the Lower Danube Galati (Romania),
- Executive Agency for Exploration and Maintenance of the Danube River (Bulgaria) and
- Administration of the Navigable Canals SH (Romania).

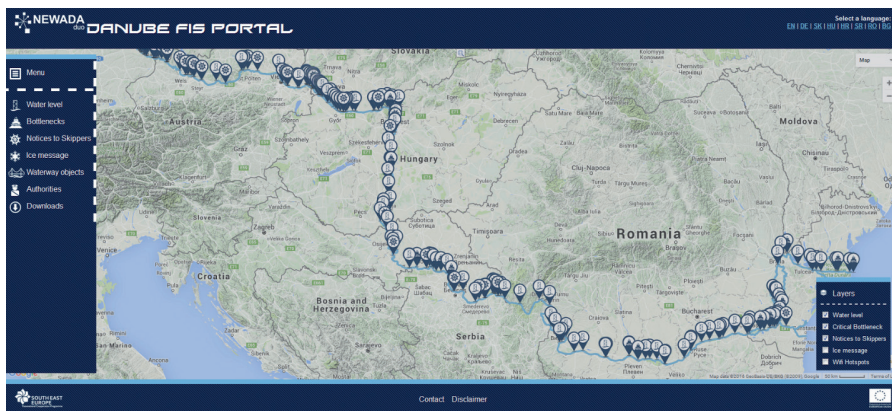


ILLUSTRATION BY THE DANUBE STREAM TEAM

The Danube FIS Portal website is mainly based on measured and estimated figures concerning water levels and bottlenecks including forecasts and contains information about:

- water levels
- bottlenecks
- notices to skippers
- ice messages
- waterway objects
- authorities

Also, Electronic Navigational Charts, Paper Navigational Charts and Atlases of Berths can be downloaded from the Danube FIS portal as up-to-date information accessible by all Danube waterway users. The FIS portal is available in English, German, Slovak, Hungarian, Croatian, Serbian, Romanian and Bulgarian language.

During the implementation period of the Danube STREAM project (January 2017 – June 2019), the Danube waterway administrations make the necessary efforts to improve and upgrade the FIS web portal regarding its appearance and data availability in order to meet the needs of waterway users in line with the common vision statement.

As a general river management policy outcome, River Information Services (RIS) are implemented in all Danube countries as information services designed to enhance safety and efficiency of inland waterway transport by optimising traffic and transport processes. RIS real-time information is exchanged between all inland waterway stakeholders.

River Information Services mainly consist of four correlated systems, which are being technically developed by respective expert groups:

- Inland Electronic Chart Display and Information Systems (Inland ECDIS)
- Electronic Reporting International (ERI)
- Notices to Skippers (NtS)
- Vessel Tracking and Tracing (VTT)

Usage of RIS is mandatory in most of the Danube countries and will be mandatory all along the Danube River soon, in order to improve safety of navigation by provision of accurate information on navigation conditions. The current status of implementation and availability of RIS along the Danube River is summarized in Table 4.

SERVICE	AT	SK	HU	HR	RS	RO	BG
AIS COVERAGE	100%	100%	100%	100%	100%	100%	100%
VTT	YES	YES	YES	YES	YES	YES	YES
ENC	YES	YES	YES	YES	YES	YES	YES
NTS	YES	YES	YES	YES	YES	YES	YES
ERI	YES	YES	PARTIALLY	YES	YES	YES	YES
ELECTRONIC LOCK MANAGEMENT SYSTEM	YES	YES	NO LOCKS	NO LOCKS	YES	YES	NO LOCKS
HULL DATABASE	YES	YES	YES	PENDING	YES	YES	PENDING
RIS INDEX IN ERDMS	YES	YES	YES	NO	YES	YES	YES
IS RIS OBLIGATORY?	YES	YES	YES	PENDING	YES	YES	PENDING

TABLE 4: AVAILABILITY OF RIS ALONG THE DANUBE RIVER
(TABLE BY DANUBE STREAM TEAM)

FAIRway Danube

The project FAIRway Danube started in July 2015 and supports the waterway administrations in achieving a common level of service for the Danube waterway. The administrations in every country are tasked with maintaining and improving the Danube waterway for inland navigation, to deploy and harmonize services in the inland navigation sector and at the same time to preserve and protect the Danube as natural river habitat. This project refers to several countries that participate as partners or beneficiaries: Austria, Slovakia, Hungary, Croatia, Bulgaria and Romania. Different stakeholders take part in this project: waterway and canal administrations, waterway users (operators of cargo and cruise ships), logistics service-providers (port and terminal operators), lock operators, industry plants located along the Danube, authorities, River Commissions, NGOs. Many institutions are included in the project as observers and advisors, including the Directorate for Inland Waterways of Serbia, the Danube Commission (DC), the European Barge Union (EBU), the European Federation of Inland Ports (EFIP), the European Skippers Association (ESO), the International Commission for the Protection of the Danube River (ICPDR) and few more. The whole project and its results are supported by the Connecting Europe Facility, which is a key EU funding instrument to promote growth, jobs and competitiveness through targeted infrastructure investment at European level.

