

DANTE - Improving Administrative Procedures and Processes for Danube IWT



Output 4.2

Guidelines/Recommendations for improved
processes

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1 Introduction

The output combines all activities done in WP 4 of the DANTE project.

External good practices, that might be beneficial for IWT in the Danube Region have been identified. Those were external good practices from the inland waterway transport sector (River Rhine) and other modes of transport. These inputs have been identified, described and as far as possible customized to the Danube Region IWT requirements and possibilities. The identified good practices can serve as examples to be used for the optimization of processes at the Danube IWT. Administrative processes are targeted with different solutions in several examples.

Furthermore the outcome of all DANTE activities were considered. The National Working Table Meetings, the desk research regarding the analysis of Procedures, the input into the barrier reporting tool as well as various reports of the DANTE consortium. The Guidelines and recommendations are elaborated to support the improvement of Danube IWT administrative procedures.



2 Guidelines

2.1 Guidelines in regard to identified good practices that could be adopted in the Danube Region.

In this section of the report guidelines developed from identified good practices as well as DANTE results for the relevant actors in the Danube region are listed.

The guidelines are documented in six main points:

1. seamless cross border transport
2. international agreement for vessels on the Danube River
3. interoperability
4. single safety system
5. market oriented infrastructure service
6. one stop shop via inland waterway transport
7. Digitalisation for efficient information sharing

2.1.1 Seamless cross border transport

No. 1	Seamless cross border transport	
<p>1. Guideline for action:</p> <p>Establishing and implementing a seamless cross border transport all over the Danube inland waterway transport.</p>		
<p>2. Goal:</p> <ul style="list-style-type: none"> - reducing administrative barriers at the borders (EU – Non EU), DANTE: DAVID Forms - analysis about reasons for stops at the borders, DANTE: working hours of customs - defining measures for optimizing logistic processes via inland waterway transport - optimizing the infra- and supra-structures of the Danube ports (e.g. terminal equipment) - creating reliable fairway depths for inland waterway traffic, especially on the lower Danube 		

- maintaining of the constant fairway depths
<p>3. Implementation steps:</p> <ul style="list-style-type: none"> - creation of a legal framework in the different Danube countries, basis: Mannheim Act - analysis of reasons for stops on the borders, no duple controls and documents - defining measures for short and midterm reduction together with parties involved - elimination of obstacles and barriers on the Danube River (i.e. definition of clear specifications) - integration of all relevant actors of the Danube corridor/ co-ordination with state authorities as started in the DANTE project
<p>4. Actors to be involved:</p> <ul style="list-style-type: none"> - state authorities of the involved countries, port authorities, customs - terminal operators, logistic service providers, vessel owners - ship operators and captains
<p>5. Best practice reference:</p> <ul style="list-style-type: none"> - Inland waterway navigation: Mannheim Act - Rail: CREAM Project
<p>6. Time frame:</p> <ul style="list-style-type: none"> - in the short term

2.1.2 International agreement for vessels on the Danube River

No. 2	International agreement for vessels on the Danube River	
<p>1. Guideline for action:</p> <p>Adoption of an international agreement which is mandatory for all Danube countries and guarantees freedom of navigation on the Danube River</p>		
<p>2. Goal:</p> <ul style="list-style-type: none"> - equal opportunities for skippers and fleets 		

<ul style="list-style-type: none"> - transparency for fees and charges, equal fees and charges were possible - release from tolls for vessels - easy customs clearing - obligation of the countries along for maintaining the Danube River - standardisation of shipping using and rules concerning safety and security of IWT - establishing of a court for navigation on the Danube River - setting-up a committee monitoring the principles of a so called Danube Act
<p>3. Implementation steps:</p> <ul style="list-style-type: none"> - creating of a common legal framework in the different Danube countries - elimination of obstacles and barriers on the Danube River - integration of all relevant actors of the Danube corridor (e.g. network conferences)
<p>4. Actors to be involved:</p> <ul style="list-style-type: none"> - governments of the involved countries, port authorities, customs - terminal operators, logistic service providers, vessel owners - ship operators and captains
<p>5. Best practice reference:</p> <ul style="list-style-type: none"> - Inland waterway navigation: Mannheim Act - Rail: UIC convention, 4th railway package from EU
<p>6. Time frame:</p> <ul style="list-style-type: none"> - in the short term

