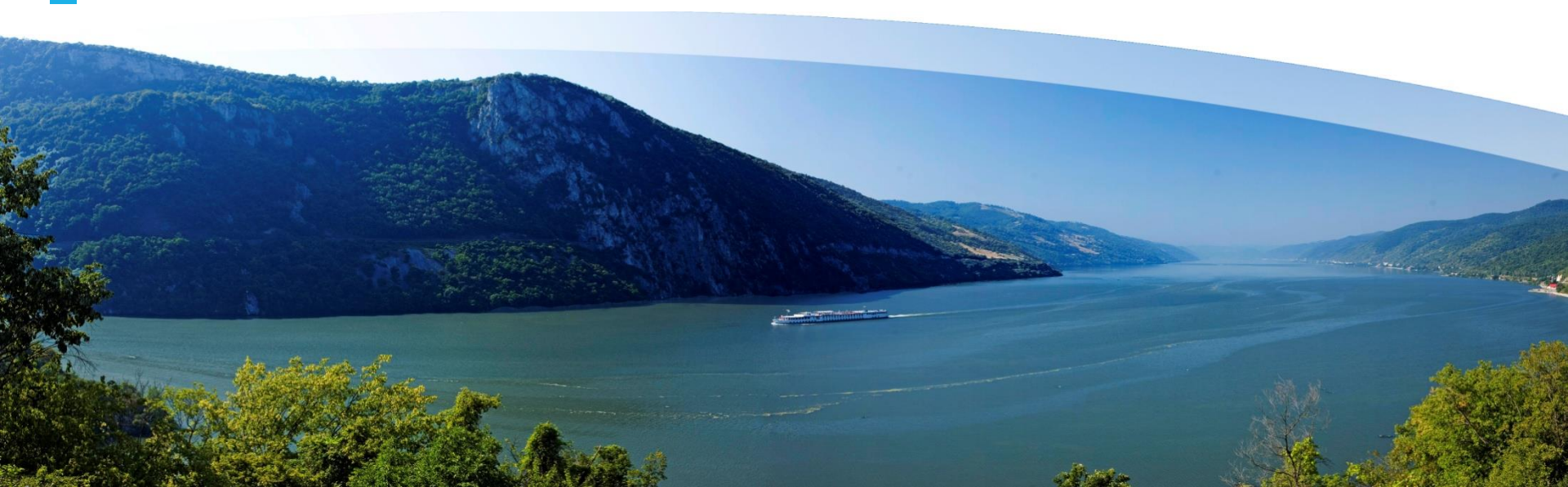


# Development potentials for the Danube region (biomass & inland waterway transport)

ENERGY BARGE Final Event, Budapest | 23 May 2019





# Targets of PA1a


- **Increase the cargo transport** on the river by 20% by 2020
- Solve obstacles to **navigability** and establish **effective waterway infrastructure management** by 2020
- Develop **efficient multimodal terminals** at river ports along the Danube and its navigable tributaries by 2020
- Implement **harmonised River Information Services (RIS)** on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2020
- Solve the shortage of **qualified personnel and harmonize education standards** in inland navigation in the Danube region by 2020

# EUSDR PA 1a online project database:

[www.danube.navigation.eu/projects](http://www.danube.navigation.eu/projects)

101 projects in total



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### EVENTS

<< August 2017 >>

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21	22	23	24	25	26	27
28	29	30	31			

[Show all events](#)

### NEWSLETTER

### PROJECTS

Project title or acronym:

Thematic Area:

Status:

EU co-financing:

Timescale:  -

Project location:

