

Transport Thematic Seminar

Danube Transnational Programme 3rd call

04 of December 2018, Bucharest



Where do we stand today

- **Top 20 bottlenecks monitored since 2012**
- **Several bottlenecks significantly improved since 2014**
- **10 bottlenecks remain to date (primarily DE/HU/BG/RO)**
- **Problem is manageable, provided that all countries involved take the necessary actions**
- **Fairway maintenance/rehabilitation (surveying, fairway marking, dredging) on a free flowing river is never “ready”**

EUSDR

www.danube-navigation.eu

SURVEY: BORDER CONTROLS

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REPORT YOUR PROJECT



Provide your info by filling in the [project data sheet](#).



Update of the National Action Plans May 2017

Posted by [Viktoria Weissenburger](#), Monday, 2nd October 2017 @ 11:54 am

The regular updates of the National Action Plans monitor the implementation status of the Fairway Rehabilitation and Maintenance Master Plan. This update of May 2017 is the altogether fifth update of the Master Plan and was elaborated by all waterway administrations along the Danube.

[READ MORE](#)

LIFE water platform meeting with focus on river restoration

Posted by [Viktoria Weissenburger](#), Tuesday, 16th May 2017 @ 2:12 pm

On 27-28th June 2017 a LIFE water platform meeting will be held in Koblenz (Germany), hosted by the German Federal Institute of Hydrology (BfG).

[READ MORE](#)

Official Kick-off Event and 12th Steering Group Meeting

Posted by [Viktoria Weissenburger](#), Tuesday, 16th May 2017 @ 1:42 pm

On 11th May 2017 the official Kick-off event for the financing period 2017-2019 was held in Vienna back to back with the 12th meeting of the PA1a Steering Group.

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1 2 3 > Last >

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EVENTS

<<	September 2018						>>
Mo	Tu	We	Th	Fr	Sa	Su	
					1	2	
3	4	5	6	7	8	9	
10	11	12	13	14	15	16	
17	18	19	20	21	22	23	
24	25	26	27	28	29	30	

[Show all events](#)

NEWSLETTER

Name

E-mail

Institution

UPDATE OF THE NATIONAL ACTION PLANS MAY 2018

Posted by [Viktoria Weissenburger](#), Monday, 10th September 2018 @ 11:37 am

The regular updates of the National Action Plans monitor the implementation status of the Fairway Rehabilitation and Maintenance Master Plan which was endorsed by a large majority of the Danube Transport Ministers in December 2014.

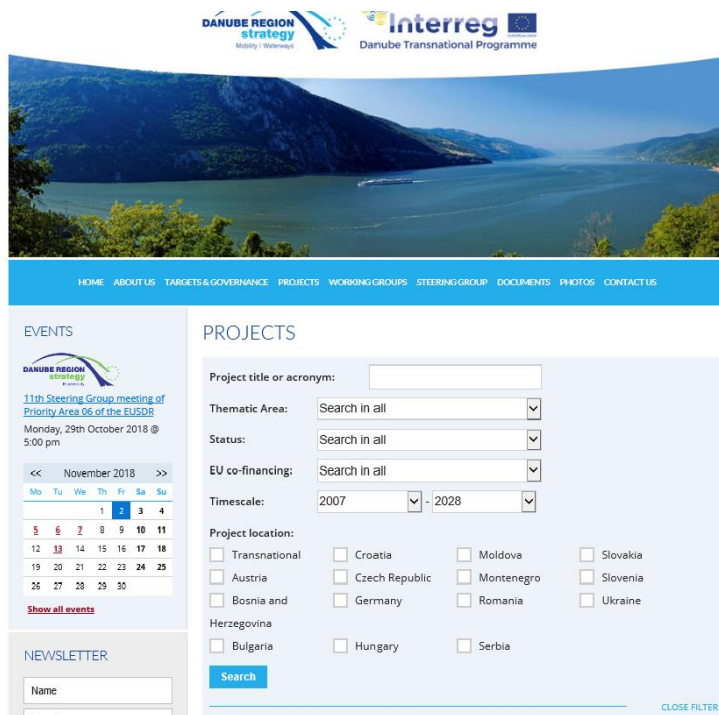
The updates illustrate the status of critical locations, hydrological conditions, rehabilitation and maintenance activities and the costs incurred throughout the last year. The status is reported in a harmonized way for the whole Danube. In addition, an outlook on planned investments and the operational budgets is included. The analysis of financing gaps is crucial to support Improvements of the Danube waterway.