2.1.3 Interoperability

No. 3	Interoperability
<p>1. Guideline for action:</p> <p>Improvement of the interoperability concerning interfaces of inland waterway transport</p>	

<p>2. Goal:</p> <ul style="list-style-type: none"> - optimizing the infra- and suprastructures of the Danube ports in general - optimizing the reachability of Danube ports by road and rail (e.g. building of new tracks, working hours of ports) - speed-up of the logistic processes via inland waterway transport between Danube countries - creating new interfaces between ports and other transport modes - use of the same language along the Danube
<p>3. Implementation steps:</p> <ul style="list-style-type: none"> - status analysis together with the relevant actors - definition of commercial, technical and administrative conditions for using the Danube River - definition of potentials to make vessels faster - creating a legal framework in the different Danube countries - elimination of obstacles and barriers on the Danube River - integration of all relevant actors of the Danube corridor
<p>4. Actors to be involved:</p> <ul style="list-style-type: none"> - governments of the involved countries, port authorities, customs - terminal operators, logistic service providers, vessel owners - ship operators and captains
<p>5. Best practice reference:</p> <ul style="list-style-type: none"> - Inland waterway navigation: Upper Rhine Ports - a connected corridor - Rail: TSI, EU project Corridor 10 Plus - Intermodal: UIRR
<p>6. Time frame:</p> <ul style="list-style-type: none"> - in the medium term

2.1.4 Single safety system

No. 4	Single safety system	
<p>1. Guideline for action:</p> <p>Establishing and implementing a single safety system all over the Danube inland waterway transport.</p>		
<p>2. Goal:</p> <ul style="list-style-type: none"> - establishing a common safety and security standard for vessels all over the Danube corridor - speed-up of the logistic processes via inland waterway transport - optimizing the infra- and suprastructures of the Danube ports concerning safety affairs - creating reliable fairway depths, improvement of fairway conditions for inland waterway traffic all over the Danube corridor - establishing of reliable prediction concerning IWT all over the Danube corridor 		
<p>3. Implementation steps:</p> <ul style="list-style-type: none"> - creation of a legal framework in the different Danube countries - integration of all relevant actors of the Danube corridor - organisation of a continuous workshop series in the region concerning safety - elimination of obstacles and barriers on the Danube River - Investments in infrastructure 		
<p>4. Actors to be involved:</p> <ul style="list-style-type: none"> - governments of the involved countries, port authorities, customs, industry - terminal operators, logistic service providers, vessel owners - ship operators and captains 		
<p>5. Best practice reference:</p> <ul style="list-style-type: none"> - Inland waterway navigation: RIS-COMEX, ISGINTT - Rail: ERTMS-System - Intermodal: ILU-Code 		

<p>6. Time frame:</p> <ul style="list-style-type: none"> - in the short term
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2.1.5 Market oriented infrastructure service

No. 5	Market oriented infrastructure service	
<p>1. Guideline for action:</p> <p>Creating capacity for alternative transport mode i.e. inland waterway transport.</p>		
<p>2. Goal:</p> <ul style="list-style-type: none"> - optimizing inland waterway transport in the whole Danube region - speed-up of the logistic processes via inland waterway transport - improving the infra- and suprastructures of the Danube ports - more market oriented working hours in ports - building of transshipment areas for intermodal transport solutions (i.e. road/rail/IWT) - provision of innovative handling equipment (e.g. cranes) 		
<p>3. Implementation steps:</p> <ul style="list-style-type: none"> - establishing a legal framework in the different Danube countries (e.g. languages, fees) - definition of criteria for a market oriented infrastructure service - prioritization of project based on the elaborated criteria - Investments in port infrastructure (e.g. Wi-Fi connections in ports) - organisation of external communication - one language (e.g. English) used for communication along the whole Danube 		
<p>4. Actors to be involved:</p> <ul style="list-style-type: none"> - governments of the involved countries, port authorities, customs - terminal operators, logistic service providers, vessel owners 		

- ship operators and captains
5. Best practice reference: - Inland waterway navigation: RIS-COMEX - Rail: RFC-management - Intermodal: UIRR
6. Time frame: - in the short term