☐ Transnational
☐ Croatia
☐ Moldova
☐ Slovakia

☐ Austria
☐ Czech Republic
☐ Montenegro
☐ Slovenia

☐ Bosnia and Herzegovina
☐ Germany
☐ Romania
☐ Ukraine

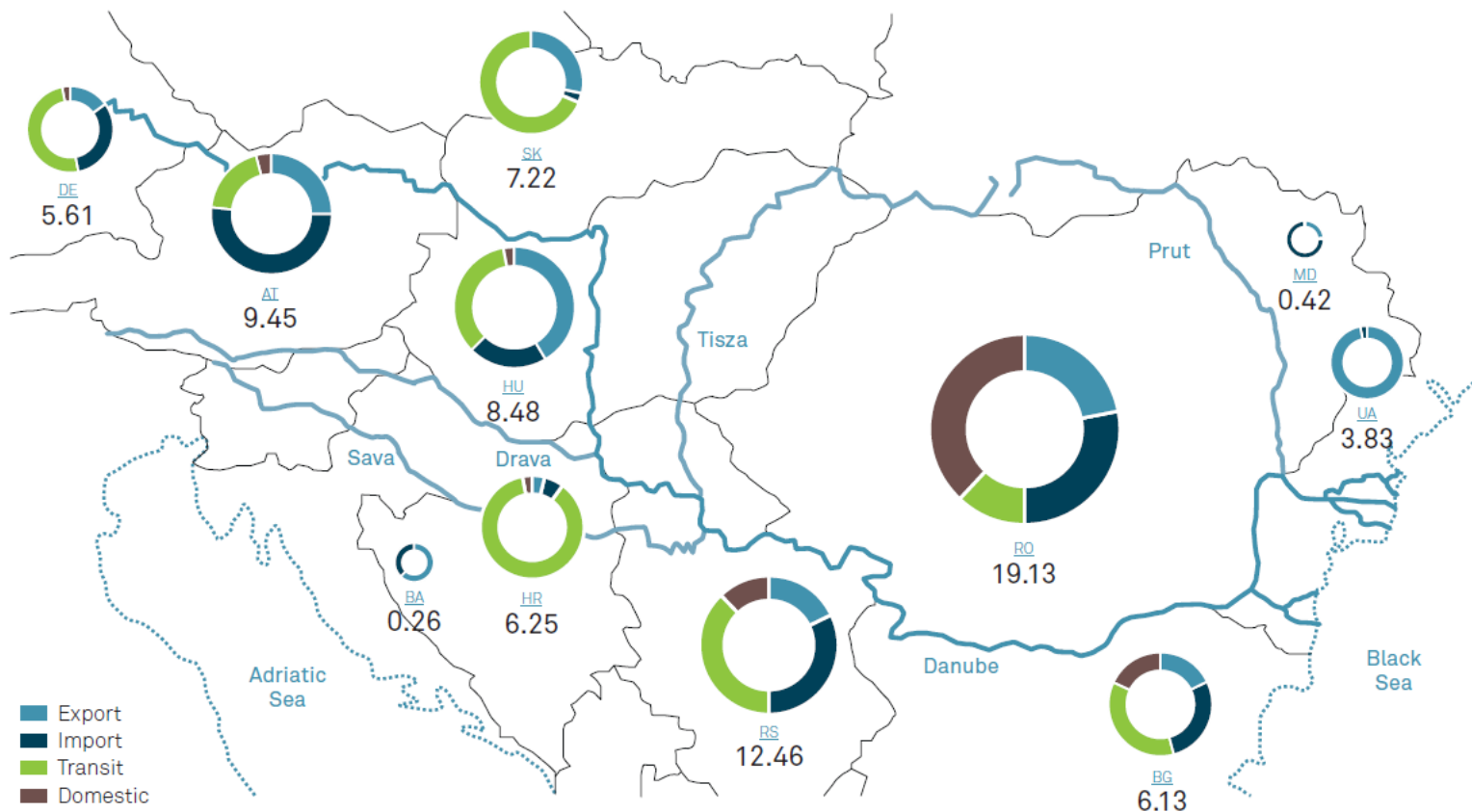
☐ Bulgaria
☐ Hungary
☐ Serbia

[CLOSE FILTER](#)