The May 2018 provides the altogether seventh update of the Master Plan and comprises an overview of the fairway situation and the conducted monitoring and maintenance measures during 2017. It also presents the financing gaps in the operational budgets of the individual waterway administrations.

Download the latest version of the National Action Plans:

EUSDR

www.danube-navigation.eu/projects

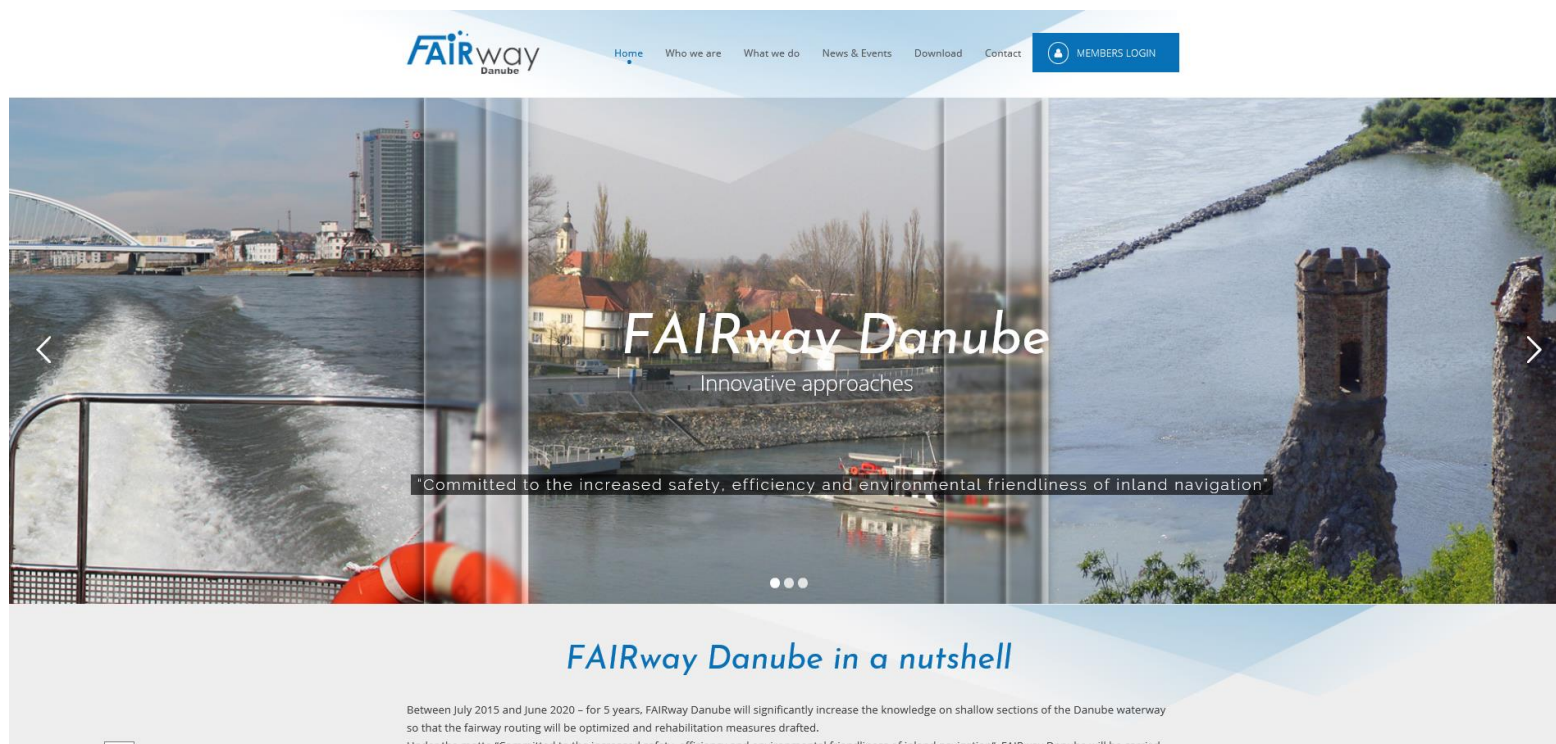


The screenshot displays the EUSDR website interface. At the top, there are logos for the Danube Region Strategy and Interreg Danube Transnational Programme. Below the logos is a large banner image of a river landscape. A navigation bar contains links: HOME, ABOUT US, TARGETS & GOVERNANCE, PROJECTS, WORKING GROUPS, STEERING GROUP, DOCUMENTS, PHOTOS, and CONTACT US. The main content area is divided into two sections: 'EVENTS' and 'PROJECTS'. The 'EVENTS' section features a calendar for November 2018, highlighting the '11th Steering Group meeting of Priority Area 06 of the EUSDR' on Monday, 29th October 2018 at 5:00 pm. The 'PROJECTS' section includes a search form with fields for 'Project title or acronym', 'Thematic Area', 'Status', 'EU co-financing', and 'Timescale' (2007-2028). It also has a 'Project location' section with checkboxes for various countries and regions, including Transnational, Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Germany, Hungary, Moldova, Montenegro, Romania, Serbia, Slovakia, Slovenia, and Ukraine. A 'Search' button and a 'CLOSE FILTER' link are at the bottom of the search form.

➤ over 100 projects

FAIRway Danube

www.fairwaydanube.eu



EUSDR

<http://www.interreg-danube.eu>

DANUBE STREAM

Smart, Integrated and Harmonised Waterway Management

Home
Partners
Library
News and events
Gallery
Newsletters
Contact
Workpackages and
Activities
Communication and
dissemination materials

As an environmentally-friendly and safe transport mode, inland waterway transport (IWT) is an important enabler for economic growth and competitiveness in the Danube Region.

The Danube is an international waterway with 10 riparian countries (along the Danube), 9 of which being responsible for waterway maintenance. To ensure a coordinated basic infrastructure quality, the transnational cooperation of national waterway authorities is crucial.

A transnational harmonisation of smart traffic infrastructure information for the Danube as an entire transport corridor is an important prerequisite for public authorities in order to be capable of satisfying user needs of the commercial IWT sector. For instance, data about fairway conditions from all Danube countries will help vessel operators to optimise their voyage and transport planning, which is in most cases international.

The objective of the project is to establish and maintain an efficient and environmentally-friendly transportation network (Danube and its navigable tributaries) by further developing effective waterway infrastructure management.