2.1.6 One stop shop (OSS) by inland waterway transport

No. 6	One stop shop (OSS) by inland waterway transport	
1. Guideline for action: Establishing and implementing a one stop shop solution all over the Danube inland waterway transport.		
2. Goal: - reduction of administrative barriers along the Danube corridor - acceleration of the transport time concerning inland waterway transport - establishing a reliable transport chain in the Danube corridor - creating reliable fairway depths for inland waterway traffic. - establishing a corridor management for the Danube corridor		
3. Implementation steps: - selecting suitable staff and creating an international network in the Danube region - implement OSS in national inland waterway companies - improving tools and skills - ensure professional business performance of staff before starting - establishing a neutral platform (e.g. corridor management)		
4. Actors to be involved:		

<ul style="list-style-type: none"> - governments of the involved countries, port authorities, customs - terminal operators, logistic service providers, vessel owners - ship operators and captains
<p>5. Best practice reference:</p> <ul style="list-style-type: none"> - Inland waterway navigation: RIS-COMEX - Rail: Rail Net Europe (www.rne.eu) - Intermodal: UIRR (co-operation of different operators)
<p>6. Time frame:</p> <ul style="list-style-type: none"> - in the medium term

2.1.7 Digitalization for efficient information sharing

No. 7	Digitalisation for efficient information sharing
<p>1. Guideline for action:</p> <p>Establishing and implementing an overall system to enable automated cross-system and cross border information sharing</p>	
<p>2. Goal:</p> <ul style="list-style-type: none"> - reduction of administrative barriers along the Danube corridor - eliminate paperwork - acceleration of the transport time concerning inland waterway transport - establishing a common view on information in the Danube corridor - reduce waiting times due to border control 	
<p>3. Implementation steps:</p> <ul style="list-style-type: none"> - creating of a common legal framework in the different Danube countries - integration of all relevant actors of the Danube corridor - harmonisation of information required by the different Danube countries (e.g. contents of DAVID Forms) - creating of a common view on information by implementing a single source of truth 	

<ul style="list-style-type: none"> - establishing a neutral platform for automated information sharing/distribution (e.g. Blockchain-platform)
<p>4. Actors to be involved:</p> <ul style="list-style-type: none"> - governments of the involved countries, port authorities, customs - terminal operators, logistic service providers, vessel owners - ship operators and captains
<p>5. Best practice reference:</p> <ul style="list-style-type: none"> - Inland waterway navigation: RIS-COMEX, DINA, DMN - Rail: Rail Net Europe (www.rne.eu) - Intermodal: UIRR (co-operation of different operators) - Maritime: TradeLens (Blockchain solution for information sharing in international trade)
<p>6. Time frame:</p> <ul style="list-style-type: none"> - in the medium term



3 Recommendations

3.1 Specific recommendations that result directly from the findings of the DANTE consortium

The following recommendations are related to the barriers, which have been identified in the consolidated report on procedures and administrative processes in Danube IWT. This report takes into consideration all country reports, inputs in the barrier reporting tool, the desk research among the project partners as well as the national working table meetings of the DANTE project.

According to the predominant barriers detected in the DANTE project recommendations for the following areas were elaborated. For most of the recommendations the idea of “same river same rules” can be applied!

Faster and harmonised border control procedures

Most problems identified by the DANTE consortium were related to border control issues. Most of the time the controls are too time consuming and too many different documents containing the same information are required.

Harmonisation of the checks and documents to reduce time consumption. With the support of the development of the DAVID Forms the DANTE consortium is already supporting the harmonisation of documents.

Good example for fast border control: Croatia port of Vukovar

Time frame: Immediately

Measures against staff shortage, for qualification, education & skills

Qualification of staff: Training measures should be implemented.

Further qualification training centers for staff for port activities are needed in some countries. Due to the fact that staff shortage is a global problem in the river transport sector activities to make the jobs available more attractive are needed.

This can be done for example by improving the quality of qualification possibilities and working conditions.

In regard to the border controls staff shortage leads to further waiting times. Here also more staff at customs is needed to avoid waiting time!

Measures against staff shortage should be started immediately. Improving recruitment processes, massive campaigns to boost the attractiveness of river sector jobs as well as qualification offensives need to be started.

Acceptance of specific qualification from other countries should be guaranteed, a mutual recognition of qualification documents would ease procedures.