# Target 1

Increase cargo transport on the river by  
20% by 2020

# Transport volumes Danube 2017: 39.3 mln tons



Source: viadonau, 2019

# Transport volumes still behind expectations

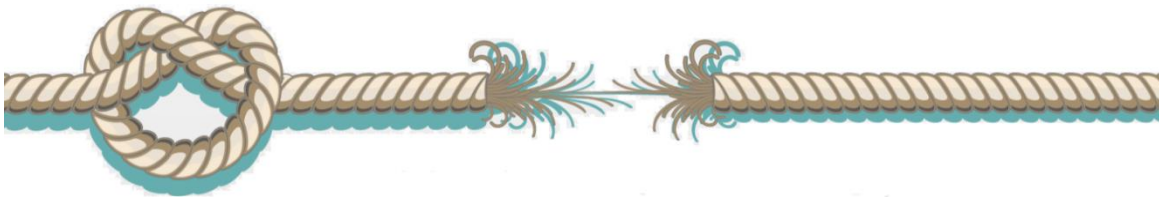
- EUSDR Priority Area is concentrated on the improvement of framework conditions for a stronger market share of Danube navigation:
  - fairway conditions
  - fleet modernisation
  - port network
  - River Information Services
  - qualified personnel
  - reduction of administrative barriers
- EUSDR PA1a strongly welcomes projects such as ENERGY BARGE that actively look for new markets for Danube navigation!

# Target 2

## Solve obstacles to navigability

# Fairway conditions on the Danube - background

- Logistics waterway users need stable fairway conditions and a continuous level of service
- 7 EU Member States / 3 non-EU Member States: Waterway rehabilitation and maintenance is and will remain a national responsibility
- Budget decisions and operational measures are ultimately taken (or not) at national level
- The quality of the Danube corridor is as strong as its weakest link



**Corridor approach in waterway maintenance is essential!**

# Achievements related to improvement of navigability

1. Strong partnership and cooperation among waterway administrations and stakeholders
2. Definition of common levels of service and work plans
3. Successful interplay between policy and project level
4. Up-to-date fairway information for waterway users

# 1. Strong partnership and coordination among waterway administrations and stakeholders

- Network of Danube Waterway Administrations (NEWADA) operational as a driving force since 2009 (SEE)
- EU-Strategy for the Danube Region: Austria (bmvit and viadonau) and Romania (Ministry of Transport) have been coordinating Priority Area 1a (Waterways) since 2012
- European Commission (DG MOVE/DG REGIO) set and retained Danube waterway maintenance high on the political agenda

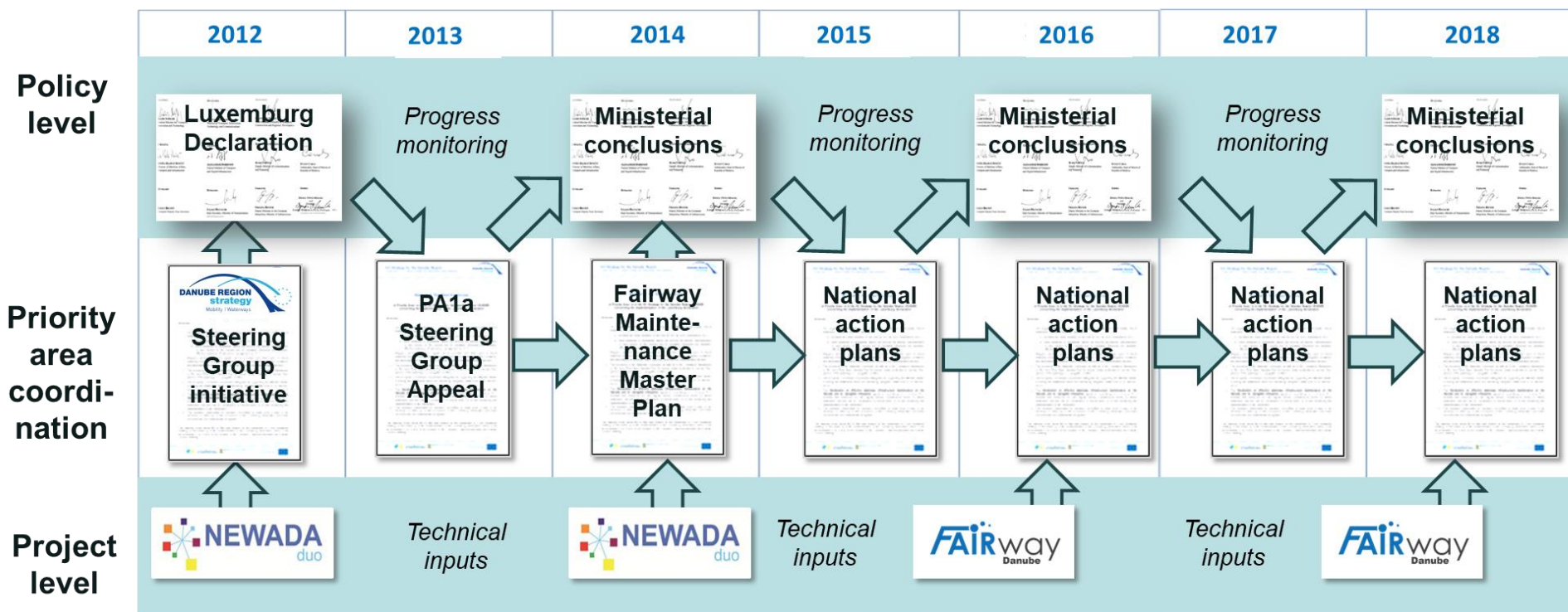
## 2. Definition of common levels of service and work plans