In addition to consolidating common standards and tools, the project's results and outputs include user-oriented information services. These enable rapid information transfer on the quality of the waterway's infrastructure. On the strategic level, cooperation with stakeholders (ecology, navigation) and coordination with political level EU Strategy for the Danube Region (EUSDR) are important project activities.



Start date
01-01-2017

End date
30-06-2019

Budget in Euro
Overall: 2.108.661,42
ERDF Contribution: 1.636.123,69
IPA Contribution: 156.238,5
ENI Contribution: 0

Call number
Call 1

Priority
Better connected and energy responsible Danube region

Specific objective
Support environmentally-friendly and safe transport systems and balanced accessibility of urban and rural areas

GREEN DANUBE

Integrated transnational policies and practical solutions for an environmentally-friendly Inland Water Transport system in the Danube region

Home
Partners
Library
News and events
Gallery
Newsletters
Contact
Information in Romanian
About GREEN DANUBE
TRANSLATED Newsletters
OCEANIC CLUB - Interview
Intervi cu OCEANIC CLUB
GREENING TECHNOLOGIES
Best Practices

Medium and long term perspective of Inland Waterway Transport (IWT) in the European Union highlights that the market of this sector will grow with about 80% until 2040 compared to 2010. Without policy intervention, in the year 2020 the average emission level of air pollutants of inland navigation vessels will in many cases be higher than that of trucks. The transport sector is recognized as a major contributor to emissions, therefore it is important to support environmentally sound transport modes like inland waterway transport.



Start date
01-01-2017

End date
30-06-2019

Budget in Euro
Overall: 1.586.244
ERDF Contribution: 1.267.897,4
IPA Contribution: 80.410
ENI Contribution: 0

Call number
Call 1

Priority
Better connected and energy responsible Danube region

Specific objective
Support environmentally-friendly and safe transport systems and balanced accessibility of

EUSDR

www.danube-navigation.eu

SWIM - SMART WATERWAY INTEGRATED MANAGEMENT

Posted by Viktoria Weissenburger, Tuesday, 8th August 2017 @ 10:28 am

BASIC PROJECT DATA

Project ID: PA1A115

NEED AND ADDED VALUE FOR THE DANUBE REGION STRATEGY

The Danube river is the main waterway artery of Central and South-Eastern Europe and could function as key axis for logistics, supporting regional development and economic growth in ten riparian countries. It also connects the markets of Central & Western Europe with the Black Sea region, via Constanta Port and the maritime seaports on the Danube. Several key industries of the region strongly depend on the Danube waterway for competitive logistics which is a pre-condition for safeguarding jobs in the region. Over the last two decades, the reliability and cost-effectiveness of Danube transportation deteriorated tremendously which lead to a significant reduction of the transport volumes, reaching less than 40 million tons per year.