In detail, FAIRway Danube will: elaborate coordinated national action plans and define pilots, procure equipment for hydrological services, execute and evaluate pilots (harmonized basic data on critical locations, coherent monitoring

10 Ongoing projects in the Danube region

of the navigation status, harmonized water level forecast, potential of fairway relocation), develop innovative approaches (aerial monitoring, AtoNs) and prepare documentation for future implementation steps.. The national action plans are one of the adopted instruments for reaching these targets.

During 2017, the European coordinator for the Rhine-Danube Corridor Karla Peijs baptized the first surveying vessel within the EU-project FAIRway Danube. The vessel was named “Connecting Europe 1” and provides up-to-date recordings of the riverbed, which is of high value for fleet operators and shippers. 2017 was very important for project partners from Bulgaria due to the delivery of the new surveying vessel and the marking vessel under this project. Moreover, on 28th of November 2017, the project partners reported on the progress made within the year 2017 in Brussels. Finalization of this project is predicted for June 2020.

For more information, please visit:

www.fairwaydanube.eu

FAST Danube

Starting in 2014, this project aims to accelerate the removal of an existing bottleneck along a cross-border section of the Danube (Bulgarian/Romanian common section) as it will identify the works to achieve stable navigation capacity all year round. The project consists of 4 activities from the completion of the Environmental Impact Assessment and building permits documentation to the drafting of the tender designs for future works. The action is a precondition for the imple-

mentation of any physical interventions aimed at improving the navigability of the Bulgarian/Romanian Danube common section. The EU is co-financing the project by 85% of means needed and it is estimated to be implemented by the end of 2018. In the first quarter of 2017, Galati Lower Danube River Administration, A. A., as beneficiary, signed the contract for „Technical Assistance for Revising and Complementing the Feasibility Study Regarding the Improvement of Navigation Conditions on the Romanian-Bulgarian Common Sector of the Danube and Complementary Studies“ with Halcrow Romania S.R.L.

During 2017, the first and the second measurements campaigns were completed in the second quarter of year. The first measurements campaign was performed from km 375 downstream to km 863 upstream. The second measurements campaign was completed on August 24th 2017: members of the consortium carried out hydrographic, hydrodynamic and sedimentation measurements across the Danube on the sector between 375 km and 863 km. The methodology and duration (60 days for measurements and 30 days for data processing) were the same as in the first measurements campaign. The second topographic campaign was executed in order to calibrate and validate the mathematical model. In the near future, the Measurements Report - the second campaign (studies, investigations, measurements) will be prepared. Detailed information on the results of the second measurements campaign and the mathematical model was present during the second workshop which was held in Bucharest in mid-November 2017.

More information can be found under:

www.fastdanube.eu

RIS COMEX

The RIS COMEX (RIS Corridor Management Execution) project is a CEF funded multi-beneficiary project aiming at the definition, specification, implementation and sustainable operation of Corridor River Information Services. The project area covers altogether 13 different European countries having 15 partners. Corridor Management is the next step in the development of River Information Services in order to improve safety, efficiency and reliability of inland navigation including positive effects on the protection of the environment. RIS COMEX Activities 2 and 3 are defining, specifying and implementing Corridor River Information Services whose sustainable operation shall be ensured by the results of Activity 4. Activity 5 deals in parallel with other challenges related to the project objectives. RIS COMEX started in the course of 2016 and will last until the end of 2020.

The first quarter of 2017 focused on the finalization of the project starting phase: The Kick-Off meeting was held in Berlin, the Work Programme was finalized and sent to the Steering Committee for approval, the Corridor Service List as part of the RIS Master Plan was finalized and agreed on. Furthermore, in the second quarter of 2017, the RIS Week was held on 08 - 11 May in Belgrade. In the course of July the draft final first chapters of almost all Corridor Services were distributed to the entire project consortium for a detailed evaluation towards the national requirements.

For more information please visit:

www.riscomex.eu

PROMINENT

The project PROMINENT is funded under the Horizon 2020 programme, with the timeframe from 01 May 2015 to 30 April 2018. PROMINENT is ultimately aimed at providing solutions which make inland navigation as competitive as road transport in terms of air pollutant emissions by 2020 and beyond. In parallel PROMINENT aims to further decrease the energy consumption and carbon footprint of IWT, an area where IWT has already a strong advantage compared to road transport.

Priorities of the project are massive transition towards efficient and clean vessels, certification and monitoring of emission performance and development of innovative regimes and harmonisation, as well as modernisation of professional qualifications and the stimulation of the further integration of IWT into sustainable transport chains.

The consortium of the project consists of the following partners: EICB, Ecorys, SGS, DST, FHOÖ, Panteia B.V., ADS van Stigt, TNO, BAW, Multronic B.V. Pro Danube, University of Craiova, viadonau, Wärtsilä, Navrom SA, TÜV Nord and STC-Group. Finalization of the project is predicted for April 2018.

More information can be found under:
www.prominent-iwt.eu.

11 Partnership and network – Danube STREAM

Within Danube STREAM, Danube waterway administrations strive to further develop efficient and effective waterway management in order to establish and maintain an efficient and environmentally friendly transport network on the Danube and its navigable tributaries. The partnership builds on a firm foundation and brings together various stakeholders and experts under the motto “Common River, Common Goal”.

The Danube STREAM team connects not only to other projects in the Danube region, but also to the political level, most important the EU Strategy for the Danube Region (EUSDR).



To read more news on activities within the Danube STREAM project, please visit the project website www.interreg-danube.eu/approved-projects/danube-stream and its Facebook page.

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