### Fairway Rehabilitation and Maintenance Master Plan

- Initiated in April 2014 by Danube Region Strategy (Priority Area 1a) in cooperation with the NEWADA duo project
- Prepared in close cooperation between PA1a, the European Commission and the Danube waterway administrations
- Endorsed by the majority of Danube Transport Ministers in 2014, 2016, 2018

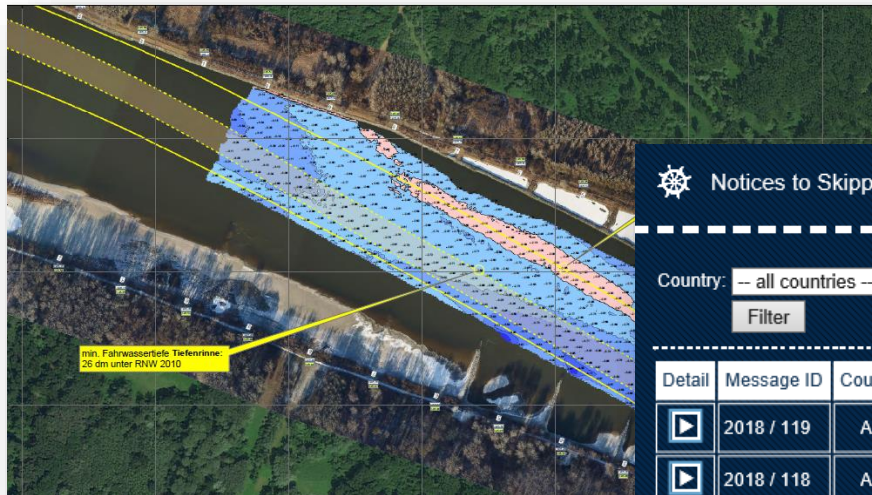


### 3. Successful interplay between policy and projects



## 4. Up-to-date fairway information for waterway users

### Shallow section information



### Notices to skippers

Notices to Skippers						
Country: -- all countries --						
Filter						
Detail	Message ID	Country	Valid from	Subject	Reasons	Location (Rkm)
	2018 / 119	AT	2018.10.15 - 2018.12.10	Announcement	work	---
	2018 / 118	AT	2018.10.22 - 2018.10.24	Announcement	dredging	2147.4 - 2147.0
	2018 / 117	AT	2018.10.18 - 2018.10.22	Announcement	dredging	2124.0 - 2123.8
	2018 / 116	AT	2018.08.10 - 2018.10.18	Announcement	dredging	2123.6 - 2123.1
	2018 / 114	AT	2018.10.24 - 2018.10.25	Announcement	work	0.6 - 0.8
	2018 / 113	AT	2018.10.08 - 2018.10.19	Announcement	work	---
	2018 / 112	AT	2018.09.26 - 2018.10.31	Announcement	info service	1932.8 - 1924.9