The deterioration of the fairway situation resulted in blockages of several days and even weeks of the fairway in the years 2011, 2012, 2013 and 2015, causing millions of Euros losses for the navigation sector and their customers. Major industries like steel, agriculture, construction, chemical, etc. suffered from increases in logistics costs as well as from the interruption of supply chains, which reduced their economic performances as well as their perspectives.

The severest restrictions to navigation occurred on the Lower Danube, in the common Romanian – Bulgarian Danube sector. Three locations are especially critical: Calafat, Bechet and Corabia. Capital dredging measures are planned for each of these sections. **The project is closely interlinked with FAST Danube and FAIRway Danube. Only after the approval of the environmental impact assessment done within FAST Danube works planned within SWIM may start.**

The project is an important step towards the removal of bottlenecks along the Danube and the transnational cooperation between both Waterway Administrations – River Administration of the Lower Danube Galati – AFDJ and Executive Agency for Exploration and Maintenance of the Danube River – IAPPD.

FAST DANUBE - TECHNICAL ASSISTANCE FOR REVISING AND COMPLEMENTING THE FEASIBILITY STUDY REGARDING THE IMPROVEMENT OF THE NAVIGATION CONDITIONS ON THE ROMANIAN-BULGARIAN COMMON SECTOR OF THE DANUBE AND COMPLEMENTARY STUDIES

Posted by Viktoria Weissenburger, Tuesday, 8th August 2017 @ 9:13 am

BASIC PROJECT DATA

Project ID: PA1A027

Project website: <http://www.fastdanube.eu/>



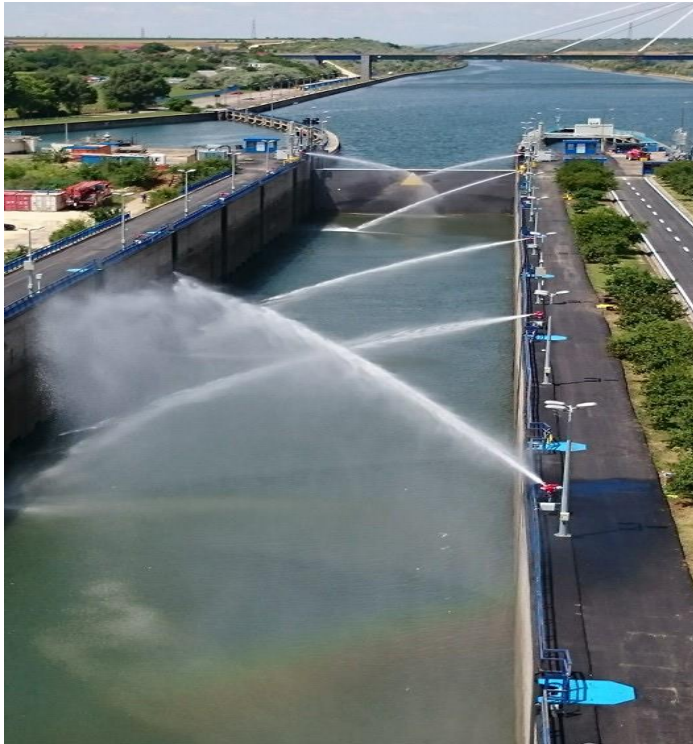
NEED AND ADDED VALUE FOR THE DANUBE REGION STRATEGY

On the Lower Danube the width of the fairway is generally sufficient for accommodating multiple ships, but the **depths** for ensuring the efficient transport of goods are often not sufficient. In low water conditions, vessels sailing on the Danube sector between km 845.5 and km 375 sometimes can be loaded only at 50% of their capacity. These situations lead to serious losses for river transport operators and affect the internal market of transports, in relation with other transport modes and with other alternative routes. Unfortunately, traffic flows affected by these issues are lost for a long time due to the lack of reliability of river transport.

Therefore, projects to enhance navigability, including rehabilitation, infrastructure projects and maintenance, are of crucial importance.

Locks modernization

www.acn.ro



EUSDR

<http://www.interreg-danube.eu>

DAHPNE

Danube Ports Network

Home
Partners
Library
News and events
Gallery
Newsletters
Contact
PR Material
DAHPNE and Social Media

DAHPNE - Danube Ports Network aims to facilitate a **balanced development of Danube Ports** as eco-friendly, well accessible multimodal hubs for the transport system of the region and to turn them into buzzing economic centres functioning as catalysts for economic growth and creation of high value jobs.