Time frame: Next five years

Harmonisation and transparency of charges & fees along the Danube river

It was identified that there are several different fees along the countries of the Danube River. The way the fees and charges are required are not transparent and differ from country to country.

A harmonisation of the fees as well as transparency of the charging policy is needed to address that problem.

Time frame: Next five years

Round the clock working hours of ports & customs to reduce time consumption

Short operating hours and differing working hours cause waiting times in extreme cases up to 36 hours.

Round-the-clock checkpoints are recommended to avoid additional waiting times.

Time frame: Immediately

One languages for the whole Danube – same river, same rules!

In the Danube navigation there is still a variety of languages used for communication on different channels. Although English is the international accepted language for the water transport sector there is still no overall accepted language on the Danube. In the western part German is most common language and in the eastern part Russian.

It is recommended to use one language for the communication as well as for all documents and therefor make international navigation easier. As English is the accepted language in maritime navigation and international communication this should also apply to the Danube River (same river, same rules). The selection of English as common language will also make the qualification of staff easier in this regard.

Time frame: Next five years

Development, upgrade and repair of Infrastructure & Equipment

Critically mentioned in several channels of the DANTE project was also the infrastructure maintenances.

Repairs and investments in port infrastructure is recommended as well as the framework conditions for digitalisation and electronic communication. Port should be equipped with free Wi-Fi connections and vessels with internet connection possibilities. Especially in Serbia additional facilities for waste disposal have to be provided.

Infrastructure has to be repaired, upgraded and developed!

Time frame: Immediately

Better maintenance of the fairway conditions, especially at the lower Danube

Insufficient Fairway conditions have been identified mainly for the lower Danube part. Repairs in port infrastructure as well as the maintenances of the river in Bulgaria and Rumania are not sufficient at the moment. This situation lead to longer closing times then necessary, for example in winter due to ice.

Recommendations are that required regular maintenance and dredging works are carried out

Time frame: Immediately

Closing of information gaps

Lack of information also causes inefficiency and delays in some cases. The access to water level information along the whole Danube should be improved. Currently there are mainly missing information along the Serbian Danube stretch.

Better information services should be installed.

Time frame: Immediately

3.2 Recommendations for Danube IWT based on the good practices and guidelines

Based on the good practices identified outside the Danube area as well as in other modes of transport and the guidelines elaborated following recommendations have been developed:

Pushing the Danube River for a reliable freight management: As shown in the report on good practices there still exist some difficulties for vessels in using the Danube River. One of the main problems are the borders between EU member state and Non EU member state. Different actions are needed to improve this situation. In a first step the establishment of a common legal initiative between the Danube neighbouring countries is useful.

Time frame: Immediately.

Exchanging knowledge and best practice: One of the main focus of the activities are the exchange of knowledge and best practice of the Danube countries like Hungary, Austria, Slovenia, Croatia, Serbia, Bulgaria, Romania etc. concerning the integration of inland waterway transport in the logistic chain. A platform for such activities is the initiation and implementation of a transnational logistic event.

Time frame: Immediately.

Establishing of common rules concerning Inland waterway transport in the Danube corridor: There is a need to provide for the laying down of common rules which members of Danube countries would be obliged to observe. The model for this is the so called Mannheim Act.

Time frame: Next five years.

Building-up of transshipment areas in the Danube ports: Important requirements for pushing the inland waterway transport are reserved areas for logistic activities in the ports. Actually the port of Constanza (Romania) offers advantages to its hinterland with short transport times. Most of the other ports along the Danube do not have enough transshipment areas for logistics activities.