Easy access via [www.danubeportal.com](http://www.danubeportal.com)

Danube FIS Portal

Water level Bottleneck Notices to Skippers Ice Waterway objects Authorities Charts

### Bottleneck

Country:  River section:  River km:  0 - 1226 Critical: ☒ All

Fairway	Chainage	Width (m)	Min. actual depth (dm)	Deep area location	Deep area actual depth	Date of sounding	PDF	Reference gauging station	Map
Donau (Austria)	Furt Weißenkirchen	2014.6 - 2013.5	100	30.4		2017.08.25.	<a href="#">PDF</a>	Kienstock	<a href="#">Map</a>
Donau (Austria)	Furt Weißenkirchen	2014.6 - 2013.5	100	30.4		2017.08.25.	<a href="#">PDF</a>	Kienstock	<a href="#">Map</a>
Donau (Austria)	Furt Weißenkirchen	2014.6 - 2013.5	100	30.4		2017.08.25.	<a href="#">PDF</a>	Kienstock	<a href="#">Map</a>
Donau (Austria)	Furt Weißenkirchen	2014.6 - 2013.5	100	30.4		2017.08.25.	<a href="#">PDF</a>	Kienstock	<a href="#">Map</a>

Interreg Danube Transnational Programme

Contact Disclaimer Languages Technical recommendation

version 0.9.2

Relaunch of portal planned for summer 2019

# Target 3

## Develop efficient multimodal terminals at river ports

# Status regarding multimodal port terminals in the Danube corridor

- There are approximately 70 ports along the 2.414 km length of the navigable Danube
- Partly obsolete port infrastructure and out-dated equipment
- The Rhine-Danube Corridor include 19 core ports, all are inland waterway ports except Constanța and Galați, which are both inland waterway and maritime ports.
- In terms of multimodal connections, all of the core network ports have road and rail connection but of varying quality in terms of number of lanes and capacities

# Needs regarding multimodal port terminals in the Danube corridor

- Danube Transnational Programme:
  - Project platform allowing the elaboration of a transnational strategy for Danube ports and targeted actions to improve the functioning of Danube ports:
    - creating the legal instruments and methodologies facilitating port investments by the public and the private sector
    - increasing the service level for port users and prepare ports for development projects
- Structural Funds and Connecting Europe Facility:
  - Investment opportunities in ports infrastructure and multimodal connections

# Achievements to develop multimodal port terminals

- Activities in PA1a mainly focused on project support activities:
  - PA1a issued 8 letters of recommendation for port-related projects
  - PA1a project database includes 28 projects, of which 18 are in preparation phase
- Investment projects for ports along the Danube have been monitored by means of the Rhine-Danube Corridor work plans
- Actual implementation of the projects is however largely beyond the control of the priority area

# Working Group on administrative processes

## Common characteristics of the border control procedures along the Danube



- **Complicated and long-winded procedures** with numerous control forms to be filled out by ship crews
- **Missing coordination** across the Danube riparian states: differences in legislation and law enforcement
- **Multiple submission of the same data** as most of the documents have to be provided in paper form



SIMPLIFICATION



HARMONISATION



DIGITALISATION

# Updated practical manual for border control procedures along the Danube

Overview of practical information on border controls along the entire Danube, describing current practices and procedures:

- steps of the control process including control forms
- detailed information on specific control points
- opening hours, contact information of control authorities, place of controls etc.