To achieve this goal, a **permanent cooperation** will be secured **between public & private entities along the Danube**, each of them bringing in their own specific expertise. These entities are: ministries, port administrations, port users, specialized consultancy firms, logistics companies, NGOs and universities.



Start date
01-01-2017
End date
30-06-2019
Budget in Euro
Overall: 2 985 406,15
ERDF Contribution: 2 415 219,42
IPA Contribution: 122 375,77
ENI Contribution: 0

Call number
Call 1
Priority
Better connected and energy responsible Danube region
Specific objective

DANTE

Improving Administrative Procedures and Processes for Danube IWT

Home
Partners
Library
News and events
Gallery
Newsletters
Contact
DANTE on the social media
Project Dissemination
Transnational IWT barrier reporting tool

DANTE aims at identifying and eliminating administrative barriers for inland waterway transport (IWT) on the Danube & its navigable tributaries as a joint initiative of the private sector and the national public authorities responsible for these barriers.



Good practices and guidelines for effective administration of IWT activities shall be developed with regard to the identified barriers. The proposed solutions will be discussed with the responsible authorities at national working tables, as well as in transnational ones. This matrix approach shall deliver quick solutions and a wide harmonisation of procedures and processes along the river. The monitoring system for collecting user experiences



Start date
01-01-2017
End date
30-06-2019
Budget in Euro
Overall: 1982786
ERDF Contribution: 1650134,75
IPA Contribution: 35233,35
ENI Contribution: 0
Call number
Call 1
Priority
Better connected and energy responsible Danube region
Specific objective
Support environmentally-friendly and safe transport systems and balanced accessibility of

LNG

www.lngmasterplan.eu

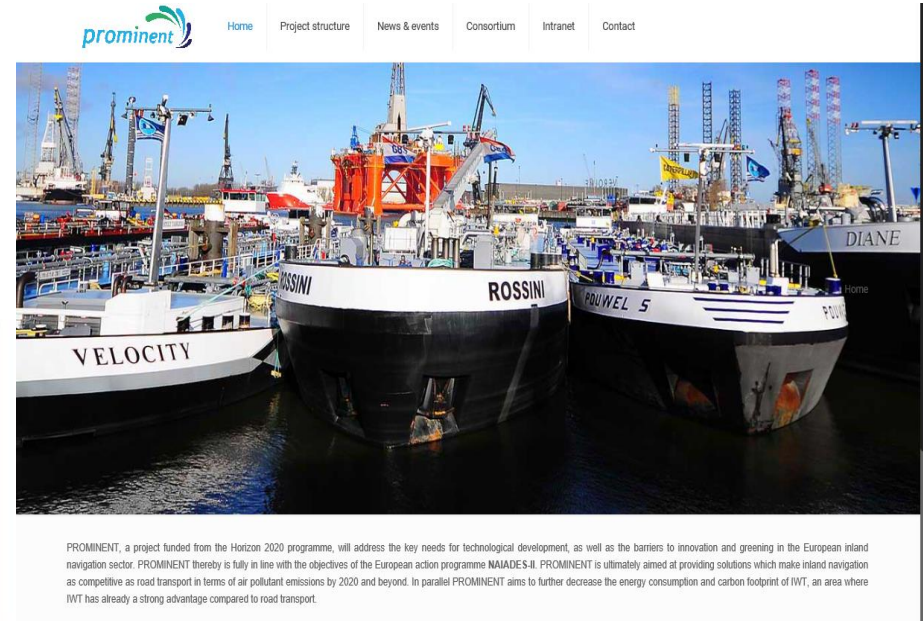
The screenshot shows the homepage of the LNG Masterplan website. The header includes the 'lng MASTERPLAN FOR RHINE-MAIN-DANUBE' logo and navigation links: LNG, Masterplan, LNG Infrastructure, Consortium, Download, Gallery. A main banner features the text: 'The LNG Masterplan will pave the way for a wide-scale use of LNG as fuel for inland vessels and as a new commodity on European waterways.' Below this, it mentions 'Slim Kallas, Vice-President and Commissioner for Transport 2010-2014, European Commission'. A sidebar on the right offers to 'Read LNG Masterplan Booklet' and 'See E-version'. A section titled 'Liquified Natural Gas - Fuel & Cargo for Inland Navigation' explains the benefits of LNG and mentions the 'Waterway axis Rhine/Meuse/Danube' of the TEN-T network. At the bottom, there are sections for 'news', 'events', and 'links'.