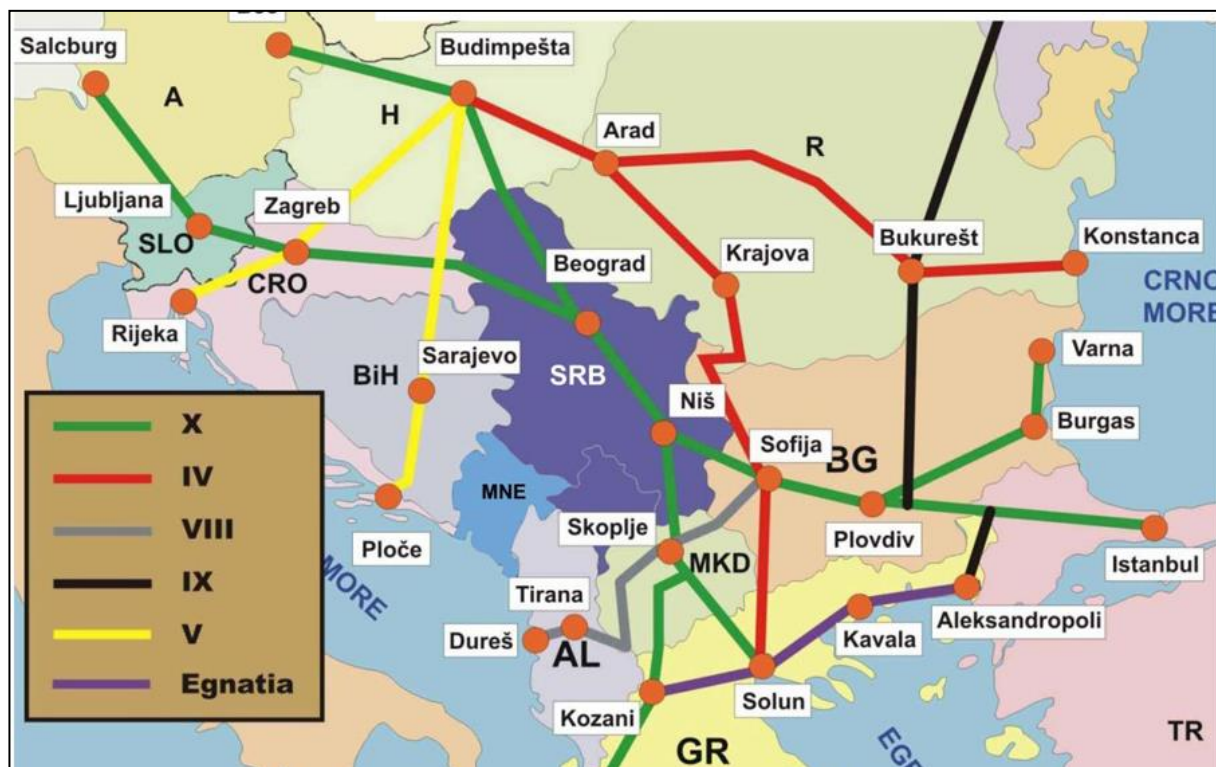
Time frame: Next five years.

Developing of new market potential for Danube container shipping: Actually the Danube River is not of commercial interest by container forwarders. Nearly all container connections starting in the West Ports are still ending in Austria (e.g. Port of Vienna). The reasons for this are difficulties concerning administrative procedures at the borders and specific political rules of some Danube countries. In the future the growth motor will continue to be container traffic which will also stimulate hinterland transport. This is also applicable for the Danube Corridor. There is a real chance to integrate the Danube River in a European container network starting in Constanza (Romania) towards Western Europe.

Time frame: Next five years.

Integration of the Danube River in the Pan-European Corridor (South-East Europe):

In 2018 three quarters of European inland shipping takes place on the river Rhine, from its source in Switzerland, running to the West ports in the Netherlands. Besides other transport modes (road, rail) Inland navigation plays an important role in the intermodal transport chain in Europe too. Concerning the South-East Corridor the activities of the European Commission are focused in optimizing the rail freight connections as the following slide shows:



In this context the optimization of the freight connections by inland navigation are important too. It is necessary to establish an action plan for the Danube River.

Time frame: Next five years

4 Conclusion

Different obstacles have been identified by the DANTE consortium in various tasks. A desk research, national and transnational working table meetings as well as the use of the barrier reporting tool lead to a wide range of data. The different inputs allowed the identification of several barriers. With the consideration of external good practices and the involvement of several stakeholders' opinions these guidelines and recommendation have been elaborated.

The identified good practices were considered as examples to be used for the optimization of processes at the Danube IWT. Administrative processes were targeted with different solutions in several examples. The best practice selected demonstrated that in general international cooperation and international agreements, as well as different electronic solutions are used to minimize administrative burdens.

Furthermore, digitalization with interaction of several stakeholders on a real time basis has the potential to smoothen and harmonize processes.

The principle Same river same rules would make the navigation on the Danube more effective. By consequently applying this rule several barriers identified within the DANTE project could be erased.



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