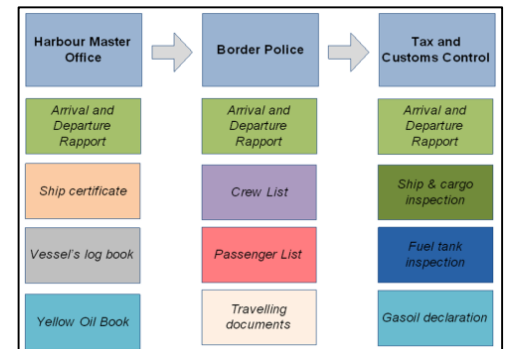
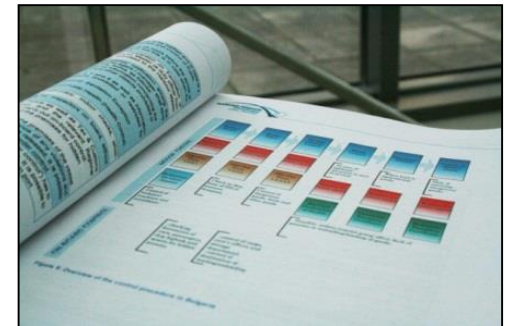


Photo credits: viadonau

# Release

Publication of the updated Practical Manual on the EUSDR PA1a website:

[www.danube-navigation.eu/wg-6-administrative-processes](http://www.danube-navigation.eu/wg-6-administrative-processes)  
(please feel free to distribute it further).

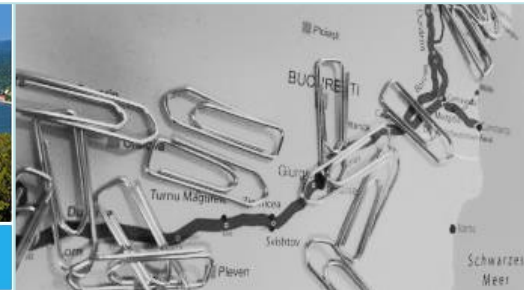


## WG 6 - ADMINISTRATIVE PROCESSES

### Reference Actions of the EUSDR Action Plan

(European Commission's Document SEC(2010) 1489, December 2010):

- "To combat institutional capacity and public service related problems in the Danube region"*
- "To improve the trust of citizens and stakeholders in political authorities"*
- "To ensure sufficient information flow and exchange at all levels"*
- "To facilitate the administrative cooperation of communities living in border regions"*