The screenshot shows the 'What are the benefits of LNG?' page. The header is identical to the homepage. The main content area is titled 'What are the benefits of LNG?' and contains three sections: 'Safety benefits', 'Environmental Benefits', and 'Economic benefits'. Each section provides detailed information about the advantages of using LNG as a fuel. A sidebar on the right includes 'news', 'events', and a 'Read LNG Masterplan Booklet' link. The 'news' section mentions 'Germany's first liquefied natural gas (LNG) bunkering station in the harbor...'. The 'events' section lists upcoming conferences and workshops. The 'Read LNG Masterplan Booklet' link is accompanied by a graphic of the booklet cover.

EUSDR
www.danube-navigation.eu

www.prominent-iwt.eu

INNOVATIVE DANUBE VESSEL
Main Project Results



www.ris.eu

The screenshot shows the RIS Portal homepage. At the top is a navigation bar with links: HOME, GENERAL, NEWS, EVENTS, PROJECTS, LIBRARY, SERVICES, EXPERT GROUPS, and a search bar. The main content area is divided into three columns. The left column features a 'RIVER INFORMATION SERVICES PORTAL' section with a description of RIS as modern traffic management systems. Below this is a 'PROJECT SEARCH' section with dropdown menus for 'country' and 'funding', a 'search' button, and a 'Submit Your Project' button. The middle column has a 'NEWS' section with three articles: 'Danube Information Services Conference DISC18', 'Common Issues Meeting on June 13 in Rotterdam, The Netherlands', and 'Horizon 2020: Announcement for 'Moving freight by water''. The right column has a 'CALENDAR' section titled 'ERDMS /EHDB User access changes'. At the bottom is a 'Map' section showing a map of the Danube region with various countries labeled and a 'Satellite' view option.

The RIS Portal operation is financed by European Union, DIG MOVE.

www.roris.ro

The screenshot shows the RORIS website. The header features the RORIS logo and the text 'AUTORITATEA NAVALĂ ROMÂNĂ'. Below the header is a navigation bar with links: Prima pagina, Prezentare RIS, Informatii, Cale navigabila, Servicii sistem, Link-uri, and Contacte. The main content area is divided into three columns. The left column has a 'Stiri' (News) section with a date '23.02.2017' and the title 'RIS COMEX'. The middle column has an 'Evenimente' (Events) section. The right column has a 'Servicii sistem' (System Services) section with links: 'Avize catre navigatori', 'Raportarea electronica a voiajelor', 'Limitarea efectelor calamitatilor', 'Inmatriculare si evidenta nave', 'Personal Navigator', 'Web Ecdis', and 'Informare sintetica trafic'. Below these columns are sections for 'Contact' (with 'Autoritatea Navala Romana' and email 'ma@na.ro'), 'Intrebari frecvente' (Frequently Asked Questions), and 'Link-uri utile' (Useful Links) with links to 'AUTORITATEA NAVALA ROMANA' and 'RIS EU'. At the bottom, there are logos for the European Union, the Government of Romania, and the Structural Instruments 2007-2013, along with a footer text: 'Pentru informatii detaliate despre celelalte programe cofinanțate de Uniunea Europeana, va invitam sa vizitati www.fonduri-ue.ro'.

www.danubeportal.com

NEWADA duo DANUBE FIS PORTAL

Descarcari

Selectati tipul: Harti electronice de navigatie Harti de navigatie pe suport hartie Atlasul danelor

- ☐ Nivelul apei
- ☐ Puncte critice
- ☐ Avize catre navigatori
- ☐ Mesaje referitoare la gheata
- ☐ Locatii WiFi

NEWADA duo DANUBE FIS PORTAL

Nivelul apei

Senal navigabil: toate sectiunile

Tara: toate tarile

Sectiunea: (de exemplu 1926,0 - 1647,0)

Mira nume:

Filtru

Detalii	Mira nivel	Senal navigabil	Kilometru fluvial	Data si ora	Nivelul actual al apei (cm)
<input type="checkbox"/> Achleiten		Donau (Austria)	2223.1	2018-09-25 05:45	280
<input type="checkbox"/> Wilhering		Donau (Austria)	2144.0	2018-09-25 05:45	307
<input type="checkbox"/> Mauthausen		Donau (Austria)	2110.9	2018-09-25 05:45	445
<input type="checkbox"/> Grein		Donau (Austria)	2079.1	2018-09-25 05:45	734
<input type="checkbox"/> Kienstock		Donau (Austria)	2015.2	2018-09-25 05:45	262
<input type="checkbox"/> Dümstein		Donau (Austria)	2009.1	2018-09-25 05:45	346
<input type="checkbox"/> Korneuburg		Donau (Austria)	1941.5	2018-09-25 05:45	257
<input type="checkbox"/> Wildungsmauer		Donau (Austria)	1894.7	2018-09-25 05:45	204
<input type="checkbox"/> Devin		Dunaj (Slovakia)	1879.8	2018-09-24 06:00	125
<input type="checkbox"/> Thebnerstraße		Donau (Austria)	1879.2	2018-09-25 05:45	168
<input type="checkbox"/> Bratislava		Dunaj (Slovakia)	1868.8	2018-09-24 06:00	263
<input type="checkbox"/> Rajka		Duna (Hungary)	1848.4	2018-09-25 07:00	20
<input type="checkbox"/> Dunakiliti duzzasztó, felváz		Duna (Hungary)	1842.3	2018-09-25 07:00	1283

EUSDR

<http://www.interreg-danube.eu>

DANUBE SKILLS

Increased institutional capacity in Danube navigation by boosting joint transnational competences and skills in education and public development services

[Home](#)

[Partners](#)

[Library](#)

[News and events](#)

[Gallery](#)

[Newsletters](#)

[Contact](#)

[Project Objectives](#)

[Project Promotion](#)

[Interview with Christelle
Rousseau](#)

[Interview with Laurentiu
Mironescu](#)

[Interview with VBW
representatives](#)

[Interview with Marija
Radovanović](#)

[ONE STOP SHOP](#)

Project Summary

Today there is still a lack of transparency and knowledge on how to integrate green Danube Navigation into sustainable transport solutions. Increased institutional and organisational capacity will help equip public service providers with a critical mass of information and support to understand (=mind shift) and use (=modal shift) Danube transport and help them to jointly respond to common challenges.

Besides, there is a shortage of qualified personnel on-board inland vessels and fragmented legal framework governing skills and qualifications in the Danube inland transport sector and hindering recognition of qualifications and mobility of work force.



Start date
01-01-2017

End date
30-06-2019

Budget in Euro
Overall: 2023100
ERDF Contribution: 1586185
IPA Contribution: 133450
ENI Contribution: 0

Call number
Call 1

Priority
Well-governed Danube region

Specific objective
Improve institutional capacities to tackle major societal challenges



Action Plan revision

Questions for discussion

1. Reflection on the existing PA1a targets until 2020
 - Any other key topics or challenges for PA1a for the next 10 years, which would require own Target/Working Group?
 - Reflection on proposed Actions within each Working
 - Any horizontal topics within PA1a?

2. Topics or challenges to be addressed together with other Priority Areas?
 - Proposal for integrated project(s) covering more than one Priority Area

Current 10 Actions as laid down in Action Plan

a) Improvement of infrastructure and economic performance of waterway navigation

1. complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way
2. invest in waterway infrastructure of Danube and its tributaries and develop the interconnections
3. modernise the Danube fleet in order to improve environmental and economic performance

b) Improvement of the organisational framework and human resources for inland waterway navigation

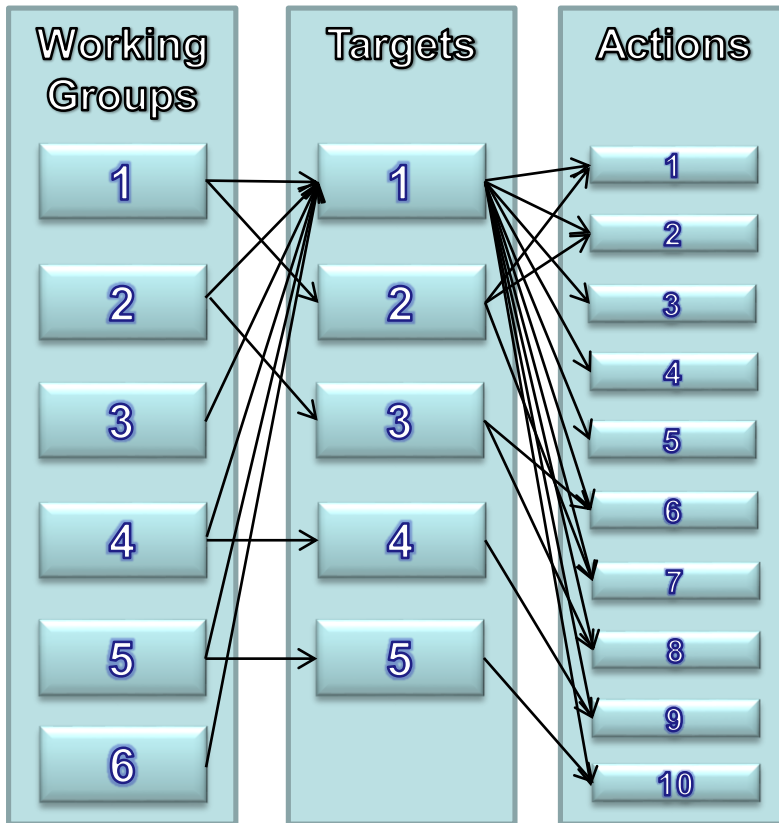
4. coordinate national transport policies in the field of navigation in the Danube basin
5. support Danube Commission in finalising the process of reviewing the Belgrade Convention
6. develop ports in the Danube river basin into multimodal logistics centres
7. improve comprehensive waterway management of the Danube and its tributaries
8. promote sustainable freight transport in the Danube Region
9. implement harmonised River Information Services (RIS)
10. invest in education and jobs in the Danube navigation sector