# Danube Navigation Standard Forms (DAVID)



## First set of harmonised forms

- Arrival and departure report
- Crew list
- Passenger list

Implementation on national level  
prepared by the joint working group

*Danube Navigation Standard Form (DAVID)*

**PASSENGER LIST**

1.1 Name and type of ship (main vessel) including previous names of ship - if applicable

1.2 Ship number/IMO-Number of Identification (main vessel)

1.3 MMSI number - if applicable

1.4 Vessel certificate valid until (main vessel)

2. Port of arrival/departure

3. Date and time of arrival/departure

4. Nationality of ship (country/area of registration) including previous nationality of ship - if applicable

5. Date and time of arrival/departure

6. Particulars of voyage (previous and subsequent ports)

7. Date and signature by master, authorized agent or officer

*Danube Navigation Standard Form (DAVID)*

**CREW LIST**

1.1 Name and type of ship (main vessel) including previous names of ship - if applicable

1.2 Ship number/IMO-Number of Identification (main vessel)

1.3 MMSI number - if applicable

1.4 Vessel certificate valid until (main vessel)

2. Port of arrival/departure

3. Date and time of arrival/departure

4. Nationality of ship (country/area of registration) including previous nationality of ship - if applicable

5. Date and time of arrival/departure

6. Particulars of voyage (previous and subsequent ports)

7. Date and signature by master, authorized agent or officer

*Danube Navigation Standard Form (DAVID)*

**ARRIVAL AND DEPARTURE REPORT**

1.1 Name and type of ship (main vessel) including previous names of ship - if applicable

1.2 Ship number/IMO-Number of Identification (main vessel)

1.3 MMSI number - if applicable

1.4 Vessel certificate valid until (main vessel)

2. Port of arrival/departure

3. Date and time of arrival/departure

4. Nationality of ship (country/area of registration) including previous nationality of ship - if applicable

5. Name of master

6. Control point/border crossing point

7. Total length (m)/Total width (m)

8. Name and contact details of ship operator

9. Actual draught (m)

10. Minimum draught (m) / Total quantity of cargo (t)

11. Position of the ship in the port (berth or mooring) - if applicable

12. Particulars of voyage (previous and subsequent ports) (cargo will be discharged)

13. Brief description of the cargo

14. ICHT/Competent Authority/Designation ship identification - if applicable

15. Number of crew

16. Navigation mode (A1, A2, B) - if applicable

17. Number of passengers - if applicable

18. Remarks

19. Attached documents - if applicable (including number of copies)

20. Ship's Status Declaration

21. Crew List

22. Passenger List

23. The ship's requirements in terms of waste and residue reception facilities

24. Crew's Effects Declaration (only on arrival)

25. Declaration of health (only on arrival)

26. Date and signature by master, authorized agent or officer

# Next steps: digitalisation

- Investigate/specify embedding of harmonised forms in River Information Services
- Define a pilot system as joint activity of PA1a/PA11 in cooperation with RIS COMEX (<http://www.riscomex.eu>)
- Specify system architecture for pilot implementation in the year 2020

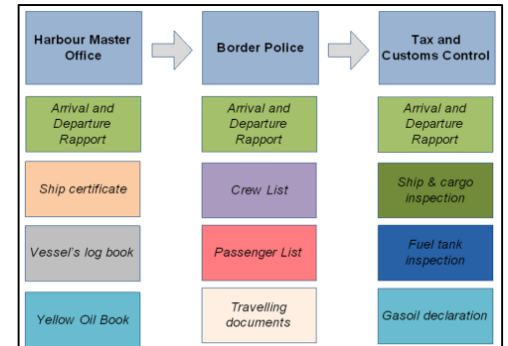
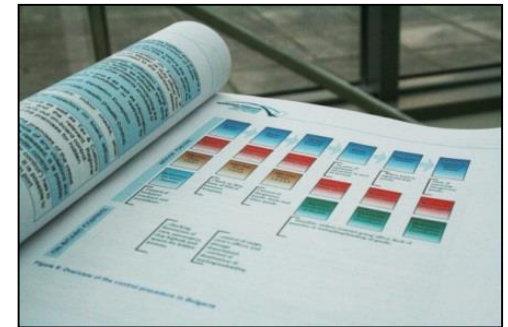


Photo credits: viadonau

# Opportunities generated by ENERGY BARGE

# Cargo-specific focus initiatives on transnational level (1)

## **ENERGY BARGE supported the EUSDR Priority Area 1a in**

- specifying the modal shift objectives of PA1a in more detail
- introducing a cargo-specific approach in order to answer the following questions:

What are the logistics requirements of potential customers in the biomass and bioenergy sector?

How can Danube logistics services be promoted in this sector?

Which cargo and transport routes are most promising?

# Cargo-specific focus initiatives on transnational level (2)

## **ENERGY BARGE supported the EUSDR Priority Area 1a in**

- involving potential customers of inland waterway transport services and logistics service providers (via project events, B2B meetings, bilateral meetings)
- initiating pilot investments and new business contacts to develop new transports in this promising market segment
- facilitate know-how exchange between supply and demand in the field of Danube logistics

# Conclusions and outlook

## ENERGY BARGE as good practice for future initiatives

- further cargo-specific focus initiatives for other markets and segments
- market-neutral platforms between industry and logistics sector
  - definition of logistics requirements
  - exchange of know-how and good practices
  - initiation of new transports and contacts



Photo credits: viadonau

# PA1a coordinators



## Austria

 Bundesministerium  
Verkehr, Innovation  
und Technologie

**viadonau**

Vera Hofbauer  
[vera.hofbauer@bmvit.gv.at](mailto:vera.hofbauer@bmvit.gv.at)

Gert-Jan Muilerman  
[gert-jan.muilerman@viadonau.org](mailto:gert-jan.muilerman@viadonau.org)

Viktoria Weissenburger  
[viktoria.weissenburger@viadonau.org](mailto:viktoria.weissenburger@viadonau.org)



## Romania



MINISTERUL TRANSPORTURILOR

Cristina Cuc  
[cristina.cuc@mt.ro](mailto:cristina.cuc@mt.ro)

Monica Patrichi  
[monica.patrichi@mt.ro](mailto:monica.patrichi@mt.ro)