Current 6 Working Groups

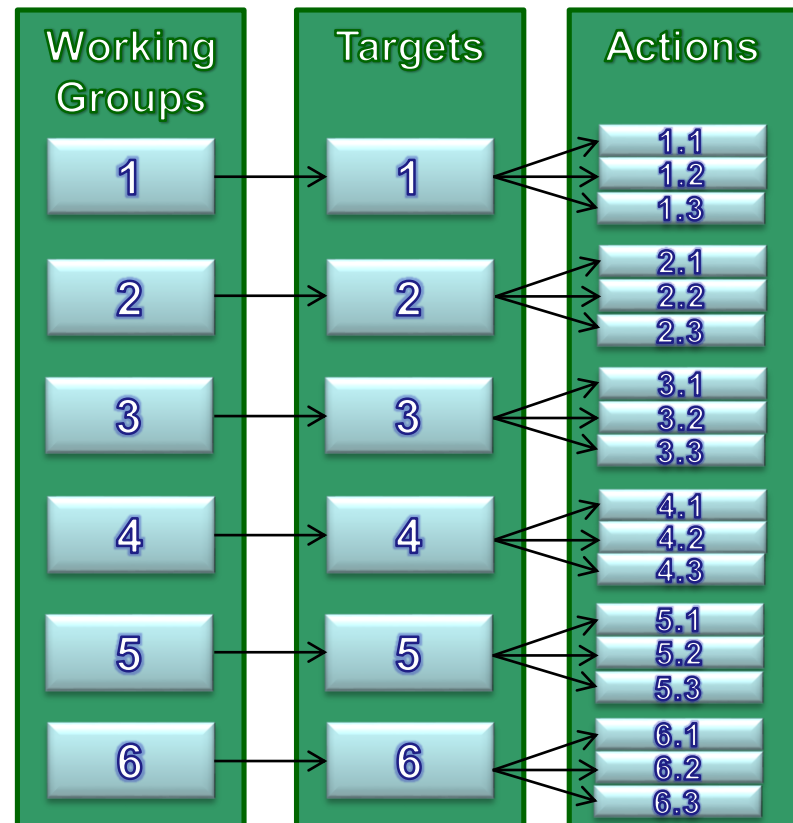
1. Waterway infrastructure and management
2. Ports & sustainable freight transport
3. Fleet modernisation
4. River Information Services
5. Education & jobs
6. Administrative processes (with PA11)

Targets → Working Groups → Actions

Current structure




Proposed new structure



PA 1a Coordination



 Bundesministerium
Verkehr, Innovation und Technologie = **Coordination**

viadonau = Technical
Secretariat

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= Coordination &
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EU Strategy for the Danube Region
Priority Area 1a – To improve mobility and multimodality: Inland waterways

Priority Area 1a on Inland Waterways
is dedicated to:

- Increasing cargo transport on the river
- Solving obstacles to navigability
- Developing efficient multimodal terminals at river ports
- Implementing harmonized River Information Services (RIS)
- Solving the shortage of qualified personnel and harmonizing education standards

*Because many small
streams make a great river*

Coordinators:

- Austria: Ministry of Transport, Innovation and Technology (bmvit)
- Romania: Ministry of Transport

EUROPEAN UNION
European Regional Development Fund
Funding:

- ERDF: 299,999.85 €
- National: 52,941.15 €

*Thank you for
your attention!*

*Cristina Cuc
Ministry of Transport of
Romania
cristina.cuc@mt.ro*